

Greetings!

This is your Maintenance of Way Team update for June 25, 2017. It was as hot as the sunny-side of Mercury this week and it may have slowed the Team down a bit but, didn't stop it. So, let's get you up to day right away on the MOW Team's adventures before it heats up again!

It was only 105 degrees on Tuesday when Alan Hardy, Joe Margucci, Weston Snyder, Kyle Blackburn, Jose Gomez, Frank Werry, Heather Kearns, and Chris Carlson gathered for some MOW fun. Frank has been rebuilding the engine of the rail-rod. By Tuesday, he was ready to start it for the first time. It took several pulls on the pull-cord and a squirt or two of starter-fluid but, it roared to life! It's running a bit rough but, Frank will fix that in no time. Joe and Kyle worked on replacing the horns on the Jackson 125 tie-exchanger. You may recall that new horns were recently installed. Well, they turned out to be just too wimpy for sounding at grade-crossings. So, a new air-horn was procured which, by the look of it, will blow the roof off! One of the upcoming big mechanical projects for the MOW Team is the replacement of the Kalamazoo tug's engine. It's over 60-years old and is tired. But, the Kalamazoo has become one of the most valuable machines in our fleet. So, we're putting a new engine in it. Heather has done a fantastic job negotiating a deal with a diesel vendor who has an identical rebuilt engine. But, as part of the deal, we need to provide the vendor with a rebuildable engine-core – which will save us upward of \$3,000. Well, we have one – an old Detroit that's been stored in the Shops for years. So, Weston hopped on the forklift and, with Jose's help, moved various materials to access it. Once they had the old Detroit out in the open, they, along with Kyle, began dismantling it. Components such as the cowling, blower, radiator, and the like, need to be removed to expose the core. They did a tremendous job and had most everything removed by evening's end. But, by now, the heat was making the EIC irritable. So, despite the enthusiasm of the Team, "Quittin' time, USA!" was sounded and the Team disbursed out into the night to enjoy the air conditioned surroundings of their homes quite pleased with their accomplishments.

Wednesday morning, Alan, Clem Meier, Joe, Michael Florentine, and Harry Voss got together to retrieve the San Diego and Arizona Eastern 1931 Ford Model AA rail-mounted fire-truck which has been on loan at the Automobile Museum. The fire-truck is under the charge of the MOW Team. Whenever it's due to emerge from the Shops, it is the MOW Team that maintains it, prepares it for display, and operates it. When loaned to the Auto Museum, the MOW Team took it there so, when it was ready to come home, the MOW Team picked it up. Harry handled the MOW Team's Chevy truck to which the white trailer was hitched. At the Auto Museum, Joe, Mike, Clem, and Alan used floor jacks to move it to the loading area where it was winched onto the trailer. Soon, SD&AE fire-truck was in Old Sacramento where, for the next couple of weeks, it will be displayed in the Museum. Make sure and stop by to see the pride of the MOW Team, the SD&AE fire-truck.

Thursday was forecast to be the peak of the heat-wave with temperatures upwards of 110. Life under the tin roof of the Erecting Shop is somewhat miserable in such conditions. Plus, it's potentially unsafe. So, after lengthy discussions, in depth deliberations, and quite a bit of hemming and hawing, the decision was made to cancel MOW. We'd reconvene on Saturday when delta breezes were prophesied.

Speaking of Saturday, doughnuts were on site before Alan, Joe, Clem, Heather, Steve Nemeth, Jose, Chris, Harry, and Mike arrived. A change of course was in store for the Team. The Sutterville Line rebuild is on temporary hold for a couple of weeks as we reconnect the Firing Line track in the Rail Yards. But don't worry. We will be back at it soon. You may recall that last year, the Team spent several weeks building a storage track to the west of the Boiler Shop. But, with 50-feet left to connect it to the Firing Line (which provides access to the transfer table), the company completing the environmental mitigation in the Rail Yards stopped us as they needed to install a subterranean pipe under the area where the track was being built. The pipe installation took much longer than anticipated. Nonetheless, it is now complete. Unfortunately, when they finished installing the pipe, they filled-in and compacted the excavated track-bed. So now, the MOW Team must dig it all out again before the track can be reconnected. While Heather went on a fuel-run to fill our empty jerry-cans as well as the MOW Team's trusty truck, Chris took out the back-hoe and began digging a new road bed. Alan on the blue tractor carried away the spoils. Steve climbed aboard Green Machine 2 (GM2) and positioned the track-panel, which will be used to connect the two tracks. It had been buried by overgrowth. Jose and Clem set up our shade-canopy (which took a degree in engineering to figure out) then picked-up shovels and joined Joe and Mike digging out the end of the Firing Line track where the connection with the storage track will be made. Then Mike climbed aboard GM2 to grab a stick of rail from our stockpile under the freeway to fill the final gap. All morning, Chris, Alan, Joe, Jose, Clem, Mike, and Steve worked at digging and moving tons of compacted dirt from the construction site. Because something had to be done with the spoils, we decided to use it to fill in all the ruts in the road that stretches from Rail Yards' main entrance gate at Jibboom Street to the Boiler Shop – some of which could swallow a train.

Following lunch, the digging continued. It takes a great deal of effort to remove a 10-foot wide, two-foot deep, 50-foot swath of compacted soil. While Chris, Joe, Jose, and Mike continued digging, Steve and Heather returned the A-6 motorcar to Old Sacramento. It's the main conveyance for our trusty track-inspectors. Conductor Heather negotiated a speedy green signal indication from the dispatchers in Omaha. Engineer Steve then piloted the motorcar over the UP Main. They put away the motorcar and headed back to the Rail Yards where Mike on the back-hoe and Chris on the blue-tractor were filling in deep crevasses in the road. It was a day of digging for everyone on the MOW Team. But, the track-bed is now ready for track. With the track-bed excavated, next week, we'll be able to start reconnecting the Firing Line with the storage track to the west, thanks to the strong backs and perseverance of your MOW Team.

This coming week, the delta breezes promise to make the Erecting Shop habitable so, the Team will gather on Tuesday and Thursday starting at or before 5 o'clock p.m. Saturday, doughnuts will be available by 8 o'clock a.m. Thanks muchly to one and all!

See you out on the line,

Alan, Chris, and Richard.



Weston moves materials out of the way to access the old Detroit Diesel engine



Frank gives a few tugs on the rail-rod's pull-start cord which brought it to life!



Joe and Kyle install the new air horn on the Jackson 125



Jose and Weston managed to move the old engine out of its hiding place



Success!



Weston and Kyle start dismantling the engine



The old Detroit Diesel before Weston and Kyle got their hands on it...



...And after



Clem and Joe check to make sure everything is secure with the fire-truck



The fire-truck arrives in Old Sacramento



Tiptoe through the star-thistle... Alan searches for track materials that have become buried by the overgrowth



Let the digging begin! Chris uses the back-hoe to break-up the hard, compacted soil



Chris deepens the hole with the back-hoe's bucket while Alan stands by on the blue tractor to haul the dirt away



Alan on the blue tractor gathers the spoils



Jose and Clem assemble the shade-canopy – which required a degree in engineering to figure out



Woo-hoo! They did it! They did it! They said that they would do it, and indeed they did...



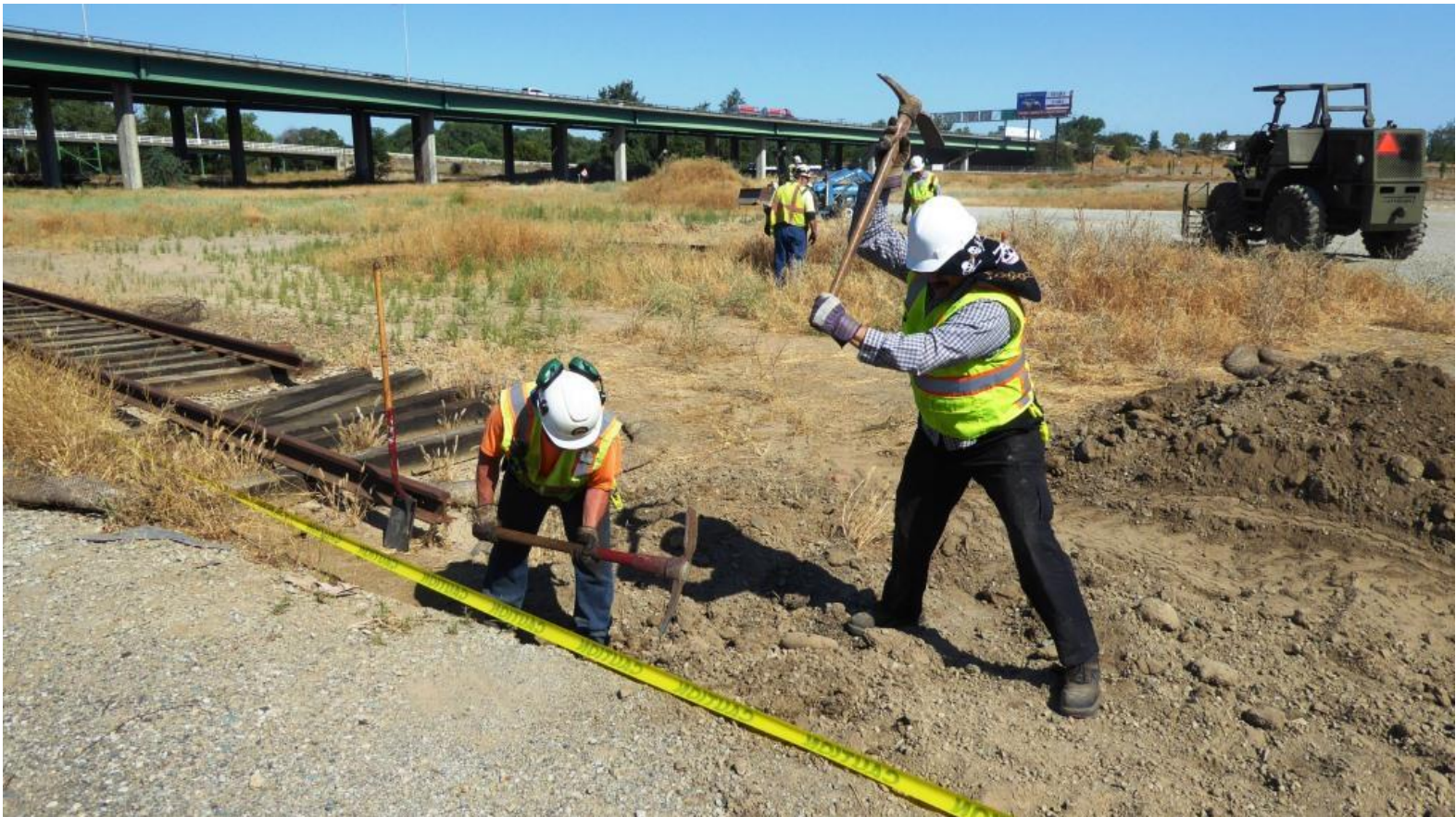
Joe digs out the ends of the Firing Line rails



As Chris digs out the road-bed, Clem comes in to start cutting an edge



Mike pounds the rail with a sledgehammer to knock-off concrete embedded in the web



Joe and Jose work on cutting a straight edge



Mike guides Steve on GM2 as they seek-out the buried panel of track



Steve and Mike confer on the plan



Steve grabs the panel of track with the forks of GM2...



...And spots it in a position where it's ready to be installed



Chris uses the grading box on the tractor to move dirt



Busy, busy, busy. Everybody's busy at work!



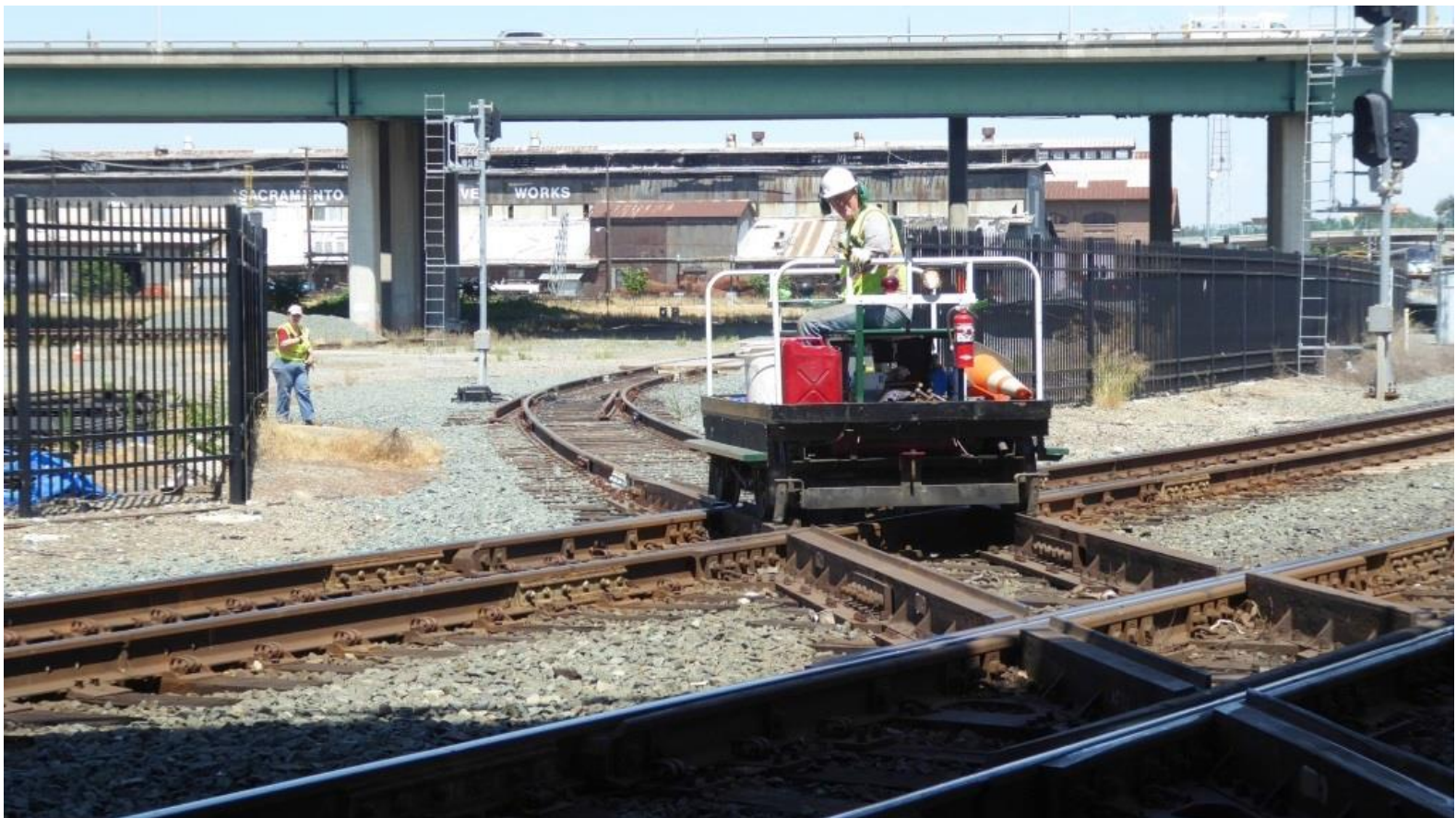
Mike grabs a stick of rail from our stockpile under the freeway...



...And drags it to the work-site



Steve moves the motorcar on the transfer table as he prepares to take it over to Old Sacramento



Conductor Heather arranged a speedy green-signal indication from the dispatcher in Omaha for Engineer Steve as he crosses the UP Main



Within minutes, Steve had the motorcar back in its lair



Mike on the back-hoe fills in road ruts with old rock and spoils from the job-site



Chris on the blue-tractor uses the grading box to compact the rock and smooth the surface



Heather sets up warning cones around the new track-bed – which is actually deeper than it looks in this photo