

Greetings!

This is your Maintenance of Way Team update for June 1, 2014. With our situation more stable in the Erecting Shops, the MOW Team really took-off this week as we were able get started, or pick-up where we left off (before the Boiler Shop issue arose), on several important projects. But, before we lift-off and lift ourselves out of here, let's get this update going!

Tuesday, Cliff Hayes, Mike Harris, Frederick Carr, Gene Peck, Frank Werry, Heather Kearns and Alan Hardy managed to find the north-east corner of the Erecting Shop (our new home) and got right to work. Heather replaced the battery in the back-hoe. It starts right up now. Also, she removed a hydraulic hose that busted last week on the Big Green Machine. Mike and Gene set out to diagnose and fix what appeared to be a fuel problem with the A-6 motorcar. Gene and Mike concluded it must be the fuel pump. Luckily, we had a spare on the shelf ready for installation. Success! The A-6 is running like a charm. Meanwhile, Alan, Frank, Cliff and Fred moved the tool-cabinets, hand tools, the air tools, the sign-in desk, the MOW Lounge picnic table, and all the chairs. It was good to be working again as a sense of normalcy returned to our operation.

The Signals Crew will be sharing space with us in the Erecting Shop. So, on Wednesday, Joe Galipeau and Alan scoped out space for Signals. Then, Joe and Alan moved a temporary track out of the way that had been used when large rolling stock was stored in that bay. This opened up even more floor space for our combined operations.

Thursday, Clem Meier, Cliff, Alan, Heather, and Frank continued moving our equipment and tools from the Boiler Shop, including the Kalamazoo tug (old regulator). Heather managed to install the newly crafted hydraulic hose on the Green Machine. Clem spent the afternoon cleaning up our new parking area to the north of the Erecting Shop. He did an amazing job. Conductor Frank and engineer Heather retrieved the old tamper from Old Sacramento. Mike Harris is in charge of the operation to transfer the work-heads off the old tamper and onto the new-old tamper. This will be quite the engineering project. With time remaining in the evening, Heather and Frank did a fuel run, filling all our jerry-cans.

Two pink boxes of doughnuts greeted the MOW Team on Saturday morning. Clem, Harry Voss, Alan, Fred, Steve Nemeth, Heather, Ed Moriarty, Frank, and Chris Carlson made short-work of their contents. The main task for the day was putting on a demonstration for the Museum's Open House, a program designed to attract new volunteers. But first, we were asked to remove a bit of concrete from the apron of the turntable so that the new fencing project can begin. Ed with the jack hammer quickly took care of that. Chris, Harry, Heather, and Clem also managed to complete the gauging and spiking of the narrow-gauge rails on the Whisker Track. Meanwhile, the rest of the team built a small section of track outside the Stanford Gallery where we demonstrated the section-gang machine and show how we change out ties. Inside the Stanford Gallery, Fred, Alan, Chris and Clem manned the MOW Team table and spoke with many potential docent. The pink boxes were demonstrated, as well, as an additional inducement to join our team.

With our demonstration in progress, a slight "disagreement" occurred between a switch and the locomotive. The call went out, "MOW Team, we need you!" We arrived on scene to find that the locomotive had split the switch. Quickly, we determined that we could spike it in order to send the locomotive on its way to resume its duties. With it gone, we surveyed the damage, diagnosed the problem, and determined a solution. The damage was not that bad and, employing the "Carlson Tool" (which looks like a large can-opener) we were able to twist the switch stand to the correct position. Within 40 minutes, we had the switch operational and in service. *Once again, the MOW Team saved the day!*

These things happen on working railroads. It was a minor incident. The important thing here is that no one was hurt and the damage was minimal. The MOW Team enjoyed the opportunity to be productive and demonstrate our capabilities in the common cause of keeping our railroad rolling. We're all out there to have fun and, the incident notwithstanding, we did.

This next week, we'll continue with big endeavors. Tuesday, the Mighty MOW Weed Team will reconvene. Many green things will be brown by the end of the day. Meet in the parking area at the south end of the Boiler Shop at 8:30 a.m. For the evening crews on Tuesday and Thursday, gather at 5 o'clock in the north end of the Erecting Shop. Saturday, doughnuts and more good times will commence at 8 o'clock a.m. Again, many thanks to all our fantastic volunteers for your great efforts!

We'll see you out on the line,

Alan, Chris, and Richard



Steve uses Big Green to move the short stick of rail we used for our demonstration track



Chris, Harry, Heather, and Clem nip the west rail of west narrow-gauge track





Ed jack-hammers the apron around the turn-table in preparation for the new fence



Operations learning about railroading...





Ed and Alan grabbing another short stick of rail for our demonstration track



Fred, Clem, and Chris man the MOW Team table at the Museum Open House





Alan points out our most important attribute to a prospective volunteer: the pink boxes (and their contents)



Alan and Steve demonstrate the section-gang machine changing out a tie for the Museum Open House





A little "oops" at Switch 5. But, not to fear. Your MOW Team is on the scene



Alan, Ed, and Steve making the first attempt at straightening the switch stand





The *Carlson Tool* is deployed. Chris, Steve, and Ed use the proper tool for straightening the stand



While on the scene, Steve, Chris, and Ed tighten a hard to access bolt in the frog at Switch 5