

Greetings!

This is your “Movers” of Way Team update for February 23, 2014. Yep, your MOW Team is still in the moving business. Beacons, Mayflower, and Starving Students might file unfair competition charges against us for taking up all the moving business. But, how can they compete with free labor? So, before any verdicts are reached, let’s get this update started.

Tuesday, the Mighty MOW Weed Team had the day off opting to work on Saturday, instead. More on that later. Over at the Shops, Pat Scholzen, Cliff Hayes, Mike Harris, Harry Voss, Frederick Carr, Gene Peck, Frank Werry, and Heather Kearns, a mighty team in itself, all donned hard-hats for an evening of inspired volunteerism. So much noble work was done that it’s almost difficult to describe it all. Amongst other things, Fred took on one of the least popular jobs around MOW of greasing back-hoe after having changed the fuel filter. Mike H. began mapping-out and inventorying the hydraulic lines on the new-old tamper in preparation for the transfer of the work-heads off the old-old tamper. This is critical work as there are dozens of hydraulic lines that all do different things. Pat provided inspiration. Harry made a new gasket for the rail-saw. Frank disassembled a bearing on a malfunctioning wheel for the light reference system on the new-old tamper. Gene and Cliff continued building and installing protective shields for the new-old tamper. Great work by a mighty dedicated team!

Thursday, Alan Hardy, Mike H., Harry, Frank, and Heather met to solve the problems of the world MOW Team style. The big news was that, earlier in the day, we had received a desperately needed shipment of diesel fuel. While the rest of the state has been concerned about the lack of rain, we’ve been unnerved about our depleted diesel reserve. So, in celebration, the Team fueled-up all our major machines: loader, back-hoe, Big Green, and our collection of jerry cans. We looked to the heavens and gave thanks for our diesel deliverance. It’s the small things that make life so special.

Saturday, the Mighty Mow Weed Team engaged in a major campaign against the germinating greenery along Sacramento Southern Mainline. Mike Taylor, Dave Megeath, and Joe Galipeau brought fear into the hearts and minds of all of the vegetative persuasion that dared encroach on our right of way. Needless to say, the Weedies won.

Meanwhile, back at the Shops, the expectation of doughnuts ran high as the moving crew, Alan, Harry, Frank, Fred, Mike Miller, Heather, Ed Moriarty, Michael Florentine, John Rexroth, and Chris Carlson mustered knowing that the task for the day essentially was to undo everything we did last week. The ground beneath the buildings and our working areas in the Rail Yards is now the focus of the massive environmental remediation project. This is serious business and, as a result, the Team has been tasked with moving all of our track material – which is measured in tons – out of the way as Environmental Resource Management (ERM), the company contracted to clean-up the site, does its work. Granted, we as a Team would rather be out working on our line. However, we realize that this work is an investment in the future of our Museum and a key component to our continued occupation of the Boiler and Erecting Shops. So, as our hearts are pure and our cause is just, we got to work. ERM loaned us the use of a grade-all forklift with a 40 boom extension which was very much appreciated. The grade-all, in concert with the Big Green Machine, made quick work of much of the moving we had to do. Mike F., who is an expert machine operator, made a quick study of the grade-all and, within minutes, was operating it like a pro. Mike M. and Frank gathered, organized, and moved the switch components for the construction of the new over to the Rail Yards turntable. Fred took charge of the dead-tie disposal effort. Chris and Ed traded off Big Green duties, moving bundles of ties and tons of rail. Heather, who is a Weedie at heart, pulverized an acre of weeds with the weed-eater. John, Harry, and the rest of us did the hard labor from the ground of lifting, shifting, arranging, directing, and organizing the materials as they were moved. Between the Green Machine and grade-all, about 100K pounds of rail was moved. By the end of the day, we were spent. But, we know that someday, when the Museum takes possession of the buildings and restores them as the Railroad Technology Museum, the MOW Team’s efforts will be fulfilled.

Now for the week ahead. Yes, the MOW Team will gather in the afternoon and evening in the Shops on Tuesday for more MOW fun. Thursday, the roll-up door will roll-up at 5 o’clock p.m. come rain or shine. Saturday, the pink box will make an appearance promptly at 8 o’clock a.m. Keep your fingers crossed. We might be commencing construction of the whisker track behind the Museum. Progress. That’s what we’re all about, thanks to the incredible power of volunteerism.

We’ll see you out there somewhere,

Alan, Chris, and Richard.



Mike F. has a new toy!



Mike F. wonders, "Where's the challenge? It's too comfortable and too easy! It doesn't leak and, it works!"



Frank working with something a little more traditional



Mike M. trying to figure out on which side the nut goes?



Chris moving two bundles of ties in one load



Fred on the dump truck guides Mike F. in the new toy for loading dead ties and timbers



Ed guides in a balustrade that Chris hauled over from the north end of the building



Ed on Big Green carrying about three tons of rail



The view from the cab of Big Green while carrying five sticks of 132 lb. rail



Mike F. extends the grade-all's boom for loading the flat car