

Greetings!

This is your Maintenance of Way Team update for June 15, 2014. “Work, work, work.” Man, did we get some good work done this week – and enjoyed every minute. So, let’s get working on the fun right now with this week’s pithy update.

Tuesday, the Mighty Weed Team was on hiatus. They return to action this Tuesday. Meanwhile, the evening team consisted of Alan Hardy, Heather Kearns, Frederick Carr, Mike Harris, Gene Peck, Matt Blackburn, and Cliff Hayes. Alan continued painting the new-old tamper. Alan has painted, and painted, and painted, and painted that machine – so many nooks and crannies. It’s looking fantastic, however. Cliff wielded his welding magic and fixed the cracked base of the slide-rod on the old-old tamper. Mike H. got down in the pit under the Kalamazoo tug (former regulator) to yank-out all the superfluous hydraulic lines. Gene and Fred worked on the Kalamazoo as well. Heather continued her yeoman efforts on restoring the A-6 motor-car to operation. Then, she and Matt and Heather hopped in our trusty Chevy Truck and headed down to Baths where they painted the fouling point and clearance point marker just beyond Switch17 so they’d be easily visible from the train. This will help brakemen spot the train under the new procedures at Baths. Good work by a great crew.

Thursday, we welcomed Bob Ress back to the MOW Team. He says it’s been about 10 years since he last worked with the Team. The welcoming committee consisted of Heather, Cliff, Alan, Frank Werry, and Mike H. Thursday’s task, get the work-heads installed on the old-old tamper. As you know, we switched-out the work-heads on the two machines. The old-old tamper’s work-heads were in better shape. So, instead of spending lots of time and money to restore the ones on the new-old tamper, we figured just switch ‘em out since they’re interchangeable. We’ve become experts at removing and installing work-heads on Jackson 3000 Tampers. Mike H. headed up this project and we couldn’t have had better leadership. Meanwhile, Heather continued painting the A-6 and installed work-light so our trusty track inspectors can see the line on those dark and stormy nights in winter. Again, an amazing team working together for great accomplishments.

Saturday, well, as they say, “best laid plans” and all. Things didn’t work out the way we had intended. But, once again the versatile MOW Team turned lemons into lemonade (with a doughnut chaser). Alan, Heather, Chris Carlson, Steve Nemeth, Michael Florentine, Frank, Fred, Pam Tatro, Harry Voss and Ed Moriarty made quick work of the doughnuts. The plan was to take the dump-truck and front-end loader down to Baths with another load of rock to build-up the brakeman drop-off point north of Switch 17. Everything was set, crew was ready, and train orders issued. Then, Chris discovered a significant defect on the dump-truck. As safety is always our primary concern, the dump-truck was bad-ordered. So, our train order was annulled (apologies to Dianne our train dispatcher). Instead, the Team put Plan B into action: fixing a defect at Switch 12 (south Clunie Siding Crossover). In the heat, a switch-plate was interfering with the switch-rod making it impossible to throw to the siding. Using track-jacks, the team was able to move the offending tie to free up the movement of the switch machine. After fixing the switch, the Team headed to Bath to survey the curve south of Switch 20 (south Baths) leading out onto the I-5 Bridge. This area has given us a bit of trouble in the past, especially as it heats-up. Right now, it’s pretty stable.

Many projects were accomplished in the afternoon. Chris and Alan hooked up the hydraulic lines on the old-old tamper. Chris got squirted by hydraulic fluid only once! That’s an improvement! Frank and Ed worked on the Kalamazoo. Steve and Mike F. moved the motorcar flat from the Boiler Shop to the Erecting Shop. The plan is to upgrade its capabilities. Steve and Fred transferred the spark arrester from old-old tamper to the new-old tamper. Then, Ed and Steve used the mag-drill to fasten the deck plates to the Kalamazoo. Chris rewired the squeeze valve on the old-old tamper. Then, he and Alan got the turntable working on the new-old tamper. Frank removed the bent turntable lock from the Kalamazoo which has plagued us for years but, because of where it’s located, we’ve been unable to access it. Heather worked on the A-6, and other projects. Finally, Chris got a working forklift charger set up in the Erecting Shop. Phew. Is that it? Did I get everything? So much got done that if I left anyone out, my apologies. As you can see, we are quite a team!

This coming week, the Team will commune at the regular times on Tuesday and Thursday evenings in the Erecting Shop. 5 o’clock is when the door is guaranteed to be open. Saturday, doughnut service commences at 8 o’clock a.m., again in the Erecting Shop. More good work and good times are in order. The Team is firing on all cylinders now that we’re settled into our new home. They, like all volunteers at the Museum and Railroad, deserve a big round of applause!

See you out on the line,

Alan, Chris, and Richard.



Cliff working his welding magic on the old-old tamper



Mike H. in the pit under the Kalamazoo modifying the hydraulic systems



Matt and Heather after having marked the fouling and clearance points at Baths



Frank swinging the 20 pound sledge driving in a pin that holds the work-head on the old-old tamper



Alan, Mike H., Cliff position the second work-head on the old-old tamper



Heather after having successfully hard-wired the work-lights on the 60 A-6 motorcar, which she painted, as well.



Alan painting and painting and painting and painting and painting the new-old tamper



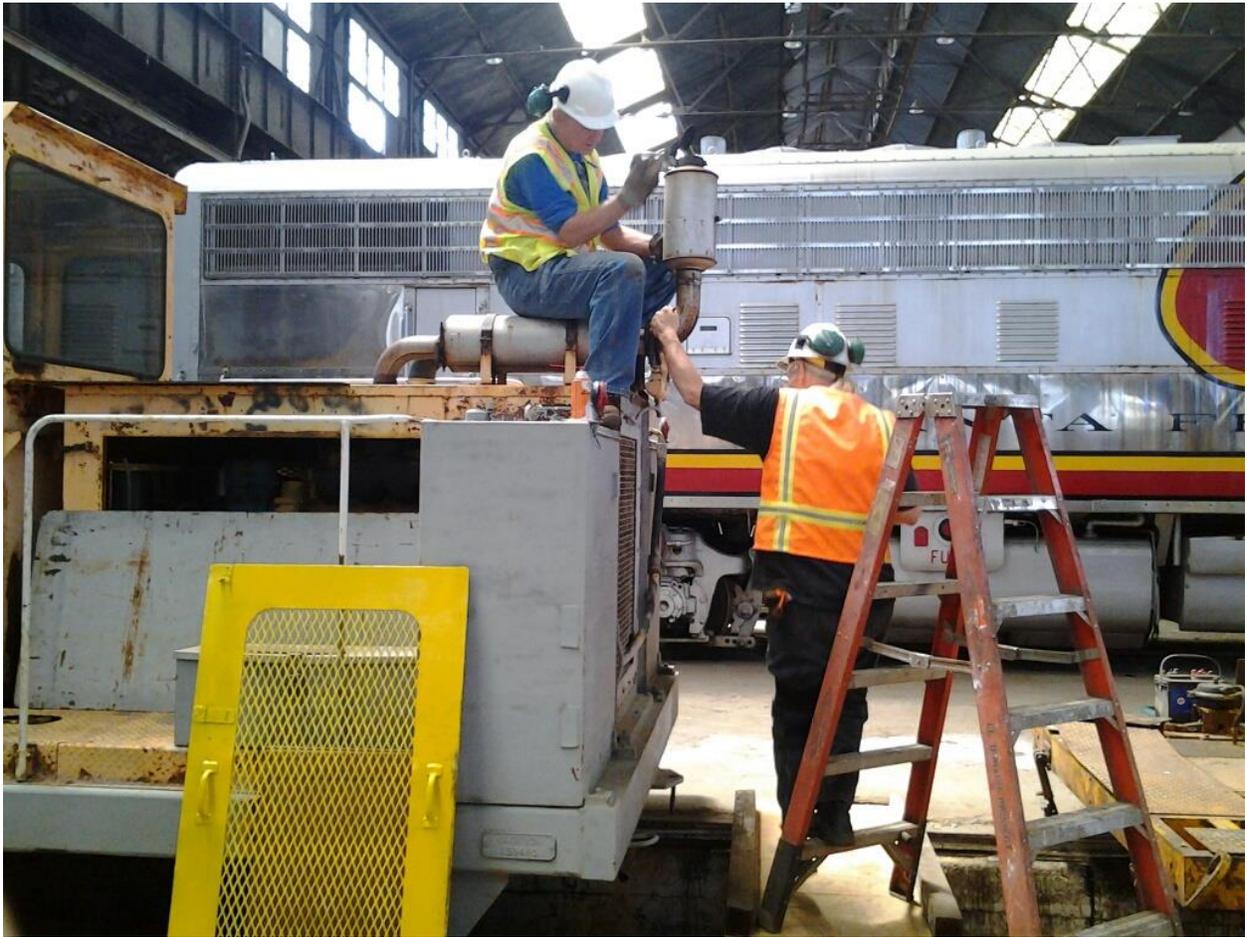
Fred, Harry, Steve, Chris, Frank, and Ed mitigating the defect at Switch 12



The Team inspects the stability of the curve heading out onto the I-5 Bridge



Ed and Steve having too much fun using the mag-drill to fasten the deck plates to the Kalamazoo



Steve and Fred transferred the spark arrester from old-old tamper to new-old tamper



The old-old tamper reassembled and ready for the next chapter of its history