



The Mud Ring

The Newsletter of the Cinder Sniffers Inc.
Spring 2010 Issue

PRESIDENT'S MESSAGE

Robert W. Maynard:

This issue is dedicated to the memory of Bob Maynard and his legacy. Bob lived a very full life with many varied interests and experiences. There is no question about how much his wife and family meant to him but that area is not for this publication except that it was hard to find Bob without Ev. Much of the other experiences centered around railroading. There were other interests including steamboats and propeller airplanes but I will limit my comments to his role in the Cinder Sniffers. Being a relatively new member to CSI, much of this early history will have to be told by others. That there were strong controversies is apparent, along with hard feelings and bruised egos. When one reads the By

Laws of the club it is apparent that special rules had to be enacted to keep the group moving in the same direction. There is an expression about herding cats that would suit the circumstance. I have had many frank discussions over the Maynard's kitchen table with Bob and Ev about club politics. Those discussions were constructive and aimed at improving the club. A club does not hold together for over 50 years without meeting the needs of the membership and with Bob at the throttle for over 30 years, much of what is Cinder Sniffers has been directly influenced by him.

Bob was a steam man. He grew up in an era when steam was still king on the railroads. The new diesels were noisy, smelly and unreliable. Bob's love of steam and enjoyment of building came together in his

works. He was a good machinist with a basement machine shop including a mill, lathe, drill press, welding equipment and many other tools. Bob had the skills to use them effectively. As a result the machines he built worked. He didn't compromise operation when thinking out a problem. The $\frac{3}{4}$ inch Atlantic was a real workhorse of an engine capable of doing a hard day's work pulling its owner and more. It is still a delight to see and watch in operation. The engine is now in the capable hands of Chuck Balmer and family. Chuck's familiarity with this scale will ensure that she keeps going for a long time.

Another of Bob's creations in steam is Susan. I believe she was his first engine in 1 $\frac{1}{2}$ " scale. Like many projects in a new area she is a study in evolution. Many ideas were tried out on Susan, some of which were discarded, but

the rest evolved into what she is now. There is a second Susan, Susan Too, that was built by another club member Jim Aull and has been in the capable hands of Andy Stauffer for many years. She is very similar and I don't know the history of the collaboration. Looking at Susan, at some point in the early 1970's She received a gearbox that enabled her to go backwards and forwards. This gearbox concept was used in his most popular design, the CliShay. Actually there are many ideas that first saw the light of day on Susan that made their way into other later projects. Susan's tender trucks were the basis of an article in Live Steam about easy to build trucks. That article has resulted in many copies being made. I have seen quite a number of the distinctive single spring per side arch bar trucks under riding cars on several railroads. His designs were practical, reliable and reasonably easy to construct. In my ramblings through narrow gauge periodicals and books, Susan's parentage is apparent.

Another of Bob's engines is Evelyn. This engine was made to a design based on the Little Engines 0-4-0 chassis. Doc Tabela built a similar engine. Again, the amount of collaboration can be suspected by the similarities and the fact that Bob built the boiler. Steve Chromik keeps Evelyn in excellent shape and runs her quite often at the track.

The final engine I will discuss is really a design made popular by a long series of articles in Live Steam. That this engine design is a success is easily

seen by the numbers made worldwide. In our club we have at least 5 presently, though only 3 visit the track on a regular basis. The design is relatively simple and straightforward to build, much like the 2 prototypes that gave portions of their names, Climax and Shay. Personally, I think it is a Climax but then nobody listens to my rantings. Never having owned one or built one, I don't feel remotely qualified to discuss the merits of the design. However, in addition to the original design I have seen many variations including a 3-cylinder version and one with a reversing engine and without a gearbox. Personally I would like to build a narrow gauge version in 2 1/2" scale.

Vincent

Club News:

We enter our second season with the new club diesel. Much work has been done to correct shortfalls in the building of the engine. The engine is now ready to start earning her keep and make some revenue runs. Please remember that our schedule has changes this year and Charlotte Hughes has an excellent posting on the Cinder Sniffers website. Speaking of the website, there are some additional comments about Bob there from our membership. If you have additional comments you would like to share please send them to Charlotte or myself and we will see that they are posted. If you don't have internet we can handle hard copy. Please remember that I am always looking for articles or pictures for the Mud Ring.

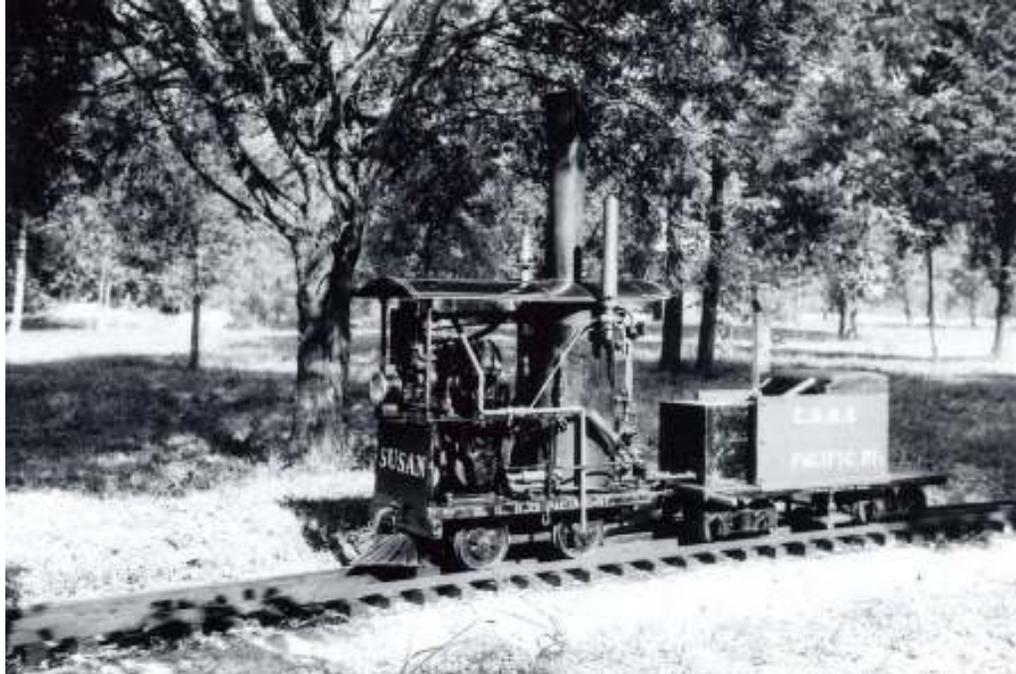
Vincent

Safety First





An fairly early view of Susan with Bob at the throttle circa 70's with no gearbox for reversing and a forward mounted throttle.
Wonder what happened to the bell?



Here is proof that Susan once was a painted lady complete with stripes. The tender has the trucks with single springs and a hand brake against the track.

Bob Maynard and Carl Schwab



This is what Bob was all about! Steam and boats and sharing the enjoyment of creating something that often exists only in the imagination of the builder. We are all looking forward to seeing Carl's boat complete with steam plant chugging on a lake at sunset and giving off magnificent coal and steam oil smells.