

sometimes

# Mud Ring Monthly

Cinder Sniffers News

October 2015



Jim Keith

Sitting in the middle of downtown Troy Ohio, 20 miles North of Dayton, was this beautiful replica of an 1868 4-4-0, *Leviathan*. The date: Sep 13, 2015.

More on pages 5, 6 & 7.

# CSI Run Day – September 12, 2015

We welcomed **Lynne Mense** in the Diner ... or should I say she welcomed us. THANKS Lynne!

**Nan Sams** was on hand to assist and, thankfully, once again **Dave Sams** did his usual of providing good ol' hot dogs, brats and metts.

At the station and operating #6509 were **Ray McNeil**, **Bill Mense**, **Don Frozina** and **Roger Heurich**. Passenger Count: 145 riders.

In operation were:

- Cinder Sniffer's SW1500 #6509
- Sams' Galloping three car train + caboose
- Larrick's NG 2-6-0 *Lewis Brown* still with new tender
- Hughes' D&RGW "almost" #50

Statistics for the day: The diner brought in \$86.50, the flea market \$32. Passenger service yielded donations of \$88.

**Andy Bretten** and his wife Linda joined us on this September day. Andy remembers steam trains from his youth in Manchester England. He is now taking machine shop classes at Manufactory (on Mosteller Rd, Sharonville) and is looking forward to building a CliShay. . . .

.. Welcome Andy



Jim Keith

**Herman Weir grabs a ride behind his grandson Alex Weir. Engineer Alex is piloting the Hughes' train led by #50.**



**Dave Luttrell**  
at our  
Invitational  
Meet,  
Apr 19  
2014.

**Sep 29:** Larry Wassell wrote: *It is with regret to announce that long time CPR&SS member Dave Luttrell has passed away this morning. No additional details are know at the present.*

Dave Luttrell has been a fixture at the Carillon Park Rail and Steam Society for many years, probably since its inception. A true railfan and steam enthusiast. He will be missed.

## Vintage Steam Trains photographed by Robert Maynard now on Youtube

Bob Maynard was an organizer (30 year president of CSI), a craftsman (with sternwheeler *Omar* and by my count five miniature steam locomotives to his credit), and a writer & teacher (more than 60 articles in *Live Steam*, *Modeltec* and *Model Engineer* on separate topics plus the series on the *CliShay* - now in book form). In addition to all of this, he was a **RAILFAN**. Many a meeting did he present an after-meeting program of movies (with background music of course) taken on vacations and other outings. A few of these movies have now been digitized by **Philip Schram**. He wrote:

**Sep 29:** "I have got access to the footage and the authorization to publish on Youtube Bob Maynard's video. Access it at:

<https://youtu.be/RVX2p0gSAo>

The subjects include:

- Southern #610 and #2839 (in Royal Hudson livery#2860)
- Chessie Steam Special #2101 & #614
- Kings Island 3' gauge
- Whitewater Valley #100
- NKP Berks #764 & #766
- N&W Class Y6 2-8-8-2 Compounds
- NYC Hudsons and Niagaras "

*Philip*



Jim Keith

## A John Korte remembrance

Dave Brenner, Akron; Rich Ruh, Muncie IN; and George Gallousis, Kettering OH (above, left-to-right) are all related to, as Dave Brenner said, "Uncle John". And to commemorate their relationship, they met at the CSI track on our September run day.

As you know, *Korte Junction* is now a place name at CSI. .. **John** was a founding member of the Cinder Sniffers (1956). He built a Tich for 3-1/2" gauge



Two photos: Dave Brenner collection

**Above:** Korte's nephew Dave Brenner works the vacuum in this steam-up ritual.

**Left:** John riding the CSI track behind his Tich.



and then began a 1-1/2" scale loco. I remember the Briggs boiler for that engine; Joe North did the welding. John always wore a smile and was a CSI member until his death in March 1990.

It was nice to see these three gentlemen and recall old times. ... *Jim Keith*

# Can't get your caliper around it? Then read this ...

Greg Korner has recently acquired a gadget for determining metal thickness .. an *Ultrasonic Thickness Gauge*. One of its uses is to determine the integrity of locomotive boiler sheets. This is required every 1472 service days (i.e., 4 years worth of actual firing the boiler) by the Federal Railroad Administration (FRA).

Here is a portion of Greg's email:

**Sep 29:** *Recently I was at a local welding shop. While I was waiting for them to return from lunch, another fellow pulls in delivering welding gas. We struck up a conversation and I gave him one of my business cards with a picture of "JENNY" on it.*

*He says, "You know what, I am a retired boiler inspector, and I have something you can probably use."*

*His name is Les Lane, lives in Lawrenceburg. "I have the equipment I used when I was working inspecting boilers and will never use it again." . . . "Would you like to have it?"*

*Well, I said "HELL Yes!!". So he says I'll give you a call and set up a meeting with you later next week.*

*Low and behold, the following week he calls, says he'll deliver the equipment to my door. He brings the CHECK-LINE*

*TI-14 ultrasound, a Milwaukee video camera with a 2-1/2 foot lighted probe. So, now I have some professional equipment to do A REAL BOILER TEST!! He even brought new double A batteries and a bottle of dish washing liquid for the ultrasound probe.*

*It is amazingly accurate. It will test any metal, any thickness from .0001 up to I don't know where. It has a precision ground test block that is 1-3/4 thick on one side.*

*It will measure the thickness of a piece of Saran Wrap if you put it in-between the steel block and the probe.*

**Greg**

Greg ... this instrument just might be useful when some of us are evaluating our older boilers.

I should possibly add as a footnote: According to FRA rules, the every-1472-service-day tests are in addition to annual hydrostatic tests.

*..jsk*

(Source: Search for "49 CFR Part 230" on the Internet.)



The TI-14 model is no longer listed on the Check.Line web page. Shown here is their low end TI-25LT which sells for \$845. Higher end models can cost ten times that.



Two photos: Internet

Chalk lines drawn on the outer surface of #1702's boiler, a 2-8-0 being restored by the Great Smokey Mountains Railroad. Thickness measurements are taken at the center of each chalked rectangle and compared with the original design specification. The Golden Gate Railroad Museum, when overhauling their Southern Pacific 4-6-2 #2472, recorded these many measurements on large boiler sheet drawings upon which they had drawn a similar grid.

(Source: [http://www.ggrm.org/news\\_view.aspx?articleid=21](http://www.ggrm.org/news_view.aspx?articleid=21))

# Lincoln's Funeral Train



Photos: Jim Keith

One hundred and fifty years ago, a special train carrying the assassinated president Lincoln's body took a circuitous route from Washington DC to his burial site in Springfield Illinois. Departing on April 21 1865, it traveled to Baltimore, Harrisburg, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus OH, Piqua OH, Indianapolis, Chicago and, finally, Springfield. Essentially, the route retraced the 1,654 mile route Mr. Lincoln had traveled as president-elect in 1861 (with the deletion of Pittsburgh and Cincinnati and the addition of Chicago). All along the way his coffin was taken off the train, placed on an elaborately decorated horse-drawn hearse and led in solemn processions to a public building for viewing. Philadelphia officials estimated 300,000 people passed by Mr. Lincoln's coffin during its stop there.

The train arrived in Columbus Ohio at 7:30 AM Apr 29. The coffin was carried in a 17-foot long hearse to the State Capitol building. Upon arrival, 8 members of the Veteran Guard carried the coffin into the rotunda on their shoulders. Again, thousands and thousands of people viewed the fallen president. At 8:00 PM the train departed Columbus headed

for Indianapolis. The train passed through Urbana and Piqua; 10,000 people gathered there at midnight. It reached Lincoln's hometown of Springfield the morning of May 3.

Sources: <http://rogerjnorton.com/Lincoln51.html>  
<http://www.history.com/topics/president-lincolns-funeral-train>  
<http://moonspenders.com/railroad/superstitions.htm>  
<http://mentalfloss.com/article/31845/preserving-president-abraham-lincoln-grave-robbers-and-excellent-embalmer>  
[https://en.wikipedia.org/wiki/Funeral\\_and\\_burial\\_of\\_Abraham\\_Lincoln](https://en.wikipedia.org/wiki/Funeral_and_burial_of_Abraham_Lincoln)

Of course, the above photos were snapped, not in 1865, but in 2015. And the location was not Piqua, but 8 miles South in Troy Ohio.

Why Troy? Because one of the volunteers who worked with Dave Kloke on recreating this train was from, you guessed it, Troy and had contacts there. So it goes.

Dorothy and I stopped to see this beauty on our way to a Roads Scholar program on Lake Erie. The wait to visit the car was said to be 1½ hours ... so we enjoyed it all from the outside.

## Lincoln's Funeral Train .. continued



We were told that the lady dressed black was Mrs. Lincoln. But maybe she was just a mourner. I've read that Mary Todd Lincoln was too distraught to make the trip and remained at the White House.

At the outset, the 1865 train consisted of 9 cars. And different locomotives were used on different stretches of the trip.

All of the locomotives were, undoubtedly, 4-4-0s, similar to the *Leviathan*.

*Leviathan* (#63) was built, as noted above, by **Dave Kloke** of Elgin, IL. Plans were obtained from the Golden Spike National Historic Site in Utah for a sister engine, Central Pacific's *Jupiter* (#60). *Jupiter*, *Leviathan* and UP #119 (also at Golden Spike) are all beautiful "**model**" locomotives. All where built from scratch – like a **model live steamer** builds from scratch – except these three are 1:1 scale.

When we build a **model**, we use modern tools and methods and take some liberties to ensure that the end product operates well. Kloke did the same. One of my interests in visiting Troy was to see for myself ... what modernizing "liberties" Dave Kloke had taken:

**Air brakes:** The original 1868 locomotives had no onboard compressed air and no engine brakes, just the Johnson (reverse) bar on the locomotive and hand operated

brakes on each of the cars. To meet FRA regulations, air brakes were required. There was no choice on this.

**Fuel:** The original and current *Jupiter* burned (and burns) wood. Kloke, instead, installed an oil burner for ease of firing.

**Boiler Feedwater:** Locomotives built in the 1868 time period used cross-head driven pumps. Injectors were being manufactured at the time but, John White, Jr. writes, "*it was a sensitive device that required skillful handling and it quickly fell out of favor.*" The injector, of course, was later perfected and came into common use in the late 1870s. Interestingly, an early model of a Sellers injector was fitted to the Rogers product, the UP 119. The Schenectady Locomotive Works, however, did not fit an injector to *Jupiter* and *Leviathan*.

Again, for safety and convenience, modern injectors have been fitted to all three replica locomotives, even though they were not so fitted originally.

These enhancements make sense to me. What's your take?

... *Jsk*

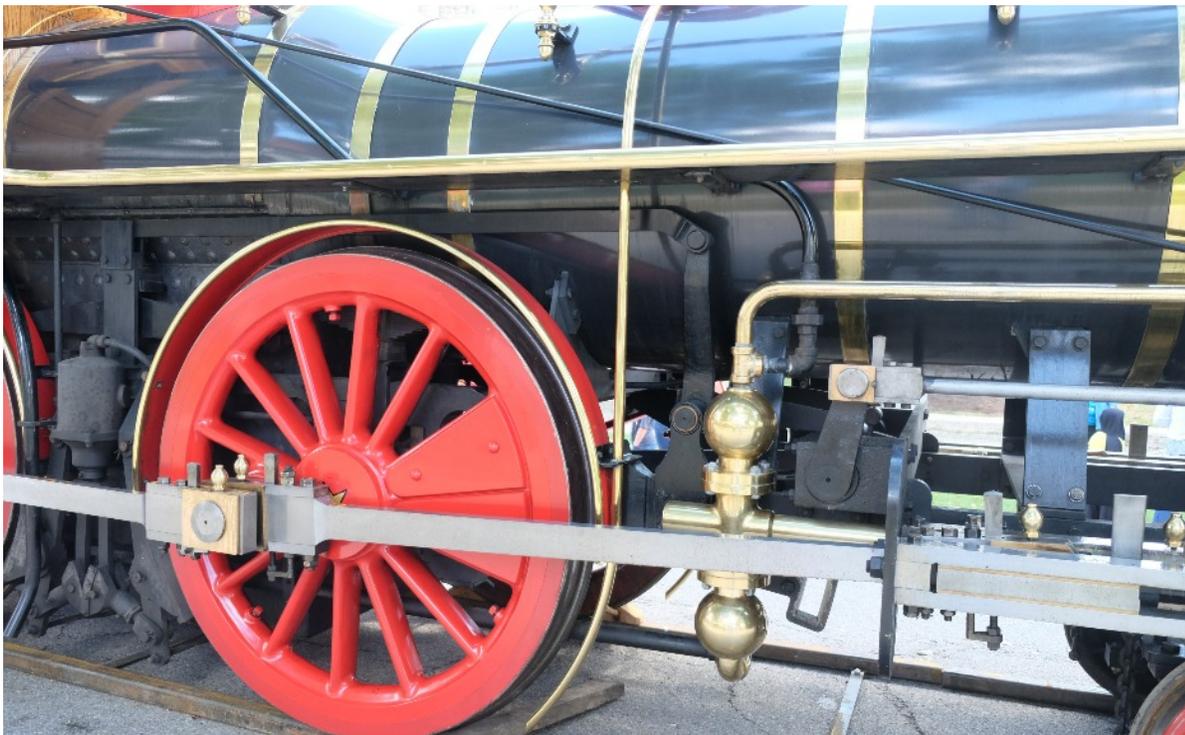
[Source: Rebirth of the Jupiter and the 119: Robert R Dowty: Southwest Parks and Monuments Association: 1994 - a 48 page booklet]

## Lincoln's Funeral Train .. continued



This photo was snapped by a Kloke volunteer.

This cab view of *Leviathan* shows the two injectors, one on each side of the firebox, the fuel-oil regulator on the fireman's side, the brake stand on the engineer's side and the now required two water glasses. Also note the Styrofoam insulation between the firebox and right injector. It all makes for a much busier cab than would have been found in 1865 or 1868. The Johnson bar is seen on the far right.



Jim Keith



The polished brass cross-head driven water pump with the bulbous air chambers is seen in photo center. The (not-so-obvious black) injector delivery line from the cab ties into the feedwater line just above the pump.