

Greetings!

This is your Maintenance of Way Team update for February 4, 2018. Unmitigated progress is the theme of this update. Would you expect any less? So, let's progress quickly to the week in review.

The progress began on Tuesday as Pat Scholzen, Mike Taylor, Cliff Hayes, Chris Howard, Kyle Blackburn, Joe Margucci, Heather Kearns, Frank Werry, Alan Hardy, Gene Peck, and Mike Harris made their ways to the Erecting Shop. Work continued on the A-6 motorcar's transmission. This project is becoming a bit of an archeological expedition as Joe, Mike H., Heather, and Gene dig through the drive-train and decipher what the enigma of its ancient apparatuses. It's developing into a much more complex project than just a universal-joint repair as they delve into the machine and find that bearings, seals, collars and the like are completely worn-out to the point, in some cases, where they are simply non-existent. Kyle, Cliff, and Chris H. set out to repair a rail-ramp welded to one of the rails leading up to the transfer table at Bay 5 of the Erecting Shop. The ramps mitigate a height mismatch between the transfer table and the apron track. The ramp had separated from the rail so Cliff, Kyle, and Chris H. re-welded it to the rail. In other news, Mike T. continued his efforts to refit the Weed Team's essential equipment.

Speaking of the Weed Team, Thursday, Mike T., Dave Megeath, Heather, Ed Kottal, Steve Wilson, and David Haskel set out on their first sortie of the 2018 campaign against the invasive species attempting to occupy our right-of-way. The Weedies started off in Old Sacramento trimming oak and sycamore trees along the Old Main from Switch 101 down to J Street. Then, the Team headed out on the line to the area between Broadway and Front Street to amputate limbs from trees that impede the field of vision from the cabs of locomotives once again proving that we couldn't run trains without the dedicated endeavors of the Mighty Weed Team!

Meanwhile, back at the Shops, Alan, Heather, Chris, H., Joe, Kyle, Frank, and Mike Harris were back on the scene to keep the progress progressing. Joe and Mike H. descended into the pit under the A-6 motorcar to continue their archeological dig through its powertrain. Chris H. and Kyle welded the draw-bar connector to it onto the ballast hopper cars they've been repairing. Alan has been converting a flatcar with wide-treaded wheels for our use out on our line. Wide wheel treads do not mix with self-guarded frogs. So, he and Kyle are removing the axels to replace them with newer axels that allow for modern, standard-sized rail wheels to be installed. Again, Kyle sparked-up his torch and blasted away at the axel connection points putting on quite a fireworks show. As Kyle cut the axel connections, Alan used a lining bar to pry them off. Frank and Chris H. brought the MOW truck over to the Erecting Shop into which they loaded the portable Hobart welder for Saturday's operation at the MOW container in Old Sacramento. Then Alan presented Kyle with a brand new torch-handle with built-in flashback arresters for use around the Shops. This brought a huge smile to Kyle's face. All in all, Thursday was a great evening of significant progress.

Thanks to Chris Carlson, Doughnuts arrived in abundance on Saturday just as Chris H., Joe, Alan, Michael Florentine, Clem Meier, John Rexroth, Bill Hastings, Pam Tatro, Heather, Steve Nemeth, Bev Ratzlaff, Taka Blackburn, Frank, Mike Willis, Cliff, Kyle, Harry Voss, and Mike H. turned up at the Shops. Saturday, "Operation Container Cut-open," got underway as the Team would remove the damaged doors of the MOW container on the House Track in Old Sac. and extract the equipment contained therein. You may recall that during a switching move in December, the SP 6051 locomotive "nudged" the MOW container rendering its doors inoperable. Cliff would use the oxy-acetylene torch to cut the locking-rods on the doors from the latching cleats. Then, Green Machine 2 (GM2) would pull the doors open. After the Team loaded essential equipment into the truck, Mike F. took GM2 over to Old Sac. Harry positioned the truck as close to the container as possible. Cliff climbed into the specially designed basket which is used with a forklift and was lifted up to the top of the container where he began torch-cutting the locking rods from the latching cleats. With the rods cut both top and bottom, Clem hooked a chain to the door and GM2. Mike F. on GM2 pulled back slowly and, after a few seconds of resistance and reverberations of stressing, screeching steel, the door snapped open. Next, the ramps from the rails up to the container floor were re-welded onto the track. When the 6051 incident occurred, the container was shoved quite a ways south requiring the repositioning of the ramps. Inside the container, Clem, Steve, Bill, and Joe inspected the track equipment for damage. As everything was connected together when the container was "nudged," the equipment all slammed against the south door damaging several of drawbar connectors as well as the A-5 motorcar's bumper. After Cliff and welding apprentice Chris H. welded the ramps onto the heads of the rails, Mike H. in the Kalamazoo carefully pulled the equipment out of the container and relocated it in the Central Pacific Passenger Station. Chris C., Joe, Taka, Steve, Bill, and Alan began dismantling the container's interior. The angle-iron rails in the floor were removed as well as the electrical conduit that provides power to the outlets and lights. Meanwhile, Frank and Mike W. got the Interpretive Handcar Program's MT-14 motorcar ready for the new season. They brought it out and headed down the Mainline for a thorough test-run of the machine (accompanied by the Kalamazoo just in case something went wrong). Joe, Steve, and Bill removed the electrical mast off the side of the container. After discussing several theories, they decided on a plan and safely got the thing taken down. The Team then loaded the rails and conduit onto a couple of flatcars and, along with the damaged equipment, headed back to the Shops. Student Conductor Taka, under Conductor Heather's tutelage, called his first crossing of the UP Main. At the Shops, Mike F. on GM2 unloaded the rails and conduit from the flatcars with the able assistance of Bill and Joe. Yes, it was good day. Opening the damaged containers and dismantling the interior were big jobs. The Team really outdid itself. Now things are set to move the old damaged containers out and replace them with spanking new containers.

This coming week, it's the same MOW time and same MOW channel on Tuesday and Thursday – at or before 5 o'clock in the Erecting Shop. Thursday, the Weed Team will travel to Hood to conduct annual service of the 200 gallon spray rig and spray the container and parking area using the 65 gallon rig. Saturday, 8 o'clock is the call time for more good times with your incredibly talented and dedicated MOW Team.

See you out on the line,

Alan, Chris, and Richard



Mike H. and Joe deciphering the A-6 motorcar's power train

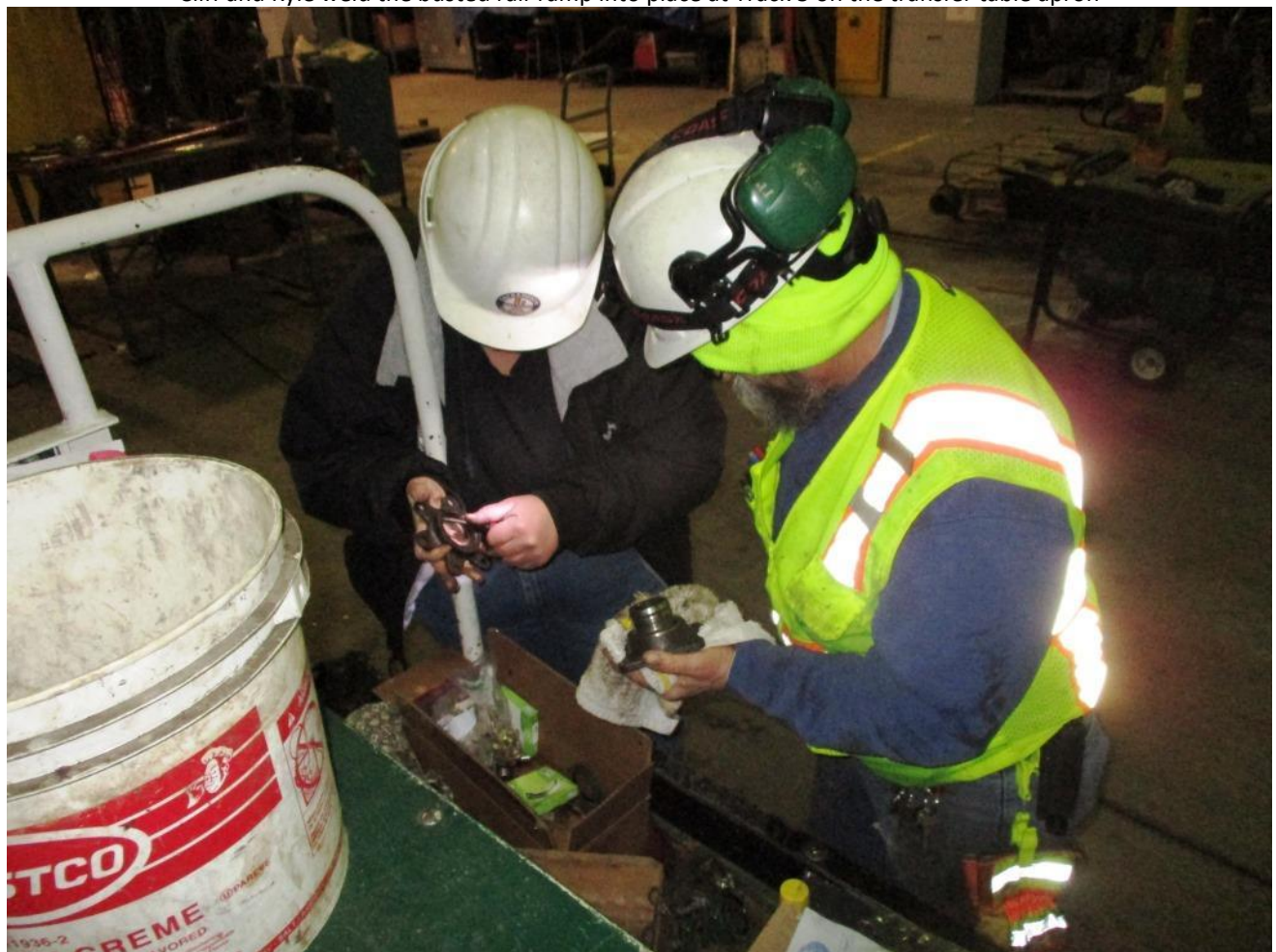


Gene and Mike H. evaluating the worn condition of the A-6's transmission parts





Cliff and Kyle weld the busted rail-ramp into place at Track 5 on the transfer table apron



Heather and Joe looking to see if they can find a part-number on the transmission piece





Ed Kottal, David Haskel, and Steve Wilson of the Mighty Weed Team takes on sycamores in Old Sacramento

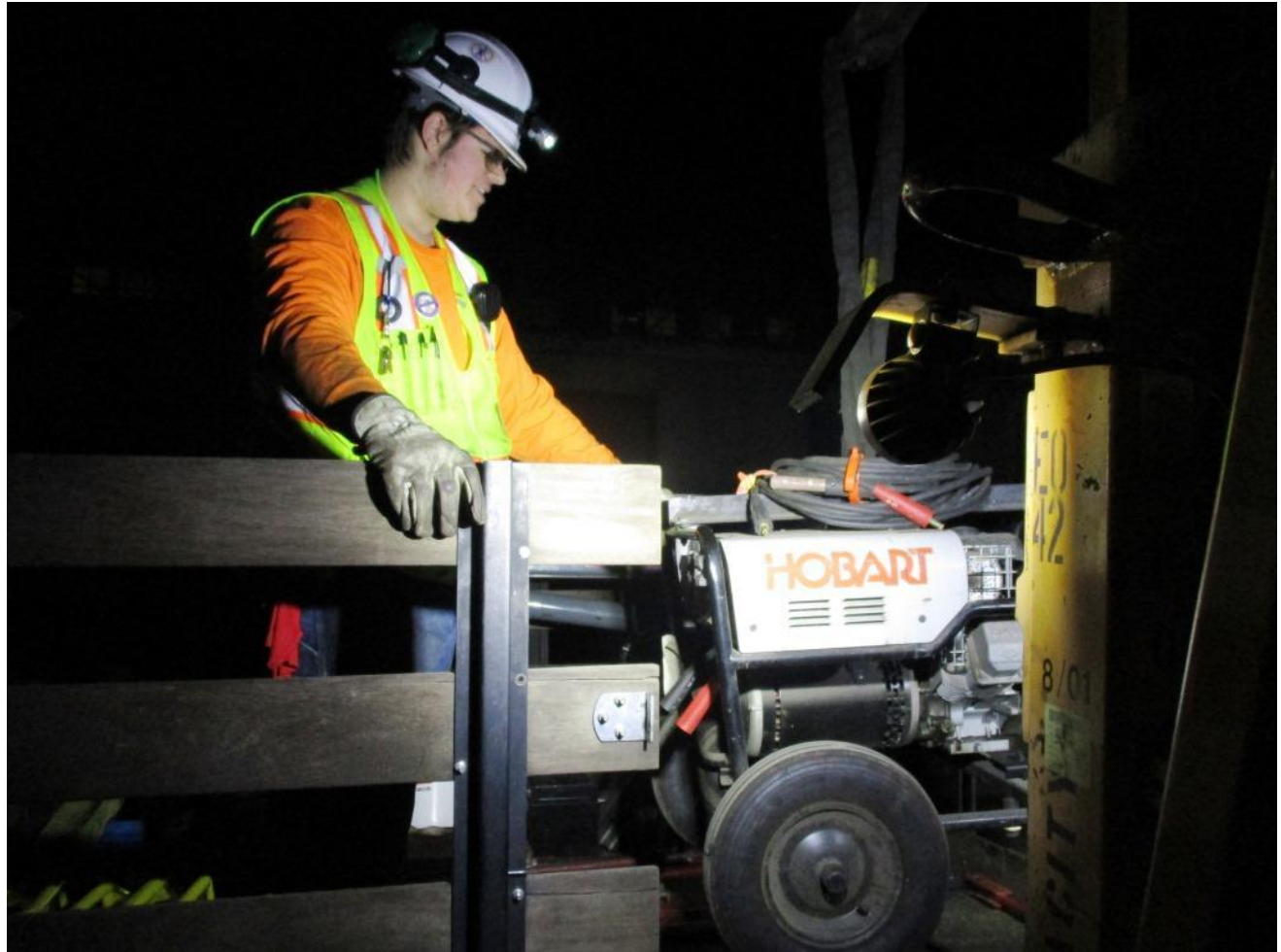


Dave Megeath in his natural habit flying about with the purple martins





Alan watches as Kyle torches the axel connection points on the wide-treaded wheel flatcar



Chris H. gets the portable welding unit loaded on the truck





Frank, on the forklift, loads the oxy-acetylene tanks on the truck with Chris H. as guide



Once again, Mike H. finds himself down in the "pit of despair" under the A-6 motorcar





Kyle was smiling ear-to-ear upon receiving a brand new torch-handle with built-in flashback arresters



OK, there we go – proof that Kyle was smiling





Taka, Bill, and Chris C. use the truck's crane to deploy the portable welding unit



Mike F. on GM2 brings in the special basket to give Cliff a lift to the top of the doors





As Cliff separates the locking bars from the latching cleats, great "BANGS," like gun-fire were heard as tension is released on the rods



Cliff continues cutting into the container





It's like the 4<sup>th</sup> of July in February!



Cliff cuts through the bottoms of the locking rods





With the rods now separated from their latches, a chain is hooked up between the container door and GM2...



...Which pulls the door open





Chris C. and Alan get a first look inside the container since “the incident”

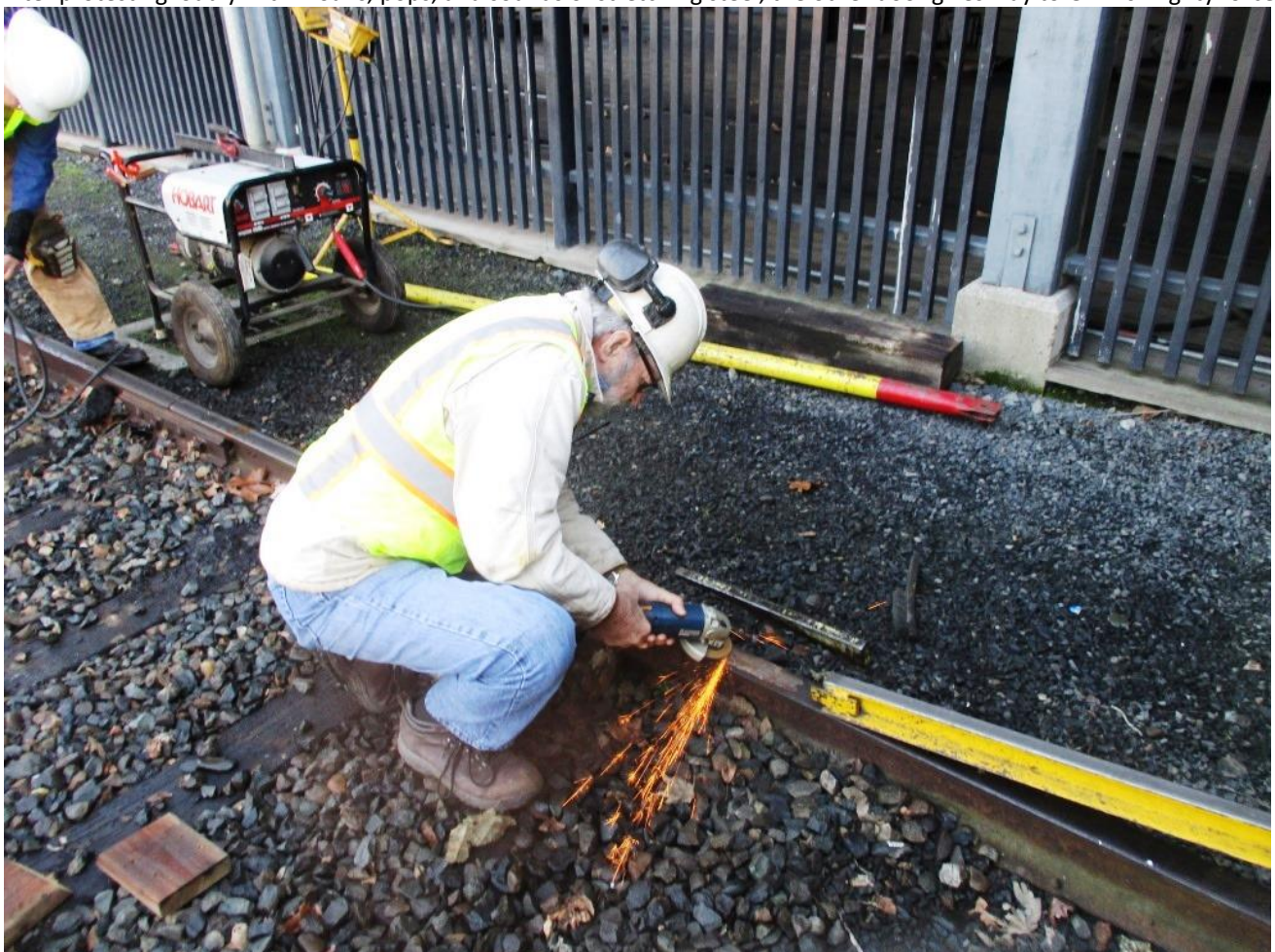


Now for the other door...



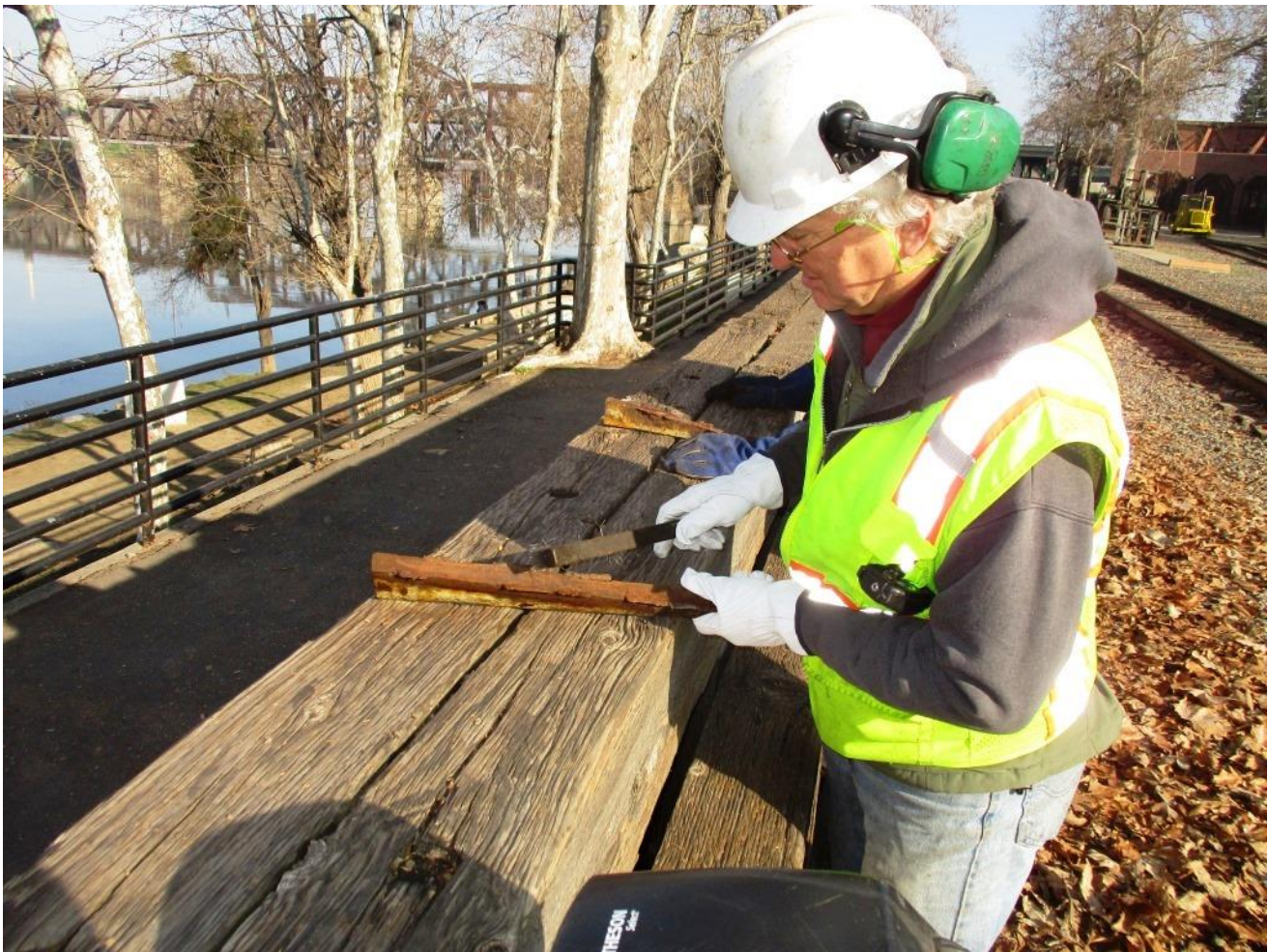


After protesting loudly with moans, pops, and sounds of stretching steel, the other door gives way to GM2's mighty force

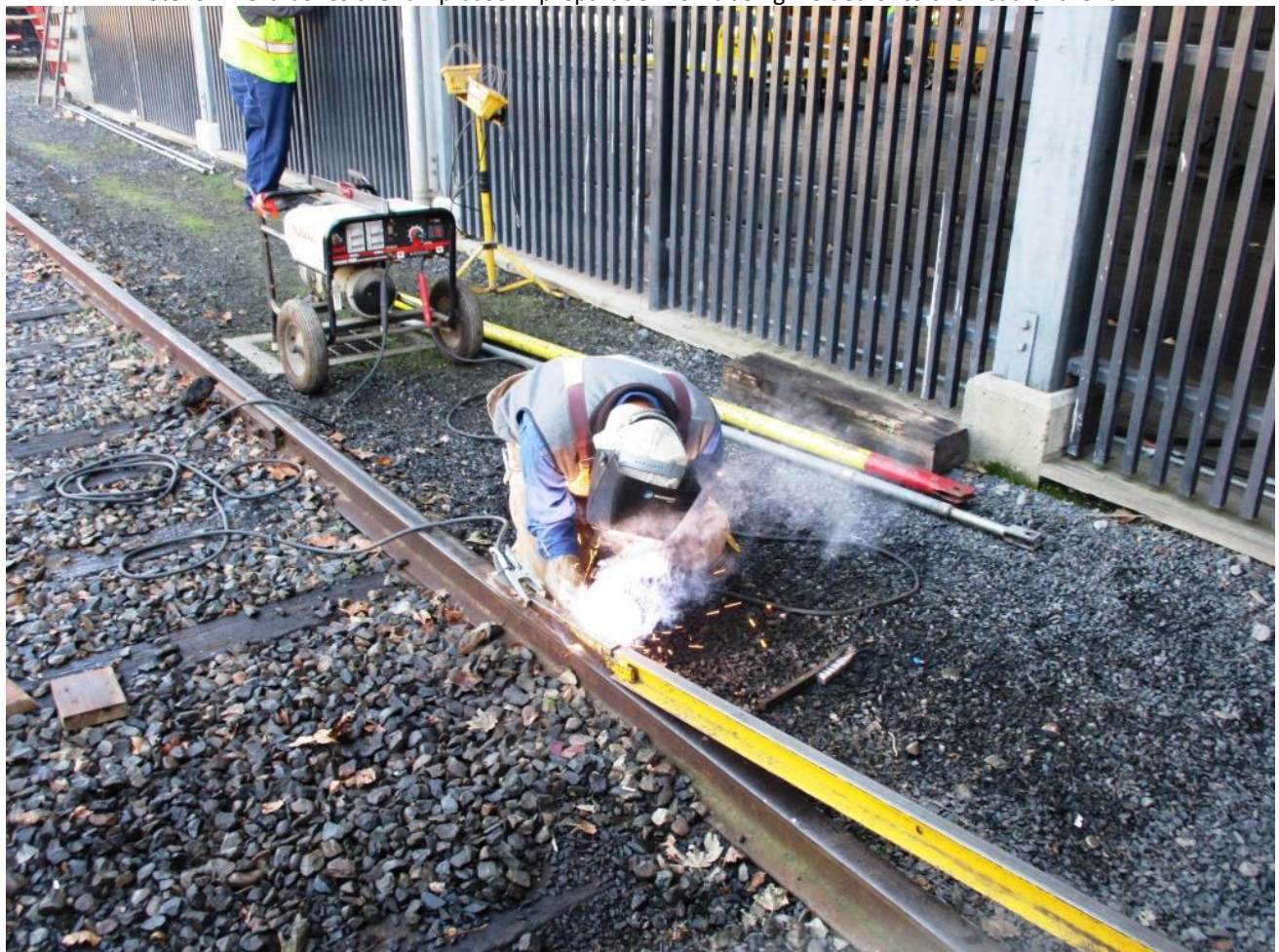


Alan grinds the head of the rail in preparation for welding on the ramp in its new position



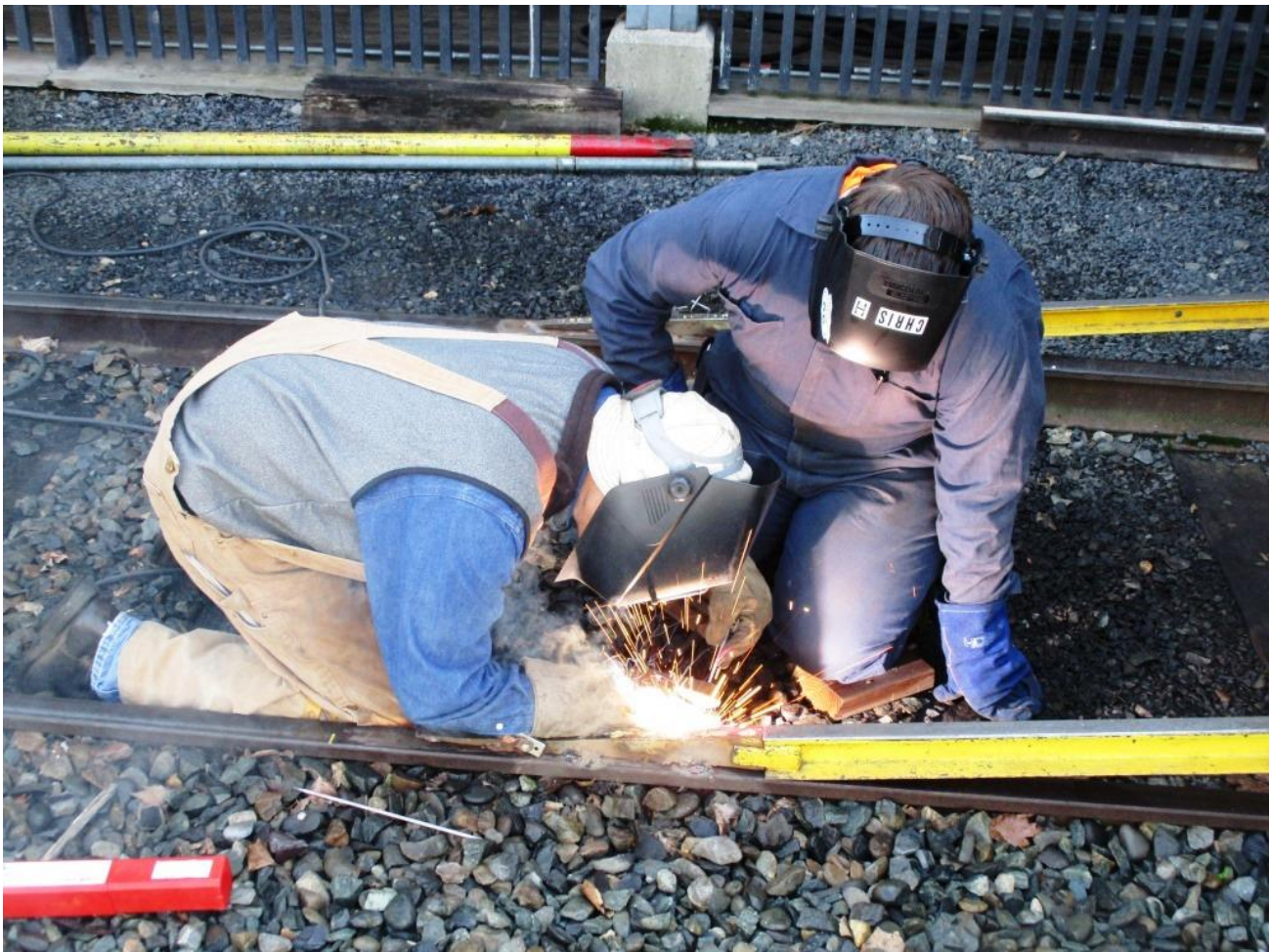


Steve wire-brushes the ramp base in preparation for it being welded onto the head of the rail



Cliff welds the ramp into place





Cliff and Chris H. weld the other ramp in place



The Kalamazoo is brought in and, using a long drawbar, the equipment is extracted carefully from the container





With everything out now, a damage assessment is undertaken

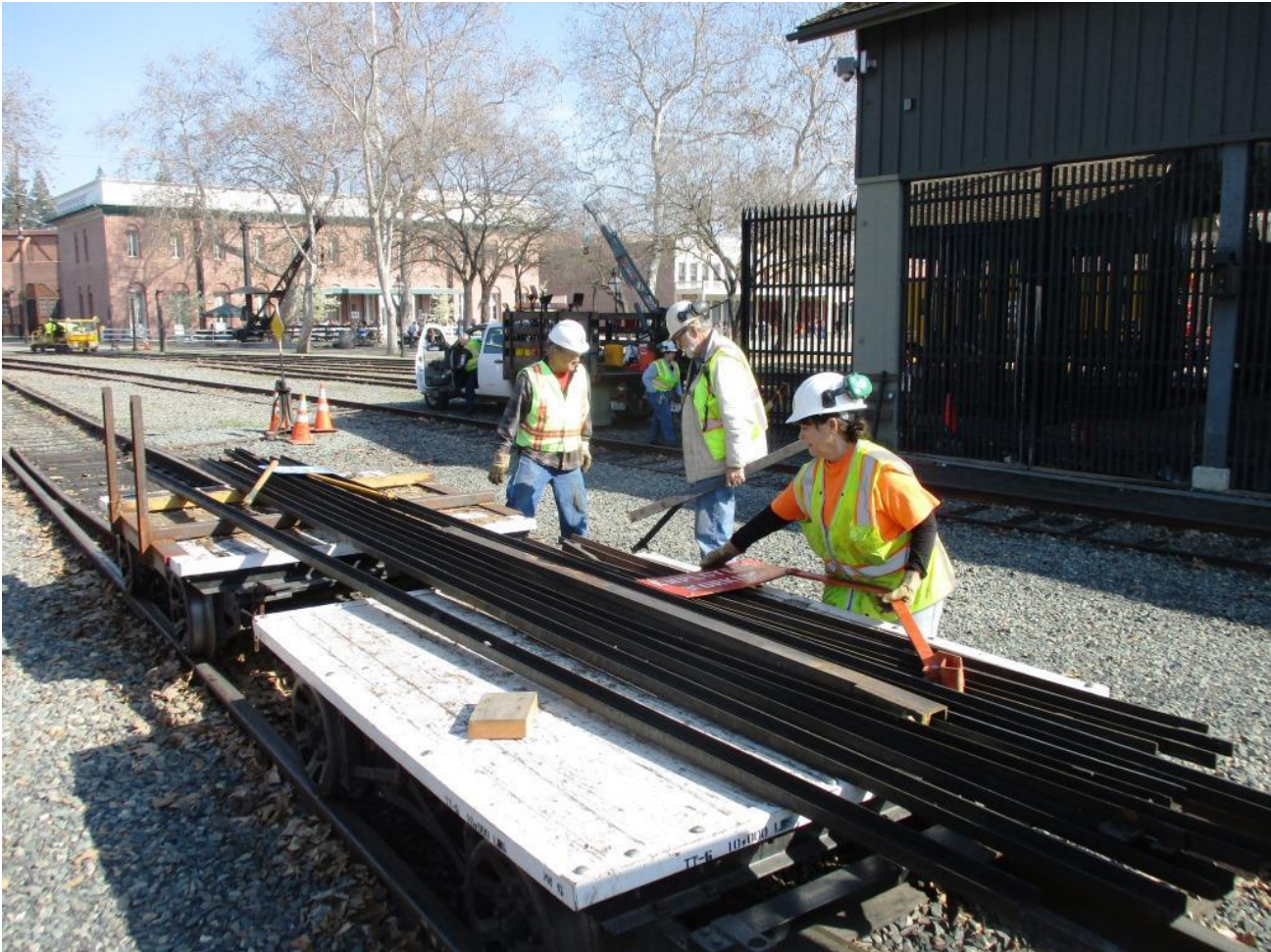


Mike F. takes a look around the emptied container



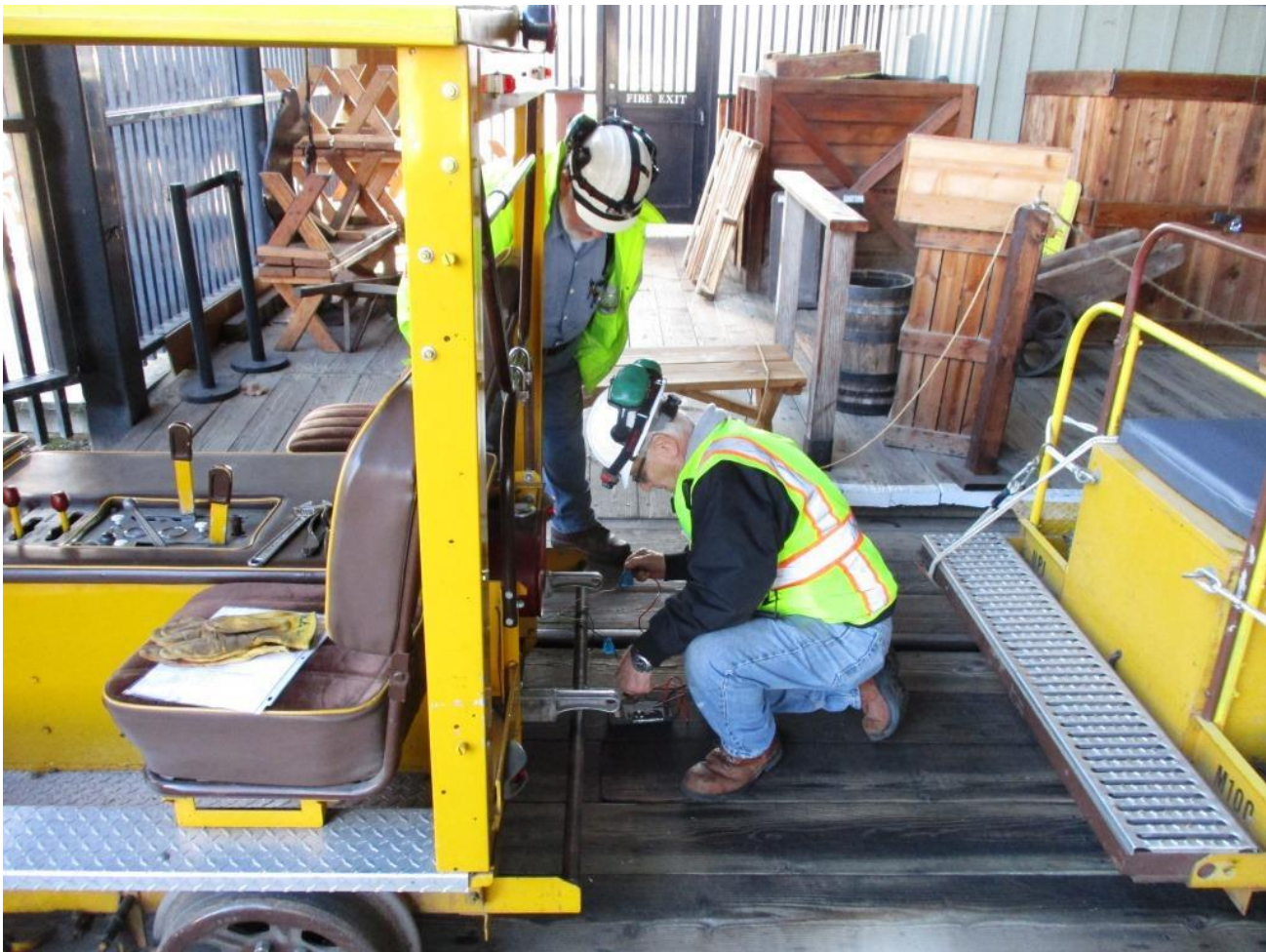


Alan, Pam, Mike F., and John load the rails removed from inside the container on flatcars



Pam places our good ol' red flag on the flatcars



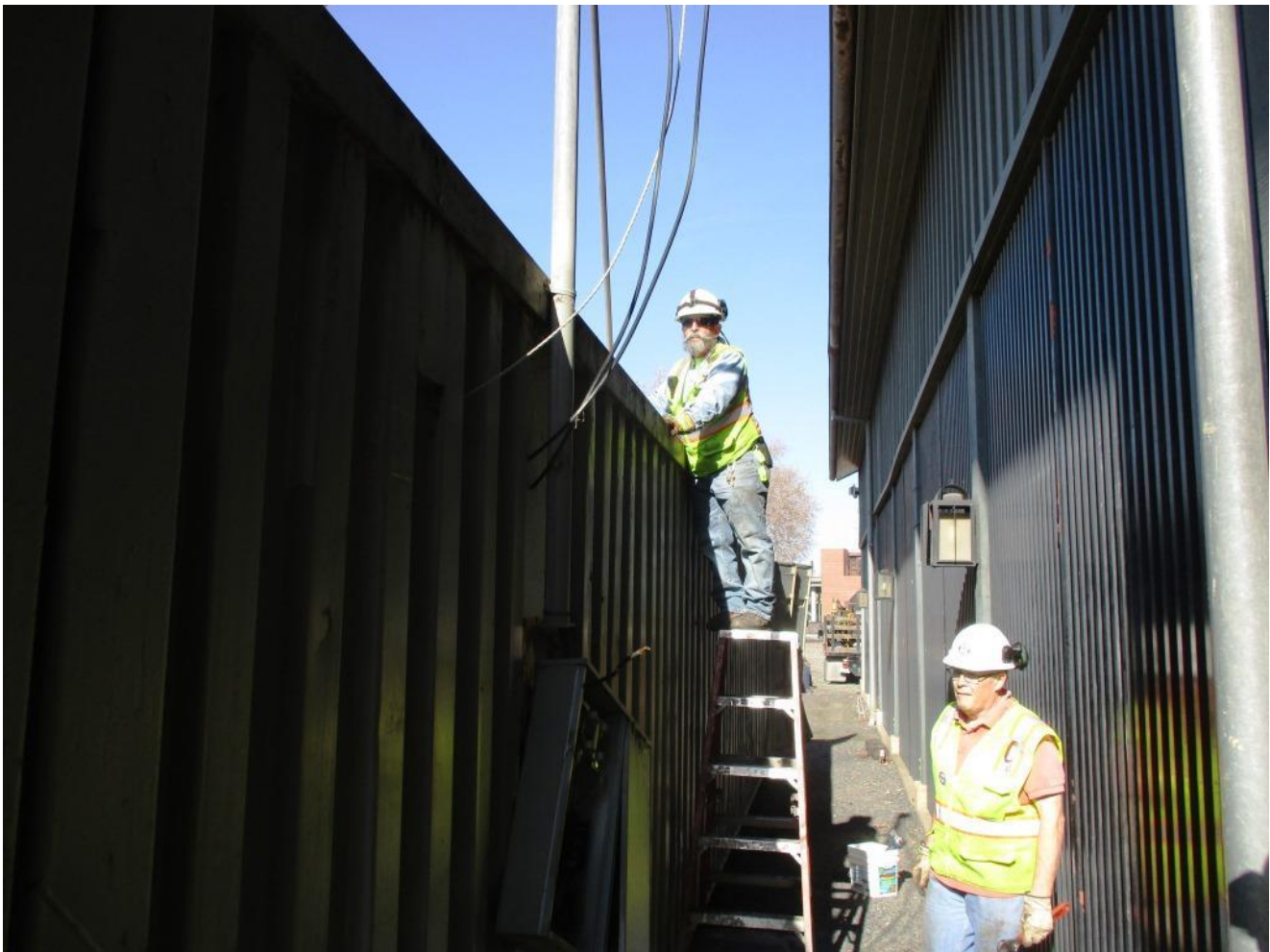


Frank and Mike W. get the Interpretive Handcar Program's MT-14 motorcar ready for the upcoming season



Bill, John, and Joe remove conduit from the ceiling of the container





Joe and Bill implement the plan to lower the electrical mast from the container



Steve removes a bracket holding the electrical mast from the roof of the container





The flatcars containing the rail and conduit along with the damaged equipment are shuttled back to the Shops



Bill, Joe, and Mike H. work with Mike F. on GM2 to remove materials from the flatcars