



sometimes

Mud Ring Monthly

Cinder Sniffers News

July 2014



Photo: Bob Mense

CSI's Upper Loop, photographed not long after its completion in Sept 1969

In 1992 Bob Mense cleaned out his files and found this (and 20 more) photos which he had taken, evidently, some 23 years earlier. Presumably, these 8x10 prints were given to Bob Maynard for safe keeping and, in turn, they found their way into the "Presidents' Boxes" which Vince left with us at the end of his term.

... Who was Bob Mense?

The late Bob Mense was the father of new member **Bill Mense**. Bill joined the Cinder Sniffers in September of last

year and is now a regular on #6509 (the club locomotive) and has also contributed to the club by arranging for name tags and for the buffet at the Invitational Run in April.

Bill comes from a railroad family. His mother's father worked for the B&O and his great uncle worked for the Minneapolis and St. Louis RR. The later was a sales representative and collected a nice set of railroad passes, now in Bill's possession.

Although Bill's father, Bob Mense, did not work for the railroad he was an avid train buff. Bill fondly remembers a couple of family rail vacations when he was 12 and 13. In

1968 they traveled to San Francisco and Los Angeles (think Disney Land) riding name trains such as: the *Vista-Domed California Zephyr*, the *Coast Daylight* and the Santa Fe's *Super Chief*. Actually, it was an extended family vacation as he remembers traveling in a 3-bedroom sleeper and says: "Our party occupied all three bedrooms. In effect we had a private car."

And in 1969, the family traveled to Salt Lake City aboard Ross Rowland's (High Iron Company's) *Golden Spike Centennial Limited*. Emanating from New York City, the train was pulled by ten different locomotives, two of which were steam. Most significant in Bill's memory was the Nickel Plate #759 and Union Pacific's new Centennial diesel, the largest ever built.

Bill writes: "I remember riding the trains at Dover as a child, then again with my children and now with my grandson Gabriel. ... That is why I decided to join the club. I hope to save my money and purchase an engine at some time and build my own cars. My problem would be storage and transit to Dover. Has CS ever considered a roundhouse with rent charged to members who store their equipment on site?"



"I model in 'N' Scale with a 12x24 layout in my basement and have constructed numerous buildings for EnterTRAINment Junction. One is named after me and the other after my departed father-in-law."

Welcome Aboard, Bill.

Basics for the Next Generation



Denis Larrick is writing a series of articles for *Live Steam & Outdoor Railroading* magazine. The first appeared in the current issue, July/August 2014. Topics in the first article include: water filtering, tender-to-engine piping & disconnects, and where to place that injector. In addition Denis includes some good stories and, most important, some thoughts on involving youth in our hobby. If you don't subscribe to LS&ODR, I'm sure you can borrow a copy from someone in the club, or buy single issues from

<https://secure.villagepress.com/store/items/list/group/285/page/4>

Vince Bradley

I think it was at the April meeting that Rick Loichinger told us of Vince Bradley's motor scooter accident. Since then we've heard nothing. So I sent our Mud Ring reporter out to find out how Vince is doing. Here is his report:

It was a serious accident (split pelvis, 2-1/2 days unconscious, and 3 weeks in Gateway Rehabilitation Hospital in Florence KY). Fortunately, Vince has been well cared for and is now up and around doing his *thing*. He came home from Gateway on the 22nd of April, used a walker at first but then found that riding was easier. Especially motor-cycle riding. He has put "3000 miles on his bike this Spring".

Vince says that not everything is working perfectly yet. "I have a 'crazy' sciatic nerve and little feeling in my left leg, but it is improving and seemingly on course for a full recovery."

... Vince, we wish you well.



Wednesday Group works on Saturday

The June 21 work day was organized by **Roger Heurich**. He enlisted the help of his friend **Richard Pence** and Richard's log splitter. We managed to split some big logs, save the splittings for our stoves in Knox Shop and the Diner, and fill Richards pickup truck too. Thank you Richard for helping us salvage this wood.

The big logs, of course, came from falling six dead ash trees in May. ... We now have plenty of wood.

Station Master Mike Pedicini Retires

There is a time and a season for all things. A time to serve and a time to



Photo: Charlotte Hughes

For many years Mike Pedicini, at the throttle of his Innisfree Belt Line #5, and grandson Scott Phillips, with his back to the camera, have provided passenger services at McAllister Station.

It was a few years ago, but it does stick in my memory. A requirement for every run was a Cinder Sniffers member at the station. Otherwise, no run. And so, in due course during the Friday night business meeting, the President would ask:

"Who will be a Station Master?"

... .. And there would be silence.

Then, shortly, Mike Pedicini would speak:

"I'll take it."

"What hours would you like, Mike?"

"I'll take the whole day."

Mike regularly volunteered, letting the rest of us off. Then it seemed prearranged. No longer was it necessary to ask for volunteers. Mike was THE Station Master. No questions asked.

And so it has been for the last (maybe 15) years, Mike and (for the last five or so) grandson Scott Phillips have regularly manned the station -- directing the boarding of passengers and explaining the rules of safety. ... During this time, Mike and Scott have not only been boarding passengers, but hauling them too.

But all things come to an end. ... And so we must say, simply:

Thank you Mike and Scott for these many years of service. We hope we will continue to see you both.

Mike was VP for almost eight years. And he built (as a gift to the club) five passenger cars, each named for a President. Mike notes that we now need a 6th car for Harvey Bond, but that's for someone else to build.

How do we Run our Railroad?

Check out the last four pages of our **Member's Handbook** at <http://www.cindersniffers.org/> (pgs 31-34) and you'll find the Cinder Sniffers' Run Day procedures.

According to these procedures, a committee of five is to be set up for each run day. This committee is then responsible for all necessary preparations and one of the five is to be the Officer of the Day. Club members at large are to take turns (and sign up for) five designated jobs, that of: *Station Master*, *Station Switch Tender*, *Fairfax Yard Switch attendant*, *Ticket Agent*, and *Parking Lot & Sign In attendant*.

I don't know when or what executive committee put these procedures in place. And I don't know if they were ever followed *to the letter*, but in comparison with current practice, these procedures are hardly recognizable.

I do remember signup sheets posted on the outside of the diner with hour-long blocks for each job. And I remember well the Joe North and Sandy McCourt team at their *Parking Lot Sign In* post. Like Mike Pedicini, they did that job without having to be asked. Of the five, the *Station Master* job was most critical; the others, in practice, gradually fell away.

How do we proceed without the Pedicini/Phillips duo? Maybe it's back to the drawing board to again figure out some workable procedures for **How we run our Railroad**. *Jim Keith*

Charlotte Hughes comments on her June 14th experience as Station Master

It would be good if we could have two people split the job to provide for food and bathroom breaks and the opportunity to run engines. Mike was tireless in his efforts and didn't complain, but it would be more fun to split it up.

This is a good way to interact with our guests, answer questions, provide information and share our hobby. Since we only had the club engine and Steve Chromik with one car last month, there was quite a wait between trains. The individuals waiting were patient and courteous, but I spent time with the kids explaining the yellow line and the train signals to start, stop, and go in reverse. I also had to explain the horn signals to the operators of the engine as they were unaware that one toot means stop, two means go forward, etc. I informed the passengers waiting in line that they were not to deboard until they heard the single horn toot to indicate a full and complete stop, but the operators didn't always remember. We should probably bring that up in discussion and be certain the operators are familiar with signaling and what to do during a derail. Bill Mense derailed several times. When he did, he stayed on the operators car and blew the horn until someone came to put the car back on the track. ... *Charlotte*

Run Day, June 14

It was a very nice day. Thanks go especially to Dorothy Keith in the Diner, Dave Sams cooking hot dogs, Charlotte Hughes, Bill Mense & Jim Keith at the station. ... Denis showed potential new member Donald Frozina and his daughter Katelyn around.

We had a good collection of locos, including: Habel's *SAM*, Tekulve's *Susan*, Schram's Mogul, Chromik's EGB&P #4, and Balmer's Mogul, Northern and NYC Hudson. The club's #6509 was doing its job of passenger hauling with Bill Mense, Ray McNeil and Dave Sams at the throttle. (Who'd I miss?)

The passenger count was 214. Farebox donations \$32.50. Diner net receipts \$107.50 (hot dogs were \$54 of that). Flea market: \$85.

Not mentioned above was Denis' battery powered *disassemblable* caboose which traversed a lot of scale miles that day.



New Steam Pumps



Two of our members are now the proud owners of Brian Keim steam pumps. Here is one installed on **Tom Tekulve's Susan**. He says it fills the boiler like it was connected to a big fire hose (Well, I think he said that.)

I couldn't spot the other Keim pump, which I understood was installed on **Habel's Hunslet SAM**. The Hunslet is English, you know. That may explain it.

Smokebox Vacuum Tests by Chuck Balmer

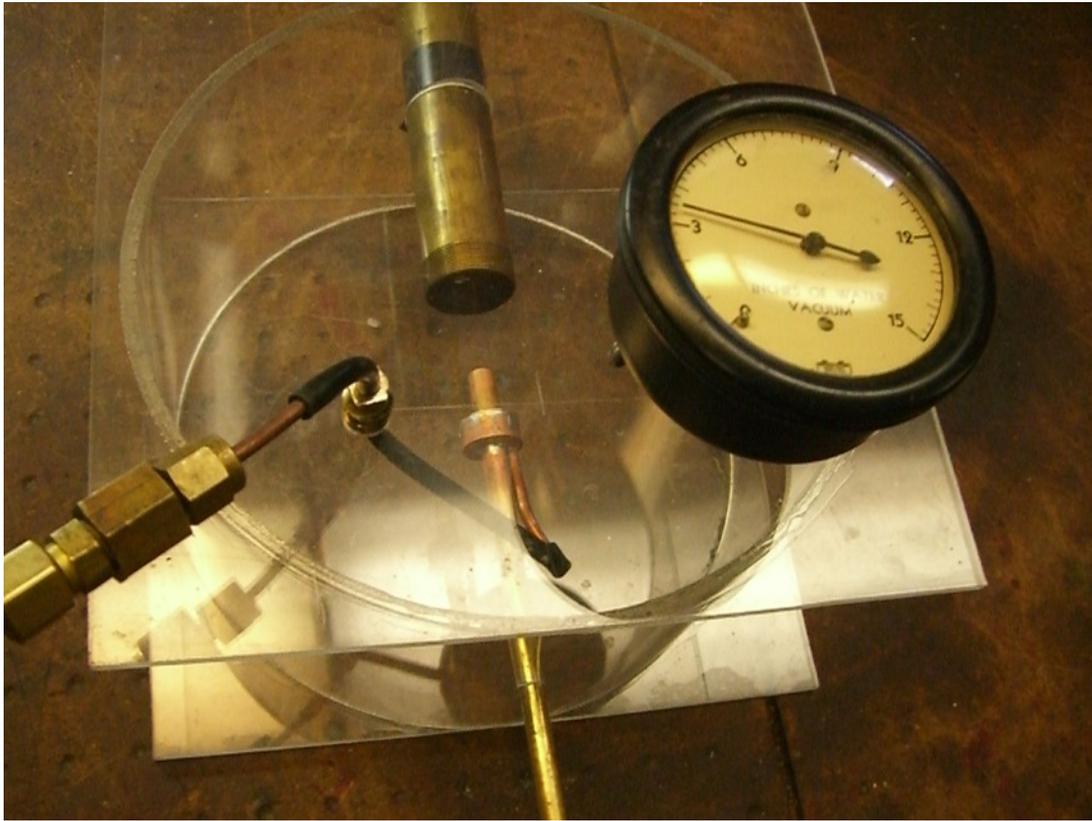


Photo: Chuck Balmer

At the April invitational meet a lively discussion was held about the different designs for the exhaust and stack arrangement to produce optimum smoke box vacuum. The discussion was initiated by Jim Balmer because he was having trouble getting the coal fired Atlantic to steam reliably. Even with the blower on, he was not able to maintain full boiler pressure when running at speed. Naturally everyone agreed that he might have been wasting too much steam through the blower. So the first question was at what point does running the blower add to the increase in boiler pressure due to an increase in the heat from the fire or simply be a waste of steam. The second question concerned the arrangement of the exhaust nozzle in relation to the bottom of the stack.

On the way home we decided that we could perform some simple experiments to get qualitative answers. Using the basic dimensions of the Atlantic's smoke box, I built a test fixture plenum out of 6" dia. clear plastic tube. The exhaust port was 0.25" dia. and the stack diameter was 1.0". The stack length was 4.75". The distance from the end of the exhaust nozzle and the bottom of the stack was adjustable. I also added a blower nozzle so its affect could be measured. See the picture above.

I hooked up the exhaust nozzle tube to the shop air supply. At 80 psi air supply and the nozzle up inside of the stack, the plenum vacuum was about 3" H₂O. I slowly pulled the

nozzle down and at about 1" below the bottom of the stack the vacuum measured 7" H₂O. I continued to lower the nozzle and the vacuum stayed almost constant to about 2" below at which point it began to decrease.

In LBSC's book he recommends the distance from the top of the nozzle to the bottom of the stack be about 3 times the radius of the stack. This falls well within our experimental data. One parameter that we did not measure was the effect of the ratio of the stack diameter to the nozzle diameter.

I shut off the exhaust and ran air through the blower. The vacuum measured was 7" H₂O.

Next I ran both the exhaust and the blower at the same time. The vacuum was still only 7" H₂O. Running both at the same time did not increase the final vacuum. It would seem that using the blower when running does not increase the draft through the fire but merely wastes steam.

While these tests are not conclusive, they did support LBSC's general design criteria. We would like others to weigh in with there thoughts.

Thanks,
Chuck Balmer



Five photos: Jim Keith, others as noted.

A beautiful setting for a railroad !!!

On June 28, six Cinder Sniffers visited the Balmer Locomotive Works to celebrate the completion of their **newly** expanded Oak Hill Railroad. Unique in its style of construction, the track rests on a 4" bed of gravel and is elevated 6" to keep it dry for long life and low maintenance. Three BLW locomotives, hauling Engineer Jim plus a passenger or two, took their turns traversing the circuit. In this photo, Carl Schwab and Steve Chromik are among the folks gathered at the steaming area at the back corner of the shop.

Coming Rail Events Here and About

by Lou Lockwood & Jim Keith

Carillon Park, Dayton, OH:

Jul 12 & 26 Regular runs, 1-4pm
 Aug 9 & 23 Regular runs, 1-4pm

Mill Creek Central, Coshocton, OH:

Jul 18-20 Operations/Card Order Meet
 Aug 8-17 Buckeye Ltd Convention. Register by July 25th

Indiana Live Steamers, Johnson County Park, IN:

Aug 15-17 Dog Daze, Registration req'd.

White Creek RR, MI:

Jul 24-26 Op Session (See website)
 Jul 31-Aug 2 Summer Open
 Sep 1-6 Fall Invite Op Session (Request an invite and pay fee by Aug 15, 2014)

Folks will find they will enjoy WCRR Op Sessions!! Russ will personally coach folks on the correct way to do Card Order Ops, and have fun at it. Equipment is not required, however with same it becomes much more interesting. Russ schedules crews each and every day, mixing experienced folks with newbies. ... *Lou*

We realize this list is incomplete contributions to future Events Calendars willingly accepted.