

The Mud Ring

The Official Newsletter of the Cinder Sniffers, Inc.

www.cindersniffers.org



Celebrating 60 Years



July 2017

Allegheny Progress Report

By Chuck Balmer

The 2-6-6-6 Allegheny was basically complete almost 2 years ago but I have yet to bring it down to the track. I'm a little embarrassed that I have not taken the time to resolve some of the problems uncovered during our test runs here at my shop. In the meantime, I have built the SD70 diesel, the 0-6-0 narrow gauge switcher, Joe North's Hudson, Lee Hodgson's Hudson, and several train cars and most recently a 0-6-0 gasoline powered 7-1/2" gauge boxcar switcher.

The main obstacle to fixing some of the problems with the Allegheny has been removing the boiler from the chassis. I had told Jim when the engine was finished that I would never do it. However, it is time to bite the bullet and remove it to get access to the throttle and the burner. Since Jim is not here after his move to Indiana, I had to figure out how I was going to carefully lift the boiler without damaging any of the detail piping. Good old

Member Calendar

Jul. 22	Work Session	9am
	Member Meeting	1pm
Aug. 12	Member Only Run Day	10am
Aug. 26	Work Session	9am
	Member Meeting	1pm
Sep. 9	Run Day	10am
Sep. 23	Work Session	9am
	Member Meeting	1pm
Sep 29-30	Potluck/Night Run	5pm



Harbor Freight came to the rescue. I purchased a 2 ton shop crane and used it to support the weight of the boiler while I checked all of the accessories for hang-ups while lifting an sliding the boiler away from the chassis. Before the lift, I spent almost 2 days removing the cab, disconnecting piping, running boards, and electrical connections.

During our test runs, we discovered that

(Continued on page 3)

Tri-Club Meet Report

By Donna Hill

There was great anticipation for our annual Tri-State run this year. A potluck was organized and the track and grounds were cleaned and tidied by the Wednesday crew and other members on a previous Saturday to make the Club as spiffy as possible for our guest from other clubs. And then it rained! When Donald (my husband) and I pulled up to the gate at 7:45am that morning it wasn't just raining, it was deluging! Within an hour other members began to show, we scoped out the radar on our phones and tablets and there it was! A clearing, Hooray! A little before noon, if the radar was right, it was going to stop raining. So, the dozen or so people in attendance enjoyed the pot-luck and waited for the rain to clear.

By noon, Bill Mense had the club train out, the Balmer's were firing up their coal burners and the Hughes were zipping around the track on their engines. Visitors from other clubs started drifting in and the weather was perfect. Slightly sunny with a gentle breeze and a good time was had by all--well, all but maybe Denis. He had chaper-

oned a school dance the night before and was still recovering from his late night! Watching teenagers to insure they don't have too much fun is exhausting!

Later, Both Julie and I had a chance to get some instruction on operating the club loco. What a blast! Now there will be more engineers available on run days to help out with the crowds.



Other Club Events

Jul. 13-16	Mill Creek Central Card Order	Coshocton, Ohio
Jul. 21-23	Mid-Michigan Railroad Club Discover Live Steam Convention	Marshall, Michigan
Aug 9-13	Mill Creek Central 2017 Buckeye Limited	Coshocton, Ohio

Allegheny (Continued from page 1)

the throttle ball valve would get tight when it got hot. This made it impossible to easily move the throttle with the control rod from the tender. The problem was caused because the fluoroelastomer seals in the valve would swell when heated and make it almost impossible to rotate the ball. I should have used a valve with PTFE seals that will form to the ball when heated, providing a good seal but still allow easy rotation. This will be corrected with a new valve.

The burner also had several problems that we discovered when trying to force a high fire. Because of the length of the firebox, the draft was not pulling the fire forward at the rear, causing flames to roll out from under the mud ring. I have added baffles around the mud ring to block air from entering except at the rear. This will force the flames to be sucked forward. While I had the burner removed, I tested it on the bench and noticed that it was running very rich. I reduced the gas jet diameter and got the burner to run very well.

I also fixed the whistle and got the turbine cold pump to work reliably. I had several other small issues to correct before putting the boiler back on the chassis.

After repairs, in early June, Steve Chromik came all the way to my shop to do the first boiler test on the Allegheny prior to bringing it to the track on Saturday June 24th. He was tough but she passed. He used his bore scope to inspect the flues and the firebox. We tested each of the four safety valves and found that they were set about 20 PSI too high so they will need to be adjusted. Other than a leaky whistle valve (big surprise) there were no other problems. We had a good time talking and then we went to lunch. Thanks Steve!

June Run Report

By Donna Hill

June 10th the 'Perfect Day': a.k.a. where did all these people come from?

Doesn't it seem like at least once a year we have a run day on a 'perfect day', so to speak? A run day where the weather is perfect and EVERYONE wants to come to the train club in Indiana for a train ride. June 10th was one of those days! Thank goodness there was at least a dozen Sniffer Members available to manage the almost 200 guest who came for a train ride on this wonderful day. The NMRA Cincinnati Division held their June meeting at the Cinder Sniffers on this day and it seemed like everyone they knew, and some that they didn't, came out to Guilford Indiana for a train ride – we even had to go back to the car barn and add another riding car.



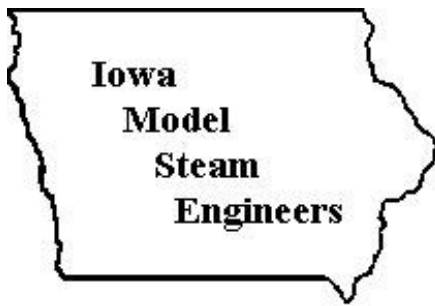
Dorothy & Jim Keith maned the diner, with help during the barrage from Julie Balmer and our newest Junior member Gabe Redman; and let's not forget the greatest hot dog-griller ever – Dave Sams. With all the guests, the gift shop kept Peggy Hodgson busy all day. A special thanks needs to go out to one of our guest from the NMRA group, Chris Tyvewsky, who went to get some much needed ice. With our new system of signing up for times to serve as an engineer & conductor, along with a station master, yard master and safety person it was a fun filled day for everyone – thanks to all the Sniffer members who rolled up their sleeves and chipped in when it was needed.

Besides our club train; Dave Sams was out on his Goose, Denis Larrick brought out his 2-1/2" scale steamer and even gave operating lessons to Bill Mense & Donna Hill – THANK YOU Denis! Chuck & Jim Balmer ran their 3/4" scale locos, Carl Schwab steamed around in his CliShay "Trouble", Charlotte & Ray Hughes worked the tracks with their engines and the Keith's son gave his kids lots of rides.

Visiting the IMSE

By Donald Frozina

After visiting the Amana Colonies in Iowa for the 2-day Handworks woodworking event, Donna and I headed south on May 21st to visit the Iowa Model Steam Engineers track in Mt. Pleasant, Iowa.



We met up with Wayne Davis, the Secretary, Treasurer and Webmaster for the IMSE, who graciously showed us around and Richard Hood took us for a ride around their 1,800' 7-1/2" gauge layout that includes a 120' curved trestle, 90' curved tunnel, 20' panel bridge. The IMSE also boasts 650 feet of elevated 3-1/2" and 4-3/4" tracks.

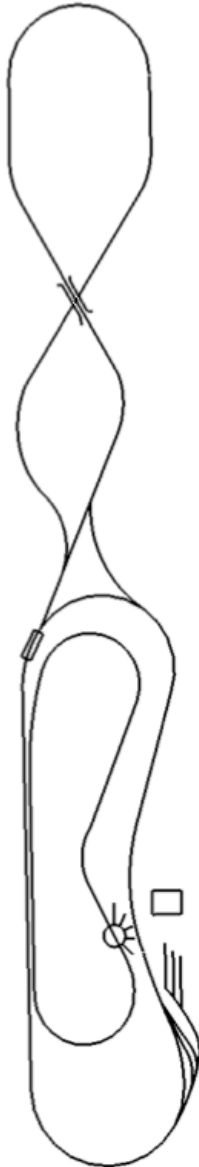
The IMSE layout is on the edge of farmland of one of the members. According to Wayne, this is the 4th location of their railroad since they were formed in 1955.

That Sunday was a workday for them to prepare for their Spring Meet. Below are, from left to right, Jim Conlon, Richard Hood, Don, Wayne Davis, Dustin Bachtell and Jesse Van Winkle.

All in all, Donna and I had a great time visiting the IMSE layout and meeting some of their dedicated members.



For more information, you can visit the IMSE website at www.iowamodelsteamengineers.com



June Work Session Report

By Donna Hill

June 24th Work Day/Business Meeting; where did all these twigs come from? Are we a branch line now?

The Wednesday crew does an awesome job keeping everything in working order at the club, but they can't do everything. One of these things is removing the fire load potential around the track, a.k.a. dead trees and twigs. Our club's track is set in a beautiful environment surrounded by trees and lush vegetation, but for safety reasons... its got to be kept as debris free as possible. About a dozen Sniffers showed up for the Work Day in June and removed several dead trees (there are lots more but they exceed our rudimentary tree removal skills) and created 2 humongous burn piles (#8 & #9 for the year) composed of an assort-



ment of small limbs and twigs. Despite the fantastic work that Peggy & Lee Hodgson have put in to depreciate our twig population littering the track – there are lots, lots more we need to get up and burned (in a controlled setting) before something ugly might happen – FIRE!

The next Work Day/Business meeting is July 22nd, hope to see you there to help in protecting, beautifying and improving our track.

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<p>The Mud Ring Editor Executive Committee President Vice President Recording Secretary Treasurer Corresponding Secretary Contact Us</p>		<p>Donna Hill Donald Frozina Bill Mense Denis Larrick Ray McNeil Dave Sams corrsec@cindersniffers.org</p>
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