

The Mud Ring

The Official Newsletter of the Cinder Sniffers, Inc.
Home of the Original Clishay!

www.cindersniffers.org



Celebrating 62Years



July 2018

Mud Ring Editor Report

Donna R Hill-Frozina

I'm feeling a little bionic lately, my total knee replacement surgery was at the beginning of June and while I was hoping the worst of the physical therapy would be behind me by now - it appears in spite of my best efforts, the scar tissue has out raced my PT and a 'manipulation under anesthesia' may be in my future in order to get the new knee to bend more than 80°. I'm still puzzled why knees and shoulders don't come with zerk fittings, it just makes sense that they would work better if properly lubricated on a regular basis. Never been a fan of sealed bearings, zerk fittings and oil cups just make more sense! I better get into shape fast because we have a new workshop out on the farm to complete and I've started taking a 10 week class in Beginning Blacksmithing & Metal Fabrication in hopes of learning to TIG weld aluminum. Wish me luck!!



New unofficial group at the Sniffers—the Cane Sisters! Julie Balmer, Donna H-F & Jeanette Schwab

Donald has been busy procuring more Halloween inflatables for decoration around the track for our Annual Night Run and Potluck event the last weekend of September. After the Night Run we can work out the best ones to put up for the October public run day on Saturday the 13th. For those of you who might not have attended last years night run or are new to the club—Yes!! We have 2 new members! Donald and I will once again be setting up the RV by the front gate on Friday, September 28th. Anyone wishing to bring their engine early and/or camp out with us at the club is welcome—but you will need to bring your own tent and cot. Donald, Kate, Gabe and I will be staying overnight at the Sniffers on Friday and Saturday night so anyone wanting to leave their stuff at the track can do so. It will still be 'at your own risk' but with us camped out at the front gate security should be good. There will be more details later but last year Donald and I had a cook out with Gabe & Kate Friday night and on Saturday we encourage everyone who comes to bring something to share for a club potluck. It was great fun last year and as fabulous as it is to run a train on our track in the daylight—night time running with the fall Holliday air is FANTASTIC!!!

Crossing the Taylor Trestle in the dark is a fun kind of SPOOKY!!!

One other important topic I want to mention now is a Cinder Sniffers visit to Heavenly Hilltop Railroad in Stamping Ground Kentucky. At one of our last Sniffers meetings we discussed how the Sniffers use to visit Don Saager's track every year. We want to try to resurrect this event and after checking both the Sniffers and Don Saager's schedule, November 10th seems to be the best date to arrange for a group of Cinder Sniffers to run at Heavenly Hilltop during one of their open run dates. Please put it on your calendar and let me know if you plan to go so I can keep Don Saager updated on the potential number of trains and folks who will run that day.

Member Calendar

July 28	Work Session	9am
	Ex Committee Meeting	12:30pm
	Member Meeting	1pm
Aug 11	Run Day	10am
	Diner Host—Julie Balmer	
Aug 25	Work Session	9am
	Member Meeting	1pm
Sept 8	Run Day	10am
	Diner Host—Donna R Hill-Frozina	
Sept 22	Work Session	9am
	Member Meeting	1pm
Sept 29	Members ONLY	5pm
	Annual Night Run & Potluck	









Locomotive Wheel Arrangements for Beginners

Donna R Hill-Frozina

Diesels

Personally, I find the wheel/truck/axle designations scheme for diesels bewildering—I guess that’s why I have a steamer! Diesel locomotive wheels are typically described by the number of powered and unpowered axles per truck—and to me, this is when all of this becomes clear as mud! In earlier times, some axles were unpowered in order to spread the load over the rail, but the additional axles (even if unpowered) were often required to increase stability of the engine on the track. For example, a GP9 has 2 trucks, each having 2 axles and 2 traction motors. Thus, a GP9 is designated Bo-Bo in European nomenclature, where the 'o' means no unpowered axles. For US nomenclature the o's are left off, leaving the more common designation B-B.

Powered Axles	Unpowered Axles
A=1, B=2, C=3, D=4	o = 0, l = 1

 <p>A1A-A1A As used on EMD E-unit or ALCO PA. 3 axles per truck, the center axle without a motor.</p>	 <p>B-B The Blomberg, basically unchanged since 1939.</p>
 <p>C-C (HT-C) EMD truck has three powered axles.</p>	 <p>C-C (HTCR) EMD low-friction radial truck.</p>
 <p>D-D EMD DDA40X truck has 4 axles and traction motors.</p>	 <p>C-C (HTTC) GE high-traction truck.</p>

Several of our club members have Diesels: Ray McNeil’s new engine is a SW-1 which is a B-B. Donald Frozina and I have a Southern Pacific that is a SW-7 or a B-B, a little Davenport Switcher 30 ton that is an A-A, a Rio Grand Cow & Calf that would be designated a SW-9 B-B and now a Rio Grande SD-9 that is a C-C. Kent Bolerjack’s Diesels are a SD-40 C-C. And the Sniffers Club Diesel is a SW-1500 which is also a B-B. What other Diesels do Cinder Sniffer members have?



Steve Chromik



Jim & Chuck Balmer w/Shorty



Lee Hodgson, Jim Balmer, Chuck Balmer, Ray Hughes

Some extra photos from the May 12 Run day. Someone (DS) pointed out that when one of Chucks neighbors gave him a gas engine of course Chuck makes a beautiful locomotive with it & names it 'Jack' after his neighbor. Dave Sams gives him a gas engine & Chuck makes a cute little engine and names it 'Shorty'!



Track Hunting

Denis Larrick

For years I have heard rumblings about a track being built in eastern Kentucky, south of Morehead at a cross-roads called Crockett, but try as I might, I was never able to spot anything on Google



Earth. This July, I found it and made contact. It is being built by Charles Wiegand, his son, and Carlos Pargen. Charles brought a 4-6-2 to the Cinder Sniffers in the 1980s. They have 150 acres of reclaimed strip mine to work with, including a pond and a lot of deep woods. Great progress for three guys! The goal is to get a return loop on both ends of the single track mainline (Mill Creek Central style) and then have a small meet. But that is going to require a tunnel/trestle like Don Saager's track. Looking forward to it!



Visiting Rail Fan Fred Mapes from the Mill Creek Club. Roger H. working the Yard Master and Donald F. running the club train.

they left for Arizona.



Don Frozina & Ed Habel



Steve, Denis & Fred



Dave & Nan Sams

May's Run Day

It seemed like a day that should have been one of those 'perfect storms' for lots of visitors arriving for a ride out at the track –but no! It was a gorgeous day that was well attended by members with few guest and very few additional visitors. It was a splendid day to run our trains!!

One of our visitors, Mark Brown, is a parent of a Boy Scout whose troop is interested in working on their Railroading Merit Badges. Dave Sams is working with this troop and potentially another to perform some important clean-up and updates out at the track for the boy's Railroading Merit Badge.



Dave Sams

We also welcomed one of our new members who has moved into the area. He ran his train at Mill Creek and now he is going to call

the Cinder Sniffers home, welcome Bruce Bryan. We also welcome Jim Kahle, a glass-blower from Dayton. Other frequent visitors included one of our favorite visiting couples, Mary Lou and Ernie Caines. We were also blessed with one last visit from Ray & Charlotte Hughes before



Chuck B, Ray H & Lou Lockwood



Charlotte & Ray Hughes



Herman Weir



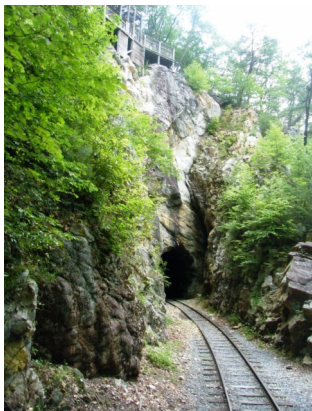
Denis L & Ed H

Other Clubs Events

Aug 9-12	Mill Creek Central RR Coshocton, Ohio Large Engine Meet
Aug 17-19	Indiana Live Steamers Edinburg, Indiana Dog Daze
Aug 25, Sept 15 Oct 20, Nov 10	} Heavenly Hill top Rail Road Stamping Ground, Kentucky
Nov 1-4	
	Maricopa Live Steamers Phoenix, Arizona Golden Anniversary Fall Meet

My Tweetsie Tour
...and a Tale of Two Camps
Denis Larrick

I love driving winding mountain roads, so for years I've wanted to take a day and drive the roadbed of the old East



Tennessee and Western North Carolina Railroad (the "Tweetsie"), which finally folded its narrow gauge tent in 1950. You can drive either on or parallel to the entire railroad starting at the still-standing engine house in Johnson City, TN, all the way to Boone, NC. Some of the grade between Blevins and Roan Mountain is actually called "Old Railroad Grade Road", a one lane dream ride

through towering trees and cool rock cuts. In that part, I was driving with my left hand while my right hand was snapping pictures out the sunroof. Since I was down there, I also took in the Tweetsie Amusement Park with a three mile loop served by a White Pass and Yukon RR 2-8-2, the Biltmore Estate in Asheville and the North Carolina Transportation Museum's Spencer Shops roundhouse near Salisbury.

But the highlight of the trip was a day at Doe River Gorge Ministries, a Christian Camp for teenagers. Why? Because they are one of only two such camps in the country who own their very own 36" gage railroad! Mark Milbourne, the camp's railroad and information technology coordinator, gave me the royal treatment, taking me out onto the line seven times. DRGM's property includes about three miles of the old ET&WNC which still has track, and most of it is in the deepest gorge in the eastern United States which is beyond beautiful with mountains towering 1300' over the tracks and the roadbed clinging to amazing rock formations 150' above the water. It is like Silverton's

Rockwood ledge in miniature. The part that the camp owns includes three tunnels blasted from solid rock and two bridges yet to be restored. They also inherited a bunch of D&RG narrow gage trucks when they bought the property and are currently restoring a 25 ton Crown 4-4-0, a sister of Kings Island's engines, converting it to coal. The engine was built in 1964, and ran for its original owner in Florida for less than two years before the park went bankrupt. It has never been used since. It passed its boiler inspection with flying colors and the chassis is practically brand new.

1.4 miles of the gorge can handle a light train with an 8 ton Plymouth diesel through two tunnels, out to a passing siding at Pardee Point where they have installed an altar for weddings. The final 1.1 miles of what was once called track still has two rails (partly on their sides) and rotten splinters that used to be ties, but it supported a light battery powered speeder for my private tour out to the first bridge which no longer has a deck, though it has been blessed by a civil engineer as still being capable of supporting a train. There are all kinds of activities for the kids along the way including zip lines and rock climbing. They use the speeder to haul inner tubes out so the kids can float back to camp. It is an amazing place.

Since it is a camp with kids, they can't have the public roaming around in today's society, so it is not open for rides, but a half mile of roadbed parallels their driveway, and there is hope to extend the track to a new station and parking lot near the highway so they can open it for occasional business. I plan to spend a week or two down there next summer volunteering on engine restoration and trackwork.



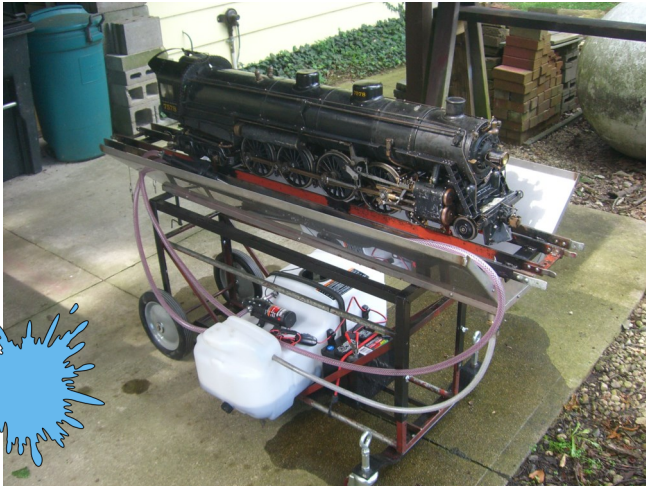
On the flip side of the coin, it will be a sad Christmas this year in Oklahoma. For the last twenty years, Tulsa's Church on the

Move has run a Christmas train on their 36" gage railroad at the church's Camp Dry Gulch, also a summer youth ministry. This past fall, they opened ticket sales at 5 AM and the nearly 60,000 tickets sold out in nine hours at twenty bucks each. Who says railroads don't make money? But 300 volunteers had to give up 17 evenings of their life each year to operate the train, Christmas village, and entertainment, so the church's priorities are changing and they are selling the camp. Neither of the two rumored buyers wants the trains, so \$3 million worth of equipment is in limbo: two Porter 0-4-0 steamers with tenders, a Crown 4-4-0, and eleven coaches. Maybe they should advertise on discoverlivesteam?

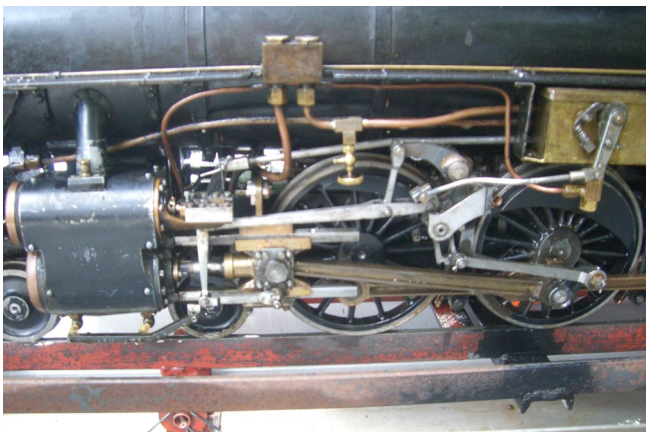
Rub-a-Dub Dub, a Train in the Tub*

Chuck Balmer

I have wanted to build a washer stand for my engines for a long time. Steve Chromick gave me a stainless steel tray awhile back that got me off dead center. I used Bob Maynard's engine stand as the base and added two stainless steel collection wings to the tray. I bought a small electric sprayer that would fit under the tray. The tray can drain back into the sprayer tank or be disconnected to drain out on the ground. I filled the sprayer with a purple



degreasing fluid that I bought at Auto Zone. I picked the dirtiest engine for my first test. I sprayed the engine down a couple of times and then used a brush to loosen the caked on grease. I then set the drain to run out onto the ground and sprayed the engine down with water to get as much dirt off as possible. I then sprayed the engine with



air to remove the water and finally, when the engine was dry, I sprayed the running gear with WD-40 to prevent any rust formation. This is the cleanest this engine has been since I bought it years ago. This was certainly more effective than just using a brush and WD-40. Well, on to the next project.



**to save Chuck embarrassment, he didn't come up with this title!*

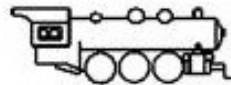
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Locomotive Wheel Arrangements Cont'd

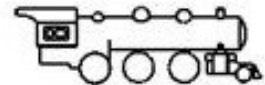
Steamers

Now we're cooking with coal! Compared to the convoluted scheme used to describe Diesel locomotives, the Whyte Wheel Arrangement classification system is fairly straight forward. And when the tender is a part of the engine its listed as a T at the end of the nomenclature.

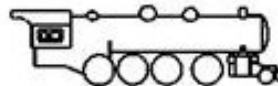
Frederick Methvan Whyte's system of classification is used to describe the wheel arrangement of conventional steam locomotives. In this system, the first number is the number of leading wheels or pilot wheels (often this truck can swivel), and the last is the number of trailing wheels or wheels under the cab. The middle set of numbers give the number and arrangement of drivers or the work horses in the middle. The complicated part of the Steamer system is that some railroad's prefer to name their particular type of engine, for example a 2-6-0 is now commonly referred to as a Mogul.



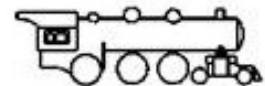
0-6-0 Six-Wheel Switcher



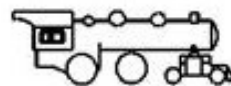
2-6-0 Mogul



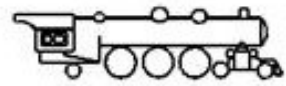
2-8-0 Consolidation



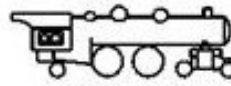
4-6-0 Ten-Wheeler



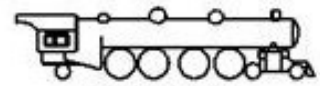
4-4-0 American



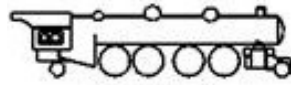
4-6-2 Pacific



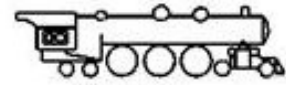
4-4-2 Atlantic



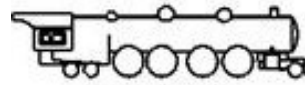
4-8-2 Mountain



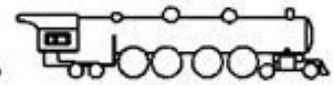
2-8-2 Mikado



4-6-4 Hudson



2-8-4 Berkshire



4-8-4 Northern

Now let's see, Jim K has a Hudson and Steve C has a 0-4-2T (tender), I have an American. Donald F & Denis L have Mogul's. The Balmer's have a Consolidation, and a Northern and too many others to list! How many other Steamer or Diesel configurations do we have at the Cinder Sniffers?? Please let me know. Thanks!

Member's Night Run and Potluck



Saturday, September 29th
5pm-7??

- Bring a main dish or side or snack or dessert to share
- Potluck sign-ups at the August & September Member Meetings
- Halloween decorations around the track
- Train movie to be shown at dusk
- Must have working headlight and FRED to run at night

June Work Day

During the June Work Day the main goal was to successfully test the Club engines brake system. There was also some gauge issues for the 3/4" scale track that was addressed and some brush and vine cleaned up.



Denis Larrick
Ed Habel
Steve Chromik
Roger Huerlich
Jim Kahle
Dave Sams
Don Frozina
Bill Mense
Carl Schwab



These 9 little Sniffers put the Club Engines brakes thru the ultimate test as they go past the station on their way down Ekstam Hill—the brakes worked great! 213 pounds of scrap steel was added to the locomotive to give it better traction when braking.



Jim Keith



Jim & Chuck Balmer

July's Run Day

Some of you may be asking, "Wait! What about June's Run Day?" Well, your Mud Ring editor was unable to attend the June Run Day. My apologies. Hopefully I can make it up to you during the next few Mud Rings. I do want to take this opportunity to Thank Nan & Dave Sams for running the Diner for the May Public Run Day and Lynn Mense for her Diner duty during the June Public Run Day.

For the July Public Run Day my nephew Gabe Redman and I ran the diner. The Wednesday crew takes excellent care of the track and facilities and they had just finished putting a fresh



Bill M, Jim Kahle, Chuck B, Bruce B

coat of paint and some renovations to improve the usable space in the diner before the run day. Everyone commented on how nice the Diner looked—Thanks guys!!!



Dave Sams w/grandkids

July 14th was one of those typical 'hot & humid' days and I was thinking "no one is going to show up on a hot day like this!" Well, 9 hours later, over 50 visitors and at least 20 Cinder Sniffers Club members had a FANTASTIC run day! Thanks to everyone that helped run the Club train, act as Yard Master, man the Station and give rides.



Philip Schram



Ed Habel w/his Hunslet



Denis L & Roger H



Donald F



Steve Chromik & Family



Jim B



Ed H, Matt Balmer & Jim B

Seems like everyone had a turn running Denis Larrick's Live Steamer at the July Public Run Day. Thanks Denis for letting so many of folks run your locomotive. Above, the adorable little boy is Steve Chromik's great grandson, I think he enjoyed his first day at the Cinder Sniffers!



Jim B



Bruce Bryan & Bill Mense



Julie Balmer, Dorothy Keith, Jeanette S



Jim Keith, Jim Balmer & Roger Huerlich

RailRoad Car Survey

Donald Frozina

Late last year, I handed out a survey during one of our Club meetings to ask "if you could have any kind of car for

Car Type	
✓✓	Box
✓✓✓✓	Caboose
✓✓✓	Flat
✓✓✓	Gondola
✓✓✓✓✓	Hopper
✓✓✓	Ore
✓✓✓✓	Passenger
✓✓	Reefer
✓✓	Stock
✓✓✓	Tank

Scale	
✓✓	3/4"
✓✓	1"
✓✓✓✓	1-1/2"
✓✓	2-1/2"
✓	3-1/2"

Period	
	pre 1860
✓✓✓✓	1860-1895
✓✓✓✓	1895-1930
✓✓✓✓	1930-1960
✓✓✓✓	1960-1990
✓✓	1990-current

Length	
✓	8'
✓	24'
✓✓✓	40'
✓✓✓	50'

your train—what would it be?" As you can see from the table to the left, folks are wanting a Hopper at 1-1/2" scale that was a 40 footer. Guess the wife and I will be putting the woodshop to good use and try to come up with a functioning hopper for our trains. Wish us luck!!

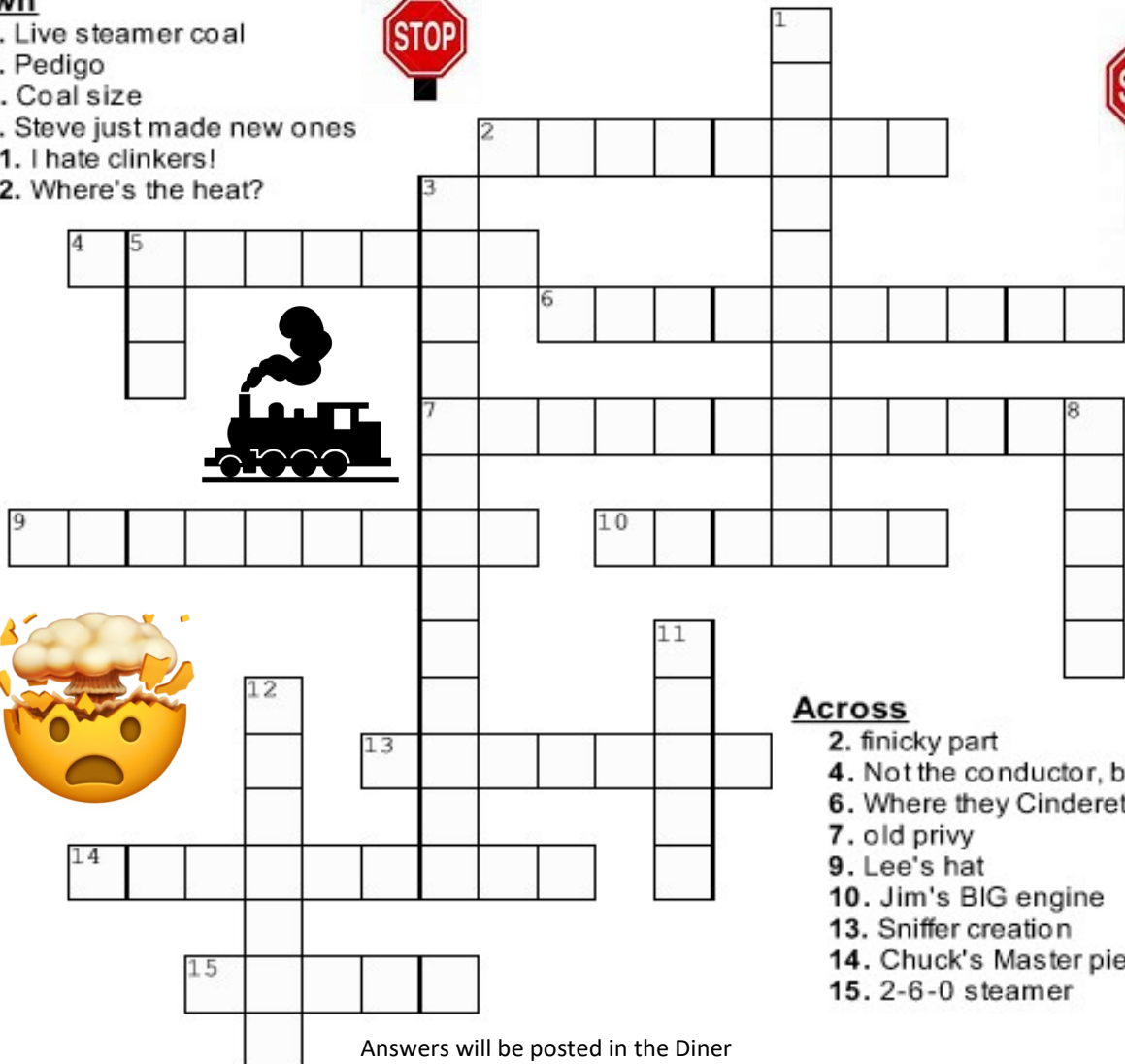
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Contact Us corrsec@cindersniffers.org

Down

- 1. Live steamer coal
- 3. Pedigo
- 5. Coal size
- 8. Steve just made new ones
- 11. I hate clinkers!
- 12. Where's the heat?




Across

- 2. finicky part
- 4. Not the conductor, but . . .
- 6. Where they Cinderettes rule
- 7. old privy
- 9. Lee's hat
- 10. Jim's BIG engine
- 13. Sniffer creation
- 14. Chuck's Master piece
- 15. 2-6-0 steamer

Answers will be posted in the Diner