

Greetings!

This is you Maintenance of Way Team update for June 3, 2018. The year is flying by. June is upon us and so is the summer heat. So, before we all boil away, let's get this update started.

Pat Scholzen, Chris Howard, Alan Hardy, Jack Shrive, Bill Hastings, Joe Margucci, Matt McCracken, Gene Peck, and Heather Kearns brought the warmth to the Erecting Shop on Tuesday. Pat, Gene, Jack, and Chris were dispatched to Old Sacramento to investigate why the tie-crane will not start. Gene, is our master diesel engine mechanic. No, not just master. Beyond master. Indeed, Gene's a doctor of diesel engines. He soon found that the fuel line connections to the filter were defective. With Pat, Chris, and Jack's help, that quickly got fixed. The tie-crane's diesel engine roared to life. Meanwhile, Alan, Heather, Joe, Matt, and Bill got switch components staged for transport over to Old Sacramento. Joe climbed aboard the Big Green Machine (Big Green) and grabbed a bundled of 11, 13, and 15-foot ties to send across. Next, Matt took on Big Green and, after Heather, Bill, and Joe, identified several (decent) sticks of 110-pound rail in the pile under the I-5 freeway, began grabbing them and moving them alongside the track. With everything staged to cross over, the Team put Big Green away and called it a night.

Thursday was a big day for the mighty Weed Team. Yes, Mike Taylor, Steve Wilson, Ed Kottal, Heather Kearns, and the Weed Team's newest member, Dave Wolf, had the great pleasure of taking their brand new field and brush mower out for its maiden voyage on the Hood Line. The Weedies Christened this new machine, *William "Billy" Goat*, as it eats weeds as efficiently as its namesake. May God bless her and all who mow with her! Indeed, "*Billy*" is substantially larger than the old field and brush mowers and will serve the Weed Team well. With "*Billy*" leading the convoy, the Weedies finished 1.8 miles of the really disgusting mowing leaving less than half a mile more to mow. It was a banner day for the mighty Weed Team as Mike T., Dave, Ed, Heather, and Steve continued their heroic quest of keeping the Hood Dream alive!

Meanwhile, back at the Shops, Chris, Jack, Joe, Dave, Mike Harris, Matt, Kyle Blackburn, Heather, Mike T., Ed, and Alan were the Thursday evening crew. Mike T., Ed, and Mike H. attempted to repair one of the old field-and-brush mowers. They discovered that the shroud covering the clutch and blade is tearing creating excessive vibration. Mike H. suggested adding metal brackets to secure the tearing shroud. He and Ed located a couple of pieces of angle-iron which Ed cut, drilled, and test mounted. Chris and Matt headed to Old Sacramento to retrieve the Kalamazoo tug and two flatcars onto which the rail, switch-point, frog, and guard-rails could be loaded. Joe climbed up on Big Green to lift rail onto the flatcars. As the rails teeter-tottered when lifted, Jack, Kyle, Dave, and Matt tried sliding them by hand on the forks to balance the load. Well, that didn't quite work. So, Big Green was repositioned and the next attempt was made with success. Nearly 5,800 pounds of rail was loaded on the flatcars followed by the switch-points, frog, and guard-rails. Chris and Matt took everything back to Old Sacramento where it was secured on the 150 track. As you may have gathered, building a switch requires lots of materials. Getting everything loaded and returned to Old Sac. took up most of the evening so, now everything was ready for Saturday.

Due to mechanical difficulties with one's own truck (dead battery), the arrival of doughnuts on Saturday was delayed. So, Alan, Bill, Michael Florentine, Steve Nemeth, Joe, Clem Meier, Ed, Matt, Heather, and Pam Tatro refused to start work until the pink box was on site. Fortunately, unpleasantness was avoided as the sugary fried-dough goodness appeared just as the job-briefing commenced. Phew, that was a close call. Anyway, now properly fueled, the Team set off for Old Sac., and the new switch project behind the Museum. Mike F. climbed aboard Green Machine 2 (GM2) and, with the help of Pam, Clem, Bill, and Alan, removed the rail, frog, switch-points, and guard-rails from the flatcars. Then Matt returned the Kalamazoo and flatcars to the Shops side where Steve, on Big Green, loaded the long switch ties and pallets of brackets and plates. With everything now staged on site, the 113-pound east rail was slated to be removed and replaced by equal lengths of 110-pound rail. Matt and Alan deployed the rail-saw and began cutting as Clem and Bill pulled spikes. Steve and Joe took turns with the rail-saw. Then, Ed and Joe used lining bars to shimmy the 113-pound rail out of the way to make room for the new rail. Pam and Bill used tie-plugs to plug the spike-holes in the ties. With the 110-pound rail staged on the ties, Ed, on the back-hoe, came in from I Street to pull it into position. Then, trouble began. GM2 stopped moving. The engine would roar but the transmission was not engaging. Heather and Mike F. worked to trouble-shoot the problem. Because GM2 died right where we needed to be to move next rail, Matt came up with the brilliant idea to use the tamper to pull it into position. Matt sparked the tamper to life and moved it right to the edge of where the track was un-spiked (and widened out). Joe and Ed hooked a chain between it and the stick of rail and guided the tamper as it pulled the stick of rail forward. Bill and Ed used lining bars to line it up for bolting into place. Steve, Bill, Joe, and Matt got the bolts in place then Bill tightened them down with the track-wrench. Next, Joe deployed the rail-saw to cut the other end of the 113-pound rail but, because of GM2 being in the way, the 100-foot long hydraulic hose had to be used. The laws of fluid dynamics dictate that, the further fluid needs to move through a hose, the less pressure it will be under. With the 100-foot hose in use, the hydraulic rail-saw was not reaching sufficient hydraulic pressure operate efficiently and, therefore, cutting this rail took forever. Meanwhile, Heather and Mike F. were trying to move GM2 out of the way. Ed brought the back-hoe around, attached a chain between it and GM2, and pulled it out of the hole it was in. With a little coaxing and shoving from the back-hoe, Heather got GM2 down the hill. By now, it was 95 degrees out there and everyone was tuckered, so the Team packed up and headed back to the Shops slightly disappointed that mechanical issues had impeded our progress. But, as our hearts are pure and cause is just, we know that we shall prevail.

This coming week, MOW will meet in the Erecting Shops at or before 5 o'clock on Tuesday and Thursday evenings. Getting GM2 fixed is a priority. Thursday morning, the Weed Team will head to Hood again with "*Billy*." Meet at the Shops at 8:30 a.m. Saturday, more switch work beacons starting at 8 o'clock a.m. It's always inspiring to witness the dedication and perseverance of the MOW Team. Many thanks to all.

See you out on the line.

Alan and Richard.



Chris and Gene correct the tie-crane's maladies



Gene pulls the fuel filter from the tie-crane



Joe, on Big Green, grabs the pile of extra-long switch-ties



Matt marks the length of each tie



*"Billy"* the brand new field-and-brush mower, in the dealer's showroom ready to come home with the Weed Team



*"Billy"* plowing through rough weeds on its maiden voyage at Hood



Ed with "Billy" mowing away



A segment of the Hood Line after getting the "Billy" treatment



Dave and Kyle servicing the battery on Big Green



Chris and Matt take the Kalamazoo over the UP Main to the Shops as Mike H. brings GM2 around the backside of the Museum



Alan guiding Joe on Big Green as to where to pick up the sticks of rail



Oops, they're not quite balanced...

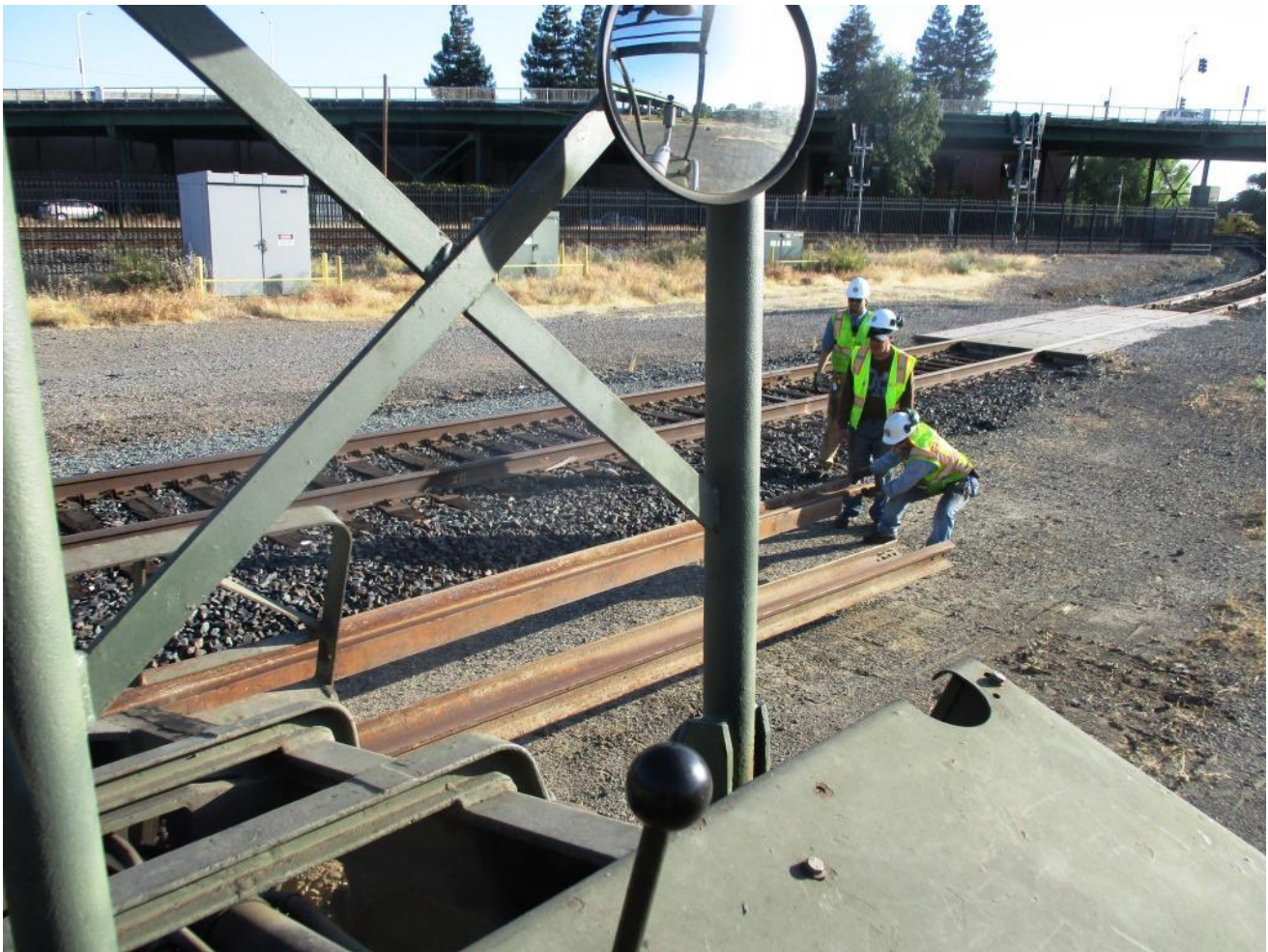


Jack, Matt, Dave, and Alan try to balance the load manually but, it's not quite working



Second try: Kyle, Alan, and Dave indicate the balance point for where the Big Green Machine should pick up the rails

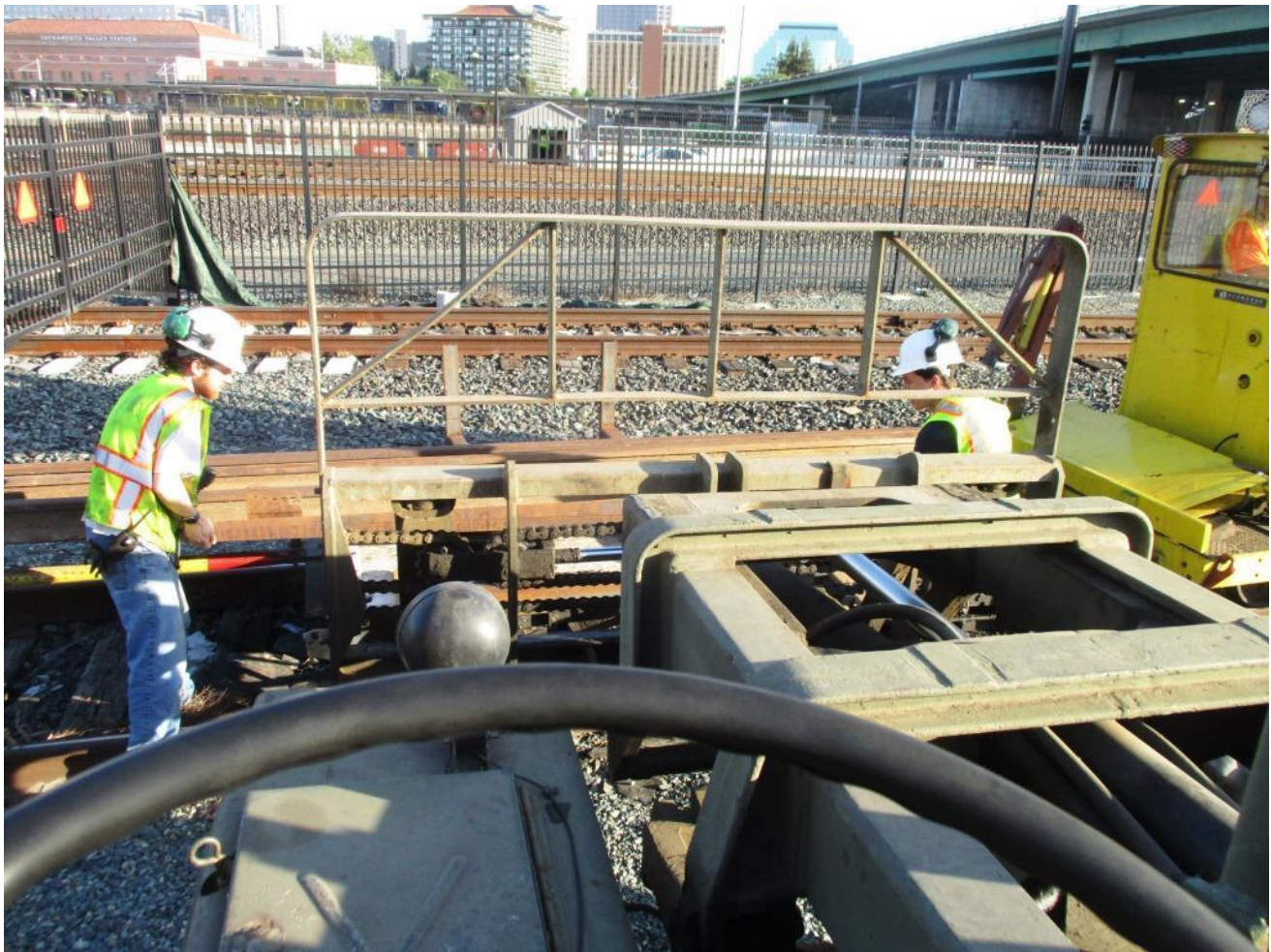




Once Big Green picks up the rails, Joe slides them down the forks for better stability



With the rails balanced on the forks, Chris brings in the Kalamazoo and flatcars for loading



Next, Big Green grabs the switch points which Matt and Jack slide off the forks and onto the flatcar



Saturday morning, a green signal indication is secured for Matt to take the Kalamazoo over to the Shops



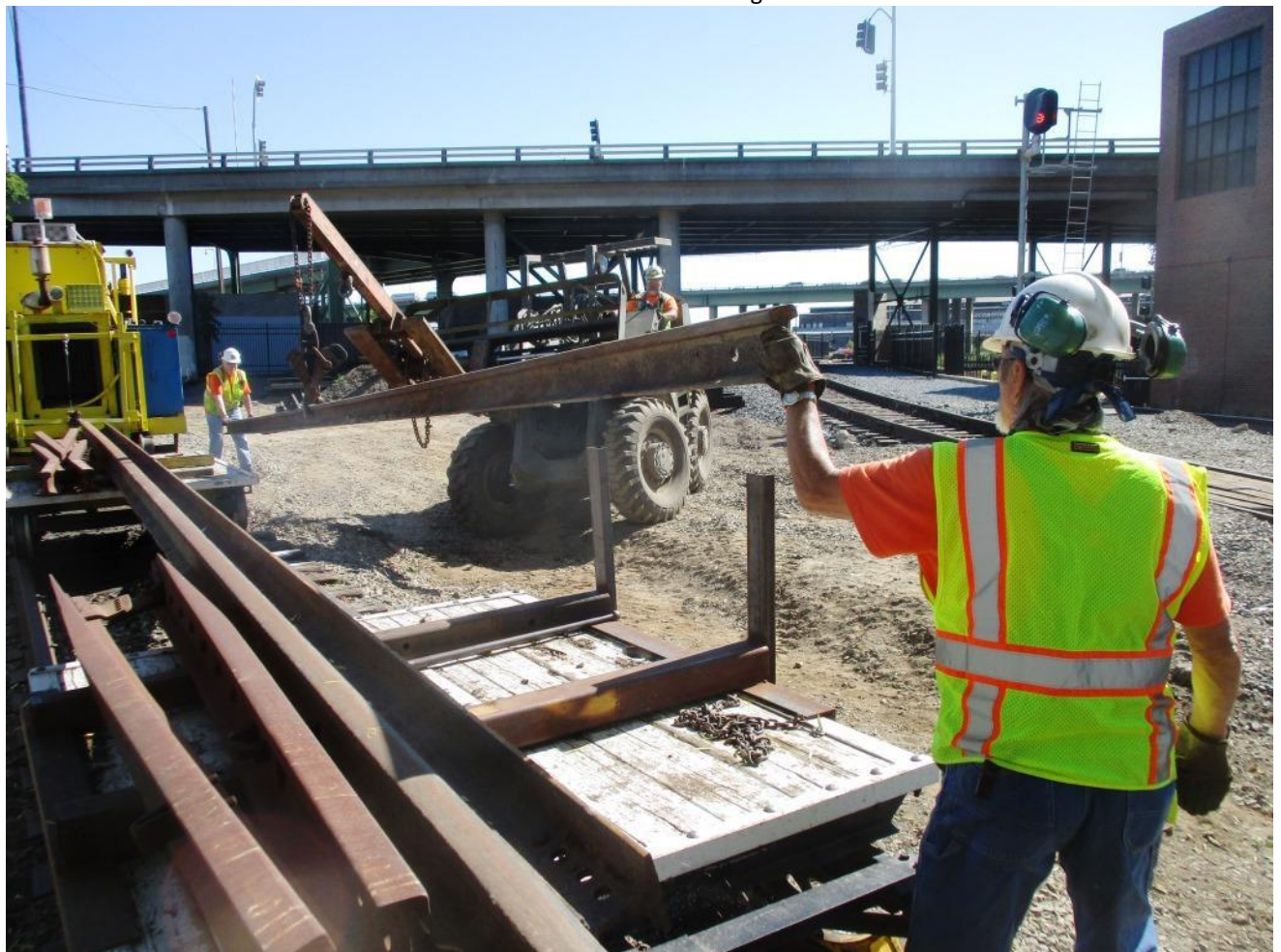
The MOW Team's "Great Yellow Fleet" reflects nicely in the mirror-like finish of Granite Rock 10's newly waxed and polished tank



Ed and Bill guide the removal of the rail by Mike F. on GM2



Clem works with Mike F. on GM2 as one of the guard-rails is moved aside



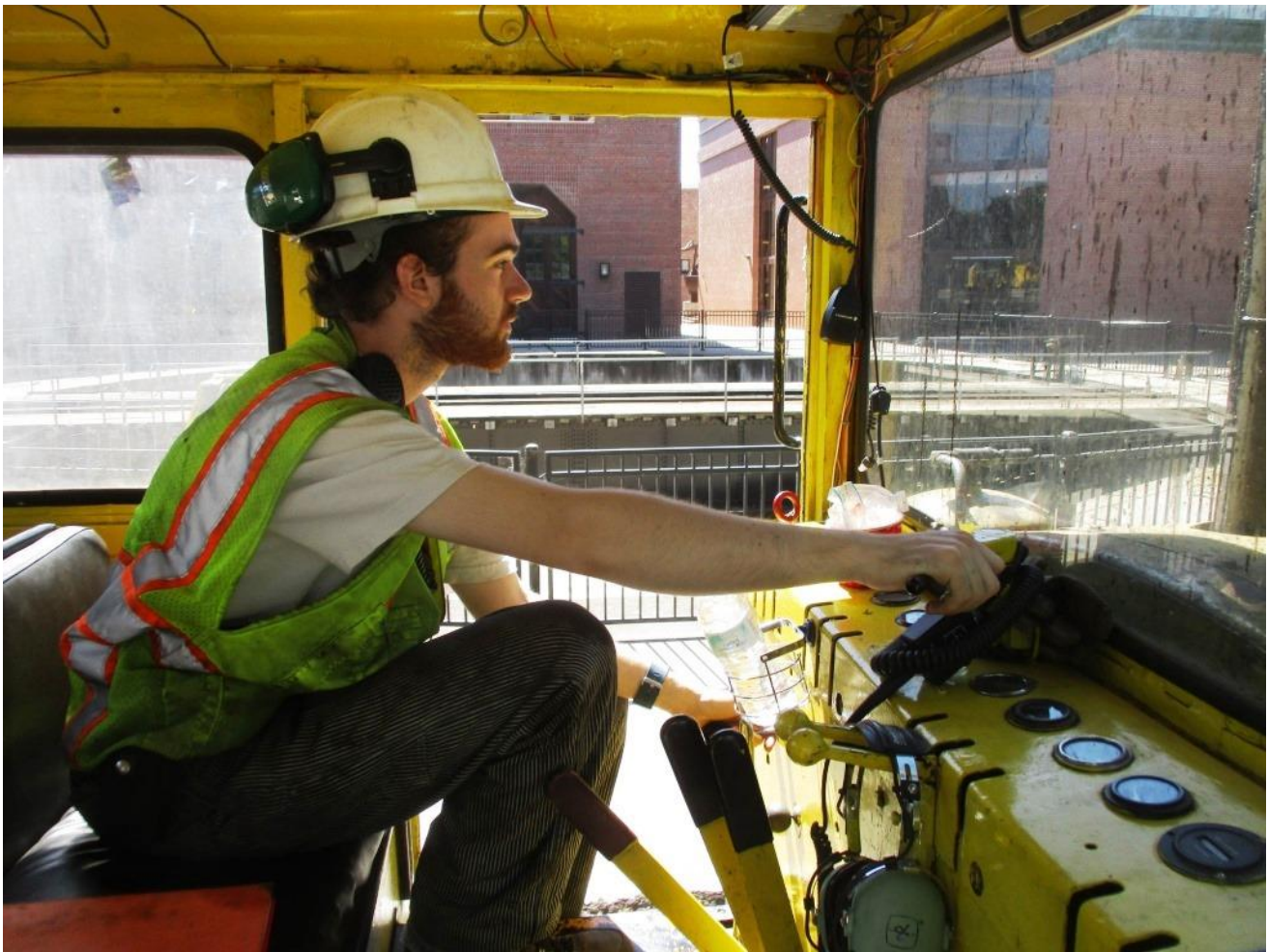
Ed and Bill handle the next stick of rail being moved off the flatcar



Alan uses a rail-fork to turn a rail upright



The Granite Rock 10 puts on a show for us



With the flatcars empty, Matt pulls them over to the Shops for further loading of more materials



Over at the Shops, Steve on Big Green loads the extra-long ties onto the flatcar



Next, Joe guides Steve on Big Green in the placement of a pallet full of switch-tie plates



Alan and Matt set up the hydraulic rail-saw



Bill pulls spikes on the 113-pound rail being removed



Steve uses a shovel as a spark-arrestor as Matt slices through the rail with the hydraulic rail-saw





Next, Steve takes his turn with the rail-saw



Then, Joe takes over and adds a little drama to the scene...



Ed and Joe shimmy the old rail out of the way as Mike F. desperately endeavors to get GM2 moving



A chain is hooked between the rail to be moved and the back-hoe as Joe and Bill use tie-plugs to plug the old spike holes in the ties



Ed, on the back-hoe, pulls the new rail into place



Alan directs Ed on the back-hoe as Joe, Bill, and Steve use lining bars to guide the rail to its final resting place



Mike F. and Heather try to figure out what the heck's going on with GM2



Because GM2 is in the way and out of commission, the Team invokes Matt's plan to use the tamper to pull the next rail into position



Joe guides Matt in the tamper from the ground as it pulls the rail up the line



With everything where it's supposed to be, Joe, Bill, and Steve bolt the two new rails together



After being pulled out of the hole by the back-hoe, Heather on GM2 slowly coaxes it off the hill. Believe me folks, this was a major undertaking



Matt finds a new unique use for the Indian Pump!