



# Mud Ring Monthly

Cinder Sniffers News

February 2014



**In Memory of John Huizenga, March 9 1947 – January 12 2014**

*Member of Cincinnati Cinder Sniffers: 1978 – 2012  
Home club: Indiana Live Steamers*

John Huizenga and I went back a lot of years, to the days before the Indiana Live Steamers had their first track and Harold Ekstam and the gang were coming to the Cinder Sniffers to run their engines. I was surprised to read that John was four years older than me. I have never met anyone in the hobby with as much childlike enthusiasm. When we would discuss mechanical innovations, the excitement in John's voice was palpable. He would almost start jumping up and down, so keen was his joy in coming up with new ways to build little trains. But he was not so enthused with the hobby that he let his family life slide. He and his wife adopted two little girls, and his pride in them far exceeded any project he ever built.

John started in the late 1970s by building a 1" scale Heisler. It ran great, but it wasn't big enough for John. He skipped 1.5" scale and went right to 2.5" scale narrow gage. He completed that Shay in record time because he prided himself on being a

workshop multitasker. He would have the bandsaw cutting rough stock by itself while he was at the mill or lathe. He could build an engine before most people could learn how to pronounce his name (Who-zing-gah). He amazed me how prolific he was in his younger years. The Shay set off a firestorm. He built the boiler by drilling and tapping holes in the ends of thick wall pipe and bolting the heads on with Allen screws, sealing it with high temp O-rings. Bob Maynard wouldn't go near it, but I checked John's numbers and it was plenty safe.

The old track at Mt. Nebo had a very long grade of 3% and John wanted to see what the Shay could do. I have never seen a model engine shoot flames out the stack as high as that one, and John had a grin on his face to match the stack. When it cooled off, we noticed that the stack had been permanently blued. He was one of the first to use a stack extension, but unlike the light sheetmetal ductwork I

use, he used water pipe. He backed into a tunnel one day and broke the stack clean off the engine.

He used to ride with his feet sticking out from between the cab and tank. At the Western Reserve Meet in 1986, John found out the hard way that Clyde Bleil's track had a narrow cut lined with bricks, and spent several weeks on crutches afterward.

Along about that time, I was starting on a huge 2-4-4T steamer where you would sit in the coal bunker and pull the cab roof down over your head. That got John to dreaming. John wanted to try building a fully enclosed 4" scale engine (yes, 1/3 full size), but he knew that building a steamer in that scale would be a daunting project. He started with a baby blue 0-6-0 diesel powered by batteries and driving the wheels through outside connecting rods. That cab was tight. The only time I ran it, I had to find a soft piece of ground near Aullville where I could lay down on my side to get out of it.

All the time he was building his own projects, he was putting an equal amount of time into both of the ILS club tracks. His innovative mark is all over the ILS facility. The blue diesel eventually led to the BIG Heisler. I would guess that it and its cars set some kind of record for 7.5" gage track. You would open a side door on the "tank" and crawl in behind the cab. I'm glad I wasn't around when it derailed, but it probably would have just made its own track as it went.

His final project, as far as I know, was building the first of the McDaniel design whistles for the Heisler of which I wrote in Live Steam and Outdoor Railroading Magazine a couple of years ago. It was LOUD! The last time I saw John, I got to finally try out running his giant dream engine Heisler and I blew deafening grade crossing screams on his whistle. What a great way to say goodbye

. . . Denis Lerrick

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### Did you know ?

CSI member **Philip Schram** has written several articles for the online magazine Discover Live

Steam. I recently came across Schram's latest (published more than a year ago now) about his venture as a young lad riding the Romney, Hythe and Dymchurch Railway in England. Check it out at <http://www.discoverlivesteam.com/magazine/195/index.htm> .

Our President, **Harvey Bond**, is waiting the winter out in Bradenton Florida. He says: "It's tough wearing shorts and sandals, but we'll live through it. ... 80 today."

### 2013 Financial Report (abridged)

The year began with financial assets of \$9,318. During the year we had income of \$4,970 and expenses of \$4,113 leaving a balance at year end of \$10,175. The \$4,970 in income was made up of:

60%	dues
19%	donations at the farebox
7%	donations from members
6%	donations for Dave Sams hotdogs
4%	proceeds from the diner
4%	flea market sales, net

And the \$4,113 in expenses were for:

33%	real estate taxes
22%	grounds
9%	electric utility
8%	liability insurance
6%	buildings
6%	printing & postage
6%	rolling stock
5%	meeting refreshments
5%	Federal 501(c)(7) exemption application guidance

Expenses in the 'grounds' category included:

\$673 (16.4%) to re-gravel the parking and unloading areas\*

\$90 ( 2.2%) for fuel for the tractor (and for the club locomotive)

In January of 2013, dues for full membership were raised from \$50 to \$65. At year end, membership counts (full, spousal, assoc, junior, life, total) were (40, 6, 6, 7, 4, 63). This compares to (40, 7, 8, 8, 5, 68) in 2012. . . . . Jim Keith, CSI Treasurer

\* Greg Korner spent several days doing this; I think we got a bargain



Two photos: Dorothy Keith, ILS Dog Daze of Summer, Aug 2006