

September 24, 2012

Hello All,

Since I was absent all last week I have got a report from Richard and my thanks.

Tuesday evening, the MOW-Team managed to load a substantial amount of the extra rail from the new Interchange track and switch onto the flat-car spotted on the track next to the Discovery Museum. Alan ran the Gradall forklift lent to us by Granite Construction while Mike Harris operated the back-hoe. Heather operated the propane-powered fork-lift for loading smaller lengths of rail onto the trailer. Cliff cut the long sticks into manageable lengths with the torch. Frank Werry and I rolled rail and guided the swinging sticks onto the flat-car which was to be taken by the freight crew down to Miller Park on Wednesday. Furthermore, Frank and I moved scarifer, tamper, and Man lift off the Business Car Track and onto the House Track so that the Wednesday freight crew could move the tank-car over to the shops.

Thursday evening, the MOW Team worked to gauge and anchor-down the rails leading to the Transfer Table on the new south lead in preparation of the concrete pour which occurred on Friday. Then, we headed over to the back lot of the museum and loaded all the OTM and piles of ties onto the trailer and No. 8 truck and moved them over to our "corporation yard" in the rail yards. Cliff, Heather, Frank, Alan, and Mike Harris were there to help. Frank and I moved the tamper, scarifer, and Man lift off the House Track and back onto the Business Car Track.

Saturday, we continued prepping for the UP Event. The plan was to take the remaining extra rail (14 sticks) from behind the museum by the new Interchange switch down to Setzer. We spotted the MOW flatcars on the new interchange. Alan in the loader and Harry Voss in the backhoe moved and lifted the various pieces of rail onto the flatcars. Frank, Ed Moriarty, Heather, Steve Nemeth, Mike Florentine and I did all the ground work. Meanwhile, during a lull in the action, Frank, Ed, and I corrected a defect we found with switch 2 during our yard inspection on Friday. After loading about six tons of rail on the flats, I ran the tamper as our "motive power" (we wanted the extra braking-power) pulling the rail laden flats to the Setzer switch then shoving them down the hill where Harry skillfully removed them. We made two-trips loaded with rail while dodging trains.

Next weekend we are supposed to run the fire truck for the celebration. If you would like to volunteer, please let me know. Also, since we will around lots of people, dress appropriately for the event.

See you out on the line,
Chris, Alan and Sandy



