



The Mud Ring

The Newsletter of the Cinder Sniffers Inc.

Fall 2006 Issue

Cass, an experience in steam and a journey to the past

Have you ever visited Cass? If you haven't then you have missed an experience with no equal until you get to Colorado. Cass isn't just a train ride, it is a journey back in time. First there is the setting. The town of Cass is out of the early part of the 20th century. The vast majority of the houses and official residences are in good condition. The boardwalks are restored and lead to the company store where the trains arrive and depart for Bald Mountain. The company store has many attractions including the original freight elevator and decorations. There is a museum of the West Virginia logging which includes many artifacts. In the hay storage barn there is a scale model of Cass during its' heyday. It gives the viewer an excellent 3 dimensional picture of the lumber mill and the town. The depot is the original including much of the original woodwork and fittings. This is where you get your tickets for the train or a pass to the shops. The shops are definitely worth a visit. The building is a replacement but the stuff inside is definitely the real thing. The shop people enjoy talking about what they are doing. While we were there two 3 truck Shays were receiving the final touches before returning to service. Numbers 4 and 5 should be running this summer. There is also the shop of the Mountain States Logging Association containing a 3 truck Climax undergoing reassembly following a complete overhaul due to damage received in the Cass shop fire. If all goes as planned, next summer will see a Climax, Heisler and Shay under steam. This year there are presently 3 Shays and a Heisler under steam in daily service.

The trip up the mountain is amazing. The trains really do work hard on the grades and switchbacks. Sitting in front of the engine, the sights, sounds and smells are wonderful. Beware of the whistles, the engineers love to blow them long and loud. For those so inclined it is possible to rent a caboose for an overnight stay on the top of Bald Knob. As they say, "Almost Heaven, West Virginia".

Vincent Bradley

Boiler inspections must be done on an annual basis if you wish to run on Cinder Sniffers' property. This includes "private runs". All regulations are the responsibility of the member to follow at all times and failure to do so will result in removal from the club and giving up of their access.

Steve Chromik

Terraserver

One night as I was surfing the net for railroad sites, I became curious what you could see of various live steam tracks on the free aerial photos available on the internet. Our track is a fuzzy black and white blob hidden in the trees, but you can at least see the parking lots, the diner, Knox shop, and a piece of the trestle. But the real find was in Chicago. About ten years ago, I was invited to run on Bud Buker's private Deerfield and Roundabout Railroad which is situated on 15 acres of the most posh part of Lake Forest, Illinois. Thanks to the fact that Terraserver has upgraded to some very fine color pictures in heavily populated areas, Bud's track can be picked out right down to zooming in on the four individual yard tracks. Start by going to www.terraserver.microsoft.com, then search for Lake Forest, IL. Select the Urban Areas aerial photo, go to the third zoom level from the bottom, select the large box under "size". Finally enter a Longitude of -87.88603 and Latitude of 42.24356 and hit go. You should be able to see the entire track from Townline Road on the south to the lake on the old Armour meatpacking estate on the north. A multi-million dollar office building is to the west of Bud's shop and the Lake Forest Academy borders the track on the east. Think Bud's land is worth any money? For more info on this private railroad, go to <http://www.jghtech.com/html/live-steam-index.html>. Note that the trackplan has changed and track near the lake is removed in the 2006 update. This railroad was also detailed at the end of Steve Booth's videotape "Railroading in a Land of Giants - Volume 2 - Power and Superpower".

Denis Larrick

Can you stop derailments?

Probably not but you can certainly reduce them. What causes a derailment? Beyond hitting a cow or someone moving out too far, derailments happen when the flange of a wheel rides up the rail and escapes to the ballast. So if we are to understand derailments we need to look at why a wheel would do this. Let us first look at the wheel-rail relationship. A look at the prototype will show that the top of the rail is rounded and that the wheels have tapered treads with a radius between the flange and the tread. These two radii and the taper of the tread tend to guide the wheel's flange away from the rail even in a curve. At the Cinder Sniffer's track we use rectangular pieces of steel for the rail. This steel doesn't have a rounded top surface so we lose part of the centering effort. Also, we have many wheels made with flat treads. These treads can be heard squealing around our track. The squealing comes from the contact between the flange and the side of the rail and you hear the vibration caused by this rubbing. One thing that we can do is to lube the flanges with water as is done on the prototype when operated on sharp curves under heavy loads. You can hear this on our track when it is wet, silence. Another thing you can do is to follow the IBLS recommended wheel tread/flange dimensions. This will provide a taper and radius that will help the situation greatly. It is important to understand that as we are operating we are removing material from the rail and from the wheels on our train. Take a look at the treads on the Santa Fe to see this clearly. They are getting close to needing returning after 12 years of heavy operation. And yes she is beginning to squeal. Next time we will continue the discussion of derailments and I look forward to your comments.

VJB

OUR TRIP TO TRAIN HEAVEN

If you love 1 1/2" scale trains, and you've never been to White Creek Railroad, consider it a must see before you die! Over Father's Day weekend this year a fair number of Cincinnati Cinder Sniffers gathered with hundreds of other train enthusiasts to enjoy the hospitality of Russ and Mara Eldred and marvel at their railroad and accompanying rolling stock.

I must say that what we have at our track in Indiana is beautiful, and I remember the childlike excitement I had when I first saw the trestles and station and all the fabulous detail our members lovingly and painstakingly included in the building and upgrading of our track, but White Creek is on a grand scale, and I mean big! It's a trip to train fantasyland with eight miles of track.

White Creek has it all, with beautiful forested areas and lakes as the foundation, Russ Eldred has maximized the landscape with trestles, stations, and a tunnel. The railroad is laid out as if you were on a miniature industrial railroad with block signals for bi-directional use and hundreds of switches which lead to sidings with cleverly designed towns and businesses.

We all had fun with Louis Lockwood and Bill Bowser pulling big passenger trains; Rick Loichinger was there to help as well. Dave Jansen and his son Jonathan were there with the (Mighty) "Iron Mike" which pulled us around tirelessly. Bill Pollack and his son Daniel were there with Bill's friend John, and The Burnetts, Tom, Jamie, Alex, and Anastasia were there with their ever present speeder "The Blue Streak" and pulled a fairly heavy flatcar laden with children up some significant grades I might add.

When you go to White Creek Railroad, be sure to camp there at the grounds and enjoy a beautiful starlit sky, and if you're lucky you'll be lulled to sleep by the clickity clack of train wheels passing over the rails, because on this railroad you're welcome to run all night.

Tom Burnett with Louis Lockwood

Note: Items submitted may be edited to fit the available space.

Vincent Bradley, President and Editor

1283 Sunset Drive

Lawrenceburg, In 47025

vince@faxon-machining.com

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.



Scott and Brian hard at work clearing out the switch to yard.



The Lionel Bridge looking good after a repainting by Tom Tekulve.



Cinder Sniffers at White Creek Railroad on Father's Day weekend.



Vince operating the Lewis Brown at Indiana Live Steamers.



Jim Keith's engine at Indiana Live Steamer's Dog Daze Run.



Visiting engineer at Durbin, WV.