

Greetings!

This is your Maintenance of Way Team update for March 6, 2016. It was a wet and wild week for your MOW Team. But inclement weather didn't obstruct our never-ending drive for progress. To keep the progress progressing, let's get this update underway without delay.

Pat Scholzen, Gene Peck, Frederick Carr, Cliff Hayes, Heather Kearns, Alan Hardy, and Harry Voss kept the Erecting Shop was buzzing with activity on Tuesday. Quarter Master in Chief, Heather, managed to collect a half-dozen 55-gallon drums from her vast network of contacts. They are valuable to the MOW Team as we can fill them with spikes and other track materials. So, Pat, on the yellow electric forklift, gathered them all together and got them from the south end of the Boiler Shop to the north end of the Erecting Shop where the tops will be cut off. Cliff continued building new struts for the derrick crane. Harry and Gene were busy fixing the scarifier-inserter's air compressor. The governor was malfunctioning allowing the system to over-pressurize which causes the safety-release valve to "pop-off," dropping the air below operating levels. Needless to say, Gene and Harry were able to correct the problem. With work on the restoration of the A-4 motorcar complete, Heather and Fred took it out on the 560 Interchange Track for a test-run. Its 40-horsepower engine fired right up and the new clutch engaged as the A-4 sped down the track. Fred and Gene made a few minor adjustments following the test-run. Nonetheless, it was deemed a great success and the A-4 was certified for service as the motive power for the Interpretive Handcar Program.

On Thursday, Conductor Frank Werry, Mike Harris, and Pamela Tatro had the task of taking the A-4 over to Old Sacramento. To do so, they deployed the Kalamazoo tug which triggers the interlocking signal systems over the UP Mainline. The bench-car, which has been housed in the MOW container in Old Sacramento, would be taken back to the Shops to make room for the A-4. Simultaneously, in the Stanford Gallery, the SSRR Management Meeting was proceeding and participants couldn't help but hear the "tooting" of the Kalamazoo's horn as the moves were underway. There was a good deal of envy in that room as many wished they could be out in the Yard working with Pam, Mike H., and Frank. Meanwhile, over at the Shops, Fred and Harry cut the steel-tops off the 55-gallon drums that Heather managed to get for us. Then Fred and Heather moved the A-5 motorcar, which needs a new starter, with the yellow electric forklift to make room for the bench-car. There's never a dull moment when the MOW Team is at work.

A deluge was predicted for Saturday as an "atmospheric river" passed overhead. So, the Team's plan to conduct a tie change-out demonstration for the new Docent Class was cancelled – as were our intentions to continue tie-work at the Front Street rail replacement project. However, as Pam, Michael Florentine, Chris Carlson, Joshua Ilac, Harry Voss, Heather, and Alan, arrived on scene, bright sun shine lit the Erecting Shop – perfect weather for fresh doughnuts. But, gray clouds soon brought the anticipated dampness. But, before the skies darkened, the Team headed out to Switch 103, the switch between the UP interchange track in the Rail Yards and the Transfer Table Lead, which got damaged some months ago. Our temporary mitigation efforts had failed and the switch had become exceedingly difficult to throw to the Transfer Table Lead. Indeed, it was time to make permanent repairs. Mike F. climbed on the Big Green Machine and grabbed the tool-caddie for transport to the work-site. Josh and Pam dug-out the switch components and loosened the bolts disconnecting the switch machine from the connecting rods. Alan guided the Team as necessary adjustments were made. Adjusting a switch takes precision and soon the experts of the MOW Team had it working like new. Next on the docket was to take the scarifier back over to Old Sacramento. But first, it needed to be fueled. Mike F. on Big Green found a 55-gallon drum of red-diesel. Harry and Josh set up the fuel-pump and filled 'er up. Then, Pam and Mike F. headed to Old Sacramento and brought the Kalamazoo tug over to the Shops. It would pull the Weed Team's 500-gallon rig back to Old Sacramento all ready for the Weedies to spray blue-brew on the green-menace infesting the SSRR Mainline. Heather got the spray-rig ready to roll while the Kalamazoo was fueled and oiled. Then Mike and Pam in the tug grabbed the spray-rig and, caravanning with Heather in the scarifier got an almost instant green light from UP Dispatcher in Omaha and off they went back over the diamonds. By this point, it was raining hard. So, lunch beckoned.

After lunch, the Team gathered in the CSRM East Theater to meet the new docent class and give a short presentation on the MOW program. This was in lieu of the planned tie-changing demonstration out on the line which was cancelled due to rain. The class was quite enthusiastic about the MOW Team presentation and asked lots of questions. Of course, the promise of doughnuts was the best recruiting tool. Following the presentation, the Team finished up its Yard moves. The A-4 was taken out of the container and put into the CPPS to make room for the spray-rig. The Kalamazoo and scarifier would return to the 150 Track. By the time we finished, it was pouring. So we headed back to the Shop for some indoor projects before calling it quits. It may have been a wet and wild day but, a good one nonetheless.

The MOW Team would like to extend our best wishes to Museum Director, Paul Hammond, as he takes on a new role of overseeing the Capital District's extensive collections at McClellan. Paul has been one of the MOW Team's staunchest supporters and strongest advocates. As a former track worker himself, he understands what it takes to maintain a railroad. His advocacy has allowed us to mechanize many of our labor-intensive processes. We wish him Godspeed and good luck with his new endeavor and hope to see him often out on the line.

This coming week, the Tuesday and Thursday crews will meet at the Erecting Shop at or before 5 o'clock. Saturday, the doughnut hour is 8 o'clock a.m. Despite predictions of squally weather next Saturday, for now, we will plan to resume working at Front Street. We have just 12 more ties to insert. Many thanks to the fantastic volunteers of the MOW Team as well as to all our friends and supporters!

See you out on the line,

Alan, Chris, and Richard.



Cliff using the grinder on the new foot of the derrick crane's support strut



Cliff welding the strut-foot in place





Heather and Fred take the A-4 out for a test-drive

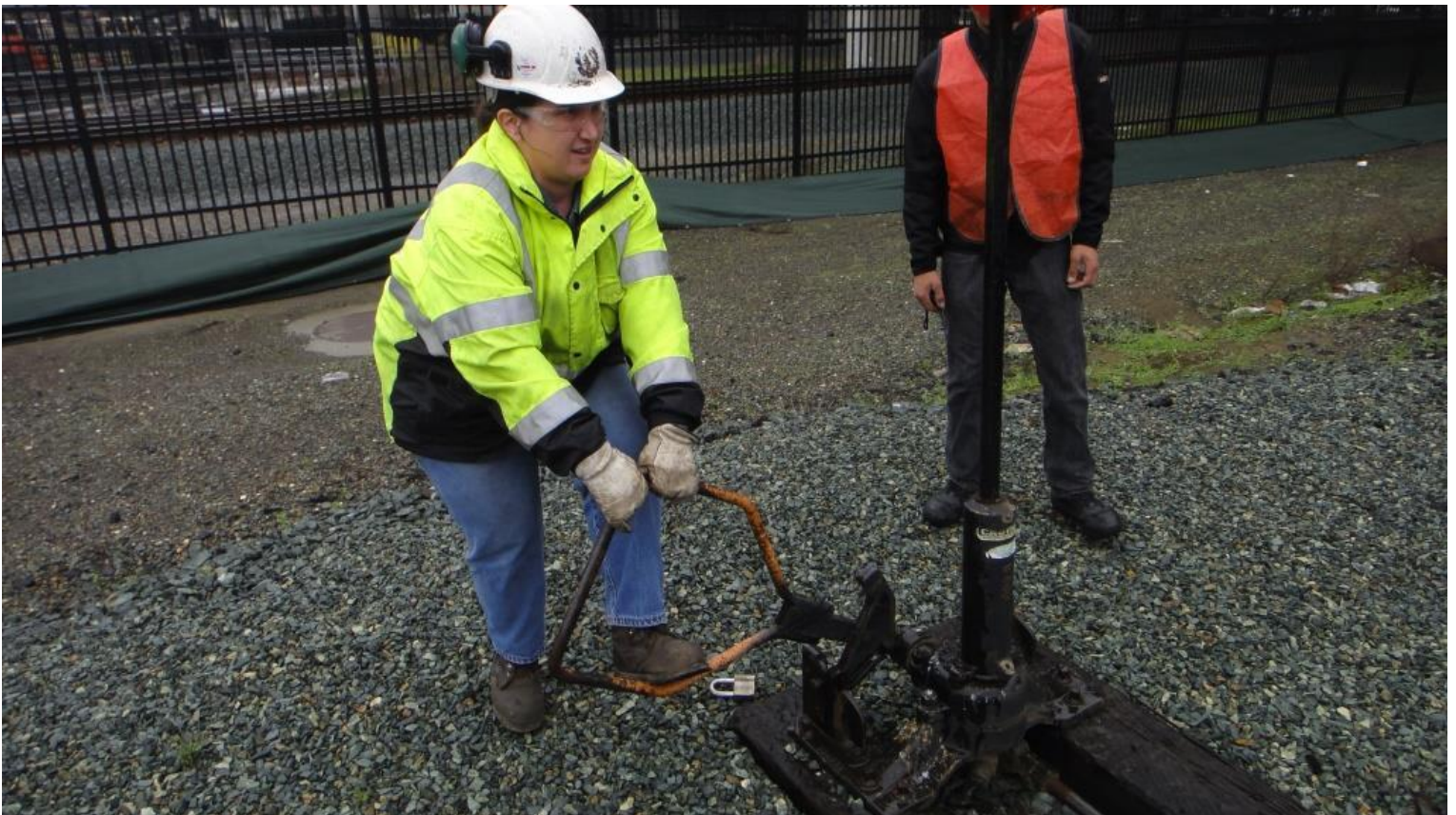


Fred moves the A-5 to a more advantageous place to work on its starter issues





Mike F. on Big Green drops the “stinger” from the forks



While diagnosing the problem with Switch 103, Heather has to step on the handle to get it to “click”





Josh and Pam begin taking apart switch components



Mike F. centers the handle in order to set the new alignment





Now adjusted, Josh bolts the switch back together

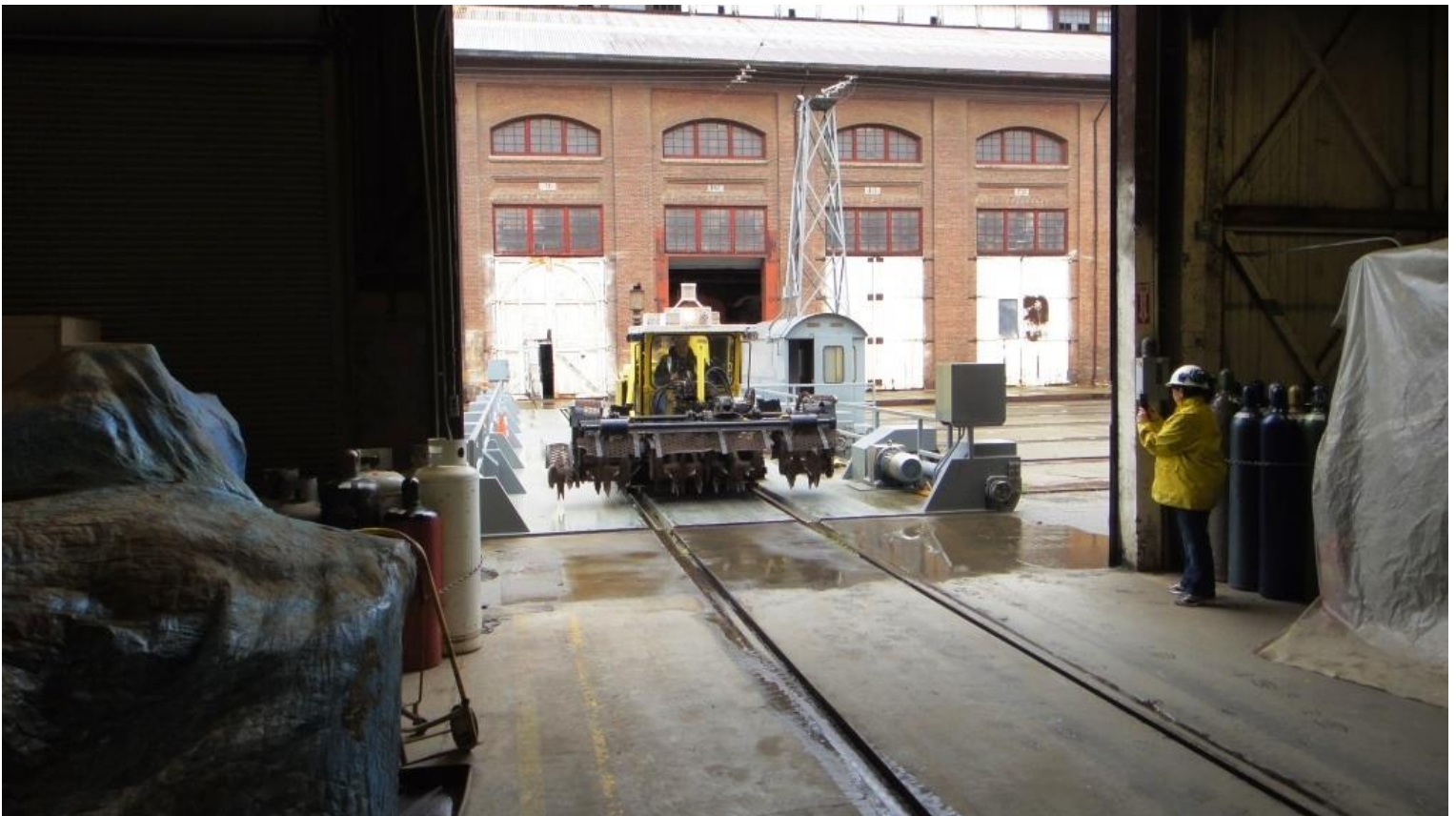


Meanwhile, back in the Shops, Pam and Josh move the bench car





Pam takes control of the Transfer Table in order to move the scarifier from the Erecting Shop to the Boiler Shop for fueling



Transfer Table in place, Mike brings the scarifier inside





In Old Sacramento, Pam and Mike F. get the Kalamazoo fired-up for its ride across the UP Main



And, off they go!





Heather takes the Kalamazoo tug north so it, too, can be fueled



Josh and Harry "fill 'er up!"





Harry adds oil to the Kalamazoo while Mike F. urges him to "do" the windows, as well...



Omaha gave us the green-light without delay





Man, it was wet and wild out there!

*Your Sacramento Southern Railroad*  
**MAINTENANCE OF WAY TEAM**



*Where the pink-box reigns supreme!*

The new MOW Team recruiting flyer!