

Greetings,

This is your Maintenance of Way Team update for April 15, 2018. This week, your MOW Team continued its roll down the track on the railroad of progress. So, let's give this update the "highball" right now and keep that progress rolling.

Pat Scholzen, Cliff Hayes, Chris Howard, Kyle Blackburn, Joe Margucci, Dave Wolf, Taka Blackburn, Gene Peck, Alan Hardy, Mike Harris, Jack Shrive, and Heather Kearns stepped aboard the progress train on Tuesday. Recently, the eagle-eyes of our trusty track inspectors spied two broken track-bolts at joints out on the line. So, Tuesday, Mike H., Jack, and Chris set out to correct those defects. The first was found at Clunie where Mike H., Chris, and Jack replaced the broken bolt. Upon further investigation, they decided to replace a second bolt at the joint because it looked a bit wonky. Next, the "bolt-busters" set off for Sutterville Road to take-on the first logged defect on the restored Zoo Line. In Old Sacramento, our electrical wizard, Joe, and his apprentice extraordinaire, Kyle, brought the Kalamazoo tug out of the Central Pacific Passenger Station (CPPS) where they finished re-wiring the forward running lights which had malfunctioned. Around the switch-stand at Switch 2 (House Track), a couple of ties used as retaining walls to help keep the switch from getting buried, had become dislodged. So, Heather and Dave dug them out and got them reset. Mike H., Jack, and Chris showed up after their successful bolt replacement adventure to help by packing dirt around the ties then pound lengths of rebar into the ground to secure them becoming dislodged again. Back at the Shops, Alan finished up construction on the dedicated hydraulic tool-cart. It's always a good evening when all projects come to a successful conclusion.

Thursday, Alan, Heather, Ed Kottal, Joe, Mike H., Kyle, and Harry Voss showed-up at the Shops to continue to progress. Planning is underway to begin the restoration of the track on the bridge over Interstate 5. Part of the planning includes making sure our equipment in Old Sacramento is ready to roll. The scarifier-inserter and the tie-shear are essential components of the project plan. But, they were buried up on the 150 Track behind everything else. So, the evening's plan was to unbury them. First, the Team opened the entire panoply of equipment by dropping the anti-vandalism shields (always a pain). Mike H. and Ed noted that the derail wheels on the shear were deployed. A weld holding the securing mechanism in place had broken. Before that machine can move, these derail wheels needed to be retracted. So, Ed and Mike H. got them chained-up and secured. Next, the big move began. Wizard Joe and Apprentice Kyle got the Jackson 125 tie-exchanger out of the way. Harry brought the tamper down the hill. Ed got the man-lift moved. The big ballast-regulator was next move followed by Mike H. in the tie-shear. Then Heather got the scarifier rolling. Kyle acted as switchman as the equipment was switched around to get everything in the correct order. With all the machines now in place, the Team got the shields up. All was done without incident by an outstanding Team of great railroaders.

Joe arrived extra early on Saturday to open-up machines over in Old Sac. Fortunately, the doughnuts were already on hand. While Joe was setting things up in Old Sac., Alan, Bill Hasting, Michael Florentine, and Steve Nemeth hunted for tie-plates that fit 90-pound rail in the materials yard to the west of the Boiler Shop. In the Erecting Shop, John Rexroth, Clem Meier, DJ Mandella, Ed, Heather, and Pam Tatro gathered around the doughnuts as the job briefing was presented and detailed the plan of the day. We were headed to Baths to bring our tie-changing operation down there to conclusion. Following the briefing, the Team loaded up the truck which Heather and John took out. Steve climbed aboard the front-end loader. In Old Sac., Mike F. got the tamper fired-up, Joe ran the 125, while Ed and Bill took out the Kalamazoo pulling the work-train. At Baths, Clem and Pam began clearing out the ballast around the ties to be pulled. Joe on the Jackson 125 next came in and skillfully began pulling out the nasty old ties. He made quick work of it. Then Ed slowly moved the Kalamazoo the over the work site as DJ and Steve rolled brand new ties off the flatcar at the empty tie-cribs. With ties deployed, Steve, Pam, DJ, Bill, Clem, and Joe then lined the ties up for insertion. Joe got back on the 125 and pulled them into place. Meanwhile, Mike F. and John took on tamping rail-joints north of the work site. Folks, all this was done before the first train of the day rolled through.

At noon, Pam and Joe headed back to Old Sac. on the train to meet up with Alan and Bev Ratzlaff in the Stanford Gallery to represent the MOW Team at the Prospective Docent Open House. They were the perfect representatives to convey the wonders of volunteering with MOW to all the potential new docents. Thanks to Joe, Pam, Bev, and Alan, the MOW Team's ranks undoubtedly will swell with more quality folks!

Back at Baths, as the day rolled on, Steve brought the loader over to load up the old rotten ties. DJ, Mike F., Steve, and Bill helped load them into the bucket. Then Steve disposed of them down at Setzer. Ed took a turn on the 125 and used its track-jacks to lift the rails slightly so that Bill, DJ, Steve and Mike F. could insert tie-plates. Then, Mike F., guided by Bill and DJ tamped all the newly inserted ties. Steve, and DJ set spike and then drove them home with the hydraulic spike-driver. Soon, it was time pack-up and head back to Old Sacramento. Joe, who was there, already, acted as our switchman as we came into town. The equipment was stowed, and the Team returned to the Shops very pleased with their accomplishments of the day.

Earlier this week, our good friend, Becky, at the All-Aboard Desk released the list of this month's hour-bar recipients, many of whom are MOW Team members. At 250 Hours: Bill Hastings; 500 Hours: Chris Howard; 1,000 Hours: Weston Snyder; 2,000 Hours: Joe Margucci; and, at a whopping 17,000 hours: Heather Kearns. Many thanks to fantastic MOW Team members for your unwavering dedication!

This coming week, the MOW Team will convene in the Shops on Tuesday and Thursday evenings starting at or before 5 o'clock. The mighty Weed Team will continue with its efforts on Tuesday starting at 8:30 a.m. at the Shops. Saturday, the Team will start the restoration of the track out on the I-5 Bridge. The call-time is 8 o'clock a.m. Thanks to everyone for your dedication to building a better railroad!

See you out on the line,

Alan and Richard.



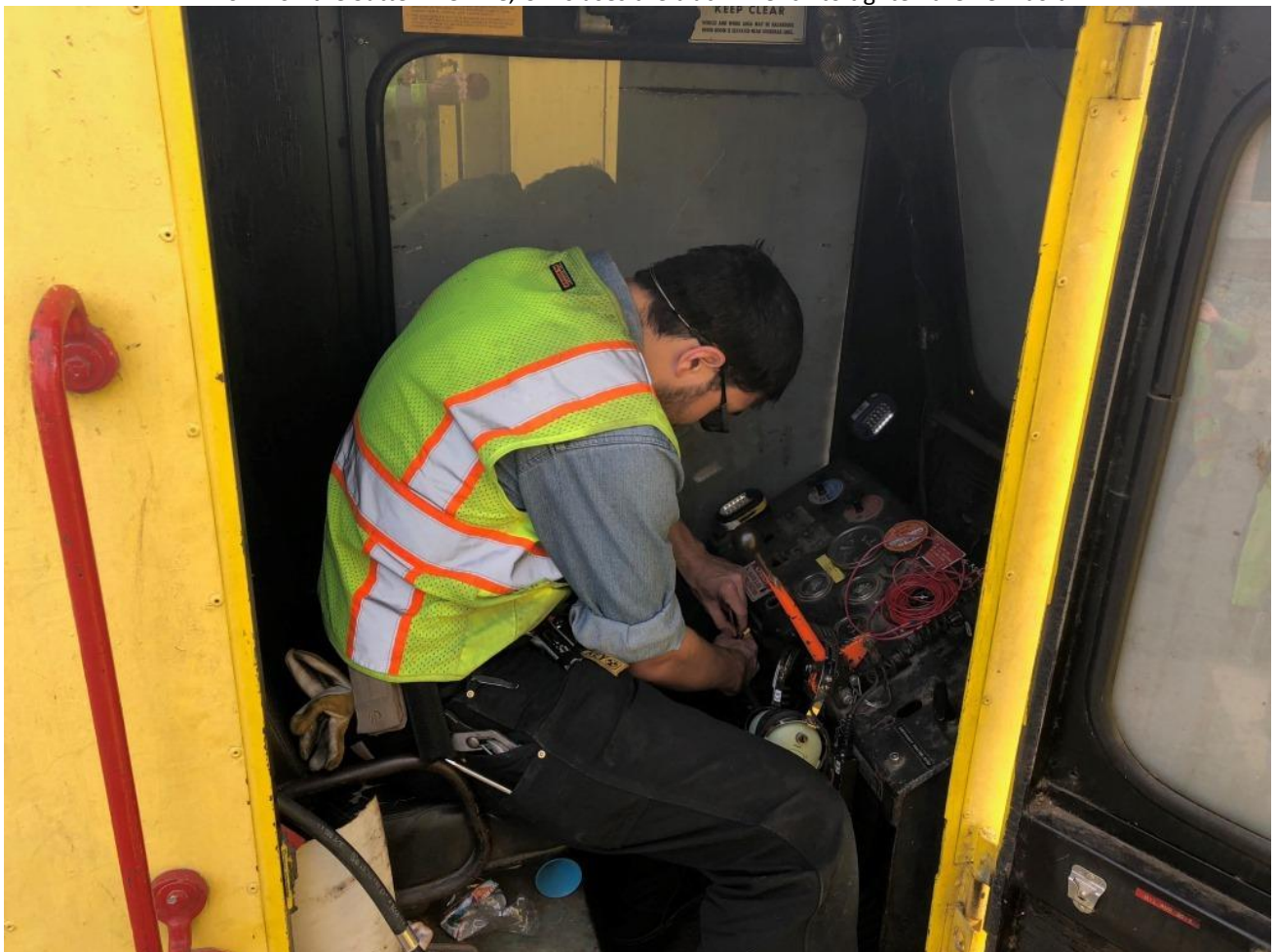
Mike H., Chris, and Jack replace a broken bolt at Clunie



Mike H. "puts his foot down" as Jack tightens the nut with the track-wrench



Down on the Sutterville Line, Chris uses the track-wrench to tighten the new bolt



Under electrical wizard Joe's watchful eye, apprentice extraordinaire Kyle replaces the busted ignition switch in the man-lift



Next, Kyle takes on the wonky forward running lights of the Kalamazoo



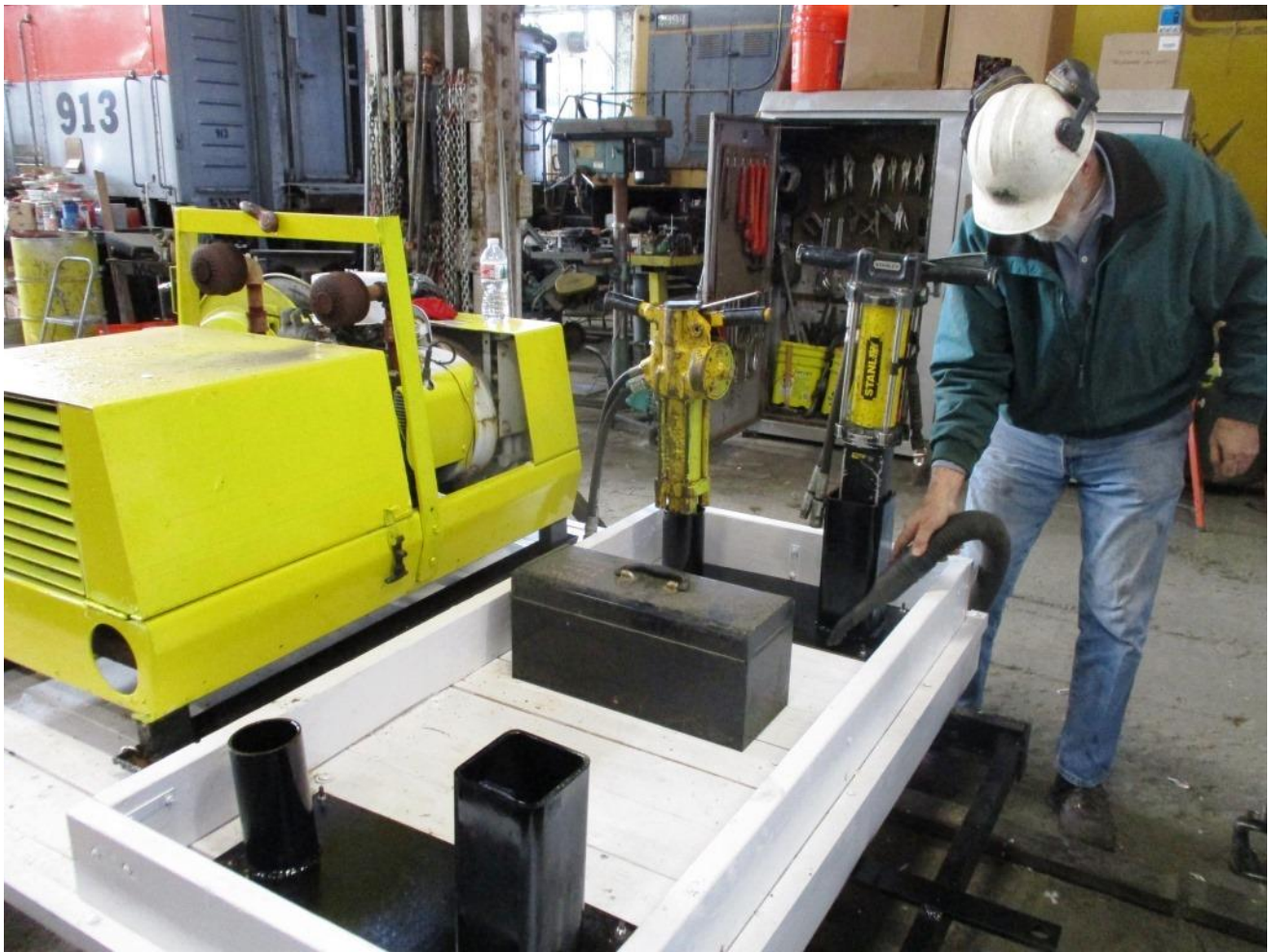
It's like magic! Throw the switch and the light comes on!



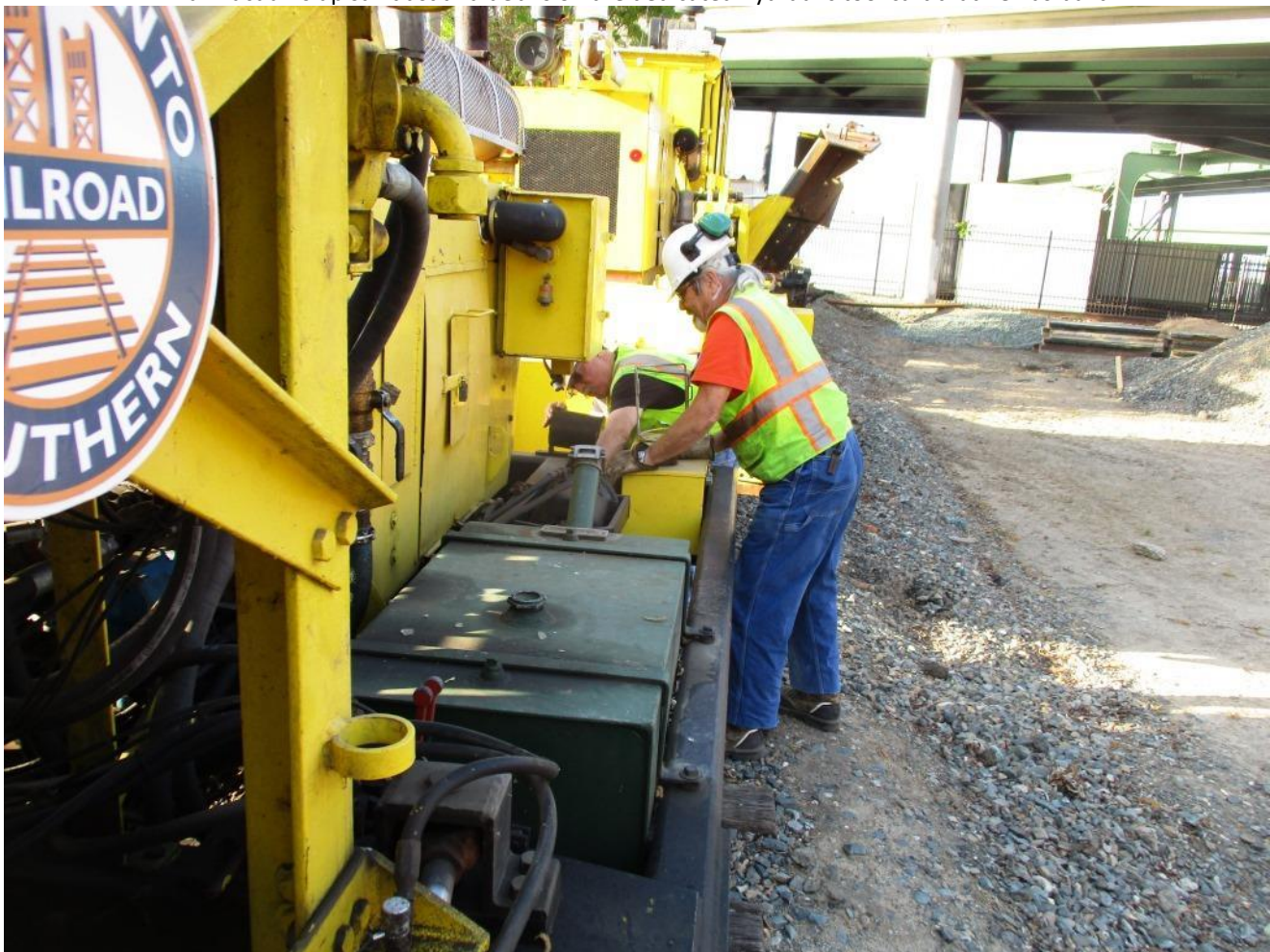
Dave and Chris secure the retaining-wall tie with rebar



Chris, Mike H., Dave, and Jack clear out the area around Switch 2



Alan vacuums up sawdust and debris on the dedicated hydraulic tool cart that he has built



Ed and Mike H. chain-up the derail wheels on the tie-shear



Heather opens up the scarifier- inserter



Mike H. removes a stubborn remnant from the bucket of the man-lift of the Weed Team's last battle with Mother Nature



Kyle switches the scarifier onto the 560 Track



Harry moves the tamper





A rare sight: the 150 Track completely clear



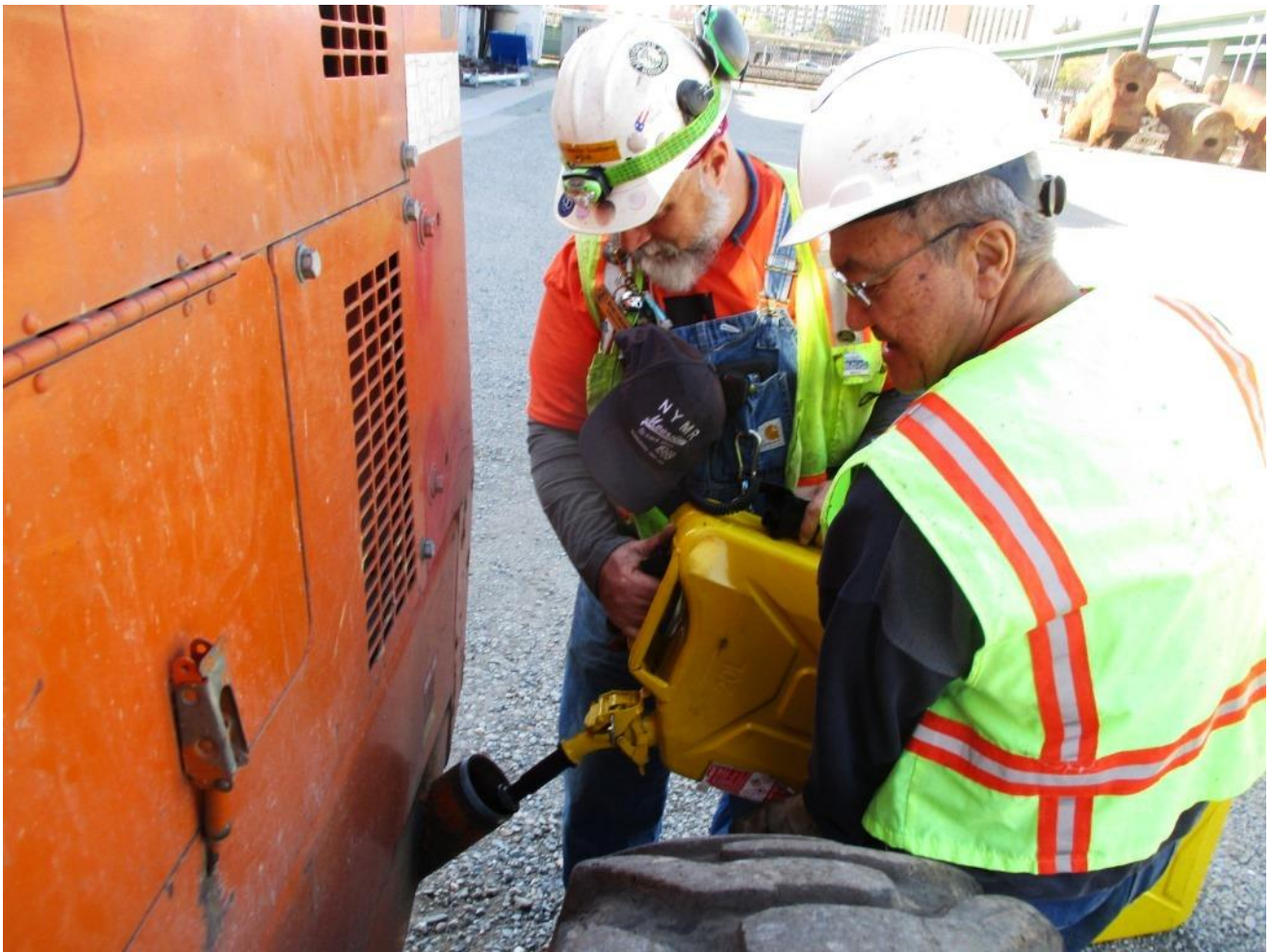
Everything now arranged in the right order



Early Saturday Morning, Joe spins the Kalamazoo and work-train consist on the turntable



Bill searches for 90-pound tie-plates in the materials yard



Mike F. and John add some red-diesel to the front-end loader



Heather and Pam establish the red-flag at the south end of our working-limits



Ed, on the Kalamazoo, lets Bill and Clem know he's about to move south



DJ and Steve roll a new tie off the flatcar



Mike F., Steve, DJ, and Pam line new ties up for insertion



As Joe pulls out a rotten old tie, Clem uses a mallets to slide the tie-plate off of it



Joe insets a brand new tie under the rails



Joe uses the pulling ram to clear ballast so the Steve can roll the new tie into position



It's train time! The MOW Team gets everything out of the way and waves to the train as it enters our work-limits (with permission)



With the train now out of our way, Ed inserts tie-plates as the 125 jacks-up the track



Bill and DJ move an old rotten tie out of the way



Steve brings the loader over for DJ and Bill to put dead ties in the bucket





Bill and DJ guide with Mike F. in the tamper to tamp the newly inserted ties



Mike in the tamper tamps the new ties



After having disposed of the first load of dead ties, Steve in the loader comes back for more. DJ and Mike F. get them loaded



And, again, it's train time



Mike F. inserts a tie-plate after Ed on the 125 lifts the rail



DJ and Steve set spikes



DJ drives spikes with the hydraulic spike driver as Bill handles the hydraulic hoses



Train time, again!



Now, it's train time for the MOW Team as we send our train back to Old Sacramento



Pam and Joe represent the MOW Team the Prospective Docent Open House