



sometimes

Mud Ring Monthly

Cinder Sniffers News

June 2015



Photo: Lou Lockwood

A Full Load

Bill Mense pilots Cinder Sniffers' SW-1500 #6509 for a May 9 passenger train. Carl Schwab, in the last seat, is conductor.

Opening Day – May 9, 2015 – Maynard Park



It was a great day. **Dave** and **Nan Sams** cooked hot dogs and sold chips and drinks in the Diner. **Julie Balmer** helped.

At McAllister station, **Harvey & Nancy Bond**, **Denis Larrick** and **Ray McNeil** directed passenger loading. And in 6509's driver's seat were **Bill Mense**, **Ray McNeil** and **Carl Schwab**.

The passenger count was 170; 48 adult and 41 kids waivers were signed. The *farebox* collected \$170. ... Gross proceeds in the Diner were \$146 with \$31 net.

Special Guests:

We had two guests who brought locomotives.

The first was **Bob Jewett** of Dunnellon FL. He brought with him a Plum Cove Studios chassis complete with an historic Doepke "Super Yardbird Streamline" body (photo below). You may recognize the body as it was made by the Chas. Wm. Doepke Company of Cincinnati and photos of it are included in the recent article "Mr. Doepke's Yardbird", *Live Steam & Outdoor Railroading*, May/June 2015 (49-3), pp.17-21.



Three photos: Lou Lockwood



Bob was a member of CPR&SS (Dayton) from 1980s to 1999 when he moved to Florida. He was passing through Cincinnati on May 9 on his return from Michigan where he picked up a partially completed Mikado (which, surprisingly, he plans to sell).

In a follow up telephone conversation, Bob said that he and his friends had a "Wonderful time" and will be back. ... Bob, we'll look forward to your next visit.

Opening Day, continued

Our second special guest was prior Associate Member **Richard (Rich) Roesner** from Warsaw, Indiana. Here he is piloting his battery powered switcher, which (I'm guessing) is patterned after a GE 45-tonner.

Rich was a member of the Cinder Sniffers from Dec 1993 through (at least) Jan 2004 and, Lou Lockwood tells me that Rich was the first to buy one of "Doc" Holbrook's many locomotives -- but that's another story. It is good to see Rich back at CSI; I understand (from Stan Hepler) that, regrettably, Rich's wife Linda passed away in February of this year.

.. jsk



Photo: Lou Lockwood

Ray McNeil

You never know where you might find Ray McNeil – touring Steamtown in Scranton PA, photographing TVRM SR 630 Steam at the Norfolk Southern rail yards in Ludlow, .. OR .. working on the former B&O/CG&E/Duke-Energy layout now located in the **Cincinnati Museum Center at Union Terminal**. The latter location is where I most recently found him. As the photo to the right shows, he is giving me a few pointers on the operation of this historic display.

Of course, I see Ray most frequently at Maynard Park. He is a regular Wednesday Gang member and a regular at McAllister Station and engineer on #6509.

Ray says he is a *Chicago boy*. He arrived in Columbus because of his interest in astronomy and while attending OSU he spent many hours back and forth on highway-315 to Perkins Observatory (<http://perkins.owu.edu/>), 20 miles north. He followed this with a career at NKU and is now retired.

Thanks Ray for all of your help. .. jsk

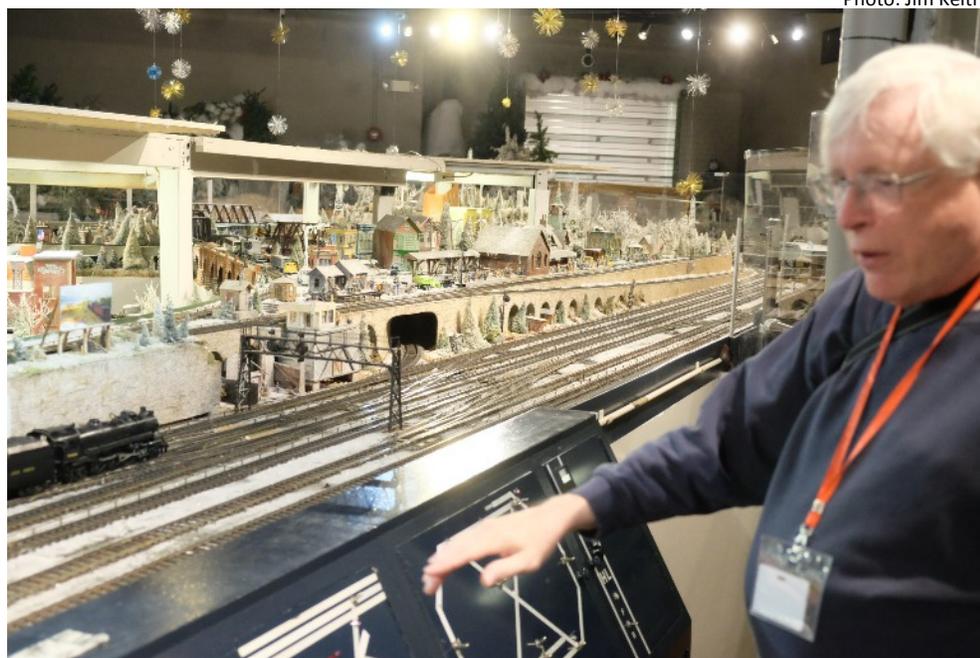


Photo: Jim Keith

Recent News from Charlotte and Ray Hughes

May 14: I saw my surgeon today and the drain has to remain in for another week. This means I won't be able to visit Ray in ICU after his surgery. My doctor says the risk of infection is too high with the drain in my leg. Hopefully next week I can get it out and start rehab.

May 20: Ray's second carotid surgery went well. He is going to spend another night in the hospital so they can be certain his blood pressure is stabilized.

... **Charlotte** 😊

New Members Lee and Peggy Hodgson

At the May meeting, Lee and Peggy Hodgson became our newest members. Although Lee is no stranger to many of us, his interest in Live Steam was a surprise. We knew Lee as the purveyor of drawings & instructions for building radial aircraft engines.

(<http://www.agelessengines.com/>)

And, as long as I can remember, he has displayed his engines at the NAMES show in Wyandotte Michigan.

However, it turns out that Lee's father, who started the radial engine business, had a wide variety of interests. And one of those happened to be Live Steam. Lee writes: "*My father worked on the running gear starting in the 1930's. He lived in Connecticut and had easy access to the Yankee Shop in Danvers Mass.*

"He abandoned the project in 1946 upon his move to Dallas TX as there were no local 3-1/2" gauge tracks. But he often ran it for friends on a specially built stand using compressed air.

"I completed the boiler and tender in the late 1980's before I moved the engine to Cincinnati in 1992. The purpose of completing the boiler was because my father often said 'I will never see it run on steam'. I made sure we steamed the engine using propane before he died."

Lee says the drawings and castings were from Laverne Langworthy of Westerly, Rhode Island. This fact makes the engine a close relative of Larry Koehl's Hudson (MRM April 2014, p.5)*.

Lee is now looking forward to the finishing touches of this classic locomotive.

.... Gee, maybe down the road we can have a *meet* just for 3/4" scale Hudsons ... I count four locos of this type and scale in various stages of completion now in the club.

We welcome Peggy and Lee to our group.

* Surprise. A short extract from this Mud Ring article is included on the Langworthy page of the International Brotherhood of Live Steamers' web site. ... CSI's Mud Ring is being noticed!



A Lee Hodgson photo

North American Model Engineering Society (NAMES) Exposition, Apr 18-19, 2015

As stated in last month's newsletter, the Balmers exhibited their wares at NAMES and during the three days Jim Balmer photographed many (most?) of the other exhibits. Jim graciously gave me a CD of his recordings and I was impressed with the caliber and breath of the models.

So that other Mud Ring readers can view these photos/videos, they have been (trimmed &) placed "in the cloud". To view them, you should be able to click on any of the following three albums:

PHOTOS: [click here](#)

Then click on a photo to enlarge it. Use the arrow key to move to the next photo. .. **Note: The 11th and 12th photos depict one of Lee Hodgson's radial engines.**

MORE PHOTOS from Jim's CELL PHONE: [click here](#)

The last two photos in this group are Jim's 360-degree views. The camera looks in all directions at once (I don't know how) .. and yields a strangely distorted, but interesting, image.

VIDEOS: [click here](#)

Included are several IC engines (a couple of which don't easily start), a fascinating linear-motion-gear-drive system (my wording), a so called Medocino Motor, and several takes of a model military tank in operation.

Why Visit Other Tracks ?

In the twenty five years I have been a member of the Cinder Sniffers, I have been asked numerous times why I visit other tracks? And I also sometimes hear: "The Cinder Sniffers Track has everything, so there is no need to go anywhere else!"

In the early years I could not come up with an answer. Now, after more than 30 years in the hobby (although it certainly does not seem like it), the answer is easy.

Due to my work schedule, I was initially unable to visit other tracks, except for the late Bill Fitt's track near Cadillac Michigan. (Some are well aware of my 'annual sickness the third weekend of June' story.) But after a plant closing & relocation with P&G back to Harrison, I found time to follow the Tri-State Locomotive Club Meet schedule and visit tracks in Northern Indiana and around Michigan.

Besides seeing old friends and enjoying offers of running assorted equipment other than my Speeder,

I soon realized that I learned something every time I visited a track. It made no difference how many times I had been to a particular track in the past, some gem would always pop up. And on occasion I would be able to help someone with a problem. More times than not, it was an item that I had witnessed at another track, and at times I was right in there getting dirty too!

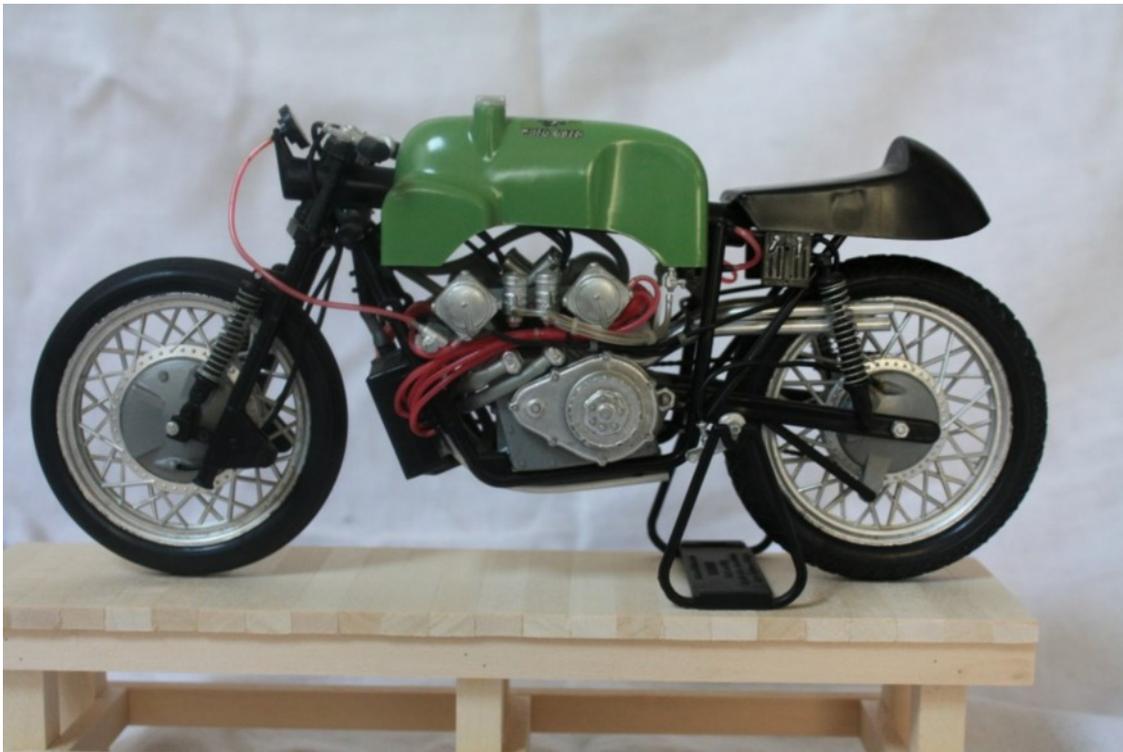
Fast forward to the Tri-Club Meet at Indiana Live Steamers a couple of weeks ago. Their automatic signals for multiple blocks were fully functional and seemed to work flawlessly. After seeing attempts at automation which did not work, this was a pleasant new experience.

I'll soon be attending the May Op Session at White Creek Railroad (May 22-24) .. another track and another new experience.

Keep 'em on the Rails!,

.. Lou Lockwood, April 29

Did you know that



Bradley

.. in addition to his collection of ride-on-motorcycles, **Vince Bradley** has a collection of model motorcycles. They are, I'm guessing, about 2-1/2" high. And recently he has been building display stands for them ... such as seen here.



Seatbelts on Trains?

When I was younger I rode trains – back and forth to school from New York City to Middletown OH. On two occasions we had long delays because of accidents. Since then I've tended to follow such incidents and, in particular, I've followed the recent Amtrak accident in Philadelphia. But I have another reason, which you will soon discover, to write about this:

The deadly May 12 Amtrak accident that killed seven and injured 200 or more has raised the question once again,

Would passengers be safer if belted in?

In an online news report, The Daily Beast quoted Passenger Jeremy Wladis, as saying, "He was stunned by what he had witnessed. *'We saw two women get launched up into the luggage rack overhead ... It was just chaos and craziness, the whole world just went berserk.'*"

Seatbelts ... on trains? The New York Times took up the question a week later, with a person familiar to **Cinder Sniffers**, as the quoted expert: "It works, only on roller coasters," said **Steven Harrod**, a transportation safety expert and associate professor at Technical University of Denmark. "The collision risk to people aboard trains is so low that seatbelts would not add a statistically relevant level of protection," said **Dr. Harrod**. "Seat belts have value in automobiles because the risk of collision is really very high."

The expense would be very high too and, despite the chaos in Philadelphia, Congress isn't about to assign more money to Amtrak to keep riders in their seats.

For more information, especially to compare auto use with train use, go to NYT, May 17, 2015, [Amtrak Crash Raises Question of Seatbelts on Trains](#), by Richard Perez-Pena.

... *Dorothy Keith*



During the past few weeks, the conveyor used to load gravel into our ballast cars was disassembled, repaired, painted and reassembled by the mid-week crew. Carl Schwab took the lower working-end of the unit home and completely rebuilt it; the spider wheel (or pulley) was almost complete gone and had to be re-fabricated. Schwab also found a source for a new belt. In the left photo, Hodgson, Schwab and Habel have just inserted the long pin which ties the two ends of the belt together to make a continuous loop.

Goodbye Gary

On the morning of Monday, June 1st at 7:30 AM, former Cinder Sniffer Gary Seibert passed away from recently discovered cancer. Gary and I had been friends since our time in the dorm at Morehead State. We explored a lot of abandoned railroad grades in Kentucky together. We got permission to go into the Russell roundhouse in Ashland where we sat in the cab of C&O 614. It was in horrible shape, and Gary declared it would never run again. A few years later, he was so proud of his first steam photo, 614 passing through Queensgate Yard under its own power. He also caught great film movies of it working hard while passing Amtrak on double track Camargo Hill near Madiera.

When the Morehead and North Fork shut down, we were there to ride the cab of the Alco diesel for the last time, and to crawl around on the 0-6-0 that was tucked away in the old enginehouse. That engine is now at the Age of Steam Roundhouse.

After Gary moved to Cincinnati, I begged him to come out to the Cinder Sniffers, but he steadily refused, saying he was not interested in even seeing those toy trains. One cold New Years Day, I finally got him to the track and Jim Jarvis let him run his Allen mogul. Very shortly thereafter, Gary bought both of Jim's engines, and in 1987 I bought the 4-4-0 that I now call *Jimmy J* from Gary. I was cash poor at the time, so when I picked it up I wrote a check for half the amount. The check read "left half of loco" and I gave him the rest later.

Gary never could figure out how I managed to get that big wheeled mogul to walk out of McAllister with a full load without a slip of the wheels. Charles Hettrick later bought the mogul when Gary became ill.

Gary hosted Cinder Sniffers meetings at both his house and at the Dravo maintenance facility that he supervised in Miamiville. The building had once been the enginehouse for two Porter saddletankers used by the gravel pit. It still had a wheel and axle press in it which Gary used on gravel equipment.

Gary and I chased 611 and 1218 several times. We worked the canteen car on 611 from Columbus to Sandusky, and witnessed a sudden stop on a reverse move after taking water that caused the

tender hatch to fly open with a bang. A column of water twenty feet high came up out of the tank and landed squarely on the brakeman who had caused the emergency stop.

Perhaps the most memorable episode in the stalking of the iron horse was in Larry Koehl's Bronco. Larry, Paul Busse, Gary, and I set out one early morning and set up north of Walton with the intent of pacing the 611. It came up faster than we imagined and even though Larry floored the pedal, it flew right past us. As it was retreating in the distance, Gary was standing up in the open back of the Bronco at 60 MPH, yelling "Stop, stop, we want to take a picture of you!" We leapfrogged it and set up at the southern grade crossing in Georgetown. As the train was due, a truck stalled on the grade crossing. While Paul was trying to help get the truck started, Larry and I were considering putting his jumper cables across the rails to set the nearby signals to red and lessen the impact. Gary, always the optimistic railfan photographer, was wandering around trying to find the best place to take pictures of the wreck.

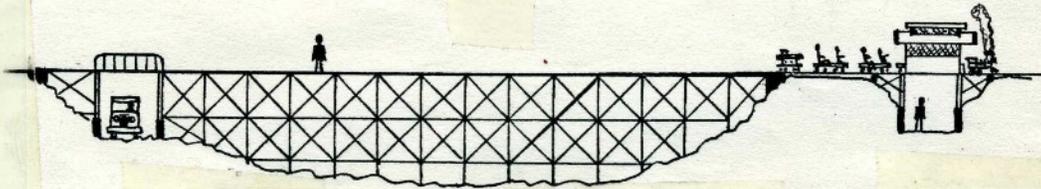
Gary's greatest contributions to the club were during the building of Taylor Trestle. In the Dravo shop, he and I built a heavy jib crane for setting the bents that was so overbuilt that it was never used. He supplied the rip rap that is under the ends of the trestle. But most of all, he built Razorback Ridge between the trestle and the covered bridge. After we ran out of dirt, we had some hauled in and Gary ran a Bobcat precariously on the growing fill. We all expected him to go over the side, Bobcat and all, at any time. When he finished, the fill was truly a razorback.

Gary's last decade was highly debilitated with Parkinsons. He had endured also the loss of his son, the breakup of his marriage, a serious bout with Hepatitis and being involved in a tragic accident at a roller skating arena. This world was not kind to Gary, but through it all, he gave us a lot of happy moments. He will be missed.

My heart goes out to daughter Marie and his ever so patient second wife Carolyn. *—Denis Larrick*

Thirty Years Ago (see next page)

At the Great American Train Show during the Fall of 1985, we handed out 1000 flyers trying to recruit new members to help build the trestle. I think we recruited less than five. Gary Seibert and his Jarvis-built mogul graced the top of the page.



an invitation to... HELP BUILD A



REAL
RAILROAD
TRESTLE!



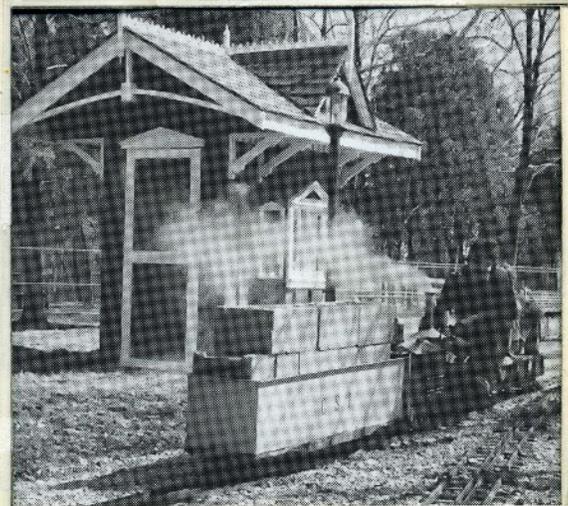
THIS MAY BE YOUR ONLY CHANCE IN YOUR LIFETIME! In 1986, the Cinder Sniffers Miniature Railroad Club will be building a one-fourth full size wooden trestle, 17 feet high and 150 feet long! The site is cleared and \$ 3000.00 in lumber has been purchased. We are now looking for new members to come swing a hammer with us!

Ever dreamed of building a railroad just big enough to ride on? The Cinder Sniffers did! Formed in 1956, some sixty members, ages 18 to 80, have built their own little empire among the wilds of the great outdoors, and you are invited to share in making it better! People of all professions, with or without experience, are welcome to join with a great

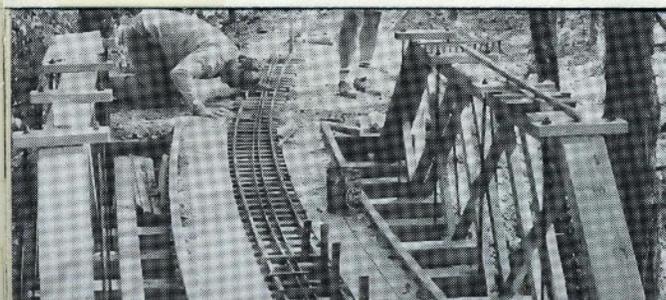
bunch of friends to build something really unusual! Some of us started as car buffs, some as airplane enthusiasts. Others are content just to keep the flowers of our "railroad park" blooming! Many of us have spent ten years or more in the club before having our own train, but no one has ever gone without an invitation to ride (and sometimes run) the trains! It is a hobby for the whole family! Wives as railroad widows? Not with the Cinder Sniffers! The ladies have formed the "Cinderettes" to hold fleamarkets, and, yes, also to run trains!

Although not open to the public, our forested "railroad heaven" is open for use anytime by active members, their families, and their personally invited guests. Family picnics with train rides for the young and young-at-heart are a tradition, and club-sponsored run days may see as many as twenty locomotives in action!

The Cinder Sniffers is a non-profit hobby club, supported by dues...about 25¢ per day for the first year and 10¢ per day thereafter. Business meetings



A REAL STEAM-POWERED WORK TRAIN
HAULING CONSTRUCTION MATERIALS
TO "END-OF-TRACK"!



are held at rotating locations each month, and work sessions are usually held at the tracksite the following day. Previous experience as a railroad nut has never been required...just hang around and you will become one soon enough!

Want to hear more? Just drop us the line below and we will let you know when and where the next business meetings will be held. Drop on by and join the fun!