



# The Mud Ring

The Newsletter of the Cinder Sniffers Inc.

Summer 2006 Issue

## North American Model Engineering Society Show

This year several of the Cinder Sniffers headed north to Toledo for the NAMES. While probably not a complete list, the following were spotted roaming the floor: Ed Habel, Carl Schwab, H.O. Kyler, Bill Bowser, Lou Lockwood, Rick Lochinger, Larry Kohl, Bill Pollack and Dan List. Sorry if I missed anybody. In addition, the Daytona Park group had several tables and a very nice video display showing a ride around their track on a train. Members of several other Live Steam clubs were seen and there was a good showing of engines and cars. If you have never been, you really owe it to yourself to go. And with the new venue in Toledo on the riverfront, it is a lot closer.

Let's start with the facility. It was clean, easy to park, and easy to get into the convention center. There were wide aisles and plenty of room for expansion. The food wasn't terrible and the prices were reasonable, with additional eating establishments nearby for those who were willing to venture out. Speaking of eating, a trip to Toledo isn't complete without a meal at Tony Packo's, which our group enjoyed once again.

The modeling at the NAMES show is always very high quality, and this year didn't disappoint. There was a 1937 Maserati Grand Prix car that was very well done. The car featured a complete 8 cylinder engine with twin superchargers. Another favorite of mine were the two 2 1/2" scale narrow gauge cars built by a gentleman in Columbus. For the show they were turned upside down to show the working break system complete with automatic application if the train breaks apart. Having built several O scale models of these cars, I was only able to find one mistake and that was the use of socket head screws to represent some small nut bolt and washer hardware. If you are into internal combustion the radial engines are always amazing. At the other end of the spectrum there were plenty of hit or miss engines doing their thing. Also noticed was a full size steam launch thoughtfully provided with viewing steps.

It would be easy to go on for several pages about the show but it would be better if you go and see it yourself next April.

## Scale, Ratio or Gauge?

Do you know the difference? I find myself confusing the terminology. Scale refers to the ratio of size of the item to the size of the original. If the original was 12 feet long and the replica is one foot the scale is 1/12. This combination is used in doll houses and called 1" scale. At the track you will see many scales. Most of the equipment is built to about 1/8 ratio or 1 1/2" scale. This means that on the model each prototype dimension has been divided by 8 in order to

get the replica size. So what do we mean when we talk about gauge? Gauge is simply the distance between the rails. In the old days some track gauges were measured from center of rail to center of rail. In our case most of our equipment runs on 7 ½" gauge track. The standard gauge for railroads is 4' 8.5" or 56.5". If we divide 1/8 into this dimension we get a model size gauge of 7.1". This means our track approximates standard gauge if you are modeling in 1/8 scale. What happens when you model a narrow gauge prototype? Get out the calculator. If your prototype is a 3' gauge Colorado and Southern boxcar and you want to run it on 7.5" track then our track represents 3' gauge. Divide 3 into 7.5" and get 2 ½". This equals one foot on the prototype. So if you are building a 30' boxcar it will be 30 X 2 ½" or 75" long. With the use of a calculator it becomes simple to convert the prototype dimension into the model size. One of our engines represents a Hunslet engine designed to run on a prototype track gauge of 18". The model runs on 7 ½" track. If we do the math, then 5" equal a foot, or the engine is 1/3 the size of the prototype. With large scale, the model takes on real bulk and weight.

## *Track Safety*

As a follow up to the pair of accidents at the LALS, they have had to retain a safety engineer to review all activities concerning the club's operation with hauling the public. If anybody has a copy of the findings of the engineer I would like to see them. At this point it has been reported to me that all equipment hauling the public must be equipped with automatic brakes, the track right of way cleared of obstructions, and engineers must have received training along with other key personnel. These are areas the Cinder Sniffers should look into and review to see if we are doing enough to protect our riders and ourselves.

## **3 Day Run at Indiana Live Steamers**

There will be a 3 day run at the Indiana Live Steamers track the first weekend in August. This run is not open to the public but limited to Live Steamers and their families. Details have not yet been announced about all the activities but a dinner is planned for Saturday night and they would like to know how many are planning on attending. There will be overnight camping available for those who wish to stay. Details can be found at their web site:

<http://www.indianalivesteamers.org/>

The Indiana group has been working hard on their track expansion with the basic loop completed and in operation. One passing siding remains to be finished along with some tidying up. On Saturday May 20<sup>th</sup> my wife and I visited with our train and very much enjoyed operating on the new section. The ride through the woodland scenery is enjoyable and will provide a very pleasant canopy of shade in August.

During a recent discussion at the track, the topic of the age of Cinder Sniffers was raised. It was offered that the first meetings were held in 1956. Is this true? If so we have an important anniversary this year.

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# CHARLOTTE'S PAGE

Here are some pictures taken at our track and at other tracks. These were taken by club members. I would like to have more pictures on this page, so if you have pictures of Cinder Sniffers or of another track and would like to have them posted, just let me know.

Thanks.



Blackmail... just kidding.  
Vince Bradley on a PS4  
Pacific.



Bet you can't guess who this is.



This is John Huizenga operating  
his 3ft gauge Heisler at Indiana  
Live Steamers.



Jim Buchanan's Class B Climax  
receiving some attention.