

Greetings!

This is your Maintenance of Way Team Update for April 3, 2016. It's train time! Yes, the 2016 excursion train season opened this week and your MOW Team was out and about helping make it all happen. So, let's keep the progress going by starting this update right now.

First of all, a major "shout-out" to Team Signals! The valiant volunteers of the SSRR Signal Department had quite a week. You will recall that, last Saturday, a drunk driver in a U-Haul truck slammed into the east-bound signal mast at Broadway. It was completely destroyed. All week, Signal Department Manager, Dale Parker, along with his Team, Jeff Allen, Jim Atkins, Carl Clayworth, Joe Galipeau, Dennis Gallagher, Mike Gaulke, Paul Helman, Jim Lower, Dave Megeath, Bill Myers, Dennis Nobel, Dan Paige, Dale Parker, and Karl Ryden, worked full-time at the Shops and at the "crash site" to restore the Broadway grade crossing system to service by Saturday's opening of the 2016 train season. This highly-skilled Team of volunteers was up to the challenge and built from scratch an extremely complex intricate electronic and mechanical system that had to meet federal regulatory standards. In the Shops, the Team was able to locate parts and pieces necessary to build a whole new signal mast complete with flashing lights, bells, and mechanism necessary to lower and raise the gates. As Dale said, it was like trying to fit a square peg into a round hole. By Friday, the system was up and running! Folks, our railroad is blessed with such dedicated volunteers who share their unique and very valuable skills for free. Had this work been contracted-out, it would have cost tens of thousands of dollars in labor alone – a tremendous savings for the Foundation. Three cheers for Team Signals! Their dedication is inspiring!

Meanwhile, back at the Shops, Heather Kearns, Pat Scholzen, Cliff Hayes, Frederick Carr, Gene Peck, Anthony Filamor, Harry Voss, Pamela Tatro, and Frank Werry were quite busy, as well. Pat and Gene decided it was time for Anthony to learn how to operate the yellow forklift. Anthony climbed up on the forklift and Pat and Gene gently guided him with positive, uplifting utterances. Anthony did a great job and his coaches were outstanding. Frank and Conductor Heather headed to Old Sac. to bring the 500-gallon spray-rig and A-6 motorcar over to the Shops. The A-6 has been acting up of late. It needs some quality time with Fred whose mechanical expertise will get it running right in no time. First Fred, Anthony, Pam, and Heather had to move the bench-car out of the way. Then Frank took it away with the forklift. Cliff made some modifications to a piece of equipment for Team Signals. All in all, it was quite an eventful evening.

Thursday, Weed Team Captain Mike Taylor continued his lone-worker efforts at eradicating the color green from around the tracks in the Rail Yards. Heather did an absolutely amazing job cleaning out the Bay 5 service-pit in the Erecting Shop. It had flooded from recent rains making it unusable for working under machines. Then she found a couple cans of white paint and painted the walls restoring them to their original color. Kudos to Heather for an outstanding effort! Fred determined that the A-6's carburetor is the root of its problems. So, he made several adjustments. Matt Blackburn worked on the A-5 motorcar getting it ready to head back to Old Sac. for use with the Interpretive Handcar Program by installing new horns. Frank and Anthony headed out on the line to survey a segment of track at MP 1.8 in Miller Park where the west rail has settled somewhat. They measured and marked the area that the Team would raise on Saturday.

Saturday, the Team had no adult supervision at all as Alan Hardy and Chris Carlson were both out of town. And, as they say, when the adults are away, the MOW minions will play. Fortunately, the make-shift EIC bought the support of Harry, Clem Meier, Frank, Steve Wilson, Anthony, Chris Machado, Michael Florentine, Mike Harris, Steve Nemeth, and Heather with a big pink box of fresh doughnuts. The plan for the day was to restore the super-elevation in the west rail at the south curve of Miller Park. Steve N. and Heather arrived extra early and opened up the equipment in Old Sac. Steve N. and Chris took out the tamper. Heather, in the Kalamazoo, pulled the work-train. Harry handled the truck. At Miller Park, Clem, Steve W., Anthony, Frank, Mike F, and Steve N. all began digging out under the rail so that track-jacks could be inserted. The track-level was brought in and each jack was cranked until the proper elevation was reestablished. Chris in the tamper, and Steve N. guiding from the ground, tamped the track to the new level as Clem and Mike F. removed the jacks. Then Mike F. took a turn in the tamper with Frank guiding. By train-time, the Team had restored the proper super-elevation to a significant section of the curve. After lunch, the Team headed to Old Sac. where they corrected several defects identified by our trusty track inspectors. First, a cracked joint-bar on the No. 1 Track leading into the Central Pacific Passenger Station needed replacing. Frank, Mike H., and Steve W. removed the bolt. Then Steve N. used a lining bar to pry-off the joint bar after Mike F. had whacked it a couple times with the big sledge-hammer. They then installed a new joint bar. Next, Anthony pulled the spikes holding down the switch-stand at Switch 2 – the House Track switch. The stand wobbled all over the place when opened up. Mike H. flooded the spike-holes with an epoxy-goo before Steve N. pounded in new spikes using his world-famous as seen on TV windmill spiking technique – this time with the short-handled sledge. With the stand now stable, the Team moved up to the Interchange Switch, No. 101, which had become excessively difficult to throw. It was a bit of a mystery what was causing the difficulty but, the MOW Team's Professional engineer, Mike H., worked-out the mechanical aspects causing the problem. The Team made the necessary adjustments to make the switch easier to throw. With that, the Team packed up, put away their equipment and headed back to the Shops. It was a good day with a great deal of good work having been accomplished.

This coming week, the Shops will be open for some good old fashion MOW fun on Tuesday and Thursday at or before 5 o'clock p.m. Saturday, the Team will return to Miller Park to continue raising the south curve at Miller Park. Doughnuts will be served at 8 o'clock a.m. sharp. Also on Saturday, the second iteration of **Part 214 Roadway Worker Safety Training will be presented in the CSRM East Theater at 9 o'clock a.m.** Thanks very much to all the dedicated volunteers of the MOW Team and Team Signals working to build a better railroad.

See you out on the line,

Alan, Chris C., and Richard.



Team Signals working on building a whole new signal mast from scratch



It's alive!



Gene serves as Anthony's forklift instructor



Cliff making adjustments to a signal thingamabob



Conductor Heather opens negotiations with the UP Dispatcher in Omaha for the tug to cross the Main



Frank moves the bench-car out of the way to make room for the A-6



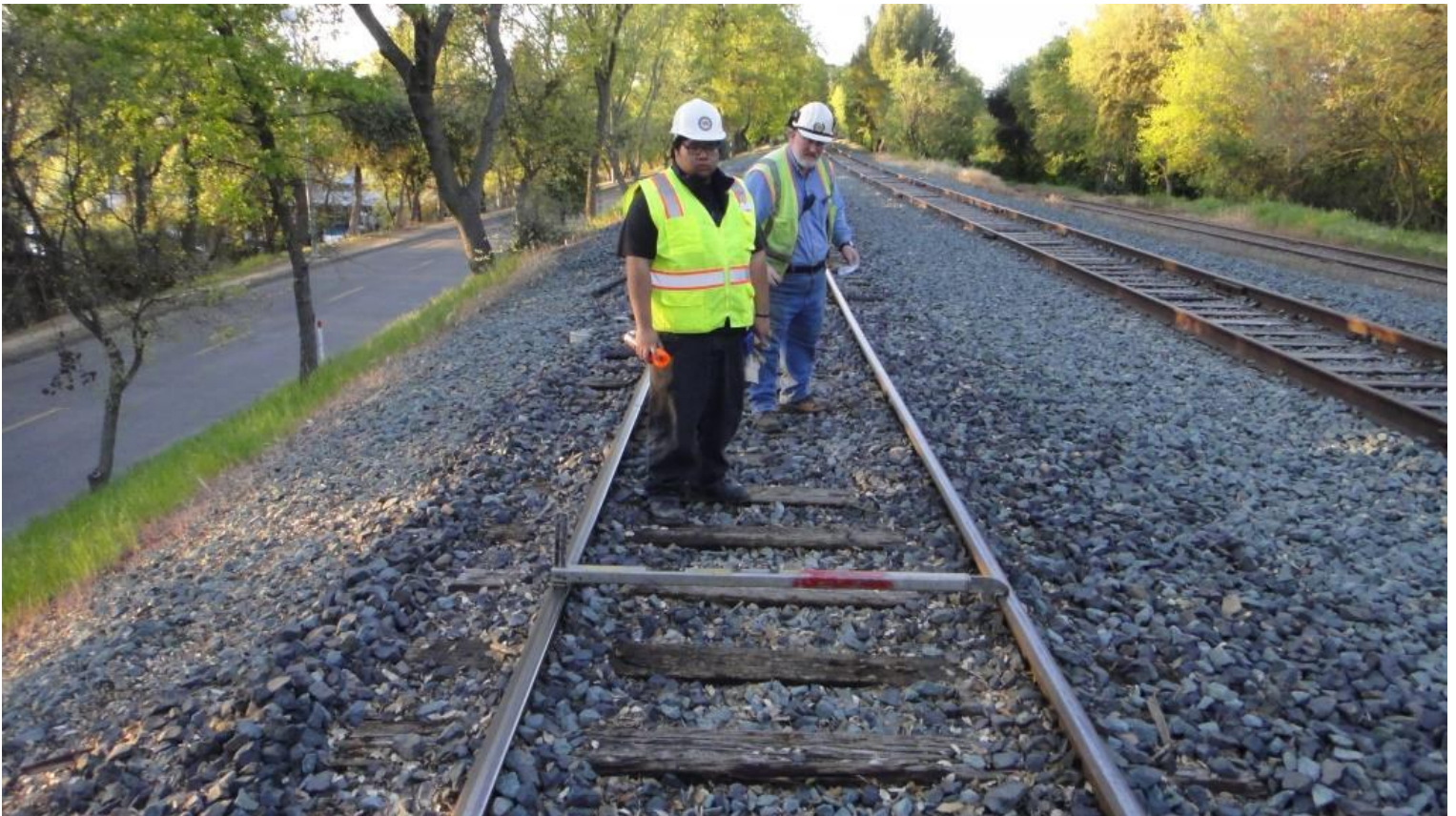
Fred gets right to work on diagnosing the A-6's problems



Mike T. returns to the Shops with the 65-gallon spray-rig



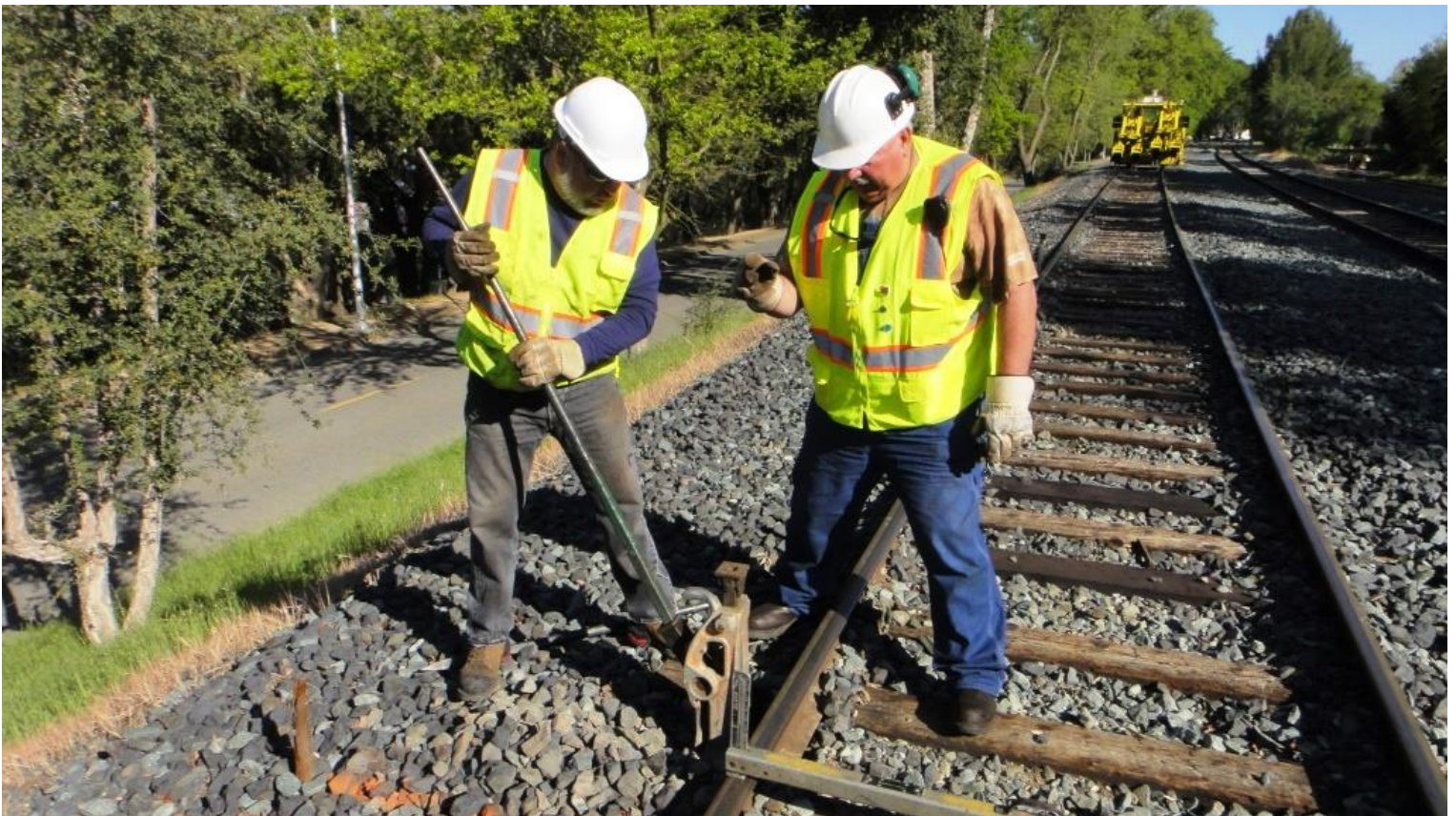
Matt installing new horns on the A-5



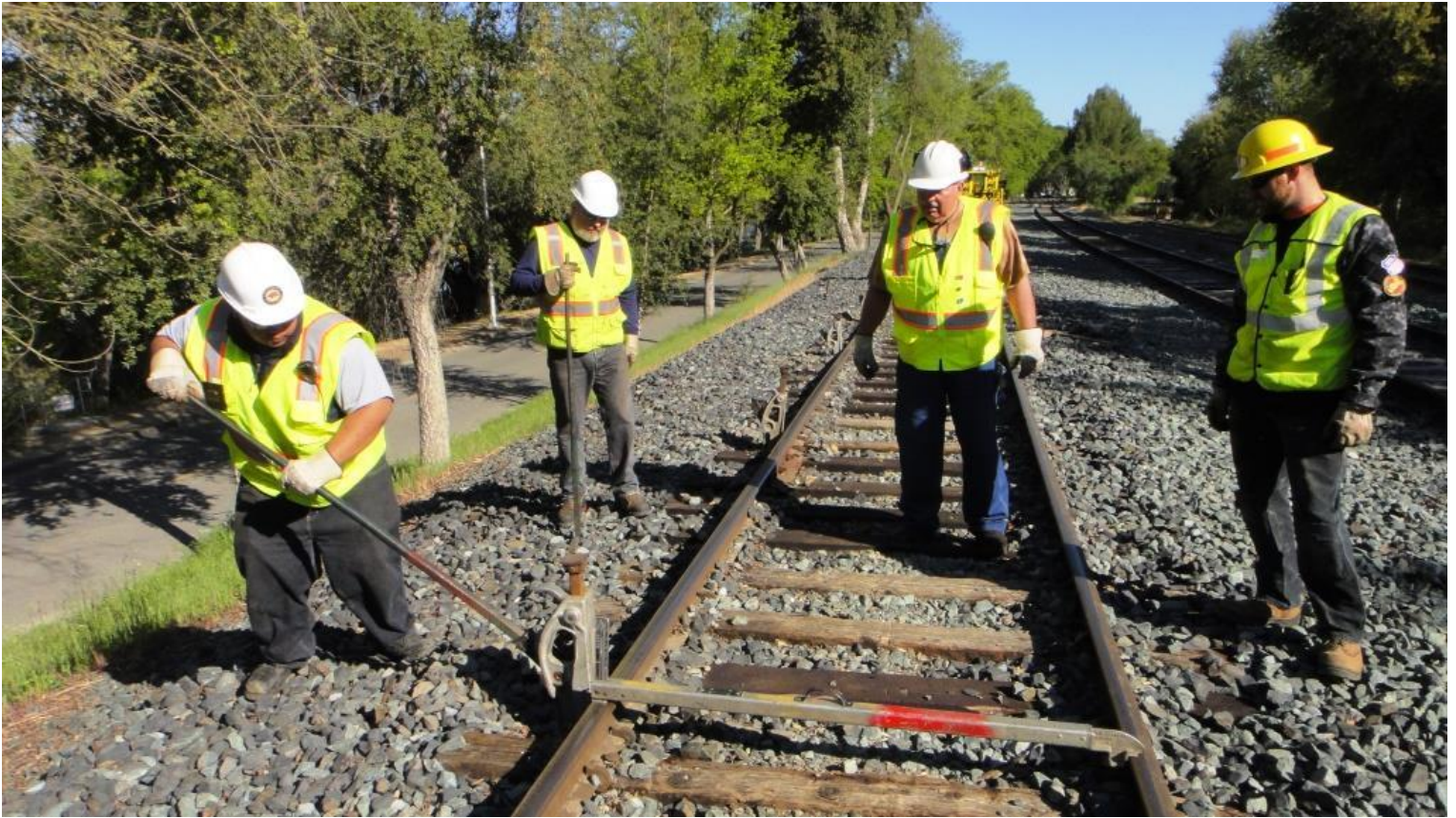
Anthony and Frank taking cross-level measurements at Miller Park



Steve W. unloads track-jacks from the back of the truck



Steve W. jacks-up the west rail as Harry keeps an eye on the level-bubble



Anthony cranks on the next jack



Mike H. and Mike F. use a special tool to remove debris from between a tie-plate and the tie to provide for a flush fitting





Steve N. guides Chris in the tamper as he tamps the rail to its new level



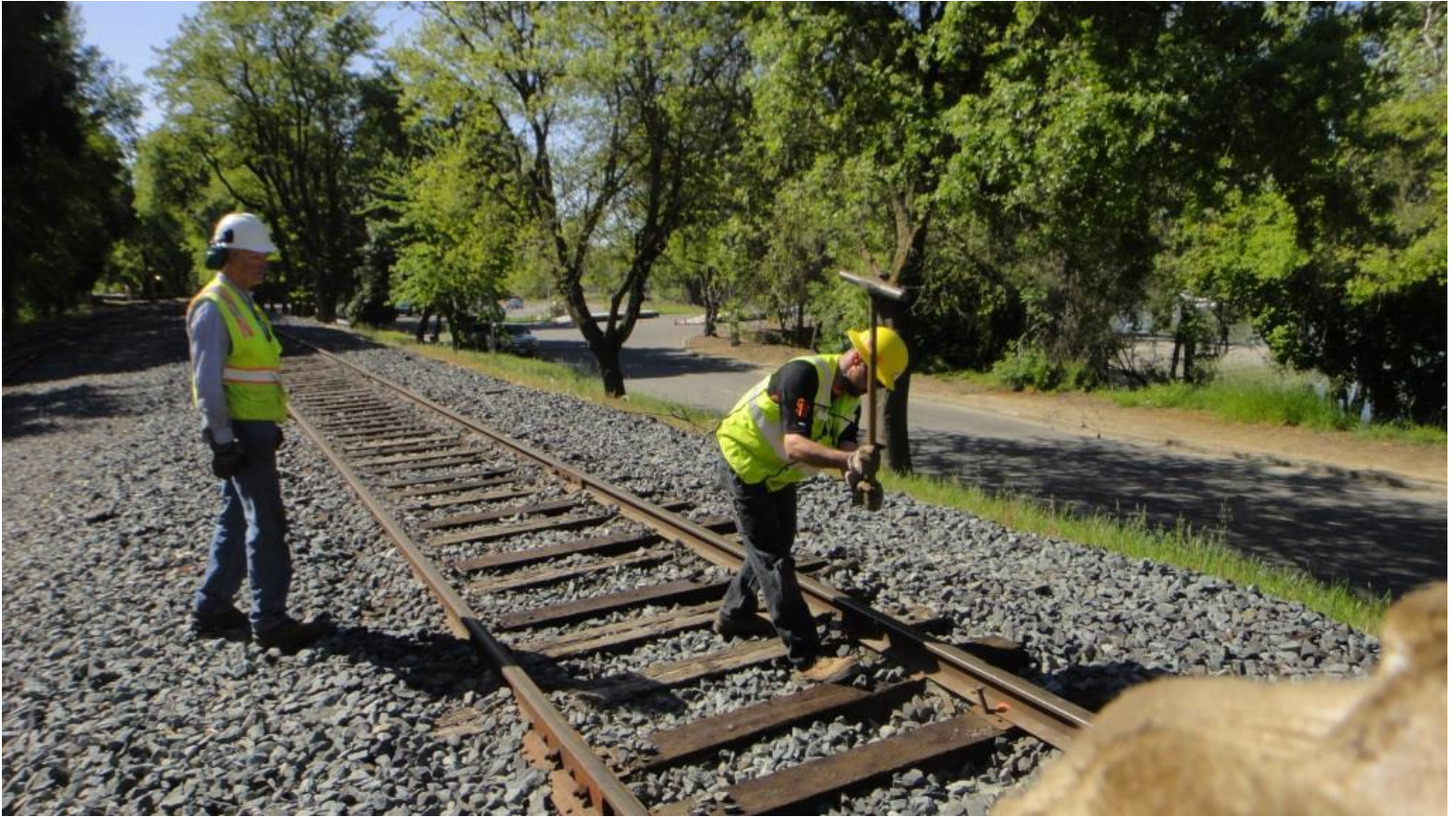
Clem and Frank remove a track-jack as the tamper approaches



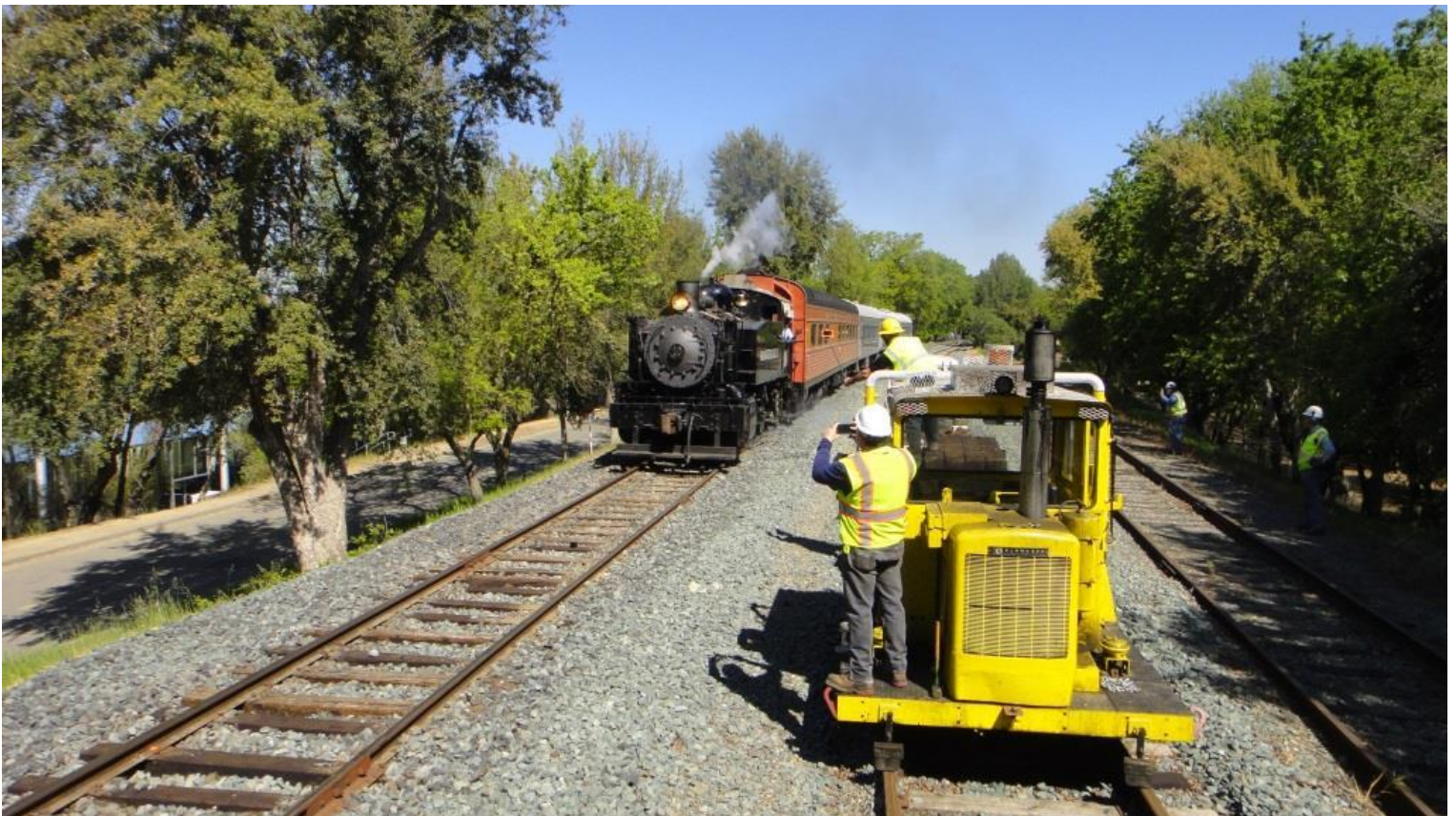
Chris and Steve W. nip and spike a previously un-spiked tie



Heather removes a jack as Mike F. in the tamper continues tamping under Frank's guidance



Master of the windmill spike-driving technique, Steve N., instructs Chris in some of the finer points of driving spikes



The very first train of the 2016 Operating Season passes the MOW work-site and the Team can't help but take lots of pictures



In Old Sacramento, Mike H. and Steve W. remove the bolts at the broken joint-bar



With bolts removed, Steve N. uses a lining bar to try to pry-off the broken joint-bar...



...But, it needed a little additional coaxing from Mike F.'s sledge-hammer



A happy crew is a productive crew!



Steve N. applies a little oil behind the joint bar to help with thermal expansion



With the new joint-bar in place, Steve W. and Frank tighten-down the bolts



Anthony pulls spikes at Switch No. 2



Mike H. injects a special epoxy-resin goo into the head-block to help stabilize it as Steve N. pounds in a tie-plug



Steve N. employs his world-famous as-seen-on-TV windmill spiking technique with the short-handled sledge



At Switch 101, the Team works resolve the difficulty to throw problem