

Greetings!

This is your Maintenance of Way Team update for June 22, 2014. As weeks go, this was a good one. We faced a few challenges but, that's what makes life more interesting. So let's make life even more interesting and get this update going!

First of all, Darlene Mathias invites everyone to the memorial service for Steve at **3 pm on Sunday, June 29, at Curtis Hall in the Sierra2 Center, 2791 24th St, Sacramento**. Park on 24th Street, or in the lot on 4th Ave. Dress is casual and folks are welcome to wear jeans, or even shorts. Steve would not feel dishonored. Light refreshments will follow the program.

Tuesday, the Mighty Weed Team set course for Hood. Joining Mike Taylor, Dave Megeath, Heather, and "Galloping" Joe Galipeau was the official ornithologist from State Parks checking bird habitats along the right of way. The Weedies were pleased to demonstrate their professionalism and sensitivity to the environment around the line. Completely satisfied by Mike T's operation, the Bird-man signed-off on their procedures. Chalk-up another victory to the Mighty MOW Weed Team!

Meanwhile, back at the Shops, Heather, Pat Scholzen, Cliff Hayes, Frederick Carr, Phyllis Mosburg, Frank Werry, Mike Harris, Gene Peck, and Alan Hardy, were cookin' with Crisco on a bunch of projects. Phyllis took on changing the oil on the A-6 motorcar. Mike H. finished the re-build of one of the old-old tamper's vibrator motors. Gene, Pat, Fred, and Cliff pressed forward with getting both tampers back together. Frank and Heather headed over to Old Sacramento to figure out why the MW51 motorcar wouldn't start. A faulty ignition relay was their diagnosis. Alan continued moving equipment between the Boiler Shop and Erecting Shop. It was a good evening of progress, indeed.

Thursday evening, Alan, Heather, Bob Ress, and Frank got the Erecting Shop buzzing. Heather headed over to Old Sac. to replace the faulty ignition relay. Amongst other things, Bob, Frank, and Alan worked on the Kalamazoo (tug) and the new-old tamper. Frank also finalized the re-fit of the A-6 motorcar by adding a little "bling".

Chris Carlson spent Friday in the Shops along with Alan and Heather. Chris is working on restoring the air-conditioning unit on the new-old tamper. Alan and Heather finished nearly everything on the old-old tamper and got it set to head back to Old Sacramento. Eventually, this beast will be sold and replaced by the newer, more advanced new-old tamper.

Saturday, we suffered a bit of a kerfuffle – no, not to worry, the doughnuts did show up, thank goodness. But, due to a confluence of events, we had to change plans on the fly. While Alan and Chris were staying in the Shops working on projects, Heather, Fred, "Grandpa" John Rexroth, Conductor Frank, Steve Nemeth, and Michael Florentine, intended to repair a defect out on the line identified by our trusty track inspectors. First, we needed head-end power for our work-train and, as the old-old tamper was ready to roll again, Conductor Frank and engineer Heather fired it up and sent it over to Old Sacramento. Meanwhile the crew loaded up our Chevy Truck with the section gang machine ready to head out on the line when events conspired against us – or perhaps we conspired against events. Nonetheless, events won as they often do at Maintenance of Way. We had to postpone the work. But, not to worry, the defect is not serious and we have time to fix it. So, while Heather, Frank, and Mike F. put away our rolling stock, Fred, Steve, and John took care of a ballast issue where rock had migrated out onto the railroad access road (bike path). Back in the Shops, Chris got the tamper's air conditioning working. Steve, John, and Mike F. began the installing a derrick on the deck of the Kalamazoo (the former regulator which is being converted to a tug) by installing a new deck plate and base for a small derrick. Alan, Chris, and Frank took the new-old tamper out onto the Transfer Table Lead to test the work-heads and trouble-shoot any problems. You know how it is. When you take apart a machine this complicated, you have to make sure it's put back together correctly. By late afternoon, Steve, Mike F. and John had affixed the base plate on the Kalamazoo. Then, the whole team took part in the installation of the derrick. Major success! So, to butcher the proverbial phrase, when life served us lemons in the morning, the Team turned the afternoon into lemonade! It's what we do – adjust to the situation. That's called "team-work"!

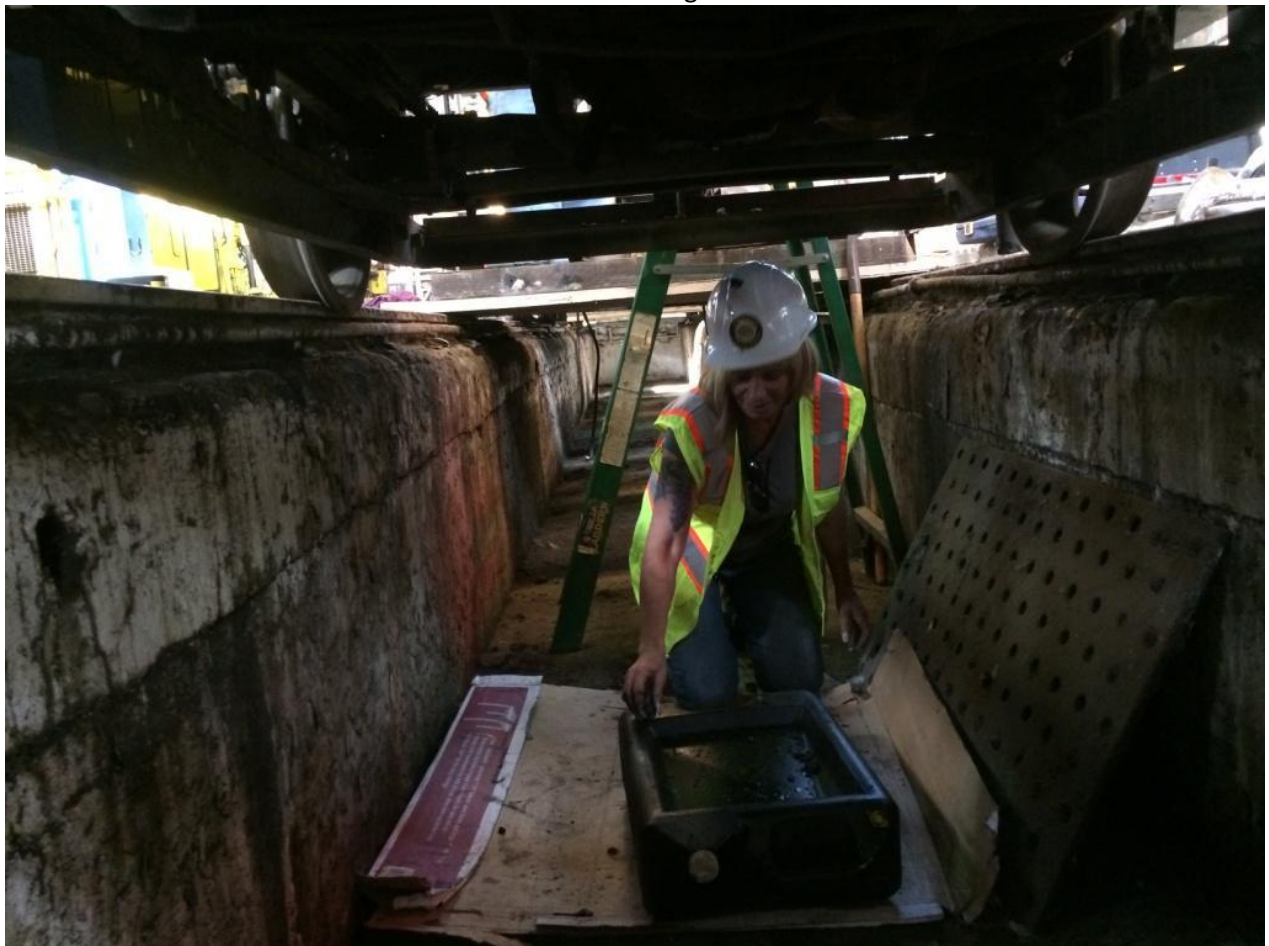
This coming Tuesday, the Weed Team will gather at 8:30 a.m. at the Shops. In the evening on Tuesday and Thursday, the north door is guaranteed to be open at 5 o'clock. Saturday, we'll doughnut-up starting at 8 o'clock a.m. There will be no kerfuffles this week. I promise – well, hope. Many thanks to a great crew for another amazing week of volunteer fun!

See you out on the line,

Alan, Chris, and Richard.



Mike T and Dave clearing the Hood Line



Phyllis under the A-6 motorcar changing the oil



Mike H. pressing the seals into the tamper's new vibration motor



Heather installing the new relay on the MW51 motorcar



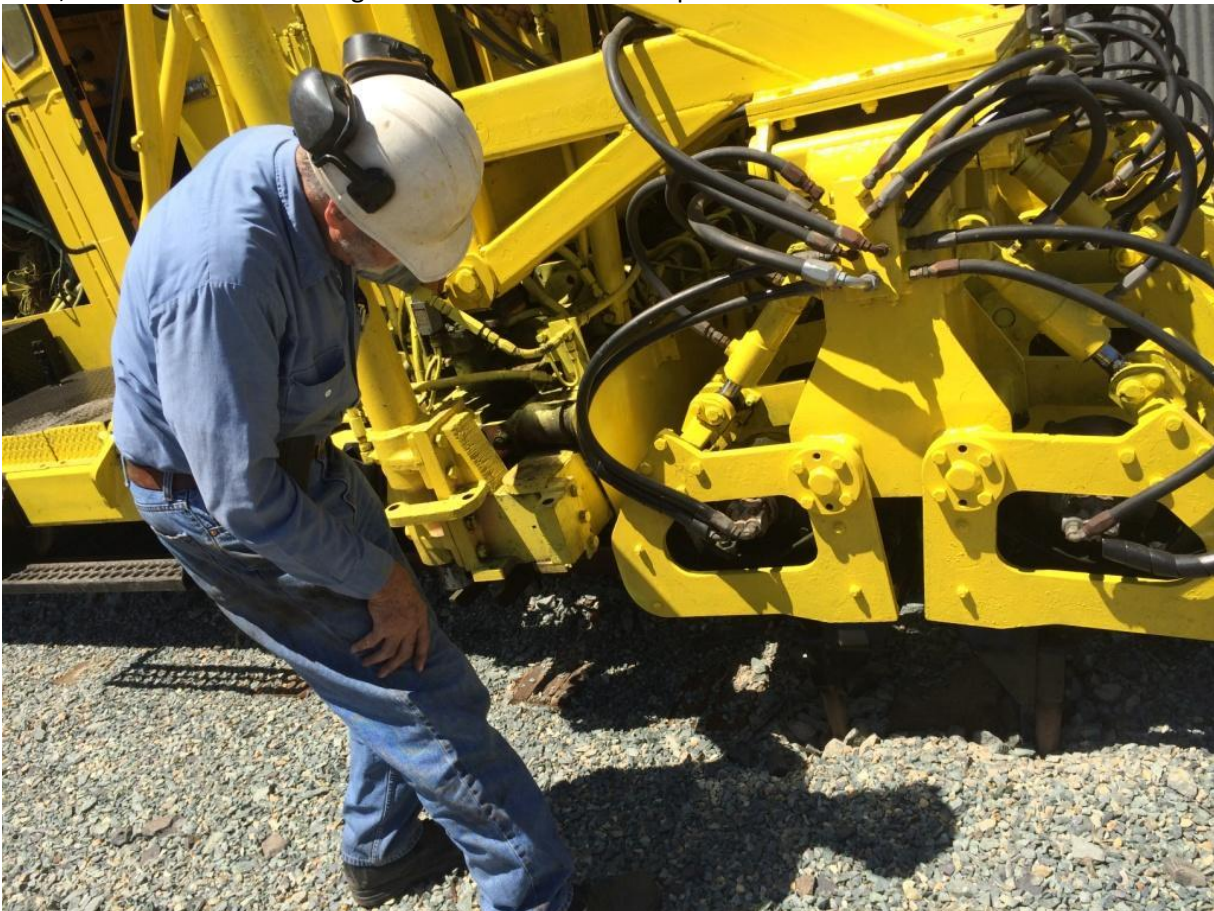
Your MOW Team at work: Steve, Fred, and John see something shiny



Out on the line, John, Fred, and Steve return wayward rocks to their proper places



Steve, John, and Mike F. use the mag-drill to install a new deck plate on the Kalamazoo as a base for a small derrick



Alan troubleshooting the new-old tamper and making sure everything is doing what it's supposed to do



The A-6 motorcar lookin' totally "dope" all"blinged-out". See, we're "down" with the kids...



Mike F. and Steve getting plenty of supervision...



Alan and Mike F. putting the derrick together



The derrick all put together, Mike, Heather, Alan, and Heather demonstrate how it works