

Greetings!

This is your Maintenance of Way Team update for February 11, 2018. Your MOW Team just kept rolling along this week working on many important projects. So, let's get this very important update underway right away.

Tuesday, Mike Taylor, Pat Scholzen, Cliff Hayes, Alan Hardy, Mike Harris, Chris Howard, Kyle Blackburn, Joe Margucci, Gene Peck, Steve Wilson, Chris Carlson, Heather Kearns, and Frank Werry made their ways to the Shops to work on many important projects. Mike T. and Steve continued efforts at getting the Weed Team's equipment up to speed. The pump engines on the large water tanks used as part of the herbicide application process are still acting a bit wonky so, Mike T. and Steve worked at rectifying the wonkiness. Kyle helped the Weedies by repairing the spray-rig's nozzle bracket which got bent. Chris C., Chris H., and Joe M. set out to repair some "container collision damage" to the older hydraulic power unit. It was right up front by the doors when the 6051 "nudged" the containers. While Chris C. and Joe M. undertook the necessary repair work, Chris H. drained the old oil and hydraulic fluid, so it could be changed. That was a messy job. Frank began working on installing a new (used) pull-start mechanism for the power gauger. One reason we had to re-gauge the Sutterville Division track by hand was the gauger machine had a busted pull-start. Being that its Wisconsin engine is 60+ years old, finding a replacement was a challenge. Fortunately, Chris C. managed to find one on E-Bay. And that just about sums up the bulk of the work concluded on Tuesday evening.

The mighty Weed Team gathered on Thursday for an expedition down the Hood Line. The Weedies had the great pleasure of welcoming the triumphant return of Joe Galipeau to their ranks! Mike T., Steve, Joe G., Heather, and Ed Kottal planned on inspecting the 200-gallon spray-rig and calibrating the spray nozzles. Then a rather serious complication arose when one of the metal ramps welded to the rail in front of the container at Hood broke away just as the 200-gallon spray rig was being deployed. Fortunately, nothing derailed. Heather and Joe G. headed back to town to meet Harry Voss, load welding equipment in the truck, and return to Hood. Harry did a remarkable job making the emergency welding repairs while the Weedies sprayed the turnout, track, and parking area. All turned out well. The ramp into the container is functional once again and about 90-percent of the parking and container areas were sprayed. Chalk-up another victory for the Mighty Weed Team!

Meanwhile, back at the Shops, Alan, Harry, Chris H., Joe M., Chris C., and Mike Harris picked up where they left off on Tuesday. Mike H. volunteers his skills as a licensed professional engineer to be our official bridge inspector which we're required to have pursuant to federal regulation. The transfer-table is a "bridge" under federal law, so Mike H. undertook its annual inspection. Chris C. and Chris H. continued working on the hydraulic power unit. After filling its tanks with oil and hydraulic fluid, they it fired-up. After a few coughs and spurts, it came to life. They had to make several more engine adjustments but, soon had it running smoothly. Mike H. and Joe M. took on the task of moving equipment around to make room in the Erecting Shop for the tie-shear which is awaiting the return its kicker-cylinder from the hydraulic repair shop. First, Mike H. used the forklift to move the rail-mounted spike-puller. Then, its cradle was moved to the north end of the building. Next, they moved the rail-lifter and gauger to the north-east corner of the Shops. Lots of tricky maneuvers were necessary to get these machines relocated. But, the unquestioned expertise of Mike H. and Joe M. made it happen. Indeed, it was another great evening for your MOW Team.

Ample doughnuts were waiting for Alan, Mike Florentine, Joe M., Chris H., Bill Hastings, Weston Snyder, Pam Tatro, and Art Fluter when they showed up at the Shops on Saturday. With doughnuts consumed, Alan conducted a job-briefing on the day's plan. The area between the 150 and 560 Tracks behind the Museum is destined to become a new "yard" for the MOW Team's equipment. The containers on the House Track eventually will be moved back there. For that to happen, the Team must cut-in a switch on the 150 Track and build about 100 feet of track back to the fence. But, in order to start on the project, the Team needed to provide access up there for our big tire-mounted machines by building a ramp and crossing of the 560 Track. Mike F. took Green Machine 2 (GM2) over there as Weston brought the crew and needed supplies in the truck. With Pam, Art, Joe, Bill, and Weston helping, Mike F., on GM2, moved some old ties that would be used to build the crossing. But, those ties had bent spikes driven into them which needed to be removed. So, Chris H. used the portable acetylene torch to torch-cut the spikes off. Like an old-fashioned blacksmith, Weston then pounded the red-hot spike ends flat. Pam, Bill, Joe, and Art deployed the shovels and began moving dirt near the rails. Art and Chris H. moved ties into place between the rails. Mike F. used a chainsaw to cut several ties to the right size. Mike F. took GM2 back to the Shops and retrieved the front-end loader which was used to move dirt for the building of the ramps. While Joe M., Pam, Weston, Art, Bill, and Alan scooped dirt from the loader's bucket, Chris H. began taking the innards out of a small aluminum shed that one time housed the electrical components for the I Street Bridge. This shed will be used by the Weed Team for storage. The Team continued this work through the day and, as the afternoon ended, the ramp to the "new yard" and crossing of the 560 Track was pretty well complete. Now machines and equipment can access the area easily. The tired Team headed back to the Shops to put away all their equipment, had one last doughnut, and head home. Saturday was an excellent start for this project which will provide the MOW Team with much needed space for its equipment while freeing up the House Track in Old Sacramento of our containers. The Team did a great job. Their dedication is inspiring.

Ramsay at the All Aboard Desk has released this month's hour-bar recipients and the MOW Team's own Matt McCracken made the list with 1,000 hours! Many thanks to Matt, as well as all who earned hour-bars this month, for all you do to keep the Museum's doors open!

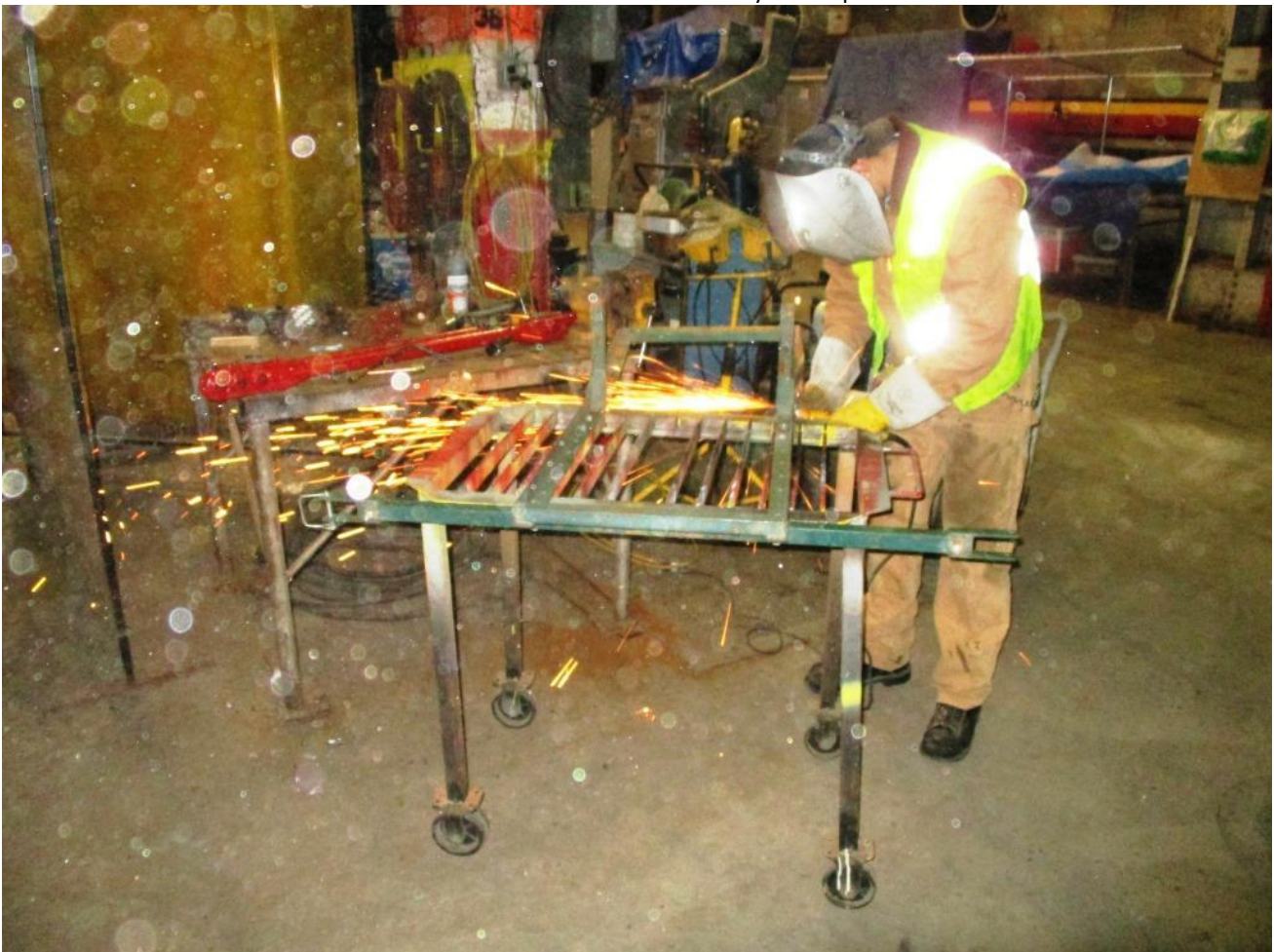
This coming week, the MOW Team will gather as usual at the Shops starting at or before 5 o'clock on Tuesday and Thursday, The Weed Team will assemble for further adventures on Thursday starting at 8:30 a.m. More MOW fun is on the horizon for Saturday. Muster at the Shops at 8 o'clock a.m. where the dedicated volunteers of the MOW Team will continue their quest of building a better railroad.

See you out on the line,

Alan, Chris C., and Richard.



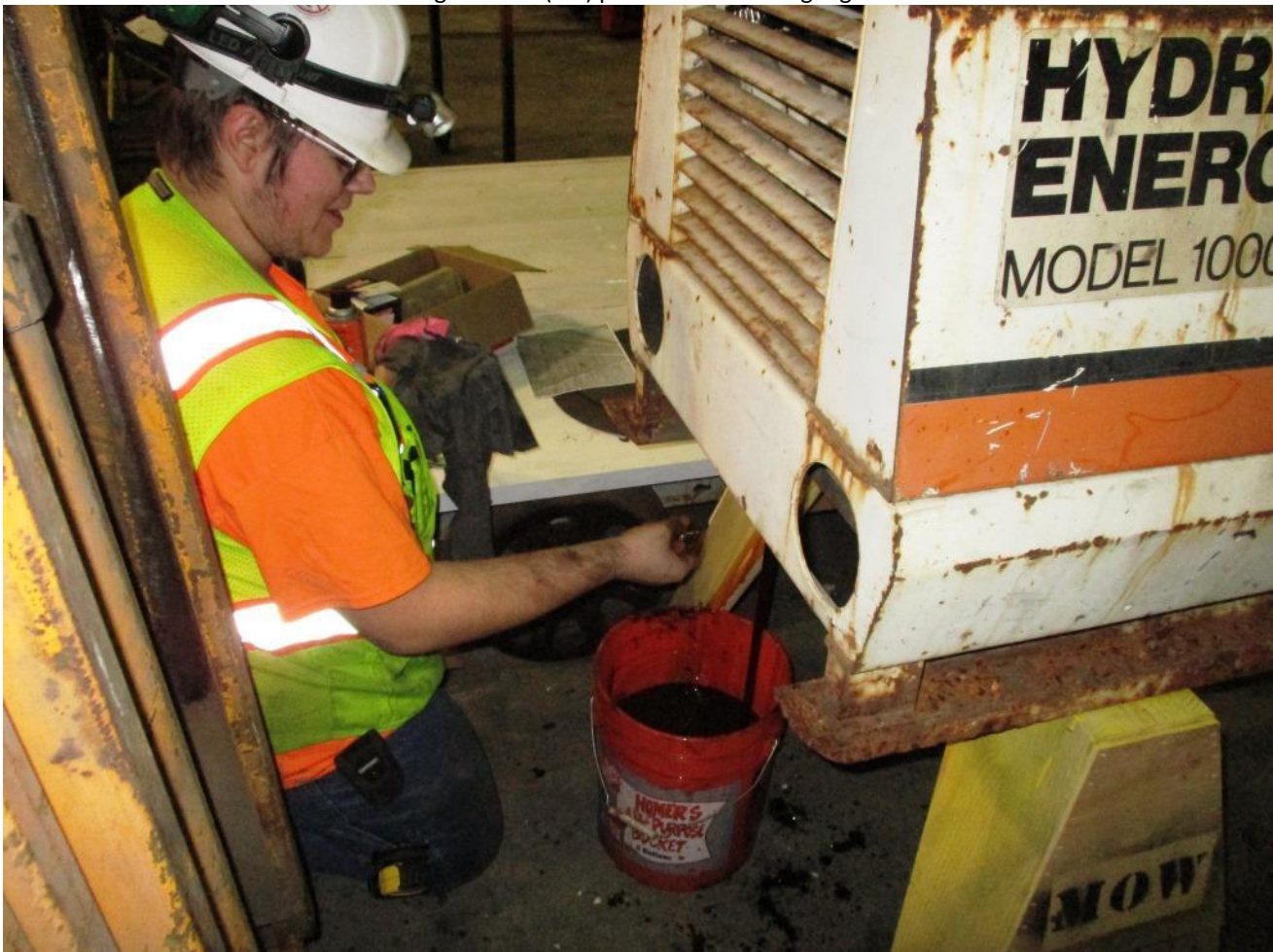
Chris C. assesses the issues with the old hydraulic power unit



Kyle repairs the nozzle bracket for the Weed Team's spray-rig



Frank works on making the new (old) pull-starter for the gauger fit on the machine



Chris H. pulls the oil plug on the hydraulic power unit and drains the old, nasty stuff out of the machine



Joe and Chris C. repair "collision damage" to the hydraulic power unit



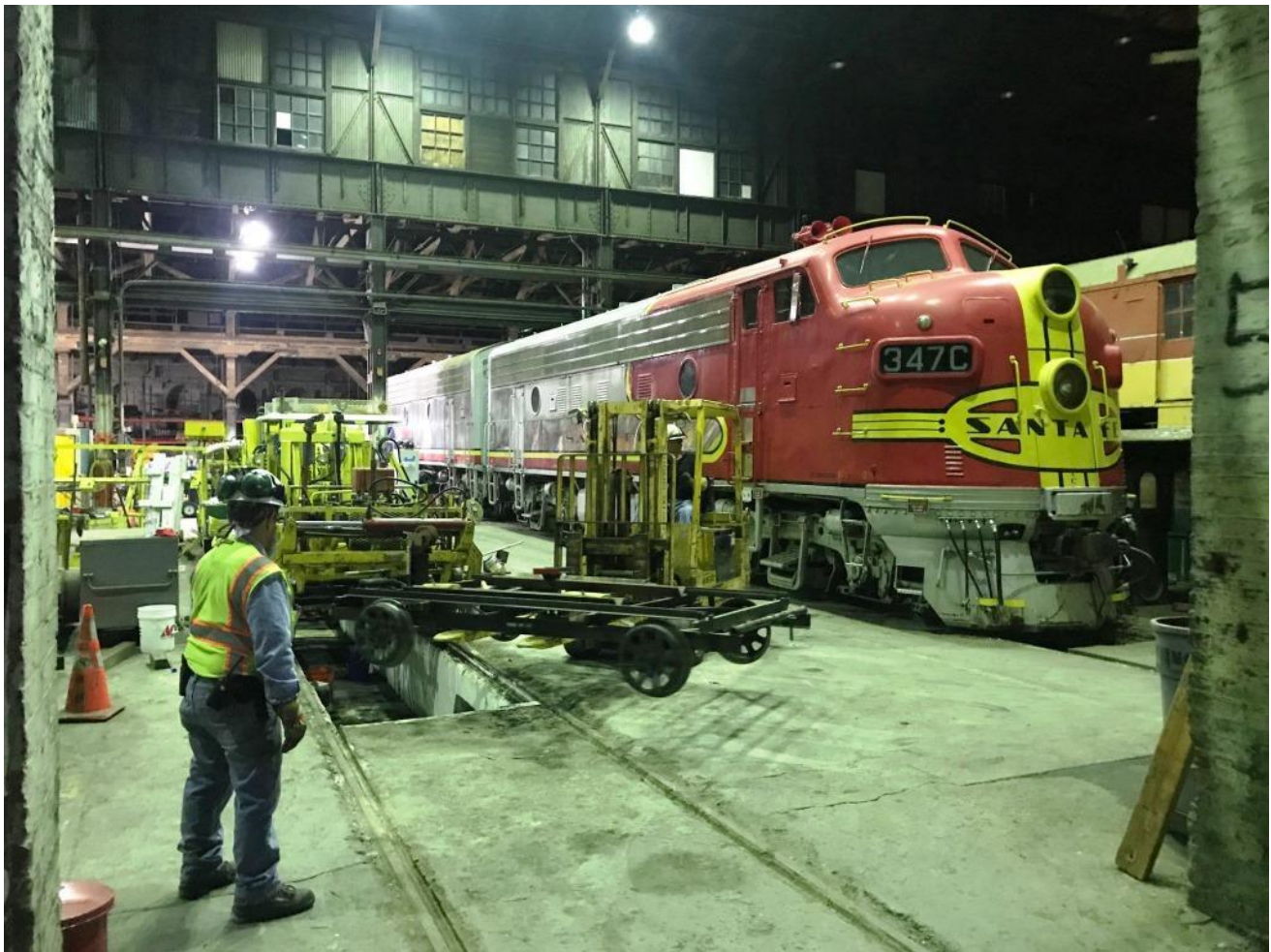
Ed has a nifty new toy: a drone! Here he captures a shot of the Weed Team deploying at Hood



Mike H. tests the transfer table "bridge" after inspecting its structural integrity



Chris H. installs a new filter on the hydraulic power unit



Joe and Mike H. make the intricate maneuvers around the Erecting Shop to relocate the spike-pullers cradle



Mike H. makes the tight turns with the unwieldy load



Joe guides Mike H. on the forklift as he maneuvers the rail-lifter and gauger into its storage station



Weston attaches a chain to a tie which Mike F. on GM2 will pull into position



Alan wrestles a tie off GM2's forks



Pam connects the chain to GM2 which Mike F. will use to pull more ties from the pile

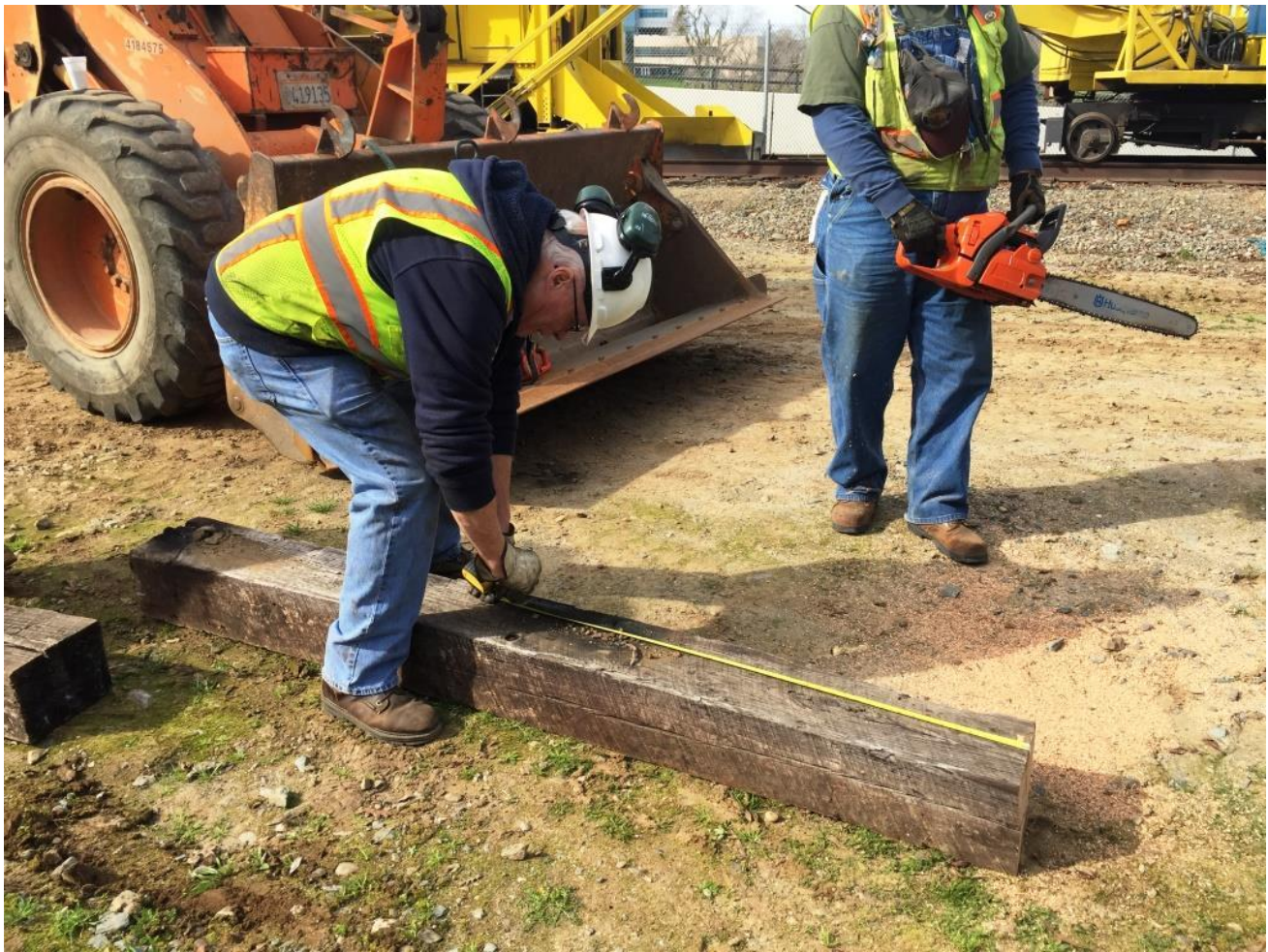




Art reduces the slack on the chain attached to GM2



Mike F. on GM2 is in a tight spot so, Art reduces the slack on the chain



Measure twice, cut once: Bill measures out the correct length of this tie for fitting into the crossing



Weston provides stability as Mike F. saws away



Chris H. and Art take the cut tie to the crossing



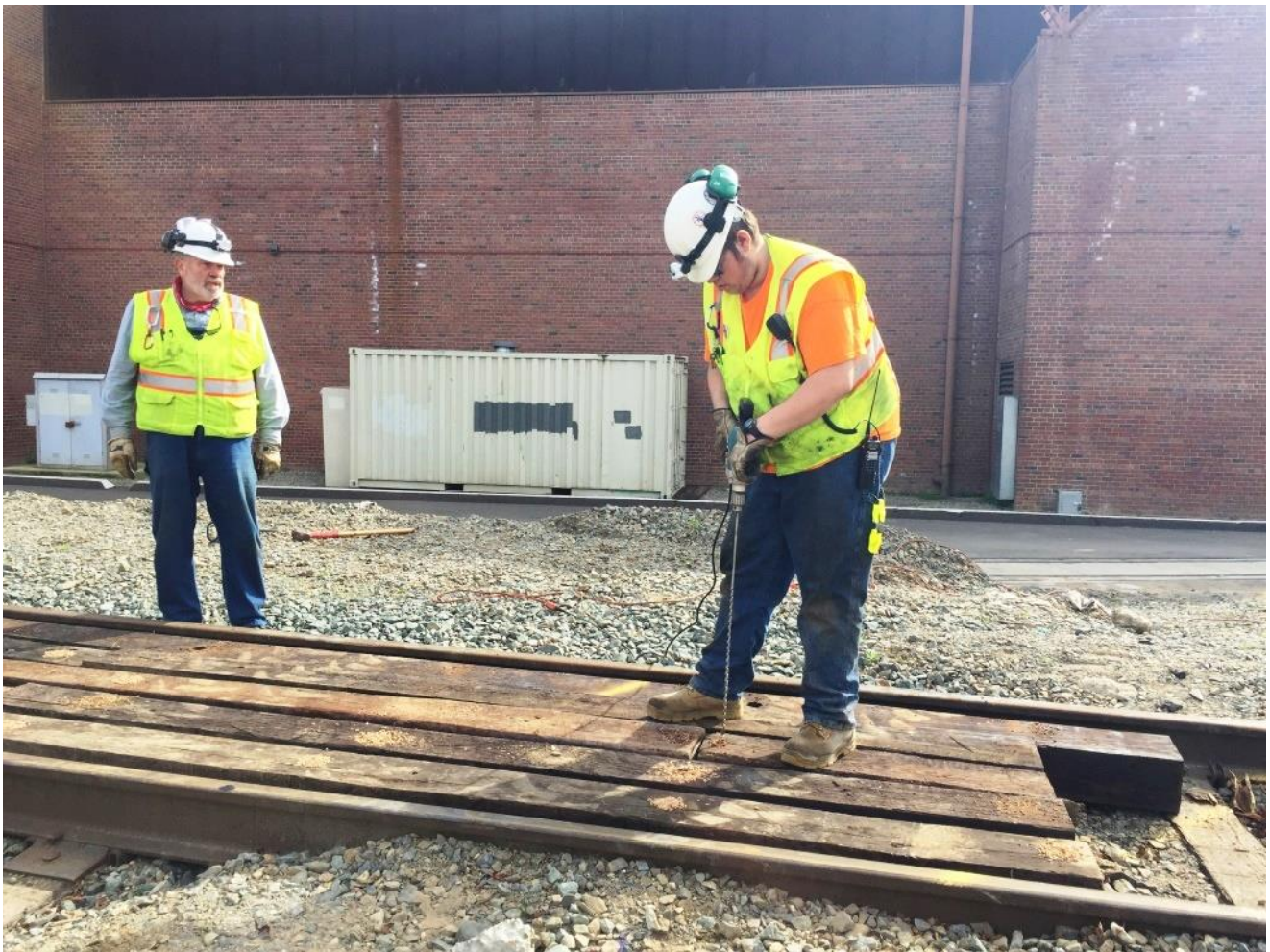
Chris H. torch-cuts a deeply embedded bent switch-bracket bolt off the tie



With a piece of the bracket-bolt still above the surface of the tie, Chris H. uses the torch to heat it up...



...For Weston to come in and "interpret" old-fashioned blacksmithing by flattening it out



Chris H. pre-drills pilot holes for the boat-spikes that will be used to secure them in place



Alan guides Mike F., who brought the loader over to Old Sac., to start building ramps on each side of the 560 Track



Weston and Alan scoop dirt from the loader's bucket in the building of the ramp up to the west rail



Bill, Chris H., and Weston spread the dirt being used to form a ramp



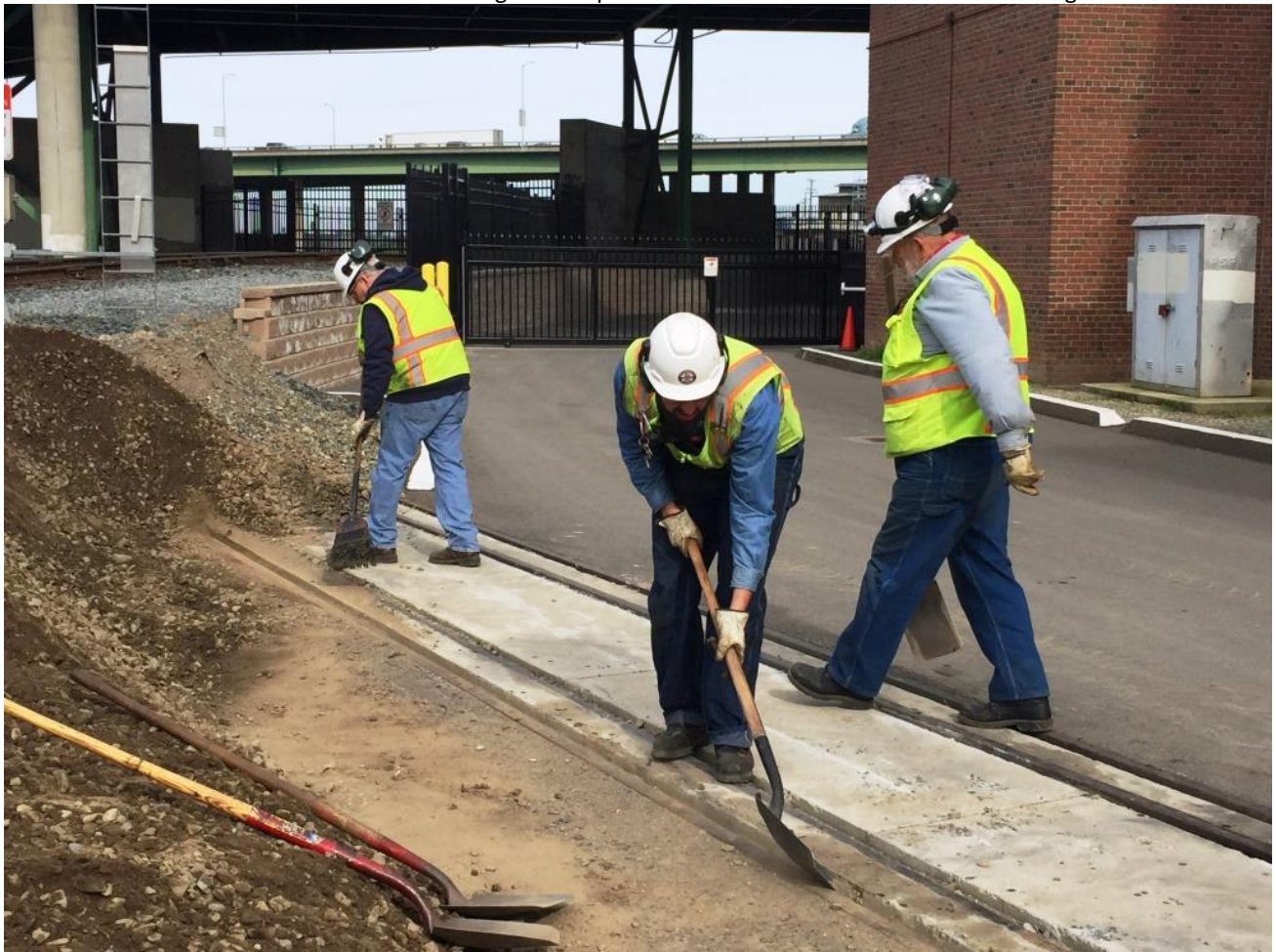
Meanwhile, Chris H. starts dismantling the interior of the aluminum shed which used to house electrical components for the I Street Bridge



Chris H. does his best to do a John Rexroth "Batman" impression after pulling the remains out of the aluminum shed



Mike F. in the loader building the ramp from the Whisker Track to the new crossing



Speaking of the Whisker Track, one final project of the day was to clear the flange-ways of rocks and dirt





Art, Bill, and Joe use the “hand-over-hand” method on the broom-stick to determine who gets to shove and who gets to sweep...



They certainly did a mighty fine job cleaning up the Whisker Track