



sometimes

Mud Ring Monthly

Cinder Sniffers News

October 2014



The Tabeling Family

Photo from the Sam Tabeling Video

A few weeks ago, Dorothy and I visited Paul Tabeling, our most senior Cinder Sniffer. Paul, 94½ years of age, has no ailments, is still driving and now and then visits the Wednesday gang at the track. Unfortunately, his wife Dottie died a couple of years ago and is much missed. Nonetheless, he and his son, Larry, still live in the house that he "built" in 1954, 60 years ago, in Crestview Hills KY.

When did Paul join the Cinder Sniffers? After Greg Korner joined in 1964 (Greg thinks) and prior to Oct 1966 when, according to the club minutes, "Paul Tabeling planed a bachelor party for Lou Bandy."

My personal remembrances of Paul are:

- He was the fellow who stood in the back and made funny remarks during meetings. (With Bob Maynard, Lou Bandy,

Russ Conley and a few more including Paul, Cinder Sniffers meetings were a three ring circus of banterings.)

- Half the club (or so it seemed) went to Optometrist Doc Tabeling for eye checkups and prescriptions.

- And although I had not seen Doc's backyard railroad, I would often come across folks who had. ... For example, a furnace installer came to my Forest Park Ohio basement, saw my railroad equipment and asked: "Do you know Doc Tabeling?"

Paul built his 1½" scale 0-4-0 in the late 1960s and early 1970s. It was built from Little Engines drawings ... but, Paul says, the wheel and cylinder castings were cast locally by someone in the club. Maynard built the boiler and helped with the steam driven water pump. He first fired his engine with coal but then

The Paul Tabeling story, continued

switched to oil -- which he found much easier to fire. (If I understand it correctly, his burner consisted of a tray under the firebox with air-holes along its sides filled with charcoal [or porous volcanic rock]. Fuel [kerosene] was fed into the tray by gravity. Heat from the flame would heat the rock and vaporize the fuel. It was simple and effective.)

Paul gave us a DVD prepared by his son Sam in 1992-93. It shows not only the Tabeling backyard operation but also a "Family and Friends Picnic" at the Cinder Sniffers' track. In the video, #128 provides unrelenting passenger service around both the upper and lower loops.

In the three or four hours that Dorothy and I spent with Paul we learned a lot. Some snippets:

Paul, the second oldest of five, grew up in Covington but he and his buddies often found their way over to Ludlow and the tracks of the Southern Railway.

"My father had a shoe store, but lost it in the 1930s depression. He then worked at another store, but brought home very little. All the money I made in high school went back to my mother. I went to four different high schools (and that included a couple in Ohio) ... I went to the school that was close to where I could find work."

Paul talked a lot about riding the street car ... for pennies. Presumably, it was the family's mode of transportation during the depression years.

During World War II, Paul was a US Navy Corpsman. His military service, his family and his railroad are key remembrances. He and Dottie parented three sons and then three daughters. If I have it correct, two of his sons are now in Florida, but his one son Larry and the girls remain close by.

How did you learn about Bob Maynard? *"It may have been when Bob was displaying his locomotive at a CG&E Christmas Exhibit at 4th & Vine. Unfortunately details are lost to the mist of time."*

"How I managed to build that steam loco, I can't imagine today. I didn't know a thing about machining. I found a lathe, drill press, and other tools on the used market and then, by trial and error, taught myself how to use them." .. Paul gives his wife Dottie credit for putting up with all of the hours he spent building it.

"Sometimes you need a piece of metal; I knew Alan Kirschner, he gave me a card saying: free picking privileges in my junk yard." (The 'junk yard' was the firm D. Kirschner & Son, Inc. in Newport, Kentucky, once the largest scrap processing yard in the Tri State area.)

For his backyard railroad Paul used the same track construction as the Cinder Sniffers. Yep ... he learned how to weld ... 560' of main line. And, he says: *"In all the time we ran, we never had a derailment."*

"We were well known in the neighborhood; kids came from all over. And that was the fun of it."



Paul Tabeling's 0-4-0 regularly hauled two carloads of passengers and easily managed the sharp curves in Paul's backyard railroad.



"All Aboard. Next stop - the swimming pool"



On Aug 28 2014, Paul stands beside an oak tree that he planted 60 years ago. Photo: Jim Keith

.... continued on page 6

CSI Run Day – September 13 2014



Again, thanks go to **Dave Sams** for cooking hot dogs. Inside the diner were **Nancy Bond** and **Nan Sams**. Station Master *for the day* was **Don Frozina**. The 'bare naked' club engine was driven by **Bill Mense, Ray McNeil, Dave Sams** and **Roger Heurich**. **Harvey Bond** was at the waiver signing desk.

The passenger count was 97. Farebox donations were \$28. Hot dogs netted \$52 and the Diner (inside) \$31. Harvey did not open the flea market.

Five prime movers were in attendance.

- Bare naked Club Engine #6509
- Kent Bolerjack's 0-8-0 electric
- Balmer's NYC Hudson #5401
- Balmer's Virginia 4-4-0
- Larrick's Powered Caboose with new tender chassis

Special Guests

Three photos this page: Jim Keith

Kent Bolerjack and **Dave Barnett** (above) from Terre Haute Indiana joined us. Kent brought his 1½" scale version of the Lionel Electric 0-8-0 and, I must say, it was a smooth runner. Kent has been in the Live Steam hobby for many years and his name has often appeared in Live Steam, Modeltec and The Home Railway Journal magazines. He is a past president of the Colorado Live Steamers. Kent and Dave, we were glad to meet you and hope you will stop again.

Also visiting were **Charles Hettrick**, his wife **Katrina** and son, also from Indiana (sorry, no photo). Charles was an active Cinder Sniffer until his job took him to Oklahoma in 1993. Subsequently, he resided in several locations, including six years in China. However, he has not forgotten the Cinder Sniffers. Before he left he acquired *the* Allen mogul built by Jim Jarvis, then owned by Gary Siebert -- both Cinder Sniffers. Hettrick still has the engine and, I understand, is in contact with Marty Knox about a new boiler. Hopefully, we'll again see this engine on CSI's tracks.

(A remembrance: Siebert had the uncanny ability to completely cover himself with coal dust and soot when firing this engine ... Charles, will you be able to repeat this feat?)



Roger Heurich and **Ed Habel** ready the club engine for passenger service. #6509's starting-relay acted up so the hood was removed in order to jump

start the engine. It was left off for the day "just in case". (A new relay was purchased and installed the following Wednesday by Schwab and Habel.)



LEFT: Larrick's 2-6-0 *Lewis Brown's* new tender chassis

Out and About – Two 4501s



Jessi & Mandi Krebs and their 1" scale #4501 in front of the full size 4501

Photo: Jessi Krebs

Jessi Krebs is a member of the Chippewa Northwestern Railway Society in Goehner, Nebraska (<http://www.the-chippewa.org/>). Chippewa does not have a newsletter. Instead, they "use an email list called the **Switchlist** to share railroad information as well as relay upcoming events and railroad projects." (Sounds like a good idea to this Newsletter editor.)

Although, strictly speaking, the event depicted here is NOT Cinder Sniffers news, it is a nice illustration of workings within the **larger** Live Steam Community and so I asked Jessi for permission to reproduce it. Here, is a copy of Jessi's email, to which the above photo was attached.

From: "Jessi Krebs"
To: switchlist@the-chippewa.com
Sent: Saturday, September 13, 2014 11:21:38 AM

> Jessi, are you gonna do a write up about your trip?
> A more thorough one? Loving the pictures coming out
> of the area of the two 4501's.
> Ed Duke

Hi Ed,

The operations manager at the Tennessee Valley Railroad Museum saw a picture of me running at the Illinois track on Facebook and tracked me down, he wanted to see if it was possible for me to attend their Railfest event and inauguration of the newly restored SOU 4501. Of course I jumped at the chance especially since he wanted me to steam up not just be a static display. Jim was nice enough to let me barrow 160 feet of old train show track panels so I had that to run on, Chattanooga is about 15 hours away so the drive back and forth was a little brutal but worth it. Everyone there was really nice and lots of Southern hospitality, I got to ride in the cab of the real 4501 while they turned it on the wye, Mandi actual rode in the cab for the Missionary Ridge trip which is about an hour long. I got my coal from 4501's tender and even brought back a couple of bucketfuls to let everyone else try and fire with, southern coal is very different than the Montana stuff. They set up a tent for us to display pictures of the Chippewa and hand out flyers, hopefully the web site will get more traffic and we can show people that 4 3/4" gauge is superior .

Not sure if we will get asked back but I can hope.....
Jessi

B.C. ~ Before Cinder Sniffers

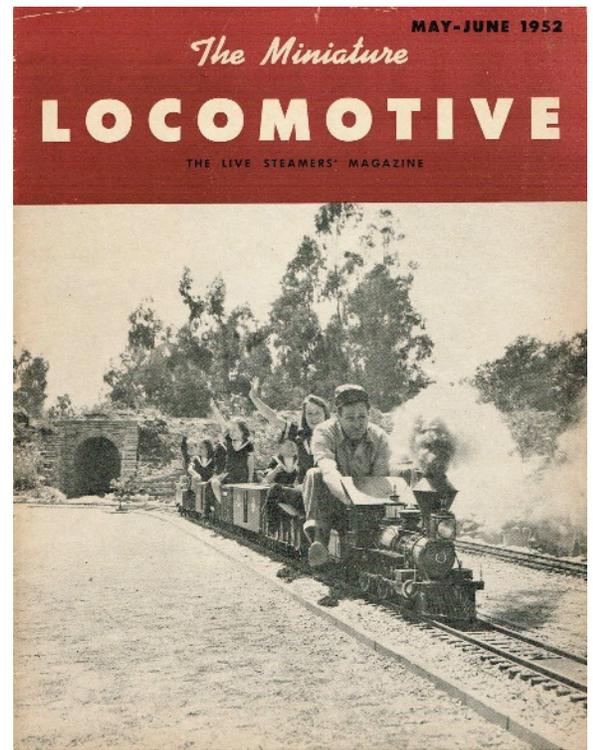
Denis Larrick

We've all heard the story of how the *first six* Cinder Sniffers (Aull, Biennstein, Knox, Korte, Stoeckel and Maynard) started the club around 1956. But were there clubs in the Midwest before ours? Thumbing through old magazines in my collection, I found Volume 1, Issue 1 of *The Miniature Locomotive* from May 1952, featuring Walt Disney's then-new Carolwood Pacific. America's first true live steam magazine was very professional for its day but short lived, being published by Dick Bagley (who later helped design and build the Disneyland Railroad) and Bob Day (who had a magnificent 30" gage railroad with two Hawaiian sugar plantation engines that burned up in the famous Bel Air fire of 1961). The first issue had reports from eleven different clubs. Two of these were:

NEWS FROM INDIANA: C. L. Hurst, Robert Bates, and Alva Trook were building three 3/4" scale Hudsons and were running monthly on Alva's track at Lafayette, Indiana. ... *I remember meeting Alva during my first visit to our track in Dover. It was a Lafayette Bunch reunion in September 1972.*

MID CENTRAL OHIO: More familiar to us are the names of Knox Shops and Fairfax Yard. A new club was being formed in 1952 under the name of Mid Central Live Steamers. Ralph Knox reported that he and Walt Fairfax had a list of possibly 45 names that could join. They operated monthly at Halley Stauffer's 200' long track at Continental, Ohio (between Findlay and Defiance). The first meeting included Charles Whiteside, Floyd Dimling, R.J. and R.P. Pickering and Al Barkdull. I have heard of Al (of the Mansfield area), but not the others. Does anyone have any more info on them? I understand that later a track was laid inside the Akron, Canton, and Youngstown Railroad's wye in Delphos, about twenty miles from Continental. ... *Denis Larrick*

Denis: I have no info on the gentlemen you list but way back in January 1933, there was a lone voice, Frank Willey, who in *MODELMAKER* magazine described



in detail his 7¼ inch gauge electric locomotive. Powered through a 3rd rail, he gave it's type as 0-6-6-0 and weight as 500 lbs. He commented that he had only a 20' test track as "no permanent track has been constructed as yet". He also wrote: "I should like to ask if there are any other modelmakers in this vicinity who would be interested in forming a society here." His address: 3330 Observatory Avenue, Cincinnati, Ohio.

... *Jim Keith*

Notes: Age of Steam Roundhouse (AoSRH)



(Continued from Ray and Charlotte Hughes article on page 5 of the Sept MRM)

* The AoSRH is a true brick structure, with separate interior and exterior walls formed by hand-laying individual red bricks, and then filling the hollow-wall cavities with concrete. To increase or reduce wall thickness, the red bricks were set in a staggered, outward, decorative pattern called a corbel.

* All totaled, AoSRH structures required 269,825 Jumbo Colony Red bricks; 10,717 rowlock/soldier bricks; 15,377 projected headers; 25,761 concrete blocks; 286 coping tiles; and 4,750 specially cast and fired bullnose bricks for use along the curved edges of doorway and window openings.

* Vitrified coping tiles act like miniature peaked roofs to prevent rainwater from getting down into the tops of brick side walls having stepped parapets. These 286 specialty tiles are made of red clay with a glazed top coat, and manufactured at a kiln located in nearby Uhrichsville. The manufacturer, who still has the original molds, said that this was the first order for such coping tiles placed in the past fifty years

* Three 12"x14" timbers were spliced end-to-end with steel plates and rods to form each of the forty-four, 70-foot long wood beams that make up the 22 roof trusses above the roundhouse's seven long stalls. Nineteen individual wood timbers make up each 17,000-pound long roof truss, and their tight-fitting, mortise and tenon joints were made fast with 12-inch oak pegs.

* About 48,500 square feet of ship-lapped, southern yellow pine planking comprises the AoSRH ceiling, requiring 114,000--yes, that's correct, 114,000--4.5-inch long wood screws to hold it in place.

.... *Out of room again, will continue these informative bullets in the next issue.*

The Paul Tabeling story, continued from page 2

When Paul retired from his Optometry Practice, he became part of the Wednesday Crew. A key individual in that group was Al Lohmoeller, "a hard worker ... and a good guy!" says Paul.

As already mentioned, in August 1993, the Tabelings had a "Family and Friends Picnic" at Maynard Park. It was a big occasion. Then in 1996 he sold his engine to Vince Bradley. Recently, Paul's nephew re-purchased it from Vince to keep it in the family.

I'll conclude with this quote from Paul: "*I still chase girls but can't catch them and don't know what to do with them when I do.*"
... jim keith

Doc Tabeling's Christmas Party

Larry Koehl

Paul Tabeling and family were neighbors of ours way back in the mid fifties. His oldest son was a classmate of mine in grade school. Paul had an HO layout and that attracted my attention. Paul noted my interest in trains. It wasn't too long and they moved away. Paul "Doc" Tabeling was an optometrist. Along about my freshman year in college I noticed I was having trouble making out what was written on the blackboard. Perhaps I should get my eyes examined. Who else to go to but Doc Tabeling. During that exam Doc asked if I was having any

problem finding my way home. He also expressed concern that I might get run over by a bus while attempting to read the route sign. My first glasses were bifocals. At that time he also told me that he was a Cinder Sniffer and asked if I was interested in attending a meeting. I gave a definite affirmative answer but didn't hear any more from him until the end of 1968, the year I graduated. One December Saturday I was visiting with my friends at the Xavier University Computer Center when a call came from my dad. He told me that Paul Tabeling had called to tell me that the Cinder Sniffer Christmas Party was being held at his house that evening and that someone had canceled and that I would be welcome if I wanted to attend. Again a definite affirmative and there I met Bob and Ev, Lou and Peg Bandy, Jim Aull, Russell and Jean Conley, Ralph and Gladys Knox, Tom McHugh and a number of others I can't recall off the top of my head. We met in Paul's basement in his shop where he was in the process of building his O-4-0 saddle tank engine. I attended the January '69 meeting at Ralph Knox's in Dayton and didn't miss a meeting for somewhere in the neighborhood of twenty years. As you can see Doc was responsible for my entry into the Cinder Sniffers - one of the absolute best things to happen to me in my life!
..... Larry

The Extra Board



All photos of Tabeling's locos are from Paul Tabeling.

In a bit of a mist, this shot of the left hand side of Paul Tabeling's engine shows Paul's steam powered water pump. Evidently, Paul worked closely with Bob Maynard when constructing it. Bob wrote a three part series of articles for Modeltec entitled "*Frustrations are gone with A Simplex-Duplex Pump*", the last of which shows the pump installed on Pauls engine.

On the right hand side, Paul has a water pump driven from the cross-head. Based on the video, I suspect, that the cross-head pump was the primary source of boiler water. ... jsk