



The Mud Ring

The Newsletter of the Cinder Sniffers Inc.

Fall 2011 Issue

It is time to put the pen to paper or the keyboard and computer to good use and write something. Unfortunately my brain and my fingers aren't talking as well as they used to. These last two years have been very stressful in the American economy and we have seen a decline in ridership which has this summer started to reverse with our October run (over 500 riders) the best we have seen in many years. We now have a new group of young families attending along with some friends that had been missing of late. Our rides have become fun again and the opportunity to show a child or two the fun we experience is always satisfying. Many of the adults who ride our trains say that they were here as children and some are even bringing their grandchildren. Unfortunately for me my grandchildren live in Pennsylvania and haven't visited the track yet. They do love trains and have visited the Pennsylvania live steamers and the Pennsylvania Railroad Museum in Strasburg many times.

I would like to take this opportunity to thank the Cinder Sniffers for allowing me to play at President for 12 years. Yes it has been that long. I have decided that 12 years is enough fun and the reins will be turned over to Harvey Bond in January. Good luck Harvey. Now I get to sit in the peanut gallery and give you a hard time.

One Officer has been especially helpful in keeping me and the club on track, Ed Habel. Ed is retiring after 14 years as our treasurer. He has kept the club in the black and our books in order. It has been an honor and a pleasure to work with him. To the rest of the officers I say thank you for a job well done. When things needed doing they were done. In that vein I would like to point out Mike Pedicini. During my time Mike served as Vice President and as our "permanent" run chairman. Thank you Mike for your friendship and all your efforts at the station and the club cars.

My 12 years hasn't been entirely smooth with some members deciding that rules were for others. Rules are necessary for the smooth running of a club and to help ensure the safety of others. Safety must always be paramount when operating the type of equipment that we do. We have a good set of rules and they should not be changed without due consideration.

We also had a hurricane pass over the track which knocked down many trees but we managed to get back in business for the next run. The chainsaws were really flying that time. Our only cancellations have been due to rain. Running in the rain is just plain miserable not to mention scary due to the lack of traction if somebody has dropped oil.

During the last 12 years we have made some useful additions to our layout with Carl heading up the track changes and the Wednesday gang carrying out the plans with support from others.

There is the new unloader with the old one in use on Don Saager's layout. There is the car barn which is filled with club cars and other riding cars. We have a new diesel engine with the old one working hard elsewhere.

We have had one major disappointment with our failure to purchase some of the property around us for expansion. Denis Larrick drew up some wonderful plans but the stars weren't in alignment and the deal fell through after much time and effort. In the end we used some of the expansion money to purchase the new diesel which has been put to good use hauling our guests.

Finally, we have lost a lot of old time members. The list is a long and distinguished one. We have named just about everything and had to start listing them on the station. All of them shall be missed but one must be mentioned as it is difficult to think of Cinder Sniffers without thinking of Bob. He gave so much time and energy to the club. His enthusiasm and drive carried many project to its end. Today we have several on Bob's engines running around the track including Evelyn and Susan. These engines are testament to Bob's skill and creativity. Travel to another track and Bob Maynard's name is well known and respected.

As you can see it has been an eventful time for the club. As a group we have done very well and our club is in a good financial situation despite only one dues increase in 12 years. Living within your means is a lesson we should all follow.

In this issue you will find pictures of "Jeannette". Carl has finally launched her and to the amazement of all she didn't sink. Just kidding, Carl. Congratulations Carl. May "Jeannette" treat you well and steam for many years.

Vincent Bradley,

President Cinder Sniffers

THE LAUNCH OF STEAMER JEANETTE

Carl Schwab

The long awaited day finally came on October 15, 2011, after eight years of work since Jeanette and I moved to our new home. We were fortunate to have a two car garage and a nice shop in the basement with stairway from the garage to the basement. It would have been impossible to navigate through the house for every need. I think I have at least a million trips up and down the stairs.

In the spring of 1996, I received the hull, a Thayer fiberglass hull delivered by Jim Thayer on his way to the spring boat show in Portland, Maine. From '96 to '05, the hull collected dust in storage.

I had completed the engine, a Hasbrouck #10, single cylinder, over hung crankshaft, etc. before our move to our new home. I am well pleased with the engine.

The boiler was designed by Bob Maynard. I'm sure it was his last design. This is a vertical boiler because of space limitations. It has 64 one-half inch flues and has a wet fire box. It steams very well as long as you have the right coal. Our coal pile at the track plugs the tubes very quickly. I'm well satisfied. This is a steel shell boiler that I had commercially welded. Money well spent.

Hull completion. Starting at the bottom and working up, the boat part was completed. I had no plans. Through trial and error it came together. Steam bending of some wood, fixtures made for the curves, trying to visualize the end result, it is part of the learning curve. There are no straight edges that you can measure. This is very frustrating. I was lucky that my good friend, Neil Sohngen has a nice wood working shop and he dimensioned my lumber. I could not have completed the boat without him. Wood used is white oak, ash, redwood, and mahogany for the deck and trim.

The hull is 16 foot long by 5 foot wide.

The launch took place in the retention pond behind our house. We had some glitches and problems getting it in and out of the pond, but volunteers helped overcome the problems.

There were about 100 onlookers in attendance.



Cinder Sniffers out and about in Kentucky

The club diesel on Don Saager's high line. Yes it is a long way down!



Denis doing what he does best!

