

Greetings!

This is your Maintenance of Way Team update for September 15, 2013 – the very last MOW Update for the summer of 2013. But, the beaoning autumn is a lovely time of year in the Great Central Valley of California and, I promise, there will be plenty of MOW fun throughout the season. So let's review the MOW Team's accomplishments for the last week of summer before we lose any more evening light to that pesky equinox.

On Tuesday, the Man-lift had its annual OSHA inspection from the crane inspector. Of course, it passed with flying colors and was recertified without question. Was there ever any doubt? The inspector thinks our Man-lift is a beautiful machine. He loves it – and he's right. It's a MOW specialty, unique in the world, designed and built by your MOW Team!

In the afternoon and evening, Pat Scholzen, Chris Carlson, Brian Cameron, Harry Voss, Alan Hardy, Heather Kearns, and Gene Peck (in sign in order) gathered at the Shops. Gene and Pat worked on a tool to make Museum's turntable safer to operate when setting the "dogs" that lock the turntable into position once lined. Also on Tuesday, work proceeded on the "new old" tamper. Alan and Heather continued cleaning up the Shops. Chris and Brian managed to get the track-mounted sickle-bar weed-mower running. With Alan's repairs of the sickle-bars, this machine works great.

Thursday, Mike Harris, Harry, Gene, Alan, Heather, Chris, and Frank Werry (in sign-in order) joined the crew. Mike and Gene managed to get the work-head slides re-installed on the "new-old" tamper. Frank, Heather, Chris, and Harry moved the sacarifer, man-lift, and chipper from the North Turntable Lead to the Old Interchange Track 150 to make sure they are out of the way when the UP Business Car Train takes up residence in our yard on this coming Tuesday.

Saturday was a shops day. Chris, Alan, Mike Miller, Mike Florentine, and Harry were on hand. Leonard Jones was on-site, as well, in case we needed more mechanical miracles performed. First, the crew (and cats) fueled-up on doughnuts (thanks Harry). Then we moved the sickle-bar weed-mower out of the building and onto the track behind the B Unit. Next, we headed over to the Erecting Shop to retrieve several bundles of ties, including some 16-foot switch-ties stored over there. When the door is only 13 feet wide, the 16 footers proved challenging. Skillfully, Alan on the fork lift, wove the long timbers around the narrow door. We loaded many bundles onto the transfer table, transferred them north, and then spotted in our compound outside the Boiler Shop. Once the space was clear, we moved the fire truck over to the Erecting Shop. After lunch, Alan, Chris, and Harry moved the "new-old" tamper into a bay on the west side of the building for better light in the evenings and easier access by our crew. But first, it had to be spun around. Alan positioned the overhead crane and we hooked straps to the machine. The crane lifted the tamper with ease and we spun it around. We then rolled it into the west bay where there is some overhead light – a rare thing at the south end of the Boiler Shop these days. We finished the day by repairing the safety light-bar on our trusty Chevy Truck. A loose wire and burned out bulb darkened our spinning and flashing amber lights. The light bar now works at 100 percent efficiency so that when driving down the bike path to access our mainline, for instance, it will provide the appropriate yellow flashy light safety warnings to pedestrians and bicyclists (to stay out of OUR way!)...

Our very good friend, Hallie Crawford, who heads up the All Aboard Desk, has conferred new hour-bars on Museum volunteers. Several of your MOW Team members have been honored for their dedication: Dave Megeath: 5,000 hours; Myrletta Downes and Heather Kearns: 8,000 hours; and, drum roll please, our own Road Foreman of Doughnuts, Harry Voss: 9,000 hours! What tremendous accomplishments by our fellow MOW Team members! Congratulations to Dave, Myrletta, Heather, and Harry – and all our volunteers – who donate so much of their time and effort to make our Railroad, Museum, and State Park better for all to enjoy.

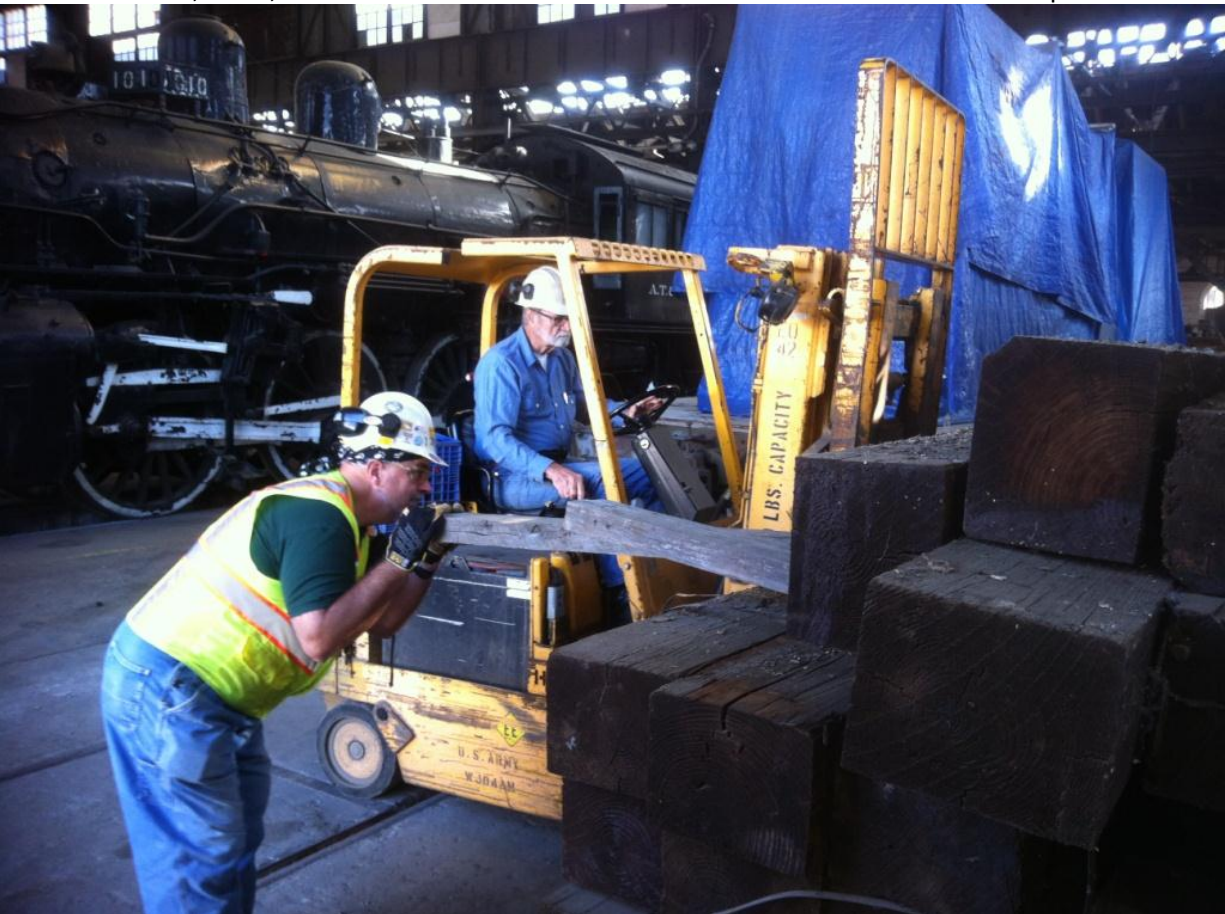
This coming week will be productive, no doubt. We will gather like clockwork at the Boiler Shop on Tuesday in the afternoon and evening. Thursday, 5 o'clock is the call time. Saturday, doughnuts will descend on the Boiler Shop at 8 o'clock a.m. before we head out on the line for more MOW fun. We always love welcoming new members so, why not come on out and join us? We put the "A" in "accomplishment!"

We'll see you out on the line,

Alan, Chris, and Richard.

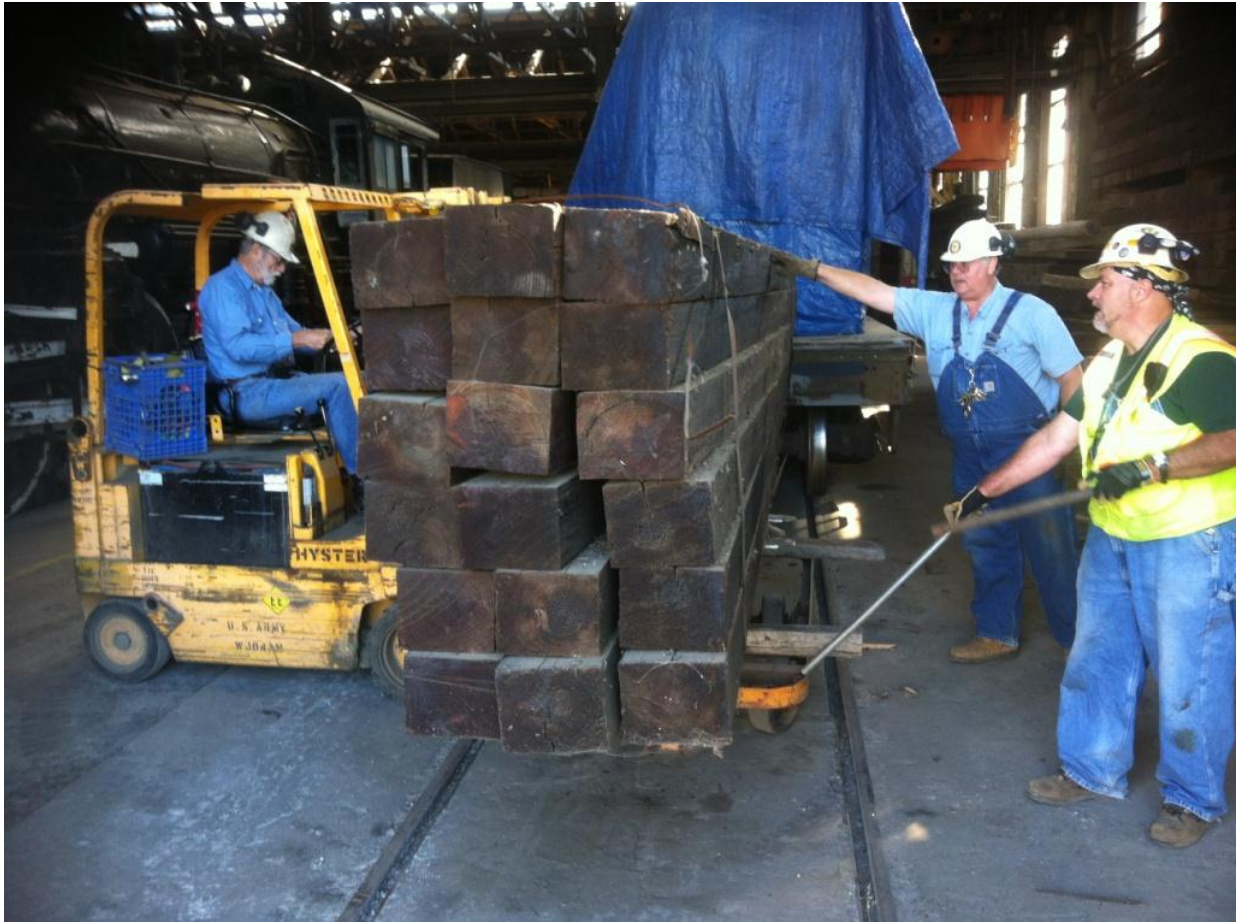


Chris, Gene, and Mike H. reassemble the slide columns on the “new old” tamper



Mike Florentine and Alan load a bundle of ties. Yep, that's the AT&SF 1010 in the background...





Chris and Mike work to stabilize a bundle of 16' ties as Alan operates the forklift



Bundles of ties arranged on the transfer table for transferring





Chris on Big Green takes possession of the 16' ties



The "new-old" tamper flies!





Alan and Chris spin the flying tamper and line it onto the rails



The trusty Chevy Truck's safety light bar on the roof of the cab disassembled for repair