

March - April, 1983

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### THE PRESIDENT'S MESSAGE

In spite of the none too pleasant weather on Saturday, March 19th., a dozen members turned out to help relocate the hydraulic unloader. All went quite well: the trestle was removed, the new rails were laid, and the move completed. At the same time that this move was under way, a good many fallen tree branches and brush went up in smoke, so for this phase of the expansion we could say: "Mission Accomplished". It was gratifying, at the last meeting, to actually see the hands raised showing how many members are really working on new locomotives. Sometimes, with all the necessary discussion about the track, parties (both work and fun), and all the other activities we are engaged in, it is forgotten that it all started with the idea that we wanted to build a steam locomotive! It would be nice if, in the future, we could devote more meeting time to a discussion of the mechanics of the railway engine.

As of Wednesday, March 30th., we are connected to the outside world (from the tracksite) via telephone. There have been many times in the past that the writer has felt that a place without a telephone to ring was, for a short time at least, a haven of peace. However, in view of the larger attendance at "runs" (meets?), communication aids like the telephone are in the best interests of safety. It will be somewhat difficult to hear the telephone ring, as it presently has no outside bell, but this will be taken care of in the near future. For your information.....the number is (812) 487-2591

By unanimous agreement of the Executive Committee, Richard Taylor has been appointed Building Superintendent to succeed Bob Armstrong and Richard Schmid has been appointed Groundskeeper. These gentlemen will need your help and co-operation in carrying out these necessary responsibilities in the future. Make them aware of your willingness to help.



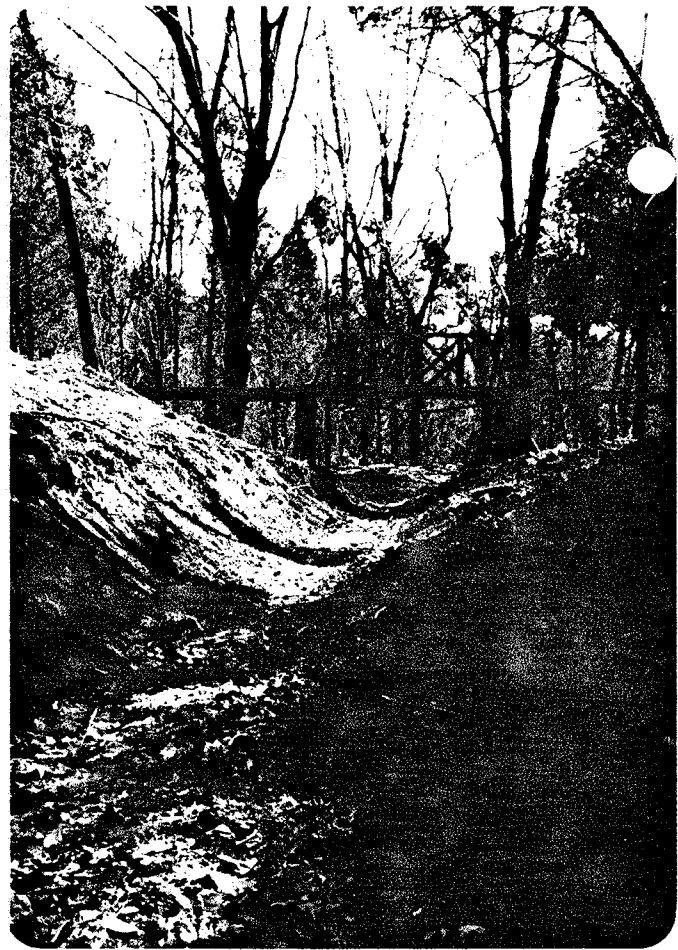
### TRACK EXPANSION UPDATE

*Bob*

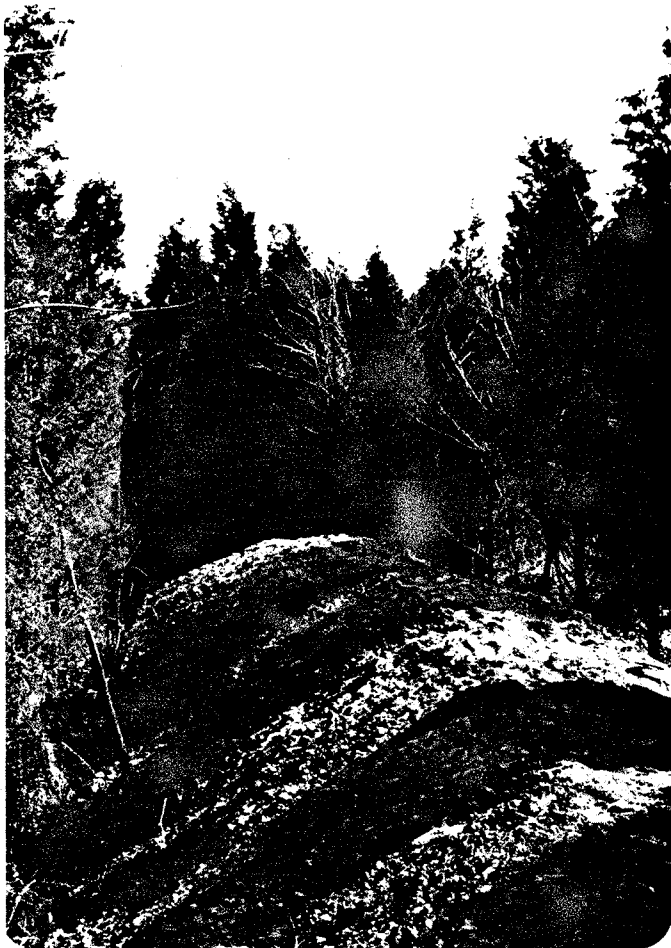
The sound of chainsaws, grunts, and groans filled the woods last Fall as we began work on the new track expansion. A long weekend and lots of hard-working members combined to allow for the clearing of those areas that will be our future access road, additional parking area,

and new steaming bays site. Careful selection of the trees opened up the right-of-way, letting your imagination almost hear the train just around the bend! Four days of bulldozing and backhoe work soon followed, making it look easy after we had worked so hard pulling branch after branch up the hill to be burned in the old parking lot. We have Dick Taylor to thank for the excellent grading work provided by his brother-in-law J.B., especially for sticking with us to do what we wanted and at a very reasonable cost. The work of the bulldozer has firmly committed us to our new track concept. Where you once might have stood looking at a wall of trees at the East end of the old parking lot, you now find yourself five feet in the air and between a deep cut and fill for the covered bridge! The North end also took on a dramatic change as the cut from McAllister Station slices to a four foot depth under Bandy Bridge.

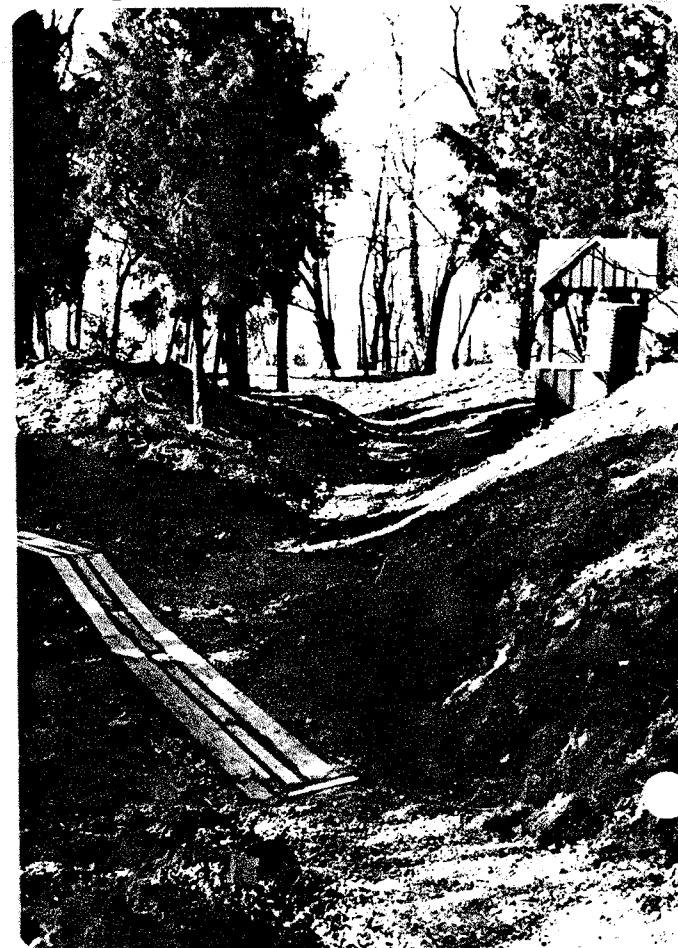
At the February meeting, Denis Larrick presented a model of the trestle to help us visualize how it might look. Denis has been doing some excellent research on trestle engineering. It will be designed to hold anything we can imagine putting on it. Alan Chace is currently working on a very complete and accurate survey plot of the new track. This will be a valuable reference as we build, giving us that rare opportunity of knowing where we are headed before we get there! (Were that this were true elsewhere, Paul!.....like marriage and kids) Plans call



New track grade under Bandy Bridge, facing Eastward



New fill at East end of old parking lot. Trestle will start at far end



New track grade as it crosses walkway to North Comfort, facing Westward

for moving back the unloader in March (see Bob's notes, this issue), followed by restoring the North end landscaping and walkway to North Comfort. With a little luck and lots of hard work, there just might be a new short line to Bandy Bridge by this Summer!

- Paul Busse

Our thanks to Paul for this update. One must visit the track frequently these days to keep up with the ever-changing scene. The photos are by Ralph Payne.



Once a wall of trees.....Looking Northeast from the end of the old parking lot, down the roadway that will be crossed by the covered bridge.

sometimes hangs heavy; perhaps you could spare a moment from your busy day to drop a card or a few lines to these shut-ins. Gabriel Mueller is flying home to West Germany for five weeks to visit her mother, whom she has not seen for seven years. We wish her a safe trip and a joyous reunion.

You may have noticed that the Cinderette Financial Report in the last issue of the MUD RING and wondered why the expenses were so high. Some of you will remember that after the Labor Day run, thieves broke into Knox Shops and removed many of the items necessary to the operation of the Diner and the club. The loss was over \$700. In the box to the right is a list of the items taken. At the present time, some of them have been replaced. Replacement took some of the profit the Diner generated.

Ladies, if you have anything to add to these notes in the MUD RING, please let me know. It is one very effective way to reach all of you, and I shall be happy to pass on your thoughts and ideas.

#### NOTES FROM THE PARLOR CAR

The raffle went quite well last July, and this year we have two very fine items. For the men, Lew Bower has built a Hot Air Engine, while for the ladies, Marilyn Busse has contributed a handpainted purse, and, of course, it is done in a railroad motif. Come on girls, we could use one or two more things to make it more exciting. Anyone, man or woman, who would care to donate a craft item (or anything, for that matter) can help the club in this fashion. Call me, Ev, at 574-3281. And remember the Flea Market donations.....time is getting short: our first big Summer run is May 29th., Memorial Day weekend.

Pauline Gibbs is recovering from her knee surgery and is doing very well. We hope her pain is behind her. Betty George is in a nursing home, and time

- One levi jacket
- One pair of men's shoes
- One hammer
- One 10 cut coffee pot
- One Electric Crock Pot
- Tupperware container, can opener three way plug sissors, felt marker pens coffee pot filters.
- Large container of dry cream
- Comet cleanser, lava soap, D & L hand cleaner
- On container of Sweet and Low Sweetner
- 150 garbage bags
- 3 rolls paper towels
- 3 lbs. coffee
- Two 12' x 12' Diner Flys
- Stainless electric broiler
- One 12' extension cord
- Two flannel bucket table cloths
- Wasp Spray
- Square metal sugar conister filled with sugar
- Three butterfly folding tables (wood)
- One 20" x 30" wood tray
- Large First Aid Kit and contents
- Wood Burning Pot Belly Stove
- Two large trash cans
- 250' #8 copper extension cable for welding.

## HOSPITALITY

Joe North, that fearless engineer who appeared on the front page of the Cincinnati Enquirer after our New Year's Day run has done it again! This time, unfortunately, Joe's claim to fame was a lot more serious, and we are sorry to have to report it. Joe was injured very seriously in an industrial accident, and had to spend considerable hospital time after surgery was required to correct a crushed hip and broken leg. Joe called me when he got home, and told me that he was doing well.....but that the recovery would be slow. Then, out of the blue came a trip back to University Hospital for eye surgery, again resulting from the fall. He should be home again by the time you read this, and I'm sure Joe would like to hear from us all as he feels better. If you call, be sure to let the phone ring a long time, the cast on the leg and the walker makes for slow going. No more tricks, Joe.....hurry back, we miss you!

In addition to those mentioned in Ev's notes, Ed Ahrens had some minor (he tells me) surgery done and is O.K. now. Sallie Payne is also recovering from surgery on her left wrist which put her out of action for a time. Compounding her problems was a fall down our back steps (she slipped on the ice.....no Smitty, she wasn't drunk!) which has made sitting uncomfortable as she managed to break a bone at the base of her spine. We are sure that there are others who have been ill this Winter, but we have no details. Keep us posted!

## IN THE MAIL

We received letters from several folks as a result of the MUD RING starting up again, and it's always nice to know your efforts are appreciated. Thanks to everyone in the club who told me it was good to have it back again.

Several letters need mention. One was from Ed Fox of Chandler, Arizona who sends his best to everyone here. The two photos on this page show the Grand Opening of the new track at the Maricopa Live Steamers which is located at the Scottsdale McCormick Railroad Park in the Phoenix area. I would say that's quite an operation. Thanks for sharing with us, Ed.

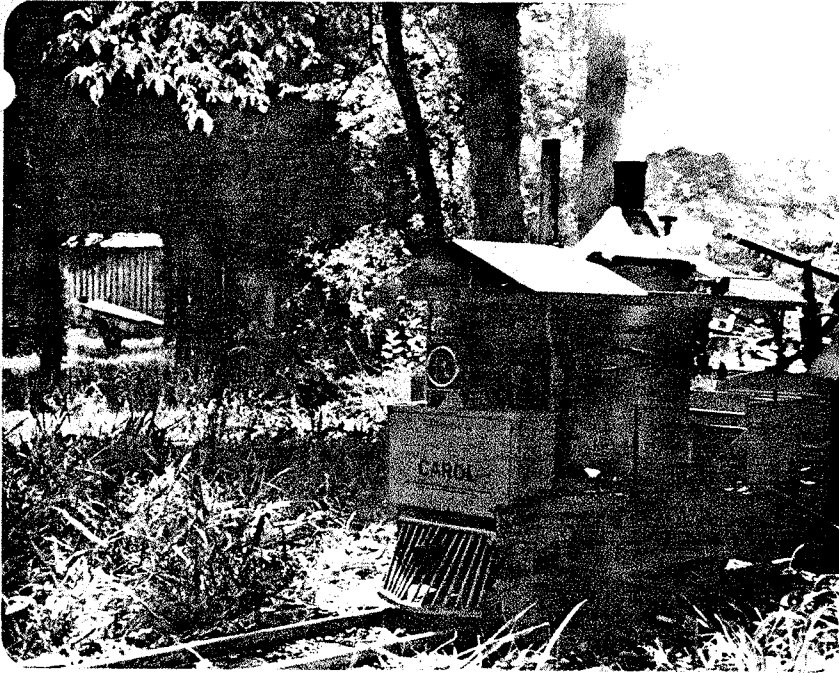


Another who said "hello" was Rick Weber, from Indianapolis, who has continued his Associate Membership. And a letter from to the Maynards from Betty George was most welcome. We hope you are feeling fine, Betty

And Vic Verity thanked us for the MUD RING all the way from Texas, where he and Dottie spent a good part of the Winter. They are back now, and we're so glad that the trip was a good one this year, folk. Vic send along a NRHS clipping about the Corliss engines still in operation in West Virginia, and I want to say more about them later.

We also heard from Bill Bell of the CALS in Maryland. Bill is editor of the STEAM WHISTLE, the CALS paper

and he shared some of his experiences with me. Bill also told me about their new club track building project, and I want to comment of this later, also. Nice to hear from you, Bill.

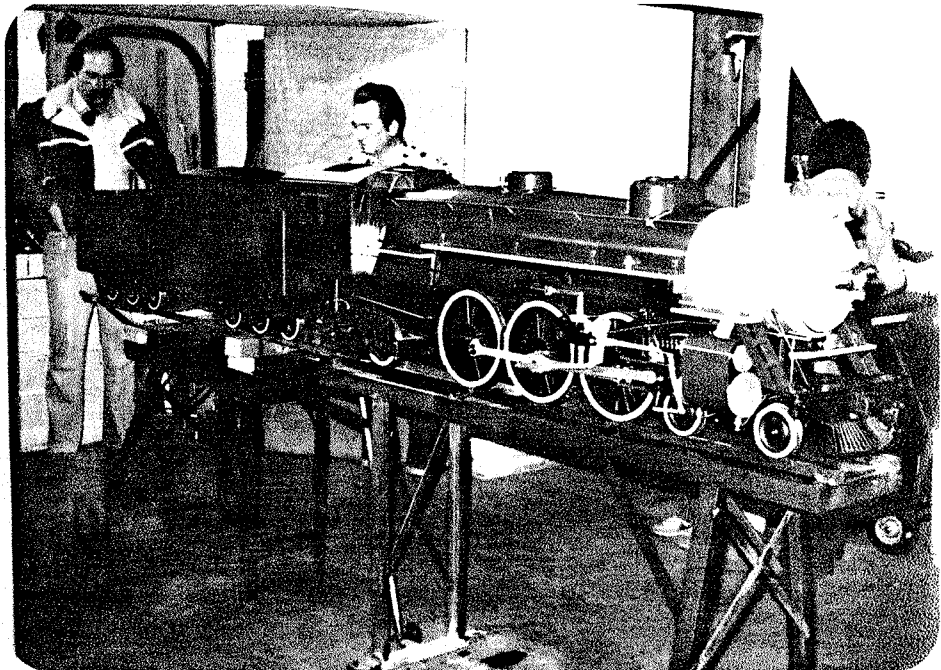


Larry Hergert of DeSoto, Missouri sent along the picture to the left, showing a vertical boilered locomotive he built after he saw Bob Maynard and SUSAN at Leo Myers track in 1976 or so. Larry said he was impressed with Bob's engine so much that he had to build the CAROL, which he runs more than any other of his engines. Imitation is the sincerest form of flatter right, Bob? Incidentally, Larry is the one who supplied the cast aluminum trucks I'm using on the new wood gondola riding car the Payne shops built this past Winter. First trials have been O.K., and I will recommend Larry's trucks to you!

#### 1 1/2" SOUTHERN Ps-4 DELIVERED

Most of us have been aware of the 1 1/2" Southern Ps-4 4-6-2 that Carl Rauschenberger has been building for J. O. Johnson of Lexington, Kentucky. Well, recently Carl completed the beauty and before it was delivered, Carl invited us over to see it. To say it met with everyone's approval is an understatement. I was privileged to go with Carl and Dick Schmid to help deliver the engine, and the photos on this and the following page cover the event. The locomotive rode nicely in Carl's truck, and the loading and unloading were just as planned. The weather was something else, though, with Smitty battling rain and hail along the way.

I had never been to J.O.'s place, and was suitably impressed. Even the balky diesel we tried to use to nudge the 4-6-2 up the steep grade to the railroad shops did not spoil my trip. Probably didn't do Carl and Smitty any good, however, since they pushed a good bit more than I did as I was taking the photos. J.O. has quite a nice railroad, and the shop and yard facilities are impressive. It was a suitable home for an impressive locomotive. I only wish that we were able to see it run at Dover. It is a beauty Carl!



#### PROTOTYPE NEWS

Rumors place the N&W 611 in Cincinnati in late August or early September with possible runs to Portsmouth, Ohio and/or Danville, Kentucky, originating at Ludlow yards on the Southern. We'll try to keep you posted.

Steve Chromik and Carl Rauschenberger discuss tender details on Carl's new Southern Ps-4 in the garage of Carl's home just before shipping to Lexington, Kentucky  
- photo by Ralph Payne

Another rumor has it that the ex-NYC mainline from Cincinnati to Indianapolis will be saved by the state of Indiana, who will pledge \$2.5 million for rehabilitation. On-line shippers will lease back the line from Conrail who has exclusive freight rights. Through trains are expected to be running by early to mid Summer. Don't know about you, but I'll welcome the trains back to Guilford Hill even if they are't thundering 4-6-4's and 4-8-2's!

Bob Maynard has passed on a copy of the Tri-State Live Steamers Newsletter and they have listed their nine meets for 1983. If you are interested, please see Bob or myself.

One very important presentation took place at the Christmas party and I failed to mention it in the last issue of the MUD RING. The Presidents' Award was presented to Al Lohmoeller, and it is richly deserved. Al, like all the others before him, has worked long for the Cinder Sniffers. This is one award that I feel carries a lot of honor and the fellows who have earned it deserve it! Congratulations, Al.

We learn that Jim Jarvis has taken on the task of completing the Little River 2-4-4-2 started by Dink Hayes. The #2 steaming bay (from the South end) will be named in Dink's memory. It was the one Dink used most.

Top: J. O. Johnson, left, and Carl Rauschenberger look over the newly unloaded Ps-4 on J.O.'s track.

Middle: J.O. (riding gondola) Dick Schmid, center, and Carl head for the upper loop. The diesel really didn't help!

Bottom: Dick watches as J.O. heads for the shops of the Johnson track at Lexington, Kentucky.

- photos, Ralph Payne

There was good Cinder Sniffer representation at the Florida meets, with Bob Cain, Carl Rauschenberger, Clem Jansen, Bill Bosse, Al Lohmoeller, and Bob Stump attending. The weather didn't co-operate, I hear, but we hope they had a good time.

The tracksite inventory committee (Ed Ahrens, Al Lohmoeller, and Bob Stump) has completed its' work, and we now have a listing (written and photographic) of our facility.

All for this trip, gang. I've almost caught up all the news, and hope to complete that with the next MUD RING.

*Ralph*

