



sometimes

# Mud Ring Monthly

Cinder Sniffers News  
September 2014

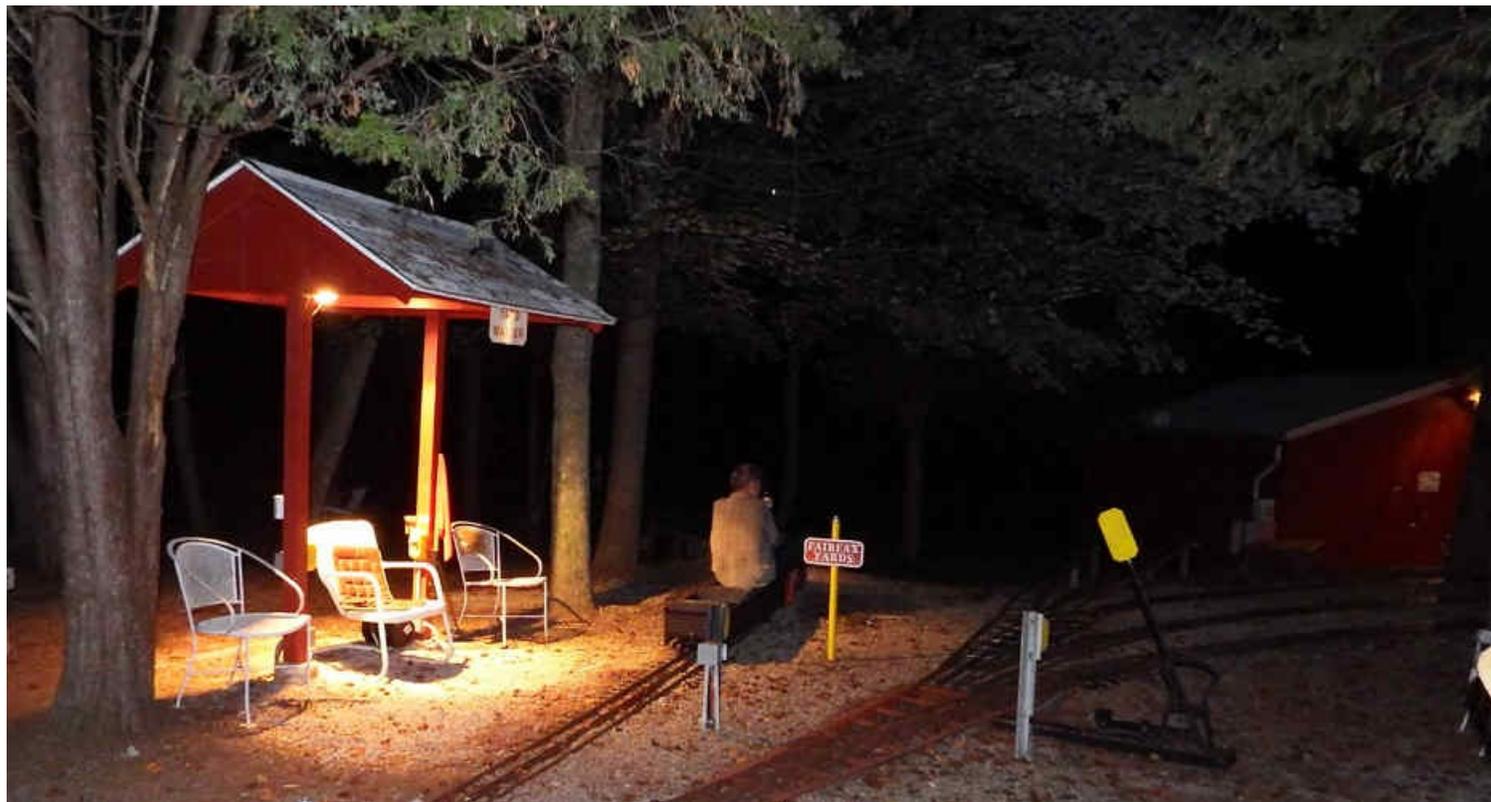


Photo: Rick Loichinger

## Quiet Night Scene at the Track

## Members' Night Run, August 23 2014

With thunderstorms at various locations around Cincinnati, there were only a brave few who found their way to "R.R. Heaven" (as Denis tagged our track in his 1980 map). Don and Katelyn Frozina came to run and Rick Loichinger and Mary Lou (Ms K) came to enjoy. Harvey & Rob Bond and Charlotte & Ray Hughes arrived early and served as the welcoming committee but they did not stay.

Although there was no rain, it was warm and humid and, according to Rick, it got a little buggie and sticky as the night wore on.

Rick also commented that *at night* the lights of the crossing gates and semaphores (see page 6) are really

neat (ah! that bit of Heaven). Indeed, Don and Katelyn ran in counterclockwise direction -- about 15 laps, Don says -- until 11pm.

In a 1982 Mud Ring, Bob Maynard wrote: "*It is my fond hope that it will be possible for the club to enjoy some running days **together** ..... without the push and hustle of the regular run days and their large crowd of visitors.*" Many of us have this desire still and the August 23 Night Run was so intended; perhaps next time the weather will be more cooperative and more members will be able to attend. ... See additional photos on page 6.

## Mini-Big-Dig, August 5 2014



Photo: Jim Keith

### **We have a roadbed!!! — Report on the Mini-Big-Dig for the North Comfort Curve Relocation.**

Denis Larrick

Kenny showed up with the Dover Water excavator at 8:00 AM on the dot. He brought a Bobcat tracked backhoe with 24" bucket and 60" blade (which wasn't needed). He caught on immediately to what we needed, keeping the trench on centerline and to within an inch of the depth we needed, even though amazingly he said he had never built a miniature railroad before. He seemed to be enjoying the challenge and I told him that he is now qualified to work for Walt Disney. It was a work of art to watch him maneuver that thing through an eight foot wide space and swing the bucket without gouging up any trees. He was loaded up before noon and indicated that the price will probably be somewhat less than the estimate since we were organized when he got there and he was able to complete the work easily. Besides, he had a grave to dig in the afternoon. Within an hour after leaving, he came back with a dump truck of ballast so we can start putting down the roadbed immediately.

We had him place the extra dirt as miniature mountains along the track. The shallow (3") fill didn't work out too well since there were a lot of roots and the like in the area that will decompose, so we will need a bit of extra stone under the track there. The dirt was almost powder and just didn't want to compact in the fill. It was amazing how much dirt came out of a little 16" deep trench. ...

We spent the afternoon staking the centerline of the track and it hit nearly dead on the center of the ditch with the prescribed 53 foot radius. I did miss on the tangency coming back in at Mt. Rushmore, but that was a simple matter of moving the switch around the existing curve by a couple of ties (from the green dot to the red dot).

Many thanks to a crew who showed up early and didn't consider lunch to be the end of the day. Carl, Ed, Tom, Jim, Roger, and the kid on the scooter (reputed to be an officer of the club) did a great job. I hope I didn't leave anyone out. Most of all, many thanks to Kenny, who cared about not only getting the job done right and efficiently, but had great respect for the environment in the process. I was fearing that I would leave seeing space for a football field up there, but he was able to do exactly what I had planned. .. **Denis**

## CSI's Gravel Hauling Workday, August 16



**Repairing Gravel Loader:** “The conveyor belt began to tear and ... uh-oh ... there was a wasp’s nest under there.” Fortunately, the belt was “wired” back together and gravel loading continued. Left to right: Chuck Balmer, Denis Larrick, Don Frozina, Roger Heurich, Tom Tekulve. Working on the loader: Ed Habel and Carl Schwab. Others not shown: Dave Sams, Ray McNeil, Bill Mense, Jim Balmer & Harvey Bond.  
Photo & quote: Jim Balmer



Photo: Jim Keith

### From the President’s Desk:

WOW! Have you seen the new track bed at North Comfort station? It did not happen by itself.

On Saturday, August 16, 2014, twelve guys showed up and Carl Schwab (head honcho) sent everyone out in two different directions. You either went to the “woods” or to the “loader”. They started about 9:00 A.M. and went to work transporting gravel.

Roger was the Head Engineer on the “ballast bullet” train. When he stopped, it did not take four guys long to load that train.

After a while, someone woke up Denis and he made up a second “ballast” train and pulled it with his remote controlled cab. It took six shovels of ballast to load a bucket (4 buckets to a flat car).

Everyone broke for lunch around 12:15 – 12:30 and everyone had pizza. The Head Honcho asked how long they wanted to work. The answer was 2:30 P.M. in order to clean up, put everything away and be gone by 3:00 P.M.

From 9:15 A.M. until 2:30 P.M. (half-hour lunch) these twelve guys moved two truck-loads of ballast. (IMPRESSED ME.) At 3:00 PM everyone was ready to go home. If no one else tells you, gentlemen, I will: A BIG THANK YOU SIRs FROM THE PRESIDENT. A JOB WELL DONE.

Again, I’ll sign off until next time!

**Harvey L. Bond**, President

# Buckeye Limited Convention at Millcreek Central

By Raymond & Charlotte Hughes



The 2014 Buckeye Limited Live Steam Convention, sponsored by Godshall Custom Machining, was held at Millcreek Central Railroad in Coshocton, Ohio from August 8 – August 17. We drove up Wednesday, August 13 so that we could take the August 14 bus tour. Thursday morning we filled a very nice local tour bus and headed east to Dover, Ohio to visit the Warther's Museum.

(<http://www.warthers.com/index.htm>) We had visited there many years ago, but were once again fascinated by the amazingly intricate models of steam locomotives, steam engines, factories, and other carvings. Mooney Warther created detailed, working models of steam locomotives with a second grade education. Comparisons of his carvings to drawings of the locomotives revealed detail down to the number and placement of rivets. He carved miniature working pliers and an inconceivable plier tree containing 511 interlocking pliers with over 31,000 cuts from a single piece of walnut. It was displayed at the Chicago World's Fair in 1933. Professors at Case University studied the plier tree and declared that one would have to have an advanced

mathematical education to be able to design a block of wood of the correct shape to begin such a project. Mooney replied that he was glad he was told this *after* he made the tree and not before. From Warther's, we proceeded to Sugarcreek, Ohio for an Amish buffet at The Dutch Valley Restaurant. After lunch we went for a private tour of The Age of Steam Roundhouse. As the facility is not yet open to the public, we were instructed not to post any photographs taken, so you may view images on their website at <http://www.ageofsteamroundhouse.com/index.html>. They did provide some handouts, however, so below are some of the interesting facts about the facility.

We spent Friday and Saturday enjoying Dick McCloy's railroad. Our Burro Crane is currently out of commission, so we only had our D&RGW #50, but had a great time exploring Millcreek Central. There weren't as many vendors on site as we had anticipated. Perhaps they were there the first weekend of the convention. Dick and Kathy projected old movies each evening, and the boy scouts were on hand providing food throughout the event.



## Buckeye Limited Convention at Millcreek Central, continued



### Notes: Age of Steam Roundhouse (AoSRH)

- The AoSRH site covers 36 acres and has a 3-acre retention pond. To level-off sloping ground, 115,000 cubic yards of compacted clay fill were dumped to elevate the site by up to four feet. Additionally, 60,000 tons of aggregates (stone, ballast, etc.) were used at the site.

- The turntable pit was dug 132 feet in diameter to encase the 127-foot diameter, 2.7 million-pound concrete ring wall on which each end of the 115-foot long turntable sits and rotates. For added strength, 49,000 pounds of rebar were formed inside the concrete in the turntable pit's 550 cubic yards of ring wall. Nearly 4,500 cubic yards of poured, reinforced concrete are in the AoSRH site.

- Before the 1940 delivery of Western Maryland's 4-6-6-4 Challenger-type locomotives, a 115-foot long, 400-ton capacity turntable was installed at the Hagerstown roundhouse. Moved to the AoSRH in 2008, more than 57 tons of new steel was needed for repairs to this 75-year old turntable. Soft ground caused us to drive 78 steel pilings (5,525 lineal feet of I-beams) down 65 feet into bedrock underneath the concrete ring wall and center pivot point to provide support for heavy locomotives rotating on the turntable.

- Before concrete foundations could be poured for walls and tracks underneath the buildings, 1,400 treated wood pilings (each 25 feet long) were driven into the soft ground to provide frictional support for the weight of the buildings and trains on the tracks. The airless, muddy environment prevents wood rot.

- Each AoSRH stall covers an angle of 6.785 degrees. Together, all 18 stalls comprise an arc of 122 degrees, or 1/3 of a circle, and cover an area of 48,500 square feet, more than an acre (43,560 square feet). A half-mile of gutters and downspouts carry away rain water.

- The AoSRH stalls #1 to #7 measure 127 feet long with a track length of 112 feet; stalls #8 to #18 measure 97-feet long with tracks measuring 82-feet. Roundhouse stall #1 measures about 160 feet long.

- Below AoSRH stalls #2, #4 and #5 are 4-foot deep, 100-foot long inspection pits. For employee comfort the entire floor in stalls #1 through #7 is radiantly heated by pumping hot water through a spider web of tubes strategically placed in the 14-inch-thick concrete floor.

*This column will be continued next month with 11 more factual bullets.*

The five photos on this and the preceding page were taken at the Mill Creek Central RR during the Buckeye Convention by Charlotte Hughes.

## Night Run Continued



Mary Lou K admiring Ed Habel's efforts



Don running his SW-1500, Katlin wondering about her turn



FINALLY!!

Three photos: Rick Loichinger

## CSI Run Day, August 9

Thanks go to Dave Sams for grilling hot dogs and to Julie Balmer, Nan Sams and Nancy Bond for managing the Diner. At McAllister Station and/or for operating the club engine, thanks to Ray & Charlotte Hughes, Bill Mense, Ray McNeil, Dave Sams, Carl Schwab, Roger Heurich and Ed Habel.

Eight locomotives were in attendance:

Chromik's 0-4-2 EGB&P #4,  
Balmer's Mogul, Hudson #5401 & Northern #7578,  
Hughes' Burro Crane & D&RGW #50,  
Keith's C&O Hudson #305 and  
Cinder Sniffers' SW1500 #6509.

The passenger count was 214. Receipts and donations were: farebox \$41, hot dogs \$52, diner (incl. hot dogs) \$67.50, and flea market \$50.

AND finding no buyers among Cinder Sniffers, Lou Lockwood took Ralph Payne's *Live Steam* magazines, donated by Jon Payne, to the Buckeye Convention in Coshocton and sold them for \$150. ... Thanks Lou! ... And thanks Paynes ... *Jim Keith*



**No chance for a rookie engineer to lose control here.** Denis saw to that with his powered caboose in regenerative braking mode. . Actually, it takes a good load to make #305 "bark" and on this excursion, Denis made sure we heard 305's choo-choo ... (Or did he just want to charge his battery?) .. *Jim Balmer at the throttle and Jim Keith riding 2<sup>nd</sup> saddle.*

Photo by Ray McNeil



After a 15 year absence, Matt Balmer, Chuck and Julie's older son, takes the engineer's seat behind #5401. In his younger days, Matt often helped at McAllister Station by handing out tickets. He recently received his Masters in Music Education and now teaches and lives in Ypsilanti Michigan. **WELCOME BACK!** ... Photo: Chuck Balmer

# The Extra Board



*After many years away from the throttle, Julie Balmer drives her favorite loco at CSI's June 14<sup>th</sup> 2014 run. This was Chuck's first locomotive and it was completed in 1971. Chuck Balmer photo.*



*Test run of the new Balmer Loco Works SD70ACe diesel.*

*Below: Virginian doing her first successful test run on the rolling table. Both photos: Chuck Balmer, Aug 23 2014*

*Above & Below: Because of schedule conflicts, three generations of Keiths chose to be 9 hours early for the CSI night run. We enjoyed our own 1" scale mid-day-run, with two locos and a hand car. Pictured above: Bill, Dave, Jim,*



*Charlie, 9, and Nick, 8.*

*Both photos: D Keith*

