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# ***HIGH BALL***

A Publication for the Mid-Michigan Railroad Club  
February 2023



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## **Work Days and The Storm Missed Us, almost**

Saturdays in April are work days weather permitting. There will be clean up and some TLC on the track before we open for running in May.

Last week freezing rain rolled through Kalamazoo, Battle Creek and on east. At the railroad it looks like just one good size limb down and no track damage.



## Key Projects for 2023

Projects that for sure need to be done this year:

- Set up the ballast hopper and stone storage area as well as the interconnecting track and switches. The club needs to make a decision on a concrete pad and walls.
- Finish siding the old pavilion and install the doors and track and switches leading into the building. Tom Stuck found a great deal on a garage door for one of the end walls (thanks Tom). Give Rod Pitman a call if you would like to help with the walls.
- Erect the new pavilion and install the roof. Materials are at the track.
- Tie replacement. The perpetual task. Ted Hentchel has been working on the south curve replacing ties and I am sure would welcome some help there. The outer main going north past the yard need some attention too.
- Install the signal bridges. Get ahold of Pat Patton. We have a few concrete bases to install.
- Inspect the bridges for any deficiencies and repair as needed.



1972 the summer of my first 7-1/2" gage meet at the Rock Valley Line north of Kalamazoo. Locomotive on the left is John Pugh's J1 Hudson. On the right is Harry Herder's free lance 4-8-2. Harry ran it as an oil fired 4-8-2 for a couple years and then rebuilt it into a coal fired 4-8-4. The locomotive runs today at the Illinois Live Steamers.



## Equipment Inspections

Spring is a few weeks away. It's a good time for equipment owners to give their cars and locomotives a look over. The club equipment too.

**Running gear** is a good place to get started. You can find all kinds of thing.



Iron wheel with a broken flange.



Failed bearing allowed the axle run against the top of the journal box.

**Couplers and safety chains.** As knuckle couplers age they occasionally drop the locking link leaving the knuckle free to open. Some hard coupling helps this to occur. Here is a video of a runaway coming off the 3% grade Mountain Division at the Mill Creek Railroad

<https://youtu.be/X-JLI5hSqwU>

Check your safety chains, hooks and eyes. Unless you have automatic brakes the chains could keep your cars from meeting the next train head on.

## **2023 Run Day Schedule**

May 6-7, 20-21, 27-28

June 3, 10-11

July 1-2, 29-30

August 19-20

September 2-3, 16-17

October 7-8, 14-15, 21-22, 28-29

## **Officers**

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