

MOW WEEKLY UPDATE!

7/13/2009

Hello everybody, it is time again for the weekly MOW update. We write it, you read it, and everyone is happy. It was an interesting week at MOW with lots to do and only a week to try and do it all. Without waiting another minute let's get started with the update.

WEEK IN REVIEW:

Tuesday: We worked in the shops on Tuesday. Some of the projects I can remember and some I can not. I will try to resight all the projects I recall being worked on. First, we unloaded the fire truck from the trailer back into the erecting shop. This took a little time due to complications from a support stand on the trailer. Needless to say the old support stand is no more and we have a new one ready for installation next week. I know you are thinking there is a story behind this little description and you would be right. Bert continued work on constructing his roof for one of the motor cars, and Pat helped Virginia collect and move some upholstery department seats and such. Gene and Cliff busy in the shops doing something really neat but it was so cool I can't remember but I know it was good.



MOW Red Flag at M.P. 2.0 The flag says it all!

Thursday: A small group worked in the shops on Thursday. Cliff effected some minor repairs on the MOW truck, affectionately called "Eileen" because she leans to the right and leans to the left depending on the load she is carrying. The tailpipe had rusted away and was removed, as well as a bent tow hitch was straightened and painted looking better than the rest of the poor tired truck. We still wait hopefully for the new MOW truck someday???? Bert and Caleb were working on his motor car roof between practicing with the Green machine moving pallets outside of the boiler shop.



Frank and Jon working on removing the spinning bolt while Mike is parking the Green Machine

Saturday: Saturday consisted of starting on the list of repairs identified after our inspection by the PUC on Friday morning. If you are wondering the track passed just fine and the inspector was pleased with our operation. So on Saturday we respiked a

switch at baths, began work on replacing a rail that was not a violation but was suggested by the inspector to be replaced. But due to a spitting bolt we could not replace the rail. So in the face of adversity we do what all good MOW teams do, we went to lunch. After

lunch with just a small crew we spent the day in the shops and returned the rail mounted air compressor to operation.

WEEK AHEAD:

Tuesday: We will be busy working, we need to replace the rail that was not replaced on Saturday, need to torch off the nut from the spinning bolt. We also have normal work projects in the shops that need to be address. Start time for those cruising in the fine lifestyle of retirement is 3:00 p.m. and for those rowing the dingy of labor the start time is 5:00 p.m. We meet at the shops.

Thursday: More of the same we start at the shops at 5:00 p.m. to continue work both in the shops and out on the line.

Saturday: We meet at the shops at 8:00 a.m. to do more work on the PUC inspection fixit list and to put our track in tip top condition for the customers on the weekend. There are many little tasks that could be listed out here from switch re alignment to tie change outs but in truth the number and scope of projects to be address will depend on volunteer attendance that day.

See you out on the line,

John, Sandy, and Chris



Mike is setting a spike in the switch stand while Frank inserts tie plugs. Jon stands watch ensuring they guys do a good job.