sometimes

Mud Ring Monthly

Cinder Sniffers News

May 2015

Two photos: Lou Lockwood

Some neat rolling stock seen at the ILS Tri-State meet

Look for other cars in this train along the bottom of pages 2 and 3.

Tri-State Meet, April 18 2015

Nan Sams

Lockwood

Lockwood

An Egregious Error

The Rio Grande boxcar pictured below and on page 1 of the Mar-Apr issue of MRM was built by Stan Hepler, not Gail Gish as noted on that page. Stan kindly wrote: "*The boxcar and stock car were both built by me and the stock car was finished in 2009. The tank and flat were built by Gail Gish and Warren Weston in the mid '70's.*" ... Stan, my apologies for the mix up. Much credit is due to you for such nice work! It is "*One beautiful boxcar*" ... jsk

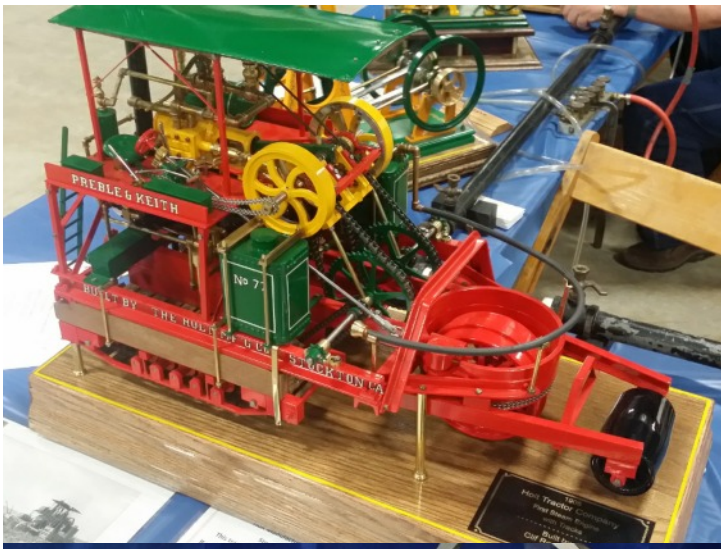
Almost a dozen* Cinder Sniffers attended the ILS (Indiana Live Steamers) Tri-State meet. I understand the food was great, the track in good repair for smooth running and everyone had fun. The above photos include Bill Bowser with his 23 Ton Box Cab, Dave Sams on the point of a 3-car train (powered by Larrick's caboose with the ILS club house in the background) and Steve Chromik steaming his classic 0-4-2 saddle tank.

*The grapevine has it that the CSI group included: Bond(2), Bolerjack, Bowser, Chromik, Larrick, Lockwood, Mense, Sams(2) and Weir.

Photo: Lou Lockwood

North American Model Engineering Society (NAMES) Exposition

I understand from Lou Lockwood that only a few of the Dayton – CPR&SS – folks were able to attend the Tri-State Meet as a number of them were manning tables at NAMES in Wyandotte, Michigan. The Balmer family was also at the NAMES show. Hopefully, we'll be able to include more of Jim's photos next month. In the interim, here are a couple of teasers.



Two photos: Jim Balmer

Nanny Goat Hill & Western Railroad

Photo: Steve Chromik

Last month we reported that Cinder Sniffers received a $3000 gift (through Steve Chromik) as part of the settlement of the Jim and Chris Geier estate. Steve told us *how* this all came about at the April Meeting.

The gift was ostensibly for the ride-in Galloping Goose (**above**) built for the Geiers by four Cinder Sniffers, one of whom was Steve. Originally, the new owners of the Geier property thought they would maintain the Geier NG&W railroad and, thus, needed some rolling stock, namely the Goose. But, suddenly, there was a turn about and the railroad and Goose were for sale. To help them out, Steve prepared a classified ad which appeared on Discover Live Steam. Then suddenly, the ad was removed. Steve writes (paraphrased) "*in trade for 'Complete removal and re-landscaping of where the railroad was' the Driveway Contractor will acquire the railroad and all related equipment (including all the track, the turntable, trestles and switches)*". Evidently, one of the brothers of the contracting firm is "*just nuts about trains and plans to install it around his house over the next several years*".

In short, the last remnants of the Nanny Goat Hill & Western Rail Road, as many Cinder Sniffers knew it, are now (or soon will be) gone.

Photo: Lou Lockwood

News from Copenhagen, Denmark

Steven Harrod writes:

We have been very busy here, learning a new culture and daily life skills. But, it feels more and more normal every day.

Stuart and I are actually quite active with the regional railway preservation group, and [our 3½" ga.] ***Bantam Cock*** *and the workshop remain packed. Stuart is putting quite a few hours in at the railway workshop, and we have already had assignments on the steam crew of mainline runs.*

Regards …… **Steven**

Thanks Steven. Nice to hear of your adventures and that steam railroading persists in many countries. .. . **Ed.**

Three photos: Steven Harrod

Cinder Sniffers' News

Club Engine Maintenance

Ed Habel prepares to install a new larger (auto-size) battery while Tom Tekulve and Carl Schwab attempt to remove the flex coupling between the engine and hydraulic pump. No luck on the latter but the new battery (on its extended platform) fits fine.

Three photos: Jim Keith

Water Supply Tank

Ed Habel now has in service the new water tank. Unlike the previous tank, this tank has a *bottom* drain so the water should drain *completely* out of the tank and back into the cistern when the power is shut off, thus reducing (hopefully eliminating) the likeliness of cold weather tank rupture. Piping and installation details were worked out by Ed. Finishing touches regarding heat lamps and improved insulation remain.

Charlotte and Ray Hughes

Apr 28: "*Ray is in surgery today as the doctors here in Arizona determined that his right carotid was between 70-90% blocked and he was very high risk for stroke.*

"I'm feeling pretty good. My surgery didn't cause nearly the pain I experienced from the radiation treatment and I'm moving around the house without assistance.

"We're both doing well and anxious to return to our activities back in Cincinnati."

. . . ***Charlotte***

We'll look for you here in Cinci in good time, hopefully soon... Ed

Pocohontas Coal available in Odon, IN

A notice in the Spring issue of the Mid South News letter reads: "*Alan Woodyard found a source for Pocohontas #3 coal to replace the Coal Yard in Brazil, Indiana. It is sold in 50 pound sacks for about $12 per sack.*" .. Maybe this source will be useful to CSI members too as I think our pile of coal is getting low.

ALLEN SET SCREWS and BOLTS

"GRUB SCREWS IN ENGLAND"

By Carl Schwab

Along with mentioned set screws that use a basic Allen wrench, you will find Allen bolts that are used in many products because of the smaller head size for clearance purposes.

When I built my CliShay, I used Allen screws almost entirely. Unfortunately Bob Maynard, who is not here to defend himself, was not entirely in favor of the Allen screw as prototypical. But I think they are a wonderful fasteners and look nice.

The CliShay is a similar model of the original Shay. Vertical boiler, two cylinder engine, chain drive, etc. designed by the late Bob Maynard. (Plans still available in booklet format.)

The Shay locomotive was built in Lima, Oh from 1878 to 1945. 2767 were built in 67 years. (www.shaylocomotives.com).

The Allen screw came into being in 1910, or possibly a few years earlier. So it is possible that Allen screws could have been used, either set screw or bolt on the later Shays.

In our modeling endeavors, Allen screws can make life easier with different tools used to tighten/loosen the screw/bolt. Screws can be modified or fitted for purposes where actuation has to be approached from an angle. The ball wrench is a perfect tool for this. Sizes range from 4-40 to at least 1 inch and I'm sure bigger.

Basic wrenches are:
The first wrench is the straight Allen wrench. Not the most convenient.

The next is the ball driver in which the screw can be approached from an angle.

Then there are T wrenches where a screw can be reached from a distance and also spun.

The following excerpt is from the **Southern Federation of Model Engineering Societies Newsletter.** It gives a brief overview of the Allen screw from the beginning.

Model Engineering Tit Bits *from Aylesbury Link and Robin Howard*

The Allen screw

Records suggest that ideas for a hexagon socket screw were probably conceived as early as the 1860s and other versions up to the 1890s, but such screws were probably not manufactured until around 1910.

In 1909/1910 William G Allen patented a method of cold-forming screw heads around a hexagonal die (U.S. Patent 960,244). Published advertisements for the 'Allen safety set screw' by the Allen Manufacturing Company of Hartford, Connecticut, exist from 1910 (see above). Although it is unlikely that Allen was the first person to think of a hex socket drive, his patent for a manufacturing method and his realised product appear to be the first. It is also claimed that the Standard Pressed Steel Company (SPS) developed a hex socket drive in-house for use on line shafts, independently of Allen, circa 1911. From this came the 'Unbrako' line of products.

As well as the hexagonal socket there were slightly earlier patents (1908) covering the manufacture of square and triangular sockets but these never really caught on. It was not until the demands of mass production, during the Second World War, came about that the hexagon socket screw came into everyday use in engineering applications.

The big advantage with using a socket rather than a square or hexagonal head is that it can take high tightening torques (much higher than a slotted screw) using a simple hexagonal key. Also, where space is limited, the tightening device fits inside the screw. It can also be sunk into a component leaving a flush face.

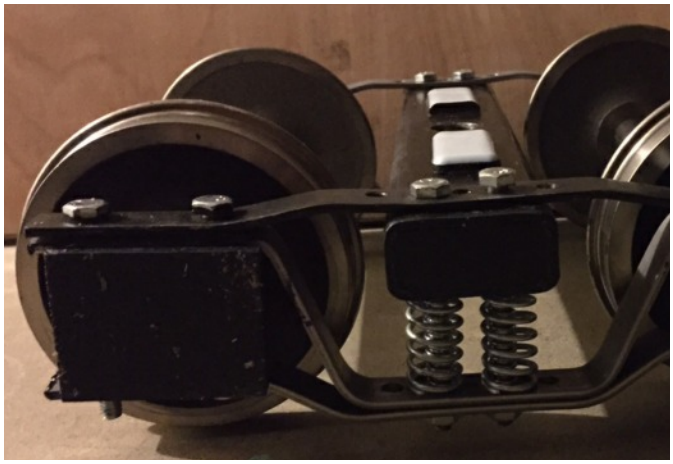
Ball ended drivers for hexagon socket screws were introduced in 1964 by the Bondhus Corporation and meant that screws could be accessed in all manner of difficult positions.

Modern variations on the socket theme include Torx (developed in 1967 by Camcar Textron) which has a 6 point star shaped pattern which lends itself better to automated assembly equipment and use with electric screwdrivers creating an increasing usage in the construction industry. Its geometry also allows a higher toque to be applied when tightening it allowing a smaller head to be used, if necessary, for a given size fixing. The official generic name is hexalobular internal (ISO 10664) which is usually shortened to 6lobe in catalogues. Torx Plus is an improved version introduced in 1990.

The Allen screw in model applications

As well as the traditional use of hexagon socket screws as straight forward fixings they can be useful in various model engineering applications.

Bent Arch Bar Truck Components - A surprise and puzzle

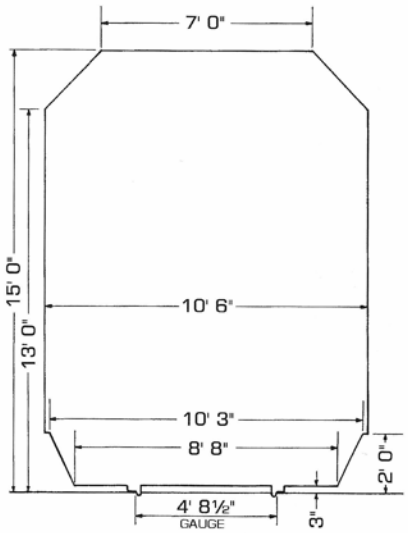


Two photos: Dave Sams

This is a report on one (maybe the only) mishap at the Tri-State Meet. It was Dave Sams' gondola's first outing. On returning home, he noticed that the upper frame members of one of his trucks were bent (**left photo**). Then, when he disassembling the truck, he found that the center bolts which pass down through the springs were also bent (**right photo**). How did this happen???

He remembered: "At one point, I had to get off the car to get it to pass through a *crossing*. The next time I came around, I tried to get past the high spot without disembarking." At the crossing the rails are embedded in concrete. ILS had ground down the concrete surface's high areas. But evidently not enough for one of Dave's trucks.

For the fun of talking "*railroad talk*", I've included an obviously outdated *loading gauge* diagram (which defines the maximum height, width and cross-sectional outline) for U.S. prototype railway vehicles at **right**. It shows that all parts of any rolling stock, except the wheels themselves, must be at least 3" above rail height – 3/8" above in 1½" scale. Dave learned the hard way that the *loading gauge* he implicitly assumed when he built the truck and the (actual) loading gauge followed by the builders of the ILS track lead to an interference. Of course, no club takes much notice of their loading gauge and so how is one to know. *jsk*



United States
Loading Gauge

Photo: Lou Lockwood

Soft Soldering Video

Hello All,

Here is the link to the soldering video shown at the April Cinder Sniffer Meeting.

https://www.youtube.com/watch?v=zTt79j3z8gQ

Earl and his son Conrad built this museum quality NYC Mohawk in 1.5" scale. It runs and sounds really good besides looking swell !!

Lou Lockwood