sometimes

Mud Ring Monthly

Cinder Sniffers News

January 2015

New Years Day Run ~ Pump House water supply was Frozen, but …

Jonathan Jansen with the Jansen ten wheeler.

The temperature was in the low 20s. No water came from the faucet. The pump was on, but there was no pressure on the gauge. Habel and Chromik began loosening pipe unions. Water squirted out. The pump was working and soon water was available. But then shortly, again no water. Steve loaded his engine back into his truck.

Larrick wondered where the problem might be. He reckoned that the stub-line to the pressure-control switch must be frozen. With a little heat applied, there was water again. Steve unloaded his engine for the second time and we have the happy scenes you see here.

Impromptu diner service by Dan and Joyce List

Chris Clock remembers New Years Day runs from years past (see below)

Steve Chromik's ride-in 0-4-2T basking in the late afternoon sun after the day of passenger hauling.

Strange things happen at 20F: *The line from the water tank to Steve's injector appears to incorporate a glass tube !*

What? . . . Yes, this is what Steve saw when he unloaded. It was ice, not glass. Not pretty, but not a show stopper either. Steve's cross-head pump, seen in the above photo, serves as his primary feed-water device. His hand pump is available for backup.

New Years Day Run 2015

In the Diner: **Dan** and **Joyce List** arrived at the track a little bit before noon and their first words were "what can we do to help". It was soon obvious; they unloaded the *refrigerator,* started the hot water and looked around for what could be served: chocolate - yes, coffee - none, snacks - yes. Someone had built a fire in the stove (thanks) and soon the place was filled with parents and children. Hot chocolate turned out to be in big demand, especially for the young ones. They were BUSY!

Passenger Service: Doing the honors as Station Master and at 6509's controls were **Don Frozina**, **Ray McNeil**, **Dave Sams** and **Carl Schwab**. I understand that, because of the early morning cold weather and a tired battery, #6509 required a jump start.

Visitor: Prior member **Chris Clock** joined us. He and his father, Jack Clock, were active members in the mid 1980s. They participated in such things as preparing breakfasts before work sessions and in the arrangement of a bearing plant tour, according to the Club Minutes.

Motive Power: Those who brought equipment were:
- Don & Katelyn Frozina (SP SW7)
- Steve Chromik (0-4-2T)
- Dave and Jonathan Jansen (4-6-0)
- Denis Larrick (Powered Caboose)
- Lou Lockwood (Arch bar freight car truck)

Temperature: Early morning about 20 F, warming to 35 F at 2:00pm.

The Statistics: The passenger count was 211, donations at the farebox were $127 and the diner brought in $44. The flea market was not open.

Fred Lohmoeller: June 27 1932 - December 22 2014

Bernie Lohmoeller photo.

See also the obituary notice sent out by Dave Sams or the link:
http://www.obitsforlife.com/obituary/1020030/Lohmoeller-Jr-Alois-Fred.php

Fred joined the club in October 1984. His father, **Al**, was the club treasurer at the time. Then Fred's son, **Bernie**, joined the club in 1986 to make 3 generations of Lohmoeller members.

Sitting in the engineers seat on November 2, 2002, Fred Lohmoeller enjoys a *four*-generation family outing. His grandsons **Luke** and **Logan** are sitting directly behind him. His son, Bernie, is taking the photo, and Al, now deceased, is standing off to the left. (We don't know the identity of the two guys sitting at the rear.)

Together, the Lohmoellers contributed to the club in many ways, including participating in casting over 100 concrete "widgets" at 125 lbs each for retaining walls, hosting the club in the dining car at Railway Expo museum and bringing the Live Steam railroad story to many school kids.

More New Years Day Photos:

Ken Hemmelgarn demonstrates his hand car. It is a simple design and, needless to say, he has no trouble keeping up with traffic. Drawings are available.

Two photos: Jim Keith

New tender for *Lewis Brown* - Part 2 - Aluminum Forming

Denis Larrick

Thanks, Lou!

It's been almost two years since I bought the 1/16" aluminum for my new tender tank, but it wasn't until late last summer that I found the courage to cut it up and start forming it. The flat sheets were no problem, though I did invest in a cheap miniature drill press to do the rivet holes since I found it easier to bring the mountain to Mohammed rather than wrestle with sheets on the big drill press. I then set out to try annealing some parts to bend my curved sheets around a piece of 4" pipe in the vise. That only increased my vocabulary, not my metalworking skills. It was ugly. First, I had assumed that aluminum, being soft, would bend easily. Wrong! Also, had I done my homework, I would have known to cut out the sheets to bend with grain of the metal, not against it. I thought I would have to buy more metal.

Fortunately, several of us were standing around the steaming bays one day when Lou Lockwood suggested a solution that worked great. Knowing I needed a 2" radius, I bought a 4" diameter hole saw (half the national debt) and drilled a series of holes in an old 2x6. I then cut the board into sections and down the center to form a half dozen horseshoes which were glued together to form the female die. The plugs were also split and glued together to form the male die. After coating both dies with Vaseline (VERY important!), it was time to do a squeeze. I could not believe how easily the aluminum formed to a radius without any annealing. It was beautiful.

What I didn't account for was spring back of the metal after it was removed from the die. My 4" diameter dies produced a 4.5" diameter bend. Not wanting to spend the other half of the national debt on a smaller hole saw, I experimented with casting a piece of 3.5" O.D. PVC pipe (male die) in Sakrete to form the female die. I wrapped the PVC with an old self stick floor tile to give the 1/16" clearance between the dies for the metal. The results were mediocre at best.

In the end, I spent the rest of the national debt on the 3.5" diameter hole saw and did it right. Thanks, Lou. .. ***Denis***

Balmer Locomotive Works' Narrow Gauge Switcher

Chuck Balmer

Several years ago I purchased a ¾" scale, 3½ ga. 4-6-4 Hudson chassis from Dan List. It was incomplete and in pretty desperate shape but on the positive side I was able to get it to run erratically on air. I don't know the history of the engine but I think that Dan said he bought it from someone in Canada*. I decided that I would completely disassemble it and fix all of the problems and try to restore it to a usable chassis. It was soon apparent that no two similar parts were the same, so the placement of everything had to be recorded so that it could be put back together in the order it was taken apart. Many of the parts were very crude and needed some work to make them fit properly together. All of the home made hex bolts were discarded and replaced with stainless steel socket head bolts.

I also discovered that the piston valves were so tight that I had to use a wooden dowel and a hammer to drive them out of the valve port spools. I used an expandable reamer to open the port spools so that the valves would move freely. The entire chassis was cleaned and repainted before being reassembled. Much of the valve gear was made from brass or bronze castings and coated with lead or tin solder to make them look like steel. Much of this coating had to be removed.

After examining the front and rear truck assemblies, I decided that they were not usable. I did some research and decided to discard them and use the chassis to make a 0-6-0 switch engine with a sloped back tender. The engine would be closer to a 1" scale narrow gauge locomotive. I had to build an axle pump and add a mechanical lubricator. I built the smoke box and all of the steam and water plumbing including a smoke box feed water heater. As can be seen in the picture, the chassis is nearly complete.

All of the copper boiler parts are made and it will soon be silver soldered together.

The boiler has 28 small flues and 2 large flues for the super heater. The firebox has a grate area of about 40 square inches. The 3 grates for coal firing have integral steel arches and are designed to be slipped through the fire door. An alternate propane burner is in the works and will be designed to fit through the fire door.

I had to make aluminum castings for the front of the smoke box, steam and sand domes, the pilot beam, the coupler, the coupler pockets for the tender, the tender truck side frames and bolsters. I also made the 8 cast iron wheels for the tender.

When I removed the piston valves there were no rings. The spool was probably supposed to be lapped to provide clearance but this was not done properly. I was able to use an expandable reamer to open the port spools so that the valves would at least slide. While this is not ideal I didn't want to take the time to redesign the valves. While there is some leakage, The engine seems to run OK. I guess we'll see when it gets heated up.

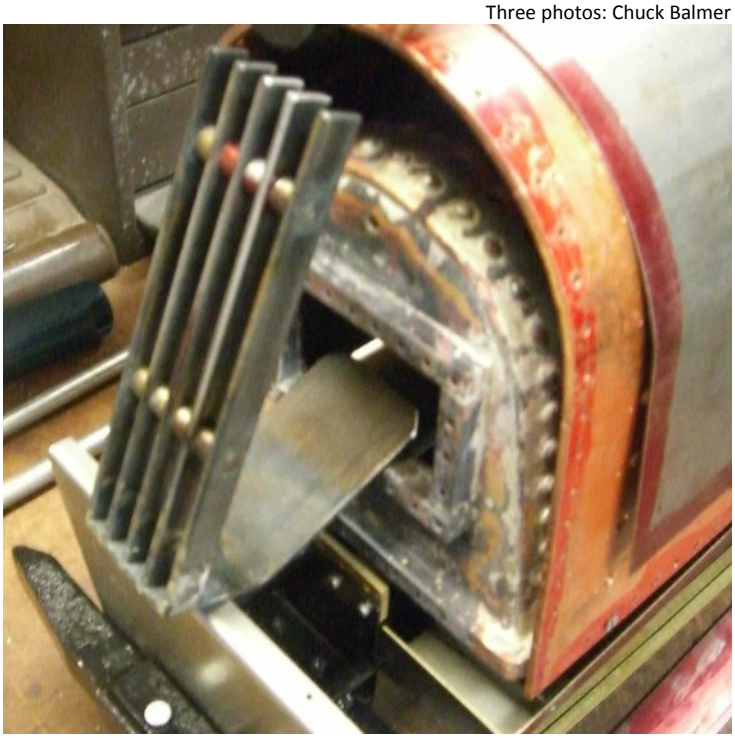
With luck, I hope to have the engine complete by next summer. .. ***Chuck Balmer***

* Dan List writes: *The chassis was from a fellow in British Columbia. I think his name was Ken Saylor, but I have only 5% confidence that the name is correct. It was 15 or 20 years ago that I bought the chassis and I thought Chuck would make better use of it than I ever could.*

... Continued next page

Three photos: Chuck Balmer

The grates with integral arches, split into 3 parts to fit through the fire door. The grates can be inserted by angling the arch into the roof of the fire box and sliding it down through the door. Insert the side grates first then the center one.



They can be removed using a hook to lift them back through the fire door. . . . The arches lengthen the path for the combustion products before they enter the flues. They also prevent coal that is shoveled into the front of the firebox from clogging the lower flues.

PRAISE GOD FROM WHOM ALL BLESSING FLOW!

Charlotte Hughes

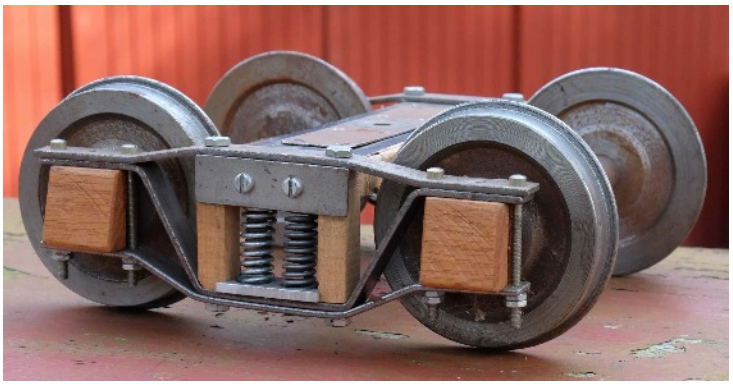
Mon Dec 29 2014: *We just received results from the PET-CT scan done Christmas Eve. The doctor was surprised that the cancer has NOT spread. It is contained in the tumor in my thigh. I am being referred to the #1 radiologist for soft tissue sarcoma in the state and will begin radiation soon. After radiation is complete, we need to wait 4 – 8 weeks to have the tumor surgically removed.*

We are so thrilled that God has taken control of this and is directing every step we take. I truly believe He has performed a miracle and is continuing to contain the cancer cells.

Wed Dec 31 2014: *We had a frustrating experience with the surgeon in Cincinnati. We walked out of his office on Wednesday, Dec. 17, called Amtrak from his parking lot, and boarded the Cardinal that night for Arizona. We stayed overnight in Chicago so we could get a sleeper the next day on the Southwest Chief and our son picked us up in Flagstaff late Saturday night. The next Monday I had a doctor's appointment for a referral, Tuesday saw the orthopedic oncologist, had a full PET-CT scan Christmas Eve day, had a remarkable healing prayer with family Christmas Eve, and received the news Monday morning that the cancer was contained. This seemed to surprise the doctor as this type usually spreads to the lungs quickly. Yesterday I saw a radiologist and had my leg mapped and marked, and will begin treatment Monday. I also have an appointment with a medical oncologist to discuss whether chemo would be beneficial. Things are finally moving rapidly in the right direction.*

Charlotte are thoughts are with you … God Speed!

Back in the spring of 2005, Lou Lockwood put together a old-time flat car project. It was designed as a possible first project for beginners - low cost and easy to build. Lou supplied a booklet which included instructions, drawings, a couple of reference articles. He even supplied some of the material needed in the car's construction. What you see here is a sample truck which Lou built for this project. Dave Sams is now building an arch-bar truck and was interested in Lou's design; thus, Lou brought it out on NewYears Day.



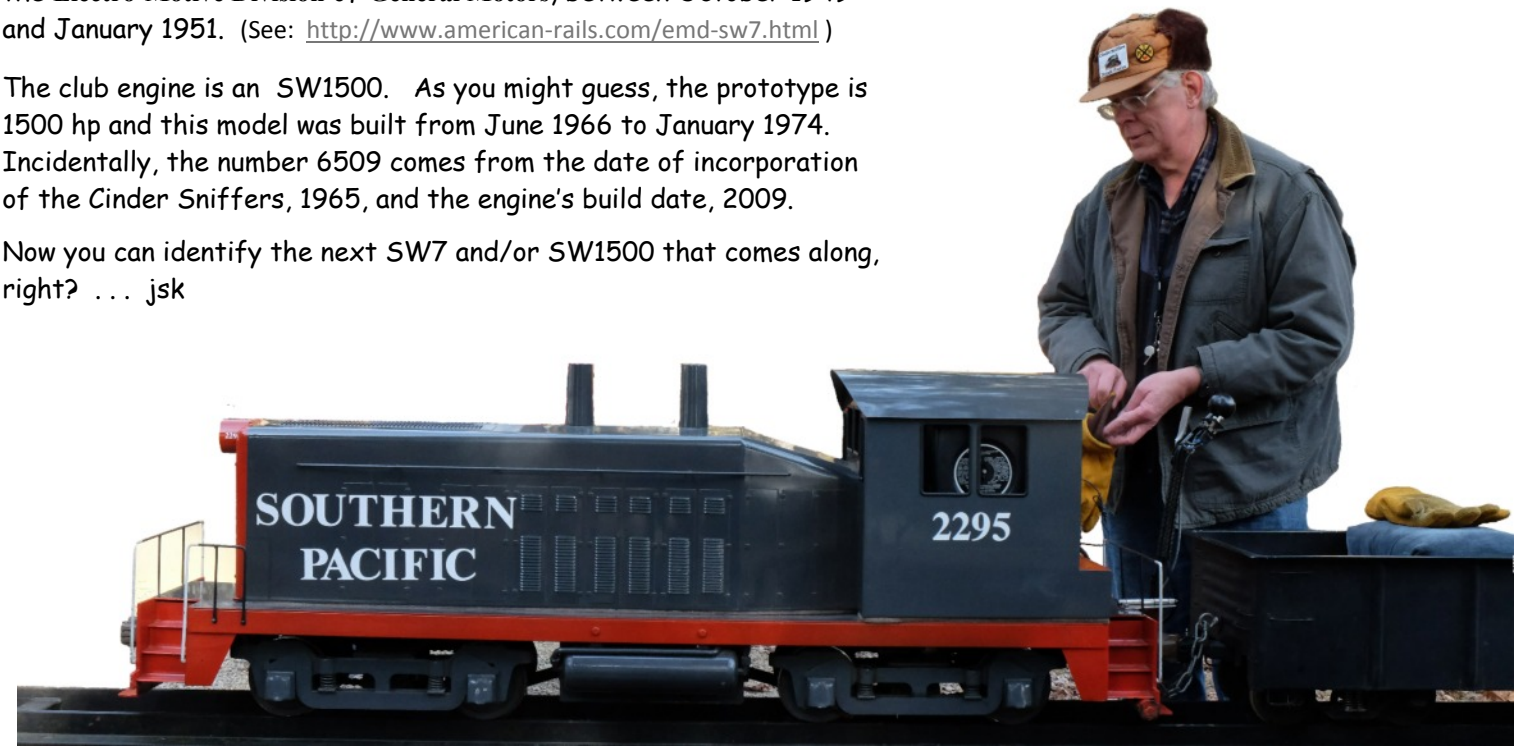
Can you identify the EMD SW1500 and EMD SW7 Diesel Switchers ?

Both photos: Jim Keith, Jan 1, 2015 • Note: #6509 was procured and then mechanically enhanced by Carl Schwab & Ed Habel. It was painted by Joe Biancke.

I couldn't. So Don Frozina clued me in. His Southern Pacific #2295 is an SW7. The prototype locomotives are 1200 hp and were built by the **Electro-Motive Division** of **General Motors**, between October 1949 and January 1951. (See: http://www.american-rails.com/emd-sw7.html)

The club engine is an SW1500. As you might guess, the prototype is 1500 hp and this model was built from June 1966 to January 1974. Incidentally, the number 6509 comes from the date of incorporation of the Cinder Sniffers, 1965, and the engine's build date, 2009.

Now you can identify the next SW7 and/or SW1500 that comes along, right? . . . jsk



The Extra Board

« Rick Loichinger and Don Saager discussing *who-knows-what* while Dave Jansen warms up his duplex steam-driven water pump — which you can hardly see behind its own exhaust steam.

Many children enjoyed the Christmas tradition at Small's Do-it-Best Hardware Store in Harrison. . . Santa Rob Bond thanks CSI for the use of the portable track. »

« Lou Lockwood's daughter, Beth (on the right) and her long-time friend Katie Johnson and family were among our guests on New Years day.