



sometimes

Mud Ring Monthly

Cinder Sniffers News

November 2014



Photo : Larry Koehl

In the early 1970s Bob Maynard and Bob Ebert (with his hand on the throttle) ride behind a Royal Scot built by Larry Edwards. The setting: Al Barkdull's backyard railway in Shelby Ohio (near Mansfield). . . . Note the bar-steel rail set into grooved ties. . . . Larry Koehl's story begins on page 6.

If you're wondering: The (LMS) London, Midland and Scottish Railway's **Royal Scots** sport 3-cylinders and 81" drivers. A sister prototype, No. 6152 (but renumbered as 6100), was sent to Chicago to attend the 1933-1934 Century of Progress International Exposition.

The North Comfort Right-of-Way Realignment

Planning, securing land, surveying, excavating, removing dead trees, gravel hauling, fencing, and turnout & track panel construction are all milestones completed, or now in process. The new track is to have a minimum radius of 53'; the existing track has a local radius as sharp as 32'.

July 30: Cleaning up (photo at right): Roger Heurich hauls away tree trunks and branches.

Excavation took place on Aug 5 and gravel hauling day was Aug 16, both reported on in the September issue of the *Sometimes Monthly*.



Oct 22: The Test: A section of the main line was cut out and in its place a “frame” upon which a “flexible track section” rests, both built by Carl Schwab, was installed in its place. Like all other turnouts on the property, the flex-track will serve as “switch points” when the turnout is completed.

The gravel car provided the first running test of the replaced section.

Oct 29: Making of the first curved track panel: Twenty foot lengths of rail (1/2" x 1" bars) are rolled to the desired radius-of-curvature with the device in the foreground built by Ed Habel. A rolled rail is then placed against a “fence” of screws driven into a template board and located on a curved line with a 53' (+3/4") radius.

1/8" thick metal ties are then placed under the rail, approximately 3 per foot, and welded. ... The south main line trestle serves as a work table.



Right-of-Way Realignment, continued



The second (inside) rail is then added using gauges to ensure 7½" spacing for 1½" scale rolling stock. Likewise, middle rails are added for ¾" and 1" scale.



Five photos: Jim Keith

Add plastic ties and bingo, we have a curved track panel **without kinks!**

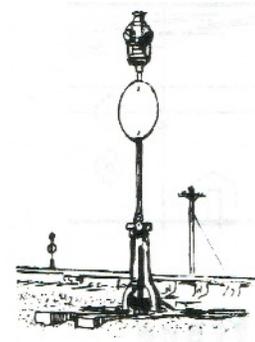
CSI Run Day – Oct 11, 2014

I missed this run, but I hear that Dave Sams again provided cooked hot dogs. Charlotte Hughes, with the help of Nan Sams, took care of customers in the Diner. And at the station, Ray Hughes, Julie Balmer and Carl Schwab were in control. Club engine #6509 was operated by Roger Heurich and Bill Mense. Thanks to all of the above (and to those I missed).

Carl Schwab took care of gathering the donations for the day. Hot dogs netted \$51, the Dinner (inside) netted \$5 (after \$25 of purchases) and the farebox \$125 -- a good amount for a passenger count of only 109. I understand we had a birthday party group who appreciated the railroad venue.

Making its debut at our tracks was the Balmer Loco Works BMSF #9388 SD70ACe, which I'm told ran without a hitch. And I understand Kent Bolerjack again joined us with his NYC #402

electric; this time his wife came along too. ... Roger Heurich summarized the run by saying: "It was a quiet and enjoyable day." ... *jsk*



First test of the Allegheny under steam

Jim Balmer -- Oct 19, 2014

*I recently spent some time reading a book by Huddleston & Dixon titled "The Allegheny: Lima's Finest". Indeed, I came away with an appreciation for the design & manufacturing of the prototype AND the tremendous job Chuck Balmer has done in modeling it — it was **America's heaviest and most powerful steam locomotive** (see footnote).*

This model must also rank as one of the most challenging to construct -- 36 wheels, 42 brake shoes (my estimate) and all the associated links -- just to cite one simple statistic. More challenging: the feedwater heater, its cold water pump, heat exchanger and hot water pump, all to operate at 1/16 of full size.

And the four mechanical lubricators which sit above the piston valve guides. Unlike the commercial lubricators most of us purchase, Chuck designed the Allegheny's lubricators to look scale. And I could go on and on

Chuck finished #1600 in 2012, but then soon started his 6th locomotive, the SD70ACe. Rebuilding the backyard layout came into play as well (see p.6 of the July 2014 MRM). Only now, Jim Balmer points out, have Chuck and Jim found the time to begin the non-trivial job of testing and working out the bugs in the 2-6-6-6. This is their first report. ... jsk



We got the Allegheny out and test fired it on our rolling stand and ran the engines on steam for the first time. The engines ran very well once we got them rolling and would stop and restart after that with no issue. We had a few of the accessories that worked like the air powered drain cocks and steam turbo generator.

Additionally, the main burner performed very well.

The main lubricators worked but almost too well as we had a rather large amount of oil to clean up.

The axle pump did not work but we suspect that it was due to air in the lines and the pump failing to self prime which we thought might end up being an issue.

We tried to get the cold/hot pump combo to work but unfortunately the cold turbo pump no sooner spun up when we open its valve and then spun back down and seized. As a

result we did not get a chance to test the hot pump side of that water supply.

We also did not get to test the air compressors.

One of the two blow downs appears to be plugged but the other works without issue.

The main large whistle that is in the boiler seems to work sporadically but will need more testing. However, the small scale whistle by the stack did not work at all.

Probably the biggest disappointment was that the blower didn't work. It was able to create a VERY weak draft and was no where near enough to be even mildly effective. In fact the electric blower that we use to start the smaller engines (the small one we use on the Hudson) created more draft than the steam blower. Every time we tried to take the electric blower off the stack the

First test of the Allegheny under steam .. continued

fire from the burner would start rolling out the sides of the ash pan all the way around the mud ring.

If you'd like to see it run I uploaded a short video to YouTube this evening of the test. Here's the link:
<http://youtu.be/IOvbMgv5ZRw>

Jim Balmer

Footnote:

C&O's Alleghenys and Union Pacific's 4-8-8-4 Big Boys are in many ways competitors. They were both outshopped in 1941. And both vie among railfans for being the world's heaviest and most powerful steam locomotives. By the end of 1948, Lima had built 68 Alleghenys. By Dec 1944 Alco had built 25 Big Boys.

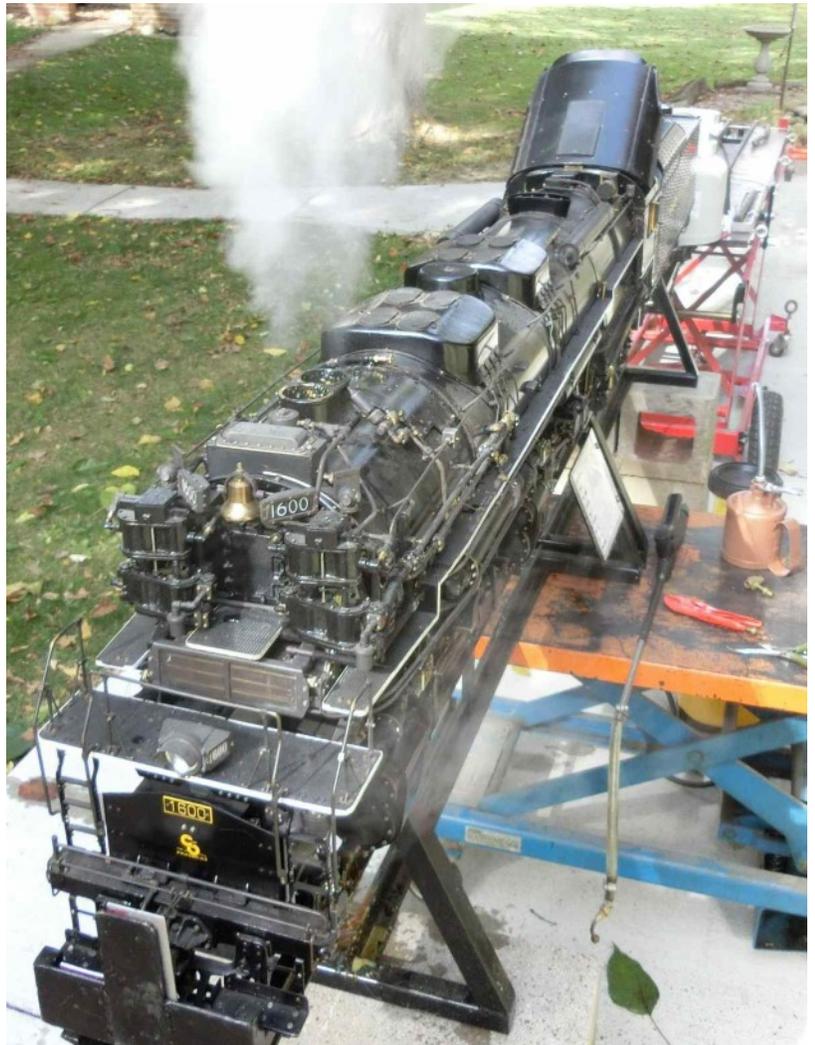
How do they really compare?

Weight: The actual weight of the initial set of Alleghenys, without tender, is said to be 778,000 lbs (775,330 lbs on re-weighing). Big Boys were built in two batches with weights of 762,000 and 772,250 lbs. So the original Alleghenys are a tad heavier. Later Alleghenys, however, were "lightened" and the last batch weighed only 751,830 lbs, lighter than their U.P. companions. .. I'll score this a toss-up.

Power: This is a difficult one. The drawbar horsepower of the Allegheny was measured with a dynamometer car and at 45 mph averaged about 7000 HP. One measurement was as high as 7498 HP. Based on the trend of HP vs speed, even higher horsepowers could have resulted if the tests had been extended to higher speeds.

In contrast, the exhibit of power vs speed presented by Kratville in his book *Big Boy* shows power peaking at 35 mph at a value of 6000 HP. And he states that the "best showing" was 6290 HP. .. Were these tests carried out when the Big Boy was working at its max? That is not clear — but the evidence suggests a nod to Allegheny.

Boiler Size: a steam locomotive's power at speeds above, say, 25 mph is limited by the steam generating capacity of the boiler. By most design-measures Allegheny's boiler is larger than Big Boy's: it has 8% more heating surface in the firebox/combustion-chamber, 6% more gas flow area through the tubes/flues and a whopping 29% superheater surface area advantage. Overall, Allegheny's boiler is larger in diameter, but shorter in length. Its fire-grate area: 10% smaller. [Whereas the Allegheny burned eastern Bituminous coal, the Big Boy's were designed for soft Wyoming coal requiring a somewhat larger firebed to achieve the same heat generation rate.] .. In any event, in my book another point goes to Allegheny.



Boiler Pressure: Allegheny: 260 psi; Big Boy: 300 psi. .. Score one for Big Boy.

Rated Tractive Force: Allegheny: 110,200 lbs, 18.6% less than that of the Big Boy's 135,000 lbs. .. Reported dynamometer-car measurements of starting draw-bar pull show less difference: Allegheny: 115,000 lbs; Big Boy: 130,000 lbs. .. But no matter, it's another big point for Big Boy.

Bottom line: For these five measures, the score is even at 2 to 2. You can take it from here. See: <http://www.steamlocomotive.com/misc/largest.php> .. jsk

The Extra Extra Board

Travel: Dorothy and Jim Keith enjoyed a photo stop just north of Edinburgh, Scotland, on Oct 13. The monstrous 1889 rail bridge across the Firth of Fourth is the backdrop.

Video: I learned from a good friend that the **Tracks Ahead** video filmed on July 13 2013 at the Cinder Sniffers track may be viewed by subscribers to *Model Railroader* magazine's **Video Plus**. Actually I've seen it and I liked the presentation. It may be available elsewhere; don't know. Look for "Tracks Ahead: Season 9 - Cinder Sniffers".



B.C. – Before Cinder Sniffers – And Since

the rest of the story

By Larry Koehl

*Last month Denis Larrick pointed out that the Cinder Sniffers didn't just appear in 1956 with a "big bang"; there were, in fact, fellow live steamers nearby in 1952, and maybe earlier. There was the Lafayette Indiana group with its cast of characters: **CL Hurst, Robert Bates and Alva Trook.***

*And there was the Mid Central Ohio group with: **Ralph***

Knox, Walt Fairfax, Halley Stauffer, Al Barkdull and others.

*This month, Larry Koehl tells us about these folks as he knew them in the 1970s. Denis and Larry refer to several tracks, the one in **Lafayette Indiana** and others in, respectively, **Continental, Delphos and Shelby**, in north-west and north-central Ohio. .. *jsk**

Denis,

In reading your article **BC–Before Cinder Sniffers** in the *Mud Ring*, you talked about a number of things of which I may be able to fill in some details. During my early association with Bob and Ev there was frequent talk of Lafayette as well as the Mid Central Ohio group at **Halley Stauffer's** -- or at Continental (west of Findlay) as Bob referred to it. Bob had 8mm movies of both Lafayette and Continental. His "Steam Power" movie was shot on the NKP mainline through Continental.

Bob ran *TICH* at both places. I'm not sure if he got there with the Atlantic. It was either at Lafayette or Continental that Ev would run Ralph Knox's *Tom Thumb* which used the tender for his 0-4-0 *RALPH* before it was runnable. The *Tom Thumb* was one of the very few locomotives Ev was able to run. For that reason I wanted Ev to have that engine after Ralph's death but

for some unexplained reason Russell Conley was very specific that it was not to fall into her hands. Maybe that was at Gladys' request but I don't know.

I have in my possession the partially completed 3/4" Hudson begun by **Clarence Hurst** (or was it Hearst). [See April '14 issue *Mud Ring Monthly*.] I saw **Alva Trook's** track in a derelict state when I went up to Lafayette to get the Hudson from Clarence's widow. We drove by the house. The site was all overgrown something like my garden railway now. That was somewhere around 1980 maybe.

Jumping to the track in the middle of the AC&Y (Akron, Canton & Youngstown Railroad) wye at Delphos, OH. That was **Walt Fairfax's**. He was the AC&Y Master Mechanic at Delphos. He called it the Ragweed Central. It was a 3½" or 1", maybe both,

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Roy Johnston running his Timken Four Aces with Al Barkdull riding behind. Picture location was at Pershing Scott's in Cedar Rapids, Iowa, early to mid 70's. Pershing Scott, who published the *Live Steam Newsletter*, had an inner elevated track with 3½" and 4¾" and an outer ground level 7½" track. I believe this is the only picture I have of Roy and it is also among the best I have of Al. (Note: Roy Johnston's excellent craftsmanship was described in a 20-plus part series by T Parkinson in *Modeltec* magazine, January 1985 through July 1987. .. ed.)

B.C. – Before Cinder Sniffers – And Since .. continued

gauge elevated track. I'm pretty certain that Walt had a Virginia that he built from LBSC's construction series in the Model Engineer.

Were you around when Walt brought his just completed 1½" 4-4-0 to Dover for it's maiden run during which it ran flawlessly? It wasn't long after that Walt became ill and passed away.

One of the guys that Bob associated with from up in Ohio was **Al Barkdull** – an undertaker from Shelby (not Mansfield). I visited Barkdulls (Al & Betty) with Bob and Ev at least twice – early 70's I think. I don't know if I have any pictures from those visits – it may have been BC – before camera. I'll have to look. [I do have some pictures .. of which some are included here.] He had a small yard – in it an elevated 3½" point-to-point track in the shape of an "L" maybe 50 feet long or so. At those gatherings, besides those already mentioned, were **Bob Ebert**, **Roy Johnston**, **Paul Harr**, **Larry Edwards**, **Harry Stebbens**, **Snub Pollard**, and maybe **Bruce Blackman** but not sure. There may have been one or two others but I can't remember. (Somewhere along the line **Ed Emmerson** came into the picture

but I don't think he was one of the Lafayette or Continental group.) **Roy Johnston** had his ¾" Timken *Four Aces* under construction at the time. What a beautiful piece of work.

Bob told a story about **Al Barkdull** and **Ralph Knox** when they were comparing notes on *LULU*, the ¾" 0-4-0's they were each building. In figuring out the valve gear dimensions one or the other, maybe both, came up a couple of thousandths short in their calculations and they spent an entire afternoon trying to determine where those thousandths had been lost. And then when they made the bells, it was an ordeal getting just the right material and correct shape to get the right "ring". Al's 0-4-0 followed the *LULU* prints but Ralph deviated considerably. (I have Ralph Knox's 0-4-0 which I now call *RALPH*.) After Al passed away, Al's son brought *LULU* to Bob for a going over and a cosmetic restoration for permanent display at the funeral home. In the process, since the locomotive was in good working order, Bob and I took it to the track and gave it a final run. A very good run it was, too. It was sad to think that it would likely never run again. But then again *RALPH* hasn't run in many years but it's not that it's intended not to.

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Larry Koehl driving *Lulu* during its final run at the Cinder Sniffers' track.
Do you recognize where this photo was taken ?

B.C. – Before Cinder Sniffers – And Since .. continued

I would see many of these same guys later at **Clyde Bliel's** in Mentor and also at Copley. Several of these guys came to the Cinder Sniffers for the Lafayette Gang Run - in September of 1972 I believe.

Larry Edwards had a Royal Scot that he ran the wheels off of. **Paul Harr** had a beauty of a *RALPH*-size *CARIBOU* -- an 0-8-0. **Bob Ebert** built small stationary engines. **Harry Stebbens** was associated with Bob Ebert, both were from Wooster (Bob was from Wooster, not sure about Harry - somewhere in that neighborhood anyway.) **Snub Pollard** was from Lorain and **Bruce Blackman** from Mentor. Somebody in that group had a red *JULIET* but can't remember who - maybe it was Barkdull (it was Barkdull).

Your article sure got me to rootin in parts of my memory that I've not been in for decades. Maybe there's more to be found under the dust, I'll have to do some more cogitatin.

I've been rootin through tons of slides seeing what I can come up with.

Larry



Three photos: Larry Koehl.

Snub Pollard running "*Evening Star*" at the Cinder Sniffers at the 1972(?) Lafayette-Gang run. The picture is a little fuzzy. I've got another of him running his 7½" 0-4-0 at Bliel's in Mentor at a later date. Snub was a crusty sort. (Snub was voted a Cinder Sniffers Honorary member in August 1970 ... ed.)

Note: Larry provided several additional photos. These may be seen at http://cindersniffers.org/mudring/MRM-supplement-Koehl_2014-11.pdf

The Extra Board - Mill Creek Central Fall Blowdown Meet

Several of us – Lockwood, Loichinger, Sams, Schram, Janson(?) and yours truly – found our way to Dick McCloy's end-of-season meet, held from Thursday to Sunday, October 23-26. It was busy. On Saturday, the day we attended, there were about two dozen locos in operation and among those I counted 19 steamers. The range was impressive too – from a small workhorse 0-4-0 switcher, to a large PRR Q2 4-4-6-4 freight, to an attractive 2-6-2 narrow gauge ... and I could go on. It was fun to see all of this activity. The high traffic density did slow us down a bit. Arriving at 11am and packing up at 5pm, we made just two trips through the valley district and one trip up the hill. ... It's been four years since I've visited. In that time Dick McCloy and crew have extended the route considerably ... so much so that for this old codger there was a lot to learn. ... **Jim Keith**

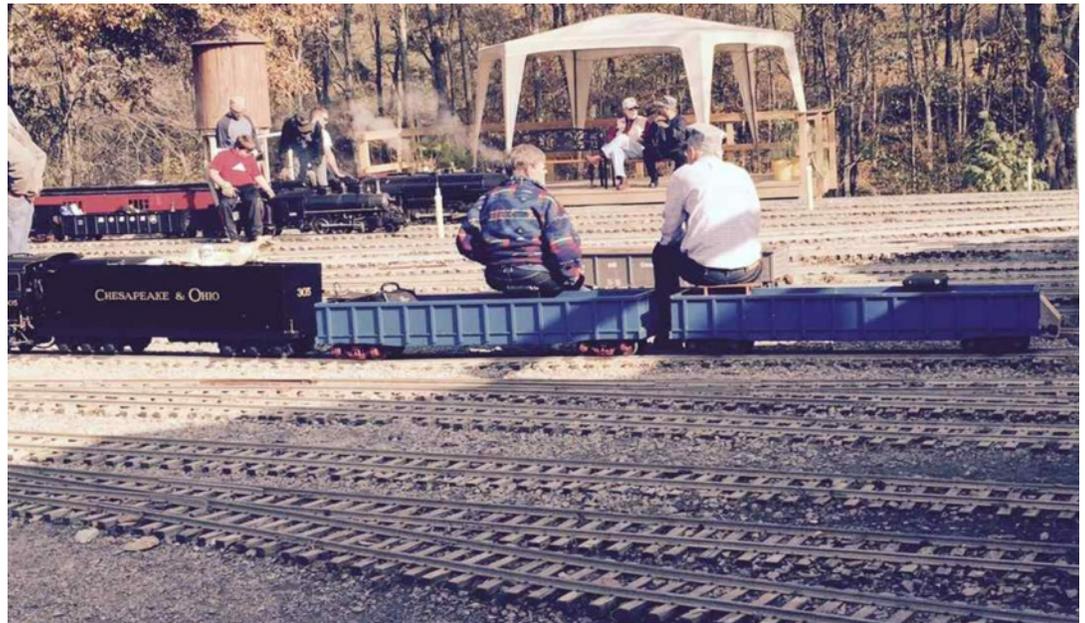


Photo and caption: Dave Sams

Jim and Nan discussing steel vs aluminum rail