

Greetings!

This is your Maintenance of Way Team update for July 9, 2017. It was hot out there this week but, that didn't stop your MOW Team from its appointed tasks. So, let's heat things up here and get this update started right now!

Independence Day 2017 was on Tuesday. Although, usually, we mutually pledge to each other our Lives, our Fortunes, and our sacred Honor in pursuit of building a better railroad (truths we hold to be self-evident), we took Tuesday evening off to celebrate the founding of this Nation.

But, by Thursday, Chris Carlson, Alan Hardy, Joe Margucci, Heather Kearns, and Frank Werry were right back at it. Chris and Joe were determined to get the front-end loader running again. It's been out-of-service for a while with a myriad of problems and its unavailability has handicapped our progress on the Firing Line track project. For some time, they along with Heather, have been working to correct an electrical problem. Some years back, long before the Museum acquired the loader, its engine had been replaced and the wiring schematic that we have does not match with how the machine is wired currently. It's been quite the puzzle, indeed. By Thursday, however, they had made sufficient progress to fire it up. Joe arrived extra early and managed to "jump" the starter to get the engine running. So, that's the good news. The bad news is, it's not ready to roll –yet. But, we'll get there. While Frank worked on projects over in the Erecting Shop, Alan and Heather headed over to Old Sacramento with a pallet of derails in the bed of the truck. Railroad management had decided it was necessary to install derails around the Yard to provide roadway worker protection for the folks rebuilding the boardwalk between J and K Streets. Pursuant to Title 49 of the Federal Code of Regulations, Part 214, there are a variety of ways to establish roadway worker protection amongst which are derails. Over in Old Sac., discussions were held and decisions made as to where to place the derails. Alas, our derails were too small for the size of rail where they needed to be placed. Fortunately, Heather and Alan are quite well versed in the provisions of Part 214 and came up with a less invasive alternative to installing derails. Track protection will be achieved by lining and locking-out switches against movement onto the tracks near to where the construction is taking place. With that, Alan and Heather reloaded the derails into the truck and headed back to the Shops. Anyway, it was too hot to be spiking down derails by hand. So, with that, "Quittin' time USA" was called and the Team headed out into the warm night.

Temperatures cresting the "century-mark" were predicted for Saturday and, whereas most folks would retreat to the air-conditioned comfort of their homes, the lure of doughnuts was too strong for Alan, Joe, Clem Meier, Kyle Blackburn, Michael Florentine, Frank, John Rexroth, Chris, and Heather. Back out to the Firing Line track was the plan for the day. Only one last short stick of rail needed to be installed for the connection between the Firing Line and Storage Track to the west to be complete. Alan on the forklift brought in the short-stick while Joe, Kyle, Frank, and Clem got it lined-up. Chris hopped on the backhoe and started hauling ballast-rock from the pile under freeway to the job-site. As the rock was poured onto the track, Clem, Joe, Frank, Heather, and John became human ballast-regulators, spreading it about between and around the ties. Several bolt-holes needed to be drilled into rails in order to hook them all up so, our welding apprentice, Kyle, sparked-up the acetylene-torch and began blasting holes in the webs of the rails. As this is insular track and not subject to Part 213.121(g), torch-cut bolt-holes are acceptable. Sparks flew like the 4<sup>th</sup> of July as Kyle heated-up the rails and began cutting. In short-order, he had cut the four new bolt-holes necessary to secure the rails together. Mike, John, Joe, Heather, and Clem got the bolts in place and tightened them down. Tie plates were then distributed for the ties yet to be spiked. Using lining-bars and track-jacks, the track was gauged and leveled. Joe, Mike, John, and Kyle then set some spikes and drove-them-home by hand. Next, it was time to line the track properly and get the little "wows" and curves out of it. Chris brought out the Shop's 15,000-pound forklift and, with Alan serving as spotter, Chris pushed the rails into proper alignment.

It had reached 100-degrees by noon. Despite the heat, the Team kept on working and delayed going to lunch until about 1 o'clock. When the Team returned from lunch, an effort was made to continue ballasting the track so it might be stable enough to roll some equipment onto during the week. But, by 2:30, it was 104-degrees and becoming slightly oppressive. After a few more loads of rock were spread-out on the track, we packed-up all the equipment and tools out in the yard and retreated to the Shops where, inside, it was a pleasant 92-degrees – comfortable enough for Joe and Chris pick-up working on the loader where they had left-off on Thursday. More testing and troubleshooting was endured but, finally, they had electrical power going to where it needed to go. Up in the cab, Joe reinstalled the dashboard and steering wheel. Pressing the ignition button, the machine roared to life. Then, he put it in gear and rolled it out into center aisle of the Boiler Shop. It was running and moving which constituted tremendous progress. Having the engine running allowed Chris to identify an issue with the injector pump which may explain the significant loss of power the machine would experience once it warmed up. Since the loader had been moved, Chris took the opportunity to sweep the floor where it had been sitting all this time. It was getting late by this point so, Joe moved the loader back to its now clean corner of the Boiler Shop. We had not achieved quite as much on the Firing Line project as we had hoped. The heat had chased us indoors earlier than anticipated so we were unable to get sufficient number of spikes driven to hold gauge under load. Also, more rock is needed to support the track. But, it is now a solid connected track running from the transfer table runway all the way to the west of the I-5 overpass. So, it will take an additional week to finish this track. But, once operational, this track will relieve a significant amount of pressure on the Shops buildings as well as Old Sacramento for the storage of equipment.

This coming week, the MOW Team will be operating on its normal schedule once again. Tuesday and Thursday, the Team will gather in the Erecting Shop starting at or before 5 o'clock. The Mighty Weed Team will reconvene and resume tree-pruning south of the I-5 Bridge on the Sutterville Line. Meet at the Shops at 8:30 a.m. Saturday, we'll resume work on the Firing Line track. 8 o'clock a.m. is the call time. Volunteering to work in such conditions as experienced this week takes an extremely dedicated crew. To all on the MOW Team, thank you!

See you out on the line,

Alan, Chris, and Richard.



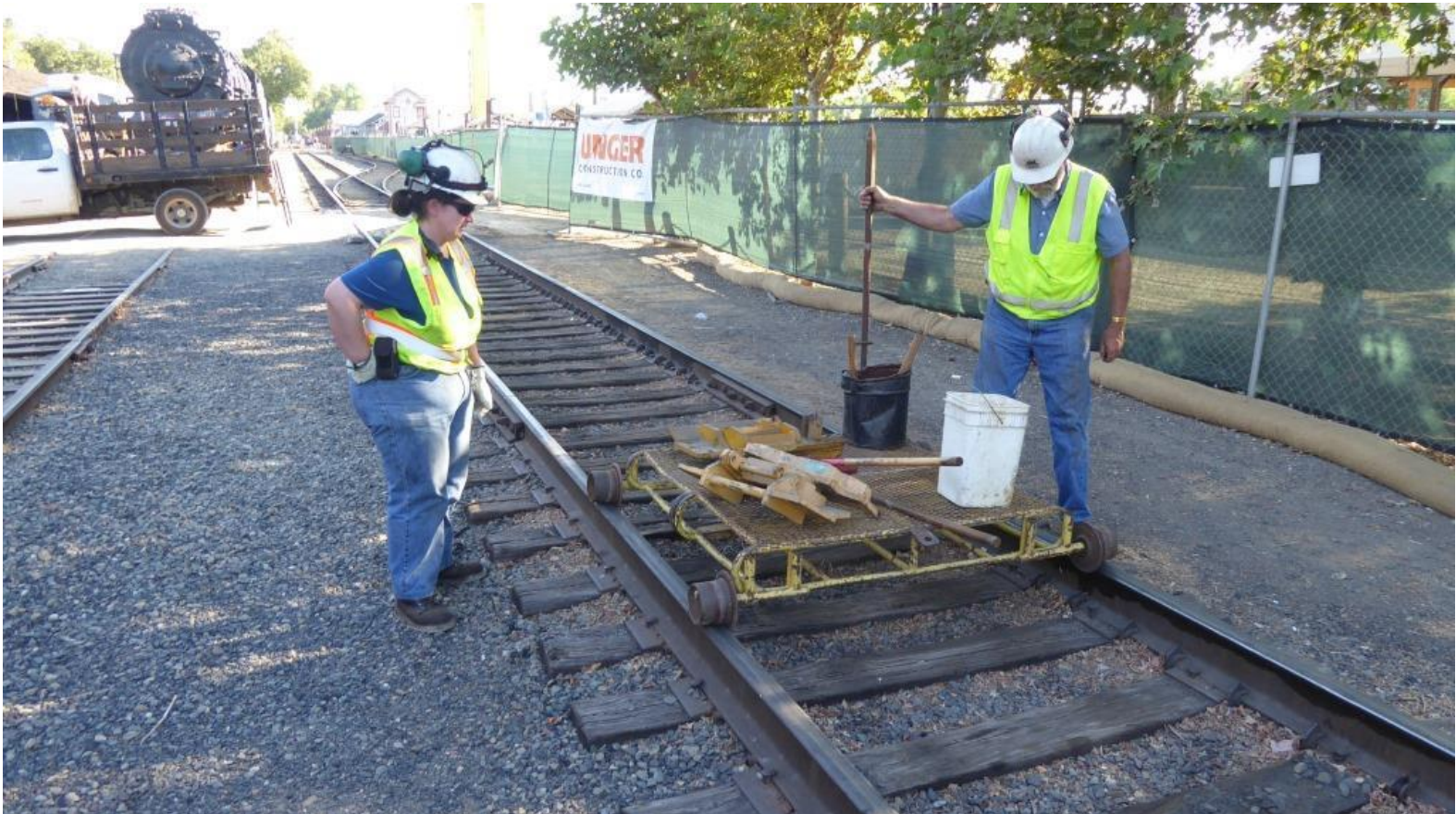
Chris and Joe working on the wiring of the front-end loader



Alan and Heather set up a Nolan track-cart for transporting a derail



The derail, which weighs in excess of 100 pounds, is moved onto the track-cart



With the rail being too big (132-pound HF) for a derail made to fit 110-pound rail, Heather and Alan formulate alternatives



Alan on the forklift brings in that last stick of rail needed to connect the Firing Line to the Storage Track



Clem, Alan, and Mike attach joint-bars



Using a track-jack, Joe raises the west rail even with the east as Kyle pulls on the track-wrench tightening bolts



Kyle sparks-up his acetylene-torch to blast bolt-holes through the rails



Alan observes as the heat from Kyle's torch glows through the rail



Heather guides Chris on the backhoe as to where to drop the rock



Chris rotates the backhoe's bucket to pour the ballast-rock onto the track



Clem, the human ballast regulator, spread ballast-rock about the track



Let the rock fall!



Kyle punching another hole in the rail





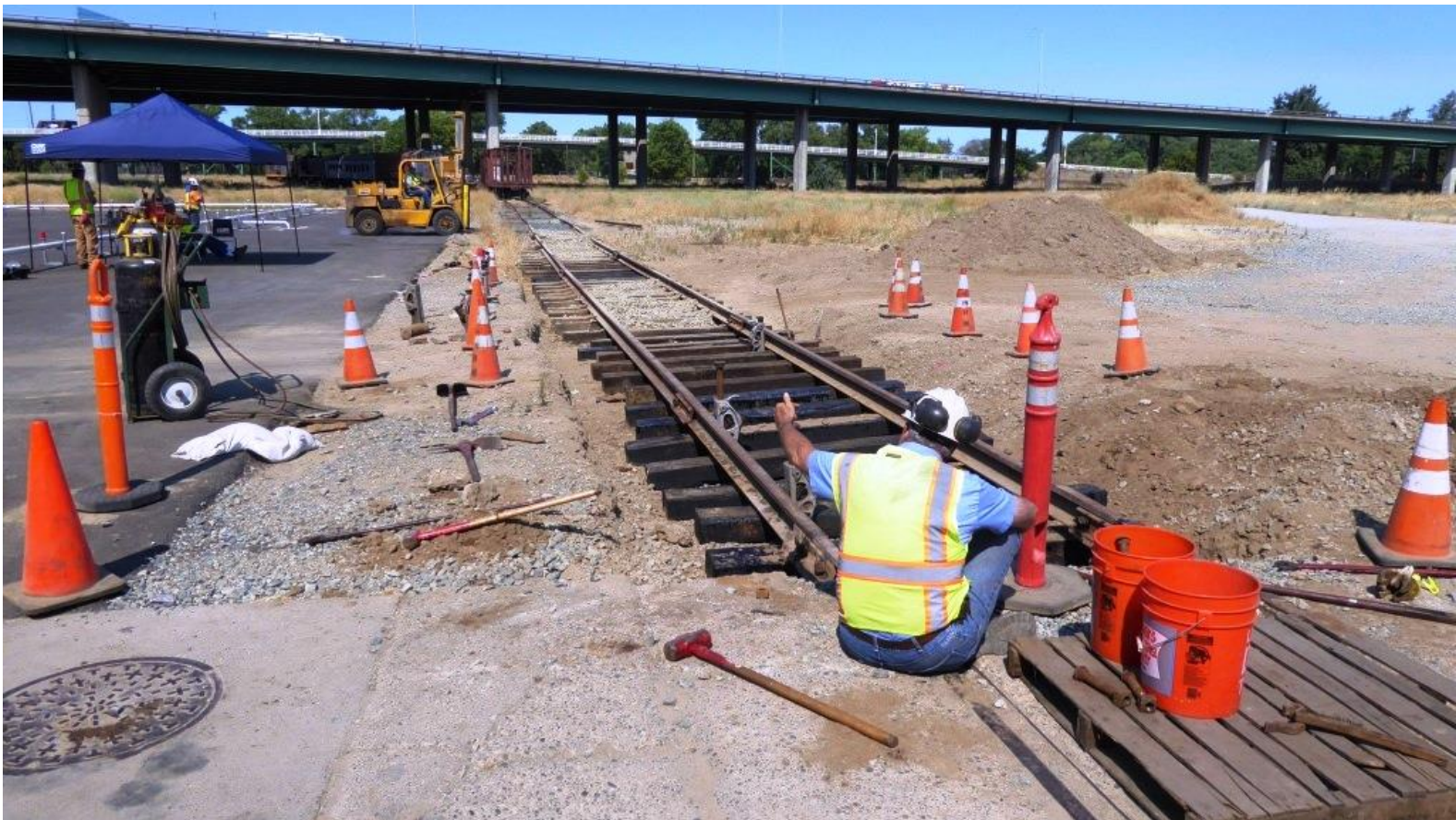
Mike breaks-out any slag that may remain from the newly torch-cut bolt-hole



Chris uses the 15,000-lb forklift to line the track



Alan spots the line and guides Chris as to where to push



"Just a little more that way..."



Meanwhile, more fireworks at bolt-hole central!



Mike knocks a bolt through the newly cut hole



The shoulder of the bolt was slightly too big for the hole so, Mike says, "Whack-it with a capital 'W'!" as John whacks the bolt through



Now John tightens the nut on the whacked bolt



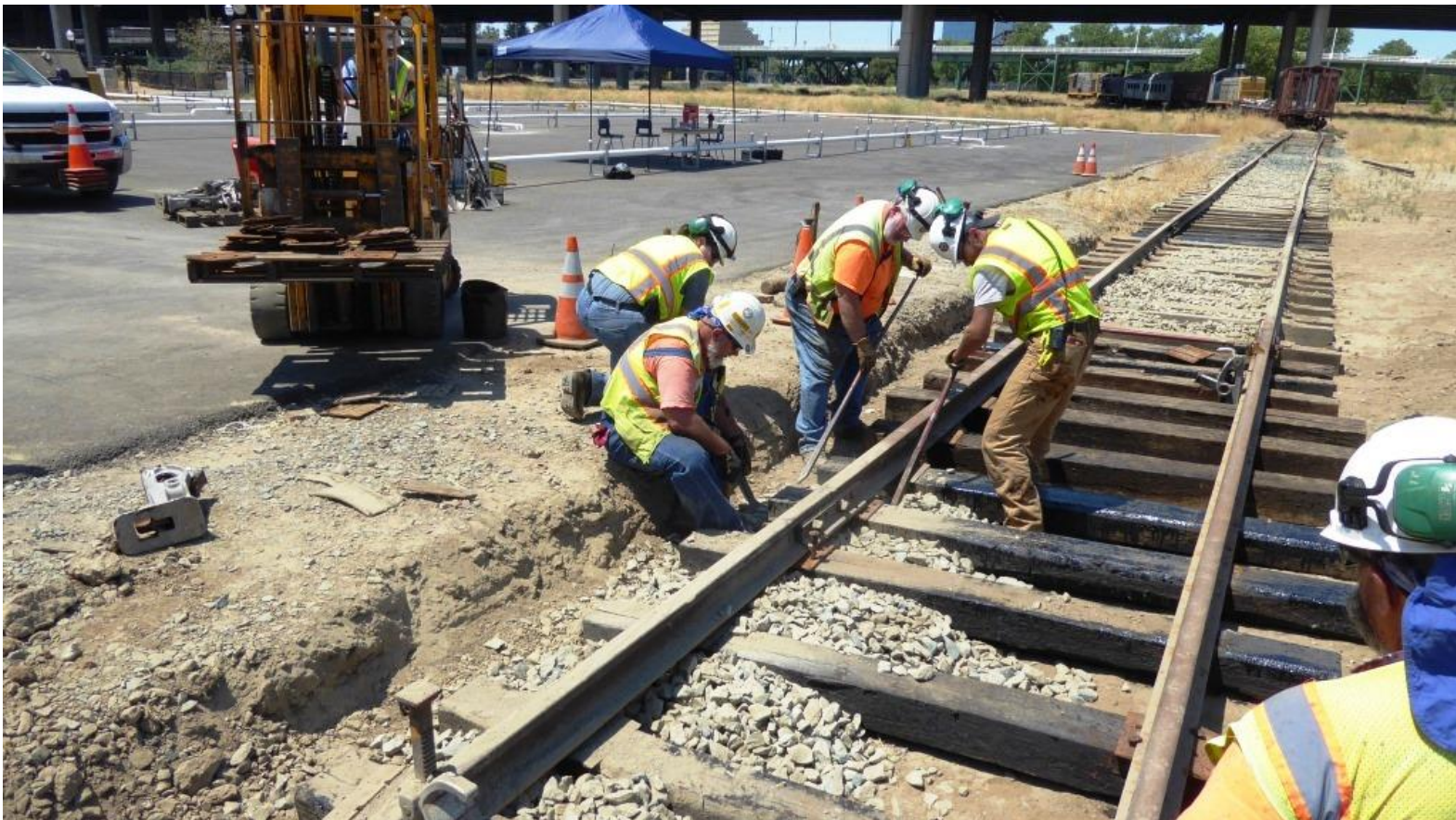
Heather hits the bolt-head with the sledge as Joe tightens it down



Chris adds more rock



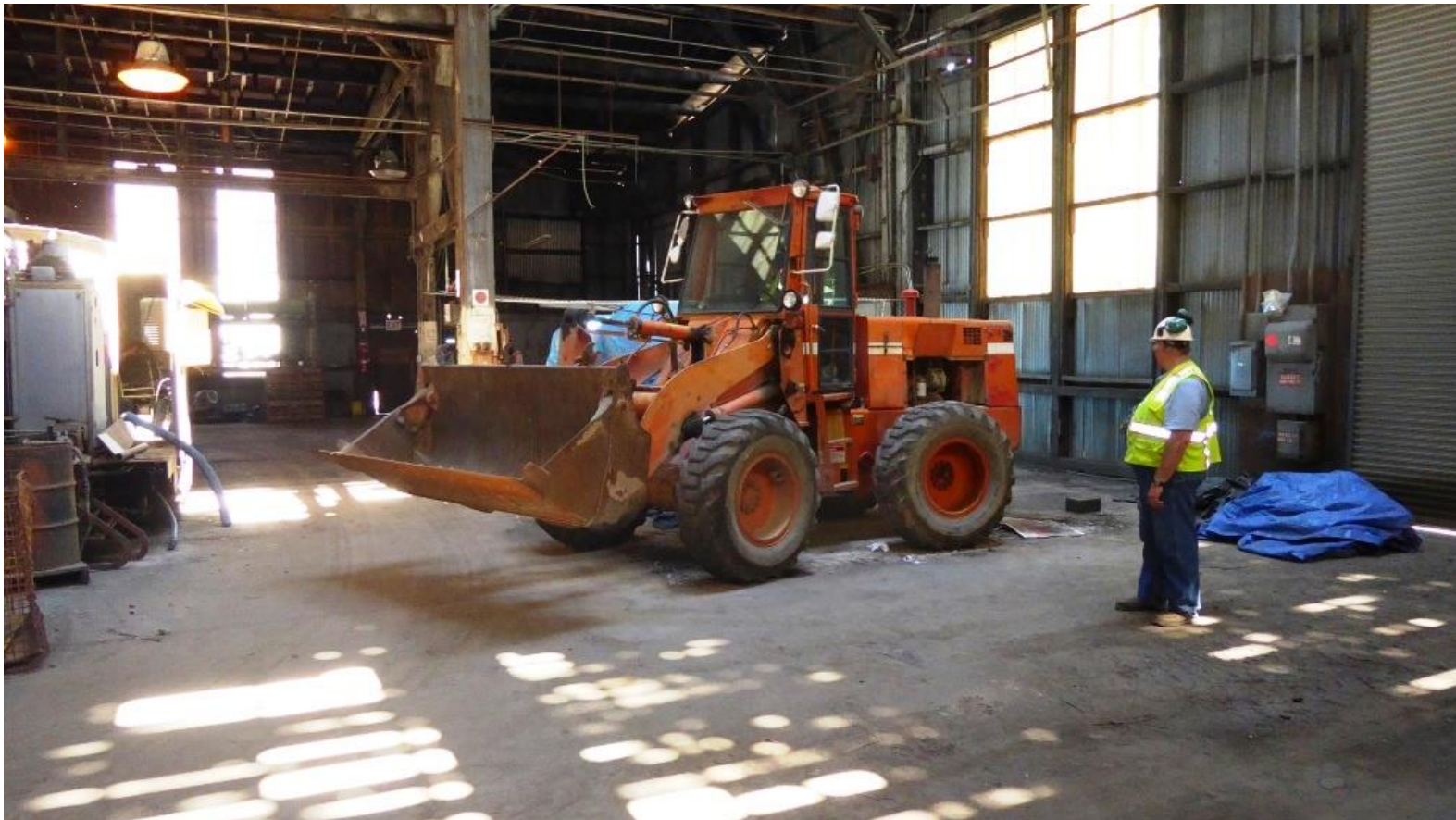
Heather, Kyle, Frank, and Joe spread the rock about the rails



Heather nips-up the tie as Mike, Frank, and Kyle hand-tamp rock under it



Frank, Joe, Heather, Alan, Chris, John, and Kyle hold up their phones indicating that it's 104-degrees and counting. Time to pack it in...



It's alive! Joe moves the loader to the center aisle of the building



Chris gives a little brush-up to the floor under where the loader sat for several months



Not quite ready for prime-time – but, getting there!