

Greetings!

This is your Maintenance of Way Team update for September 22, 2013. Can you believe it's fall already. This year is sailing by at breakneck speed! So, before this ship sails any further, let's get up date on your MOW Team's activities.

Tuesday, Gene Peck, Mike Harris, Alan, Hardy, Heather Kearns, Brian Cameron, and Frank Werry were on hand for some MOW fun. Mike and Gene managed have started to reassemble the "new-old" tamper by reinstalling and bolting up the stabilizing brackets. Meanwhile, Frank led a team down the Setzer Line to check out a few areas that we've been watching. At the same time, he conducted the federally required monthly inspections for the Setzer Line and switch, as well as the Miller Park Siding. The team did some routine maintenance and called it quits after it got dark.

Thursday, Frank, Brian, Heather, Alan, Harry Voss, and Chris Carlson made it to the Shops for an evening of transfer-table fun. The main goal for Thursday was to unbury the "new-old" tamper so that we could get it down the to pit at the north end to start power-washing off years of grease and grime. First, the Crib-X machine and fire truck had to be moved out of the way. We pushed the fire truck out onto the transfer-table and used the big yellow forklift to lift and move the Crib-X machine (it's too heavy even for Big Green!). Both were moved down to Bay 25 in the Erecting Shop. Then, Frank drove the half-assembled "new-old" tamper across the center aisle and onto the transfer-table. Once over the pit, Brian spent the rest of the evening power-washing it with the MOW steam-cleaning machine. Congratulations to Brian, our new road-foreman of the power-washer! What a great job he did!

We had a bit of excitement on Friday. Your trusty track inspector was out on the line, doing the second of the federally required twice-weekly inspections of the track, when he got stopped at MP 2.65 by a fast-moving brush fire that managed to ignite several ties. Four fire engines about 10 police cars, two battalion chiefs, and a fire helicopter were on hand to make quick work of the fire. The helicopter scooped up water from the river and dumped it on the tracks. After an hour or, the fire was doused sufficiently we were able to inspect the damage which turned out to be minimal. Only a couple rotten ties had caught fire so structurally, there was no damage and the track was certified for use.

Saturday morning came quickly and great crew showed up. Michael Matsumura, Michael Florentine, Steve Nemeth, Pam Tatro, John Rexroth, Heather, Chris, Harry, Frank, and Alan all gave their Saturday to, help keep our train running (and to partake in the official doughnut ritual). Clean-up from the fire was the first priority. The fire engines made a mess of our ballast down around MP 2.2 to 2.4. The crew got the ballast back in line and the Frank headed down the line to Baths to finish the required twice-weekly inspection that had been truncated from the evening before. He concurred with our other trusty track inspectors that the damage was superficial. As Mike F. said, it's too bad we didn't have OUR fire truck out on the line, as well! The crew headed back to the Shops to begin moving the equipment from our Materials Yard on the north-west side of the building. The toxics folks are about to commence remediation operations in that area. Chris and Steve in the loader worked on moving the pile of ballast to the graded area for the new switch. Harry worked on repairing the rail saw. Frank took a crew over the Erecting Shop to organize switch parts. But, as fall has fallen, the weather changed rather abruptly. About half an inch of rain fell outside and about 1.25 inches inside the building thus curtailing activities.

Rain may have slowed things down on Saturday afternoon but, a new week beacons fill with lots of MOW fun. Tuesday, the crew will meet in the afternoon and evening as usual. Thursday, 5 o'clock is the call time. Saturday, doughnuts will be served at 8 o'clock a.m.

Many thanks to everyone for coming out and giving so much time and effort to the MOW Team, which is widely recognized as the hardest working department of the railroad. Also, my thanks to Heather and Frank for their help with this update!

We'll see you out on the line,

Alan, Chris, and Richard.



The fire helicopter drops water on the fire at MP 2.7



The helicopter flies over and the scene after the fire was put out



Frank and Alan move the fire truck into the Erecting Shop



Frank moves the "new-old" tamper over the pit for cleaning



Brian, our Road Foreman of the Power Washer demonstrating his expertise