

Greetings!

This is your Maintenance of Way Team update for May 11, 2014. It was a “fire-engine red” week for your MOW Team as we had many different projects on all four burners. So, before we burn out, let’s get this update fired-up!

Tuesday, the Team met in the Erecting Shop. Heather Kearns, Pat Scholzen, Cliff Hayes, and Mike Harris were pleased to welcome Phyllis Mosburg, who graduated from the last docent class, as our newest Team member. Phyllis jumped right into the action working on repairs to the A-6 motorcar. Because it was in the Boiler Shop, we used our ballast regulator, the “*Sea Tiger*,” to pull it out onto the transfer table where Mike H., Phyllis, and Heather installed the mounting bracket and new alternator (disguised as a generator). Over in the Erecting Shop, Pat and Cliff found the bolt tightening machine, which hasn’t been used in a while. They got it out, worked their magic, and had it running again in no time. Tightening bolts out on the line may be an ongoing Tuesday/Thursday night project as we move into summer. Cliff then used a metal grinder on the A-6 to make new notches on the bracket that holds the brake lever in place while Heather and Pat then loaded the Weed Team’s 65 gallon spray rig into our trusty Chevy Truck so that they could go fight the green infestations of our line on Wednesday. All in all, it was a good evening with interesting projects to introduce Phyllis to the wonders of the MOW Team.

Meanwhile, out on the line, Mike Taylor and the Nuisance Weed Team, Joe Gallipeau and Heather, went into battle against *equisetum*, a formidable foe commonly known as “horsetail.” It is an insidious plant that, once established, is difficult to eradicate. Well, difficult for some, but not for the mighty MOW Weed Team. They sprayed the horsetail at Clunie and below Miller. The Weedies are well trained and certified to undertake this important work. They keep our line free of vegetation defects which, if left unchecked, could shut down our operation. For that, we all owe the Weed Team our gratitude.

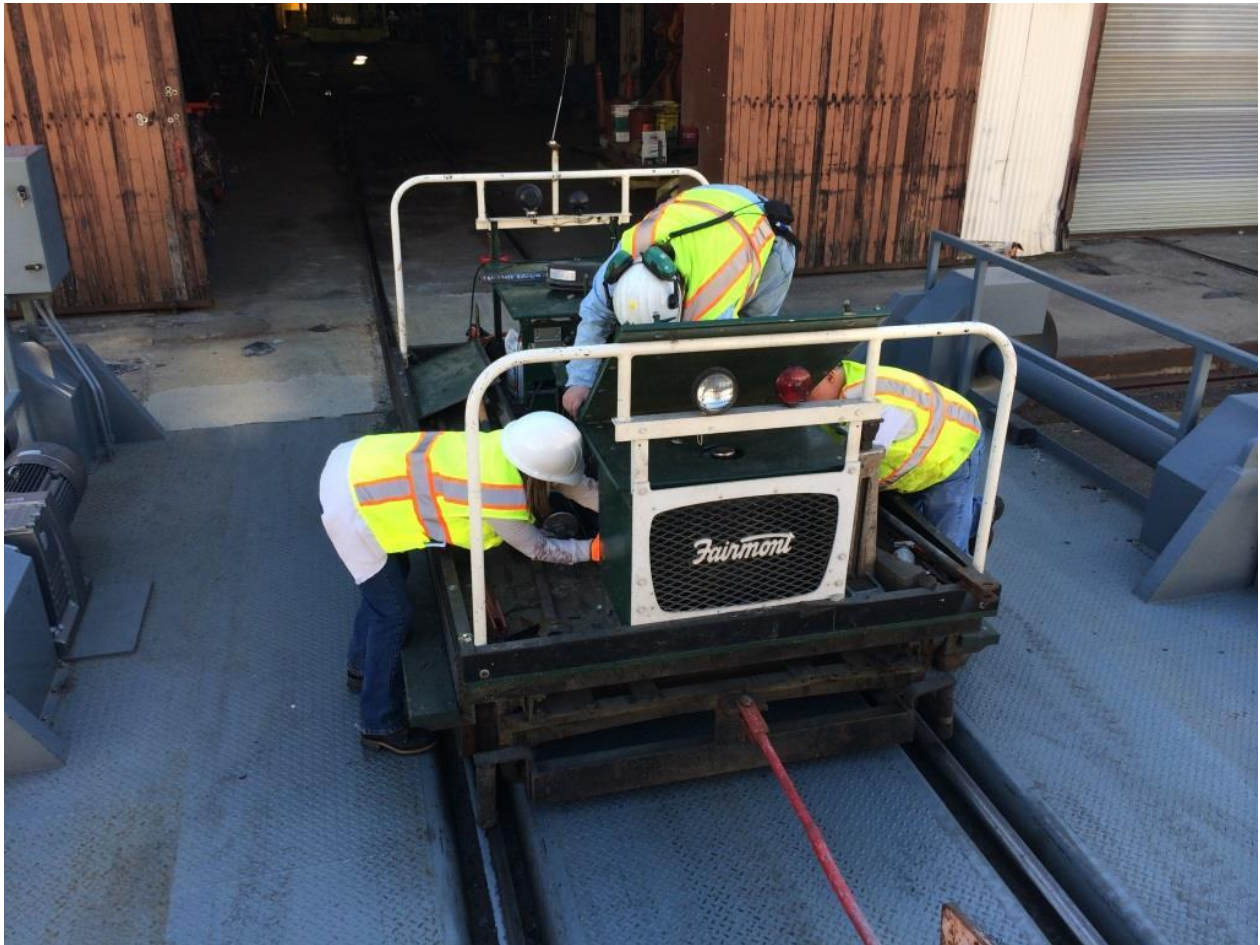
Saturday, was National Train Day. It also saw the return of adult supervision to the MOW Team – and not a moment too soon. A double ration of doughnuts was in order to make up for last week’s catastrophic failure by the make-shift, fill-in, temporary, interim manager (I won’t mention my name) in fulfilling the most important duty of the day, namely the securing of doughnuts. Chris Carlson and Harry Voss made sure the Team was well fortified for the day’s missions. Joining Chris and Harry were Frederick Carr, Alan Hardy, Heather, Steve Nemeth, Pam Tatro, and Frank Werry. We had two tasks on our plate. One was to get the final two rails cut and in place on the for the narrow gauge track portion on the Whisker Track. The other was to operate and interpret our 1931 Ford Model AA rail-mounted fire truck, the *San Diego and Arizona Eastern 1003*, in commemoration of National Train Day. The fire truck is maintained and operated by the MOW Team. As part of National Train Day celebrations, few other Museum artifacts were brought out and set alongside the SD&AE 1003 fire truck in the Old Sacramento Yard.

Frank, Heather, Pam, and Harry took on the interpretive duties with the fire truck while Steve, Fred, Chris, and Alan got the final two narrow gauge rails in place on the Whisker Track. Fred and Chris set up the Husqvarna rail saw and cut the rails to length. Steve, piloting the Green Machine, skillfully lifted the rails and placed them in position. The crew bolted everything together then Alan gauged the rails. Plates were placed and spikes were set. Because of all the activity in Old Sacramento, we weren’t able to get the air compressor and pneumatic spiker out of the container. So Steve drove several spikes the old-fashion way demonstrating the classic “windmill” spiking technique. Enough spikes were driven to hold the gauge and curve of the west rail. It was a good day of interesting and enjoyable projects. It’s always fun to run the fire truck.

This coming week, the MOW Team will gather on Tuesday evening as usual near the south end of the Boiler Shop’s parking lot. We may be heading out on the line to do some switch maintenance. Meet at 5 o’clock p.m. Thursday is undetermined at this point. We’ll put out another message if we’re able to call a crew for Thursday. Of course we’ll be gathering on Saturday for doughnuts and a day of MOW fun starting at 8 o’clock a.m. Again, meet near the south end of the Boiler Shop. We promise more fun than you can shake a stick at!

We’ll see you out on the line,

Alan, Chris, and Richard.



Now, this is MOW Team work! Phyllis, Heather, and Mike H. installing the new alternator/generator on the A-6



Pat and Cliff got the bolt-tightening machine working again



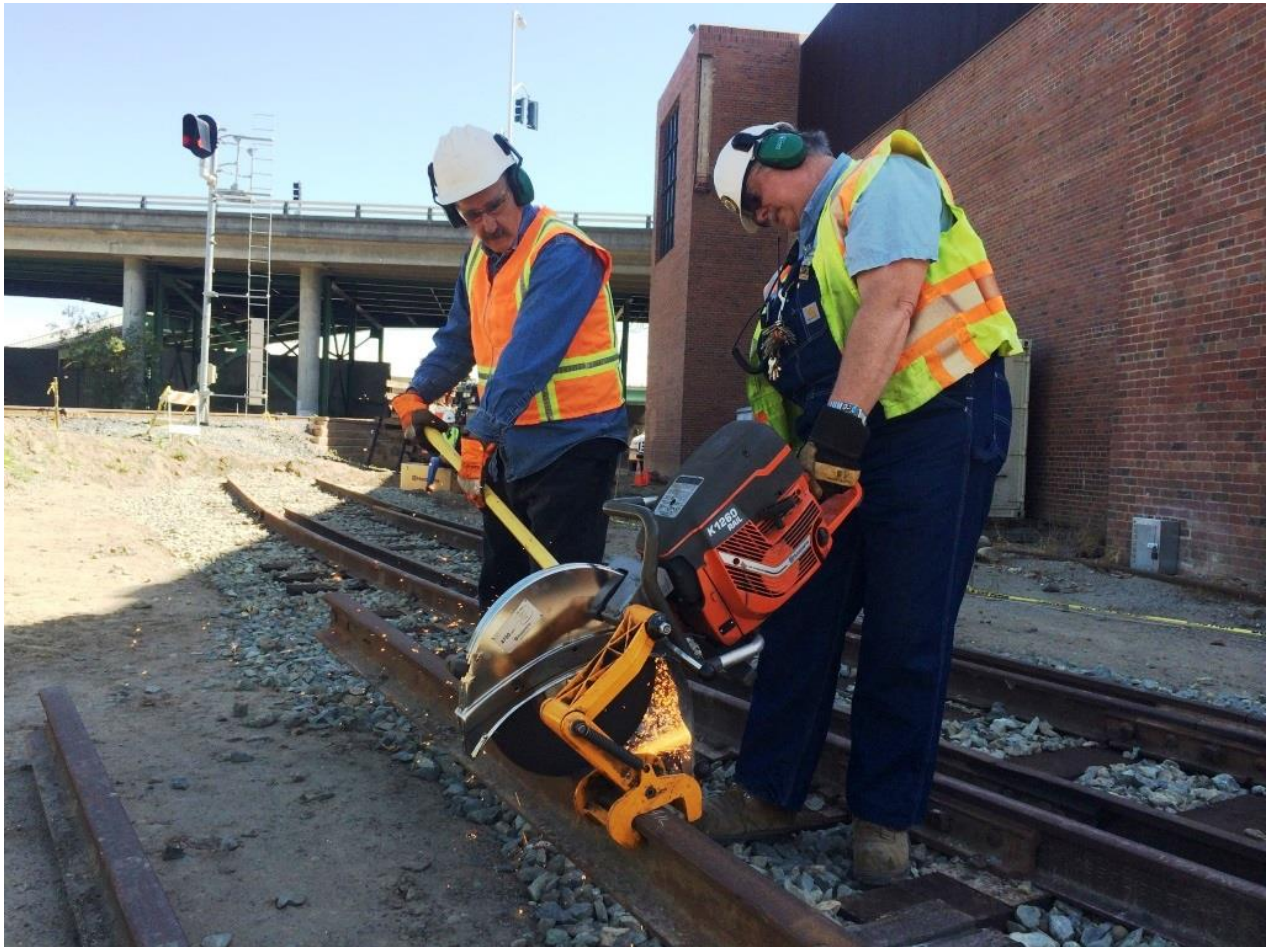


Cliff grinds new notches into the cross-piece that holds the brake lever in position when set

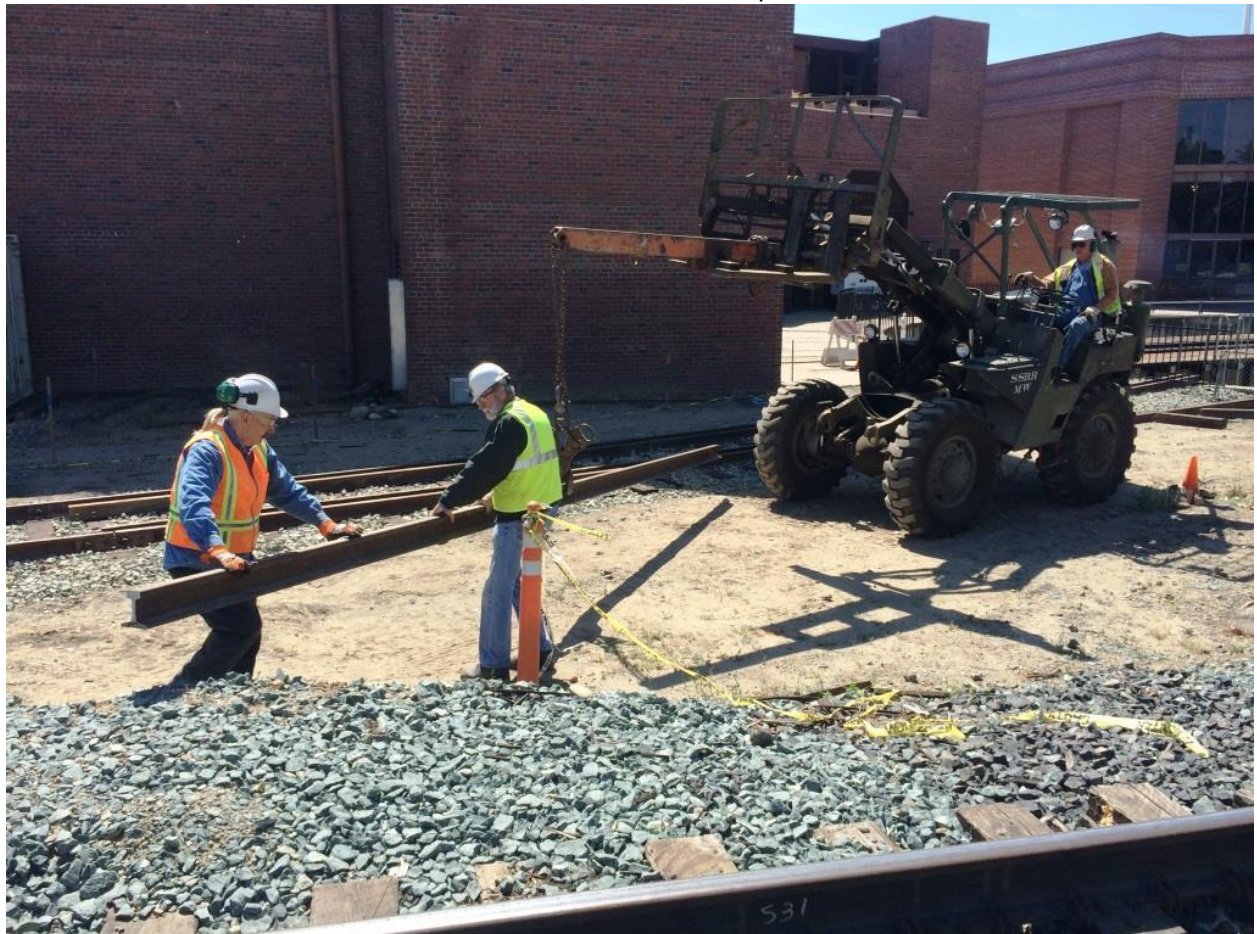


Mike Taylor deploying chemical weapons at Clunie against our greatest foe: equisetum





Fred and Chris cut rail with the Husqvarna rail saw



Cut to length, Steve navigates the Big Green Machine while Fred and Alan guide the rail into position





Once again, Steve demonstrates his world-renowned spiking technique



On National Train Day, a couple other artifacts took their place alongside the MOW fire truck...





The fleet in formation...



Your MOW Team pulling double duty building track and interpreting the fire truck: Top from left: Steve Nemeth, Alan Hardy, Heather Kearns, Frank Werry, Fred Carr. Lower from left: Chris Carlson, Pam Tatro, Harry Voss, Richard Paul