

Greetings!

This is your Maintenance of Way Team update for July 20, 2014. It's hard to believe that we're now more than half-way through July. This year is passing quickly. But, as weeks go, this was a good one and we got a lot done – not just for the Railroad but, for the Museum, as well. So, before the year disappears entirely, let's get this update rolling.

The Mighty Weed Team has been on hiatus in July which has provided a good opportunity to service its equipment. On Tuesday, Heather Kearns, Pat Scholzen, Gene Peck, Cliff Hayes, Frederick Carr, Josh Ilac, Mike Harris, and Alan Hardy teamed-up to accomplish great things. Heather and Josh headed over to Old Sacramento to work on the Man-lift's brakes. A rod on one of the brake-pods was bent so, Heather and Josh removed it and went shopping for a replacement. Fred fixed the exhaust system on the USS SEA TIGER, our new-ish "pink" ballast regulator. Mike H. worked on the hydraulic system of the Kalamazoo (old regulator and future tug). Alan made parts for the Kalamazoo which Cliff welded. In addition, Pat and Gene solved many of the world's problems while working on installing sharp blades in Weed Team's chipper. All in all, there was lots of keen progress on Tuesday.

Thursday, Chris Carlson joined Mike H., Alan, and Heather for an evening of good times. Alan continued painting the Kalamazoo while Chris and Mike H. reinstalled the rebuilt radiator for the engine. Then they proceeded to re-plumb the hydraulic lines. Chris also worked on the air conditioning unit for the new-old tamper. Heather got everything together that we would need for the planned MOW Team adventure on Saturday. She loaded tools, jackhammers, and the cutting torch into our trusty Chevy Truck so that we'd be ready to go first thing Saturday morning – following doughnuts, of course.

The plan for Saturday was to help with the parking lot rebuilding effort behind the Museum. The concrete ramp leading up to the back door (by the Cochiti and St. Hyacinth) from the parking lot needed to be removed because it was not compliant with the federal *Americans with Disabilities Act*. What does this project have to do with maintaining the railroad track? Well, nothing. But, we on the MOW Team are team players and when the Museum asked for our help, we were happy to comply. So, with a day of heavy work ahead, Harry Gobbler, Alan, Clem Meier, Pam Tatro, Ed Moriarty, Fred, Heather, Michael Florentine, Josh, and Chris made sure to devour the doughnuts – for energy, of course – before heading out. As Heather had loaded up the truck, already, the only thing left to do was to hook the air-compressor to the hitch. Over behind the Museum, the crew arrived and fired up the compressor to start jackhammering out ramp. Chris on the back-hoe pulled up several sections of asphalt adjacent to the concrete. Clem, Pam, Heather, Harry, and Josh began shoveling up the debris while Mike F. and Ed jackhammered the reinforced concrete ramp into smaller chunks. This was tough and thick concrete, folks, and it took a while to break it down to manageable sized pieces. Just about everyone on the team got time on the jackhammers, as did we all trying to lift and role the still large pieces of concrete debris into the bucket of the back-hoe. The project went quite smoothly and we managed to have the entire ramp removed by noon.

In the afternoon, Chris, Alan, and Fred worked in the Erecting Shop getting the Kalamazoo put back together. They filled it with radiator fluid and fired it up. Like the reliable machine that it is, it started right away. But a hydraulic line burst and drenched Chris in hydraulic fluid. Somehow, hydraulic fluid and Chris are always tangling. Heather and Josh returned to Old Sacramento to install the new brake-pod on the Man-lift. After some adjustment (which required a hack-saw) the brake-pod fit like a glove. We started the engine to apply air pressure to it and it worked like a charm! Then Josh, who now holds the rank of Designated Supervisor of Wind Machine Operations (DSWMO) used his new position to clean out dead leaves Switches 1 (turntable ground-throw) and 2 (House Track). Thus, our Saturday operation came to an end. I think it's fair to say that everyone went home pleased with the great accomplishments of the day.

This coming week, the MOW Team will meet as usual on Tuesday and Thursday evening at 5 o'clock. Saturday, we'll commence operations with the traditional doughnut fest promptly at 8 o'clock a.m. The volunteers of the MOW Team do a tremendous job on things that would otherwise cost the Museum and Railroad substantial dollars. Many thanks to you all. Your tireless efforts are greatly appreciated.

We'll see you out on the line,

Alan, Chris, and Richard.

P.S. Dramatic photos of the jack-hammering action are just a click away in the attachment!



Harry, Clem, Heather, and Ed attach the compressor to the hitch of the truck



Ed got the ball rolling with the first jackhammering of the day



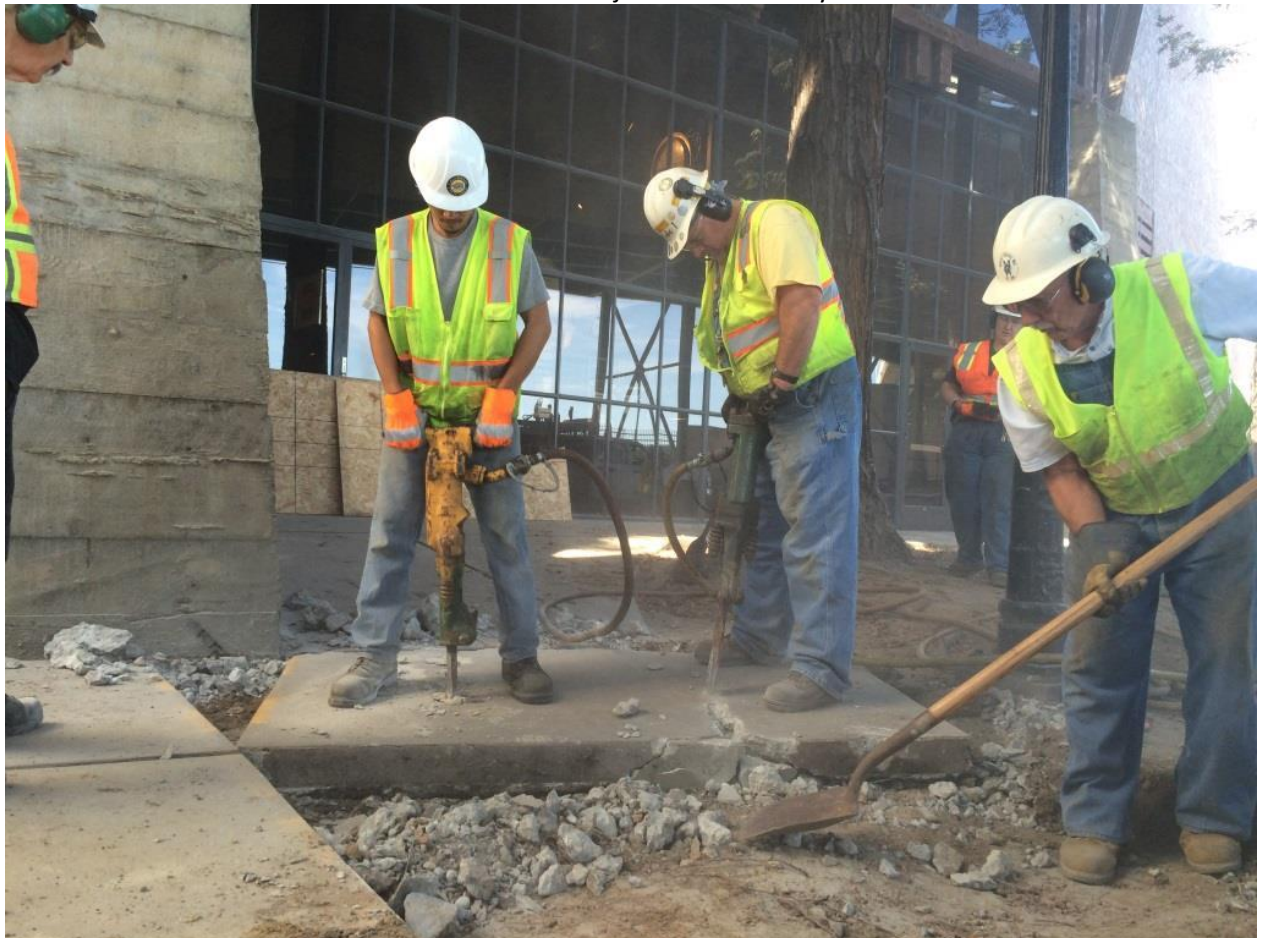
Fred and Clem loading asphalt chunks into the bucket of the back-hoe



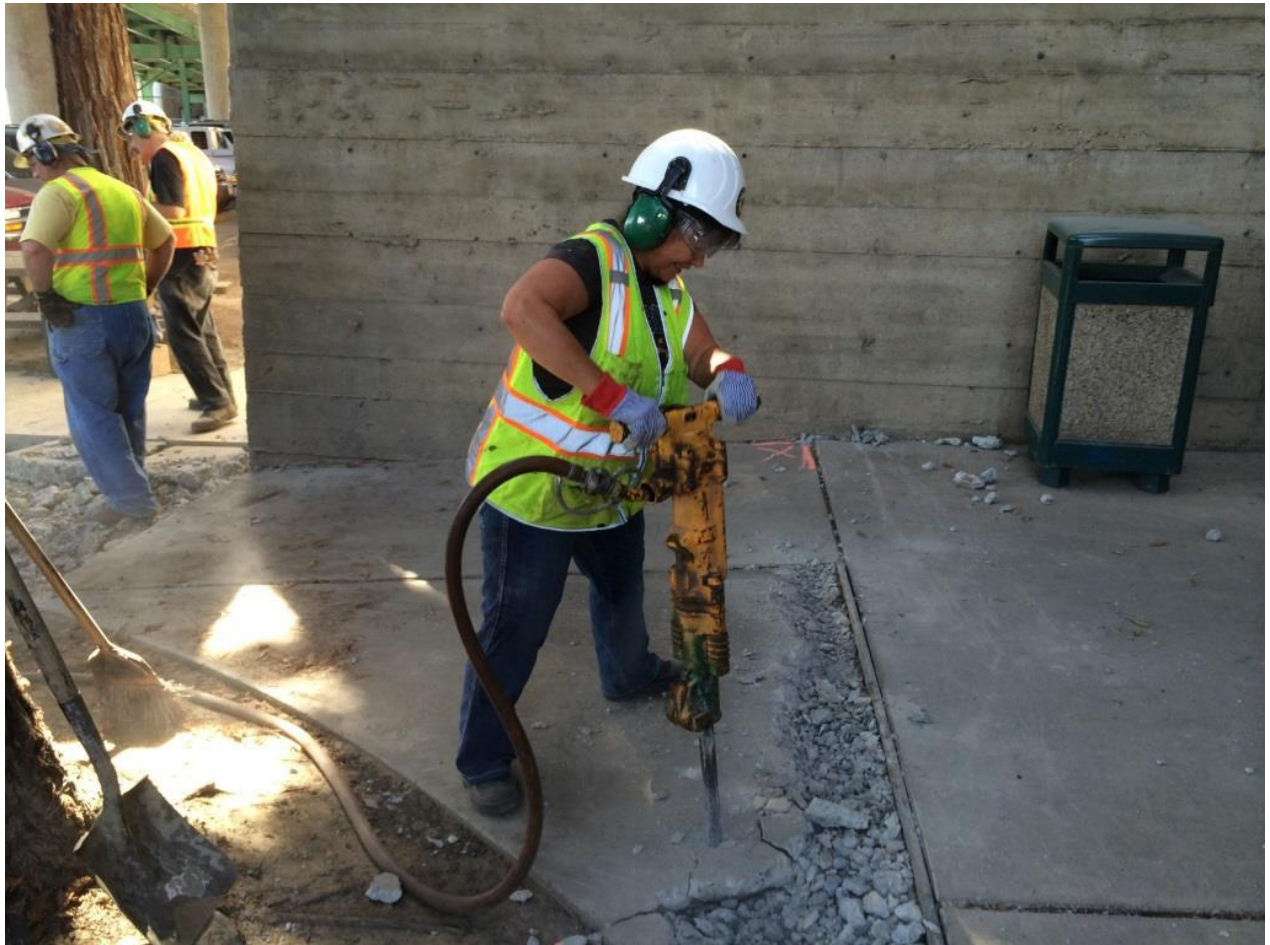
Pam and Clem start removing the debris



Mike F. and Ed jackhammer away



Dueling jackhammers – Josh and Mike F. breaking up a large slab while Clem gathers the tailings



Pam takes on the curved concrete slab



Now it's Heather's turn



The Kalamazoo is looking pretty sweet!



The DSWMO takes on Switch 2