

Cinder Sniffers Run ~ Oct 13 2012



JOB ONE, before the trains roll, is to inspect the right-of-way and to remove recently fallen debris. Here we see the "back stretch" after Carl Schwab has done his deed.



From Urbana Ohio, member Chuck Balmer rides behind his 3/4" scale Erie Lackawanna F7.



Scratch built by Balmer, the power system includes a SAITO model F100 air cooled twin cylinder opposed 4 cycle engine powering an alternator from a 1995 GEO Metro modified to produce 28 volts. Four axle mounted permanent magnet 28 volt aircraft landing-light motors are driven through a 400 Hz PWM solid state switch. Brakes are a pulsed compressor driven air system with limited dynamic braking. All of this is crammed into the 3/4" scale F7 body and chassis. Even though the engine is a 4 cycle design, lubricating oil is mixed with the fuel, which on this day was Wildcat 4 cycle glow fuel: 74% methanol, 10% nitromethane and 16% oil. Thus the smoke.



At the other end of the size spectrum is Steve Chromik's Narrow Gauge E.G.B & Pacific #4, a regular at the CSI track.



As at all regular CSI run days, guests were welcomed.



And rules were strictly enforced.



Folks waited for rides behind the yellow bricks.



And then received instructions from Scott Phillips before Engineer Dave Sams was given the "green light".



The rules of riding are posted too ... but new signs are needed.



A regular at passenger hauling is Mike Pedicini with his GP9.



Club member Phil Schram, here with four young passengers, had a good day. New air entry holes in the back part of the Mogul's firepan provided a hot fire.



Here, Dave Sams is at the the club engine throttle and Matt Fadely is conductor.



Along side the railroad track, some enjoyed a picnic.



Drinks and snacks were available in the 'Diner'.



Dorothy together with Joyce, Jeanette and Julie helped with the sale of the edibles.

Weather: Very pleasant
Locomotives in operation: 6
Photos by Dorothy Keith and Jim Keith
Submitted by Jim Keith, 17 Oct 2012