

Greetings!

This is your Maintenance of Way Team update for October 11, 2015. It was a good week. Things went well. No major problem to bog us down and we finished all work on the new storage track in the Rail Yards. So, before we get bogged down here, let's get this update going.

Weed Team members Mike Taylor and Heather Kearns powered up the mighty A-6 motorcar on Tuesday for a journey down Setzer-way. Their mission: to gather-up all the remaining tree trimmings that had been left behind last week by "Ginsu" Dave Megeath. You will recall that, last week, Dave was slicing and dicing through limbs and brush so fast that neither the other Weedies nor the chipper could keep up. So, this week, Mike T. and Heather headed south to finish the task. They created a nice large pile that will provide for easy chipping once the chipper's blades are repaired. All in all, a good day for the mighty Weed Team and the remarkable work they do for our Railroad.

Meanwhile, back at the Shops, it was an early call-time for the crew. Pat Scholzen, Alan Hardy, Frank Werry, Frederick Carr, and Gene Peck started off by fueling-up the back-hoe, front-end loader, Big Green Machine, and Kalamazoo tug with red diesel. Then, they headed out to continue ballasting, leveling, lining, and tamping the new storage track we're building in the Rail Yards. After last Saturday's debacle with the clogged-up hoppers, we resigned ourselves to the fact we'd have to use our good, clean ballast rock to finish this project. Alas, the clean-rock pile was located halfway across the Rail Yards from the job site. Transporting it to the hoppers took time. Weedies Heather and Mike T. stuck-around to join the fun. With the hoppers loaded, Mike T., Alan, and Frank W. spread the rock. Then, Fred, Heather, Pat, deployed the jacks. Alan sighted the alignment as Mike T., Frank W., and Heather cranked at the jacks. Fred directed the raise of the north rail by using a track-level. Alan then tamped it to the new level as Frank and Heather pulled the jacks. With it being October, the Team lost the light at around 7 o'clock and packed it in for the evening. But, it was productive in that another third of the track lined and leveled.

Thursday, Michael Florentine, Fred, Frank Squire, Frank W., and Heather kept the action going by finishing the ballasting of the new track. Frank W. brought out the back-hoe while Mike F. climbed up in the loader. They filled the hoppers with rock. Fred and Frank S. would disgorge the rock from the hoppers along both sides of the track. Again, darkness descended and the Team scampered back to the brightness of the Shops where Fred and Frank S. pulled the defective fuel line from the Big Green Machine so that Heather could acquire a new one. Fred installed the new fuel line Friday morning so that the Green Machine would be in service for Saturday. Frank W. took out the garbage in the Erecting Shop. Our cans were stuffed-full with pink boxes. Many thanks to Frank W. for handling that less than thrilling job!

Work at filling the now empty garbage cans with pink boxes began bright and early on Saturday Morning. The Yummy goodness of sugary, iced, fried dough was appealing to our new mascot, "Track Monkey," as well as, Alan, Heather, Frank W., Scott Morrison, Harry Voss and a quorum of Mikes – Florentine, Miller, and Willis. Joining the Team was regular Restoration Shops volunteer, Randy Slater, who discovered that working with MOW is fun (and, we're actually nice folks)! Welcome to the Team, Randy! God willin' and the creek don't rise, the Team was determined to finish the new storage track in the Rail Yards. Frank hopped in the loader and brought the track jacks to the work site. Harry fired up the tamper. The Team deployed the jacks along both sides of the track. First, the south rail would be raised and lined. Then, the north rail would be brought level with the south. The tamper would then tamp rock under the ties to hold the new level. Finally, the ballast regulator would plow through all the uneven rock and make for a smooth surface. As the track was raised and leveled, Heather guided Harry in the tamper from the ground because many of the ties were buried and difficult to see from the cab. Randy, Scott, Mike F., and Alan pulled jacks as the tamper approached. Using shovels and mattocks, Mikes W. and M. worked further down the line to fill in uneven areas and holes so the tamper would have something to tamp. Check out the video of this action at <https://vimeo.com/142027707>. The track needed to come up by at least three inches. Lifting 6,000 pounds of panel-track was tough business. Like monkeys, Heather, Mike M., and Randy were literally hanging from the lining bar used to lever-up the jack. Finally, the track was raised, lined, leveled, and tamped. So the Team commemorated the moment by taking a group photo in front of the tamper at the End of Track (EOT) – see the photo below.

After lunch, the trusty – and formerly pink ballast regulator – was deployed. It plowed the rock smooth filling in all the holes and making a nice surface. Heather, Mike M., and Mike F. built a barrier at the EOT by wedging two ties under one rail and on top of the other. This should prevent any inadvertent *drop-offs* the EOT by any rolling stock. With that, the Team loaded up all the equipment and transported it back to the Shops. Everything went well on Saturday. In fact, it did all week. We've experienced the opposite quite a bit so, when things go smoothly and without any hitches, it's nice. Plus we constructed a well-built, fine looking stretch of track that will be there for years to come. To all the members of the MOW Team who worked on this project, thank you. You all did a tremendous job!

A special shout-out of congratulations MOW Manager, Chris Carlson, for achieving 10,000 hours and to Manager of Track Programs, Alan Hardy, for achieving a whoppin' 26,000 hours in their volunteer careers at the California State Railroad Museum. That's called dedication!

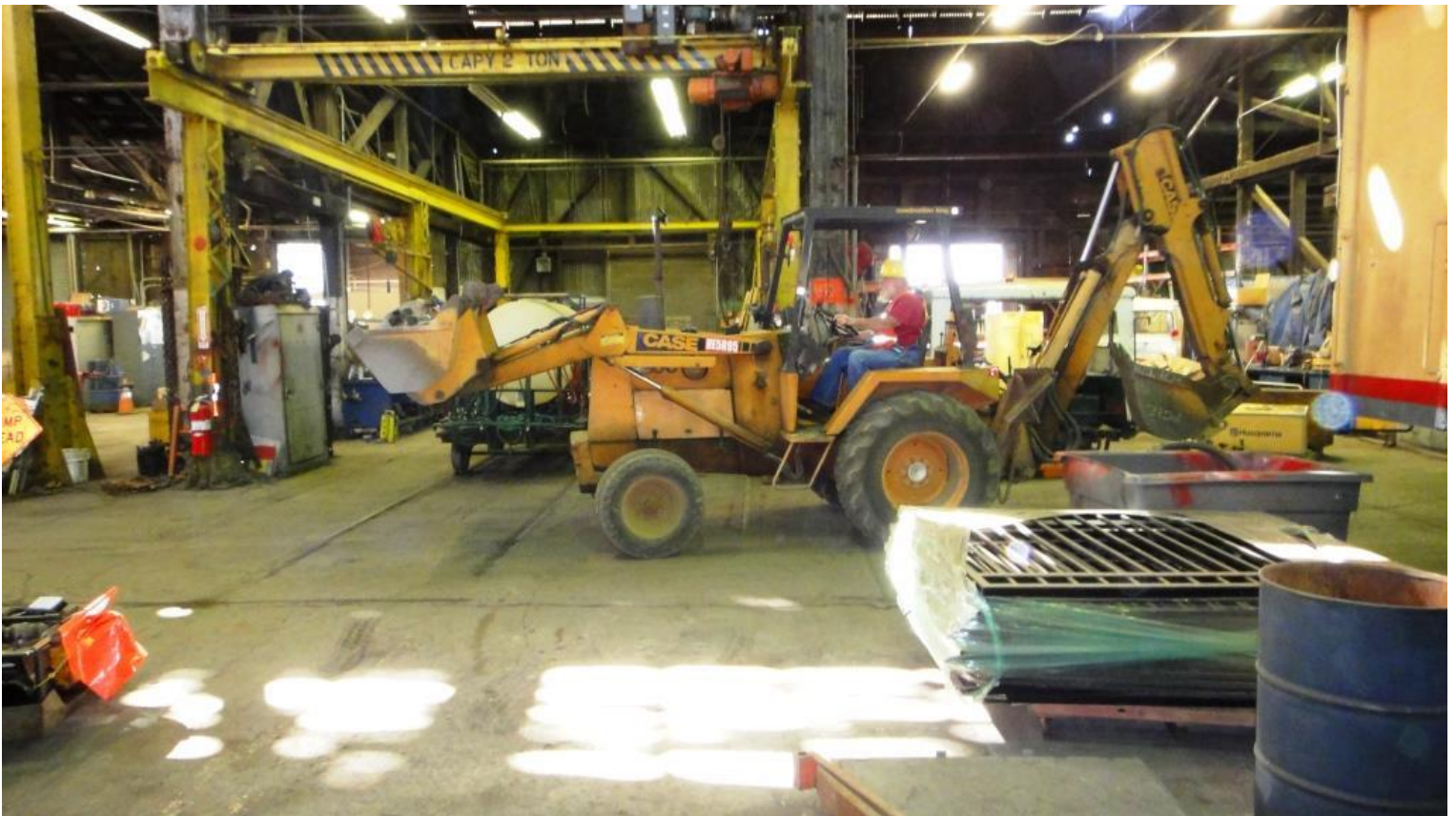
This coming week, the Team will be busy again. The Weed Team will be working to repair the chipper and perhaps take it out on Thursday. The Tuesday and Thursday evening crews will be gathering at the regular times of at or before 5 o'clock. Saturday, the Team will be out on the SSRR Mainline, near Mile Post 2.6, to resume leveling the west rail and mitigating the significant "dip" in the track down there. Meet Track Monkey for doughnuts at 8 o'clock a.m. There are good times ahead for MOW Team, so come on out and join the fun!

See you out on the line,

Alan, Chris, and Richard



Heather captures a great picture of Mike T. gathering up tree debris at Setzer



Pat takes the back-hoe out for fueling



Frank loads rock into the center-dump hopper



Alan and Frank disgorge rock from the side-dump hopper



After Heather jacked-up the south rail, Frank and Mike T. team-up to jack the north rail level while Alan and Fred spot the level



Alan tamps the track while Mike T., Frank, Pat, and Heather pull jacks



Frank W. in the back-hoe loads rock in a hopper as Frank S. and Fred stand by to spread it about



Frank S. and Fred judiciously spreading rock



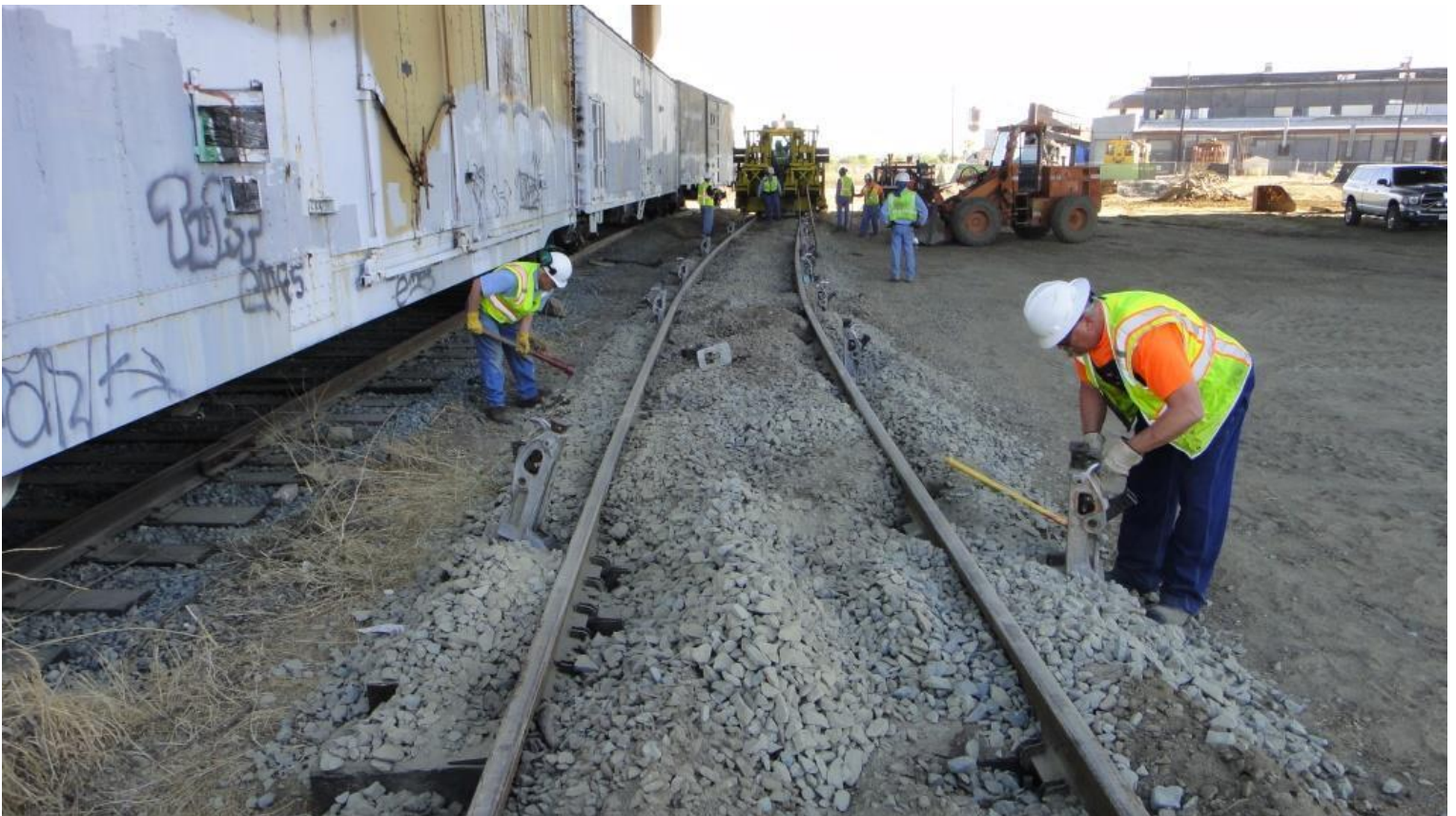
Load and drop: now, Mike F. brings in a bucket-full



Mike W., Randy, Scott, Frank, and Mike F. set jacks to line and level the track



Heather guides Harry in the tamper while Randy, Scott, Mike and Alan pull jacks and put in the bucket of the loader which Frank is running



Hop-scotch down the line: Scott and Mike W. set the next series of jacks



Heather supervises Frank and Mike M. as they check the level while Mike F. jacks the north rail even with the south



Alan encourages Heather, Mike M., and Randy as they combine efforts to lift 6,000 pounds of track, "Just one more click"...





EOT (end of track). "Harry, do NOT proceed any further – or else!"



Saturday's fantastic Team that completed the building of the new Rail Yards Storage Track: Scott, Randy, Mikes M., F., and W., Heather, Frank, and Harry in the tamper



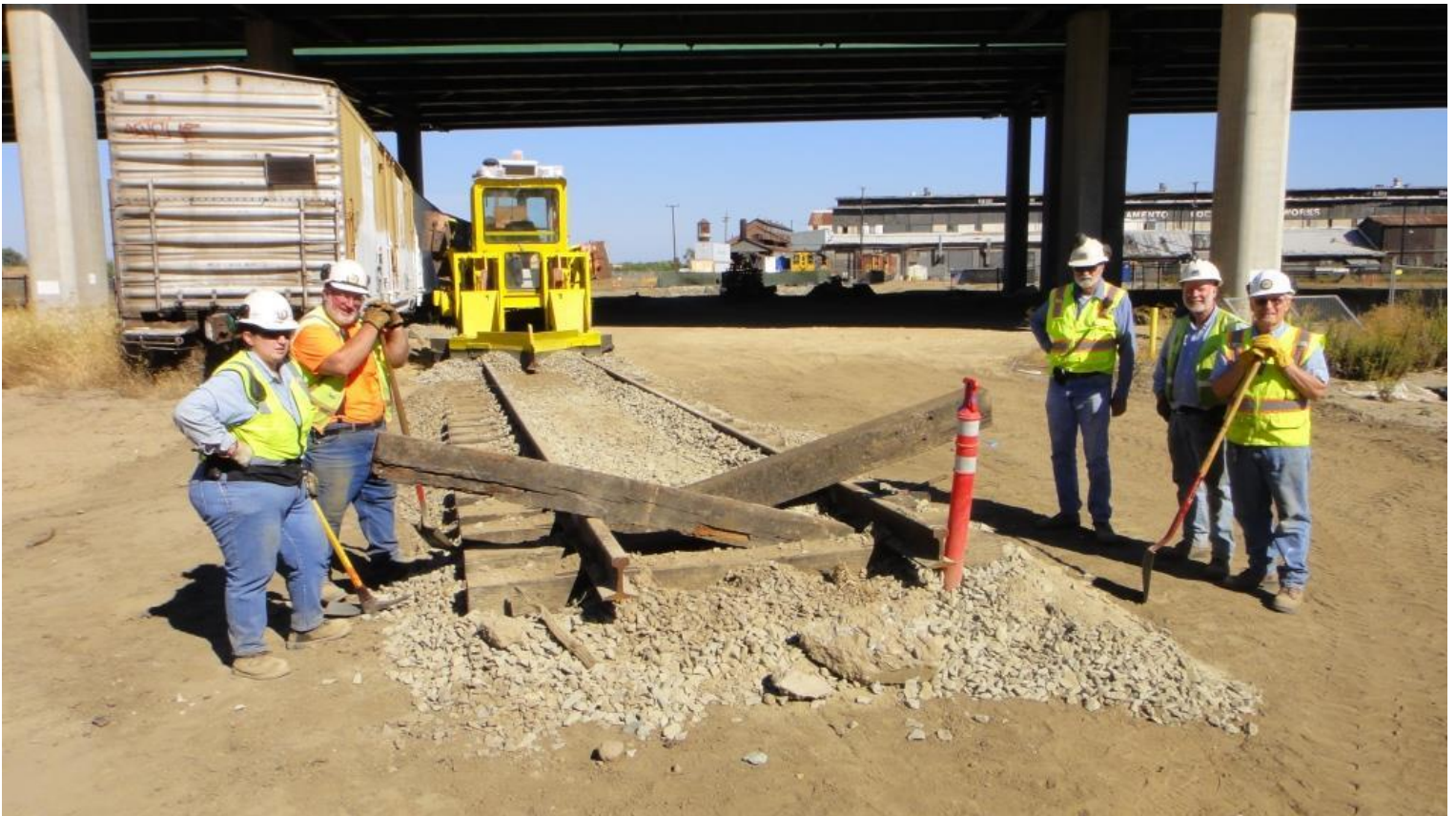
Bring in the *Sea Tiger*! The final step, the ballast regulator plows the rock between the rails



View from the cab: at the EOT, Mike M., Heather, and Mike F. build a barrier to block any unintended movement...



"X" marks the spot. You better stop...



DONE! Heather, Frank, Alan, Mike M., Mike W., and Harry (in the regulator) celebrate the track's completion



Not a bad looking stretch of track if I do say so myself!



Our mascot, Track Monkey, properly attired with a bright orange MOW t-shirt, has found the doughnuts!