

Greetings!

This is your Maintenance of Way Team update for July 14, 2013. Wow! What a week! Your MOW Team volunteers really “stepped it up” to bring about real accomplishment! No need to join a gym. Using our picks and shovels, we sure got a work-out. So, let’s step it up right now and get started...

Tuesday, Mike Taylor and the Weedies, Heather Kearns and Dave Megeath, outwitted special charter trains to take on our most formidable foe – the vegetation invasion. With the man-lift and chipper in tow, they pummeled the insidious enemy in and around the Old Sacramento Yard and along Embassy Suites Alley. Our Weed Team does a tremendous job. They step it up every week and guarantee that our trusty track inspectors won’t be logging any vegetation defects.

Meanwhile, back at the Shops, Pat Scholzen and Gene Peck diagnosed and treated our sick machines. The MOW Team keeps the trains rolling (no tracks, no trains) and Pat and Gene keep the MOW Team rolling with their expert mechanical skills. Cliff Hayes, our master welder, undertook repairs to a broken bracket on the Big Green Machine supporting the hydraulic cylinder that shifts the forks from side to side. Big Green is back to 100 percent efficiency thanks to Cliff!

The Tuesday evening crew consisted of Chris Carlson, Frank Werry, Bryan Cameron, Heather, and Mike Harris. It was time to initiate Bryan properly and get him acquainted with the switch-grease bucket. Frank and Bryan headed out to service Switches 20, 17, and 16. Bryan stepped-up and aced “Switch Greasing 101”! Congratulations! In Old Sac, Mike H., Heather, and Chris worked on the ballast regulator. Despite the heat, they persevered and made this artifact “legal” once again.

Thursday, Chris, Heather, Cliff, Mike H., Frank, and Bryan fired up the Detroit Diesels of the tamper and ballast regulator. We headed south to MP 2.65 where our trusty track inspectors had logged a narrow-gauge defect on a segment of track. Skewed ties were “squeezing” the track. Frank and Bryan had picks and shovels in hand while Mike Harris’s expert operation of the ballast regulator, and Chris and Cliff on the tamper with Heather guiding from the ground, made quick work of the skewed ties that were causing the “squeeze.” And like that, the defect was corrected! Great job, everyone!

Saturday was a banner day for your MOW Team. Steve Nemeth, Clem Meier, Chris, Garrick Worrell, Ed Moriarty, Pam Tutro, Mike Florentine, Harry Voss, Frank, Heather, Mike Taylor, and Bryan were all on hand with the goal of casting Train Order 106 (slow order between MPs 1.0 and 1.20) into the ash-heap of history by day’s end. We changed out 20 ties while under train traffic. It became quite a dance as we coordinated our efforts with the train rolling through our work limits all day. The Guinness Book of World Records verified that, at no time in history has there been more two-way radio chatter between a track maintenance crew and a train crew! Harry, on the back-hoe, would drop the section gang machine on the track. The team would dig and pull spikes. Ed and Frank would bring in the A-4 motorcar work train. Chris would pull ties with the section gang machine. Steve and Bryan would move the dead tie out of the way. Mike T. and Garrick would bring in a new tie. Mike F., Garrick, and Bryan would spike with the pneumatic spiker. Then Harry would pull the section gang machine off the track while Ed, Frank and Heather would move the A-4 motorcar work train on to the Clunie Siding just in time for the train to run through our work limits. It was an incredible show and, by the end of the day, we had done the work necessary to lift TO 106. It’s a pleasure to volunteer with such a great team of folks who work so well with each other. A special shout-out to train crew dispatcher Melba Fryer for her help with our orders and alerting us as to train movements, to engineers Jon Krieter, Joe Mikula, and fireman Leonard Cassieri on the train, for working with us on what can only be described as an unusual day for both crews. Despite the challenges, we all stepped up make the day a great success!

Now for the week ahead. **Tuesday**, Mike Taylor and the Weed Team will be out on the line doing what they can to turn green to brown. Please consider joining this happy band of folks. They have a good time working together out on the line. Join them at 8:30 a.m. at the Shops. In the evening, the MOW Team will meet at 5 o’clock. The plan is to take the tamper and ballast regulator to MP 0.95 to 1.25 and work in the area where we changed ties on Saturday. **Thursday**, again, 5 o’clock is the call time for more MOW fun. **Saturday**, the MOW Team will gather at 8 o’clock a.m. in the Boiler Shop. It’s a safe bet that doughnuts will be on hand.

Again, thank you to the volunteers of your MOW Team for stepping-up. Without the volunteers, there would be no railroad.

See you out on the line,

Alan, Chris, and Richard.



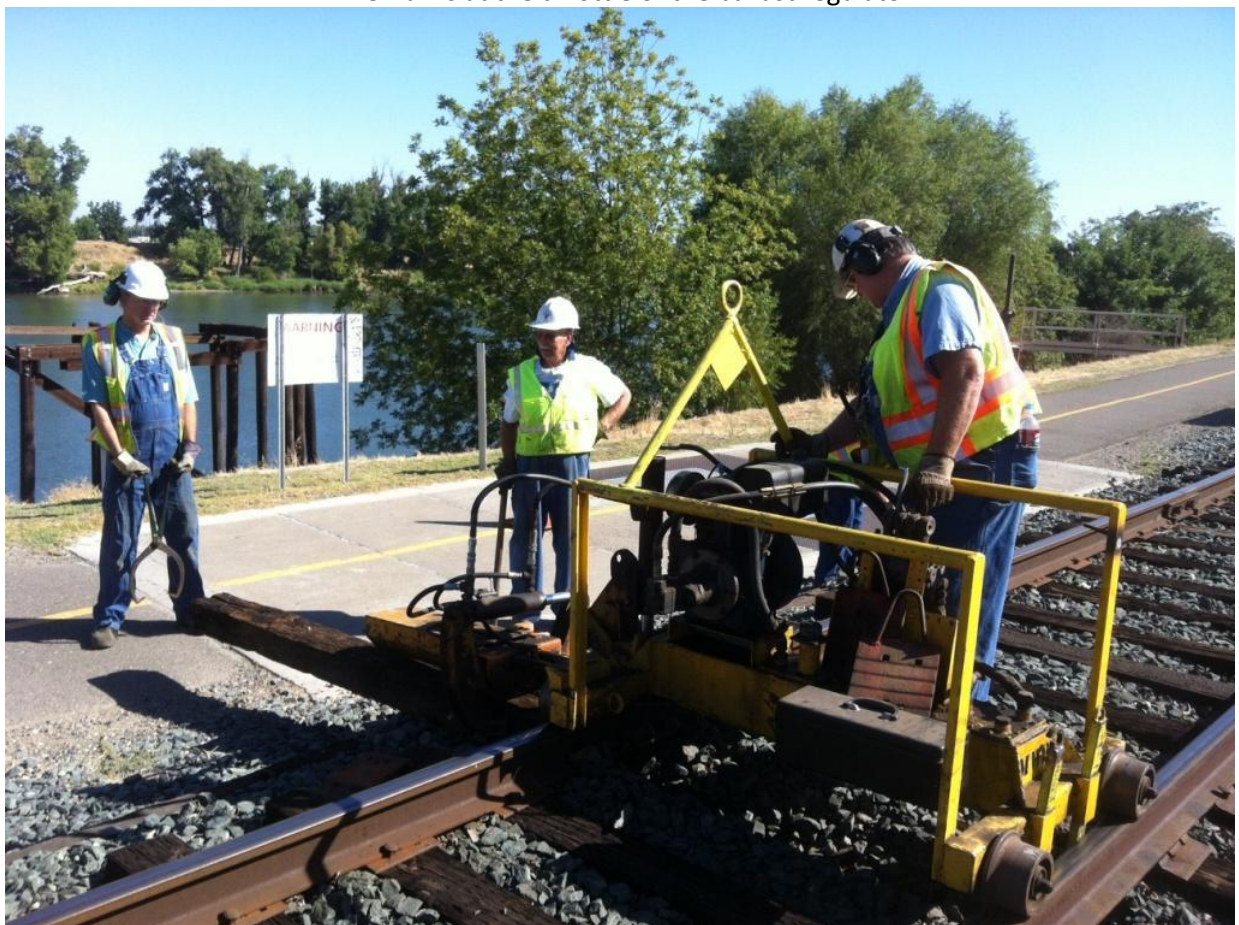
Bryan Cameron being introduced to the joys of switch-grease...



Cliff and Heather guiding the tamper in correcting a narrow spot discovered by your trusty track inspectors.



Mike Harris at the throttle of the ballast regulator.



Steve with the tie-tongs ready to grab the rotten tie that Chris is removing with the section gang machine while Clem gets ready to dig out the crib.



Clem pulling spikes with the claw-bar while Pam digs around the end of the tie for section gang machine to grab.



Mike Florentine uses the pneumatic spiker, Steve guides the air-hose, and Garrick nips the tie.



Heather at war!



Garrick spikes, Pam digs, Mike F. and Frank nip, and Harry guides.



It took a team effort to coordinate the removal of ties and equipment while under traffic.



Your MOW Team focused on the task at hand!