

Greetings!

This is your Maintenance of Way Team update for January 28, 2018. Things are rolling right along for your MOW Team as this week focused on getting some malfunctioning machines rolling again. So, why don't we get this update rolling right along right now?

Mike Taylor arrived at the Shops extra early on Tuesday and began preparations for the Weedies' 2018 campaign by surveying and servicing their vital equipment. He started with the 400-gallon tank for the spray rig which he cleaned out. Then, when trying to start its pump-engine, he saw something nasty in the carburetor. So, that will require further servicing. Mike T. continued by working on the Weed Team's equipment until, 10 hours after arriving at the Shops, he called it a day. But, now there's a clear idea of what needs to be done prior to commencing the Weed Team's 2018 weed-hunting season. Many thanks to Mike T. – and all the Weedies – for their steadfast dedication.

Meanwhile, Pat Scholzen, Chris Howard, Dave Wolf, Joe Margucci, Alan Hardy, Frank Werry, Gene Peck, Mike Harris, Chris Carlson, and Heather Kearns arrived at the Shops for some Tuesday evening MOW fun. The goal for the evening was to get the Jackson 125 tie-exchanger's turntable hydraulic cylinder back in place. Mike H. climbed on the forklift and lifted the cylinder using a strap and lowered it into the pit guided by Joe. Then, the 125 was rolled over the cylinder and spotted where it could be lifted straight into the machine. Dave and Chris H. snaked the strap through the engine compartment and reattached it to the forklift. Chris H. then headed down into the pit and, as Mike H. lifted the cylinder from above, Chris H. guided it into position. It had to be cribbed up and re-strapped as there was limited space between the roof and engine compartment for the forklift to lift. Soon, Joe joined Chris H. in the pit and together got the thing fitted into position. Chris C. and Frank soon joined the fun and assisted as cylinder was bolted into position. By evening's end, the cylinder was secured in place and re-plumbed.

Thursday would be another evening of quality time for Joe down in the pit. This time, under the A-6 motorcar which has a busted universal-joint on its transmission. Heather, Art Fluter, Chris H., Ed Kottal, and Frank joined the fun. Frank, Art, Ed, and Chris H. finished up work on the Interpretive Handcar Program's (IHP) MT-14 motorcar by re-wiring all the lights on both it and its trailer. This was not as straight-forward as it might seem as nothing on that motorcar conforms with modern size-standards. But, they persevered and got the job done. Now it could go over to Old Sacramento and be ready for the IHP's 2018 season which starts this coming week (and would free-up valuable space in the Erecting Shop). Joe descended into the pit under the A-6. He was bound and determined to remove the wonky u-joint from the machine. It was a real bear to disconnect. Joe spent several hours down there beavering away it. At one point, we threatened to call emergency services to extract him. But, Joe declined and refused to emerge until the job got done. After a while, Heather joined him in the pit to help and, between them, they got the universal-joint removed. Joe and Heather both deserve double-kudos for their unwavering efforts. So, chalk-up more successes for your MOW Team's outstanding, dedicated volunteers!

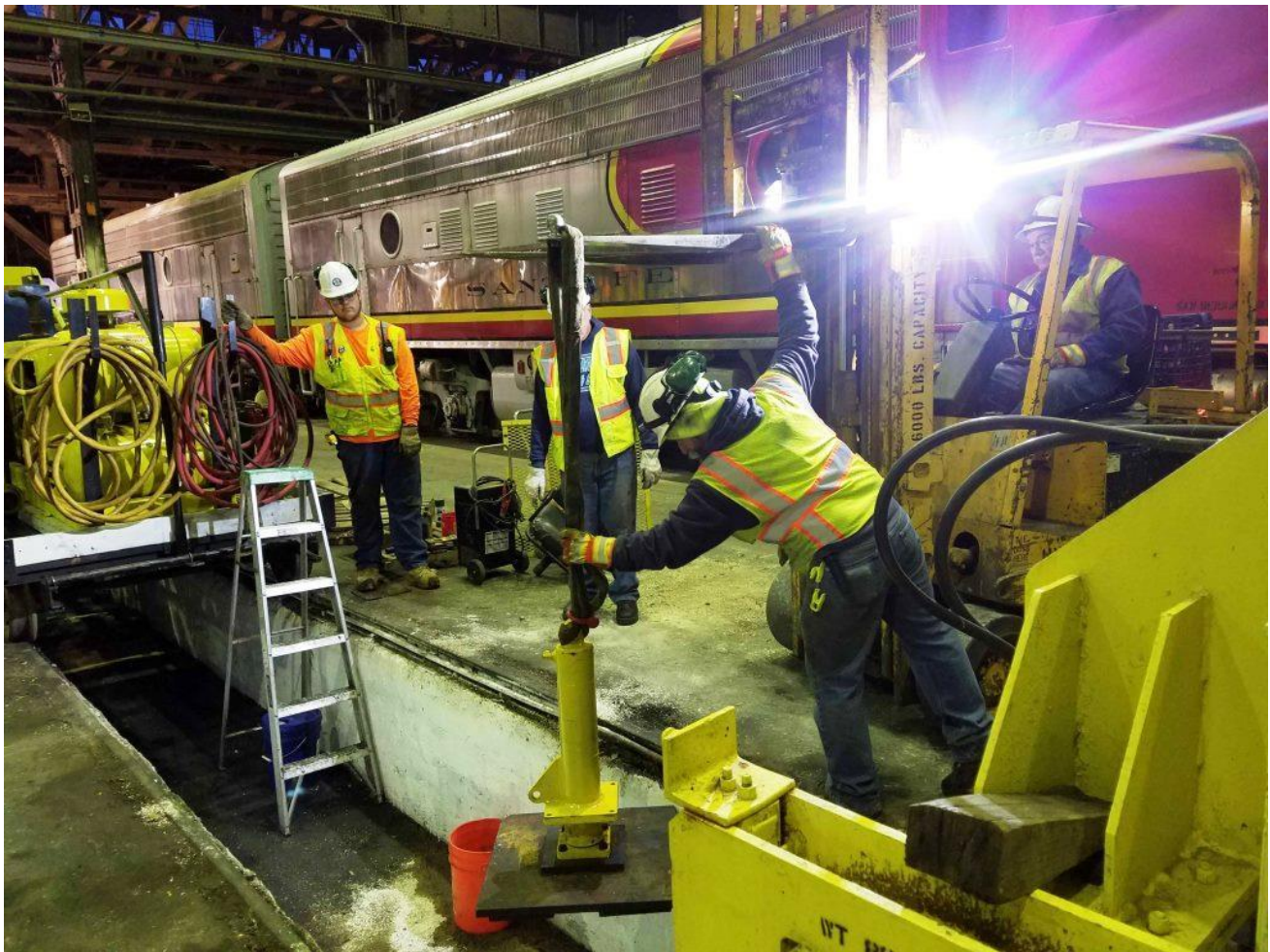
Saturday, following doughnuts of course, Alan, Chris H., Art, Clem Meier, Joe, Pam Tatro, Mike Willis, Bill Hastings, Ed, Michael Florentine, Taka Blackburn, Weston Snyder, Matt Blackburn, Dave, Harry Voss, Frank Werry, Matt McCracken, Chris Machado, Chris C., Mike H., Mike Taylor, and Kyle Blackburn would attend the annual Sacramento Southern Railroad General Meeting where a video review of the MOW Team's year would be shown. Then, the Team would participate in the annual crew-photo followed by riding the "First Train of the Year." You see, we knew a little secret. The "First Train" would head south to Baths and keep on going down to Sutterville Road and the Zoo. It would be our way of introducing the volunteers of the SSRR to the new Sutterville Division Zoo Line. But first, the Team would return the IHP's MT-14 motorcar, its trailer, and the rail-mounted air-compressor to Old Sacramento. In Old Sac., Chris H., Matt M., and Clem would open the Kalamazoo tug and get it ready to come over to the Shops to pull the compressor and MT-14. Weston piloted the Kalamazoo. Alan, Matt B., Chris M., Mike W., Mike F., Frank, Taka, and Dave did the necessary switching at the Shops. Conductor Frank handled the crossings of the UP Main. In Old Sac., the Team got the compressor, trailer, and MT-14 stowed in the Central Pacific Passenger Station. Then, the time had come for the MOW presentation at the General Meeting. Pam, carrying the sacred pink box, led the Team into the East Theater. A masterful video, produced and directed by John Chandler, the MOW Team's own Cecil B. deMille, was debuted which provided an overview of the Team's efforts at restoring the Sutterville Division to service. It's also available on YouTube. Check it out at <https://youtu.be/LfiqDO7B7dE>. Following the meeting, the Team gathered at the turntable for a Team photo then joined their fellow SSRR volunteers for the annual Crew Photo. The big moment of the day was upon us where the entire compliment of SSRR volunteers would be taken down the Sutterville Division on the "First Train of the Year." Under the steady hands of engineer Jon Kreiter and fireman Michele White, the train passed Baths and continued across the I-5 Bridge. It then headed the extra half-mile down the hill to Sutterville Road. Everyone on board seemed quite pleased with the adventure. Photographer and drone-pilot extraordinaire, Kelly Houston, captured some amazing photos of the train crossing the I-5 Bridge and at Sutterville Road, several of which are included in the attachment. The train remained on-spot adjacent to the Zoo for a few minutes before Conductor Kevin Hecteman sounded the "Highball Sutterville Road!" for the very first time. Then, Brakeman Heather called the shove north from the vestibule of the 2175 chair-car. The Team interpreted the journey as an unmitigated success. It was history in the making. The first passenger train had gone to the Zoo. Pleased with the day's events, the Team returned to the Shops and called it a day. The six month effort by the valiant volunteers of the MOW Team to rebuild this line had paid off spectacularly.

This coming week, the MOW Team will get right back to work on Tuesday and Thursday starting at or before 5 o'clock. The Weed Team will be pruning trees on Thursday. Meet at the Shops at 8:30 a.m. Saturday, the MOW Team will cut open the container in Old Sac. and extract the equipment therein. That should be quite a project. 8 o'clock is the call time. Many thanks, as always, to the Team and our supporters.

See you out on the line,

Alan, Chris C., and Richard.





Mike H. on the forklift lowers the 125's hydraulic turntable cylinder into the pit guided by Joe

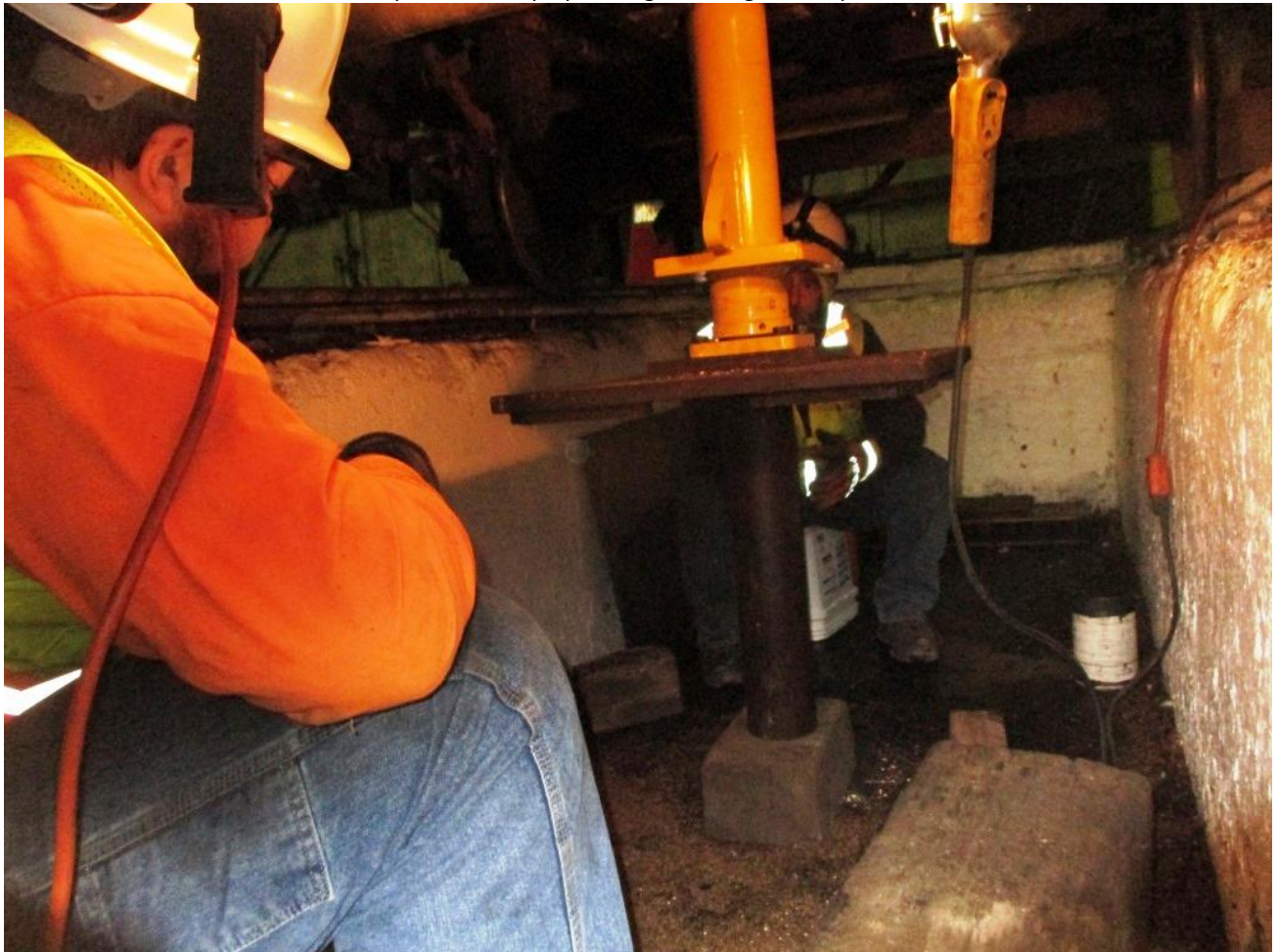


Chris H. in the pit under the 125 feeds the strap up through the engine compartment which will lift the cylinder into place



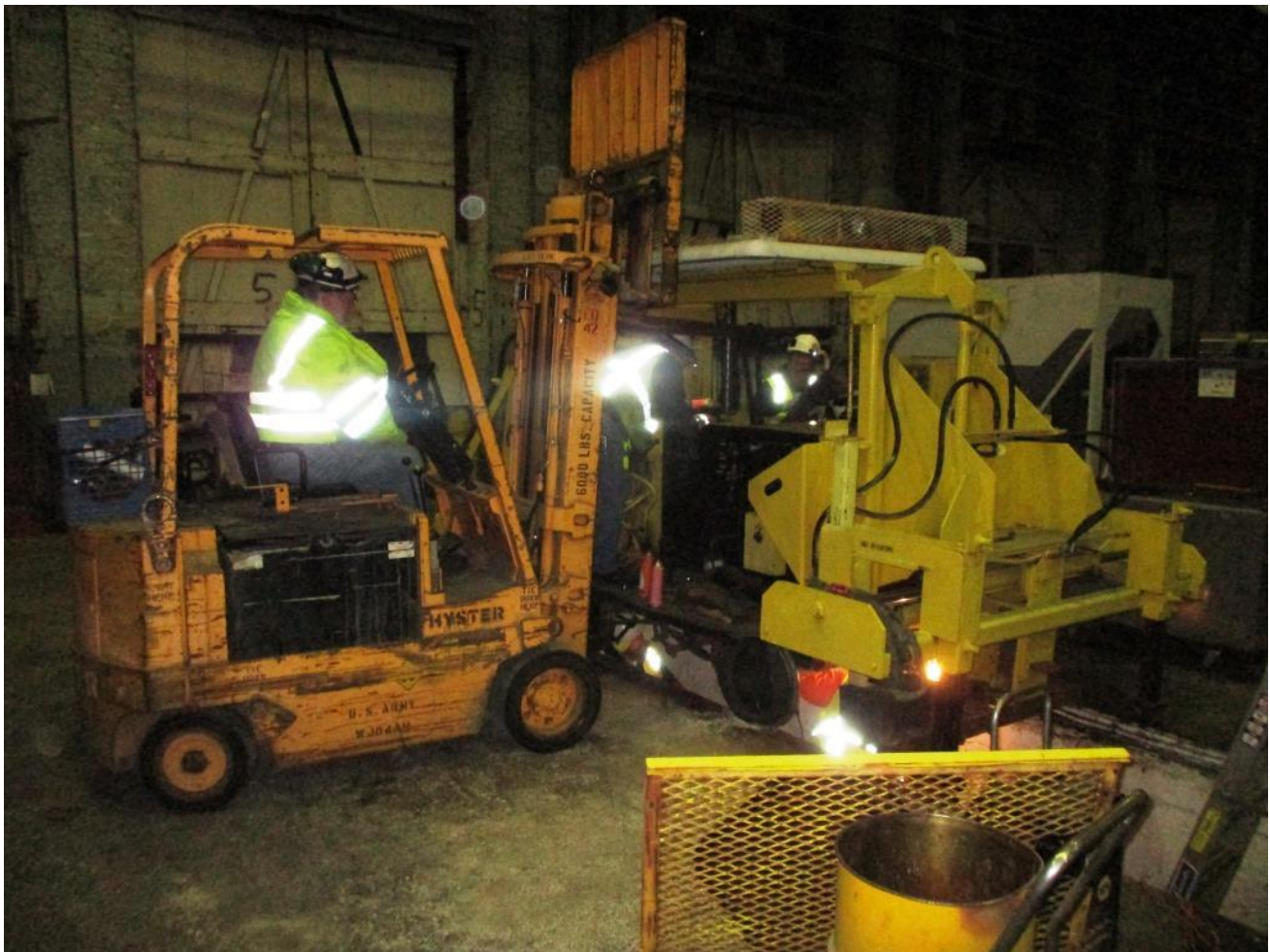


Dave pulls the strap up through the engine compartment

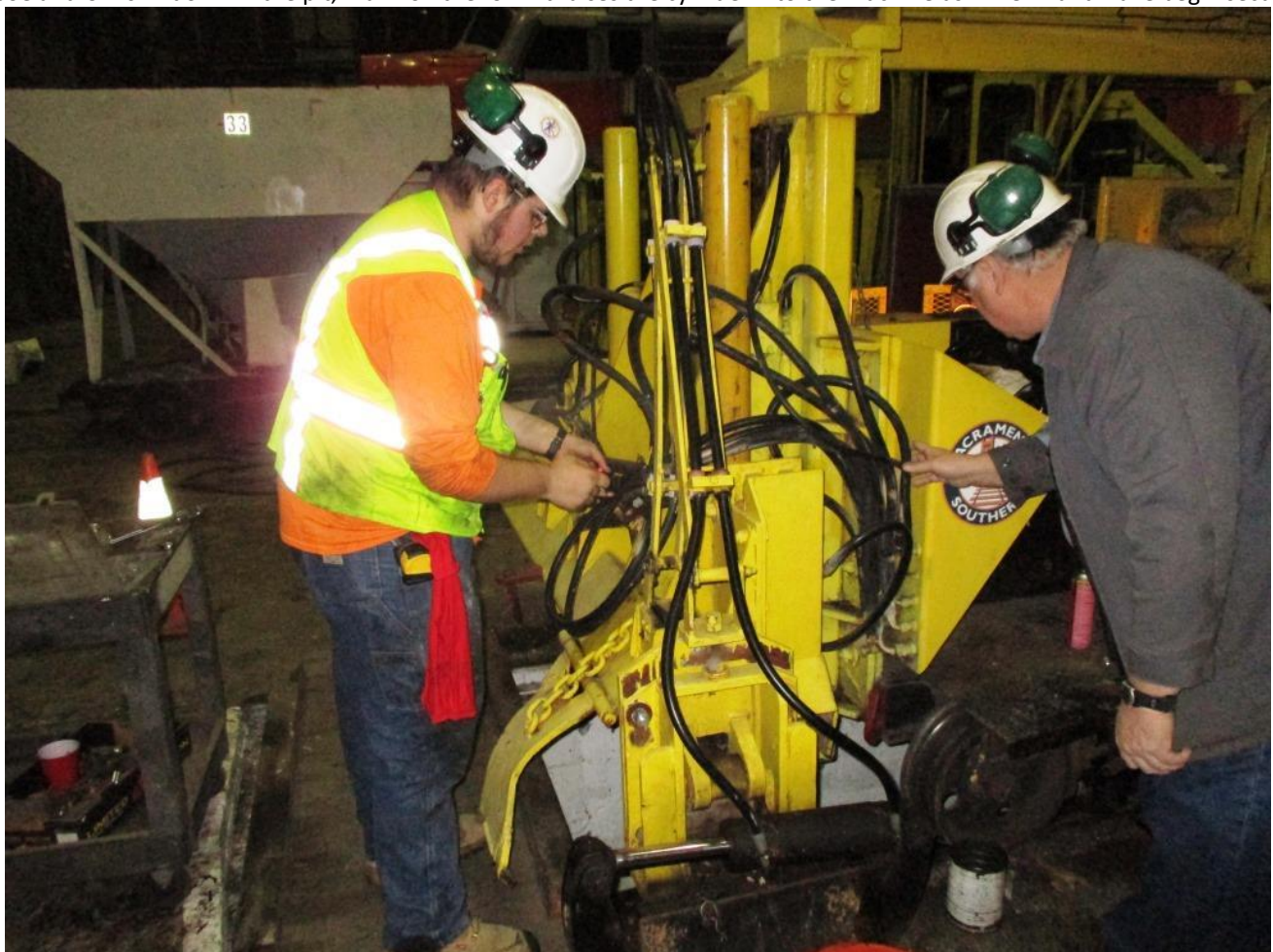


Chris H. and Joe crib-up the cylinder





With Joe and Chris H. down in the pit, Frank on the forklift raises the cylinder into the machine as Mike H. and Dave begin securing it



Chris H. and Chris C. remove a worn hydraulic hose from the 125's work-head





Heather briefing the Team on what needs to be done on the A-6 motorcar to remove the u-joint

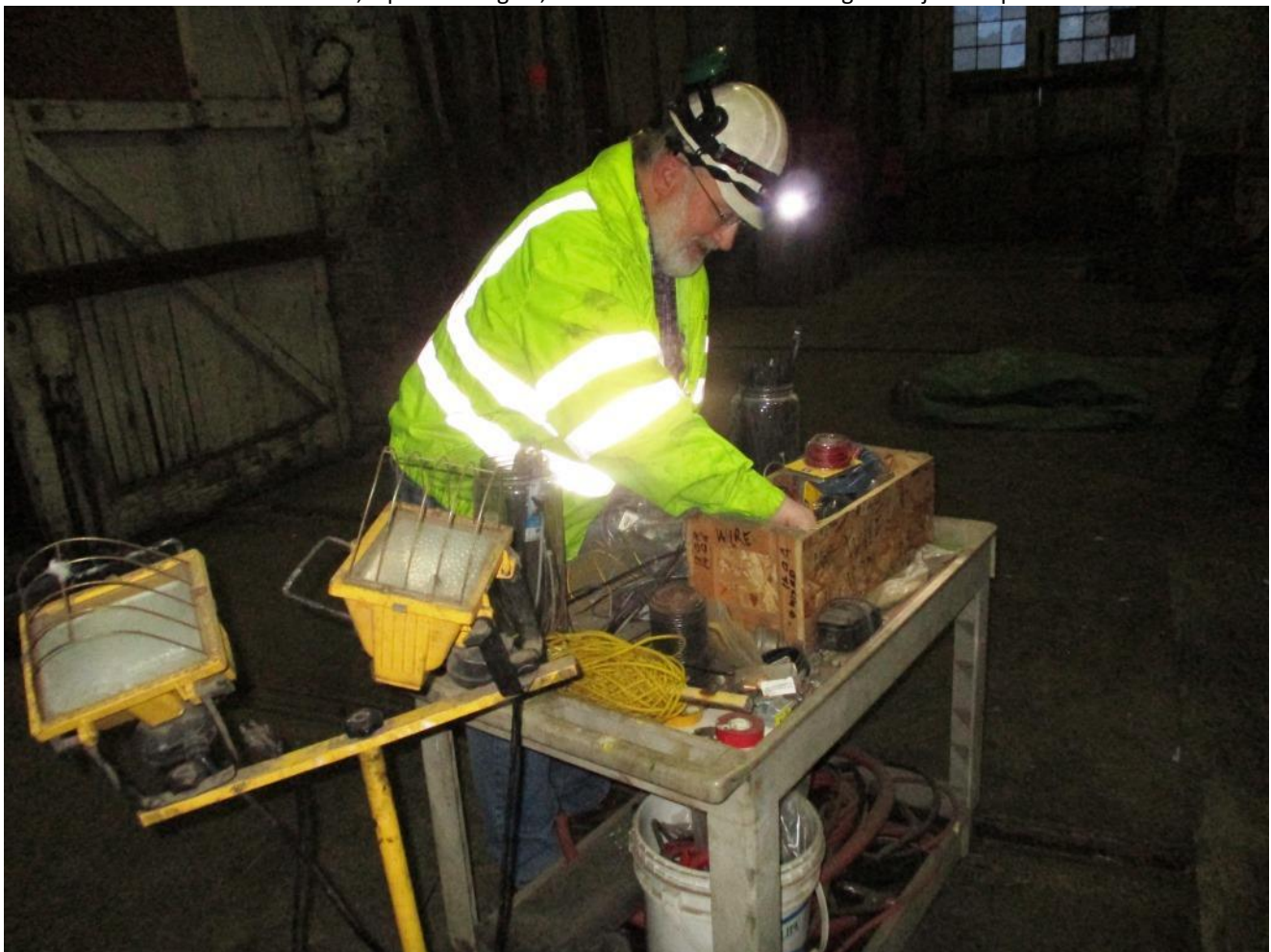


Ed starts by opening up the floor-boards





Joe uses Kroil, a penetrating oil, to lubricate the bolts holding the u-joint in place



Frank compiles the electrical supplies needed to rewire the IHP's MT-14 motorcar





Art and Chris H. take care of the MT-14's electrical issues

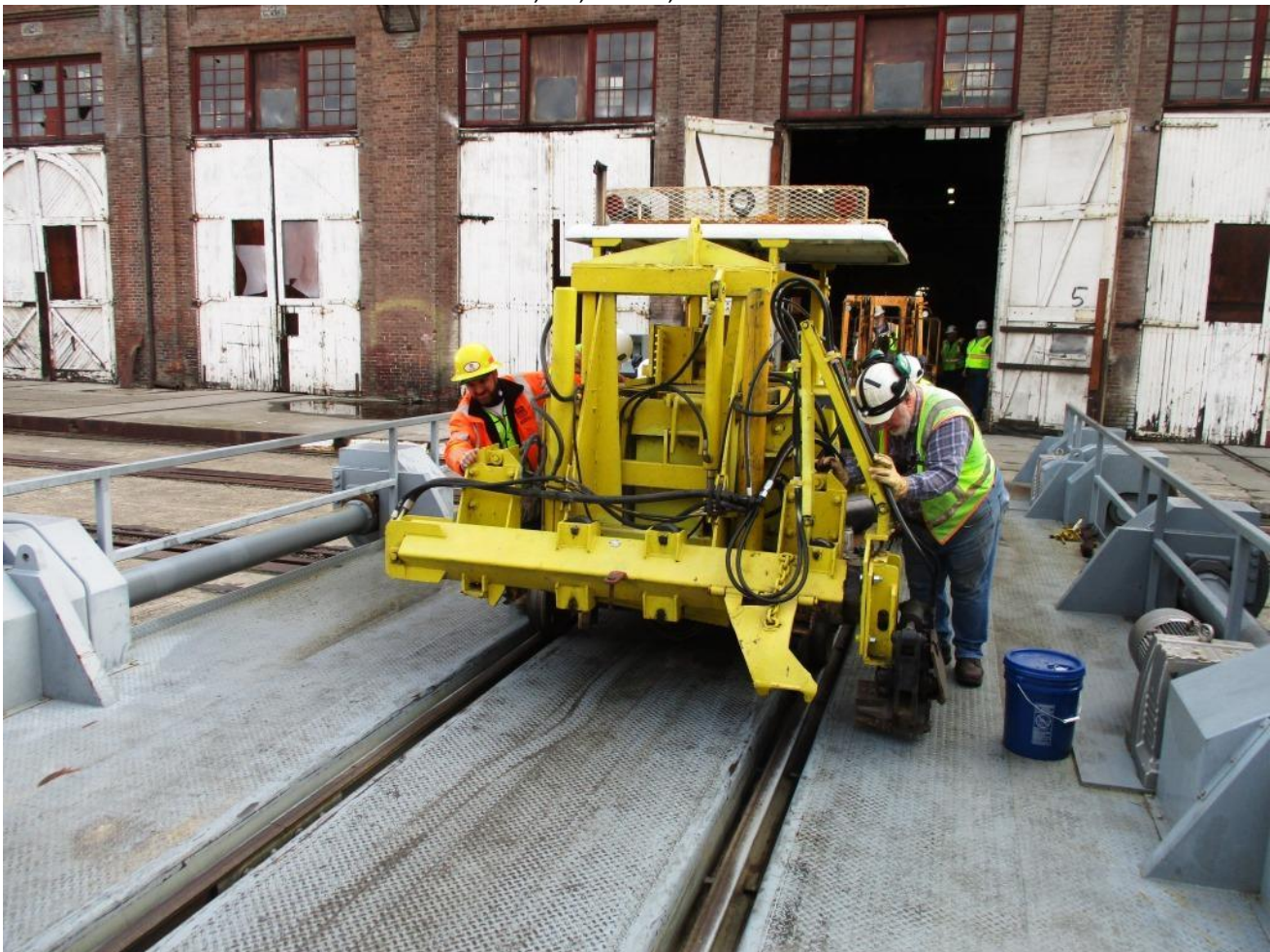


Bill and Mike F. move the IHP trailer onto the transfer-table





After Alan on the forklift moved the MT-14 off the rails, Art, Mike F., and Chris M. roll it down the aisle towards the transfer table



In order to get the air-compressor out, Chris M. and Frank push the Jackson 125 out of the way





Weston pilots the mighty Kalamazoo tug and its train back to Old Sacramento



The IHP trailer car works great as a MOW crew car. Hmmm...





Carrying the pink box, Pam prepares to lead the MOW Team into the General Meeting



The MOW Team video is presented to the General Meeting





Next stop: the Zoo! Following the General Meeting, the Team boards the train



The Team basically took over the entire car





At Baths, the train simply continues onto the bridge over I-5

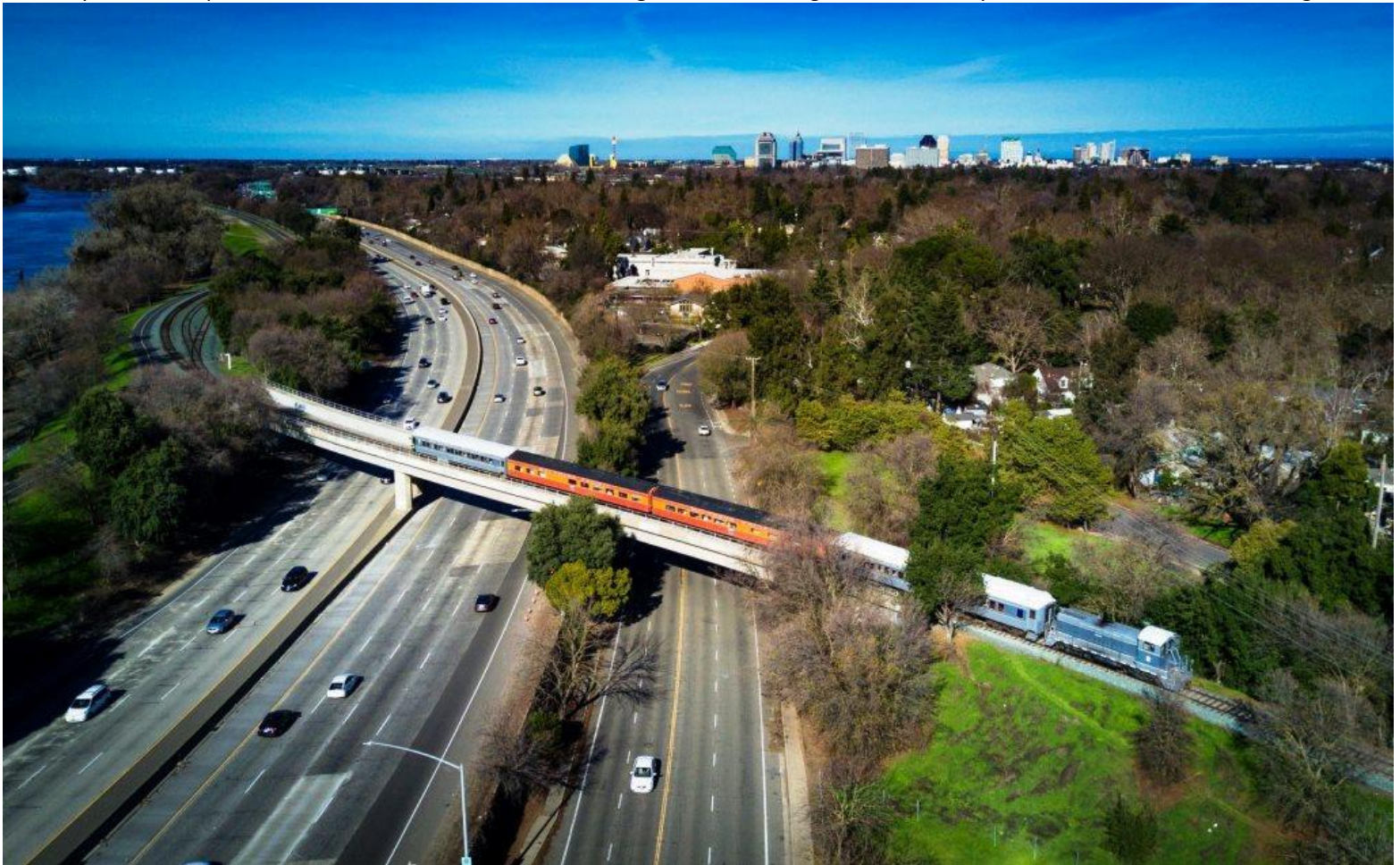


The train then continues south down the hill towards Sutterville Road





Kelly Houston captured this fantastic shot of the train crossing over the I-5 Bridge. One could only wonder what the motorist thought...



A great shot from Kelly's drone of the train crossing over I-5





Kelly captures the arrival of the train arrives at the "Zoo Station"



SSRR 2030 on spot at Sutterville Road





The train comes to a stop near the proposed location of a future boarding platform



Northward HO! Conductor Kevin familiarizes himself with the territory as Brakeman Heather calls the shove from the 2175





All smiles after a good day for Chris Carlson, Chris Machado, and Chris Howard, the MOW Team's three-Chises



Matt B. designed the "official unofficial" logo of the Sutterville Division