

Greetings!

This is your Maintenance of Way Team update for July 1, 2018. Summer is well and truly underway as the Independence Day Holiday quickly approaches. So, let's get you up to date on your MOW Team's activities before anyone sets off a "fusee" or "torpedo" on the track.

Pat Scholzen, Chris Howard, Cliff Hayes, Alan Hardy, Matt McCracken, Joe Margucci, Mike Harris, Jack Shrive, and Gene Peck made up the totally awesome crew on Tuesday night. Cliff continued efforts at building an anti-vandalism shields around the spike-driver. Chris hopped on the forklift and removed the rail-bender from the truck. Then he, Gene, Pat, and Jack worked on getting the A-5 motorcar running again. The Team has attempted to use the A-5 as a replacement for the A-6 while our good friend Jim Bays is rebuilding its transmission. Alas, the A-5 has been utterly unreliable. So, Jack, Gene, Chris, and Pat worked on its electrical system and carburetor and soon had the thing running again. Matt, Mike H., Joe, and Alan worked on fixing a bent "securing-pin" for the "kickers" on the tie-shear. The tie-shear cuts old ties in three. Then, it "kicks" the dismembered tie out from under the rails for easy retrieval. The pin that secures the kickers when the machine is traveling is bent. After investigation, Mike H. determined that the pin got bent because the "stop" bolt – the thing that stops the kickers from rising too high (and thus bending the securing pin) – was busted. In furtherance of its repair, Matt descended into the pit and, working with Mike H., Joe, and Alan from above, managed to remove both the busted stop-bolt and bent securing pin from the machine. Then, Al DiPaolo, SSRR Chief Mechanical Officer, straightened the bent pin by using the metal-press in the Boiler Shop. Many thanks to Al for his help! Once we get a new stop-bolt, the shear can be put back together and returned to service. No doubt, this awesome crew enjoyed a successful evening on Tuesday.

Thursday, total awesomeness continued with Alan, Ed Kottal, Chris, Mike H., Jack, Matt, and Heather. Over in Old Sacramento, Heather and Jack rearranged and compressed the work-train consist housed on Track 1 of the Central Pacific Passenger Station (CPPS) to make room for the Granite Rock No. 10. The GR10 usually is housed on Track 2 in the CPPS. But, the Track 2 gate is busted so, the Granite Rock No. 10 needed a place to stay and your MOW Team was more than happy to accommodate it. Mike H. acquired a new stop-bolt for the shears so, Matt again descended into the pit to install and adjust it on the tie-shear. Mike H. and Alan worked with Matt from above. Chris, meanwhile, donned his welding jacket and mask to weld the derail wheel securing-chain back on the front of the shear. The derail-wheels prevent the tie-shear from derailing when the shears drop into the ground around a tie with such force that the whole machine is lifted up. The securing chain had broken so Chris welded it back on. Ed crawled under the back-hoe and replaced the power-steering hose that had ruptured a couple weeks ago.

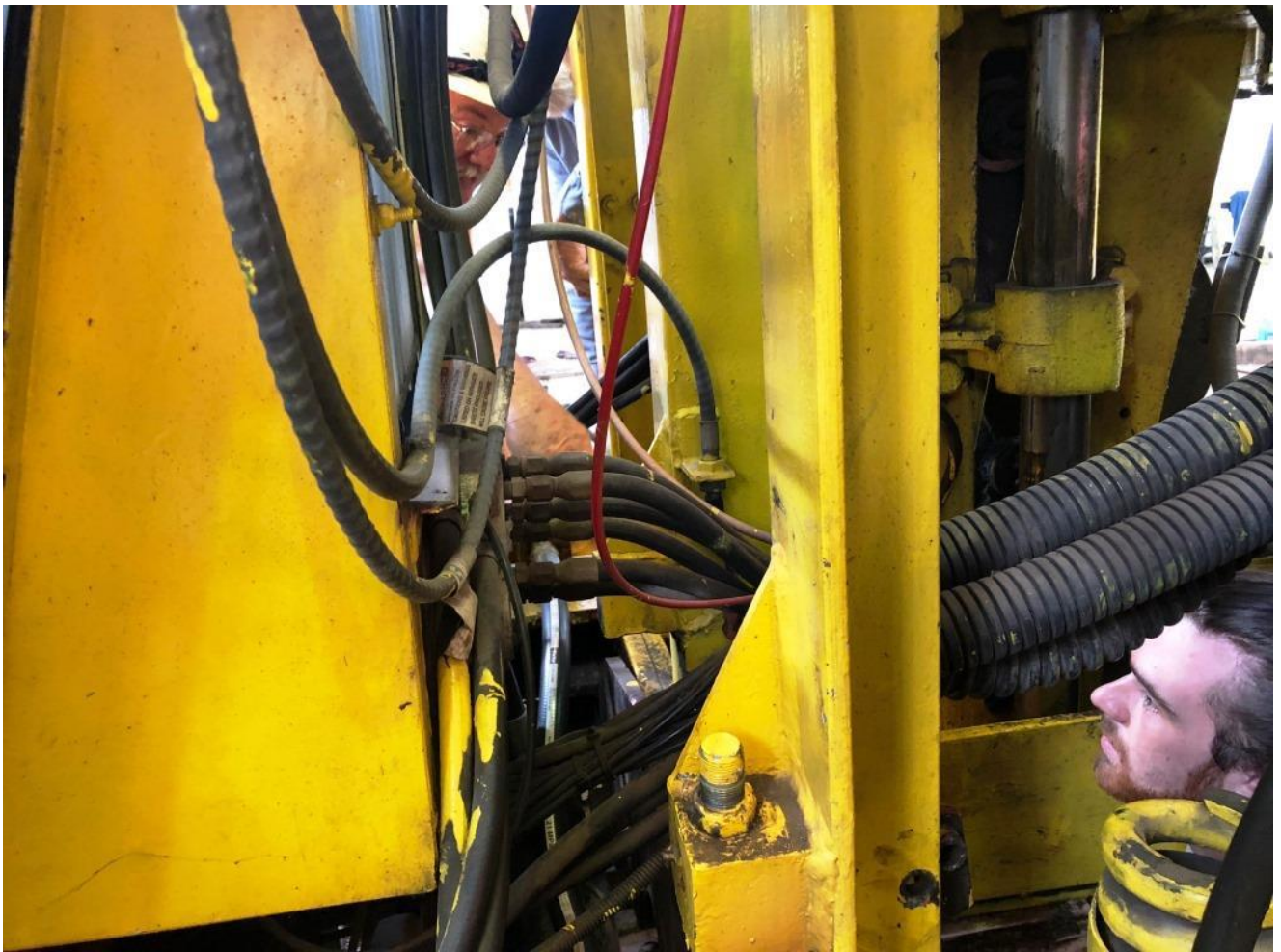
Saturday proved that summer has well and truly arrived. But Joe, Chris, Alan, Harry Voss, Michael Florentine, Pam Tatro, Clem Meier, Bill Hastings, DJ Mandella, Mike H., Ed, and Heather all exclaimed, "Fie on thee," to the 105-degree forecast and, despite the heat, were out on the line for more MOW fun – and, of course, doughnuts. The plan for the day was to continue replacing regular ties with extra-long switch-ties and drilling 15 holes in the rails for installing the frog, guard-rails, heel-blocks, and switch-points at the switch we're building behind the Museum. Joe arrived in the pre-doughnut hour and headed to Old Sacramento to get the Kalamazoo tug over to the Shops with a flatcar onto which 15-foot switch-ties would be loaded. Mike F. on Big Green Machine (Big Green) and placed the 15-foot ties on the flatcars. Then Bill and Mike H. hauled them back to Old Sac. Ed took the back-hoe to the job-site. In Old Sac., Pam and Alan began by re-checking all the measurements for drilling holes the rails. Bill spotted the work-train at I Street so that Mike F. on Big Green could grab the rail-drill off the flatcar. DJ, Clem, Heather, Mike H., Pam, and Ed used shovels and mattocks to remove dirt and debris from around the head-blocks so they could be properly positioned and "rattle-brackets" installed. Joe and Pam became human tie-exchangers and inserted several 12, 14 and 15-foot ties by hand. Then, Mike H., Joe, Alan, and Mike F. deployed the rail-drill, positioned it, and locked it onto the rail. Mike F. fired it up. Pam sprayed the drill-bit with water to keep it cool. Chris, DJ, Harry, Clem, and Bill all joined in this process of measuring, moving the drill, and punching holes in the rails. This continued throughout the morning until the Team had drilled 15 bolt-holes. Next, DJ and Chris deployed the rail-saw to make cuts where the diverging stock-rail will be installed. Mike F., Joe, and Ed joined the rail-sawing fun. Following lunch, Chris hopped on the Jackson 125 tie-exchanger to exchange a few ties. Also, the 125 was used to shimmy about a few of the switch-ties already installed in an attempt to lower them down a little. Switch-plates are quite thick and more room was needed between the base of the rail and ties so they would fit. Meanwhile, Heather, Joe, and Ed headed over to Switch 6, the north Center Siding switch to make some adjustments and service it. Train crew had commented that it had become difficult to throw. Since the Team was right there, the switch was inspected, debris removed, and greased. It now functions better. Back at the job-site, Alan used the tie-crane to lift and load all the dead-ties strewn about onto a flatcar. Bill and Mike F. worked with him. Ed and DJ installed temporary joint-bars where the rail was cut so as to keep the track contiguous. The Railroad ended operations at 2 o'clock once it reached 100-degrees. But, your MOW Team kept working until 3:30 – and 104 degrees – at which point the Team packed up its wares and headed back to the Shops where they called it a day. This awesome crew accomplished a great deal under less than ideal conditions. But, would you expect any less from a Team that has proven its extraordinary perseverance time and time again?

Our good friend, Becky Corbett at the All Aboard Desk announced the June hour-bar recipients and several awesome MOW Team members were amongst them: Kyle Blackburn with 500 hours; Virginia Baron with 9,000 hours; and Mike Taylor with a whoppin' 13,000 hours! Also, this week, the Sacramento Historical Society honored MOW volunteers extraordinaire Heather and Mike T. with its annual *Enlightenment Award*. Congratulations Mike T. and Heather and many thanks to Kyle, Virginia, and Mike T. for your great efforts at building a better railroad.

This coming week, the MOW Team will gather for more awesomeness on Tuesday and Thursday starting at or before 5 o'clock p.m. Saturday, we'll pink-box up starting at 8 o'clock a.m. As always, thank you to the mighty MOW Team for all your steadfast dedication.

See you out on the line,

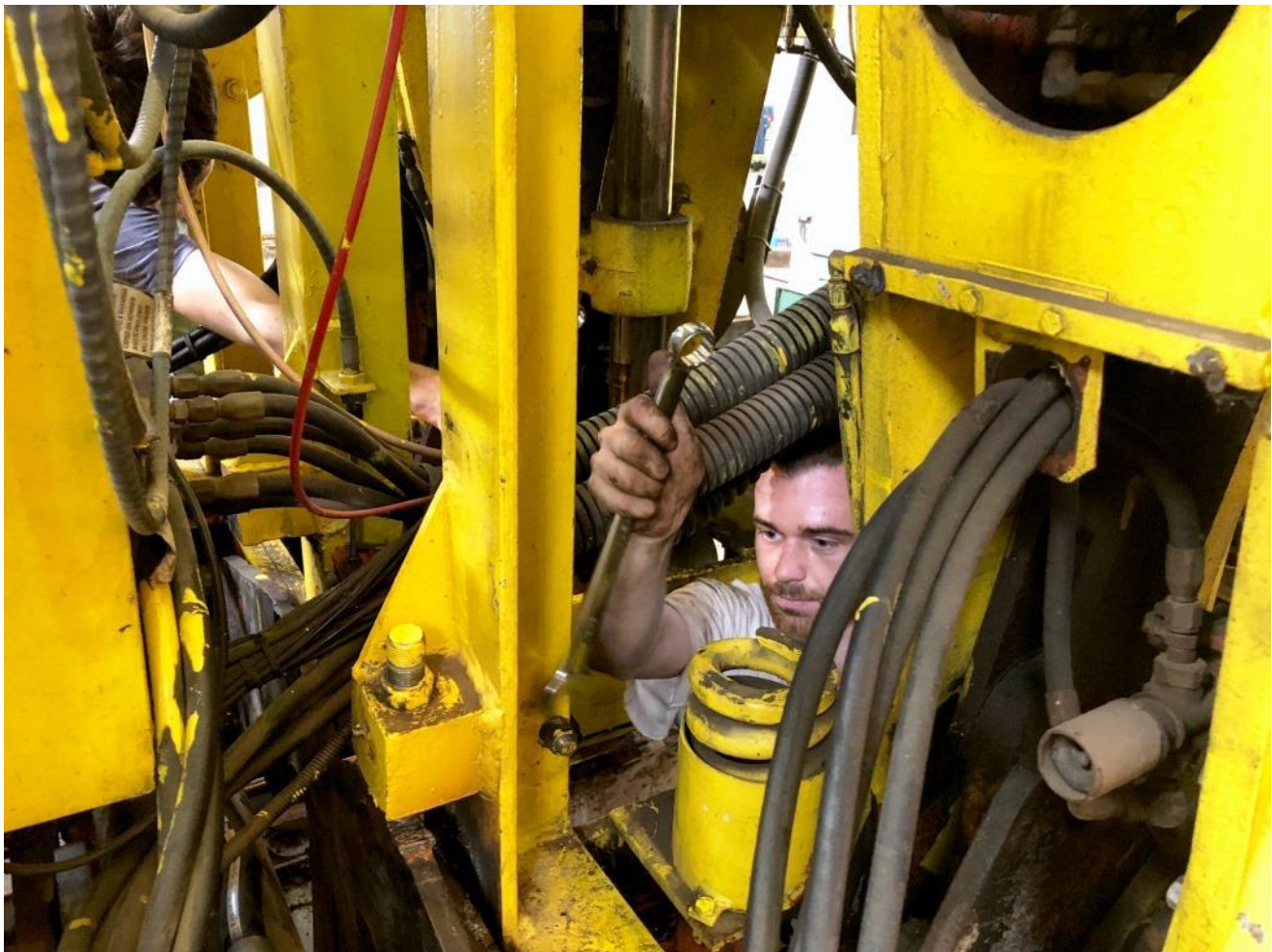
Alan and Richard.



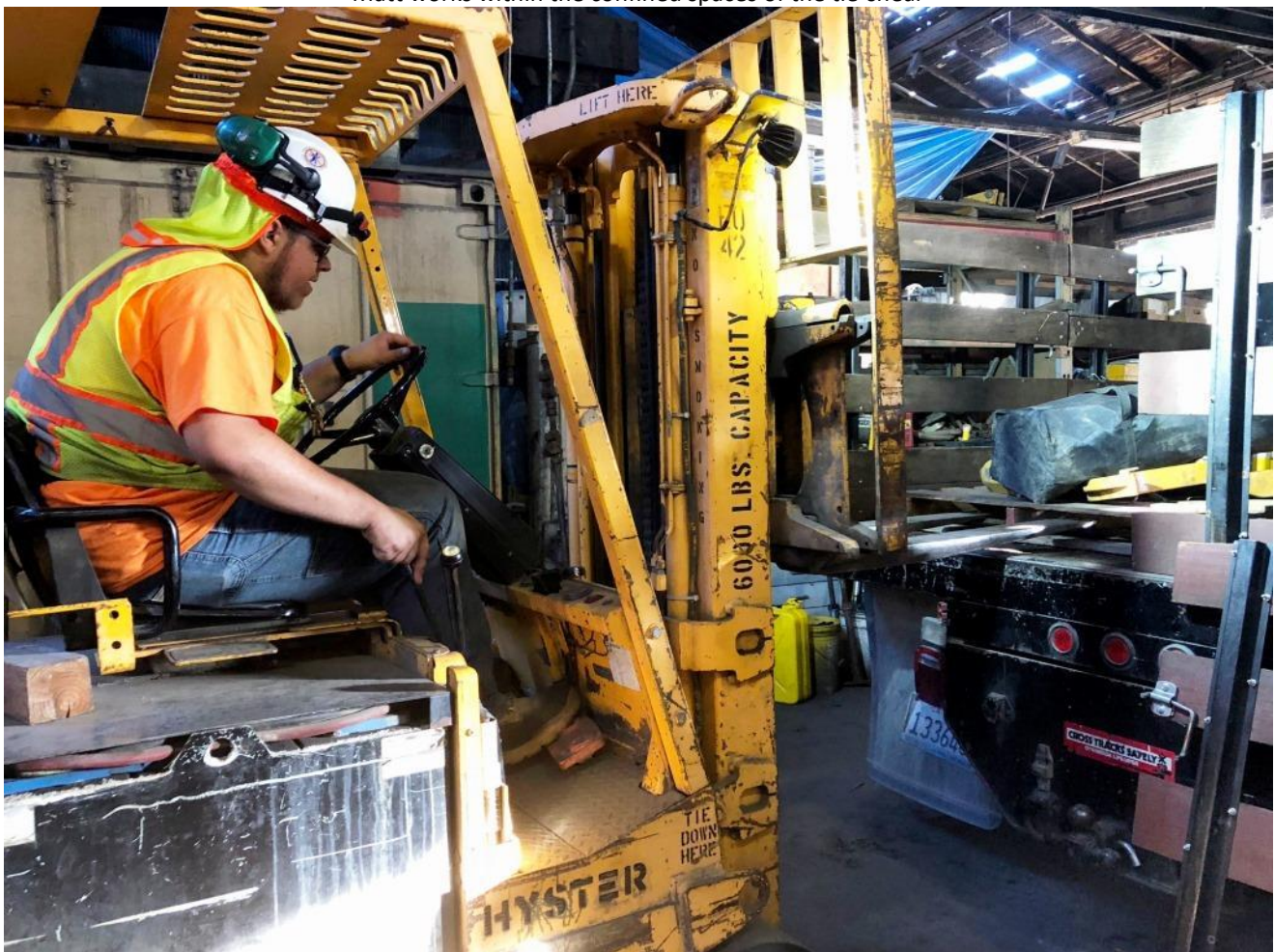
Matt descends into the pit under the shear and works with Mike H. from above to remove the "stop"-bolt



Chris, Jack, and Gene attempt to get the A-5 motorcar running



Matt works within the confined spaces of the tie-shear



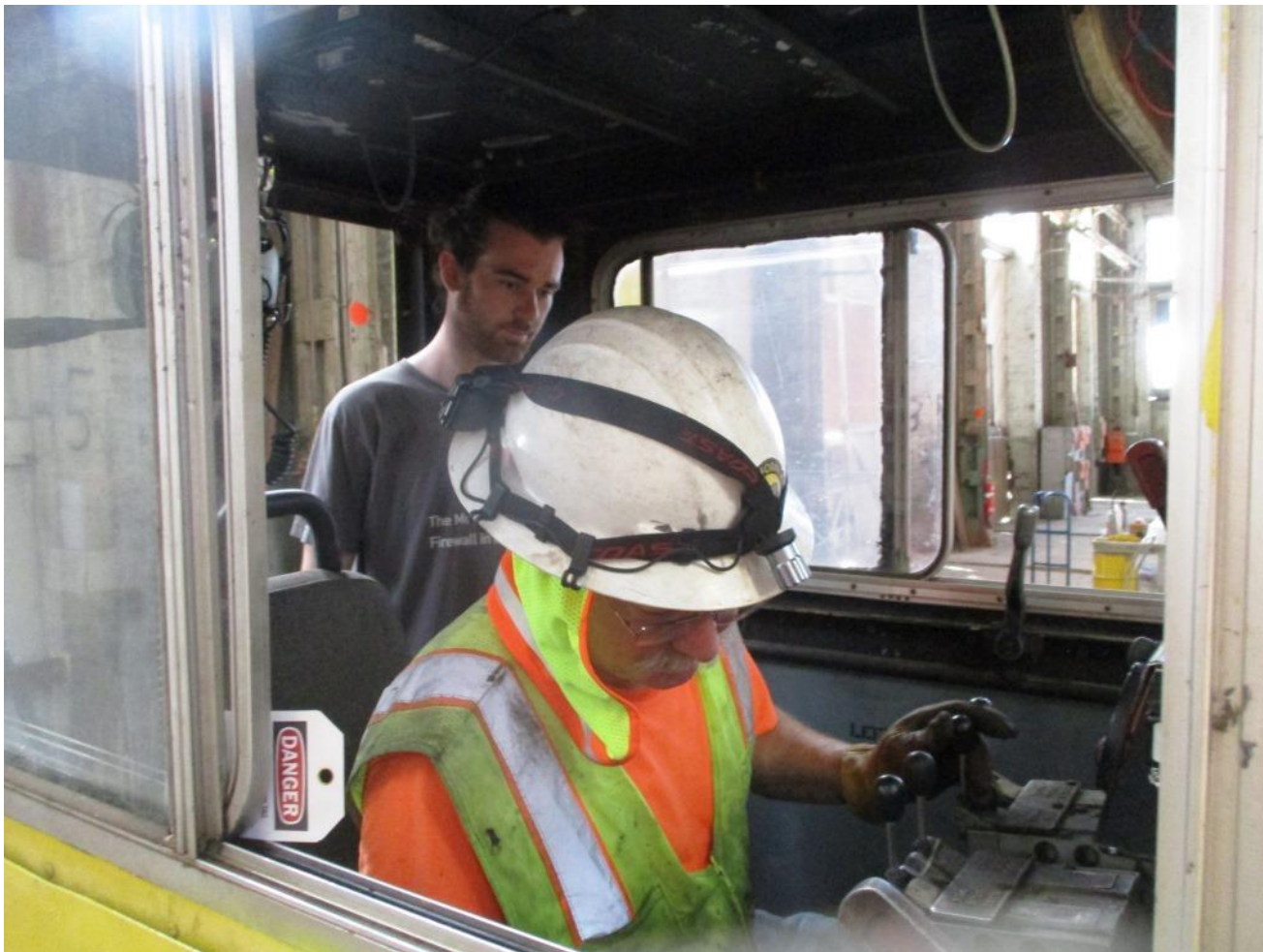
Chris removes the rail-bender from the truck



Gene rebuilds the A-5 motorcar's carburetor



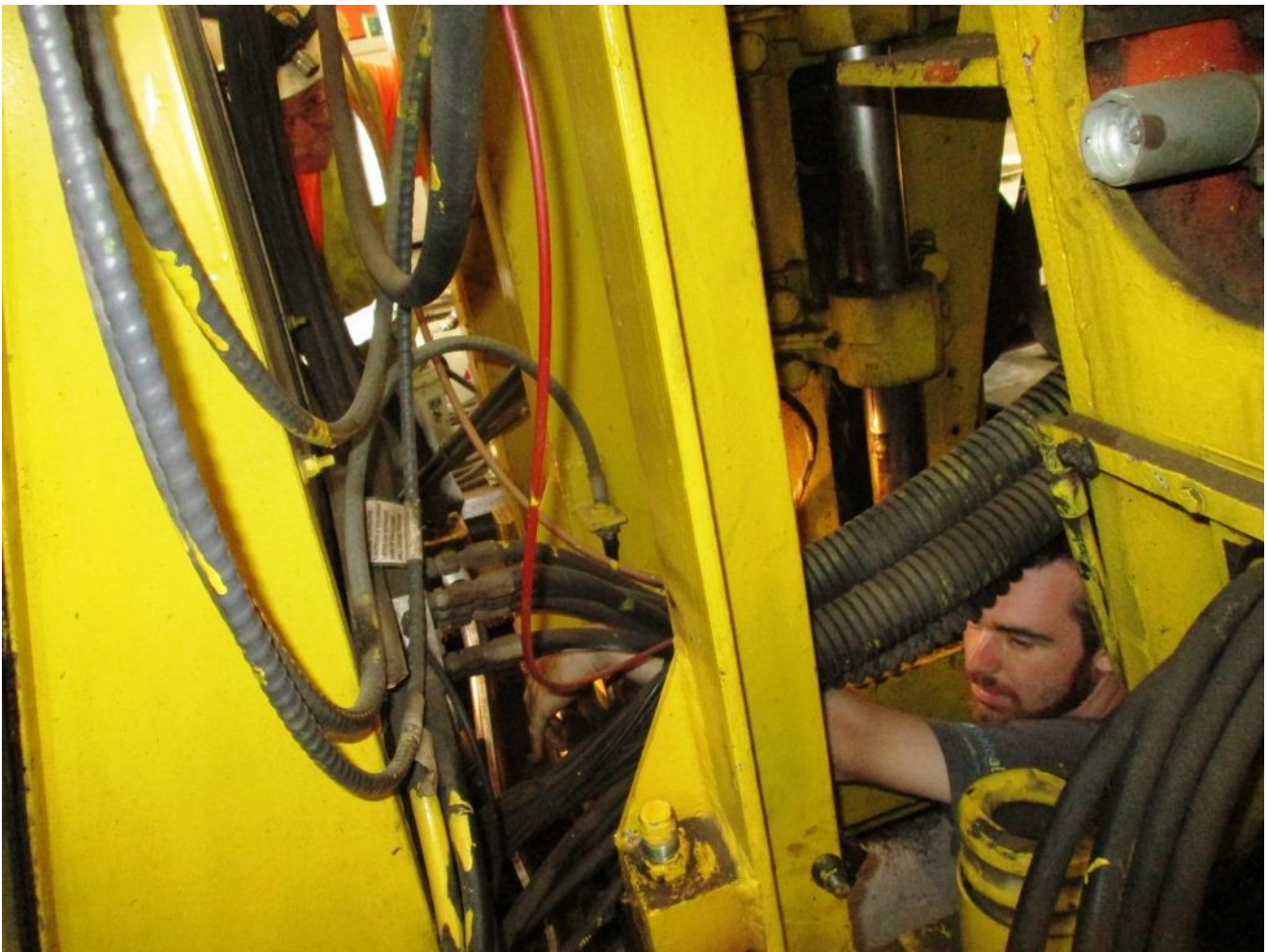
It's alive! Chris and Mike H. take the A-5 out for a test-drive



Matt gets ready to descend below the tie-shear again on Thursday as Mike H. positions the kickers



Chris welds the derail wheel's securing-chain back in place



Mike H. and Matt get that stop-bolt installed and adjusted



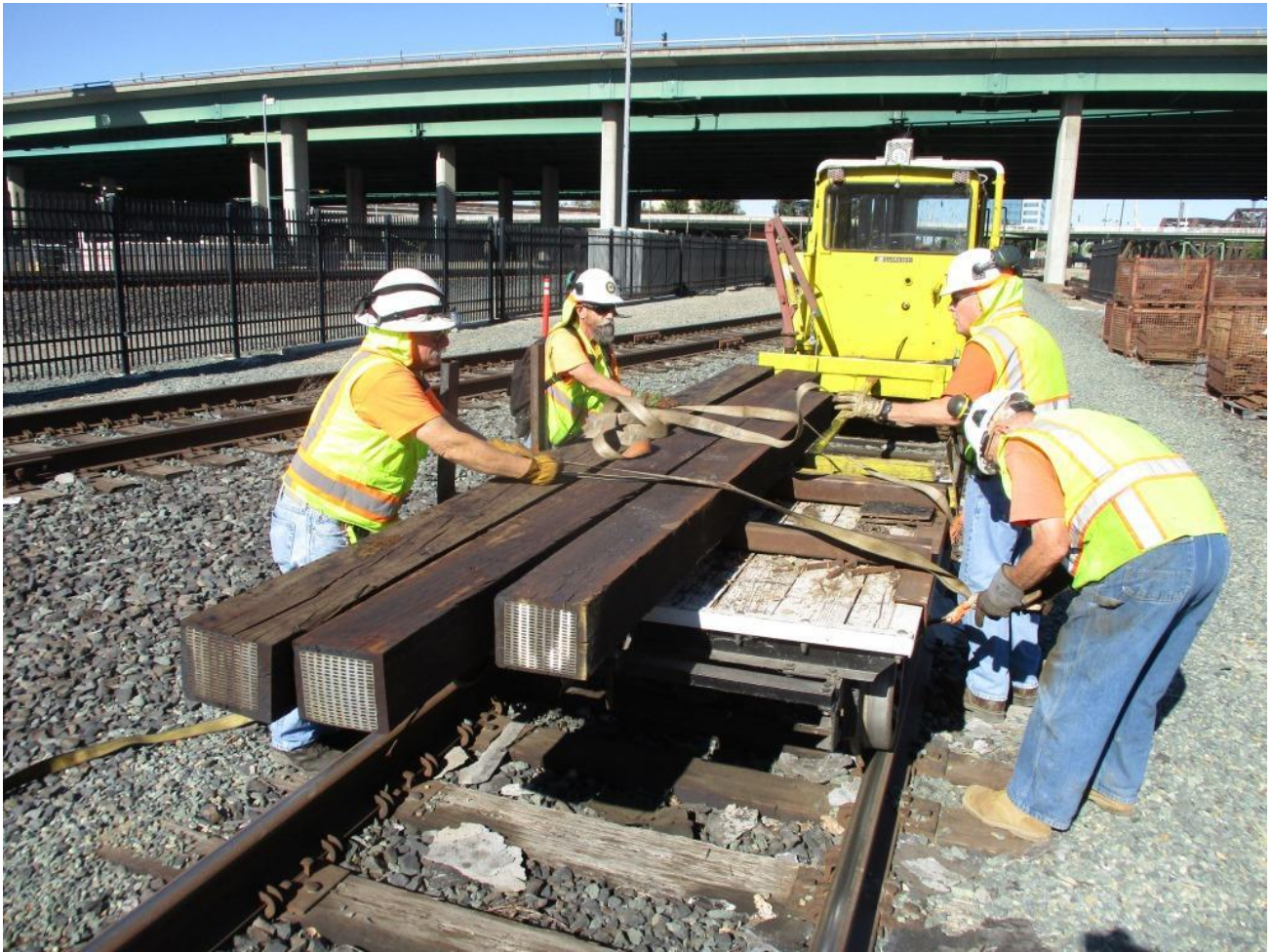
After installing a new hose for the power-steering fluid, Ed fills the back-hoe with said fluid



In the pre-doughnut hour, Joe deploys the MOW Team work-train



With the Kalamazoo and flatcar spotted near the Boiler Shop, Mike F., on Big Green, loads the 15-foot ties



Mike H., Joe, Bill, and Clem strap-down the ties for the journey back to Old Sacramento



With a "green signal indication" from Omaha, Bill and Mike H. in the Kalamazoo are "off to the races"





In Old Sac., Mike F., on Big Green, moves in to get the rail-drill



With the rail-drill and accoutrements on Big Green's forks, Mike F. carries it to the work-site



Measure five times, cut once – the Team re-measures all the markings for where the bolt-holes are to be drilled – just to make sure



Clem, Bill, and Mike H. remove dirt and debris from the south side of the head-block so it can be moved to a correct position



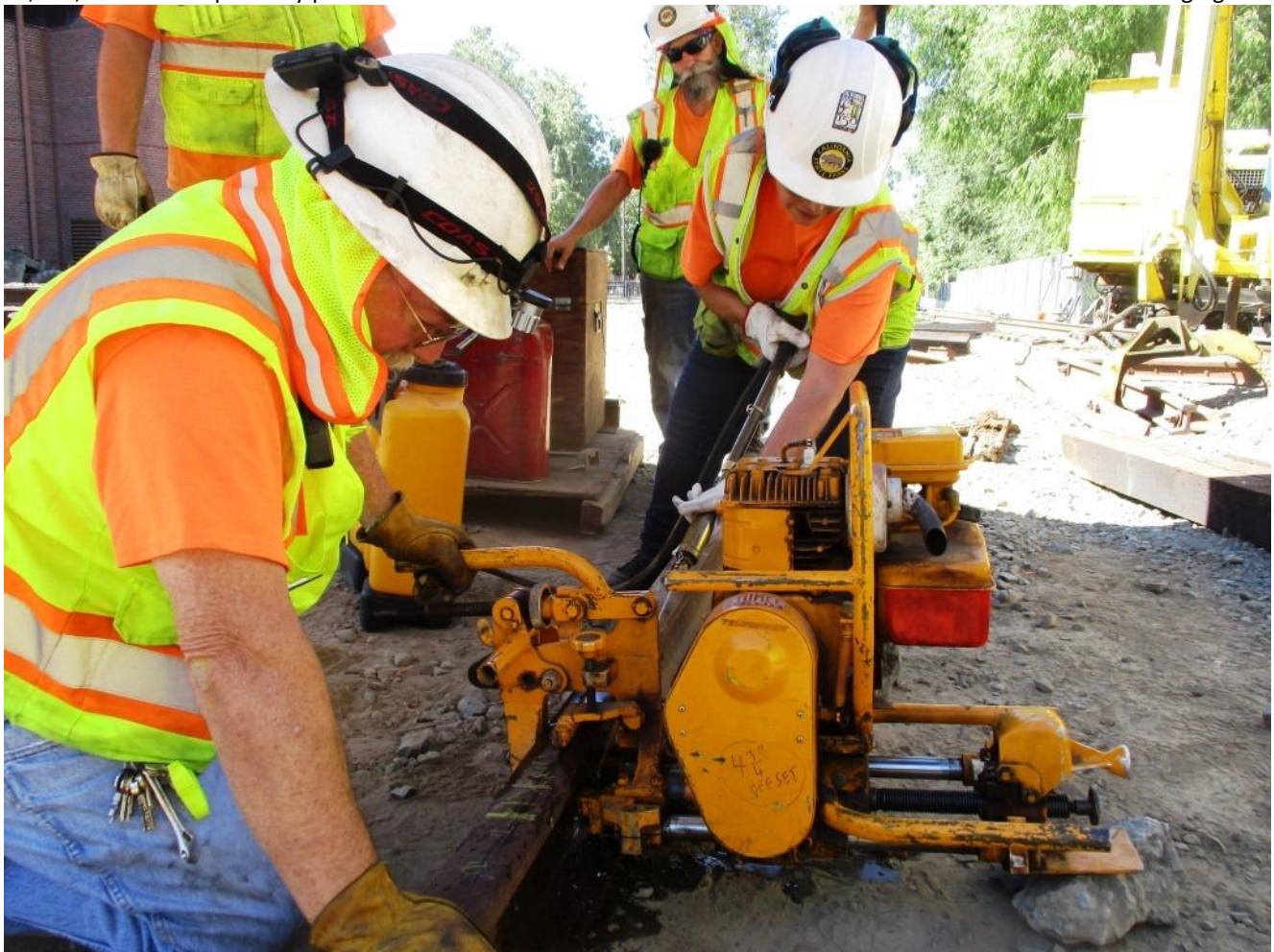
Not wanting to be left out of all the fun, Heather and DJ join the shoveling detail



Bill uses a lining-bar to "bar over" the head-block



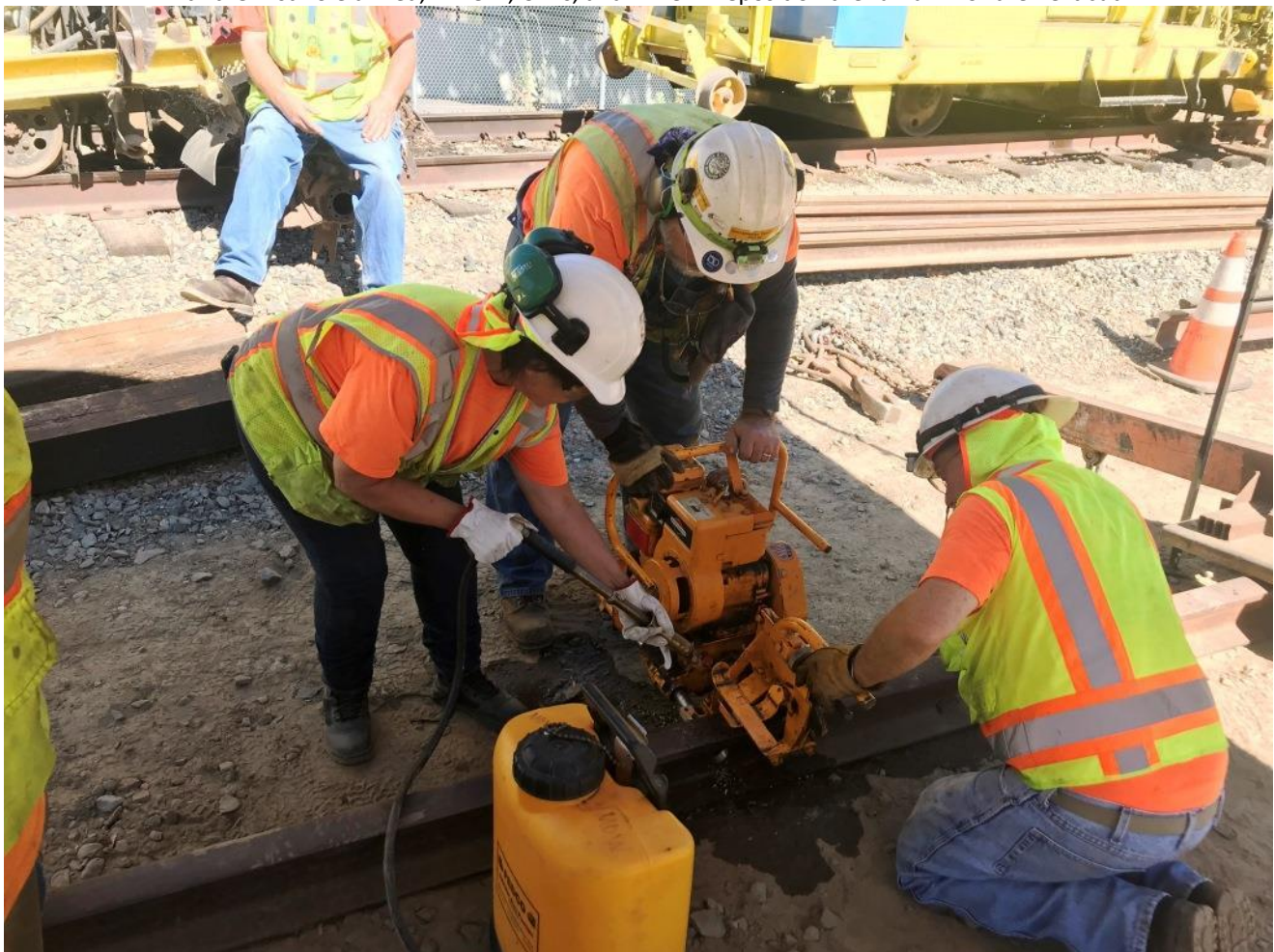
Mike H., Joe, and Mike F. precisely place the rail-drill to cut bolt holes for the heel-block on what will become the diverging stock-rail



With the rail-drill spinning and clicking away, Pam sprays water on the drill-bit to keep it cool as it cuts a hole through the web of the rail



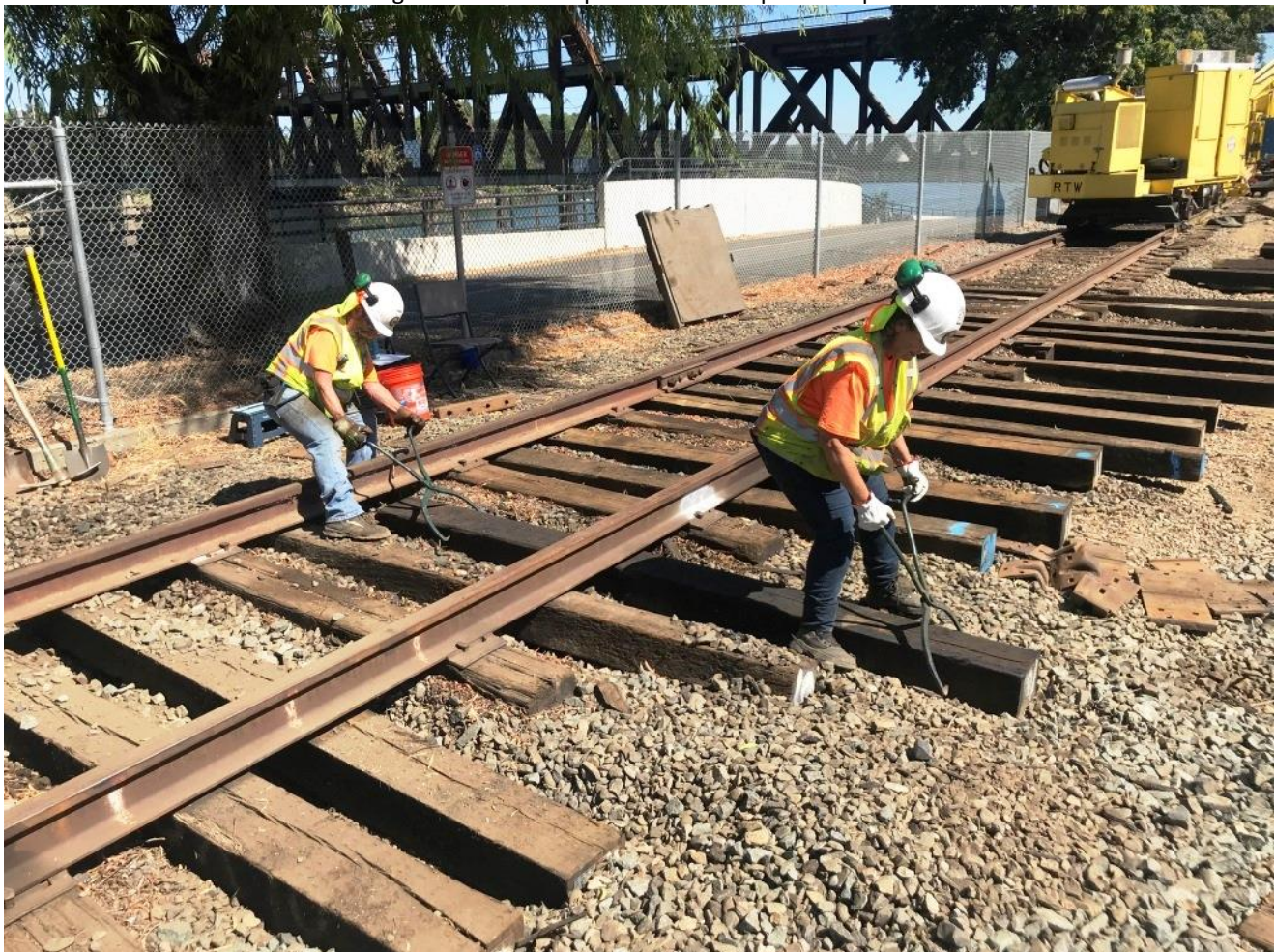
With the first hole drilled, Mike F., Chris, and Mike H. reposition the rail-drill for the next cut



Again, Pam keeps the drill bit cool as it cuts a hole through the web of the rail



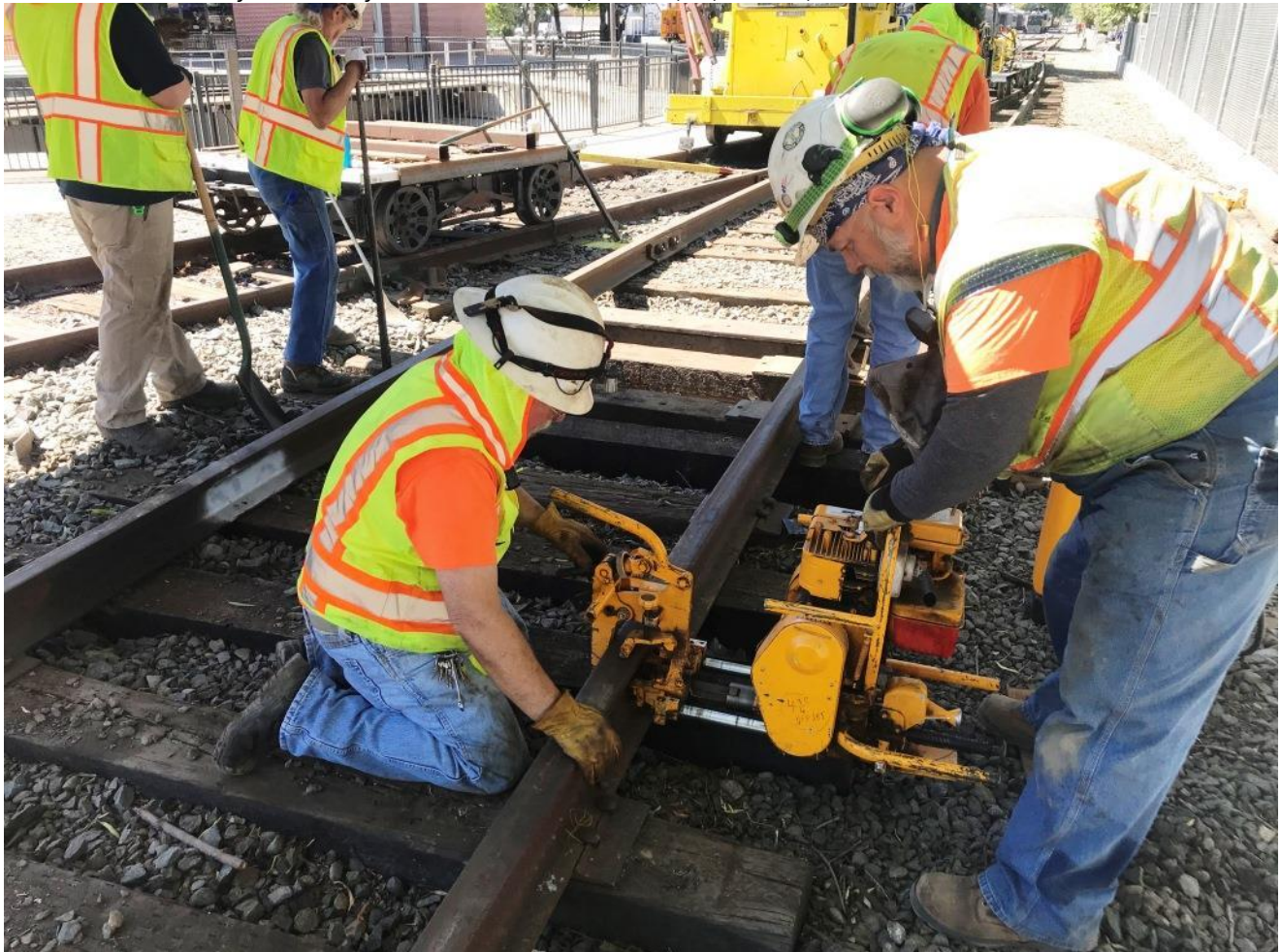
DJ and Clem use a sledge hammer and tape-measurer for precision placement of a 9-foot tie



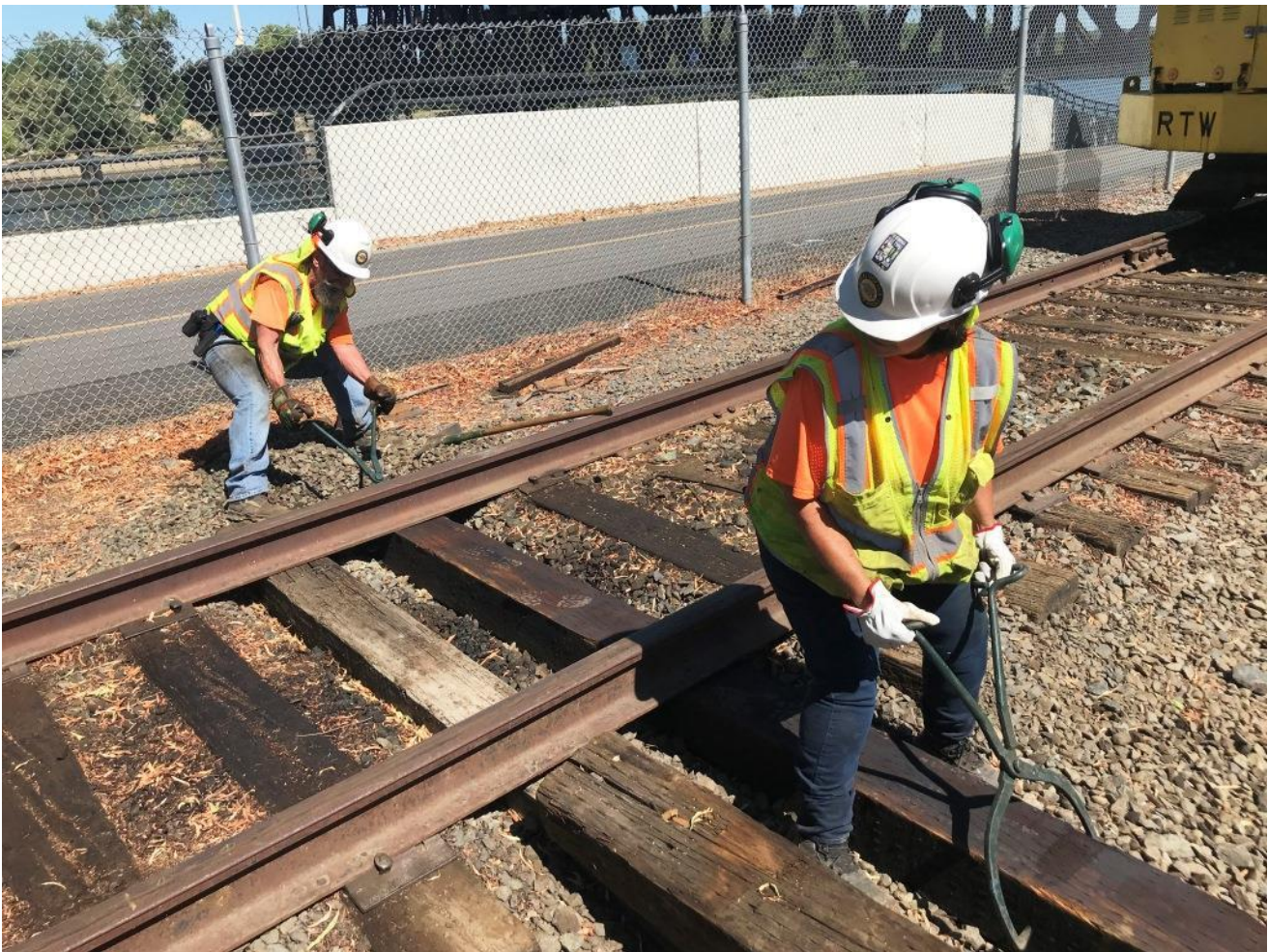
Joe and Pam became the human tie-exchanging machine as they get a 10-foot tie under the rails



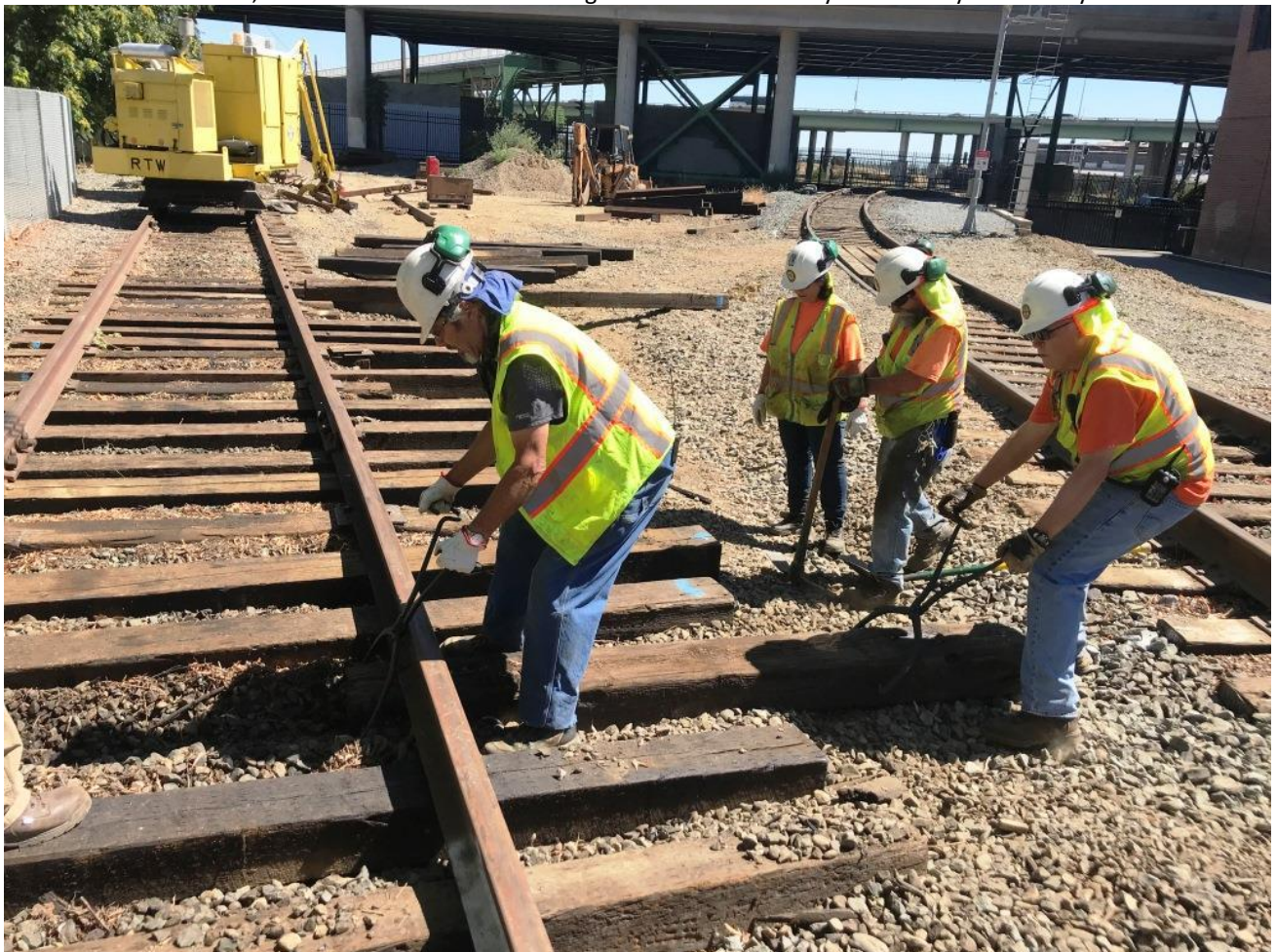
Like a scene from the *Field of the Cloth of Gold* in Tudor times, Mike F., DJ, Mike H., and Bill follow the rail-drill with the shade canopy



Pleasantly shaded, Mike H. and Mike F. set up the rail-drill for the next set of holes to be drilled



Meanwhile, Joe and Pam continue installing 14 and 15-foot ties by hand – they must be Cylons!



Inspired by Pam and Joe, Ed and Bill now get in on the human tie-exchanger fun





With the 8-foot tie removed, DJ and Joe become the human scarifier and dig-out the crib



Chris and DJ nip-up the rail as Pam uses a sledge hammer to knock-out the tie place on the next tie slated for removal



After servicing Switch No. 6, Joe and Heather figured they might as well clean up Switch No. 5 while they were there



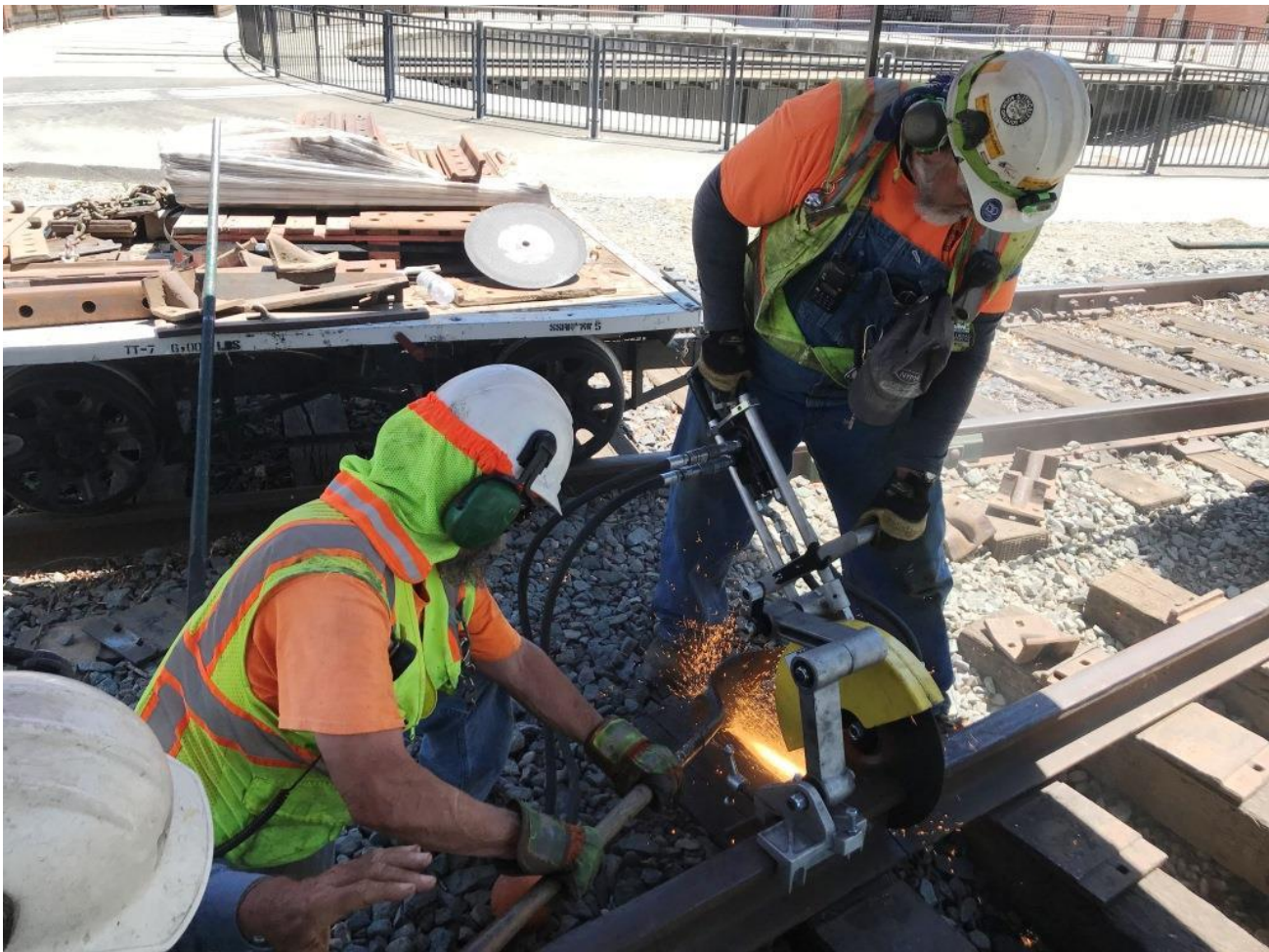
Joe greases the switch with that lovely substance, switch-grease – where's Weston when we need him?



Alan fires-up the tie-crane to move the big ties into position



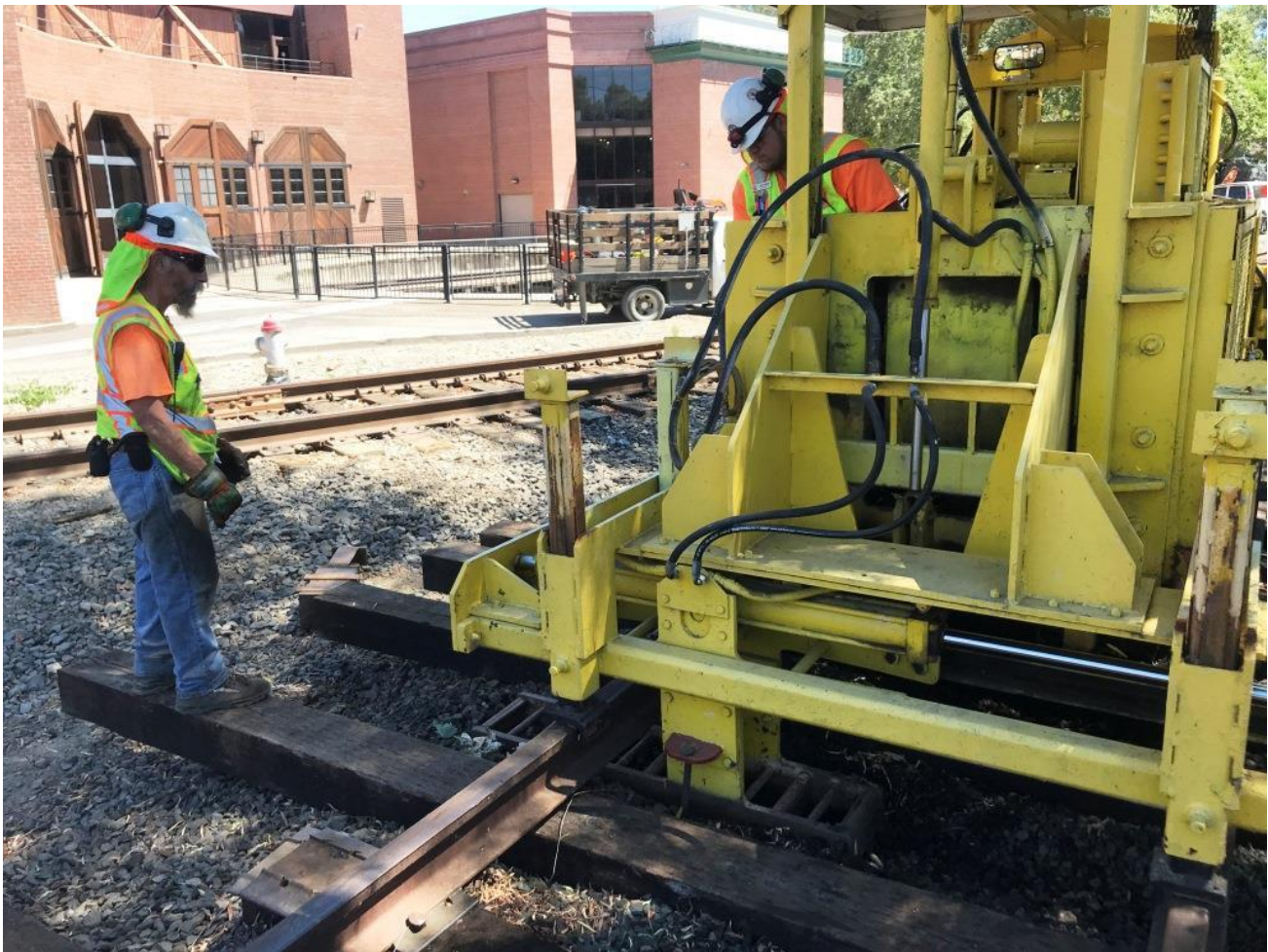
With all 15 holes now drilled, DJ starts cutting the rail with the rail-saw as Chris uses a shovel to shield the sparks



Now Joe and Mike F. join the rail-sawing fun – this is where the diverging stock-rail will be installed



Rather than doing it by hand, Chris uses the Jackson 125 tie-exchanger to pull the next series of ties



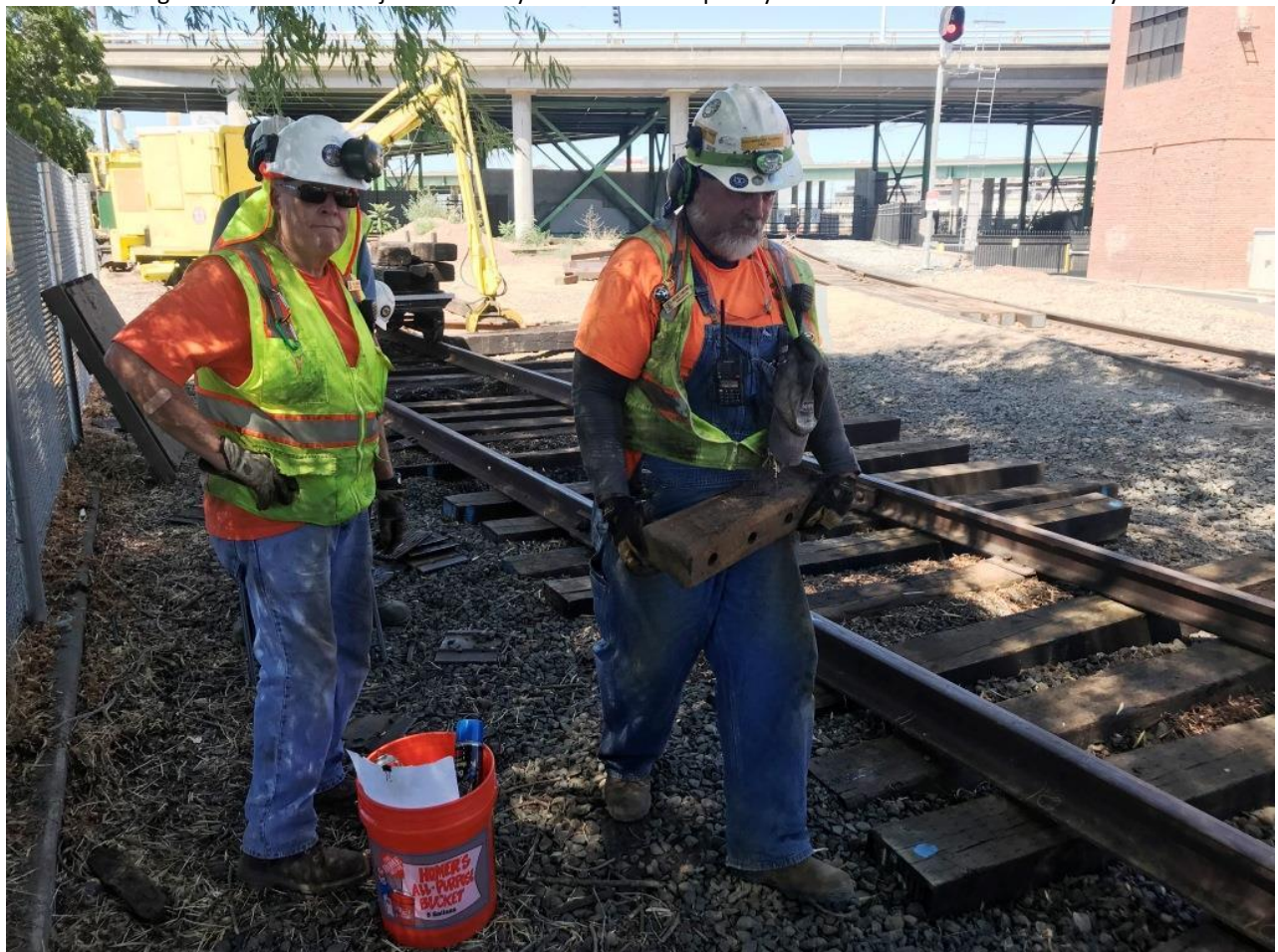
Joe and Chris spin the 125 around and use its scarifier function to deepen the tie-crib



As Alan in the tie-crane cleans up the job-site by picking-up the dead-ties strewn about, Mike F. and Bill arrange them on the flatcar



Ed and DJ tighten the bolts on a joint-bar they installed as temporary measure to maintain continuity in the track



With temperatures cresting 104-degrees, Bill gathers track material as Mike F. secure the weighty heel-block