



The Mud Ring

The Newsletter of the Cinder Sniffers Inc.

Spring 2006 Issue

The Santa Fe Diesel Breaks Down

Cinder Sniffers Track
Dover, Indiana
Thanksgiving

Well not really but it came close. She was able to complete the run day with a lot of slipping and sliding. A broken roll pin in the gearbox changed her into a four-wheel drive. Unfortunately nobody took pictures. Over Christmas holiday the front truck was removed, actually it had to be disassembled on the engine since the frame could not be lifted up high enough to clear, and the gearbox was stripped. The problem was easy enough to find. A roll pin worth 25 cents had split and fallen out allowing the axle gear to spin freely on the shaft. Everything was just back together for the January run where it ran six hours without serious additional problems. The gearbox runs a little warm now but it is too cold in the garage to repair.

Greetings,

With the resignation of our editor, Nancy Bond, I have assumed the position until a new one can be found. If you are interested in an exciting career in journalism, then please step forward. In the meantime I will try to inform you of the goings on in the Cinder Sniffers organization.

At the February meeting a round table discussion was held about winter projects. We heard from several members and would like to hear from more. If you have a special project you are working on please let us know either at a meeting or here in print with pictures. Speaking of pictures, like most of you, I cut my teeth with a 35 mm camera. It did what was needed and the Black and White pictures carried certain majesty. Today things are different. Digital cameras have almost taken over. My first digital stayed in the box for about a year before being put to use. We now have 3 in the family and they are used often. The price and availability of digital cameras has made taking pictures fun and rewarding. Digital pictures can be inserted into documents like The

Mud Ring very easily. Our Corresponding Secretary is looking for a few good pictures following each run to insert into the Web page. Perhaps there is someone in the club who would like to bring their camera and associated equipment to a meeting and explain how they use it and what can be done?

The Indiana Live Steamers is thinking about a 3 day run this year in August. As the details become available they will be passed on. Right now they are asking questions about timetable conflicts and such. As you may know, they have been very busy laying track to the south. Their usual run day is the 3rd Saturday of the month and it is a nice and easy two-hour drive from the Queen City. Their unloader has the easiest access around and can handle the biggest engines. A closer run is north to the Dayton club. They run twice a month, but get there early as access is limited through the park. Several of their members were here for our January 1st run. Both clubs are in public parks and have special requirements when hauling the public.

We have a new Vice President, Bill Bowser, who is also the head of the safety committee. We welcome Bill to the position and wish him success. Safety is an overlooked aspect of our hobby. Safety is not relying on luck or crossing ones fingers. Safety takes work and dedication. It isn't hard to be safe but it does require thought.

- Have you considered how safe your equipment is?
- Does it derail where others don't?
- Do you have the required safety chains?
- Do you have an audible horn?

These are some of the questions you should be asking yourself. As a club we need to look at our facility for dangerous areas.

- Are there hazards that can be avoided?
- Are children running around the trains, track or on the trestles?

Please remember that Safety is no accident. When the public is around we must be doubly careful. The executive committee has asked Bill to look into these areas. We don't want to ruin somebody's fun, but if we have a serious accident, it will ruin everybody's fun.

The next time you visit the track take a look at the turntable. Do you notice something different? Yes it is longer. This was not done to provide a longer runway to help Dennis get his engine airborne. The longer turntable will have several benefits. It will enable longer engines to turn as well as shorter engines with their riding cars. We will loose a little space on the steaming tracks but it probably wasn't used in any case. Thanks Carl for heading this up.

The next project completed will be the Car Barn lift. Ed has been working hard on this so that he doesn't have to help Charlotte and yours truly lift our cars onto the second level any more. They seem to get heavier each year. The lift will greatly expand the usefulness of the second and third levels.

A project still on the drawing board is the expansion of the yard storage area across the main. This project will require an outlay of money and a lot of hard work. When completed, it will be possible to store complete trains without tying up the lower passing siding.

The final proposed project is doubling the loop so that trains don't have to cross on the trestle. This will help reducing the congestion on run days.

As you can see things are happening at the track and we need your help and support.

Did you know that in a rolling bearing, the rotating race must be tight on the axle and the stationary race should be loose or a push fit? If you are using ball bearings in pairs on an axle one should be fixed in position and one free to move with expansion and contraction.

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CHARLOTTE'S PAGE

Here are some photographic masterpieces (ha!) from the camera of Charlotte Bradley.

Can you identify the characters?
Where were these taken?

*****LOOK!*****

ARE YOU INTERESTED IN TRAINS AND
PHOTOGRAPHY?!

NOW HIRING PEOPLE FOR PICTURES!

