



sometimes

# Mud Ring Monthly

Cinder Sniffers News  
November 2015



**Opps .. I think we have something wrong here !**  
More on page 5

# CSI Run Day – October 10, 2015



Taking a second turn this year, **Don and Kate Frozina** managed the **Diner**. And once again, hot dogs, brats and metts were provided by **Nan and Dave Sams!** .. Thank you!!

Just outside the Diner, **Peggy Hodgson**, set up a nice display of shirts and other goodies. I understand, Peggy is taking responsibility for the Flea Market, so if you have any request for shirts, let her know.

At the station and operating #6509 were **Herman Weir, Bill Mense, Roger Heurich, Ray Hughes** and probably others. Passenger Count: 201 riders.

In operation were:

- Cinder Sniffer's SW1500 #6509
- Sams' RGS Galloping Goose + 3 car train
- Hughes' D&RGW "Almost" #50
- Larrick's NG 2-6-0 *Lewis Brown* with new tender tool box
- Balmer's Oak Hill Road's NYC 4-6-4 #5401 + 6-car train

Statistics for the day: The diner brought in \$71, the flea market \$28.50. Passenger service yielded donations of \$73.

Special guests this day were **Jim Snyder**, a friend of Bill Mense, and a gentleman (with family) from Chillicothe who, Lou Lockwood tells me, asked a lot of questions about how to get started in the hobby. Long lost member **Don McCrillis** also joined us.



A short course on pattern making and foundry practice: Patterns for a 3/4" scale truck are pulled from the cardboard box by Chuck Balmer for inspection by Ed Heeg and Lee Hodgson.

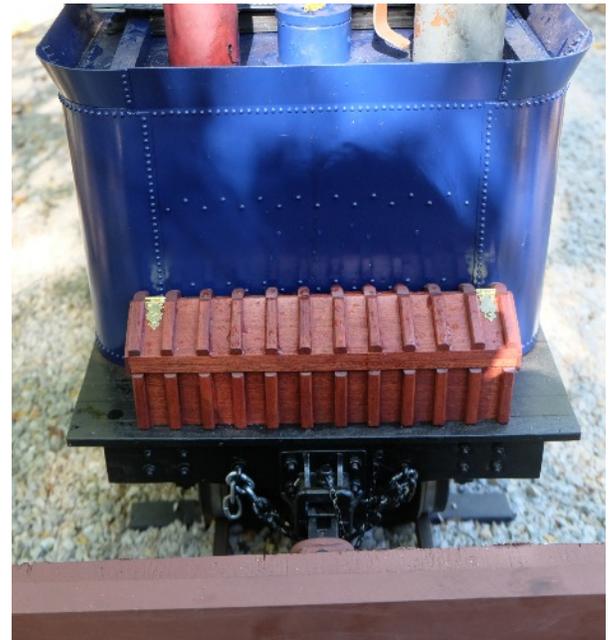


Wednesday Work: A new fan (the black section in the above photo) was donated and assembled by Lou Lockwood for CSI's restroom.

# CSI Run Day – October 10, 2015 .. Continued



Works in progress from **Sam's Goose Works**, the Goose (or "motor"), two gondolas and caboose are out for their (I think) second club-run. Dave and Nan are enjoying the ride. I don't know how Dave managed it, but a neat characteristic of Dave's train is very realistic wheel screech! 😊



*Lewis Brown's new tool box, a product of Larrick's Engine Works*

«- Denis replenishes cylinder oil during a station stop.

## CSI Run Day – October 10, 2015 .. Continued



New York Central's #5401 and its 6-car train



Two new cars appeared in the Oak Hill Railroad train from Urbana (headed by NYC engine 5401 shown in the top photo). To tell us about them, Chuck Balmer writes:

*"The flat car was built from an old car frame and trucks built by Bob Maynard. Everything was stripped down, sand blasted, and repainted. All of the bearing cap screws were replaced with new stainless socket head screws. The deck was made from basswood strips and nailed and glued together. The posts were made from*

*1/4" sq. aluminum rod. It only took about a week to finish the car.*

*The stock car was totally built from scratch. The truck frames were cast in aluminum and the wheels were cast in iron. The car frame was made from 1/2" square steel rod welded together. The car body was built primarily from 5/16"x1/8" and 1/2"x1/8" basswood strips. Everything was glued and nailed together. The whole project only took about 3 weeks." ... Chuck*



## A Dream Come True - the final weld



Photos on this and previous pages - Jim Keith



Newly laid track at the location of many prior derailments

OK ... The page 1 photo was a bit of trickery inspired by a well known Promontory Point cartoon. In fact, the newly laid North Comfort track was "properly" joined to the main line across Bandy Bridge on October 21. The only bit left now is to add supporting ties under the 15 feet or so of newly welded metal ties on Bandy Bridge. The track there was realigned slightly.

Thus, the dream .. the seemingly *impossible* dream .. will soon be reality ... In early 2014 Denis Larrick suggested we acquire a "sliver" of land along our north border. Expanding our perimeter would allow relaxing the curve at North Comfort and this, hopefully, would eliminate derailments there. Harvey negotiated with neighbors Connie and Mike Sedler. It turned out that they were agreeable; they gave us a 30 year renewable lease on that "sliver" for just \$1/year. The agreement was signed on July 9 2014.

Then there was surveying, excavation, ballast hauling, track panel building ... and more gravel hauling, mostly accomplish by the Wednesday gang and by club members during a special work day.

Now, this Thanksgiving we expect to operate on nearly 200 feet of new right-of-way with 50+ foot minimum radius. No longer will there be a curve (albeit short) with radius equal 32'.

Job well done ???

We'll soon find out !!!

# Fun to Watch

## The 2015 International Model Locomotive Efficiency Competition (IMLEC), July 17 to 19



There are several youtube videos of this three day event, hosted by the **Nottingham Society of Model and Experimental Engineers Ltd** (Wow that's a long name).

I'll suggest:

<https://www.youtube.com/watch?v=-Ck-MV6RIA4>

The last contestant on the 3<sup>rd</sup> day was **John Cottam**. He is pictured above getting underway. He used 1.98 lbs coal and hauled 24 passengers for 33.2 minutes. There was a derailment (of one of the passenger cars?) on the second lap. Even so, he and his 5" gauge 2-8-2 came

away as the winner with an *average* speed (including the time for re-railing) of 5.5 mph; the *average* draw-bar pull was 28.3 lbs over the 33 minutes. The calculated thermal efficiency: 2.12%.

[Source: Model Engineer, 2015 Aug 21 (215-4515), p.290]

Other videos:

<https://www.youtube.com/watch?v=SXO-vKbylhg>

<https://www.youtube.com/watch?v=fzmssEyaPPg>

<https://www.youtube.com/watch?v=oDEG8Om120M>

(The last of these includes the closing presentation.)

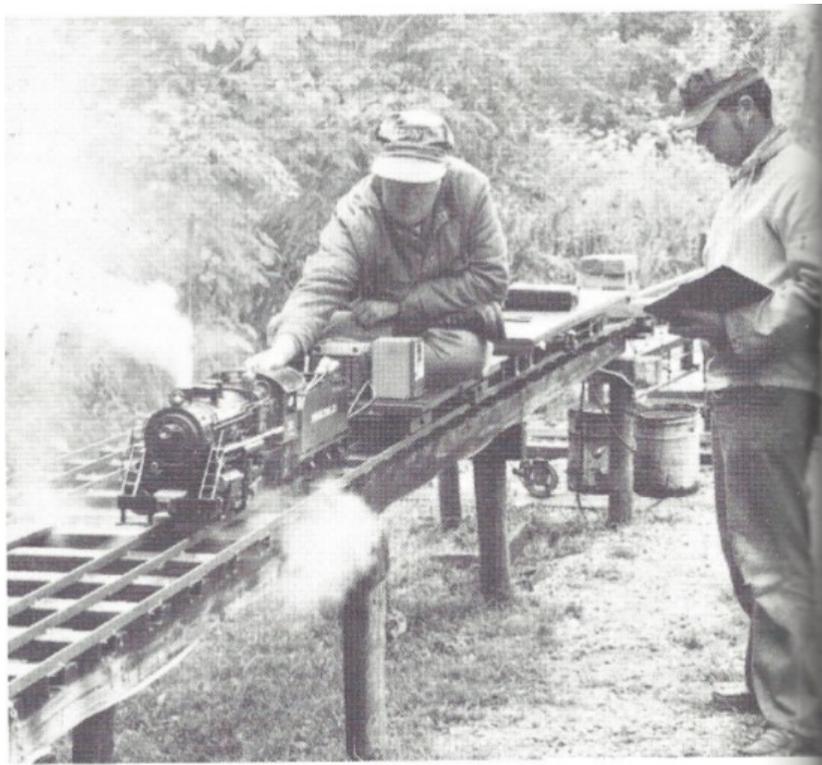
## Tractive Force Trials

Annual Locomotive Efficiency Competitions are, I suppose, a "British thing". But not long after they were initiated in 1969, a few Cinder Sniffers also got the "bug" for performance testing. To find out how much a 3/4" scale locomotive could haul was the goal and instead of people, they used *cement bricks* as the load. Larry Koehl says *"It may all have started with Bob Maynard's comment that he'd rather haul concrete blocks than wiggly kids."*

Their findings – after testing Koehl's 0-4-0, Bob's 4-4-2 and Balmer's 4-6-4 – were impressive. They found these locos could haul 41, 71 and 107 bricks, respectively (with total load of 494, 613 and 772 lbs) up to the 3.75% grade point on the Cinder Sniffers' loading ramp.

Was this the Cinder Sniffers' answer to IMLEC? Maybe, maybe not. Chuck Balmer remembers: *"It seems to me that there was a controversy over whether small locomotives were holding up larger trains because they didn't go fast enough."*

... Continued next page



Larry Koehl opens the throttle on his 0-4-0 switcher as Chuck Balmer makes notations at the beginning of a test run in 1975.

## Tractive Force Trials .. *continued*

Bob took issue with this and wanted to show that the little engines could haul a sizable load at the same speed as the big ones. He ask me if I could create an instrument that would measure the horsepower under known conditions. I built a crude dyno so that we could get some relative data for different locos. We decided to use the loading ramp because it provided the steepest grade and we could easily walk beside and control the engine while the tests were being run. The

bricks were an easy way to adjust the load for the different weight engines."

Test details and results were reported by Bob Maynard in the December 1975 issue of Live Steam magazine. The article title: "Surprising, documented results from Tractive Force Trials". The horse power produced while running the Cinder Sniffers' main circuit was also measured and time traces for two of the locomotives are included in the article.

## Plans for a NEW 2-8-2 in the U.K.



Whereas, between 1905 and 1930 the 2-8-2 type was built in far larger numbers than any other type in the United States (around 14,000 total),\* the Mikado type was not common in Great Britain. Only six of the class were built and these in 1935-1936 to handle passenger trains over a "harsh" section of the London and North Eastern Railway. One of the six was the prototype for John Cottam's IMLEC winner.

Now, 80 years after the original P2 Class 2-8-2s were built (then rebuilt into Pacifics in 1943-44 and scrapped in 1961), there are plans to build a seventh – in FULL SIZE.

The full-scale build "will use the latest computer aided design and modeling techniques to realize the potential of the original design and the estimate is that the new loco, which will be No. 2007 and named **Prince of Wales**, will cost around £5m to build over a 7-10 year period. As with Tornado, a previous loco built by the group from scratch, funds will be raised through regular monthly donations, donations dedicated to specific components, the so called 'Boiler Club' agreements and commercial sponsorship."

[Source: <http://www.p2steam.com/>]

The new 2-8-2, like its predecessors, will be the most powerful steam express passenger locomotive ever on British rails. By American standards, the new 2-8-2 will also be a bit unusual as it will sport three cylinders and have poppet valves.

The organizing group has accomplished the great feat of successfully building from scratch a full scale 4-6-2, the *Tornado* ... hopefully, they can do it again. It will be easier the 2nd time through, right?

.. jsk



# The Extra Board



Jim Keith

Bill Mense, engineer on #6509, Oct 10 2015