

Greetings!

This is your Maintenance of Way Team update for June 26, 2016. Summer is in full swing which means lots of hot times with your MOW Team. So, let's fire-up this update and get right to all the sizzling details of the MOW Team's activities.

Pat Scholzen, Anthony Filamor, Frederick Carr, Joe Margucci, Mike Harris, Cliff Hayes, Harry Voss, Gene Peck, Frank Werry, and Heather Kearns all gathered under the hot tin-roof of the Erecting Shop on Tuesday. And, speaking of hot-air, Fred, Mike H., Anthony, and Harry, worked on the ballast regulator's compressed-air systems (compressed air gets hot). Fred opened the control stand to trace air-lines to control switches. Harry and Anthony hooked-up the air-compressor-on-a-cart as the external air-source. Mike, and Gene made necessary adjustments to air actuated-systems. Then, the air-compressor popped its top – literally. But, not to worry. Our master of jury-rigging, Fred, managed to make a temporary repair in a “Rube Goldberg” fashion that allowed the Team to continue its work. Frank, Heather, and Cliff took a trip to Old Sacramento to survey the switch-points at the turntable switch. Our track inspectors have noted that the west point has become chipped and chewed-up. Cliff checked to see if it can be welded-up to make it smooth and level again. Then they headed over to the container on a mission to adjust the brakes on the A-6 motorcar. Meanwhile, in the Boiler Shop, Joe dismantled the wire-harness of the tire-mounted air-compressor's hitch apparatus. The hitch-wiring was whacked. None of the electrical diagrams matched with what was there so, Joe decided to re-do the whole thing from scratch and do it right. The waning light and cooling breezes that wisped through the transfer-table runway signaled that it was time to conclude another productive evening with the MOW Team.

Thursday, Alan Hardy, Anthony, Joe, Fred, Frank, Mike H., and Heather kept things moving right along. Heather, our quartermaster-in-chief, procured the doo-dads and bits necessary for Fred to make a permanent repair on the air-compressor-on-a-cart. Joe continued his valiant efforts at rewiring the hitch-harness on the big tire-mounted air-compressor. Frank and Mike H. picked up working on the old blue-tractor. It's been sitting in the Shops for a number of years and needs a bit of serving. In previous weeks, they had drained stale old hydraulic fluid, oil, and diesel. Thursday, new fluids were added. After a bit more tinkering, they managed to get it started but, it wouldn't keep running. There didn't appear to be fuel getting to the injectors. After a bit of head-scratching, it was decided to consult with Gene, a mechanical genius, this coming Tuesday. A bundle of ties was gathered by the Big Green Machine for Saturday's operation and spotted for easy loading and a quick departure in the morning. Then, Anthony climbed up into the seat of Big Green and grabbed the big garbage dumpster which he took around to the north side of the Erecting Shop. It was garbage night at MOW as our garbage cans inside were overflowing with a mass of pink boxes. So, their contents were transferred to the dumpster. With that, the MOW Team ended its activities on a high-note.

There was no repeat of last week's near catastrophic doughnut crisis this Saturday as a bright pink box filled with sugary goodness was on hand as Alan, Harry, Clem Meier, Heather, Steve Nemeth, Mike H., Frank, Anthony, Michael Florentine, Joe, Jose Gomez, and Chris Carlson gathered for another day of MOW fun. More tie-changing in the Clunie area was the plan of the day. Joe arrived extra early in Old Sacramento to open up machines and get them spotted for a quick departure. Steve fired-up Big Green and loaded the pre-staged bundle of ties into the bed of Truck 14 which Clem was driving. Heather took out the Team's trusty Chevy Truck, Steve handled the tamper which towed the work-train, and Mike F. ran the scarifier. Anthony, Clem, Mike F., Steve, and Joe opened operations by removing dirt and rock from around the tie-ends and removing spikes. In recent weeks, we've run into the issue of more machines out on the line than qualified operators. So, the opportunity was taken to train folks on the operation of equipment. Joe climbed onto the Jackson 125 tie-exchanger and, under Chris's tutelage, became quite proficient at pulling and shoving ties out. Jose then took up the reins of the scarifier and, with Heather as his trainers, dug out tie-cribs and pulled in new ties. As ties were removed, Frank and Anthony followed with the Nolan track-cart to collect the debris. Clem managed the distribution of new ties which Mike F., Steve, and Joe set out. As Jose in the scarifier pulled-up to each tie-crib, the two Mikes would guide them into position as they were pulled under the rails. By lunch time, a dozen ties had been replaced.

Meanwhile, at the Stanford Gallery back in Old Sacramento, Pam Tatro and Alan represented MOW at the Museum's “open-house” and “job-fair” for prospective docents. Pam did an incredible job sharing her enthusiasm for the MOW program. By all accounts, she was the star of the entire open-house and actively worked the room encouraging folks to visit the MOW table where she and Alan discussed the SSRR Track Programs in detail. They managed to get two full sign-up sheets of interested folks for follow-up. Great job Pam and Alan!

Back at Clunie, Heather, Steve, Joe, and Clem kept up the pace through the lunch hour by plating, nipping, and setting spikes. At some ties, they needed to employ track-jacks to lift the rails just enough to plates inserted. Once everything was placed, Steve brought in the tamper and tamped-up the new ties flush with the base of the rails. As soon as Chris, Jose, Mike F., Harry, and Mike H. returned from lunch, they got started right away setting and driving spikes. Steve and Mike F. interpreted good old-fashion track-gang railroading with a tandem spike-driving demonstration. By mid-afternoon, the heat of the day radiating off the ballast-rock had become oppressive so, we decided not to pull any more ties. The Team packed-up and headed back to town quite pleased with the day's accomplishments.

This coming week, the Tuesday and Thursday Shops Team will gather at the usual time at or before 5 o'clock. Saturday is the beginning of the Independence Day weekend and we'll be polling folks to see if anyone is planning on being around for MOW activity. So, stay tuned... No matter how hard the work, it's the great folks of the MOW Team that make it all worthwhile. Thanks so much to everyone!

See you out on the line,

Alan, Chris, and Richard



Mike H. adds hydraulic fluid to the blue tractor



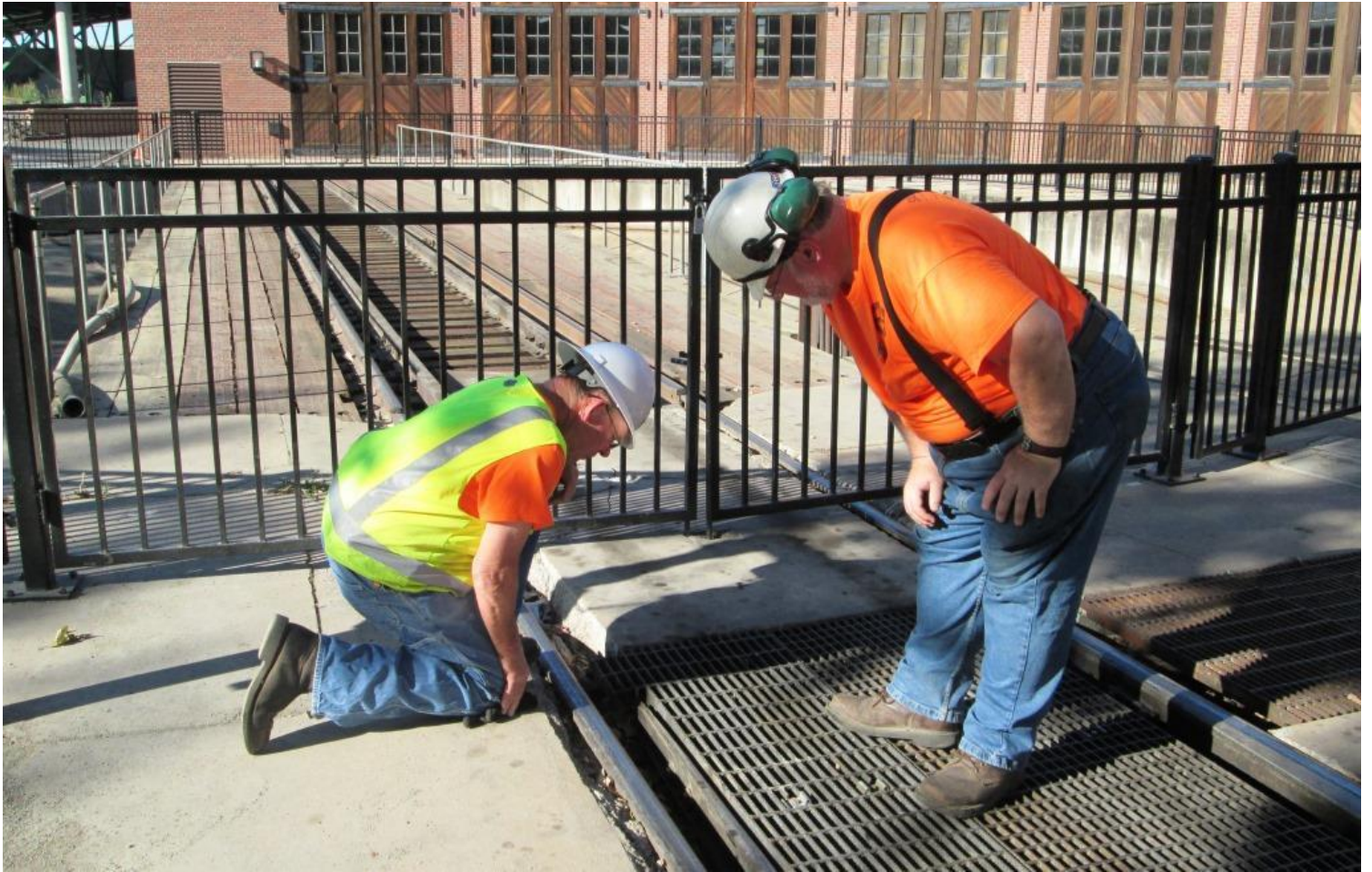
Anthony brings the air-compressor on a cart into the Erecting Shop



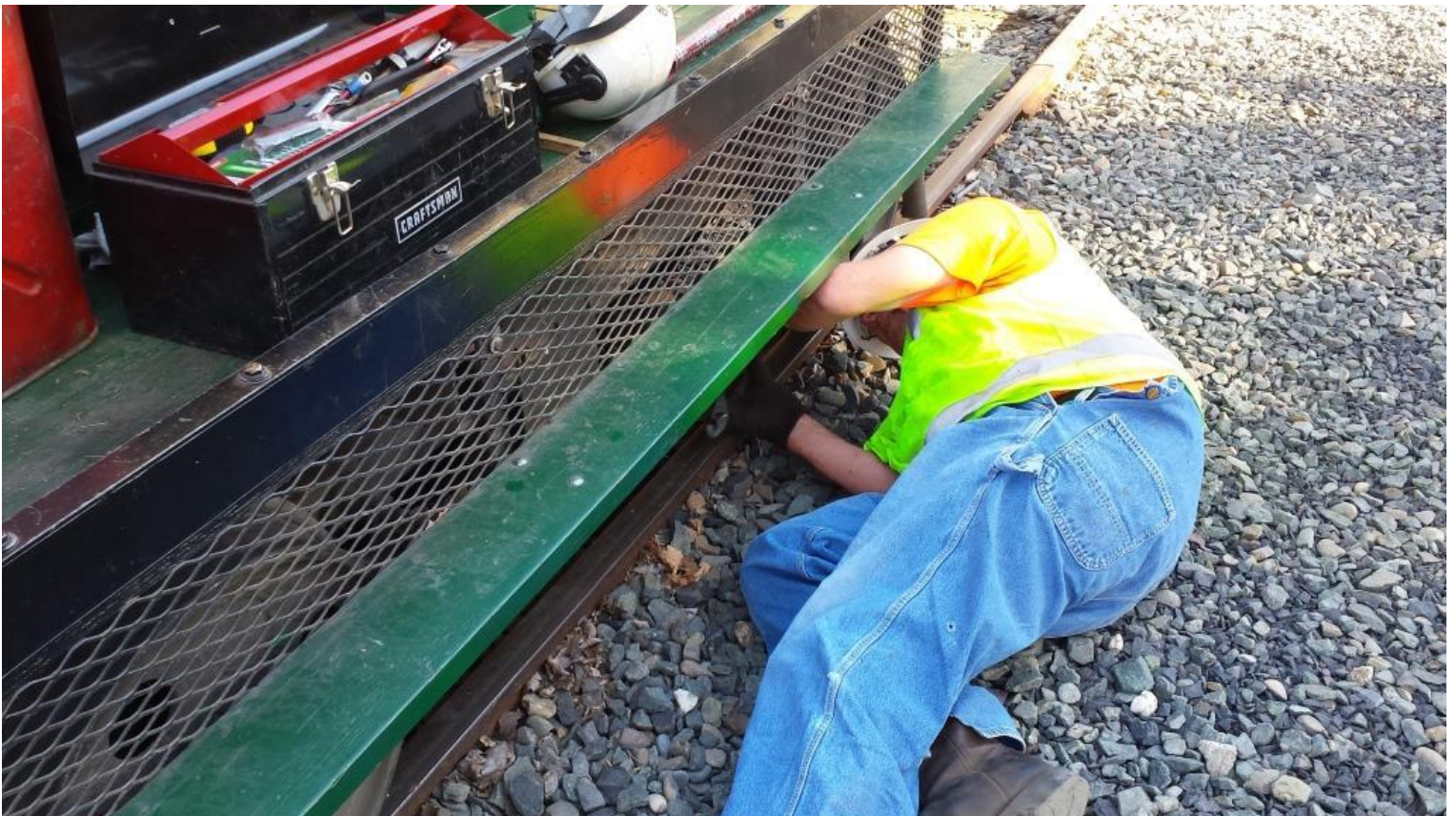
Fred traces air-lines in the control stand of the regulator



Mike H. and Fred (in the cab) adjust air-actuated systems on the ballast regulator



Cliff and Frank survey the switch points at the ground-throw switch by the turntable



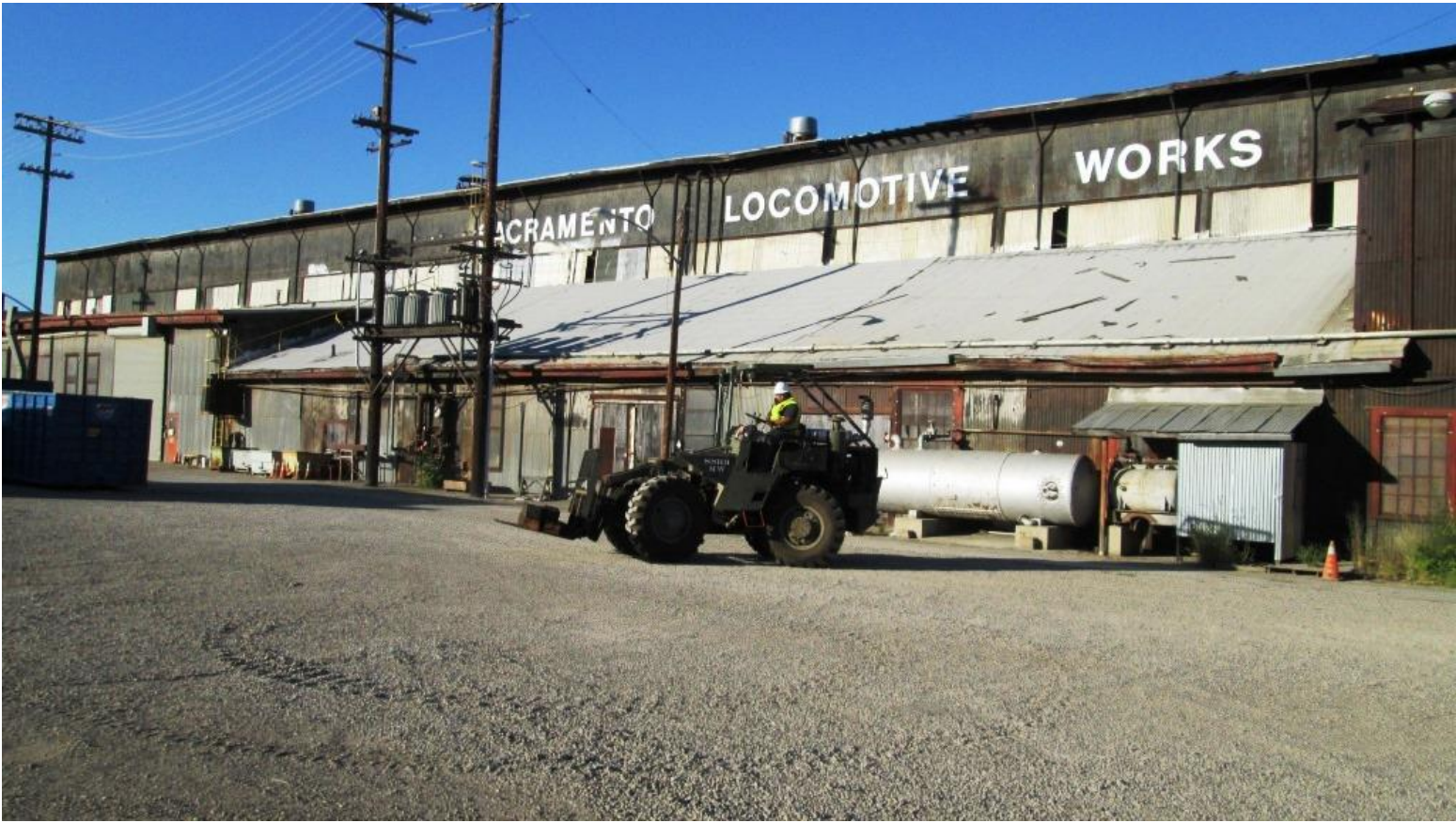
Cliff works on adjusting the A-6 motorcar's brakes



Joe has removed the wire-harness from the tire-mounted air-compressor



Fred makes the permanent repair to the air-compressor on a cart



Anthony doing yard-work on Big Green in the Rail Yards



Frank, Heather, and Mike H. try to get the blue tractor to keep running



Saturday morning starts with Steve on Big Green loading a bundle of tie into the bed of Truck 14



At Clunie, Joe and Anthony dig around tie-ends while Mike F. pulls spikes



In a team effort, Mike H. and Joe clear away rock from the ends of ties marked for removal



Joe gets a captive audience when he starts pulling ties with the Jackson 125 tie-exchanger





Clem gets the new ties ready to be unloaded and distributed



Alan uses an adz to shave-off high spots on plate-cut ties that could get caught on the base of the rail when pulled



Frank and Anthony assemble the Nolan track-cart...



...Onto which, Anthony, Frank, Clem, and Jose load dead ties (or splinters) for disposal



Many ties disintegrated as they were removed



Chris shows Joe how to use the scarifier function on the 125 which works perfectly for tight areas where two tracks converge



Clem drops new ties from the truck as Joe, Mike H., and Steve load them onto the Nolan track cart for distribution



New ties are set into the empty tie-cribs for the scarifier-inserter to pull into place



Mike F. lines a tie up for insertion



Mike H. guides a new tie into place as Jose operates the scarifier-inserter with Heather as trainer



Mike H. and Jose pull in the remaining ties



Quite the convergence: the MOW Team stands back as a bicyclist and the train pass through our work limits



Heather kicks-up some dust as she scarifies the crib of the last tie pulled for the day



With new ties in place, Steve sets spikes



Steve nips-up the rail so that Mike H. can shimmy a tie-plate between it and the tie



Heather fills in around the new ties with rock





Steve and Mike F. interpret good ol' fashion track-gang railroading with a tandem spike-driving demonstration



How artsy! Chris guides Steve in the tamper while Clem engages the squeeze activator



Alan chats with a prospective docent at the Museum's open house



Alan and Pam did a fantastic job recruiting new volunteers