



sometimes

Mud Ring Monthly

Cinder Sniffers News
December 2014



Denis Larrick's Mogul, decorated for the season, patiently waiting for a new tender. Story on page 4.

Photo : Denis Larrick

From the President's Desk:

Another year has come and gone. Look around and see what has changed in 2014! Everything has been for the better (I hope).

We in the hobby have lost good friends and relatives. But in 2015 we can look forward to different avenues of life to change. So we say "Merry Christmas", "Happy New Year".

It is the time of year when I have to go where it is warm and sunny. And in February in Florida, 7-1/2 inchers run somewhere every week. So I'll say: "See you in the spring". ... **Harvey Bond**

(Harvey and Nancy hope to be back in time for a run at the Indiana Live Steamers next April. .. Ed.)

Charlotte and Ray Hughes

Charlotte and Ray have been navigating a difficult course lately. Ray is recovering from peripheral artery disease in a leg and Charlotte is facing treatment for a lump on her thigh. Not fun. They hope to make medical arrangements for continued treatment when they arrive in Phoenix for their winter retreat, now already delayed by a month.

Mike Pedicini

I understand from Mike's wife, Jo Ann, that Mike is not hopping and skipping about quite as much these days. But he sounds good on the telephone and is still active in mentoring high school kids in the [Future City program](#). We are looking forward to seeing him at the track in the coming year. See you then, Mike!



Photos: Jim Keith



CSI Turkey Day Run November 29 2014

In the Diner: The big hit of the day was Choo Choo Chili! Dave Sams, of grilled hot dog fame, had this new entry for hungry and cold riders. While Dave was attacking the #10 can, Nan Sams and Dorothy Keith couldn't mix hot chocolate fast enough to satisfy the happy crowd of parents, grandparents and kids. (Note the hammer; it and Lockwood's chisel came to the rescue when Dave's new can opener failed.)

At the Station were Bill Mense and Don Frozina. At the controls of Club Engine #6509 were Ray McNeil, Ed Habel, Dave Sams, Roger Heurich and possibly others.

Visitors: We had a couple of notable visitors. One was a friend of Harvey's who is a steam tractor buff; he has a tractor that he and his 10 year old son drive on occasion.

Another was Paul Goodjohn. He is building a 7-1/2" gauge Saddle Tank 0-4-0 Hunslet.

Motive Power: Those who brought locomotives were: Don Frozina (SP SW-1000 #2295), Steve Chromik (ride-in 0-4-2), the Balmer family (NYC Hudson), Rob Bond and Micky McDaniel (the Big Green BN [Bond-Nancy] Diesel), and last but not least Denis Larrick with his magic caboose.

It truly was a **day of thanks**. Approximately 105 riders contributed \$184 to the farebox; diner net proceeds were \$61.

D & J Keith

Turkey Day Run Photos



Bill Mense directing train movements at McAllister Station.

Steve Chromik preparing E.G.B. and Pacific #4 for a day of passenger hauling and finding time for a little brass polishing while the boiler heats up.



3 photos: Jim Keith



Denis and Dave checking out what's under the hood of Don Frozina's SP SW-1000, or is it a SW-1500 .. it has two stacks.

New tender for *Lewis Brown*

Denis Larrick

Three weeks ago, with hand over heart and a tear in my eye, I cut up the wooden tender with which I had been running for thirteen years and put it out for the trash. By burning that bridge, I am now committed to getting the new tender functional by spring or it will be a long steamless summer. I have modified my Tom Artzberger 2.5" scale trucks to look more like C-16 trucks, have completed the white oak platform including fake safety chains, stirrups for the scale crew, a quickly removable Tom Bee 1.5" scale knuckle coupler plugged into the two pocket 2.5" scale "Lincoln Pin", and I have completed the floor of the tank and piping. I put in pipes not only for the injectors and hand pump, but also for future crosshead pumps and bypass. Suction pipes are plastic, pressure pipes are copper. I also have a copper tube conduit coming up through the tank for electrical. Under the center of the platform



Denis' 2-6-0 *Lewis Brown* photographed in 2006 with the now demolished tender

is a pancake fire bell and two solenoid clappers which will be rigged with an asymmetrical syncopated rhythm to sound like a swinging bell. The curved sheet metal parts are formed and it is now time to learn how to rivet the 1/16" aluminum sidewalls on to the bottom of the tank. I am not looking forward to nearly 1000 rivets, but it must be done. It is amazing how fast the years go by. Do you have a project that has been on hold? Are you building it for yourself or for someone who will buy it from your estate? I have decided that it is time to get my priorities straight!



The new tender chassis showing Denis' nice detailing: oak platform boards, arch-bar trucks, stirrups and safety chains



Floor of the tank and piping

Two top photos: Jim Keith, Bottom photo: Denis Larrick

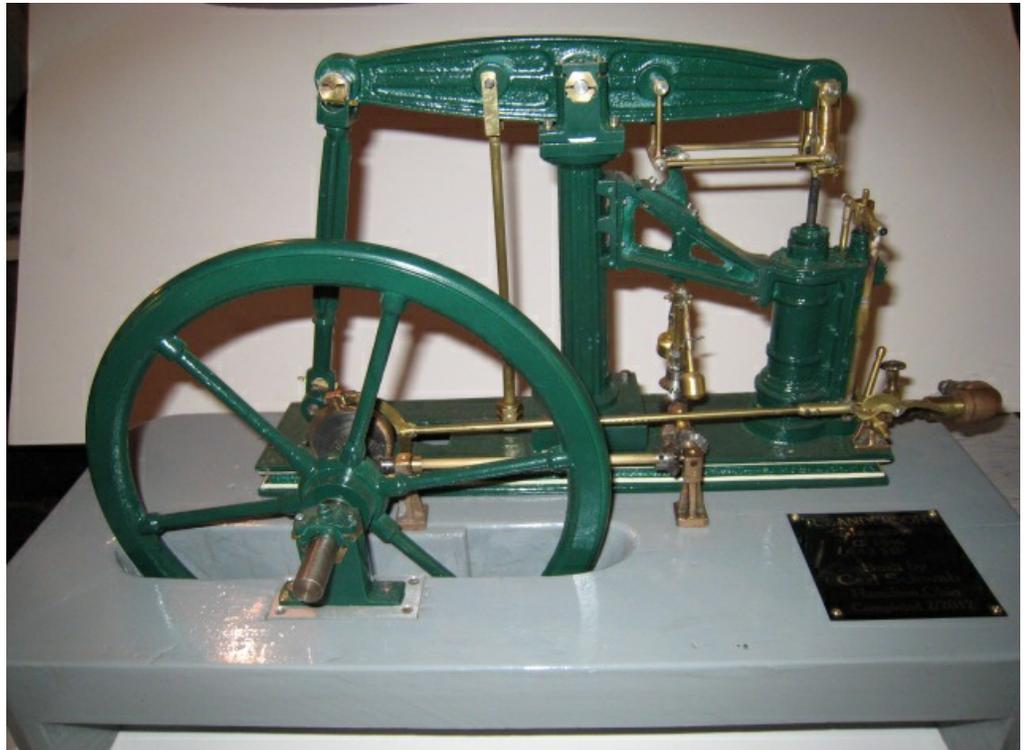
TWO CIRCA 1840 MILL ENGINES

By CARL SCHWAB

About twelve years ago or longer, I was given the two models by John H. White, Jr. (historian, writer, researcher). While Jack was working at the Smithsonian, he purchased these engines to fill his spare time. Spare time never appeared; hence he offered the castings to me. It appears the castings have been around about forty five years. I've been in possession for about twelve years.

The prototypes of both engines are circa 1840 and built in Glasgow, Scotland. I'm sure the castings of the model were poured in the U.K. as well and were imported for sale here in the U.S. by Caldwell Industries, Luling, Texas. You can see the cost of the castings, gears, etc. in the two catalog pages that I got from Jack.

The first engine is the **H. Clarkson & Son beam engine**. Some machining was completed, mainly the fly wheels and



cylinder, but the bore was not straight. Luckily there was enough material to oversize and straighten. The remaining work was the usual machining and fitting. It takes much playing around to make a project like this work, and why build the engine if it doesn't at least run on air.

The second engine is the **Murdoch Aitken steeple engine**, or *table engine* in some circles. My thought is that they were constructed vertically for space considerations.

Both sets of prints had become damp at some time, but the steeple engine prints were particularly poor. In England there is a web site that brokers many items to the live steam model industry.

This site is called Station Road Steam (www.stationroadsteam.co.uk). My request was for info regarding a set of prints that might be duped. They took my request one step further and directed me to a gent who had an extra set of prints. He offered them free, but I gladly paid his expenses plus.

The Internet is a great resource to find info never before thought possible. Here in the states we have the Smokstak forum (www.smokstak.com) and I found at least one Murdoch Aitken engine listed. One comment gleaned from this website was that if you are thinking of building this engine, wait at least twenty years before starting. Another comment was that you will find hard spots in the castings. So true. Heat treat did not work, but carbide mills did the trick.

A second web site for this engine was found in the Modell Dampf Forum (<http://www.modell-dampf-forum.info/forum/showthread.php?t=7604>). This site is in German. It can be translated (but with some glitches) with a web page translator. Even so, the pictures were terrific. Mr. Heinrich

... Continued next page



Two photos: Carl Schwab



more Turkey Day Run Photos

Top: Jim Balmer running light with the NYC Hudson.

Left: Hostler Rob Bond bringing in the Big Green BN diesel for a day of passenger hauling.

Below: A new variety of oil is now available; Chuck Balmer says it works very well.

1840 Mill Engines ... *continued*

Vollmer is the master builder and has done a masterful treatise on the engine. The model is now sitting in Jack White's office in the King library on Miami's campus.

The question is always asked, "How much time do you spend building?" I do not know and really do not want to know. It's the journey.

I think both engines turned out reasonably well. They run on air, look nice on the shelf, but it is the satisfaction of building that is nontransferable.

Now on to the next engine, a Stuart two cylinder launch engine. More on this in about one year.
... Carl Schwab

