



The Mud Ring

The Newsletter of the Cinder Sniffers Inc.
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CINDER SNIFFERS: A WALK DOWN MEMORY LANE

by El Frey

I was about fourteen years old when my Dad and Bob Maynard organized a group of six men who all had a common interest in miniature steam locomotives. In 1956 they started a club that began meeting at each other's homes. The original six were Jim Aull, Ed Biennstein, Ralph Knox, John Korte, Bob Maynard and Ed Stoeckel. By November, 1960 a club track was being built around the A.R. Posey Pump Co. in Lockland, Ohio. Lou Bandy made arrangements to use the site. In August of 1966 at a meeting at John Korte's house the track was named Lockland and West Fork Railway. By October there was an official run on the new track, but the future of the track did not look good. Posey Pump was in financial trouble and the track site was in jeopardy. In January of 1967 the track had to be dismantled and a search was on for a new site. An area in Dover, Indiana became available. In October 1967, at a meeting at John Korte's house, a vote of 14 in favor of making an offer to purchase 1.75 acres on Indiana Route 1 near Dover, Indiana was adopted. By December of 1967 the Club was the proud owner of its own property.

The track became a haven for my Mom and Dad for many years to come. Each member had the responsibility of spending time at the track to cut grass and help with general maintenance. By 1967 I was married with three children and my sister Ginny had two children. At this time my parents would take any or all of the grandchildren to the track with them. Grandma Stoeckel made sure each visit to the track was a unique adventure for each grandchild. To this day, the grandchildren have special memories of their times spent in Dover, and now this experience has been handed down to their great grandchildren.

Nate's second visit to the track was in July 2006. He was graciously offered a ride around the track on one of the trains. I too joined a small group of visitors who were waiting their turn to ride. Finally, the next train arrived at the station and the passengers departed with smiles on their faces. Now it was my turn. I sat behind the engineer who turned out to be Vince Bradley, the current president of the Cinder Sniffers. As we rolled down the tracks, I introduced myself as the daughter of Edward Stoeckel, one of the originators of the Cinder Sniffers. For the rest of the ride we talked about the memories I had visiting the track. Vince said he had been with the group for the last 13 years, so we talked about the years before he

joined the group. As the train came to a gentle stop at the station, Vince asked if I would write an article for the Mud Ring. I was speechless; this took me by complete surprise. I felt honored and very humbled that I had been asked to put together my memories of growing up as a daughter of one of the founders of the Cinder Sniffers. Then, I had feelings of stark terror. I am 65 years young, I thought to myself. Could I remember back to 1956? My granddaughter Savannah, Nate's older sister, was there too. She overheard me talking to Vince and volunteered to help me with this article.

My mother had a stroke in July of 1995, and passed away in November of the same year. At this time, my dad gave up house-keeping and went into a retirement apartment. His basement workshop was divided among his four grandsons - Mike, Matt, Dan and Greg. Grandpa loved his workshop and taught the boys the proper use of every tool in it. After losing his wife he seemed to lose interest in visiting Dover. However, all five of these grandchildren now have many wonderful memories of their childhood visits to the train track. In November of 2004, at the age of 97 my father passed away, but his love of steam engines will live on through his five grandchildren and eight great-grandchildren.

Can You Stop Derailments? (Part 2)

As a continuation of our discussion on derailments, let's look at the club diesel's riding car. This car frequently derails, especially when unloaded. The car is not lightweight. It is very strong and stiff. There is plenty of steel angle stock in the frame area and the upper portion of the car is made like a box which adds to the stiffness even more. Turning the car over and sighting along the axles indicated that they were not on the same plane which means that most of the weight is on one of the two axles in each truck. Neither kingpin was standing up straight and one was slightly bent. The car bolster's surfaces were not flat and a piece of softwood was placed between each bolster and the car body, increasing the misalignment. In reviewing the trucks, the springs were very stiff and one truck bolster had been attacked with a grinding wheel to provide extra clearance for "flexibility". The trucks had been updated with ball bearings and the wheel treads met IBLS standards. As a result of the grinding, one truck had a lot of side play and the wheels moved around about .200". What to do?

I decided to scrap the body bolsters and build a new frame out of 1" x 2" thin wall tubing with 3 cross braces of 1/4 x 2" flat stock. This tube supports the trucks, provides the coupler pockets and takes the pulling loads. The kingpins were made with 1/2" material. The whole assembly is welded together and bolted to the body forming a strong and square assembly. For now the trucks have been replaced by a pair donated by H.O. Kyler. The originals will be repaired by aluminum welding and machining to see if a workable truck can be made out of them. A test run has been completed with no derailments, either loaded or empty. See Charlotte's section for a picture of before and after.

Until next time, Vincent



President's Comments

I am very pleased to have received several items for the Mud Ring, some of which will have to wait until the spring, or later issues. This issue has the feature article on a past member. It is my intention to publish as many articles about the early Cinder Sniffers while the memories are still fresh. We, as a club, have reached several milestones and 2007 will be the 50th anniversary of our Dover home. We must be grateful to those six men who had the foresight and optimism to start the club, purchase the land and secure the future of the club.

But let's not forget the present. The club today is expanding the track to provide 4 long storage tracks. In the time I have been president, we have built a car barn with 5 storage tracks, an unloader, a car lift and 2 diesel tracks. We've extended the length of the turntable, installed a signal system, repaired Knox Shop, put a foundation under the station and Aullville barn, etc, etc. Most of this work has been done by a core group of people known as the Wednesday Gang. My hat is off to each of them. Other members have provided riding cars and maintained the club equipment. We now have 5 new inspectors: Dan List, Rick Loickinger, Lou Lockwood, Bill Bowser and I. Each of the inspectors completed both classroom instruction and a practical examination at the track doing inspections. Congratulations to all.

Can we go on another 50 years? There isn't any reason that we can't.

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Note: Submitted items may be edited to fit the available space.

Please remember to respect the other person's equipment. There has been a lot of unauthorized use of members' cars. The club owns 7 cars - 2 gray and 5 red riding cars. These cars are available for use at the club track. All other cars are personal property. Finally, please bring your own coupler links. They are disappearing from the cars in the barn.

CHARLOTTE'S PAGE

Here are some pictures taken at our track and at other tracks. 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 here, just let me know.

Thank you.

