

May - June, 1983

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PRESIDENT'S MESSAGE

Now that the warmer weather is with us, it is possible to hope that the work on the new track will be able to proceed at a faster pace. We have been hampered by the rain and cold, wet Spring, as has all outdoor construction activities. On Saturday, June 18th., the cut from McAllister Station to Bandy Bridge and beyond was prepared for the roadbed, and we could have used more help! As an aside, some visitors seemed to think this cut was really a river, and as viewed on the Memorial Day Run, it was! Speaking of the May 29th. Run, it was certainly a success, marred only by the unwillingness of some members to give Steve Chromik a helping hand. For shame! And, for those of you who do not like large crowds, John Norman and I tested the Cli-Shay a week or so ago on a Sunday and had the entire place to ourselves. In spite of the lack of traffic, I managed to almost run through an open switch! Speaking of John Norman, he is now an official Associate Member. John and his wife will be leaving for their home in Wales sometime in late July. I know he is anxious to get home, but we shall miss his good humor and help to the club. Perhaps his business will again return him to these United States for a visit. ....we surely hope so.

Speaking of news, this surely deserves a complete paragraph: PM Magazine will show their coverage of the Memorial Day Run (and Richard Mueller's day in particular) at 7:30 P.M., July 8, 1983 on Channel 2, Dayton, Ohio. Don't forget to offer your help to Dick Taylor, Chairman of the July 4th. Run. It takes all of us.....

**BSL**

AS OTHERS SEE US

"For the larger 1" and 3/4" to the foot scales, there is the Brotherhood of Live Steamers, and they have been trying for years to find common standards with the same goal in mind that underlies the NMRA standards - interchange! Instead, they have found that builders of this equipment, particularly locomotives, have little inclination to make whatever changes would be necessary to conform after having expended hundreds, even thousands, of hours (and dollars, too) in construction. West Coast and East Coast often march to different drummers, so interchange is more a rarity than a common occurrence."

- A Ballard Bradley, general chairman, Engineering Committee, NMRA

The above piece appeared in the "Inside Engineering" column in the February, 1983 issue of the NMRA Bulletin, titled "On Large Scale Live Steam Standards" I think a little information can be a dangerous thing.....what's your reaction?

STEAM IN BURNSVILLE, WEST VIRGINIA

At the March meeting at Russ and Jean Conley's, we were treated to a slide presentation of the operating Corliss engines found at the Equitable Gas Pipeline Co. in Burnsville by Carl Schwab of the NRHS. The management is friendly, Carl says, and one can wander through and see four of

these Corliss steam engines in operation daily, pumping natural gas to the Pittsburgh area. I would like to go and see them, since Carl states that they will be phased out by year's end and am making tentative plans to get there in Summer. Anyone else interested? If so, let's get together on the trip. We ought to be able to make in two or three days, maybe even see a little B&O railroadin', too.

#### MEETING UPDATE

The possibility of starting a club sponsored, co-op engine building project, was discussed by Bill Bosse at the February meeting. Bill proposed that those interested get together and share their talents in building a number of identical locomotives with each participant building his own. It might be similar to the New Jersey project which resulted in a number of Reading 0-4-0 Camelbacks, and was the basis for the Mercer Locomotive Works we see advertised in Live Steam. Anyone interested should contact Bill. However, please keep us informed if something develops, O.K?

Bob Maynard suggested that a history of the Cincinnati Cinder Sniffers, patterned after the Castledare's (Australia) booklet would make a good project. As a result, Bob will head a committee of Larry Koehl, Denis Larrick, and Dick Taylor, who will get to work on the history. Incidentally, Castledare in Australia is the home club of Keith Watson, with whom we are all familiar, I'm sure.

The model of the proposed trestle on the track expansion which Denis Larrick prepared made visualization of the project very easy. Denis also calculated the cost at somewhere between \$3200 and \$3500, with the timbers alone at \$2540.

The March meeting at Conley's brought out 30 members and friends. It was noted that on February 19th., a work crew set posts and hung 6 strands of barbed wire along the highway side of the property. On March 10th. Dick Taylor and Bob Maynard reworked Fairfax Switch and the improvement is great. Carl Rauschenberger, Dick Schmid, and Ralph Payne completed work on Bandy Bridge and it is now ready for painting (which has already been completed).

Bob Maynard has prepared a work project listing, which has been posted at the track. When you have a few spare hours, look over the list, determine your cup of tea, and go to it! Just be sure that you let the chairman responsible for the area you are working in know what you have done. Denis Larrick prepared a questionnaire to be used in a poll to determine just who attends our public run days. Denis will rework the poll after hearing the member's input.

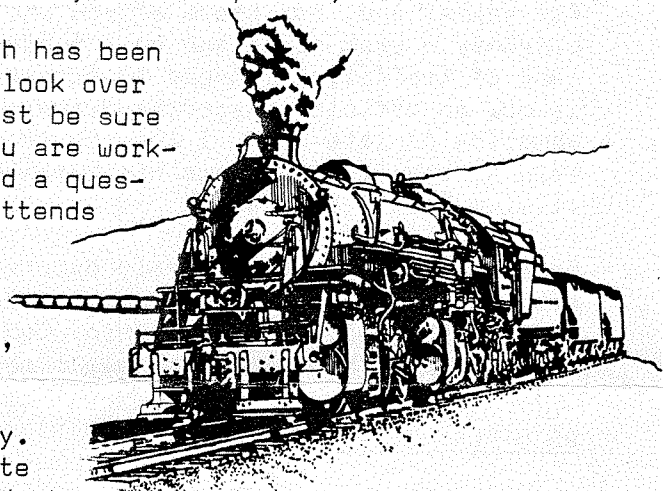
This is election year, and Steve Chromik, Rip Collins, and Dick Taylor form the Nominating Committee.

The Christmas Party committee is headed by Russ Conley. Russ proposed that we have it at Duff's, but that site was disapproved. Russ now reports that it will be held at Trolley Tavern, where we have had it in the past. More news later.

The April meeting at Gary and Nina Seibert's was attended by 30 members and friends. During the meeting we welcomed H. O. Kyler and Richard M. Osborne into membership in the CINDER SNIFFERS. It's nice to have you aboard! Plans to attend the Mid-South Live Steamers meet in Columbia, Tennessee were discussed. President Bob Maynard announced that Russ Conley had been appointed as a boiler inspector in addition to those currently acting in this capacity. Be sure to check your boiler inspection records before you run this season. And Russ Conley announced that the 1983 Christmas Party will be held in the Flying Bridge at Trolley Tavern on December 3, 1983 and that the cost will be \$10.00 per person and that the meal would be buffet style.

Unfortunately, I missed the May meeting at Bill and Leila Washburns in Dayton, Ohio, as we were off riding the big ones. However, we are told that the meeting was well attended and the food was excellent.

The June meeting at the track was hosted by Carl Rauschenberger and Dick Schmid, but I suspect that Dottie and Bev did most of the work! Anyway, 31 members and friends had a good time both

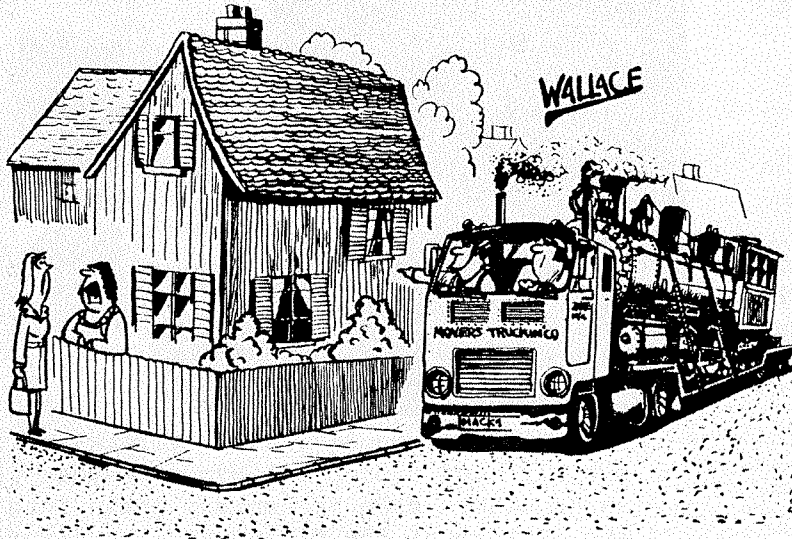


at the meeting and running afterwards. One of the highlights of the day was seeing Carl tooling around the track on Bob Armstrong's "grass cutter"!

Bob Maynard announced that Jay Winters is once again a Junior Member.....good to have you back, Jay! It was also announced that Jeff Hirsch of TV 5 will cover the July 4th. Run, so come on out and be on television. Division 7, NMRA, has requested a picnic at the track, and it was approved that we have them on August 14th. or 21st. Details as they develop. Joe and Martha North have located a stove, a duplicate of the one stolen from Knox Shops, and it was approved that we purchase it for use there.

It was announced that Bill Bosse is now in charge of structures, Dick Taylor in charge of track, and Dick Schmid in charge of the grounds. Be sure to clear any work you do with the appropriate fellow. And Dick wants to ask that no one bring material for use at the track until you ask, we are making progress cleaning up the storage areas, and want to keep it that way!

John Norman was made an honorary Associate Member, acknowledging his hard work at the track, and we welcome him as well as thank him for his efforts. There was a discussion about the location of the new Engine House, and Allan Chace was asked to submit several possible locations for the club's consideration. Discussion of possible new steaming bays sites was also held, and Steve Chromik, Bill Bosse, Paul Busse, and Gary Seibert were asked to determine the best location for same. We enjoyed the presence of Ralph Davis, a visitor from the United Kingdom, who was with us at the track.



"The house is filled with his railroad,  
but I still have my garden."

### CINDERETTE NEWS

The May meeting was held at Bill and Lila Washburn's and we ladies voted to call ourselves CINDERETTES. At the moment, we are trying to work out the pricing of "T" and polo shirts with the name on the back. We hope that we will have something to report soon. Lila took us on a tour of many different types of "country stores" and it was a very different and "fun" time for all of us.

Once again, ladies and gentlemen, you may pat yourselves on the back for a very successful Memorial Day Run sale. A very special thanks to the men who came early and stayed late and who worked quite hard and long setting up the Diner flys for the Flea Market tables as well as the myriad of other jobs to make it a smooth day for all. The Flea Market profits total

\$400.00 and the Diner another \$158.00. Thanks to each and every one for your donated items: Russ and Jean Conley for all the cameras and other items, Rip and Annabelle Collins for the crocheted pieces and railroad lanterns, Bill and Skip Bosse for the handmade lantern and other pieces, Virgil Grigsby for many neat things, Virginia Peterson and Jan Norman for the lovely handmade train aprons, Peggy Bandy Day for all the beautiful railroad pictures. By the way, Ralph Payne and Carol Cain put in many hours pricing items, and Ralph was the general transportation agent, hauling everything to the track, while Denis Larrick stayed overnight and played watchdog. Carol Cain, Jan Norman, and Skip Bosse "manned" the booth, keeping things dry during the rain. To all of you.....a job well done!

Martha North, Helen Armstrong (and Hannah) Marge Jarvis, and Merita Kyler spent long hours over hot stoves in the Diner. To those who donated cakes, pies, or whatever: without your help it simply wouldn't go! Marilyn Busse has given an infant changing table for use in the Ladies Hi-Rise Restroom.....a much needed article (and I'll bet the babies think so, too...ed.) Edith Yoder gave us a 30 cup coffee pot. It was nice to have Jay Winters back, he was most helpful in setting up.....Happy Birthday, Jay!

We had a family picnic at the track on Sunday, June 12th. and they send their compliments on the beauty of the grounds, buildings, and just everything. They added a small donation to help out with the expenses.....it makes me feel very proud to be a part of the CINDER SNIFFERS!

One more note, our Zip Code changes to 45248 as of July 1st., and here is a new address to add to your roster: H. O. Kyler, wife, Merita  
 10485 Gloria Ave.,  
 Cincinnati, Ohio, 45231 and Richard M. Osborne,  
 RR 2, Box 92A,  
 Lawrenceburg, Indiana, 47025  
 (513) 742-3106

If you have anything for the July 4th.....give us time to get it priced.....and anything for the Diner is also welcome.

*Ed*

HOSPITALITY

Emmy Lou, John Korte's better half, recently suffered a heart attack, but she is now out of the hospital and on the mend. We wish you well, Emmy Lou. And we were all saddened by the news of the passing of Ed Ahrens mother Eleanor in mid June. Our sympathies, Ed.

Happier news is the 25th wedding anniversary of Bob and Carol Cain, celebrated at their home June 25th. Many of the CINDER SNIFFER family were there and had a good time. Thanks for inviting us and we hope you both have many more good years together!

PROTOTYPE HAPPENINGS

We've heard that Railway Exposition Co. will be getting C&O 2-8-4 #2707 from a city display in Cleveland, Ohio. Seems that someone purchased the engine from the city of Cleveland and needed a place to store it. Railway Expo will store it at, of all places, Storrs, and will do a cosmetic restoration on the 2-8-4, but mechanical restoration is not certain. It will be in town soon.

N&W 611 will head the CRRC trips out of Cincinnati September 10th. and 11th. to Danville, Ky.



This smiling, young railfan (freckles and all) was riding behind Jon Payne as he headed a Bevis Central train into the station at the Mid-South Live Steamers meet at Columbia, Tenn. in mid-May.

- photo, Ralph Payne



Al Lohmoeller heads along the main at Cassidys in Maitland, Florida this past Winter

- photo, Glen Jansen

**Herman**



"I ordered a coffee when I came in. Do you think you could give me a progress report when the beans leave South America?"

I'll swear this is Smitty at breakfast at Howard Johnson's in Columbia

As we reported earlier this year, Guilford Hill will once more rumble to the tune of trains, diesels that is, not steam! The date we hear now is late August should see trains again using the old New York Central main between Thatcher Glass and Sunman. Also hear talk that Amtrak will once again use this line, but only time will tell.

GREAT AMERICAN TRAIN SHOW

We agreed that we would again participate in the Great American Train Show, as we did last year. We now have confirmation of our space which will be 50% larger than last year and we plan to increase the run from 40 to at least 60 feet for the kids. Plan your displays now while you still have time to get them together for the Convention Center, January 7th. and 8th., 1984. I'll keep you informed as the news developes.

MID-SOUTH SPRING MEET

Steve Chromik, Carl Rauschenberger, Dick Schmid, Ralph and Jon Payne, Harold Ekstam, Brian Goodknight, and John Huizenger all attended the Mid-South Live Steamers Spring Meet in Columbia, Tennessee May 6,7,and 8th. I was much impressed, since it was my first trip down there. The sight of 40 1 1/2" engines, mostly steam, was one to behold. Some 120 attended the banquet, and heard Austin Barr and Dwight Durkee speak as regional representatives of the IBLs. Matt Fairlie brought his 4-6-2 from Phoenix, Arizona, 2300 miles! At least seven dealers set up

displays at the track. The weather was excellent, save for the rain at night, which really hampered no one. I was suprised that the attendance was only about 300-400 people since their track is located in a public (county) park. But the fellowship was great and they made us feel welcome. The CINDER SNIF-FERS made a good show and everyone had a good time.

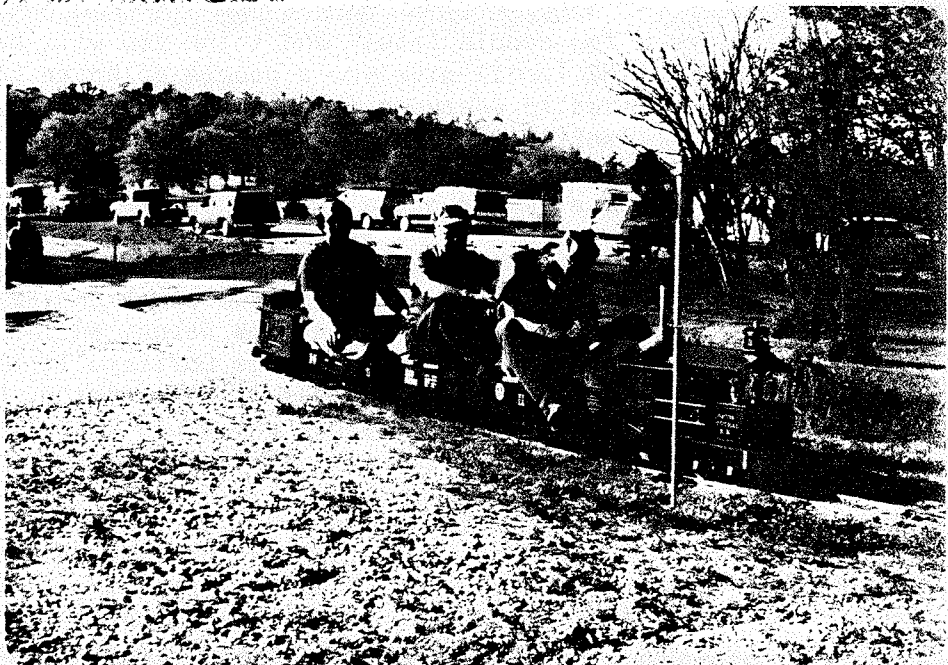
On these pages are several of the many photos we all took down there. We hope you like them.

I know Smitty gave a report at the meeting at Bill Washburns, so I won't run on except to say that I plan on going back next year.....and hope that some more of you will make plans to go, too!

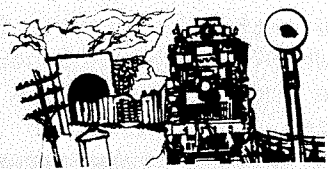


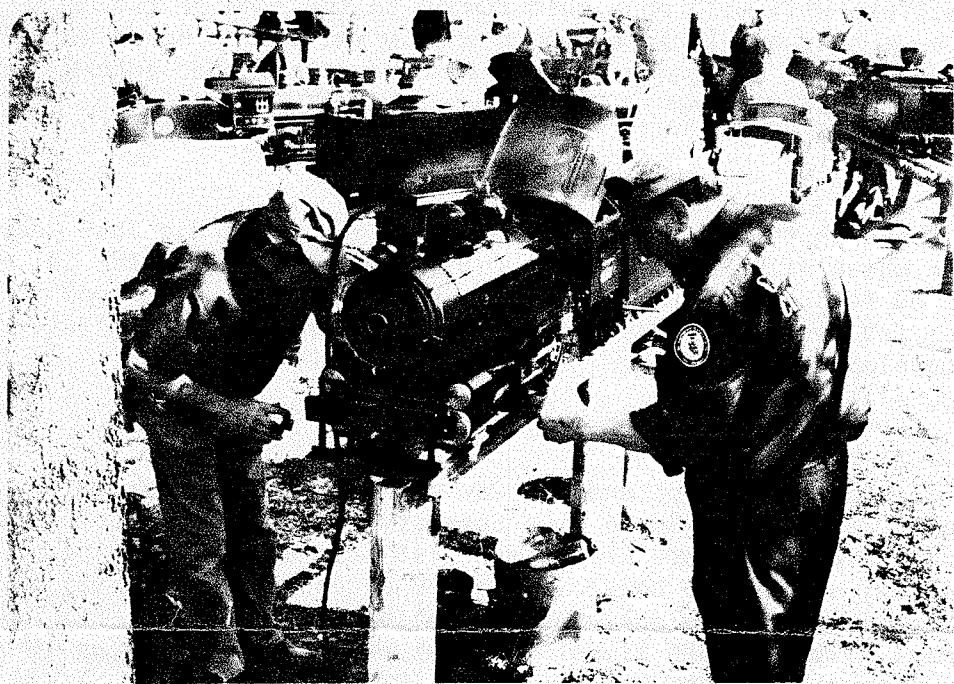
Top- Harold Ekstam hauls a load through the yards and past the steaming bay area at Mid-South Live Steamers meet in Columbia, Tenn., May, 1983.

Right- Jon Payne enters the yard at Mid-South Live Steamers Spring Meet in Columbia, Tenn. Aboard are Snub Pollard from Lorain, Ohio in the first car while Steve Chromik is just ahead of the caboosse.



-photos, Ralph Payne





More from Mid- South.....

Left - Carl Rauschenberger, left and Dick Schmid make ready Carl's 0-6-0 early in the morning. Judging from what they are doing, steam will be up soon!

Below - Jon Payne and his passengers have circled from the yards and will soon tax the Clishay as she heads for the Tennessee hills (the high-line at Mid-South!)

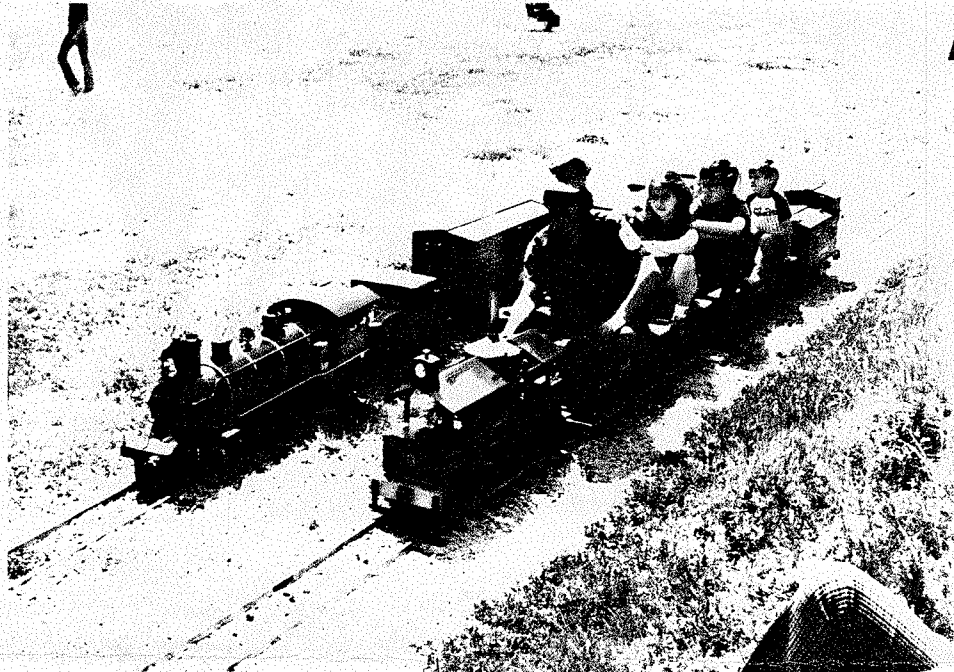
- photos, Ralph Payne

TRI-STATE RUNS

Tom Patton reports the following Tri-State Live Steamer runs:

- 7/16 GLLS at Starr Par, Royal Oak, Michigan
- 8/13 Val Bragg's track, Monclova, Michigan
- 9/17 Harry Herder's track, Kalamazoo, Michigan
- 10/15 Hesston, Indiana, can run Sunday, also.

You might also like to make the Great Lakes Live Steamers at Clyde Bleil's August 13th. and 14th, in Mentor, Ohio.



LETTERS, WE GET LETTERS!

We've heard from a few people lately and think you will be interested. Bob Adams writes that he likes the MUD RING (we'll give you a couple of hours to cut that out, Bob!) and that he wants to be remembered to everyone in the club. We'd like to see you at a meeting or at the track whenever the spirit moves you.

Larry Koehl received a letter and a request he feels is best handled through the MUD RING. Brad E. Smith of 7574 South 74th. Street, Franklin, Wisconsin, 53132 writes to ask about the LANE & BODLEY Co., builders of steam engines here in Cincinnati in the dim and distant past. He is one of the directors of the Milwaukee Light Engineering Society live steam club, and he builds stationary steam models. He has come across an old L&B Corliss engine with the rare crab claw releasing gear designed by George Corliss. It is one of three such engines known to be left, and Brad is building a model of this engine. He wants to locate photos (or negatives he can borrow) of Lane & Bodley engines and would like to gather any other information he can about this company and their products. If you can help him, drop him a line.

And some time back.....like in February.....we received a very nice letter from Bill Bell of the Chesapeake and Allegheny Live Steamers. Bill is editor of the WHISTLE, the CALS newsletter in addition to being secretary of CALS. Bill took the time to write about the progress the CALS is making at their tracksite. And what an operation he describes. They expect to lay 3800 feet of 1 1/2" trackage plus 1000 feet of 1" and 3/4" elevated track this Summer and to



Left -

Steve Chromik pilots John Huizenga's 2-truck Shay at Mid-South Live Steamers Spring meet in Columbia, Tennessee, May 7th. He has come around the loop from the yards, is by the passing siding, and will take the main to the top of the hill. It's a trip he and his passengers will enjoy!

- photo, Ralph Payne

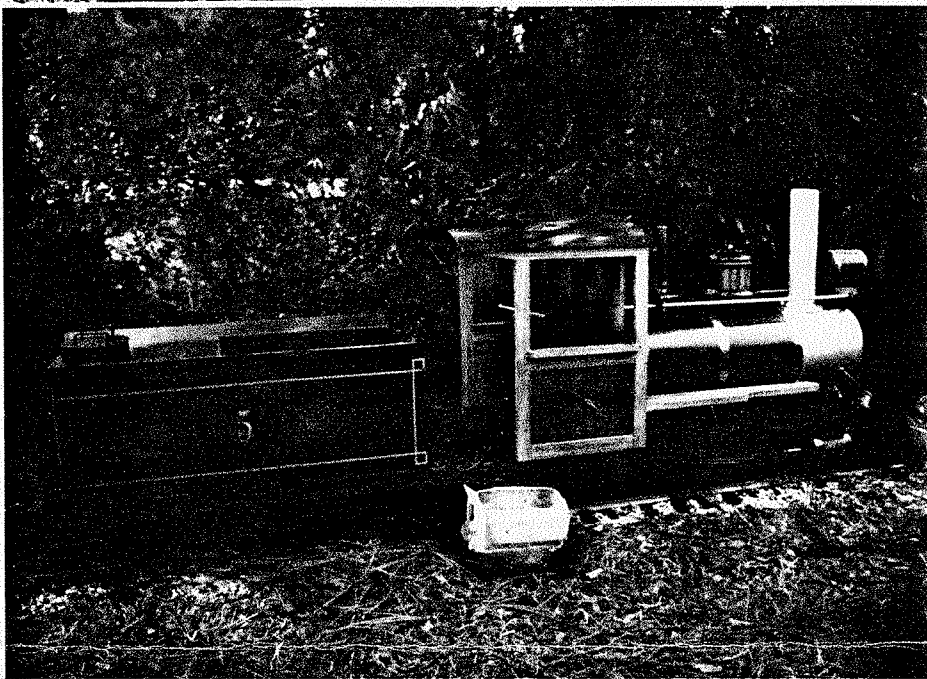
Below -

This neat "man-rider" in 1 1/2" scale was snapped at rest at John Cassidy's track in Maitland, Fla., this past Winter. A number of CINDER-SNIFFERS attended.

- photo, Clem Jansen

have their "brass spike" ceremony Labor Day. They have four teams working four hours at each work session producing about 2000 ties at a crack. They need 38,000 1 1/2" ties! They also joined with the Long Island Live Steamers and the North Georgia Live Steamers for a combined order for 59,000 feet of 1 1/2" rail being produced in New Jersey. The final system will require 33 switches.

Look at those figures above again and breathe a sigh of relief that we aren't facing all that! Sure, Bill didn't say that they were building a lot of trestles, and maybe they don't have too much earth to move, but the numbers stagger me a little. But then, I ought to ask Paul Busse and the rest of the crew just what we are involving ourselves in as we build our extension.....maybe I'd really be staggered at our numbers, too. Anyway, Bill, it was nice hearing from you and learning more about the CALS. Keep us informed as the work progresses and be sure to let us know about your Cass weekend!



#### MEMORIAL DAY RUN

We are going to report on the Memorial Day Run and the July 4th. Run in the next MUD RING. Bob Armstrong has taken some nice pictures we will share with you and we will tell you who missed the day all about the rain you missed and everythin'!

Things are constantly changing at the track these days. We are experiencing exciting times, I think. Yep, and a lot of work, too. So we need everyone to pitch in and help as much as each of us are able to. And, as our tracksite grows, it becomes increasingly difficult for the Wednesday crew to maintain things, so we need all the help we can get doing that, too. Well, anyway, if you can help out, it will really be appreciated.

Next meeting is at Bob and Carol Cain's, but I'll see you at the track July 4th., O.K.?

Until next time.....

*Ralph*