

The Mud Ring

The Official Newsletter of the Cinder Sniffers, Inc.
Home of the Original Clishay!

www.cindersniffers.org



Celebrating 62Years



May 2018

Chuck Balmer wins 2018 Martin Foundation Craftsman of the Year Award

Each year since 1997 the Joe Martin Foundation for Exceptional Craftsmanship has presented an award to the Metalworking Craftsman of the Year. The winner is selected as the "Best of the Best" within an area of craftsmanship at the miniature end of the size scale. This area of specialty was chosen because the late Joe Martin was the owner of Sherline tools—a manufacturer of precision miniature machine tools. Joe felt that fine craftsmen were under-recognized and under-rewarded in relation to their contribution to society compared to sports and media stars, and this was his way of giving back. He opted to concentrate on miniature craftsmanship because it could be produced in a home shop and added a level of difficulty to the creation of complicated, working mechanisms. Most winners are not in it for the money, but rather for the satisfaction of building to the best of their abilities.

This year's winner is Chuck Balmer of Urbana, Ohio. He is the 22nd winner of the award, which was presented at the North American Model Engineering Society (NAMES) Expo in Wyandotte, Michigan April 21st. The award includes a check for \$2000, a certificate and an engraved medallion.

Member Calendar

May 12	Run Day	10am
Diner Host—Nan Sams & Dorothy Keith		
May 26	Work Session	9am
	Member Meeting	1pm

June 9	Run Day	10am
Diner Host—Lynne Mense		
June 23	Work Session	9am
	Member Meeting	1pm

July 14	Run Day	10am
Diner Host—Donna R Hill-Frozina		
July 28	Work Session	9am
	Member Meeting	1pm



Craig Libuse, Peggy & Lee Hodgson, Chuck Balmer, Carl Schwab

Miniature live steam locomotives are historically at the heart of the hobby of model engineering, and Chuck Balmer's latest creation is an outstanding example combining many facets of metalworking skills to create a working masterpiece in a

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small scale. His latest project, a highly detailed and fully functional, scratch-built, 1/16 scale 2-6-6-6 C&O "Allegheny" sets the standards for this type of live steam model. Prior to building this engine, he had also built, restored or finished about a dozen other working model locomotives of all types.

Ohio "Cinder Sniffers" model steam railroad club president Don Forzina summed up his recommendation of Chuck's work as follows:

"Chuck's work is without parallel, and his contributions to locomotive modeling are immense. He is most recognized for his 1:16 scale Allegheny—a tour de force in modeling that required him to create parts from measurements and photos, build his own patterns, and cast parts in his home-built foundry. This locomotive is in the small 3/4" scale—the small end of rail park locomotive construction. He is a prolific and meticulous builder who is a resource and mentor to other builders. We believe Chuck Balmer epitomizes the Joe Martin Foundation's ideals."

He went on to say:

"Chuck Balmer epitomizes the technical skill, extensive research, and attention to detail that fine miniature modeling requires. This is coupled with an enthusiastic willingness to share his expertise with fellow modelers. "

"He is a retired electrical engineer, who, at the start of the space age, designed aerospace testing equipment, data systems, and even robots, while preserving the technology of the railroad age through painstakingly accurate working locomotive models. The jewel of his collection is a 1:16 scale 3-1/2" gauge live steam scale model of the famous 2-6-6-6 Allegheny locomotive built by the Lima Locomotive Works in Lima, Ohio, an effort that took 14,000 hours and more than seven years to complete. Balmer was inspired to model steam engines by memories from his youth of watching *The Wonderful World of Disney* on TV as Walt drove a scale steam locomotive around his property."

"After graduating from the University of Dayton in 1968, he built and equipped a home machine shop and an elec-



Chuck & Jim, fine tuning the Allegheny out at the Cinder Sniffers track this past fall



Cinder Sniffers Track Word Find Puzzle

- Armstrong Bandy Bond Bosse
Carmell Conley Ekstam Fairfax
Geiger Jansen Jarvis Knox
Korte Lohmoeller Maynard Mcallister
Taylor Toby Willison Wolking

H A Z B R E T S I L L A C M A
M X U U F R C I F E Q C M J R
C O N L E Y X O N K I E A O A
U X A F R I A F W F W R L A R
N O S I L L I W J H V Y K E M
M A Y N A R D M A I A O C S S
Y U J A N S E N S T R C S S T
M A T S K E H V R T D N I O R
P I P L O H M O E L L E R B O
T W O L K I N G G U M B N G N
X C A R M E L L I M D B O V G
S R J W C V O A E N R A V N Q
F Q T T O B Y J G W O N T M D
C X O O Z D C F L L J D Y V J
A K A F E L E Z J T C Y B T I



Jim Balmer, Craig Libuse, Chuck Balmer, Julie Blamer

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Going Home

Denis Larrick

The 50th Anniversary PA&W run on August 5, 2017 was the perfect day, not only in weather, but in renewing thirty year old friendships. Some of the friendships were with people; some were with locomotives and track. I was returning to the place where I really became excited about the hobby.



Through the end of the 1990s, Clinton B. F. Ensworth, Jr.'s Pittsburg, Akron, and Western Railroad in Medina, Ohio was considered the premier track east of the Mississippi. It was the first 7+” gage track in the United States to operate trains point-to-point with block signals. 2353 feet of single track ran in a squiggly straight line from the throat of the yard at Sharon northward through the forest to Mather Loop which turned you around to head southbound back to Sharon. In between, there were passing sidings at Heth Central, Lloyd, Bradley Pines, and Orton. Starting in the 1980s, we operated it occasionally with agents in man-sized stations at Sharon, Lloyd, and Orton operating manual train order semaphores. Cinder Sniffer and retired L&N dispatcher Al Lohmoeller ran the railroad by CB radio communications to the agents. Later, Jeff Hook of Chicago became involved and we operated first, second, and third class trains by timetables that Jeff had written. The basic pattern of a single track signaled bi-

directional mainline has since been copied on 7+” railroads all over the country.



For me, I was back in my youth. Although Clint died in 2010, his son Clint III and daughter-in-law Becky are preserving the existing track as it was built. The train order semaphores I built thirty years ago, as well as the original color light signals I designed and Clint III built when he was young, were still in operation. Clint III was even handing out track plans that I had drawn on my first computer, and they are still good.

Clint III built a new home up the road to the north twenty years ago and the plan was to extend the track via a neighbor's easement to the new house. At Becky's encouragement, plans have changed. Now that house is being sold and they are renovating Clint III's boyhood home so they can live a stone's throw from Sharon Yard. It was also Becky who encouraged building new steaming bays with a commercial lift and drive-thru unloading so visitors can feel more welcome. There are two new car barns and a new high tech ballast tippie. I'm told that Becky personally painted the old farm barn.

For now, they are concentrating on renewing wooden trestles and buildings, but the thought of expanding is not gone. If it happens, rather than going north, it would wind up to a pond on the south end, adding perhaps 1500' of track.

Since the PA&W has not been in the news for many years, people occasionally ask if I think it still exists. It not only still exists, but it is getting even better!



A Special Word of Thanks!

Carl Schwab

As we enter a new run season at CSI, I want to take the time to say a few words of "Thanks" for the great work last year on the clubs behalf.

First to **Lee and Peggy Hodgson** for pulling brush out of every nook and cranny and burning every bit of it. Plus all the work towards tree cutting and gathering of all the brush that goes with having dead trees.



Also to those members that attended the work sessions for tree clean up. I think the track is almost back to normal. Before Thanksgiving, there had been twenty nine piles of brush burned, I'm sure number 30 and 31 have been burnt by now!



With tree cutting, there is always the chance of property damage. I'm happy to say, there was not one piece of bent rail of a single hole in a roof!

As with all tree cutting, what do you do with all the big pieces of tree lying around?? **Roger Heurich** had a plan! A friend of his hauled all the wood off to Brookville for use. If this disposal had not happened, we would really have a problem.

Ray and Charlotte Hughes brought their tractor on multiple occasions out to the track, with its front end loader it really speed up the loading process for wood disposal. Since the Hughes are moving full time to Arizona, the Frozina's have purchased their tractor. It is nice to know the club might have access for its use in the future.

Last but not least . . . We had two major water leaks this year. One was isolated to a line behind Knox Shops. **Ed Habel** bypassed this line and now the pump does not cycle every ninety seconds. Thanks Ed!!



But, we've discovered there is a leak in the cistern itself. We realized this on one of the run days when no water was available. We are now monitoring the cistern and noting a decrease in level with each passing week that there is no rain.

EnterTRAINment Junction: Modelers in March

Donna R Hill-Frozina

On March 3rd the Scale Model Expo was held again this year at EnterTRAINment Junction. We would like to thank EnterTRAINment Junction for once again inviting the Cin-



der Sniffers to have a booth at this event and the National Railway Historical Society for allowing us to hold our March Business meeting in their library. Several Sniffer members maned our booth during the 2-day event— Thank you!



We would like to especially thank Ed Habel for bringing the club engine to display at our booth, it is always a magnet for the kids and their parents and a great way to learn about the "Live Steamers" hobby.



As usual, the Sniffers booth was set up right next to "Balmer Locomotives Work" and their impressive display of 3/4" scale engines.



Pictured above are Larry Koehl representing EnterTRAINment Junction chatting with Ray Hughes (Ray & Charlotte were in from Arizona during the event), Donald Frozina and Jim Balmer. Note the celebrity present in the background—the Chuck Balmer discussing the building of the Allegheny which was available for viewing during the show.



Jim taking the Allegheny out for a run with Chuck & Roger Heurich watching



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tronics lab; built a foundry to cast his own parts; learned pattern making and welding; and honed his machining skills by building a stable of locomotives in the small 3/4" scale as well as two robots."



Chuck wishes to thank Carl Swab and Peggy & Lee Hodgson and Donald Frozina for all the work that they did to suggest, compose, nominate, document, and do other work that made this award possible.

On behalf of all the Cinder Sniffers

CONGRATULATIONS CHUCK!!!!

Have a great idea for an article for the Mud Ring? Then write it up or send your idea to Donna, the Mud Ring Editor at verona15724@gmail.com



Denis Larrick, Steve Chromik, Ed Habel and Carl Swab admiring the Allegheny as Chuck talks about how he made the parts.

If you have not already done so, please get your club dues into Ed Habel, this years treasurer. We don't need a lot of funds to keep the track going but every dollar counts. Thank you!



Coal Chat

Denis Larrick & Donald Frozina

Hello Denis,
A few questions about coal... Is anthracite coal appropriate for our 1-1/2" scale steam locos? What size coal is most appropriate for our Allen Mogul and 4-4-0 American 1-1/2" scale?
Thanks, Don

Hi Don,
The Balmer's have experimented with Anthracite and have found it has a kindling temperature that is so high that it is hard to keep a fire going. Also, Gary Seibert experimented with mixing coke with coal and found his tubes leaking. Good old bituminous still seems to be the way to go. My firedoor is 3" diameter but the Allen's I believe are about 2" x 2", so I would stay around the nut size. I bought my latest batch in Middletown at Divers Garden Supply. See <https://diversgarden.wordpress.com/fuels-propane-firewood-coal-etc/> They are big chunks but it was well stratified so it wasn't hard to break. I make raids on the kitchen and closet departments at stores to find my coal screens. I used a piece of wire closet shelf for a while. I now have a wire storage cube I found somewhere that has 1.5" x 1.5" openings. That takes out big chunks, then I use 1/2" hardware cloth to take out the fines. I used to have a heck of a time getting a fire to start. I tried paper, log starters, squirting kerosene on the kindling and usually lost my fire. Now I cut up all my wood scrap

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Tri-State Meet at Indiana Live Steamers

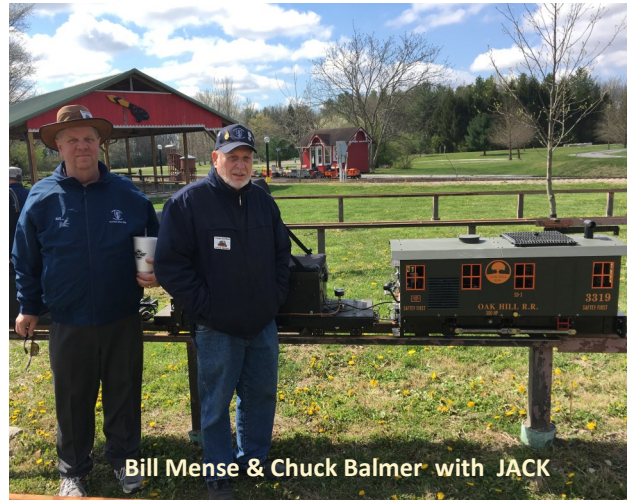
Donna Hill-Frozina

April 28th was a beautiful but cool day at the Tri-State meet hosted by the Indiana Live Steamers located in the lovely setting of Johnson County Park just outside of Edinburgh Indiana.

The Cinder Sniffers were well represented with 15 members attending with an assortment of trains and cars; Charlotte & Ray Hughes, Lou Lockwood, Nan & Dave Sams, Jim Balmer, Chuck & Julie Balmer, Bill Mense, Kent Bollerjack, Steve Chromik and his son Mike, Katelyn Frozina, Donald Frozina and myself. We were all treated to a delicious



Mike Chromik, Jim Balmer & Steve Chromik



Bill Mense & Chuck Balmer with JACK

lunch of fresh fruit & veggies with pulled pork barbeque, beans, potato salad, slaw and chips. ILS has a great layout with track running thru pastures and woods with multiple crossings and bridges; everyone had a fun filled day of train riding! A big THANK YOU goes out to everyone at the Indiana Live Steamers that made this day possible.



Lou Lockwood



Nebo North Yard at ILS



Dave Sams



Ray & Charlotte Hughes



Kent Bollerjack saying 'Howdy' to Bill

Other Clubs Events

May 17-19 } July 19-21 } Sept 3-9	White Creek Railroad	Western Michigan Op Sessions White Creek Ramble
May 25-27	Michigan Central RR	Metamora, Michigan Spring Card Order
June 14-17 Aug 9-12	Mill Creek Central RR	Coshocton, Ohio Summer Meet Large Engine Meet
June 25-July 1	Train Mountain	Chiloquin, Oregon 2018 Triennial International Meet
July 13-15	Northeastern Ohio Live Steamers	Summer Meet Medina, Ohio
June 23, July 14 } Aug 25, Sept 15 } Oct 20, Nov 10 }	Heavenly Hill top Rail Road	Stamping Ground, Kentucky
Nov 1-4	Maricopa Live Steamers	Phoenix, Arizona Golden Anniversary Fall Meet
Aug 17-19	Indiana Live Steamers	Edinburgh, In Dog Daze Run/Meet, Sign-up soon!

Community Out-Reach

Denis Larrick

Last July I delivered a selection of magazines to the Manufactory and Hive13, our two Cincinnati area maker spaces. Some were old ones that Jim Keith gave me for the purpose (almost two years ago!), and some were new ones that I receive when an article of mine is published. Hopefully, some of their members will get hooked on the pictures the same way I did over fifty years ago, and eventually become members of the Cinder Sniffers.



Schmidhaus Diner Report

Donna R Hill-Frozina

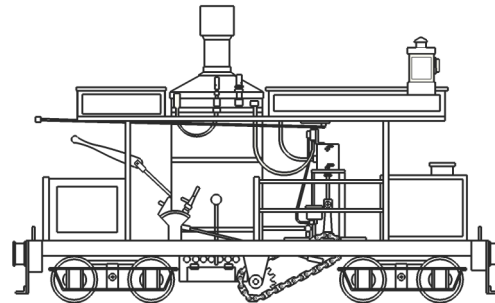
During the March 10th work session, Julie Balmer, Peggy Hodgson and myself performed the 'start of a new run season clean out' of the diner. It took us about 3 hours to sort thru all the old plastic ware, clean out the varmints nest and sanitize the counters.

During Martha North's years of running the diner it was a bustling, awesome food making enterprise. In our current climate of 'Health Inspectors' and liability we now predominately deal with pre-packaged snacks and beverages. Because of this and the need for more 'traffic space' the cook top is going to be converted into a portable device that can be stored under the counter until needed. This will free up space for the cooler that typically contains soft drinks and water. Our current cooler fits nicely in the counter top cut-out where the cook top used to sit. Moving the cooler from its current floor space to this new location frees up floor space and improves the traffic congestion that could sometimes occur behind the serving counter. These changes will become effective sometime this summer.

In addition, the gift shop run by Peggy will utilize the space under the benches and new found under-counter space to store the totes containing the shirts, jackets and coffee mugs as well as other gift shop items. I hear that Peggy is exploring the possibility of making and selling buttons this year with train & club themed motifs. Choo choo!!!



Also in discussion is the possibility of getting shirts made with the outline drawing shown below on the front with the verbiage "Home of the Original Clishay" underneath - what do you guys think? T-shirts, collared shirts, sweat shirts ????



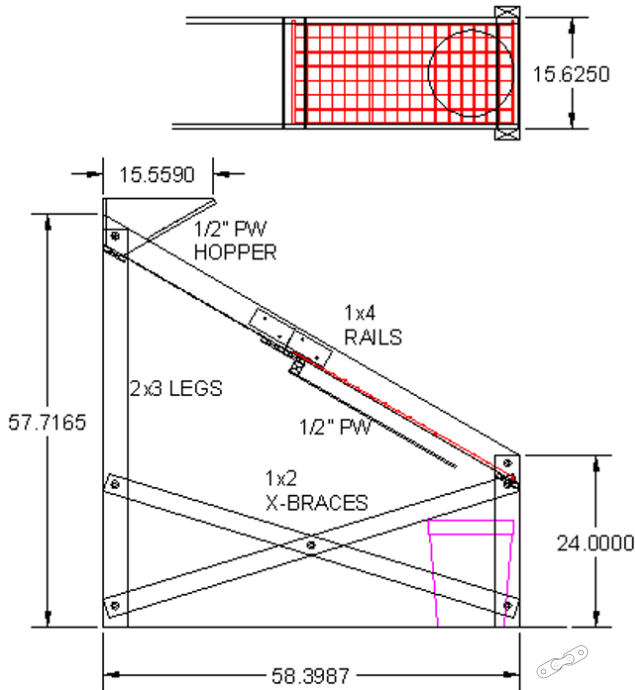
You might recognize this drawing from the front page of the Mud Ring. This version doesn't have a missing link like the one

on the masthead. Have you found the missing link somewhere in the newsletter?

Do you have any cool suggestions or ideas for buttons or shirts? Great! Please let Peggy know.

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and put it in a 5 gallon bucket with a couple bricks on top to keep the wood from floating, and then top off the bucket with diesel fuel. If it marinates for a few months, it is the best fire starter in the world. I don't even put paper in the firebox any more. I use a propane torch to light off with light draft on the stack and rarely have to start over. When I ran out of scrap and needed kindling quickly, I cut 3/4" slices off an old 2x4. Since the end grain was exposed both sides, it soaked up diesel really well in just a few days.



Attached is my rather sketchy AutoCAD drawing of the coal screen. I didn't spend a lot of time on it since much of it was scrap stuff around the garage. I did change the dimensions a bit as I built it.

UPDATE:

Tried it out this afternoon. 1/2" at the top, then 2", then big stuff goes off the end. At 30 degrees, flow without vibration was not too good, but the coal had been sitting in rainwater in a bucket. I jacked the back up about 6" and it flowed fine. I'm inclined (?) to think that 1.5" would be better than 2" for the screen. Oblong pieces (lots of strata when you break it) tend to make it through which can be up to 3" long. I'm running it through twice which helps. I'm thinking of making a pan that my oscillating sander can sit in to create vibration. Now if there were an easy way to break the coal up.

Denis



Wikipedia: Bituminous coal or black coal is a relatively soft coal containing a tarlike substance called bitumen. It is of higher quality than lignite coal but of poorer quality than anthracite. Formation is usually the result of high pressure being exerted on lignite (peat bog material). Its coloration can be black or sometimes dark brown; often there are well-defined bands of bright and dull material within the seams. Carbon content of bituminous coal is around 60–80%; the rest is composed of water, air, hydrogen, and sulfur, which have not been driven off from the macerals (coal). Bulk density typically runs to 52 lb/ft³, this means 2000 lbs (1 ton) occupies 38.46 cubic feet or a 3' 4.5" cube.



No. This will not be on the test!

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