

Greetings!

This is your Maintenance of Way Team update for May 30, 2016. This is a truncated report for a truncated week. But, despite not meeting on Saturday, the MOW Team's progress on many fronts was not truncated. So let's truncate this introduction and get this update started.

Pat Scholzen, Gene Peck, Frederick Carr, Cliff Hayes, Joe Margucci, Harry Voss, Mike Harris, Heather Kearns, and Frank Werry got things going on Tuesday. Fred surprised everyone with a platter of ribs and all the fixin's. They just needed to be cooked. Fortunately, our Designated Supervisor of Barbecue Engineers, Pat, is always prepped and ready to fulfill any of the MOW Team's barbecuing requirements. Many thanks to Fred and Pat! Cliff made more progress with the broken pivot-arm on the ballast regulator. Sparks and flames were flying in Cliff's welding area. But, by evening's end, the piece was back together. Joe installed new horns on the A-4 motorcar. The old horn had stopped functioning and new ones were necessary in order to make the machine legal. Anyway, the old horn sounded rather pathetic. Frank continued working on the blue Ford tractor to get it running again. With some upcoming projects, we're going to need it. Mike H. and Harry went on a little adventure. The Sacramento Model Railroad Historical Society wished to donate a fully functional, full-sized switch-stand in excellent condition. So, Harry and Mike H. retrieved it. Many thanks to perennial Weedie and Historical Society high mucky-muck, Dave Megeath, for arranging the donation.

Thursday started out with the Weed Team occupying the SSRR Mainline. Mike Taylor, Ed Kottal, Heather, and Dave put the 65-gallon spray rig on the MOW Team's trusty Chevy Truck to spot spray the excursion line. As an added bit of entertainment and complexity, the Granite Rock No. 10 was on the scene putting engineer trainees through their paces. Fortunately, the interaction with the engine crew was peaceful and punctuated by an offer of Mike Taylor's world famous chocolate brownies. And, there was much rejoicing (yaaay yaaay!) Weed Team then proceeded south of the I-5 Bridge on the Sutterville Line to survey the need for further tree pruning. The MOW Team will be joining Mike T. and mighty Weed Team on Saturday, June 11<sup>th</sup> to assist with that project. Indeed, a good day was had by all.

Meanwhile, back at the Shops, Cliff, Joe, Fred, Anthony Filamor, Frank, Harry, and Heather kept the Team running in high-gear. Cliff finished work on the regulator's pivot-arm by inspecting and reinforcing the remaining welds on it. The same issue was discovered on other parts of the arm where the original welds (at the time of manufacture) did not penetrate through half-inch thick steel. Cliff took care of that. Now, the wing can be put back together. But, the wing on the machine's other side will require inspection and reinforcement as it likely suffers from the same poor weld quality malady. Joe took his horn installation expertise next to the front-end loader. The loader's horn tooted only intermittently due to an electrical fault. So, Joe began the process of rewiring the horn and moving the switch in the cab to a more convenient location. Of course, convenience was not part of the machine's design when it comes to accessing components for maintenance. The Signal Department Shops folks asked the MOW Team to move the historic signal interlocking mechanism that was given to them several weeks ago by the Western Railway Museum in Rio Vista into the building so they start working on it. Heather and Anthony surveyed how to move this very heavy and unwieldy device through doors and into the building. The Green Machine was employed to take it over to the Erecting Shop where Anthony, on the yellow forklift, would take it into the building.

Due to the three-day Memoria Weekend, as well as the Music Festival in Old Sacramento (clogging things up), no doughnuts were available so MOW Team operations were canceled on Saturday. But, full-fledged activity will resume this week starting on Tuesday and Thursday with the regular meetings of the MOW Shops crews at or before 5 o'clock in the Erecting Shop. This coming Saturday, the Team will celebrate the return of doughnuts at 8 o'clock a.m. Current forecasts show temperatures soaring to as high as 106 degrees. Therefore, we will not be overly ambitious but do intend to work out on the line before it gets too hot. In the meantime, many thanks to all the fantastic volunteers and supporters of the MOW Team.

See you out on the line,

Alan, Chris, and Richard.



Frank working on the blue Ford tractor



Cliff lights the place up like the 4<sup>th</sup> of July!



Joe attempting to interpret the so-called "instructions" for the installation of the new horns on the A-4 motorcar



Mike H. and Gene enjoy yummy barbecue prepared by our Designated Supervisor of Barbecue Engineers, Pat



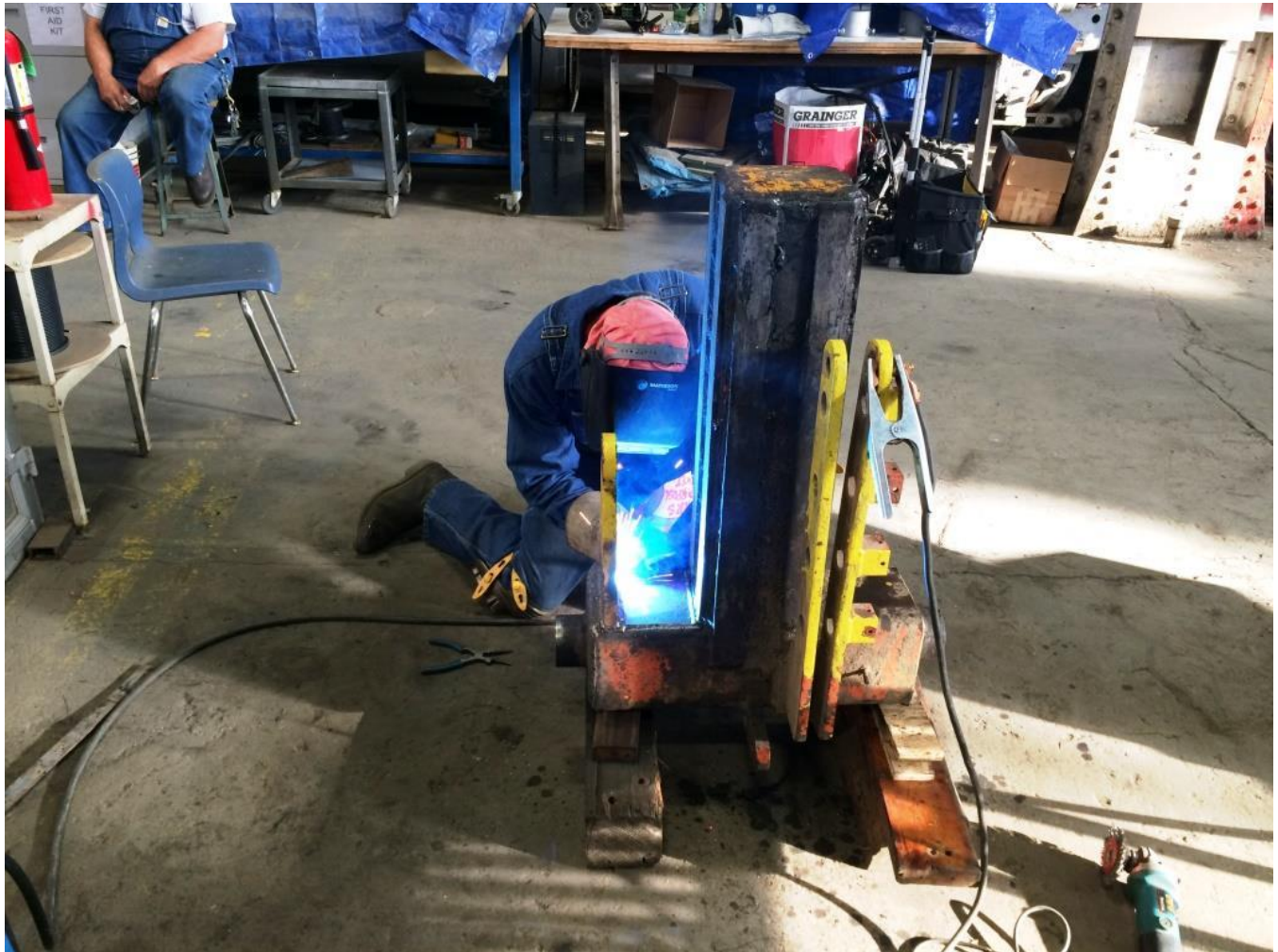
Dave and Mike T. "spot" spray along the Clunie Siding



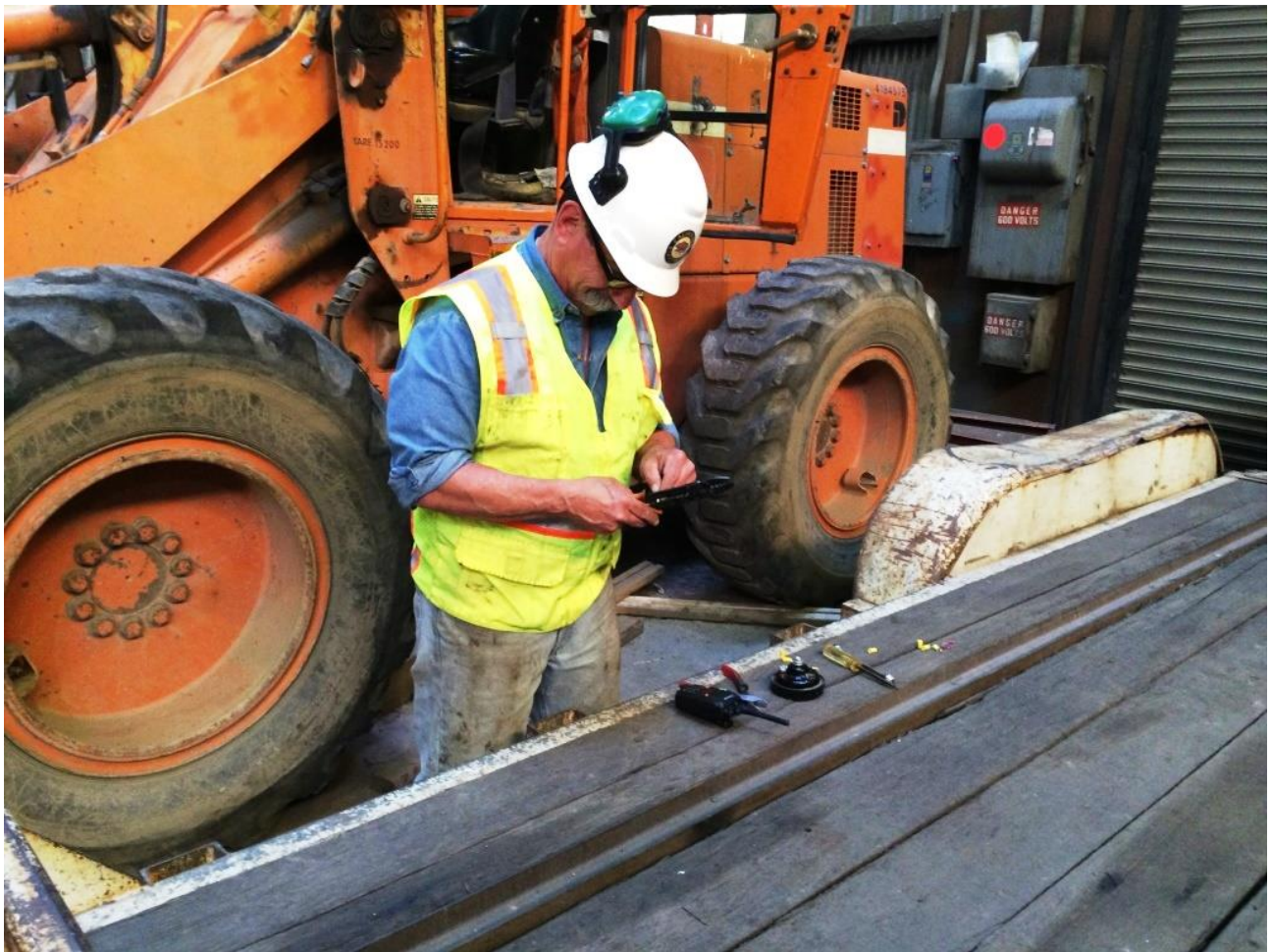
Weedies Dave and Mike T. stand clear of the SSRR Mainline as the GR 10 pulls into Baths



The great brownie exchange in progress



Cliff finishing work on the regulator's pivot arm



Joe works on the wiring of the loader's horn



Clearly, the loader was not designed for ease of maintenance...



Heather cuts the bands holding the interlocking onto a pallet (which collapsed under its weight)



Heather guides as Anthony on the yellow forklift accepts delivery of the interlocking from the Green Machine