

MOW WEEKLY UPDATE!

9/22/2009

Hello fellow MOW folks. This is your weekly update. Now some of you might be wondering what happened to last weeks update. The truth is we did not do last weeks update. Our normally dedicated and efficient staff decided to hit the road for the extended weekend. It is our hope that you spent your MOW weekly update normally reading last weeks update with a refreshing beverage in hand in a comfortable chair. Now for this weeks update and all the fun of MOW that is fit to print.



New MOW Truck out on the line Saturday.

WEEK IN REVIEW:

Tuesday: We were busy in the shops again. Pat and Gene were able to put a voltage regulator back in the track inspectors motor car to get him back on the rails in his accustomed comfort. Cliff continued work on a screen for separating ballast. Leonard finished loading the rest of the ties in the yard into the dumpster for disposal. Sandy was out and about getting equipment and tools for the needed jobs of the day.

Thursday: This day started with the accusation of our NEW MOW work truck. That is right folks our old truck known as "Ilene" is gone to a better place. In the evening we were busy in the shops. Cliff continued work with the ballast screen. Mike and I believe Bert were also present but reports are fuzzy at this moment so I am not exactly sure. But I am sure much was accomplished.



Chris trimming the rail to fit while Steve supervises the work.

Saturday: With a small crew of only three folks and Sandy back at the shop we were very busy this day. We also were very truck heavy with three truck in use for only four people, but it was needed to get all our equipment to the jobsite. Chris, Steve, and John went down to the I-5 bridge to put the rail back in service to Sutterville road. Two pieces of rail were removed to allow us to put gaps in the joints just south of switch #20, as part of the

removal of the sharp curve “kink” in the track at that location. We had to clip the rails to fit them back into position, put on the joint bars, spike the rail down and tamp it into place. Meanwhile back at the ranch, Sandy used the loader to attack an offending tree that has been encroaching on some shop tracks. He got the important parts but more attacking is needed. It was a good and tiring day.

WEEK AHEAD:

Tuesday: We will be busy in the shops and out on the line depending on the number of crew that will show up. We start at the shops around 3:00 p.m. for those with no or flexible work/managers and at 5:00 p.m. for those in prison like work environments managed by the clock.



Steve trimming the other end of the rail while Chris supervises.

Thursday: More shop work. We meet at the shops starting at 5:00 p.m. for fun and excitement that only the bravest and happiest of people can stand. Or if you just need to get out of the house on the weekday we can use you as well.

Saturday: We meet at the shop starting at 8:00 a.m. we have much work to do both out on the line and down at setzer. We have ties to load into the side dump car. We have trees to trim and we have machines with enough good operators that need to be used to do all this work. And of course there is the non machine work too. It will be an interesting day, maybe.

I would like to make a special mention of our track inspector corps. Many of you may not see them often but they are out there. Ed, Nancy, and Alan all spend time during the week and month inspecting the tracks of our railroad to ensure they are safe for you and our customers. They are out on the mainline at least twice a

week and once a month in old Sacramento performing these inspections. This is yet another behind the scenes division of your MOW team who are important to the railroad.

MOW PICNIC! A date has been set for the MOW picnic. Mark your calendar for October 17 and let us know if you plan on attending. It will be fun and exciting. More information as we get closer.

See you out on the line,

John, Sandy, and Chris