



CHIPPEWA VALLEY RAILROAD FOUNDATION JUNE, 2020



Next Meeting - JUNE CANCELLED

Update Highlights:

- We continue suspending meetings and organized work sessions because of the virus situation. A few may work as they feel comfortable. So no sessions will be posted until it is deemed safe. The City of Eau Claire has closed many of the summer activities in the parks including the swimming pool, so our decision to close until safety concerns are satisfied.
- A few volunteers are working on track projects. We are keeping it to a few at a time.

Summer Schedule Status

This summer's schedule remains unknown. Much will depend on the State's and City's lead.

The following pictures will illustrate our work.

Fine Tuning the track connection to the West Branch Line

We took another look at our track work last fall and decided that we could do better, so we began fine tuning the track and its alignment. The first task is using the rail bender to remove small kinks and re-curve the rail. Marc Brown designed and fabricated our new bender which has a small hydraulic jack. The bender has replaced our old one. It is fast and effective. It is moved about 10-12" at a time. We straighten or curve rail as required.

Pictures Dave Peterson unless noted



Track Work Looking South

The connection was opened up to help re-align the track and smooth out kicks to the West Branch Track. Pictured is Kirk Olson and Byron Bobb.



Connection Completion Target

The crew was back at it on June 3rd. The track was leveled and re-gauge and re-curved. Holes bolt holes for rail joiner bars will be drilled this coming Wednesday. The track will be connected again. Ballasting will be scheduled. So stay tuned



Weed Control

Every now and then, we do some weed control. Marc was out with the sprayer he built. It fits on the speeder.

Picture Dan Perkins

Switch Stand at New Location Rehab

The flag for the switch stand at the new switch in the woods has been removed for repainting. The existing rivets were drilled out to remove the flag. The flag will be remounted to protect the switch correctly by turning it 90 degrees. The face will not be seen by the train on the main in general operation since the points are aligned on the straight alignment. If one sees the flag, **Stop!** The points will be aligned for the diverging track.

In normal operation, trains using the West Branch will approach the switch and see the flag. The switch is aligned for the main track. The train may pass through since the switch is sprung to allow movement. The points are re-aligned after the train clears the switch.

When we run more than two trains at a time, we will have other rules of operation.

