

Greetings!

This is your Maintenance of Way Team update for February 15, 2015. It was all about teamwork this last week. The Weed Team, Team Tug, Team Tie Shear, the Signals Team, and Railroad Operations Team, all pulling together to keep your MOW Team up and running. So, let's keep this teamwork alive and well by getting this update underway right now.

Tuesday, the Weed Team was out and about at Hood. Mike Taylor and Dave Megeath were joined by the official State Parks bird-ologist. The Birdman was there to survey the Weedies' work and make sure that they weren't disturbing any purple martins or hummingbird habitats. Was there ever any question? Of course they weren't and the Birdman went away satisfied with the professionalism of this volunteer team. Mike T. and Dave were able to verify that their work spraying the right-of-way from previous weeks was paying off. Once again, the Weed Team came through with flying colors!

Meanwhile, back at the Shops, Pat Scholzen, Cliff Hayes, Mike Harris, Frank Werry, Scott Morrison, Harry Voss, Gene Peck, and Alan Hardy split up into teams to make sure that teamwork was getting done. Over at Bay 4, Team Tie Shear was working full-out on the problems with the compressed-air system. Team Captain, Scott, serviced and adjusted valves while Alan, Gene, Harry, and Pat chased down leak and other issues. Alan fired up the Detroit Diesel and managed to engage the shears. However, they were unable to get the vertical cylinders to raise or lower them. More work ahead. Over at Bay 5, Mike H. and Frank of Team Tug were chasing down a variety of issues that came to life a couple weeks ago when it was used out on the line for the first time. Cliff set out to build from scratch a ram-arm for the new (to us) Jackson 125 Tie Exchanger. This accessory will fit between the clamps and act to push ties out from under the rails. All the teams pulled together for an evening of great progress.

On Thursday, our Signals Department compatriots, Joe Galipeau, Bill Myers, Dennis Noble, and Dennis Gallagher continued their efforts on restoring the light-reference system on the new-old tamper. They took the machine out onto the Transfer Table Lead to calibrate the system. This is a major development for the MOW Team as the light-reference system will allow the MOW Team to mechanize track-raises. Thank you to the Signals Team! In the evening, Alan, Heather Kearns, Mike H., Cliff, Gene, and Frank started right where they left off on Tuesday. Alan, Gene, and Mike H. continued working on the tie shears air system. Mike H. climbed down into the pit under the machine and discovered that a major part of the problem was the air tank, itself, which was leaking. With great effort, he managed to remove it. Then, shifting to Team Tug, he and Frank attached the tug to the pink ballast regulator, a.k.a. *USS Sea Tiger*, in order to use it as an anchor. The hydraulic leak experienced by the tug out on the line seemed to materialize only when the tug was under load. Using the *Tiger* as an anchor, the tug would be under load which might reprise the leak. Alas it didn't. Did it fix itself? Only time will tell.

Friday, our friends on the railroad operations crew brought an engine over to the Shops side in order to move a tank car that had been spotted by the Union Pacific crew right on top of the switch between the Transfer Table Lead and Interchange Track. Its placement blocked us in and unless it was moved, we wouldn't be able to deploy the tug and tie-exchanger on Saturday. The MOW Team owes a great big thank you to Chuck Malley who arranged this move, engineer Joe Mikula, and brakeman Michelle White, along with MOW Conductor Frank and brakeman Heather for re-spotting this car. They made it possible for us to get our equipment across the UP Main on Saturday.

Speaking of Saturday, Harry (who brought the doughnuts), Clem Meier, Heather, Ed Moriarty, Chris Carlson, Alan, the three Mikes – Mike Harris, Mike Miller, and Michael Florentine, Steve Nemeth, and Frank Werry were all anxious to see the Jackson 125 tie exchanger deployed for the first time on the SSRR Main. Chris in the 125, and Mike H. in the Tug were conducted over the UP Main by Conductor Frank. Heather fired-up the old-old tamper, Alan the scarifier/insertor, and Ed the A-6 motorcar consist. Mile Post 2.0 was the destination for this was a "shake-down cruise" of the 125. We knew that there would be a bit of a learning curve of how to operate this machine efficiently. Of course, Chris figured it all out rather quickly. To our amazement, he managed to pull a tie within minutes whereas before, with the old section gang machine, it could take upwards of 20 minutes or more. Using Cliff's custom made ram, the 125 could push out those ties that would otherwise be crushed by the clamps on the ram arm of the section-gang machine. This operation left several of the crew standing around watching. The machine was doing all the work that we would have previously done by hand. Check it out for yourselves – a short video of the Jackson 125 at work: <https://vimeo.com/119731728>. Of course, pulled ties had to be replaced. Enter Alan in the scarifier/insertor. He, along with Steve, Mike H., and Mike M. managed to pull ties into place. Ed, Steve, Chris, Heather, and Harry then plated and spiked the new ties. It was a very successful day for the MOW Team. We were able to see the future and it looks bright.

Don't forget **Part 214 Training will take place on Wednesday evening at 6 o'clock in the East Theater of the Museum**. If you've taken the class before, **please bring your 214 binder** with you. For those who haven't, we'll have binders for you. This annual training is required by federal law for any crew member who works out on the line. If you can't make it on Wednesday, the training will be repeated on Saturday, February 28<sup>th</sup> at 9 o'clock a.m. in the East Theater.

This week, the MOW Team will meet at or before 5 o'clock p.m. in the Erecting Shop. Wednesday at 6 o'clock is Part 214 training. Saturday, it will be another exciting adventure with tie exchanger starting at 8 o'clock a.m. Thanks to everyone!

See you out on the line,

Alan, Chris, and Richard.



Mike T. and the State Parks Birdman survey the good work done by the mighty Weed Team



The results of the Weed Team's efforts from previous weeks is paying off





Signal Department's Bill, Dennis N., and Dennis G. restore the light reference system on the new-old tamper

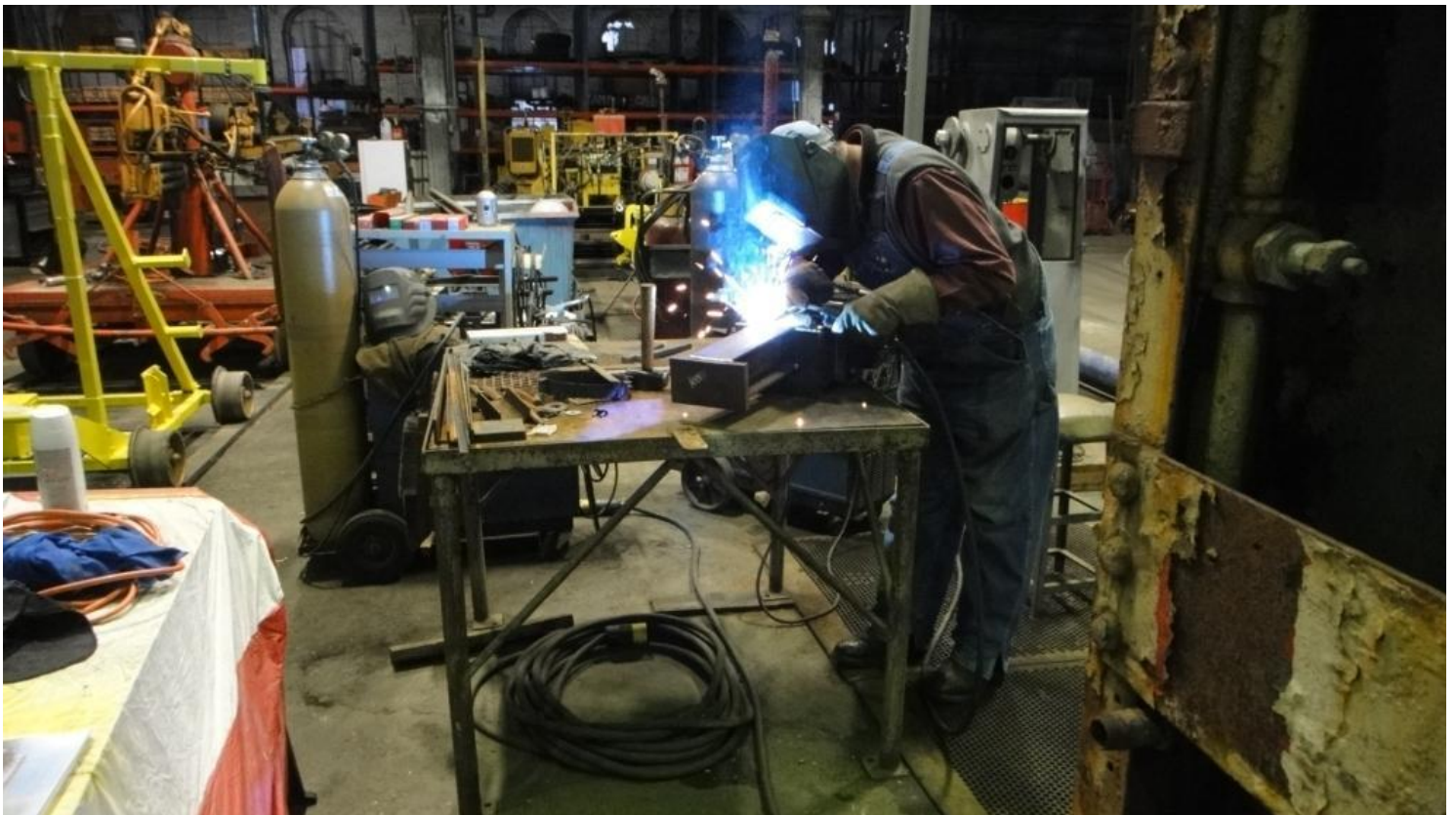


The new-old tamper with its light-reference system buggy attachment





Team Tug's Mike H. and Frank chase down a few outstanding issues with the machine



Cliff constructs from scratch a new ram-arm for the Jackson 125 Tie Exchanger





Team Tie Shear's Captain Scott trouble-shoots the compressed air system



Team Tug uses the *Sea Tiger* as a "sea-anchor" in order to put its hydraulic system "under load" in an attempt to find the pesky hydraulic leak that only seems to materialize when the machine is pulling a heavy load.





Chris at the controls of the Jackson 125 Tie Exchanger as it pulls its fist tie on the SSRR Main



The view from the control cab of the 125 as Chris, Ed, and Mike M. position Cliff's ram attachment to push out tie



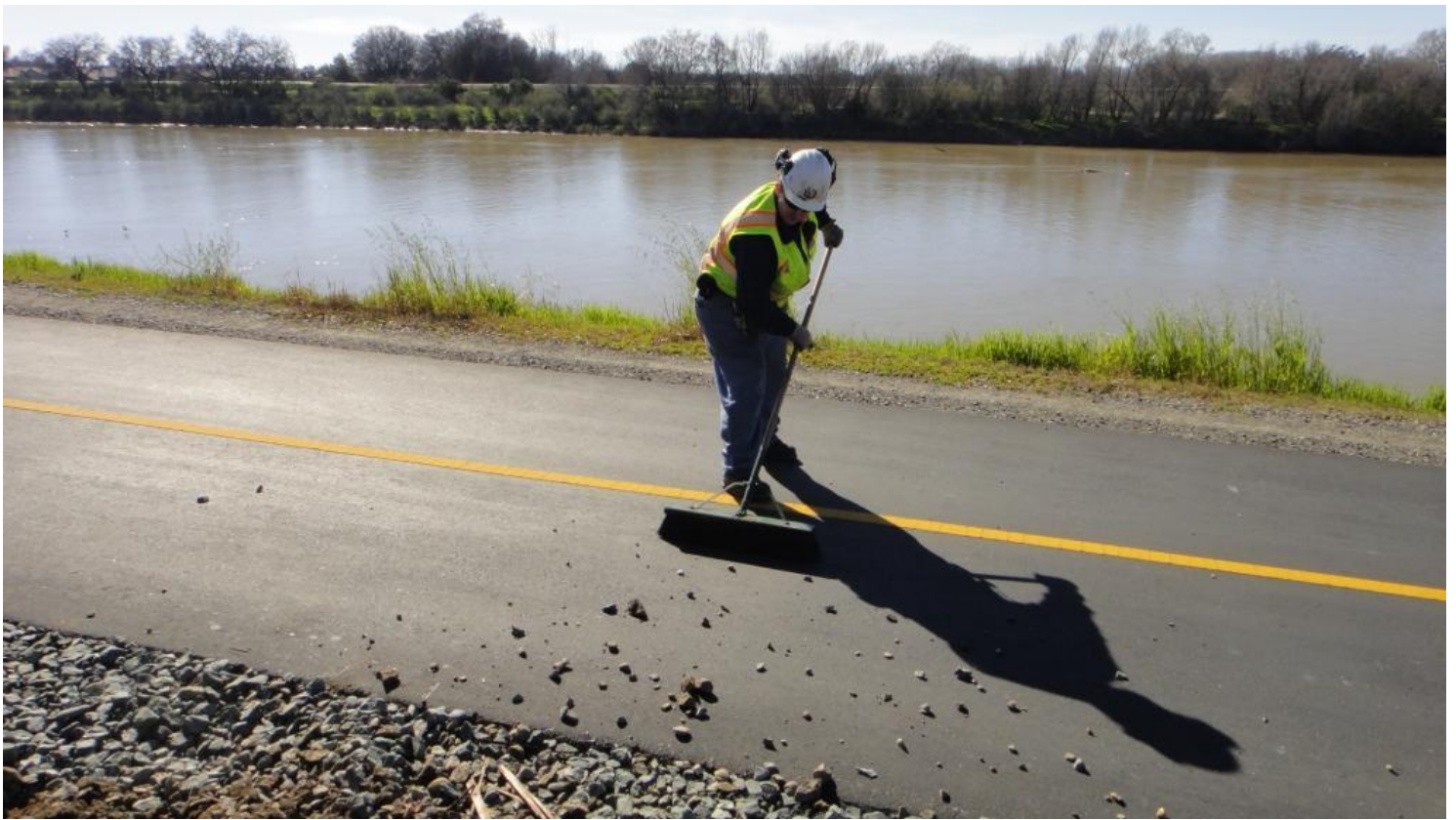


An "e-ticket" ride for Ed at the controls as Mike M. and Chris spin the 125 on its turntable



Bring in the scarifier/insertor: Alan at the helm as Steve guides a new tie into place





No complaints from the spandex army: Heather keeps the bike-path tidy after the scarifier has passed by



Ed, Harry, Chris, and Mike M. engage in a work slow-down in protest to their slave-driving EIC...





Mike M. mistakes Ed's hard-hat for a spike. Clearly, Mike needs a Part 214 refresher...



As Chris nips-up the tie, Steve show the proper way to drive a spike with a spike maul