

July - August, 1983

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PRESIDENT'S MESSAGE

It is hoped that by the time you read this that many tons of ballast will have been dumped and spread (they have!...Ed.) into the "Grand Canyon" on the Northern end of the property. It is also hoped that we will be able to lay down temporary track (we have!...Ed.) and use motive power to move these many tons, to save our aging backs, and partly to make these little locomotives actually useful in the building of our railroad. While all of this is going on it would be nice to keep in mind that the purpose of our hobby is to enjoy ourselves. I must confess that it is sometimes a little difficult to convince myself of this fact while in the hot sun and with every back and arm muscle aching, some shortness of breath, and the sweat dripping from ones' forehead.....but in the end it is a wonderful feeling to achieve something. But let us not take it so seriously that it is no longer fun. We really do not have a tight schedule, we do not have to drive ourselves to the point of exhaustion. Let us set a pace to make it enjoyable to ourselves and to those who work with us. This doesn't mean that the work should be left to someone else, because all of us are needed in the construction of this new section of railroad, and each of us can help in some way. Although we have a plan, this does not mean that new ideas are not needed, but the important thing is to finish the large project we have started. We can work together.....in fact, we must work together.....pulling in different directions has no place in the plans of the CINDER SNIFFERS.

It has been brought to the attention of this office that many members, both regular and associate, are more than twelve months behind in their dues. As a gentle reminder, if you wish to be included in the new roster, please contact Al Lohmoeller, our Treasurer, before September 1st.

An interesting note about "being there", and it might give you something to think about: The last 12 hour work session on the Saturday before the July 4th. meet ended at 9 P.M.

.....and it was hot and we were tired, the digging was difficult since the hard packed clay was like concrete. One of our associate members didn't lift a shovel, didn't wheel a barrow of dirt, but he was still very valuable in the operation. He sat and talked to us, kept up the "funnies", went to get tools, went for lunch, brought sandwiches for dinner, and, in fact, looking at the overall picture of the workday, he was a very necessary force in the work group. In any military operation the back-up troops are always necessary, which brings to mind the saying: "they also serve who stand and wait". So, if you do not feel able to workyou can help by just being there, and that means a lot to those who are struggling with the project. So I'd like to end this by saying: "Thanks. Fred Johnson of Paris. Illinois....."



we appreciate it!"

Just received a telephone call from Bill Fitt, one of our Northern Associate members, who says that a golden spike ceremony will be held at Wildwood Farm (the home of Bill and Doris Fitt) on October 1st. and 2nd. The official announcement will be printed in LIVE STEAM MAGAZINE.

RECENT RUN DAYS ARE FUN.....BUT WET!

Bff

This has been, to me, an unusually hot and humid Summer. Under ordinary circumstances, rain in any form is most welcome under these conditions. But two run days in a row saw torrential downpours that would have put a damper on a lesser crew than the CINDER SNIFFERS. As it was, the thunderstorms we experienced each day were only temporary setbacks, and after they had stopped we sloshed our way around the track until dark

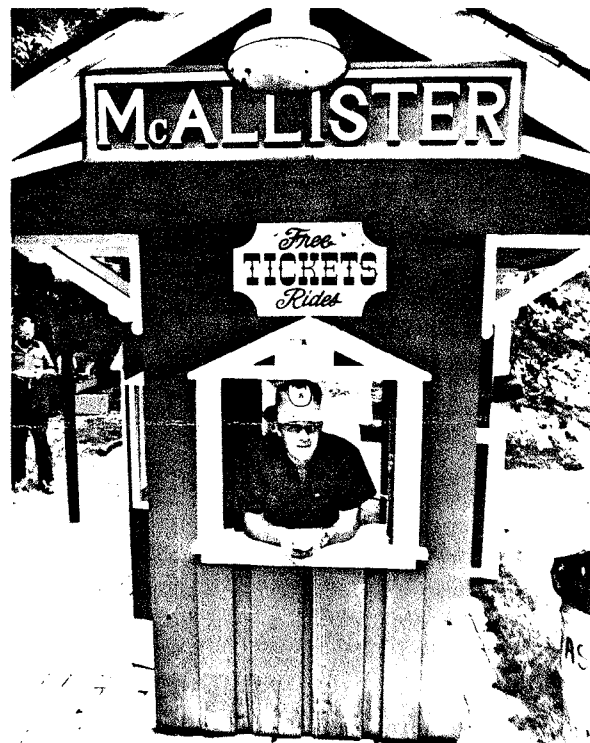
Our Memorial Day Run (May 29th.) was well attended, we had 13 engines under power, all of which were 1 1/2" scale save for Larry Koehl's 3/4" 0-4-0. The highlight of the day was the first run of Richard Mueller's 1 1/2" 4-6-2, which was christened with champagne in mid-afternoon. Dick also had the cameramen from Dayton's PM Magazine with him all day, and the program was aired on July 8th., a well-done item featuring Bob Maynard at King's Island as well. The rain arrived mid-afternoon, and lasted perhaps 30 minutes, leaving small ponds here and there, but everyone and everything quickly dried out and continued to run and visit with friends.

The Fourth of July Run saw 16 locomotives under steam (or gasoline, if you like, in some cases). This day saw both Larry Koehl's 0-4-0 and the Payne's 2-6-0 as the only representatives of the smaller gauge, everything else there being 1 1/2" scale. Again, the day was hot and humid, and the rains.....really thunderstorms.....hit again at mid-afternoon. The result was predictable, many got wet, but all who satyed continued their own activities after the rains, lasting until after dark.

One other important event took place on Memorial Day.....the dedication of the Dink Hayes and the Howard Yoder memorial steaming bays. Chuck Balmer cast the plaques and Bob Maynard made the presentations. Photos of this event are in this issue, elsewhere, be sure to see them.

Each run day this Summer is affording everyone a chance to see and mark the progress we are making on the new trackage as well as the big strides we are making in getting the existing site in better shape. The folks who work on the new extension and those who maintain and upgrade the facility are to be congratulated for their hard work under very hot and tiring conditions.

Breaking the run of wet run days was the run we put on for Division 7, NMRA on August 21st. Yep, it was still hot and humid, but 75-100 modellers braved the 95+ heat to picnic and ride the live steamers. Bob Maynard had his 4-4-2 in 3/4" and Jim Jarvis brought his 2-6-0, Bill Bosse ran his Shay, Carl Rauschenberger had his 0-6-0, and Jon and Ralph Payne brought their CliShay, all in 1 1/2" scale. It was a good day, everyone seemed to enjoy their rides, and the engineers had more than their fill of running on this hot day. Trains were taken down the new, temporary track-age, and the riders seemed to like that. The



Our Welsh friend, and recently made Associate Member, John Norman peeks out of the ticket window at McAllister Station on the Fourth of July Run Day.

- photo Bob Armstrong

Perhaps a few editorial comments are in order regarding this run for Division 7. The first item that comes to mind is the ready and willing attitude of the CINDER SNIFFERS in providing Division 7 not only a place for their annual picnic, but the entertainment as well. We, as a club, responded well to their request. We set no charge for this event, a fact we can take pride in, I think. We know, from the looks on the faces of the kids and their parents, that they had a good time, and that is what it is all about. But as a club member, I was a little disappointed in the turnout of locomotives and CINDER SNIFFERS to man them. It was the first time in my years with the CINDER SNIFFERS that I had almost too much running. Every engine ran well, and every engine pulled a train of passengers at one time or another. But, as the hours dragged on in the heat and humidity, the engineers wore out and trains sat idle while people waited for rides because we were tired and needed a break. If we, as a club, vote to host a group, then we, as a club, are all responsible to provide the services. What do you think?

CINDERETTE NEWS

Another successful Fourth of July run is past history. In spite of the rain and the winds that shortened the days activities. Carol Cain, Jan Norman, and crew were doing quite well until the tornado like gusts lifted the diner fly tarps and almost drowned the Flea Market. The worst casualties were the three days Carol and I spent in drying out the wet items from the sale. The Flea Market, Raffles, and the Diner grossed \$437.80, thanks to all of you who worked so hard and gave so much. Annabelle Collins headed the raffle for the hot air engine donated by Lew Bower. Edith Yoder was the winner. We made \$65.00 on that raffle and \$30.00 on crafts. Helen Armstrong handled the other raffles and the winners were B.J. Ahrens (train purse crafted by Marilyn Busse), Heddy Taylor (the folding travel bag), and Hannah Armstrong (the musical copper fire engine). This raffle netted \$60.00, the Flea Market \$135.15, and the Diner \$145.65. Many wives of the railroad oriented visitors have commented on how interesting the Flea Market and Craft Sales have made our meets.

Just before clean-up time, we stopped to watch the Channel 5 News coverage of our run, since Jeff Hirsch had covered our Fourth of July run. Pat Taylor thoughtfully brought a TV for us. I stayed up to watch it again at 11:00 P.M., but no such luck.....the one minute and a few seconds had already drifted into history.....they didn't run it again!

There are a few other items we need to take note of:



Above: Annabelle Collins Flea Market and Raffle was an interesting place to browse, as Bev Schmid and others found out at the Memorial Day Run.

Below: The Flea Market and Craft Sale at the Fourth of July Run before the rains came. Looks like Dottie Verity was busy holding the raffle sign for all to see!
- photos, Bob Armstrong



The Lost and Found box in Knox Shops contains several items that must be important to someone, such as a new adjustable railroad hat, a yellow sweater, a stainless steel salt and pepper set, as well as other items, Please claim yours. And while you are claiming items, there are many plastic jugs people use to bring ice water in that are accumulating in Knox Shops, so please claim these, too.

The CHRISTMAS PARTY is scheduled for December 3rd. at Trolley Tavern.....make you plans now!



Ev

At the Memorial Day Run, we paused long enough to remember two of our friends and fellow CINDER SNIFFERS. All of our facilities at our tracksite are reserved to honor the memory of members who have gone before us, and we lovingly added plaques to two steaming bays this day. Left: Daughter Debbie and Edith Yoder stand beside the Howard Yoder Steaming Bay. Below: As the Dink Hayes Steaming Bay was dedicated, Martha (left) and L'Odia (center, Dink's mother) and brother Bill look on. We miss them, but they will not be forgotten as we use these bays.

- photos: Ev Maynard

MEETING NEWS

The July meeting was held at the home of Carol and Bob Cain, 27 members and friends attending. It was announced that Jim Jarvis had installed a telephone jack in the Diner at the track which makes it very convenient, now, to use the telephone. Please remember to unplug the phone and store it in Knox Shops when the last person leaves the track. Our thanks, Jim. Larry Koehl assisted.

It was noted that some 300 people attended the July 4th. Run, which represented a steady but moderate crowd. Denis Larrick gave a report on the results of his survey to determine just who attends the run days at Dover. Since the sample was smaller than Denis would have liked, his report will await a similiar survey to be taken at the Labor Day run.



The request of Division 7, NMRA to have their picnic at our track was approved with no charge for use of our facilities. The request of an antique car club to use the tracksite as a check-point in their road rally as well as the request for a retarded persons group from Lawrenceburg, Indiana to have a picnic at the track were both voted against. The action was taken to try to comply with the concept that we are a private organization as we atated to the Dearborn County zoning inspectors recently.

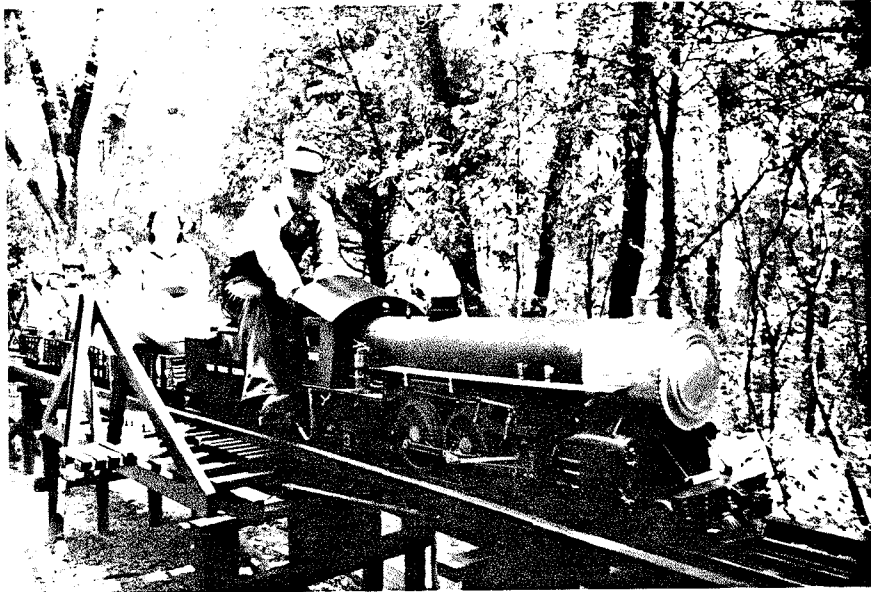
The work session schedules was announced, and we need all we can muster to get this new trackage under way.

Michael Cain, Bob's son, was welcomed into the CINDER SNIFFERS, and I can report that Mike has already gotten his feet wet at work sessions. Glad to have you and Inez, Mike.

The August meeting, hosted by Charlie Kruetzkamp and his mother, was held at the track at Dover. Twenty eight members attended, and a run followed for CINDER SNIFFERS only. Mrs. Kruetzkamp distributed handmade pot holders to the ladies present. Bob Maynard reminded everyone, after Al Lohmoeller's report on delinquent members, that a member 6 months in arrears has no vote while those 12 months overdue are dropped from the roles. Please review your status and bring you dues up to date.

Denis Larrick is the Run Day Chairman for the Labor Day Run, Please be sure to volunteer your services to Denis for that day. It was reported that Fred Johnson will be able to secure steel for the rails for the extension at a very desirable price. We will have to pick it up at Jackson, Tennessee, but we also have an offer by Paul Busse to drive down with his truck and pick it up and a gift to the club will cover the costs.

The Christmas Party will be held at the Trolley Tavern on December 3rd. We will need door prizes, so please make your donations known to Russ Conley or Ev Maynard.



Top: Richard Mueller pilots his new 1 1/2" 4-6-2 across the approach to Bandy Bridge during the Memorial Day Run.

Bottom: Line up of gas buggies at Fairfax yards. On the left sits Paul Busse's Goose and trailer, while just behind it is Bob Armstrong's G&O RR diesel and gondola.

NOTABLE PEOPLE, PLACES, AND THINGS

The Cincinnati Enquirer Magazine for Sunday, July 10, 1983 carried quite an article on Robots entitled Here Come The Robots. Not connected with the CINDER SNIFFERS you say? Well, if one read on, they found that the piece did have a strong connection to the CINDER SNIFFERS for there in the middle of it was Chuck Balmer and his robot. Chuck has a deep interest in these things, one only has to look at his diesel to know that! Congratulations, Chuck!



Fantasy Farm, a nearby amusement park will be holding a Golden Spike Ceremony on August 28, 1983. They have contacted Bob Maynard with an offer of reduced prices to get into this event, and the coupon is reproduced on the last page of the MUD RING. The railroad they have completed is the 14" gauge line of Ron Parrish, who you may remember from Morrow's Railroad Days and other places. It features a 2-4-2 and a GM F-3 diesel. The 2-4-2 is a dream to run as many of us know. Sounds like a nice day if you are interested.

Dick Taylor has handed me a newspaper article regarding the Guilford Hill

line of the New York Central which has been abandoned these many years. As we reported, the line will be rehabilitated beginning the end of August, and that is good news. We have reproduced the article herewith for your edification:

Conrail line given grant

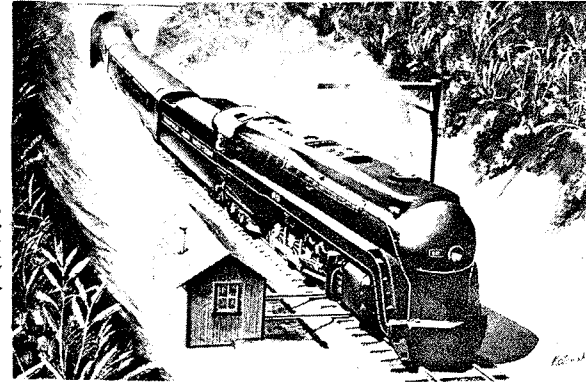
The Indiana Department of Transportation announced yesterday that it has issued a grant to rehabilitate 57.6 miles of Conrail railroad lines between That-

cher Glass Manufacturing Co., Greendale, and Shelbyville.

IDT issued the \$560,778 grant to assure adequate and efficient freight service

at 30 miles per hour.

The announcement was forwarded by the office of Indiana's Ninth District Representative Lee H. Hamilton, Washington, D.C.



Don't forget the Bluegrass Limited, the Cincinnati Railroad Club runs to Danville, Kentucky, to be run behind Norfolk & Western 4-8-4 #611 on September 10th. and 11th. Trains leave Ludlow, Kentucky yards at 9:00 A.M. and return approximately at 6:30 P.M. If you want to ride it, there may still be tickets available, call CRRC members Clem Jansen, Ed Ahrens, or others to find out. And, if you can't ride it, be sure to see it; they say that you haven't thrilled to steam until the 611 thunders by!

Don't forget the Great American Train Show, which will be held at the Cincinnati Convention Center January 7th. and 8th., 1984. We will again be a part of this show, it is a source of income for the club, and we need your locomotives and displays. We hope to again provide rides as we did last year, extending the run by 50%. More details at future meetings.

Jan and John Norman have returned to their native home, and we have received a nice note from them, which we have reproduced on the next page. It contains their address, which we hope will interest you. Before they left, John was made a honorary associate member, and then turned around a graciously bought the new stove for Knox Shops for us. Thanks, folks, it really was our gain to have you both with us for a while!

RUN DAY COMMITTEE REPORT

We agreed to publish the names of those who worked at each run day. This is done for two reasons, I'm sure: 1.) to recognize those who willingly worked to make the day successful, and 2.) to point out to those who haven't volunteered their time that this is a group effort and we need everyone to make it work.

Memorial Day Run, May 29, 1983:

Committee Members:

Steve Chromik, Chairman
Bob Maynard

Others Scheduled:

H. O. Kyler - 5 (hours)
Denis Larrick - 3
Steve Chromik - 2
Bob Cain - 1
Paul Busse - 1
Bob Armstrong - 3
Gary Seibert - 2
Bill Washburn - 2
Dick Schmid - 4
Rip Collins - 1
Dick Taylor - 1
Ralph Payne - 2
Jim Jarvis - 2
John Norman - 1
Jay Winters - 1

July Fourth Run, July 4, 1983:

Committee Members:

Dick Taylor, Chairman
Ralph Payne
Jon Payne
Al Lohmoeller
Allan Chace

Others Scheduled:

Fred Johnson - 4 (hours)
Jim Jarvis - 1
Ralph Payne - 3
Jon Payne - 2
Denis Larrick - 2
John Norman - 2
Dottie Verity - 1
Bill Riter - 2
Dick Taylor - 2
Jim Keith - 1
Bob Armstrong - 2
Gary Seibert - 1
Charlie Kruetzkamp - 4
Allan Chace - 2
Lew Bower - 1
Rip Collins - 1

PONTYPOOL
3670

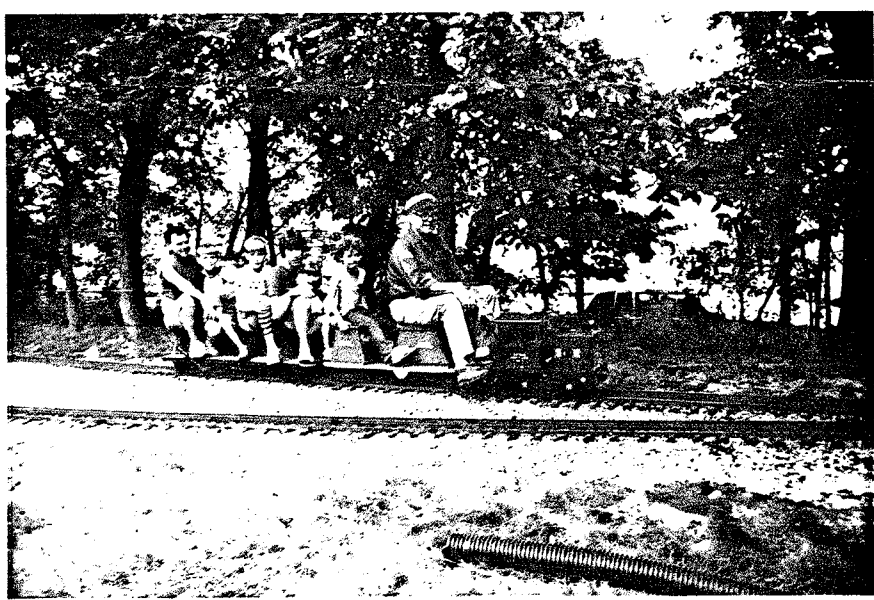
'Ty-gwyn',
Sunlea Crescent,
PONTYPOOL,
Llantwit,
NP4 8AD
G.B.

Dear Ladies,

This is our home address if anyone would like it. We would be pleased to see any of you if you decide to visit our country.

We hope we will not be moved again, but this address will find us. It will probably only be another part of Britain.

Thank you all for making us so welcome, it has been a pleasure knowing you. We are never likely to forget you.
With our love,
Janet & John (Norman)



Ed Ahrens and his diesel hauls a capacity load of happy kids Northbound out of McAllister Station on July 4, 1983. Don't try to tell me Ed isn't happy, too!

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At the NMRA Picnic run we noted that several fires were started in leaf accumulations at several switches. It reminds us of two things. While these fires were started from dropped ashes from fireboxes and we must be constantly aware of this problem, we also need to use spark arrestors too. We have experienced extremely dry Summer weather, and everything at the track is tinder dry. Be very much aware of this problem, it will save us much grief!

Don't forget boiler inspections are also for your own safety as well as the safety of everyone at the track. Inspectors are ready, willing, and able to help you.

All for this trip. See you in a month or so.....

Deeph