



# The Mud Ring

The Newsletter of the Cinder Sniffers Inc.  
Spring 2008 Issue

## PRESIDENT'S MESSAGE

If you are like me, you are tired of Winter. As I write this it is snowing, cold and gray. Spring will come, but it just seems so long away right now.

Have you been working on a Winter project? Well, I must admit that my energies have been centered around my O scale, narrow gauge, English layout. This Winter has found several new buildings adorning the layout. In addition, the control system has been changed over to DCC. DCC is quite an experience for those who have run trains the old way. It also makes having sound a definite reality. The other advantage is not having to turn on and off blocks and it is practical to operate several engines in close proximity. This winter, I had plans to work on my speeder but nothing much

got done. It seems very easy to get sidetracked.

Several months ago I wondered if any of our members had an interest in an operating session using a dispatcher and train orders. So far only one member has shown any interest. It is my opinion that this would be fun and challenging on our layout. If there is an interest then let me know. If not, I will drop the idea.

As you may know, H.O. Kyler has resigned as Ground's Superintendent. Harvey Bond has taken on this post and will keep me informed that the grounds are still there. It is important to realize that without the Wednesday gang and a handful of volunteers, the grounds at the track would quickly revert to nature.

Speaking of nature we have several trees that are in need of removal. Some may have to be professionally removed due to their close proximity to buildings and

bridges. Also we have an early run this year in April. This means getting the property ready will have to occur earlier. Looking forward to seeing you at the track in April.

Vincent

### Please remember...

#### Safety First

On the safety front there hasn't been too much happening in the hobby. The last quarter of the year found Cinder Sniffers without any accidents and we have settled the claim for our earlier accident to the satisfaction of all. Personally, I have been using the club cars for all passenger hauling lately and they have proved to be very reliable, easy to load and they stay on the track. Some of the cars are due for a touch up on the paint. So far, five cars have been able to keep up with our riders but it is close.

Remember, keep the shiny side up.

## A New Virginia & Truckee *Lyon*

YES!

12" = 12"

By Carl Schwab

Yes Virginia, there is a Santa Claus! For what appeared in Oxford, OH on January 23<sup>rd</sup> was the makings of a new steam engine that is scratch built to the original drawings. The engine was in town to show John H. White, Jr., who has been a consultant on the project for about ten years.

Stan Gentry of Mason City, IA has had this dream, and in the last ten plus years has seen movement toward fulfilling his dream. The basis for building the engine was the retracing of the original linen prints by Mr. Gentry. Many engines could have been chosen for building, but it is Stan's intent to use the engine as a teaching tool, transporting to various locations around the country. Maybe White Water Valley?

The prime contractor has been the Strasburg Railroad in Strasburg, PA. Foundry work was done by experienced foundry men who understood the complexities of some of the castings. (ie.: cylinder castings). Since the Strasburg Railroad is becoming the leading steam shop in the country, their prices and lead times are becoming out of reach.

The January move was to take the engine home, but also to take the boiler to Chicago for completion. The boiler will be the second completed by this company, as they are building a new steam engine also. The boiler will be to the latest standards for the safety of everyone concerned.

The fuel will be wood, just like the original. It might be noted that the only way to supply water to the boiler was with two crosshead pumps, although this engine will probably have an injector.

This is a very small recap of the project, but for further info, visit [www.vtlyon.org](http://www.vtlyon.org).

### JUST A REMINDER ...

Our treasurer has reminded me that the payment of dues is past due. If you wish to remain on our active roster and be able to vote you must be a paid up member. As an aside, with ridership down property taxes going up each year, we rely heavily on our dues to pay the bills. It is my intention to hold dues at the present level for at least one more year.

## The Duke Energy Train Show

By Carl Schwab

Many people in this age are trying to do away with tradition, (ie. Holiday season for Christmas), but in the Cincinnati area the Duke Energy Train Show (CG&E) has been carrying on since 1946. Not only has the show continued, but the electric people have added trackage and other Christmas niceties to make the show a destination holiday outing.

What started out as the Baltimore and Ohio traveling layout has become a permanent resident under the care of the Duke Energy people.

After an absence of probably 25 years, Cinder Sniffers again participated in the Duke Energy train show. Circa 1984, I remember seeing the engines displayed in the window along 4<sup>th</sup> street, but since that time, the layout has been expanded and now uses all of the 4<sup>th</sup> street window.

Our invitation this year from Ray McClure and Hans Papke stated that that our area would have the 4<sup>th</sup> and Main corner window and that we would have the triangular area directly in front of the control panel of the layout. This would give us enough area for four engines of the size we were taking. The areas would be secure with Duke providing 24 hour security in the lobby.

Those showing engines were: Bob Maynard,  $\frac{3}{4}$  inch Atlantic, E.G.B. & PACIFIC in the 4<sup>th</sup> and Main window; inside, Jim Keith, 1 inch, #6, TEQUESQUITE ARROYO 4-6-0; Tom Tekulve, 1  $\frac{1}{2}$  inch, 445 GREENBELT LINES switcher; Carl

Schwab, 1  $\frac{1}{2}$  CliShay, TROUBLE LUMBER CO., #1. We also had a video filmed and produced by Joe Koehl entitled, The CSI 2007 Run Season. This was 8  $\frac{1}{2}$  minutes long and gave a good account by several members of runs throughout the year. This is an example of Joe's major at NKU.

Is the show a success? It is estimated that between 250,000 and 300,000 thousand people attended the show. Twenty five countries and all fifty states signed the guest book. How many were missed? We won't even count the dozens of cookies that were provided.

Will this give us new exposure to pick up potential members? Time will tell.

At this time we have an invitation to attend the 2008 show, and although the club has not voted officially, I would hope consideration would be given.

We have solved the unloading/loading problem and can enter the building at ground level.

I had great cooperation this year from the above mentioned, plus other help in moving the equipment in and out of Duke Energy. Also the Duke Energy people provided the final touches to make the display worthy of the Christmas Season.

Thanks, Carl Schwab

*And a very big thank you from the members of Cinder Sniffers for all the hard work and perseverance, Carl. We showed the video that Joe Koehl made at our meeting in January. Suffice it to say, it was very well received. Thanks Joe. Yes the Cinder Sniffers will be there in 2008.*

## CHARLOTTE'S PAGE



Tom Tekulve's 1 1/2 inch  
445 Greenbelt Lines Switcher

Carl Schwab's 1 1/2 CliShay  
Trouble Lumber Co.,#1



Jim Keith's 1 inch  
#6 Tequesquite Arroyo 4-6-0

CHARLOTTE'S PAGE (continued)



Stan Gentry's new steam engine, scratch built to the original drawings.



New Year's Day Run

If you have pictures from our track or others that you'd like posted, send them in.  
Thank you.