

Midwest Central Railroad

ORDER BOARD

Distributed to Friends and Members of the MCRR

August 2006

Steam School 2006

by Greg Roth

This year saw the return of annual steam schools at the MCRR. The steam school is seen by the railroad as a way to get more people involved with steam railroading through education and experience. This year 15 people attended the school with 13 students in the Fireman's portion of the school and 2 students in the Engineer's portion.

The school was held on Saturday, July 01, 2006 and Sunday July 02, 2006. Saturday was the classroom portion of the class with everyone gathered in the museum education center for introductions and general rules of safety. Lunch was provided by the railroad and in the afternoon the Fireman's class remained in the education center and the Engineer's class moved to the shop office.

Several members of the railroad took part in the steam school as organizers, instructors, cooks, and students. During breaks members of the railroad and new people to the railroad were able to meet and talk about their mutual interests in steam railroading. These sessions could have lasted the entire day and we had to

remind ourselves to get back to class.

Sunday, July 02 was a clear skied, sunny day which was perfect for operations. Engine #6 was used for the school which worked out well since we were running for the 4th of July celebration. The engine was slowly fired-up and all the student firemen got a chance to view and participate in getting the engine up to steam and operational. The student engineers shared the duties of preparation on the engineer's side and soon the engine was ready.

The student firemen were split in that some had experience in firing and others had no experience at all. Throughout the afternoon each fireman took their turn in the seat under the watchful eye of an instructor. Many were thankful for the "seat time" and others expressed the greater feeling of reaching a goal or accomplishment in their lives.

The expressed gratitude and excitement of the students made the experience of the school an enduring positive experience for all involved. The atmosphere

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The Order Board is a newsletter of the Midwest Central Railroad. Photos and articles may be submitted to the Midwest Central Railroad office or to the Editor. The Order Board reserves the right to edit for length and clarity. Any opinions expressed are those of the author and may or may not reflect the opinion of the Board of Directors.

The Midwest Central Railroad was incorporated in 1960 as a non-profit educational organization, dedicated to the preservation and operation of narrow gauge steam powered railroad equipment. Donations of cash or materials are welcomed and are tax-deductible under section 501(c)3 of the federal tax code.

If you have articles, photographs, or story ideas for the next issue of the Order Board, please send them to the Editor or to MCRR at P.O. Box 102, Mt. Pleasant, IA 52641

Happy Birthday Baldwin #2!

by Greg Roth

The Baldwin #2 is celebrating a major milestone in chronology in that it turns 100 years old this year and we are having a party! Please join us at the South Station on Thursday, August 31, 2006, at 10:30 a.m. to mark this auspicious occasion.

This year marks a major milestone for the #2 in two ways. First, of course, is its 100th birthday. The second milestone is a "re-birth" of sorts since this year also marks the beginning of the re-build of the #2. So far the frame is in place, the saddle is ready to be attached, and there has been discussion of getting quotes on a new boiler. All are encouraged to come to the party and see what progress has been made.

The Baldwin #2 last ran at the Midwest Central Railroad in 1986 and was officially taken out of service in 1987. The #2 is a Mogul 2-6-0 and was built for the New Berlin and Winfield in 1906, being used for both freight and passengers. In 1917 #2 was sold to the Largent Lumber Company in South Carolina and was used to haul logs in swampy conditions. The engine came to Midwest Central Railroad after the Largent Lumber Co. ceased operations in the area. The engine was then rebuilt at MCRR. In the early 1970s the engine rebuild was complete and it became the main engine at MCRR. See our website at mcrr.org/two.html to view pictures of the #2 in operation in the 1970s.

Please come to the party on August 31st at 10:30 a.m. at the South Station to see the progress and support the rebuilding of another piece of steam history. Happy Birthday #2 and may you have many more!

Reunion Reminders

MCRR Volunteer Safety and Information meeting
Wednesday, August 30 -- 6:45 p.m. -- South Station Depot

MCRR Volunteer Dinner -- Friday, September 1

Congratulations!

Congratulations to Midwest Central Railroad volunteers Mike Engebretson and Abe Chockley on their recent graduations! Mike graduated from Danville High School in January and from the National Academy of Railroad Science in Overland Park, Kansas in April. Abe graduated from West Central High School in Biggsville, Illinois, and also graduated from the National Academy of Railroad Science. Despite their youth, both Abe and Mike are long-time volunteers with Midwest Central Railroad. We wish Mike and Abe the best, and hope they both continue to volunteer with MCRR for many years to come!

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Steam School 2006 (Continued from page 1)

present at the school is what this hobby should be about, the sheer enjoyment of operating. For everyone this school was a major success and demonstrated the need for an annual steam school. We all look forward to Steam School 2007.



Personal Note - "Confront your fears!"

I took part in the seam school as a student engineer. This was my first time in the #6 as a student engineer and what was fulfilled for me was my most dreaded experience. On my first lap everything was going smoothly. I had remembered to release the brake, made sure the cylinder pet-cocks were open, set the Johnson Bar out of neutral, and eased the train out. My fear, and the concentration of my thoughts leading up to this day, was the hill. I did not want to "charge" at the hill in order to get into the North Station but instead wanted to bring the train in smoothly and controlled. As if you do not already know the next part of this story let me precede.

Bringing the train down the track toward the hill was not a problem and when I released the train brake everything felt smooth. And then the problems began. I was not able to coax the engine up the hill and slipped the drivers with the application of too much

throttle. Aagghhhh! This brought the train to a halt and after three attempts to gently persuade the #6 up the hill, it became clear I was going to have to back down the hill and try again. The actualization of my only fear was my achievement on the first lap with the #6 and my confidence had quickly slipped with every rotation of the drivers.

Backing the train up the slight incline preceding the hill allowed for a momentous run at the hill and I took full advantage of this. As the train pulled into the depot I felt a sad type of relief in that what I had most feared had happened and now it was behind me. The living nightmare I had seen seasoned engineers experience had been confronted and I had not been kicked out of the seat by the instructor. The laps after the first one became increasingly smoother and at the end of my time student engineering the fear of the hill had been replaced

with a feeling of accomplishment.

I do not wish for any student to experience their most feared aspect of operating but I hope that all involved with the school came to realize that there were no expectations of grandeur from any of the instructors. We were all learning and we needed to learn from each other.

Thank you to all that attended and helped out with Steam School 2006 and again we look forward to Steam School 2007.



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FROM THE SHOP — *“Busy-ness As Usual”*

by Greg Roth

This time of year finds some of us very involved with shop work. The tie that binds us all is the common goal to get everything into at least functional operating shape for the Old Threshers Reunion. In regard to work in the shop, this five day event ending on Labor Day is rivaled only by Ghost Train in preparation time. This year is like many others in that a mental list of projects has been discussed and planned.

Engine #6 was the first this season to leave the shop under its own steam. It ran for a private graduation party and for the 4th of July celebration. This year’s preparation for the #6 included a new and bigger fuel line, a reworking of the brake system, and a much needed “tightening-up” of the cab. Hopefully not too many will miss the problems these projects were meant to fix! The #6 is ready to lead for another year’s show.

The Shay #9 was more of a challenge. Over the years the throttle on the #9 has been an area of concern and frustration. Simply put... it leaked. Every “little” fix did not cure the problem but only delayed the inevitable. This year the “inevitable” came to the present. President Matt Crull took the task of machining the throttle and making a new spool. Since there are no machines that this 80 year old plus piece of cast fits neatly into, the entire project involved many hours of thought and trial and error. During the initial phases of this project talk of early morning, long distance, covert operations to “acquire” another throttle were amusingly discussed. This alternative seemed to be discussed only when a problem stopped the progress. Then the progress was stalled by a unique problem.

While doing odd jobs at the railroad, President Crull fell off an old horse-drawn type of road-grater and injured his neck and shoulder. He was then dealing with constant pain and an inability to lift even light weight. The throttle of the #9, of course, does not fit into the “light” weight category. The project was tabled for awhile and there was some concern amongst volunteers that the #9 would not run for Old Threshers. During this time the standard jokes of “It would make a great flower planter,” and “It would make a great boat anchor,” were bantered about. Mostly by fans of the #6!

Fortunately the MCRR is like a successful athletic team in that it has a deep bench. Jess VanWinkle stepped into the game and after over 30 hours of machining had the throttle project completed. If you want to put Jess’ time into perspective think of it like this, if you attend 3 days of the Old Threshers Reunion and you stay each day for 10 hours... well you get the idea! I am sure between Matt and Jess they easily eclipsed the time for the entire show and this is only one project! In mathematical terms preparation time is NOT equal to operation time.

Being a member of the very unofficial “Shay Racing Team,” I am very grateful to these two volunteers for their individual efforts. The new throttle was installed and passed testing. Other than a few minor projects yet to be completed on the #9, both the #6 and the #9 are ready for the show.

The Henschel has for many years acted in the “back-up” position if one of the other engines could not run. So far the Henschel has been plugged but, as of this writing, had not been hydro tested or fired-up. With few projects actually needed to have the Henschel run, there are no expected problems but we must always remember the wise words of Dave Osier, and I paraphrase, “When you are dealing with steam, remember if it ain’t broke... just wait!” Hopefully there will be no surprises with any of the engines.

All other preparations for the Old Threshers Reunion are progressing well. The Model T and the Model A have already run this year and are ready for the show; at least two cars have been worked on and the second is still in the shop but it will be ready for the show; several flat cars were switched to create room in the South Station for potential moving trains; the South Station Red Caboose gift shop is being stocked with new merchandise; and an air-conditioner has been installed in the museum educational center.

As with other years, it appears the MCRR will be well prepared for the reunion. I will end this version of “From the Shop” with a simple repetitive prognosis that states it all... “All progress is progressively progressing!” On to the show!

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MCRR Family Membership Renewal for 2006-2007

Depot Level:

Midwest Central Membership \$10.00
Includes (adult memberships)
1- Midwest Central membership & button
Newsletter – for one address
10% discount card for the Red Caboose Gift Shop

Track Level:

Midwest Central Membership \$ 26.00
Includes (adult memberships)
1- Midwest Central membership & button
1- Old Threshers pass & button
Newsletter- for one address
10% discount card for The Red Caboose Gift Shop

Caboose Level:

Midwest Central Membership \$ 46.00
Includes (adult memberships)
2- Midwest Central memberships & buttons
2- Old Threshers passes & buttons
Newsletter- for one address
10% discount card for The Red Caboose Gift Shop

Boxcar Level:

Midwest Central Membership \$ 69.00
Includes (adult memberships)
3- Midwest Central memberships & buttons
3- Old Threshers passes & buttons
Newsletter- for one address
10% discount card for The Red Caboose Gift Shop

Passenger Car Level:

Midwest Central Membership \$ 92.00
Includes (adult memberships)
4- Midwest Central memberships & buttons
4- Old Threshers passes & buttons
Newsletter- for one address
10% discount card for The Red Caboose Gift Shop

Engine Level:

Midwest Central Membership \$ 115.00
Includes (adult memberships)
5- Midwest Central memberships & buttons
5- Old Threshers passes & buttons
Newsletter- for one address
10% discount card for The Red Caboose Gift Shop

Child's Membership \$5.00 up to age 14
Includes Midwest Central Membership & button
10% discount card for the Red Caboose Gift Shop

Extra Old Threshers Tickets \$16.00 each.

Did you remember to send in your
MCRR membership renewal for 2006-2007?

If you have any questions, please contact Deb Crouch
at (319) 367-5498 after 2:00p.m., Monday thru Friday,
or e-mail Deb at dscrouch@interl.net

Renewal Notice for MCRR Membership 06-07

**due by August 15, 2006 after this date they will not be mailed,
but held in the MCRR office**

No. of Depot Level memberships @ 10.00 _____

No. of Track Level memberships @ 26.00 _____

No. of Caboose Level memberships @ 46.00 _____

No. of Boxcar Level memberships @ 69.00 _____

No. of Passenger Level memberships @ 92.00 _____

No. of Engine Level memberships @ 115.00 _____

No. of Children's Memberships @ 5.00 _____

No. of additional Old Threshers tickets and buttons @ 16.00 _____

total enclosed _____

mail: _____ pickup: _____

**Mail To: Midwest Central Railroad
C/o Membership PO. Box 102 Mt. Pleasant, IA 52641**

PLEASE LIST THE NAMES & ADDRESSES OF ALL MEMBERS:

NAME:
ADDRESS:
STATE/ZIP:
PHONE:

NAME:
ADDRESS:
STATE/ZIP:
PHONE:

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In Sympathy

Midwest Central Railroad expresses our condolences to the family of Ted R. "Teddy" Young of East Peoria, IL, who passed away in March of this year. Teddy was a long-time volunteer and member of Midwest Central Railroad. He was part of the crew that helped to restore Engine #6 to working condition. He was also a member of several Live Steam locomotive clubs. Teddy built and operated the model steam trains that ran just north of MCRR's South Station Depot for many years during the Old Threshers Reunion. Teddy will be missed by the MCRR family – particularly as the trains pull out of the South Station at the Reunion.

MCRR- 2006
Dates of Operation

Fourth of July

Old Threshers Reunion
August 31 - September 4

Ghost Train
October 14, 20, 21, 27 & 28
6-10 p.m.

Polar Express
December 1, 2, & 3

Midwest Central Railroad
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