

Hello all,

### **Tuesday**

The crew sorted joint bars, switch plates and other assorted jobs around the shop.

### **Thursday**

I troubleshot the tamper and the man lift and picked up batteries for the machines. Lucky the charging systems were ok. Also got the forklift ready to unload the flat car. After the crew got there Richard drove the forklift over to the museum and the crew unloaded the 110 lb. rail for the new switch. Also found we got otm taken at Setzer again! Showed the ranger what was taken and how they got in.

### **Saturday**

The crew started at 0700 to try and beat the heat. We didn't beat the heat! We measured the west rail and started making cuts. The rail saw was not running very good but it made it through the first 2 cuts and we removed the west rail. We started bolting in the 110 lb. sections and then we needed to make 2 more cuts on rail to get the joint bars positioned right. We started making the cut and the rail saw made it about 3/4 through and the saw quit. I tried everything I could do but the saw would not run and it was now 106 deg. So I took the saw over to the motor shop and they wanted to know what kind of motor it was and they laughed when I told them we needed it back in a hurry. They said they would try. Came back to the museum and loaded up and quit for the day.



### **Sunday**

After breakfast on Sunday morning myself, Alan, John Rexroth and Richard worked on cutting the last rails. I had gotten a smaller cut off saw we had and started cutting and it died. what luck, so we got out the torch and cut the 2 lengths of rail and installed them. we were really tired by this time so we called it a day.

### **Tuesday**

I need to put out the call for volunteers again as we have to spike the west rail so operations can run over the track on Wednesday. So if you can please come out and help!

See you out on the line,  
Chris, Sandy and Alan