

Maintenance of Way Updates

August 2022 BOD Meeting

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First, a reminder that the speed limit is 5 mph on all tracks for maintenance and public safety concerns.

Second, a reminder that if/when the internet people are working overhead of the track next week, it needs to be flagged out of service till they are done where they are working.

Fair amount to report here since we haven't made a formal report for MOW in some time. Back in June, I made greasing the balloon again a weekly priority item since it needs to be done despite other items of business around the museum due to a joint track inspection that Greg and I did. David and I have also made subsequent inspections of the balloon, determining the manner of the new wear patterns from having a proper railhead profile and measurement of the peaking outside joints. Most are not near the legal limit, however there is a spot where we are tight between two joints that are almost at the max allowed. Not greasing the balloon for a year or following up behind with a tamping job that was planned has left the balloon in a state where it is still safe to run on but it needs some TLC.

Roger has gotten the tamper running again. It's taken some work to get the kinks out, but it should go a long way towards helping keep the track tamped. I've got it setup with a stout speeder trailer so that I can move rock as necessary when using one of the ballast cars or the backhoe aren't right for the job.

The backhoe has been back and forth as one problem gets solved just to have another spring up. This time, the seal on one of the rams that turn the stinger blew.

Half of the east lead is out of service. Flags are posted on 3 rail and on the lead at the 5 switch. Starting on Wednesday, July 27th, Roger, Phil and David started work on the East 1 switch. Roger and David have done the lion share of the work with some help from Logan, Steve and myself. As of Friday, 8/6 the East 1 switch should be done allowing us to move west with our work down the lead. We will need to order ties to be able to complete the work and put the East lead fully back into service. I'm not sure how far Roger has gotten with it, but the last time we talked the plan was to obtain a truck load of ties, two bundles of 15's, a bundle each of 14's, 13's, 12's & 11's and then fill out the truck with 9 footers since we still could use more standard size ties.

Found another spot on the east lead to keep an eye on. It might be fine for a while since it's on straight rail but time will tell.

I haven't gotten around to it yet, but we're looking into getting two truck loads of 1.5" rock delivered from the quarry. This is related to what I mentioned about the balloon, with the tamper running now we need the bigger rock to help hold the track in place for when we take the tamper around to line and surface the balloon, and correct the gauge problems. The new rail and ties were step one, now it's time to follow up and finish the job.

Need to look into getting gauge rods as well to help the ties hold gauge with the sharp curve of the balloon.

With the projects before us, I do not think I will have time to make the necessary preparations for Pumpkin Trains. Ali has shown little interest in PT as well due to the volunteer shortage and COVID. Along with that, the area where the Patch is is still full of stuff from the track work last year and now Phil has started dumping trees there too. PT is not very high on my list of priorities right now, MOW is more important right now.