

# MOW WEEKLY UPDATE!

10/5/2009

Hello MOW folks. I hope you are ready to begin your week on the right foot with a few moments reading your MOW Weekly Update. For those of you who choose not to start the week with the MOW Weekly Update, I can only hope you do not wander, lost, during the week without the direction provided by the MOW Weekly Update. So let's get started.



The dedicated Saturday crew.

## WEEK IN REVIEW:

**Tuesday:** Our crew worked in the shops on Tuesday. Pat and Gene went down to Setzer to repair the ballast regulator which broke down last Saturday. Due to lack of parts this repair was held over till Thursday. Cliff continued work on the ballast screen preparing it to go down to Setzer. Ron worked on fabricating some extra long jumper cables, Brenton something I can't remember, Richard did laundry and something else but I forgot what, and Sandy twirled around on the forklift. All were excited and happy.



Mike Taylor in front, Steve, Brenton, and Richard setting track jacks for the track raise

**Thursday:** Gene made a special return on Thursday to complete the repairs to the ballast regulator after the correct parts were finally obtained and put the machine back in service. Richard and Ron worked on placing a workbench lamp over Harry's workbench with much success. They also created a new shelf to store the cans of oil for the drill press. Mike worked on placing some warning lights on the green machine. Brenton worked on the lights of the green machine that needed repair to ensure we have

sufficient lights to safely travel with the machine. John worked on repairs to one of the horns on the green machine. And Cliff finished welding tight the support legs to the ballast screen. It was a good day.

**Saturday:** A moderately sized work crew arrived for work on the track raise project. We loaded up our tools and equipment and were off to the mainline at M.P. 2.2. where we had already spread ballast for the raise. The crew got right to work placing jacks, and using the spot board raised the rail about 4 inches. At one point the past program manager, Alan Hardy arrived and was put to work operating the tamper. We found that there is need for a good raise in this area as even with the extra 4 inches we were raising the track the tamper still was hitting hard dirt. So we made slow progress but were able to raise a few hundred feet of track even with an extra train moving through the worksite during the middle of the day. If you are interested in seeing a video of a similar track raise on the SSRR back in March go to this link:

<http://www.vimeo.com/4011584>



Most of the crew clearing ballast and setting setting jacks for the raise.

### **WEEK AHEAD:**

**Tuesday:** We will be busy at the shops working on a number of project and perhaps even loading the side dump car at setzer but we will see. As normal we meet at the shops starting at 3:00 p.m. for those frolicking in the happiness of retirement and flexible work schedules and 5:00 p.m. for those still toiling with the yoke of labor.

**Thursday:** More fun in the shops to be had by all. We meet at 5:00 p.m. at the shops.



Alan Hardy at the controls of the tamper with the rest of the crew clearing jacks and directing the tamper.

**Saturday:** Chris will be running the crews on Saturday. We are planning on using this day as a switch servicing day. Several switches need adjustment so the crew will head out and whip those switches into shape. This is the day for those who would like smoother and easier switches to come on out and join MOW and help service switches. It is also a good chance to learn more about the switches that we use during every run. We meet at the shops at 8:00 a.m.

PICNIC: Again another reminder that the MOW Picnic will be held on October 17. If you are reading this message you are invited just let us know if you plan on attending. Thank you. Specific details will be in next weeks update.

See you out on the line,

John, Sandy, and Chris