

Greetings!

This is your Maintenance of Way Team update for April 27, 2014. It was a week of great accomplishment – although, would you expect any less from the MOW Team? So, in the spirit of accomplishment, let's get this update underway.

The MOW Team gathered for its first regular Tuesday evening adventure since the restrictions on using the Boiler Shop were instituted. Cliff Hayes, Pat Scholtezn, Gene Peck, Frederick Carr, Harry Voss, Heather Kearns, Frank Werry, Alan Hardy, and Chris Carlson, spent the evening in the north-east corner of the Erecting Shop bringing order to our area of the building. The main task was to collect, sort, and pair all the compromise joint-bars (comp-joints) that we have stored over there. Comp-joints aren't light and two of them bolted together makes for heavy work. Heather and Frank fueled up the MOW and Shops trucks for the Weed Team to use on Wednesday. Pat and Harry managed to reactivate one of the big doors on the north end of the building that hadn't been opened in years. As we were kicking up lots of dust, the open door gave us a little air. All in all, it was good to get the Tuesday Team back together. Clearly, this is progress and accomplishment.

Meanwhile down at Hood, the Mighty MOW Weed Team sprayed weeds from the container northward to the fourth trestle covering a distance of 4.3 miles. Mike Taylor, Dave Megeath, Frank Werry, Heath Kearns, Joe Gallipeau, and Jack Schock started off by making several switching moves in order to get the Weed Team Train consist in the right order. Luckily, three brakemen, an engineer, fireman, and conductor are on the Weed Team. Dave and Joe applied the herbicide while Mike recorded output. Heather and Frank operated the motor car and Jack passed signals and acted as spotter/lookout. The Weedies once again deserve two gold stars each for performance. Next week, the Weedies will engage in a full frontal attack on the equisetum at Clunie and Miller Park. Excellent job and great accomplishment by our Mighty Weed Team!

Saturday, the pink boxes made their enticing call and Clem Meier, Harry, Alan, Pam Tatro, Kent Ransom, Fred, Chris, Michael Florentine, and Heather responded in kind. By hook or by crook, we were going to finish the Whisker Track project. So we did. First off, we needed to plate and gauge the north-west rail of the narrow-gauge track. Track jacks, nippers, lining-bars, and lots of muscle were used to coax the rail into proper gauge. Once this was done, we set and drove spikes the old-fashion way: by hand. Fred, Alan, and Mike F. employed spike-mauls to drive the final spikes. Harry, in the back-hoe, cleaned up the ballast pile by spreading it out on the thin areas of the Whisker Track. The remaining rock was used to build a proper foot-path around Switch 101 (Interchange Switch). Chris, Clem, Heather, and Pam, using shovels, spread the rock and made it smooth and solid. Those working around this turnout now have much better footing.

With our work on the Whisker Track complete, we turned our attention to the narrow-gauge track on the turntable. It needed to be gauged and spiked down. But first, we needed to adjust the end rails that contain the brackets holding the "dogs" or locking mechanism in place. Two of the brackets had been transposed inadvertently. So, we corrected this issue. Alan, Chris, and Kent moved the rail-ends containing the brackets to the right positions. With the bracket ends reinstalled, the rails needed to be properly gauged. This was a challenge because as one section would be put in the right place, another section would move out of position. Not to worry. Using nippers and lining bars, we shoved it around until everything was right where it should be. Then, we lifted the rails with nippers and inserted tie-plates. Spikes were set and driven with the pneumatic spiker. The good news is that dogs are working better because the brackets line up correctly. But, we still have a little work to do on the west narrow gauge rail which we'll take care of next Saturday.

We were all very happy with the day's accomplishments. More than two years ago, the MOW Team ripped out the old Whisker Tracks behind the Museum in order to make way for the new Interchange Track. And now, we've completed the replacement. We've made history. Generations of railroaders will be using this track for years to come. Great job, Team!

This coming Tuesday, the Team will gather to continue the organizational efforts over in the Erecting Shop. Meet at the usual time at the south end of the Boiler Shop's parking area. **Thursday is cancelled** again this week. But, Saturday we will be out on the line, without proper adult supervision, I'm afraid. But, we will have doughnuts. Meet at 8 o'clock a.m. sharp. Again, many thanks to the fantastic volunteers and supports of the Mighty MOW Team!

See you out on the line,

Alan, Chris, and Richard.



The Mighty MOW Weed Team switching out their train at Hood



The spray team in action: Joe, Mike T., and Dave monitor the application



Frank's expert hand at the throttle of the motorcar keeps the operation moving



Pat and Harry manage to reactivate the north-east door of the Erecting Shop



Chris and Cliff sort and pair comp-joints – heavy work...



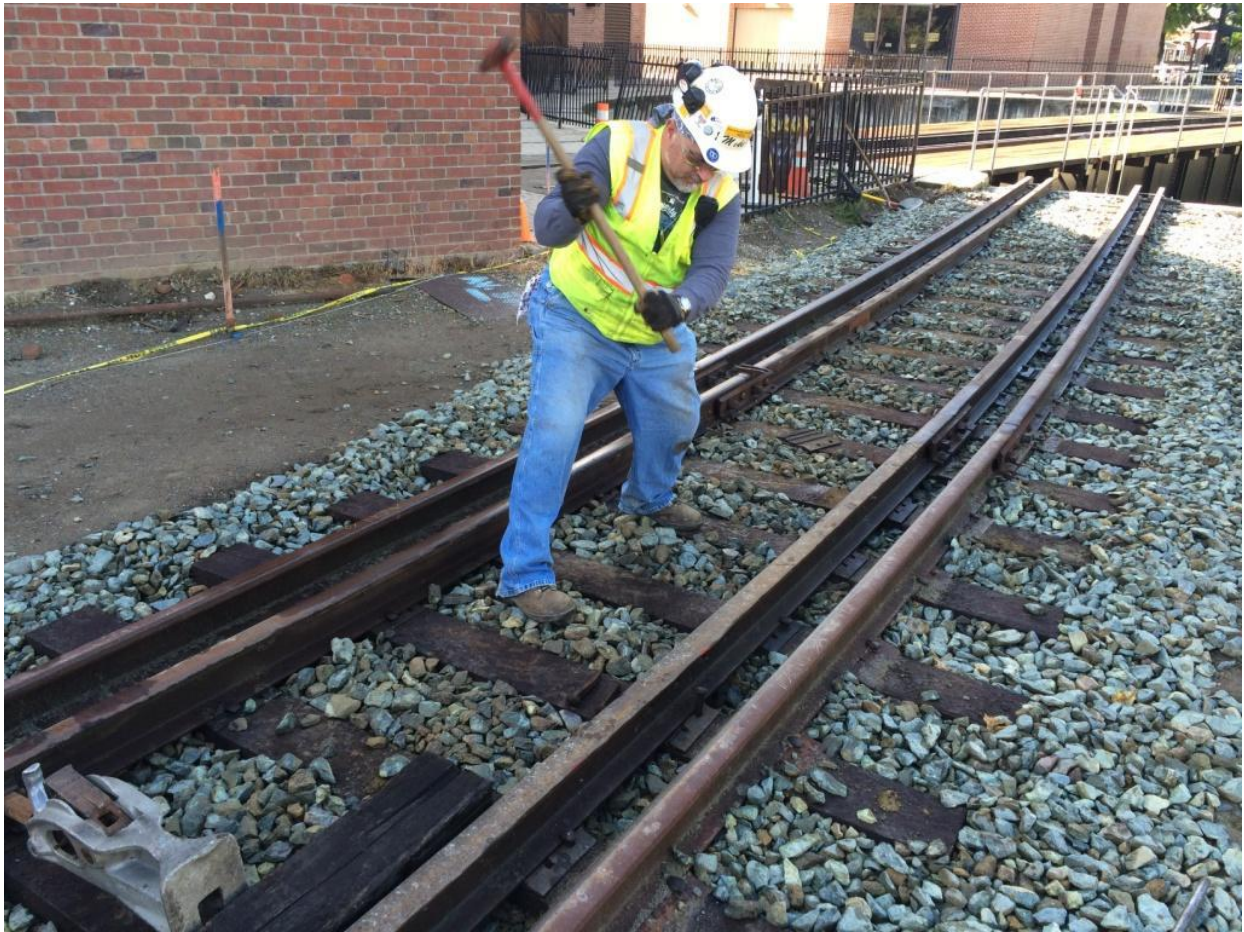
Alan, Gene, and Chris set the old A-5 motor-car on temporary rails in the Erecting Shop



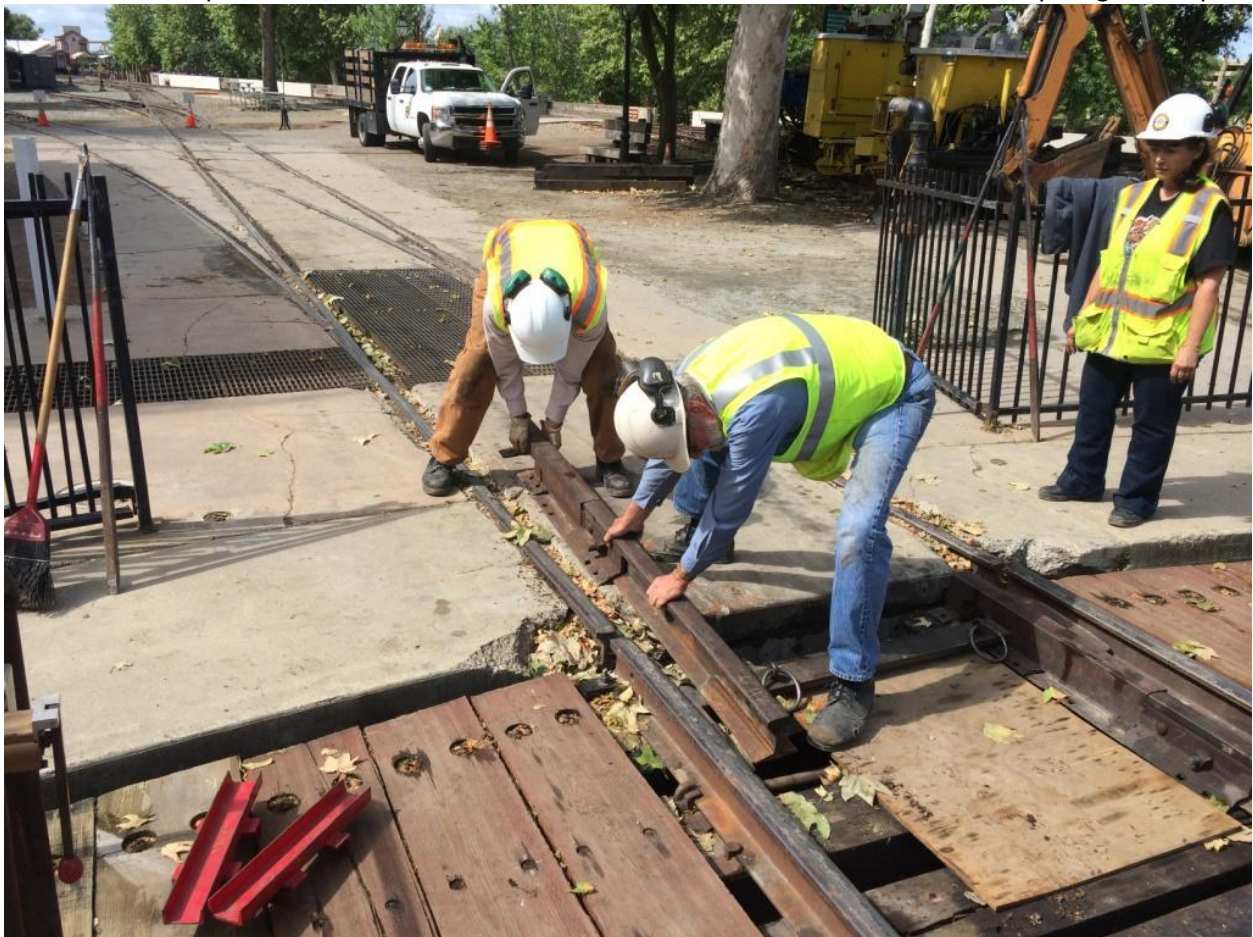
Pam and Chris smooth and straighten the ballast on the Whisker Track prior to completing the gauging operation



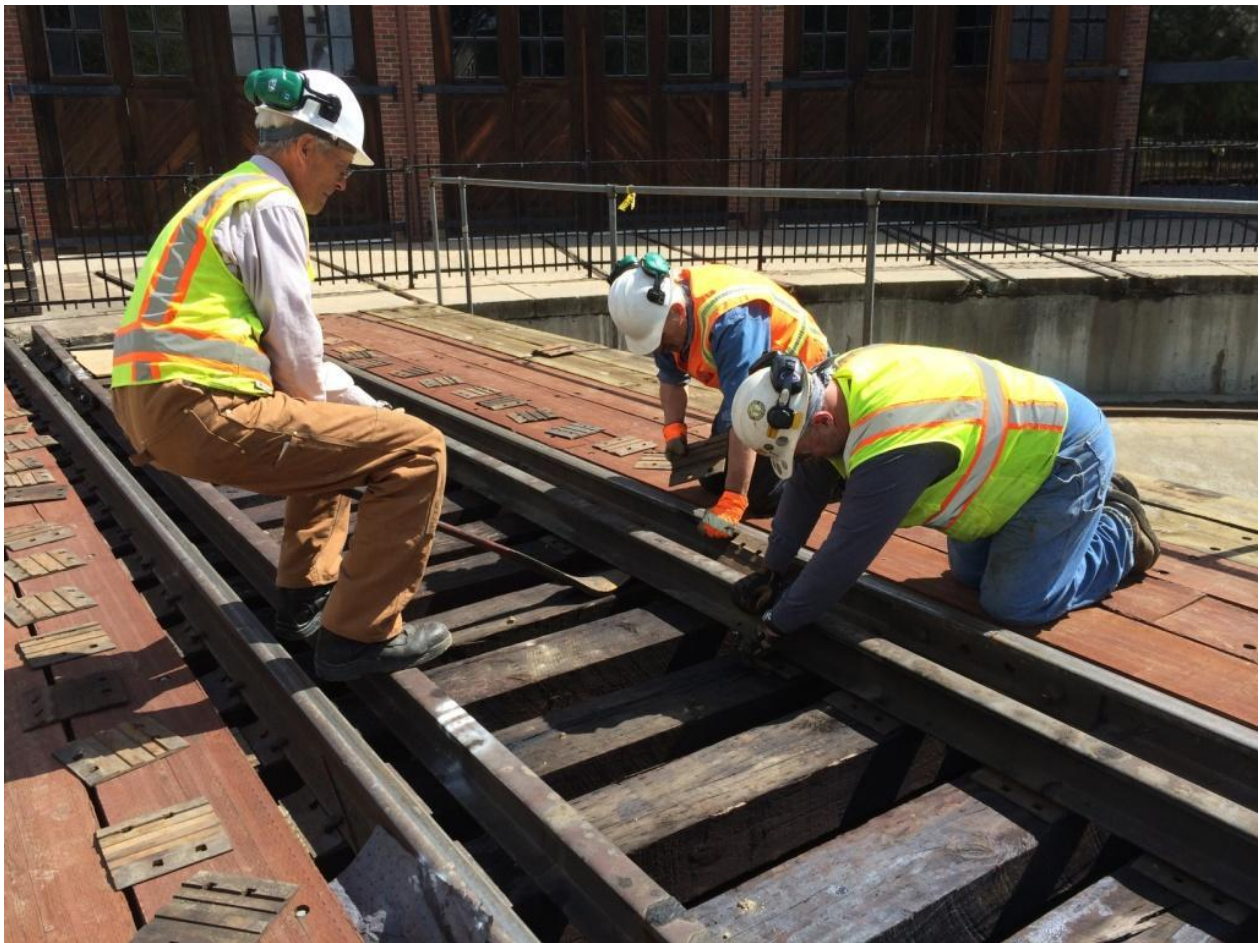
Fred and Clem use a track-jack to adjust the gauge of the narrow-gauge track



Mike F. with a spike-maul, uses the world-famous "Steve Nemeth Windmill-motion" spiking technique



Kent and Alan replace the rail that contains the bracket that holds the "dogs" – heavy work...



Kent "sitting down on the job" while Fred and Mike F. place ties plates



Fred and Chris shove the rail into gauge while Mike F. spikes with the pneumatic spiker



The circle is now complete. More than two-years ago, the MOW Team ripped up the old whisker tracks behind the Museum in preparation for the new Interchange Track to be built. On Saturday, we finished construction of the new Whisker Track.

As our part of the project comes to an end, we got a group snap-shot of some of the proud MOW Team crew who contributed their time and hard work to the project: **Clem Meier, Alan Hardy, Mike Florentine, Fred Carr, Chris Carlson, Harry Voss, Richard Paul, Kent Ransom, and Pam Tatro.**

Many others helped on this project who were unable to join us on Saturday yet deserve equal recognition, including: **Steve Nemeth, John Rexroth, Harry Gobler, Frank Werry, Heather Kearns, Ed Moriarty, John Chandler, Mike Harris, DJ Chapman, Mike Miller, Dave Megeath, and Mike Taylor.** A fantastic job done by a great team of volunteers.



The MOW Team rips out the old tracks, January, 2012



The new Whisker, April, 2014