

4-04-2010



News from the Backshop

All....

Well Spring is here. How do I know? Well, I have a Robin that built a nest on my shelf in my garage right beside the Miracle Grow. It has three eggs in it already.

Well, it was a busy week for the Central, the car shop has reported that they now have 260 freight cars back in service. This does not include the rail train sitting at the Penn Central interchange at Carman. The engine house foreman now has CR 8207 on line, This is the entire roster for now. The other engines at the shop do not have decoders, only MC 111 is waiting for new drive shafts.

The MOW dept. has been busy, they realigned a section of track on the back wall by the wheel cleaner this way there is a little more clearance between the wall and the track. New Whistletown yard is now in service and is being used for a storage area for cars as of now. Several trips north with No. 90 and other road power was used from Smithport, and other points. Cars and Power have had some break in time. Crews have been out installing ground throws at the engine house in Smithport, they also had a crew painting them at Boyds Run and Belletown. The switch at the loading dock at the Cook Mill is now operational. All track is now clean or at least has been gone over twice. I think my Code 100 is now Code 95 track. I sure have had a lot of crude rubbed off. Equipment has been moved in at the Scale house and all the brush has been removed and the area is being prepared for a new base for ground cover. The company's vacuum crew has been out and cleaning all the debris there seems to be a migration of the spotted turtle. They seem to like to walk the rails. No. 212 reported hitting one at the south switch in Boyds Run. No injuries to the crew or the turtle. Restricting speed signs have been put up at the no.1 switch at Mill Creek Station and will be worked on this week.

The Penn Central interchange is now full of cars and are being stored for now.

4-04-2010

Continued



News from the Backshop

In other news, the fly ash loader at the Clarion River Power Co. is now being rebuilt. and should be up for loading cars in a couple of weeks. The Cook and Son's lumber mill is also being up-graded. In the next couple of weeks these two company's should be ready and on line for business. A new ground throw is being installed at the car dump switch at the power plant.

The hole in the back drop at Smithport yard has been patched, Both back-drops in Smithport and Ridgway are going to be repainted while they are empty. We hope to do this this week.

My poor table is going to need to be cleaned up of all materials along with my work bench. I know there is a certain friend of mine (Bill D) who loves to see cluttered up work areas, but when you can't even get your chair under the table or even see any of the table top or not even a 1 inch by 1 inch space to be able to work a project, I'd say it is time to clean up and start over again. This needs to be done and needed to be done for a while now. Clarrington Area is next on the agenda this week, All turnouts and track need to be up and running, as of now only the main line is operational. The piggy back terminal needs to have some work done to get it up and running. Some TOFCs have been worked on and the rolling stock needs to be gone over before we can put these cars into service. That is what is being planned this week.

Hope you all have a great week!! Ho yeah, I have to mow this week too.

Till next time

Rich