

MOW WEEKLY UPDATE!

5/4/2010

Hello MOW Folks and welcome to the late installment of the MOW Weekly Update. This is where you can read about all the great things that MOW had been doing, will be doing, and what you should be helping to do. So let us get down to the updating.

WEEK IN REVIEW:

Tuesday: The Tuesday crew worked in the shops as normal. Gene worked on repairs to a wind machine that broke down last weekend. Bert continued work on his motor car roof. Mike worked on removing the axle from the cliff's motor car. Bert and John with the help of Sandy worked on moving the scarifier out of the shop in preparation to take it across to Old Sac during the Wednesday freight move. All was happy and well.



Frank and Chris at switch # 6. They seem to have no trouble operating the switch.

Thursday: Mike removed both axles from the cliff's motor car, this was because his efforts on Tuesday revealed that the front axle of the cliff's motor car was also damaged and would need repair. Bert continued work on his motor car roof. Halie put the decals on the tie shear before joining John and Sandy in the tamper to tamp a few ties Chris and crew installed last Saturday. We then attempted to move the ballast regulator only to find



Chris and Frank riding the motor car down the Setzer spur to collect the ballast regulator.

that the hydraulics were not functioning. So we saved that for another day.

Saturday: With a small crew John, Chris, and Frank your Saturday MOW crew was able to accomplish quite a bit. First we started by investigating a report from Red that there were boards on the turntable that were unsafe and needing to be secured to the deck. During the investigation we also

discovered that at least one tie under the turntable track had rotted through.

We decided to leave the tie repair for another day but was able to secure the deck planking to improve safety on the turntable. Before lunch we were able to service two switches in the yard, switch #6 which has been reported as hard to throw and switch #5 because it was close to switch #6. After lunch we went down to Cluine to jump start the inspector motor car which had a dead battery and used that motor car to jump start the ballast regulator. After adding about 10 gallons

of hydraulic oil we were able to move the regulator in to Old Sacramento. An thus endth the week.

WEEK AHEAD:

Tuesday: We will be meeting at the shops for fun in the shops as normal. We have two start times. 3:00 p.m. for those ready and willing to escape the normal routine early and 5:00 p.m. for those stuck in a routine job.

Thursday: Again we will be meeting in the shops for fun and excitement. We have many projects to work on. We will meet at 5:00 p.m.

Saturday: We will have a Saturday work crew. We will meet at 8:00 a.m. for work out on the line. Depending on the number of people working we are planning on more tie changing in the morning. Once the trains start running perhaps we can move on to switch servicing.



The Scarifier fresh out of the shop and ready for action. New teeth, engine service, horn repair, electrical repair, lube job, and new paint.

See you out on the line,

John, Sandy, and Chris