



The Mud Ring

The Newsletter of the Cinder Sniffers Inc.

Fall 2007 Issue

PRESIDENT'S MESSAGE

Another summer has come and the weather is very hot and dry. The weather has not been kind to us on run days this year but perhaps the fall will be easier on us and we can get in some good runs. Our July run was a good one, weather wise, but marred by an accident on Razorback Ridge. Fortunately the injuries were limited to cuts and bruises. I say fortunately because the location was such that things could have been much worse. It is time to review our safety program and see where we need to improve if we are to continue to ride guests. Our guest's safety must be uppermost in our minds at all times. Our rules must be followed when loading trains, where kids ride and when to say no. Also, we must look at our equipment from the standpoint of condition, construction and suitability for use in hauling passengers. Our passengers are not always familiar with miniature railroads and their limitations. They may not be aware of the need to be alert and of how to balance their weight. Have you considered the center of gravity of your passengers?

It is a reality that people are getting heavier. While it is my opinion that gondolas can provide many miles of safe operation, they are not as easy for our guests to balance in, compared to T cars. I say this, having operated a pair of gondolas with countless numbers of passengers for many years with no injuries. Is it time we looked into developing a set of car standards for cars being used to haul guests? Such things as truck construction and attachment; seat height, weight, accessibility and stability should govern our standards. Who would like to champion this?

On another note, the Cinder Sniffers recently visited Carl and Jeanette Schwab's home for a meeting. We were treated to seeing Carl's new launch engine in operation using steam supplied by his new boiler. The engine and boiler ran well for several hours. It was great fun visiting his shop and viewing his equipment. Thank you Carl and Jeanette.

This October is our election meeting. While these elections don't have the appeal of a national, political election, they are very important to our club. Being an of-

ficer in a club is very important to the proper functioning of the organization. Please choose carefully as you vote. Your officers are responsible for the day to day operation of the club. I have appointed Harvey Bond as election chairman. This will be his first election. He will have to fill the very big shoes of our past chairman, Jim Keith. Thank you Jim, for all your past efforts.

Finally, the Wednesday gang and some helpers have the new yard progressing nicely with both switches in place. Some track remains to be laid, but things should go quickly with the prefabricated tack for the straights.

If you haven't been to the track lately, the fall is a very pretty time in southeastern Indiana.

Please remember... Safety First

At a recent run day, there was a general ignoring of our rule about stopping on the main. It is prohibited except in an emergency. Please think about this rule the next time you are operating.

A Letter from a Friend

Excerpts from a letter to Bob Maynard with pictures on Charlotte's page.

Dear Bob,

A spontaneous business trip brought Bill Defendiefer to Warstein (Germany) for a short time. That gives me the chance to have him mail a letter with some pictures I would like to share with you, some pictures from our "American Trains Meeting" in August. Among them also a picture from the 1 inch scale stoker I told you about on the phone. If I had known about his visit earlier I would have had a more comprehensive letter for you. On the other hand I need to keep some news back for the next phone call.

Our outdoor season came to its end. The last run day we celebrated on the last but one Saturday of October, a beautiful fall day, sunny and warm. You hardly can expect a day like that in this time of year. We, Marcus and I took the switcher and 5 cars to the track and, as there were not too many locomotives on the rails, we made our play. The 0-4-0 was busy hauling the train on the main line as well as switching in the yard.

So far we are the only "player" in our club, I should say in this area. There are some live steamers who also have some cars but they usually run long trains, like trains on a main line. I think that is kind of boring but, of course, everyone may gain his own very specific fun out of this great hobby.

This year we are able to attend another indoors event besides that in Sinsheim. It takes place in Cologne next month. The layout there is only a quarter as large as that in Sinsheim. It is prepared from the same team and it also allows an interesting operation.

10.28.'06

Gottfried

It seems that 1 inch scale is alive and well in Germany and other places.



A Walk Down Memory Lane

This is a continuation of an article in the Summer Mud Ring:

At the time, and even in the beginning, there were two parallel activities by the women of the Cinder Sniffer Club that would make possible the construction of the new imposing building that we now have. One, of course, has been mentioned in detail. But another in the "Sale" Table. The first "White Elephant" sale was held on the western curve of the South Trestle on July 4th, 1968. This was the first money that was made for the purpose of building a "shelter building". This first sale was organized by Marie Stoickle...and as there were no visitors, the Cinder Sniffers just purchased each others junk! The amount of money made was in the neighborhood of \$26.00 dollars.

The monies that were made have paid for most of the Shelter, and also provide such items as toilet paper, paper towels, soap and many items that are necessary for the operation of the Railroad Business. In 1979, Martha North volunteered to help handle the work in selling food in the Diner. Up until that time, the food consisted of cakes and doughnuts, but the addition of meals made the Diner a full fledged business. The organization of the food end of the Diner increased the profits...and this made the new building all the closer. The "Sale" table ...with crafts and plants added to the growing fund. The "Kitty" was fast becoming a "Fat Cat".

In November 1979, ideas were requested from the members for the construction of a new Shelter Diner. Some ideas were brought forth...such as the one from Russ Conley, to have the sides fold up and down...so in the summer of 1979-1980, Bob and I talked to Virgil Grigsby, an architect, and he agreed to draw up a set of plans. These prints were discussed at the Executive Committee meetings, and a wood model was constructed in the early fall of 1980. This model and prints were presented at the November 1980 meeting. They were approved, and a construction foreman, Richard Schmidt was elected by the Executive Committee. The work was begun in March of 1981. We all owe thanks to those who helped.

It has worked out well...with the new building, it is possible to handle both the "sale" items, and the food service. Out-of-towners have complimented the friendship and welcome given at the Diner. Because of the more pleasant surroundings, more people have offered to share the workload and since the crowds have increased, this is a great help. A telephone "crew" calls the volunteers and make the schedule for the day. This scheduling makes it possible for all who come to share in the fun.

Bob Maynard, 1982

What does it take?

In the past I have offered some of my philosophy about car trucks and such. I now turn my thoughts to car construction. Please understand these are my ideas and as such, may not be in tune with other's thoughts. I offer them in the spirit of encouraging a lively debate.

While it is my considered opinion that gondolas can provide many miles of safe operation, they are not as easy for our guests to balance in compared to T cars. I say this having operated a pair of gondolas with countless numbers of passengers for many years with no injuries. While I am aware that a few club members will not haul guest passengers under any circumstances, our club is partially dependent on the income from their donations. If we assume that we want to haul passengers then some compromises are in order. People don't scale down to the cars so we must adjust the cars to people. Recognizing that when a person sits on a car the load is carried very high up compared to the prototype. The center of gravity is very high and therefore the car is inherently unstable. This fact should be the first consideration when building a passenger hauling car. A check in the Cinder Snifers' car barn found cars with seat heights from 14" to 20". What constitutes a good seat height? The lower the better, but nothing over 16" is safe for passengers with a rail gage of 7.5. If we consider the prototype, the load in a car would be supported 10.5 feet off the ground, but the center of gravity of the load would probably be in the range of 17 feet. Talk about double stacks; more like triple stack. The point is that the lower the seat height the better. But it must still be comfortable. How do you lower the center of gravity?

One way is to add weight below the car floor. Cast iron trucks, steel wheels and steel center sills all help, but may not be enough.

In some cases adding steel plates may be necessary. All this has the unfortunate consequence of taxing engine pulling and braking power. Another alternative would be to lower the floor. Keep in mind the clearances necessary for the trucks to swing and the spring to compress. Here is one place springless trucks would be an advantage. I find that an inch of bolster height is enough to satisfy the sprung truck needs. It is for this reason that I use 1X2" steel tubing for my center beam and bolsters. With a floor thickness of $\frac{3}{4}$ ", that brings the car floor to about 7". In order to accommodate adult size people, a floor to seat height of 7" is about minimum. This brings an optimum seat height to about 14". As an example, our club riding cars have a seat height of 16" but are very heavy down low and very stable in a derailment. I have yet to see one on it's side with people scattered about.

Based on the above reasoning, I am going to build some 6' "T" cars and reuse my existing trucks under them. I figure it will take some 1X2" steel, a 4X8 sheet of $\frac{3}{4}$ " plywood and some paint. They will have a floor height of 7" and a seat height of 14". In considering children riding on out trains, it is my opinion that they do best sitting on the floor as they will always move about and don't understand sitting still. With this in mind, both my stock car and caboose have the children sitting 8" from the rail and plenty of weight down low. Also, the cars are self-limiting as to the size of the child able to ride by limiting the access hole size.

To be continued....

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Double heading German style using a mogul and an 0-6-0 switcher. A very nice group of cars.



The new yard track with the Santa Fe GP38 parked with a train on it during the August run.



Switching cars with a very nice 1" scale consists of a tank car, a box car, a refrigerator car and a caboose.



This is the heart of Carl's new boat—a vertical boiler and a single cylinder reversing engine. The whistle is something to hear and yes, it does work nicely. Now to get on with the rest of the boat.



Lou Lockwood submitted this photo with a question. Can you identify the people in the picture? Perhaps the engines will help with the identification ...

**If you have pictures from our track or others that you'd like posted, send them in.
Thank you.**