

Greetings!

This is your Maintenance of Way Team update for March 18, 2018. Dodging rain storms, your MOW Team kept plenty busy this week. So, let's keep up with your MOW Team's rainy week by getting this update underway.

Mike Taylor showed up early on Tuesday as the Weed Team's lone worker. His plan was to apply some blue-brew to invasive weeds before the rains came down. It's been a difficult year to find a weather window of opportunity to disburse sufficient blue-brew to fight back the pesky weeds so keen on invading our right-of-way. So, Mike T. is taking advantage of every opportunity he can. Well done, Mike!

Meanwhile, back at the Shops, Pat Scholzen, Heather Kearns, Chris Howard, Kyle Blackburn, Dave Wolf, Joe Margucci, Frank Werry, Gene Peck, Alan Hardy, and Mike Harris took advantage of a break in the weather, as well. Dave, Joe, and Heather headed to Old Sacramento to move our track equipment from Track 2 to Track 1 in the Central Pacific Passenger Station (CPPS). First, Heather added about 10-gallons of red-diesel to the Kalamazoo tug. Then, Dave fired it up and got some practice as operator. Heather and Joe acted as switchmen and got things move around lickety-split. Kyle and Chris welded the busted bumper back on the A-5 motorcar. It had been damaged when the SP 6051 collided with the storage container in Old Sac. Alan, Mike H., Pat, Gene, and Frank got back to installing the hydraulic kicker cylinder on the tie-shear. They ran into a bit of a challenge when it was discovered that the new bronze bushing lining the large eye-hole into which the connecting pin is supposed to fit, was a bit too small. As the pin was driven in, it shoved the bushing out. Returning the bushing to its proper position proved fruitless so our professional engineer, Mike H., decided he needed to reconfigure the plan and start again on Thursday.

Mike H. did come up with a brilliant plan for re-seating the bronze bushing on the kicker cylinder which Chris, Ed, Joe, Heather, and Alan all assisted in executing. Mike H.'s plan was to use a frog-bolt with plates at each end so that, as the nut was tightened down with a pneumatic impact wrench, it would force the bushing back into place. With Alan using the forklift to suspend the weighty cylinder, the bolt, plates, and nut were placed through the eye-hole. Alan and Chris got the air-compressor started while Ed and Joe got the pneumatic impact-wrench set up. Then, when Mike H. held the bolt in place with a track-wrench, Ed spun the nut with the impact-wrench. As the nut tightened and the plates compressed, the bronze bushing slid back into place. Brilliant! Next, Alan started up the shear, engaged the hydraulic system to adjust the position of the piston so it would line up with the connecting holes on the kicker. Mike H. took a look at the pin that connects the cylinder to the kickers. Using calipers, he measured its diameter and that of the bushing. As he suspected, the new bushing, into which the pin must fit, was slightly smaller – by a couple thousandths of an inch. Mike H. took the problem to Al DiPaolo, the Railroad's Chief Mechanical Officer, who was able to use a machine in the Boiler Shop to file the pin down and polish it enough for it to fit through the bushing. Then Al assisted in its installation. As Mike H. and Al guided it from above, Joe descended into the pit under the machine and tapped on the pin with a hammer to drive it into place. Cinderella! It fit perfectly. It was an outstanding effort from a united MOW/Shops Team. Without Al's help, we may never have gotten the pin back in. So, many thanks to Al as well as to Mike H., Joe, Alan, and Chris!

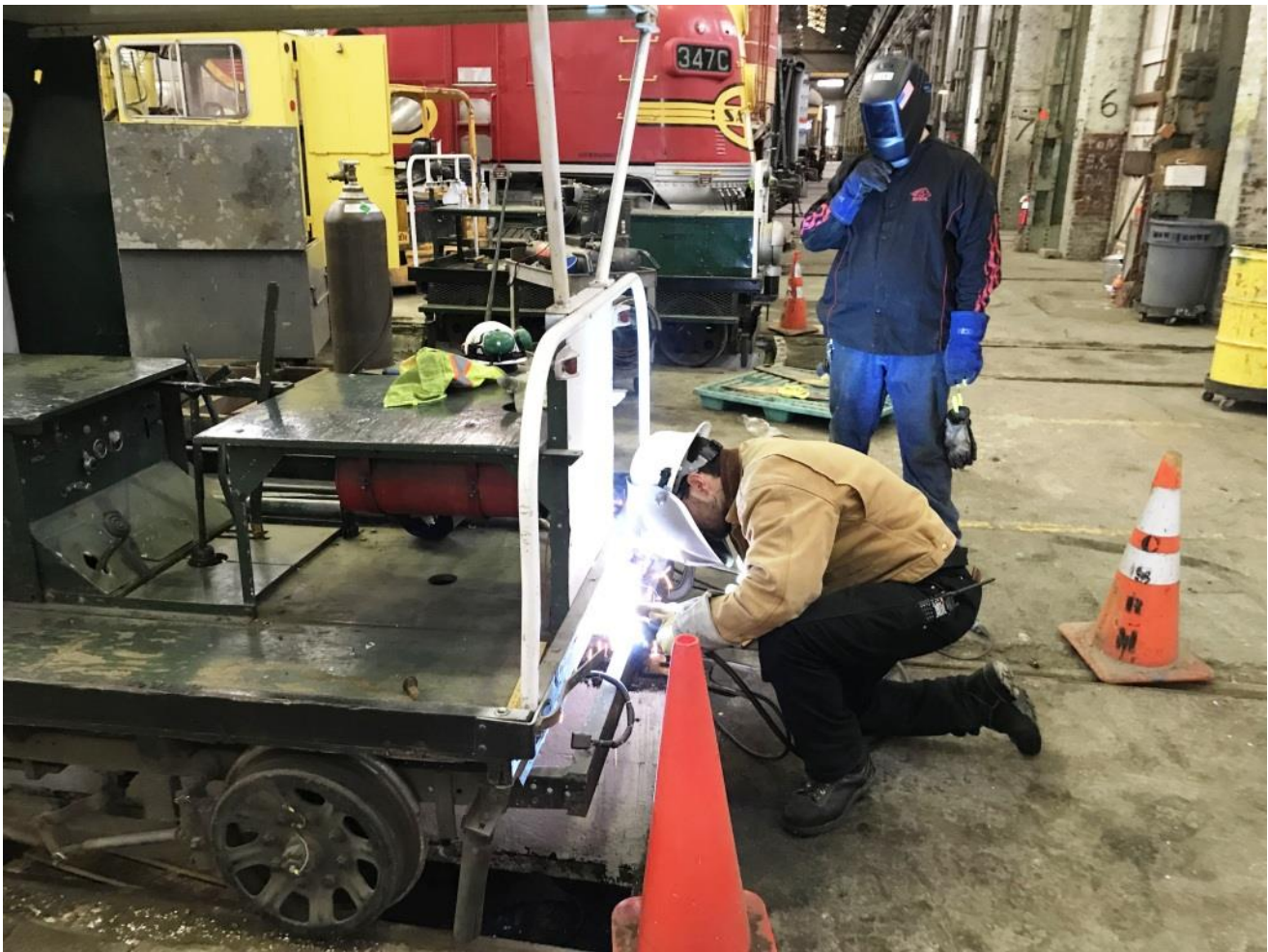
There were plenty of doughnuts on hand for Alan, Chris, Joe, Heather, Bill Hasting, Pam Tatro, Ed, Michael Florentine, and Art Flutter as they arrived at the Shops on Saturday. It would be a bit of catch-as-catch-can day as we knew we'd have fewer Team members on hand than usual. The annual brakeman training seminar was taking place, at which the MOW Team's brakemen, Heather, Joe, Frank, Jose Gomez, Weston Snyder, Ed Moriarty, Matt McCracken, and Chris Machado were required to attend. So, Alan, Chris H., Bill, Pam, Ed, Mike F., and Art spent the day moving equipment back and forth between the Shops and Old Sacramento as well as moving ties and sticks of rail stored behind the Museum. Mike F. took Green Machine 2 (GM2), which is still with us, over to Old Sac. and worked with Alan and Art moving rail and ties up in the muddy pit between the 150 and 560 Tracks. Ed, Bill, Pam, and Chris got the Kalamazoo fired up and pulled the flatcar with the hydraulic power unit and tools out along with a flatcar laden with ties. Because the excursion train consist was spotted on the South Turntable Lead, the only way to get equipment from the CPPS and the 560 Interchange Track was through the North Turntable Lead on which the man-lift and chipper were parked. Ed got them moved out of the way opening the route for the hydraulic units and Kalamazoo to head over to the Shop. The hydraulic units will be installed on the new dedicated hydraulic tool flatcar that Alan has built. Once at the Shops, Bill, Art, Chris, and Pam got the tamper out of the building, which was buried on track 4 behind the A-5 motorcar, tool-car, and rail-mounted air-compressor. After their switching operation, they brought the tamper, two flatcars, and the A-5 back to Old Sac.

In the afternoon, Joe, Heather, and Frank joined the fun following the brakeman training class. Next, the two empty flatcars were shoved onto the 560 Track. Mike F. on GM2, lifted six, 39-foot lengths of 136-pound rail onto the flatcars for transport to Setzer where they will be stored. Chris H., Art, Ed, Joe, and Bill all helped guide the 1,768 pounds of swinging rail onto the flatcars. Folks, it's a daunting task to guide a 39-foot length of rail weighing nearly a ton suspended from a chain and keep it from swinging uncontrollably while moving over uneven ground. But, the experienced Team did a great job. Once loaded on the flatcars, Chris towed them with the Kalamazoo tug down to Setzer where he was met by Mike F. on GM2, to remove the sticks of rail. Back in Old Sac., another switching operation took place to get the equipment back to the CPPS. The tamper was secured on the 150 Track and the man-lift returned to the North Turntable Lead. It was a very good day. All that rail had been moved and lots of space was created in the Erecting Shop. Indeed, the Team was quite pleased with the accomplishment.

It's the same story again this week as the Team will get to work on Tuesday and Thursday evenings starting at or before 5 o'clock in the Erecting Shop. Saturday, it's back to changing ties out on the line starting at 8 o'clock a.m. Many thanks to everyone for your dedication!

See you out on the line,

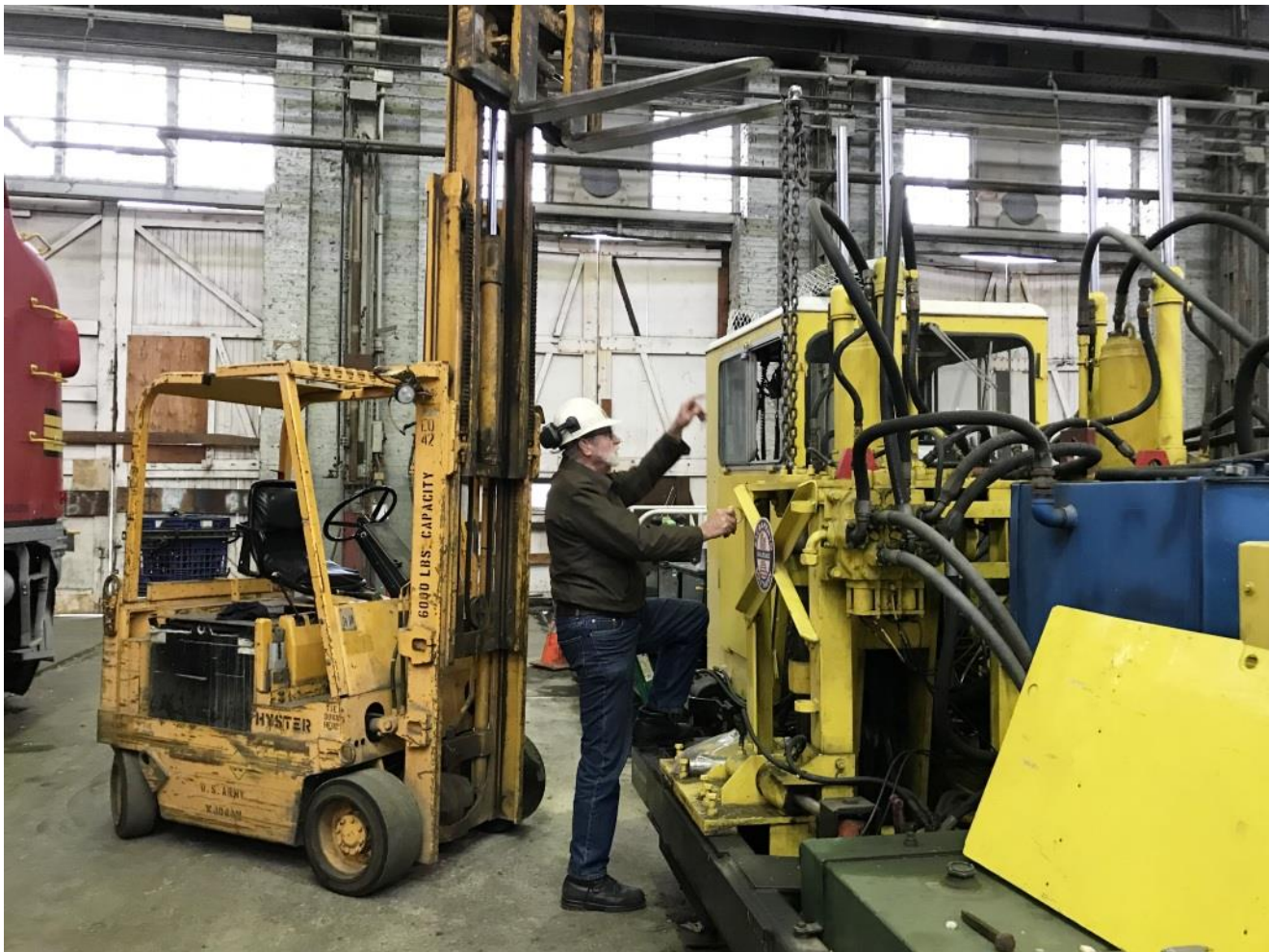
Alan and Richard.



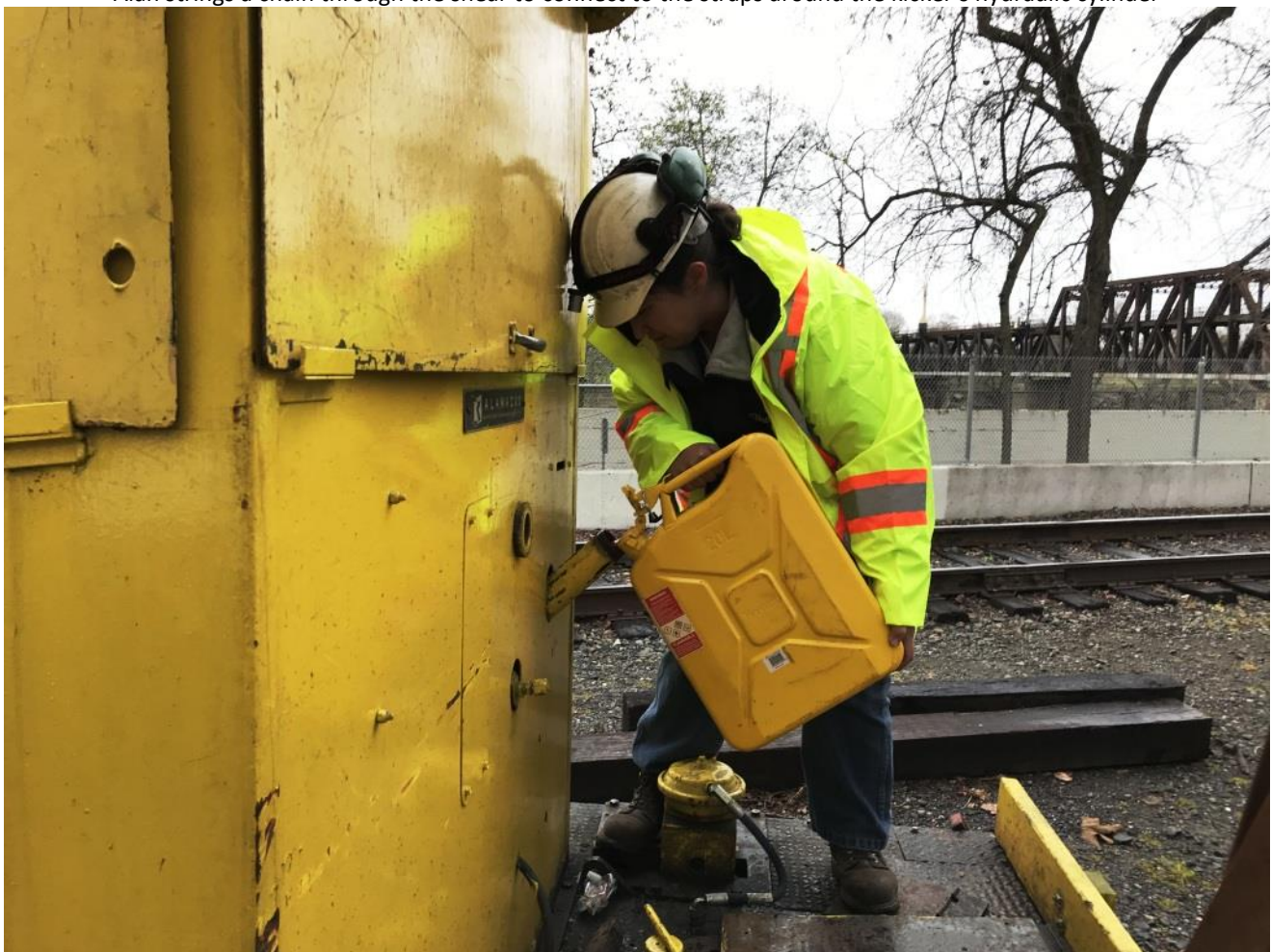
Kyle and Chris the busted bumper on the A-5 back together



Mike H. and Frank get straps around the kicker's hydraulic cylinder



Alan strings a chain through the shear to connect to the straps around the kicker's hydraulic cylinder



Over in Old Sacramento, Heather feeds the Kalamazoo a nice square meal of red-diesel



Dave gets the Kalamazoo into position to grab the equipment on Track 2 of the CPPS



Joe lines the stub-switch to Track 1



Mike H. and Kyle try to re-seat the bushing on the kicker's hydraulic cylinder



Mike H. uses calipers to measure the diameter of the connecting pin



Mike H. holds the bolt in place as Ed applies pneumatic power to compress the plates which forced the bushing back into place. Brilliant!



With the bushing re-seated, the shear is powered up to line the cylinder's piston with the connecting holes in the kickers



With everything in alignment, Mike H. inserts the connecting pin through the kicker and into the piston's eye-hole



With a few taps from Joe under the machine, the pin slid into place. Cinderella!



The Saturday switching crew gets a green signal indication for transit to the Shops



With Mike F. on GM2, Joe and Alan guide a 39-foot stick of rail weighing nearly a ton through tight spaces and rough conditions





Ed, Chris, and Joe carefully guide the stick of rail onto the flatcars



Bill and Art measure the rail to find the center-point from which the rail will be suspended and balanced



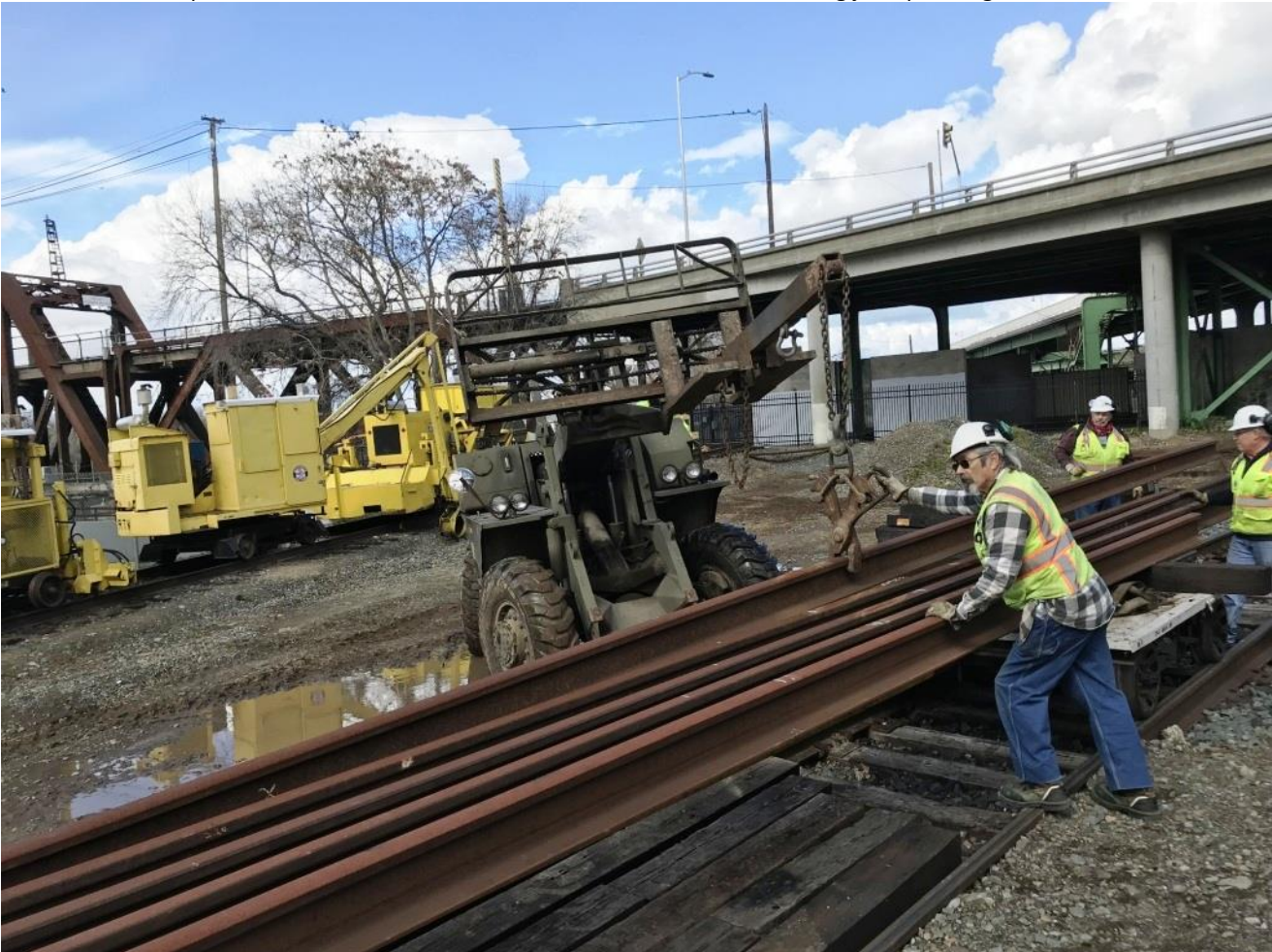
Alan connects the rail-tongs at the measured center-point



Mike F. on GM2 brings the next stick of rail in



Chris, Art, and Alan position more rail onto the flatcars. Mike F. did an outstanding job operating GM2 under such conditions



Ed, Bill, and Art position the next stick of rail on the flatcars



“We’re being followed!” The Team heads to Setzer



At Setzer, Art directs the lift



As each stick was lifted, the Kalamazoo was moved south to clear the crossing



Art guides Mike F. on GM2 into the perfect position for lifting the next stick of rail



Bill and Art keep the 1,700-pound stick of rail from swinging uncontrollably as it's positioned for storage



Mike F. on GM2 places a stick of rail in the storage area at Setzer