

Greetings!

This is your Maintenance of Way Team update for June 29, 2014. Your MOW Team was “cookin’ with Crisco” this week. Nothing to impeded our progress – it was full steam ahead. So, let’s not impede progress here and get the update cookin’.

The Mighty MOW Weed Team was busy on Tuesday mowing and bringing order to chaos along the Hood Line. Team captain Mike Taylor, along with Heather Kearns, “Galloping” Joe Galipeau, Michael Sechrist, and Dave Megeath cut down wayward grasses invading the right-of-way. Using the DR Field and Brush mowers, this dedicated band mowed along our ling, pushing large mowers through thick brush for nearly a mile and a quarter of the Hood Line. We all owe Weedies a debt of gratitude as they, alone, are maintaining the Hood Line for our collective dream of running trains down there. Yes, we are one day closer to Hood, thanks to the Mighty Weed Team! And, it was good to see Michael S. out on the line again!

Meanwhile, back at the Shops, Pat Scholzen, Frederick Carr, Frank Werry, Bob Ress, Gene Peck, Alan Hardy, and Heather dedicated their time to the restoration of the Kalamazoo (former regulator) tug. Gene adjusted the valves on the Kalamazoo’s Detroit Diesel engine. Bob pulled the valve covers and cleaned them. Pat and Fred worked on the hydraulic system while Frank continued to take on the locking latches for the turntable. Alan moved the Pepsi vending machine from the Boiler Shop to the Erecting Shop. Heather headed over to Old Sacramento to paint out the filthy markings of graffiti vandals who attacked our ballast-hopper cars. Using a variety of colors, Heather’s artistic interpretation of mustard and ketchup is worthy of a National Endowment for the Arts grant. We’ll keep you posted...

Thursday, while Alan attended the SSRR Management Team meeting, Heather, Frank, and Harry Voss staged for our Saturday plan of action by loading the section-gang machine on our trusty Chevy Truck. Then they fueled all our big equipment – the back-hoe, front-end loader, Big Green Machine, as well as several jerry cans.

A double dose of doughnuts greeted the crew on Saturday. Alan, Harry, Clem Meier, Frank, Michael Florentine, John Rexroth, DJ Chapman, Chris Carlson, Heather, and Pam Tatro scoffed down the doughnuts then wasted no time getting out on the line. The plan for the morning was to change-out a couple of ties up on the levy opposite the Miller Park Marina. Heather did yeoman service by single handedly setting up the entire motorcar work train. Then, she got the tamper opened up and running which we were using for head-end power. Thanks to Heather, we were on our way to the work site at Mile Post 1.75 by 8:30 a.m. – perhaps a MOW Team record. Meanwhile down at the work site, DJ, Pam, Clem, and John were pulling spikes, plates, and anchors on the bad ties. Then they dug out the ends of the ties for removal. Harry in the back-hoe lifted the section-gang machine off the truck. Once on the rails, Frank, John, and Mike F. rolled it from Front Street down to MP 1.75 and began pulling ties. Alas, as Mike F. engaged the hydraulic power of the section gang machine, the ties would disintegrate into splinters. John, Clem, DJ, and Pam had to dig out the remains by hand. Frank brought in the new ties to be inserted. Our goal was to replace as many as we could before 11 o’clock a.m. and the fist train of the day. In the end, we managed to replace four ties. The team work was amazing. Everyone was firing on all cylinders and, considering we had to dig-out the rotten ties by hand, we got the job done. Chalk up another victory for your MOW Team!

In the afternoon, our task was to build a crossing over the Whisker Track behind the Museum. While the parking lot construction is underway, emergency vehicles need to be able to cross over the track and around the west side of the turntable. DJ, Chris, Alan, and Heather got the planking in place, filled in the gaps between the standard and narrow gauge tracks, and built a dirt incline. John, Frank, and Mike headed to MP 1.05 to replace a broken joint bolt found by our trusty track inspectors. It was quite a successful day. Three major projects completed by your dedicated and humble MOW Team!

This coming week, Tuesday and Thursday, the Erecting Shop will be buzzing starting at 5 o’clock. However, in recognition of the 238<sup>th</sup> anniversary of our Republic, the MOW Team will be taking the three-day weekend off. That means **NO MOW ON SATURDAY**. Just a quick personal announcement, over the next two weeks, I (Richard) will be out of town attempting to prove the theory that even volunteers can take vacations. Nonetheless, I shall endeavor to issue updates of the Team’s activities from afar, albeit far less wordy and likely without pictures. That’s probably a relief for most of you. But, don’t worry, long-winded, rambling – yet pithy – updates will return July 20<sup>th</sup>. Happy Independence Day!

See you out on the line,

Alan, Chris, and Richard.





Dave and Mike T. clear the Hood Line



A mile and a quarter of mowing: Michael S., Dave, and Joe pleased with their accomplishment



Michael S., Dave, and Joe



Bob cleaning the valve cover of the Kalamazoo Detroit Diesel



Heather making her application for an NEA grant to further develop her art





Mike F., John, and Frank roll the section-gang machine from Front Street to MP 1.75



John, Pam, Clem, and Mike F. attempt to pull a rotten tie





This is a tie?

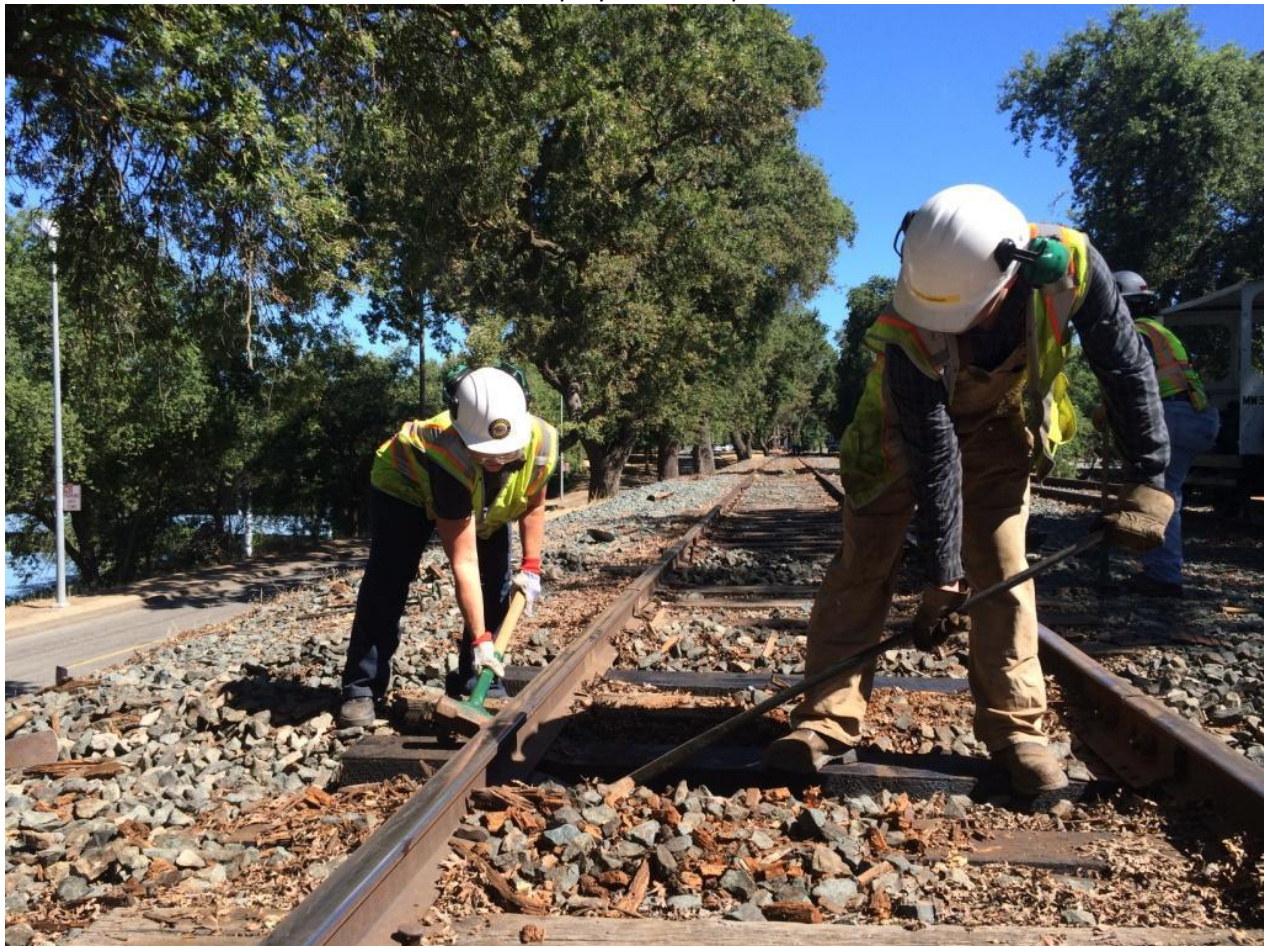


Harry makes an impromptu repair to the tamper





Clem and Mike F. employ chains to pull out a rotten tie



DJ nips the rail while Pam sledge-hammers a tie-plate into place



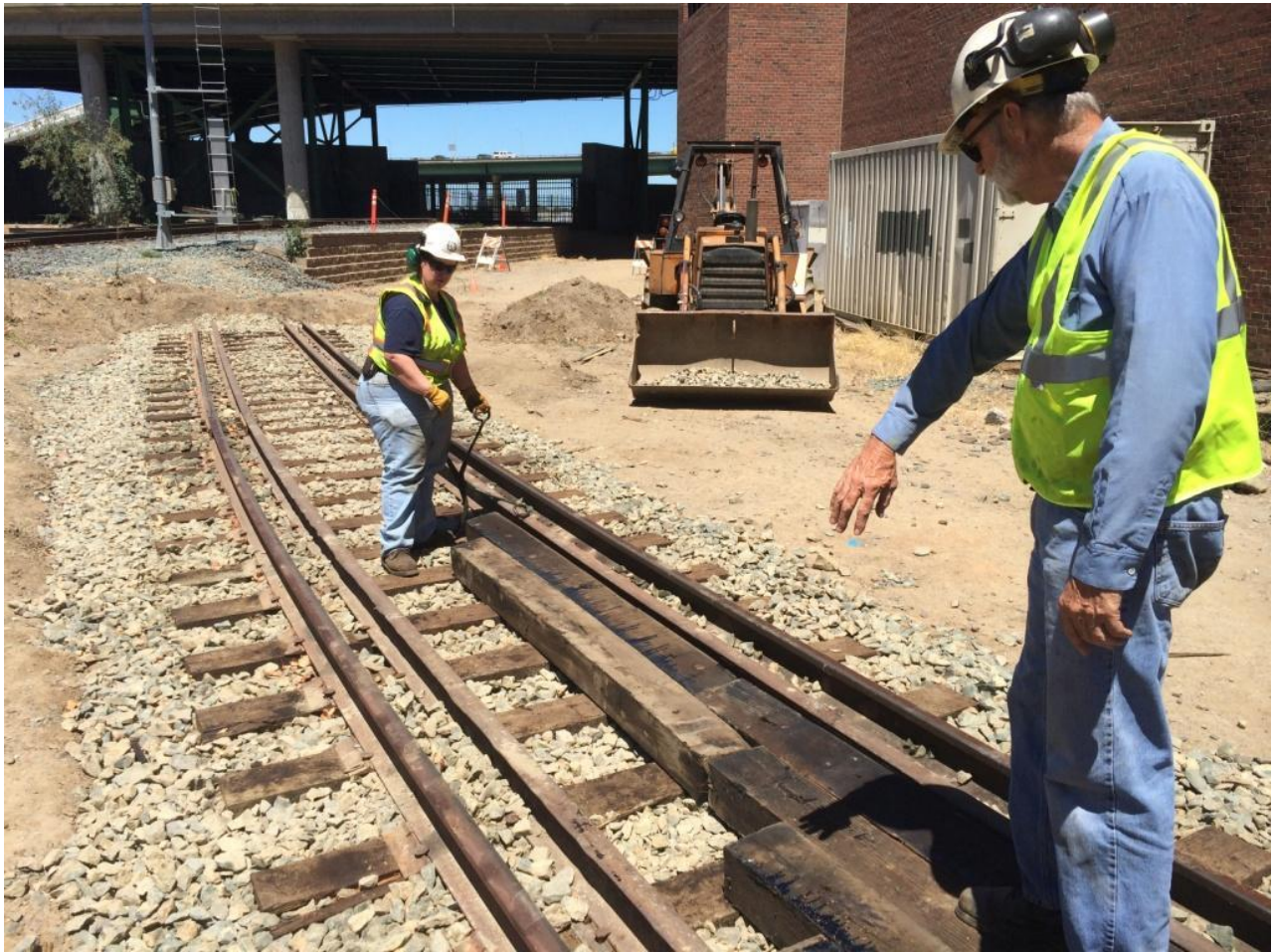


Chris nips the tie as Heather drives the spike with the pneumatic spiker



Chris directs Heather in the old-old tamper tamping our newly placed ties





Alan and Heather building the cross-over at the Whisker Track



Alan in the back-hoe building the ramp on the west side of the Whisker Track