

sometimes

Mud Ring Monthly

Cinder Sniffers News

December 2015



Harvey and Nancy catch a ride on Santa's (Rob Bond's) Burlington Northern Express and bring us good cheer from the North Pole, Dec 2013.

Taxes too high : Get Harvey to help negotiate

Need more Land : Let Harvey talk to the neighbors

Interesting alternate meeting location : Harvey will find one

Help in the Diner : Nancy will be there

Cinder Sniffers shirts (with pockets) : Harvey & Nancy will get them

Big crowds : Harvey & Nancy's families

Harvey has served four years as President of the Cinder Sniffers. Under his leadership, we enjoyed lots of laughs and benefited from a number of very significant accomplishments.

Thanks Harvey and Nancy !!

Officers for 2016 and 2017

Nominations were solicited by Charlotte Hughes and elections were dully held on November 13.

Elected **President** was **Donald Frozina**. Although Don has been a member of the Cinder Sniffers for only a year and half, he has been involved in outdoor railroading since 2001. That was the year he joined the Los Angeles Live Steamers. Within a year, he was their webmaster and newsletter editor. He served as LALS president in 2005-2006.

Concurrently, he was active in the Antelope Valley Model Railroad club, an HO scale group, which he joined in 1994. In that group he was secretary and webmaster.

Eight years ago, Don's employer transferred him to Cincinnati. Strong ties to the West Coast remained until recently when he was then able to bring his 1½ scale EMD SW7 to Ohio. (See photos in the Dec 2014 and Jan 2015 MRM).

Don will be our seventh president. He follows: Bob Maynard, Dick Taylor, Carl Schwab (twice), Mike Cain, Vince Bradley and Harvey Bond.



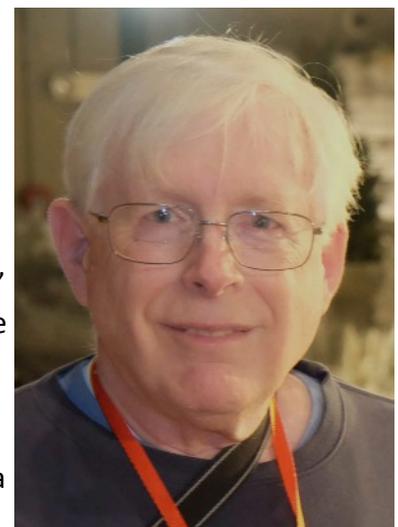
Bill Mense is our new **Vice President**. As readers of the *Mud Ring* will know, Bill has been an active Cinder Sniffer since he joined in September 2013, serving many hours as Station Master, #6509 engineer, CSI badge provider and more.

Denis Larrick continues as **Recording Secretary**. Though not consecutive, he will be embarking on his 7th two-year term. His first term: 1980-1981.



You all know **Corresponding Secretary Dave Sams** ... hot-dog-man, Station Master, #6509 engineer, Galloping Goose builder & enthusiast, CSI's property tax engineer AND devoted Grandfather.

Ray McNeil will be the Cinder Sniffers' fifth **Treasurer**. Ray is a regular at the station on run-days, #6509 engineer and Wednesday work-gang member. His most recent feat has been a month-long tour of the West Coast via Amtrak.



The Turkey Day Run ... that Wasn't

Nov 29 2015: Rainy weather kept the Thanksgiving Run crowds away this year. Ray McNeil, Roger Huerich, Carl Schwab, Ed Hable, Denis Larrick, Don Frozina, Kate Frozina and Dave Sams showed up in the morning and admired the new north track alignment. They saw a nice smooth curve which should serve the club well for years to come. Some tree limbs were removed from the north track when the rain subsided. Later, Denis, Don, Dave and Kate looked over the track with some ideas for future projects. The new Coaling Tipple, use for the old north track and other ideas were discussed. The rain continued and the gate was locked before noon. .. *Dave Sams*

Hodgson's NYC Hudson Superheater Work

The photo at right shows Peggy and Lee Hodgson at my shop. We did the welding of his stainless steel super heater for his Hudson locomotive. We had a fun day and after we finished, they treated Julie and me to lunch at the Airport Cafe.

Chuck Balmer... Nov 21

In the view **below** of Lee's (turned upside down) boiler, the superheater elements are fitted but not yet welded. .. *jsk*



Chuck Balmer



Jim Keith



More on Tractive Force Trials

In response to the article last month about the 1975 Tractive Force Trials carried out by Chuck Balmer, Larry Koehl and Bob Maynard, the Mud Ring Office received the following from **Greg Korner**:

I did some tests with JENNY about that time also, probably inspired by the controversy about lack of "SPEED" of the smaller scales..

I did it without bricks though.

I have a fish scale that goes up to 150 pounds. By attaching one end of the fish scale to the back end of the tender and the other end to a bracket (firmly) attached to the track, one can slowly pull the throttle and record at what pounds pull does "she" start slipping.

With JENNY it was 90 pounds drawbar pull, without sanders.

Then when I used the sanders (not many engines have working sanders) it jumped to 120 pounds drawbar pull.

The theory is that it takes 20 pounds to move a 2000 pound car on level track. So, armed with that knowledge, JENNY should be able to move 9,000 pounds of rolling stock on level track, without sanders.

JENNY weighs 280 pounds, half of which is on the drivers.

I have pictures of an actual test with JENNY pulling

two ballast cars loaded with gravel, and me on the tender, up the unloading siding.

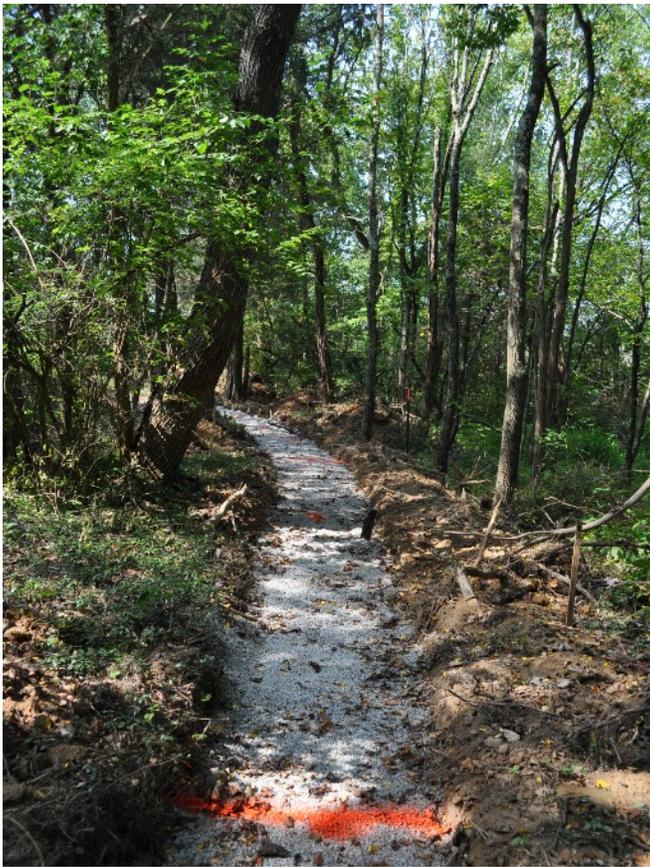
I estimate the cars had about 600 to 700 pounds of gravel each. She could not move the cars until I used the sanders. Having good roller or ball bearing equipped cars helps a lot too.

It is repeatable, and consistent, without movement of the train.
Greg ... November 1

Greg, I find it interesting that both you and Balmer-Koehl-Maynard [BKM] have demonstrated significant "stickiness" between wheels and rails .. or at least it seemed so to me. OK, I should say that you've demonstrate a high *coefficient of friction*. Your number is $90/140 = 0.64$ (where 140 is JENNY's weight on her drivers). From the published values in Dec 1975 Live Steam, BKM got 0.54, 0.40, 0.52 as the static coefficient (on "Rail slightly wet") and 0.55, 0.40, 0.38 when in motion moving bricks up the unloading ramp. The 3 values are for Koehl's 0-4-0, Maynard's 4-4-2 and Balmer's 4-6-4.

All of these values are larger than 0.25, the coefficient commonly used in full size practice for steam locos and the value I expected. However, checking the Internet (http://www.engineeringtoolbox.com/friction-coefficients-d_778.html), I see quoted values of 0.5 to 0.8 for steel on steel. So your 0.64 is, in fact, per the book. This has been a good lesson for me. *jsk*





The North Comfort Realignment Story from Track Superintendent Carl Schwab

I became familiar with bar-steel-rail trackwork when I joined the Cinder Sniffers in 1984. The new lower loop and the high trestle were then works in progress and it was 1988 before it was all completed. The three club (Cincinnati, Dayton and Indiana) meet on July 4 was the lower loop's first official use. 31 engines and 8 vendors attended.

In those days, we utilized 100 foot lengths of bar stock. These long lengths were “man powered” to the designated spot and welded on the ground to the tie plates and ties on ballast, hopefully level, to make our four-rail-track. Although the crew was younger then, working on the ground was still not a lot of fun.

Fast forward to this project. The key number was 53. **Denis** incorporated two 53 foot radius curves in the planned realignment. How could we accurately build to that radius?

We chose to build the the track in 20 foot panels. **Ed Habel** came with two tools that eased the burden. The first tool was a tail pipe bender bought from Harbor Freight and modified to induce curvature into the 20 foot pieces of bar stock.

The second item was a 2 x 12 plank on which he had drawn the 53 foot radius. This plank also had provisions to build

The North Comfort Story .. continued



straight sections. It was just a matter of moving long sheet metal screws which served as a fence against which to clamp the outer rail for either a 53-radius section or straight section.

The track panels were fabricated on the deck of the elevated track at the south end of the property where we could stand and work in ease. There, the four rails were welded to metal tie plates which, in turn, were screwed to our plastic ties.

Upon completion, the panels were moved by train to the north end where they were laid on the prepared ballast and then fitted and welded together. We fabricated eight plus panels.

In tying the panels together we used wooden wedges to level each panel and upon completion we ballasted under the track.

And now the rest of the story. Denis Larrick, our civil engineer, did a great job designing the total project. From the start it was known that tying in at Bandy bridge would be a problem. We were not disappointed. Denis was not around to guide us as summer was over and he was back teaching school.

Ed Habel and **Jim Keith** saved the project by moving, measuring and moving and measuring again. Jim had made a couple of tools to



The North Comfort Story .. continued



aid in keeping the radius in line and these were invaluable. The tie plates on both the short-approach-trestle and Bandy bridge had to be cut and rail repositioned for final welding. It was not easy but the radius was maintained.

Many Cinder Sniffers contributed to the project. With that **“many THANKS.”**

The first real test was to be the Thanksgiving Run; now it will be Jan 1. I hope I don't hear the words *“we are derailling at North Comfort”*.

Carl



FINI !

Roger Heurich with passengers Schwab (out of view) and Habel on the first excursion across the completed trackwork on Bandy Bridge. The walk-boards have just been re-laid.

Nov 4 2015



Jim Keith Photos