

MOW WEEKLY UPDATE!

8/31/2009

Hello fellow MOW folks. It is time for your MOW Weekly Update! This is the place that you will find information that is not available in other news organizations such as NBC, CBS, or ABC. Not to mention any other print media. Each and every one of you is getting special information on the goings on of the CSRM MOW crew.

WEEK IN REVIEW:

Tuesday: We were busy in the shops on Tuesday. Mike worked on building a keeper for the leaf blower bar for the rail mounted air compressor. Gene and Pat did their normal work. Richard did something, Sandy was in the container, sick. Therefore, few people ventured into the sick container. Bert and Randy worked on bending roof parts for the motor car. And I really don't remember much else, but I know it was productive.

Thursday: The crew responded to a repair request by the SSRR General Manager. On Wednesday night the signal department was called out to Broadway crossing because the gates were down. Upon their arrival they noticed that a joint had pulled apart



Harry and Chris Talbert share stories of MOW history over a cup of cool water on a hot day.

breaking a bondwire which dropped the gates. So MOW was asked to repair the rail. The Thursday crew Richard, Cliff, and John loaded into our semi-trusty truck and went out to the pull apart. Lucky for us the heat of the day had expanded the rail back into position. With only a minimum of adjustment we were able to replace two sheared bolts and put the track back in service so the Signals group to replace the bond wire the next morning. Upon return to the shops we loaded the rail compressor for transport to Clunie on Friday afternoon.

Saturday: Decent crew of about seven folks worked MOW on Saturday. Now folks it is important to understand that this Saturday was a little toasty and sticky weather. Well, we spent the morning working out on the I-5 bridge using track jacks and used ties to try and put a curve in the track across the bridge. By noon we were able to put an acceptable bend in the

track and tamp it into place. After lunch we returned to the shops and split into strike teams to attack different projects. First, Harry and Mike F. went out to the Clunie container, or ovens in hot weather, to replace the alternator in the track inspector's



Harry cuts a tie to use for jacking with the help of Chris Talbert while Jack supervises the work.

motorcar. A second team, Jack and Chris moved the tie shear in the shops into MOW bay #2 so it is in a better location for repairs. Chris T. worked on the green machine cleaning up some of the ties transported in from Setzer before joining or last strike team with Richard to take the chipper down to Setzer and grind up brush leftover from last weekend.

WEEK AHEAD:

Tuesday: More fun and excitement in the shops. We have a number of projects that need attention from powering a screen unit to getting the tie shear repaired, or the motor car roof project with Bert. Start time at the shops is 3:00 p.m. for those free of the work day grind, or 5:00 p.m. for those still needing grinding down through pay labor.

Thursday: If you missed Tuesday work night or if you enjoy the good company, interesting projects and railroading then we have more work in the shops on Thursday for you folks. We start in the shops at 5:00 p.m.

Saturday: This weekend is going to be Gold Rush Days weekend, so Old Sacramento will be packed. As a result we will most likely be focusing most of our efforts away from Old Sacramento. We could be working down around the shops or doing some work down on the Hood line or anywhere but in Old Sacramento if we can help it. Start time is at the shops around 8:00 a.m.

See you out on the line,

John, Sandy, and Chris

Photos courtesy of Richard Paul.



Harry directs Chris Carlson in the Tamper as he tamps the track.