

MOW WEEKLY UPDATE!

7/19/2009

Good day to all you MOW folks. The weekend was hot so it is a perfect time to curl up next to your air conditioner and read your MOW Weekly Update. So without further typing here is your MOW Update for this week.

WEEK IN REVIEW:

Tuesday: We had several teams working on Tuesday. First, Pat, Cliff, and Gene worked on repairing the jack stand on the trailer. This required some refitting and heavy metal cutting. Mike Taylor was out and about on the track and down on the Hood line looking at damage caused by the auto crash into our container at Cliff's a few weeks ago. Sandy and Gene were called out on



Tuesday rail change out crew.



Richard, Caleb, and Brenton working to remove the old rail.

the line to help Ed the inspector get his motor car started due to some starter issues. Meanwhile, Brenton, Caleb, Richard, and John went out on the line to replace a vertical split head identified by the PUC inspector. After much sweating under the afternoon sun and trying to squeeze the hot rail into place we were able to put a new rail into service on the Sacramento Southern (SSRR), well new to the SSRR the rail dates from 1905.

Thursday: Sandy lead the crew in the shops. Richard, worked on the roof of the scarifier

while Cliff worked on fabricating a screen for cleaning ballast. This all happened while it was hot and yucky outside which happens to be better than the hot, yucky and greasy environment inside the shops. Good job guys.

Saturday: We had several teams working on Saturday. First, Sandy worked in the shops getting equipment cleaned and ready to head out on the line. Harry and Caleb worked on the track inspector motorcar to see if they could get the starter issues resolved. The started is now removed from the motor car. A third team worked out on the line trying to resolve issues reported by the brakemen. We replaced the headblock on the #10 switch which was warped out of



Chris working the backhoe while Jon watches the removal of the old #10 headblock.

shape and made adjustments to correct brakemen difficulty throwing the switch to the mainline. Now, we have reports that the switch is hard to throw to the freight depot. Now fellow readers, at this point, we are going to skip over all my thoughts about the switch situation and move on to our next project review. In the afternoon the crew went out to M.P. 2.0 and started to replace some ties that proved below our rigorous standards for the SSRR following the track raise in that area. However, due to the heat we were



Frank looking for the missing headblock.

only able to replace two ties before everyone got hot, tired, testy, and generally ready to call it a day. In the afternoon Chris began work on the tie shear which is down from Jamestown.

WEEK AHEAD:

Tuesday: We will be busy working in the shops on Tuesday. If you have any desire to work with big machines, small machines, and socialize with the finest folks on the railroad offering pearls of wisdom to all who enter the shops on a Tuesday evening. Then please report to the shops at 3:00 p.m. for those frolicking in the meadows of retirement or 5:00 p.m. for those lost in the pit of labor.

Thursday: Again, a good day for shop work in the evening. We meet at the shops at 5:00 p.m.

Saturday: Chris will be leading the crew for Saturday. We have several track projects that need attention. We have ties that need changing, we have switches that need adjusting, and track that needs to be realigned. The best we all hope for is a cooler weekend and flawless projects. We meet at the shops at 8:00 a.m.

See you out on the line,

John, Sandy, and Chris



Jon, Mike, and Chris bring in the new headblock for switch #10.