The Mud Ring

The Newsletter of the Cinder Sniffers Inc.
Winter and Spring 2010/2011

PRESIDENT'S MESSAGE

It is rather interesting that following the Hamilton Water Works article in the Fall issue that we should be concerned with the lack of water at Cinder Sniffers. This year has been very dry in Dearborn County Indiana with many months of no noticeable rainfall. As I pick up the pen in the Spring we are being flooded. Who knows with Cincinnati weather. Let us hope the late fall brings lots of rain so the acute fire danger goes away.

I would like to apologize for the erratic publication of the newsletter. My life has been the same. With luck things will be better in the near future.

Our running season is winding down with the Thanksgiving run behind us. There is one thing which concerns me about our open runs with guests. The membership turnout is dwindling to a point where in October we were not able to hold a meeting let alone support a run safely. This is not a new trend. There has been a general trend of people spending more time in armchairs with computers than in the shop building. Our hobby requires activity both at the track and away from it. Let's hope that we can buck the national trend and get back to building and running.

The following tongue firmly inserted in cheek article is offered to remind our members of Shop Safety. Some editing has been done but the author has definitely been there:

Tools Explained

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, 'Oh darn'.

SKIL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

VISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire.

Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

Bud Gramer
Fort Myers, Florida

Sand Hutton Railway Mineral Wagons

Your editor had the good fortune to visit our treasurer in the hills of Kentucky. My primary reason to visit had nothing to do with miniature railways. After the motorcycle and sidecar discussion and look see, we got talking about railroad projects. Sometime ago Ed and I discussed the building of something to go behind his 4” scale Hunslet. The prototype was used in a military depot and was one of many such locomotives. After serving a useful life in the depot, four of these Hunslets were acquired by the Sand Hutton Light Railway, which had wanted a heavier locomotive than their original 15” gauge Atlantic. Since the Hunslet was 18” gauge. something had to give and that was the track. The gauge was widened to suit the new locomotive. It should be understood that this was no toy railroad but one expected to carry goods in and out of the estate as well as people. Here we finally get to the subject of this article and that is the mineral wagons used on the Sand Hutton to carry coal and other bulk farm material. These little wagons carried 2.5 ton and were made for easy loading and unloading. Their unique design allowed for the lifting of the body from the chassis by the means of four lifting lugs so that they could be transported to the use area.

Ed has built 2 of these wagons. One is to be used hauling sacks of grain and the other has been modified to serve as a riding car/ tender for his engine.

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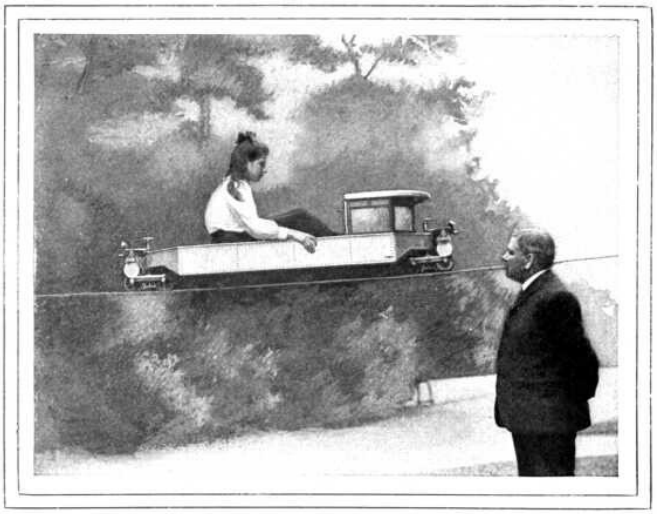
The construction of both of the wagons follows the prototypes accurately except for the wheelbase, which has been extended to improve stability with an occupant and the addition of sprung axle boxes to improve the ride. The materials used reflect the originals including all the steel strapping and fasteners. The details are very tastefully done including the painting and lettering. It is very apparent that Ed has done his homework. His research has been far reaching including the help of John Norman and Roy Link.

I have included several pictures for your inspection. The little wagons capture the look and feel of the long gone prototypes and will be a very nice complement to the Hunslet and riding car. Look to see them at the track in May.

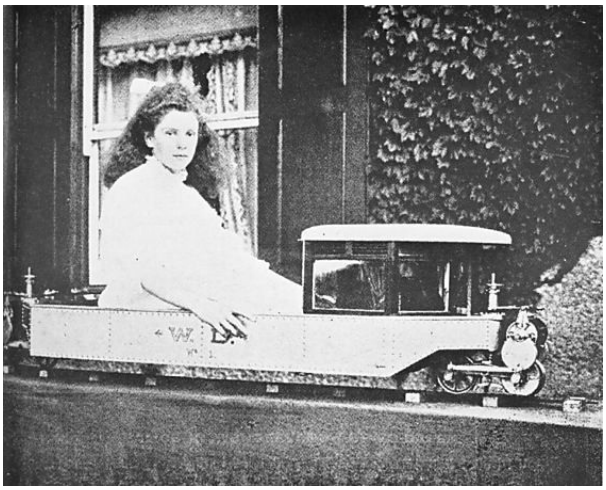
Thanks to Ed for the details about the cars, and for the record, the pictures are mine. Hope you enjoy.

Loaded wagon ready for revenue work



BALANCING ON A WIRE ROPE. EVEN WHEN THE MOTOR IS STOPPED, THE GYRO-CAR REMAINS PERFECTLY STEADY. IF THE ROPE IS SWAYED BACK AND FORTH, THE CAR RIGHTS ITSELF AUTOMATICALLY AT EVERY CHANGE OF ANGLE.

No this isn't an optical illusion. The young lady in question is sitting still on one wire with her father watching. The builder/ inventor was Mr. Brennan who took the concept of the gyroscope and applied it to rail vehicles. In his system there were two motors. One for the gyroscope and one for propulsion. His daughter is seen in the prototype model which was 6 feet long and 18 inches wide. The model was powered by batteries, and they are located behind her in the open portion. I will have more on this in the future.



Side view of the wagon showing the catch detail, chains and hardware. Since the bodies and chassis were designed to separate they are painted slightly different colors and have different numbers.

Upside down view showing the sprung axle boxes, steel center beam and end hardware. Note that the wheel treads are tapered for centering on the rail.
Open side view detail.
End view with a typical brake lantern, lifting hooks and a builders plate.