

Greetings!

This is your Maintenance of Way Team update for August 11, 2013. It was a super-fantastic week for your MOW Team. No question about it – and, no question, we should get right to it.

First things first. A major shout-out to Gene Peck, Pat Scholzen, Cliff Hayes, Dave Megeath, Mike Harris, Heather Kearns, as well as Dennis Noble and Bill Myers of the Signal Department for their invaluable work on the scarifer. It made its debut on Saturday and it performed beyond all expectations. Folks, the scarifer was near dead. Our brilliant all-volunteer crew brought it back to life at a fraction of the estimated cost of professional rebuild. We all owe a debt of gratitude to Gene, Pat, Cliff, Dave, Mike, Heather, Dennis, Bill, and everyone who helped bring this machine back to life.

Meanwhile, back at the Shops, Pat, Gene, Cliff, and Leonard Casseri offered their expert skills on the rebuilding of the man-lift's brakes. The brakes have always worked on the man-lift. In fact, they've worked so well that it would take a crow-bar to get them to release! No more, thanks to our miracle-worker Shops team. Gene predicts that the job will be done this coming Tuesday allowing us to get the machine out on the line in time for the reconvening of the Weed Team. Many thank to our dedicated volunteer Shops crew. The railroad could not function without their contributions.

Tuesday, we were proud to welcome California State Parks Capital District Superintendent Dana Jones and District Facilities Manager, Lyman Gray. It was a pleasure to meet with them. We had extremely positive discussions about the future of our operations and developing a strategic plan for the Museum's Track Maintenance Program in order to improve our productivity. Without doubt, we were all very encouraged by the conversation. It is clear that the future is bright and exciting for your MOW Team. Again, many thanks to Dana and Lyman for joining us on Tuesday evening.

On Thursday evening, Mike Harris was EIC and led a crew of DJ Chapman and Bryan Cameron down the line to make the necessary repairs to the south crossover track at Clunie. Our trusty track inspectors had taken the crossover out of service last week when a defect was found in the frog at Switch 13. The team also took the tamper down the line to build up a more solid footing for the frog. With all repairs made, they were able to annul the out of service order (108). Yep, another victory for the MOW Team! In the Shops, Chris Carlson and Heather were on hand to continue our progress towards a better railroad and got a wayward generator up and running again. A great job by a great crew!

Saturday, the MOW-Team all-stars were out on the line accomplishing great things for our railroad. All star team members Pam Tatro, Virginia Baron, Darlene Mathias, Heather Kearns, Clem Meier, Harry Voss, Mike Florentine, Mike Miller, John Rexroth, Alan Hardy, Chris Carlson, and "SSRRMW 001" Steve Mathias, once again proved the power of volunteerism (and doughnuts). We continued our track rebuild between Mile Posts 1.0 and 1.4 and changed out 28 ties. With the addition of the scarifer to our repertoire, productivity improved by more than 50 percent. Alan ran the scarifer. Chris operated the section gang machine. Mike F. piloted the Green Machine. Harry was on the back-hoe. John commanded our trusty Chevy Truck. Plus it was great to have our most reliable and trustworthy "machine," Steve Mathias, out on the line with us working at full capacity! Pam, Darlene, Virginia, Heather, Mike M., Steve, and Clem coordinated the show from the ground – pulling spikes, digging out the tie-ends, having the new tie in place ready to insert, plating, and spiking. Your MOW all-stars did a tremendous amount, all while under train traffic. Yet, not once did we slow or delay a train. Many thanks to Crew Dispatcher Dianne Tincher, Engineer Jim Bays, firemen Harry Forni and Glen Wilson, for their great efforts to work with us to make for a smooth operation. Yes, it was a good and memorable day working with a great group of people making real accomplishment for our Railroad, Museum, and State Park.

Now for the week ahead. We'll meet as usual on **Tuesday and Thursday** in the afternoon and evening. We may be heading down the line to do some follow-up work, like tamping the area around the ties we changed out and collecting the dead ties. **Saturday** will start with doughnuts at 8 o'clock a.m. Then we'll head out on the line to make more history. As always, many thanks to all of you who work with us and support us in our noble endeavors.

We'll see you out on the line!

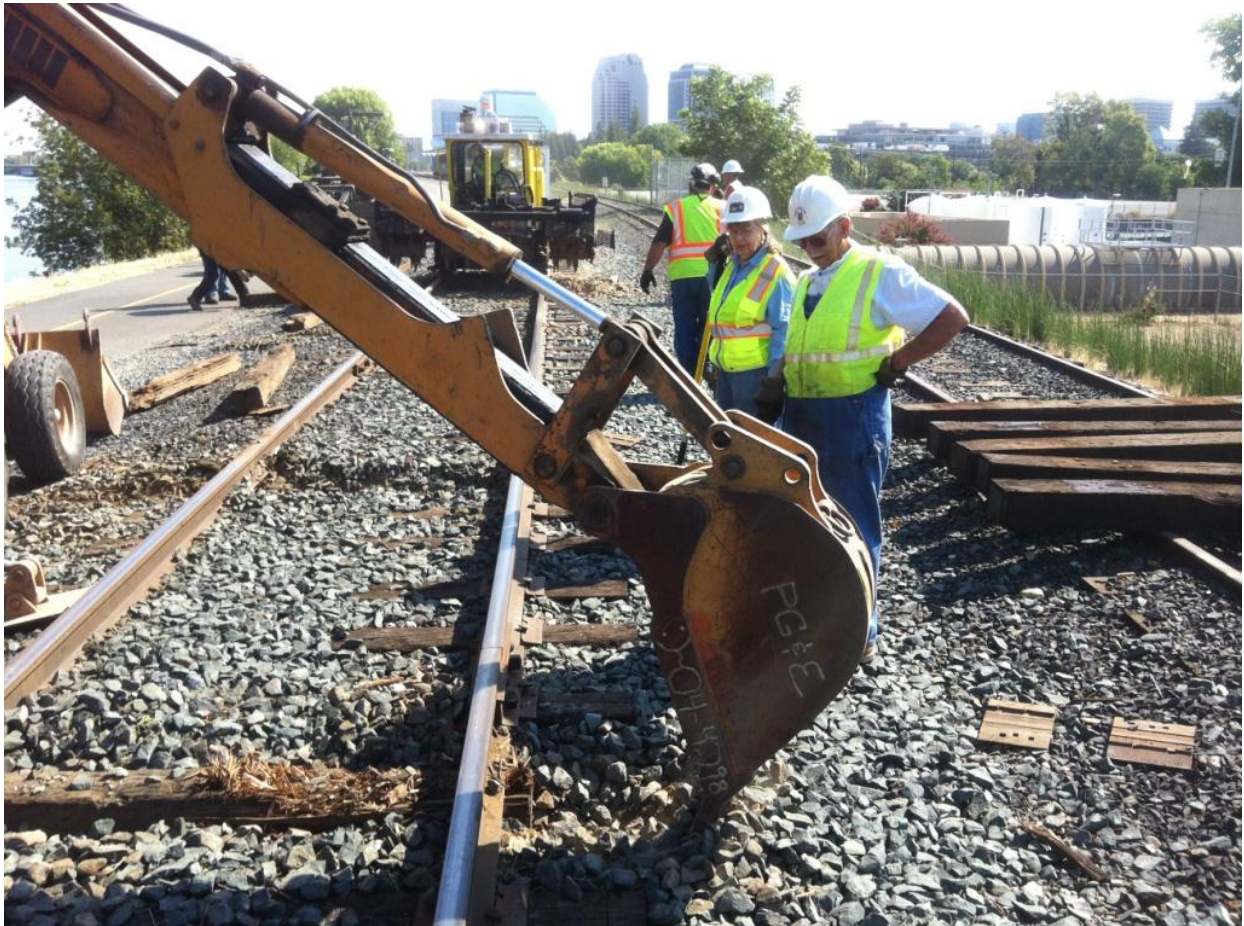
Alan, Chris, and Richard



Your MOW All-Stars at work!



MOW machine team at work: back-hoe and scarifer working in tandem



Virginia and Clem monitor the extraction by the back-hoe



Heather and Mike M. use the inserter function of the scarifer to insert a new tie



Mike F. and Harry install an extension drum on the scarifer



Alan in the scarifer as the 2008 passes by.



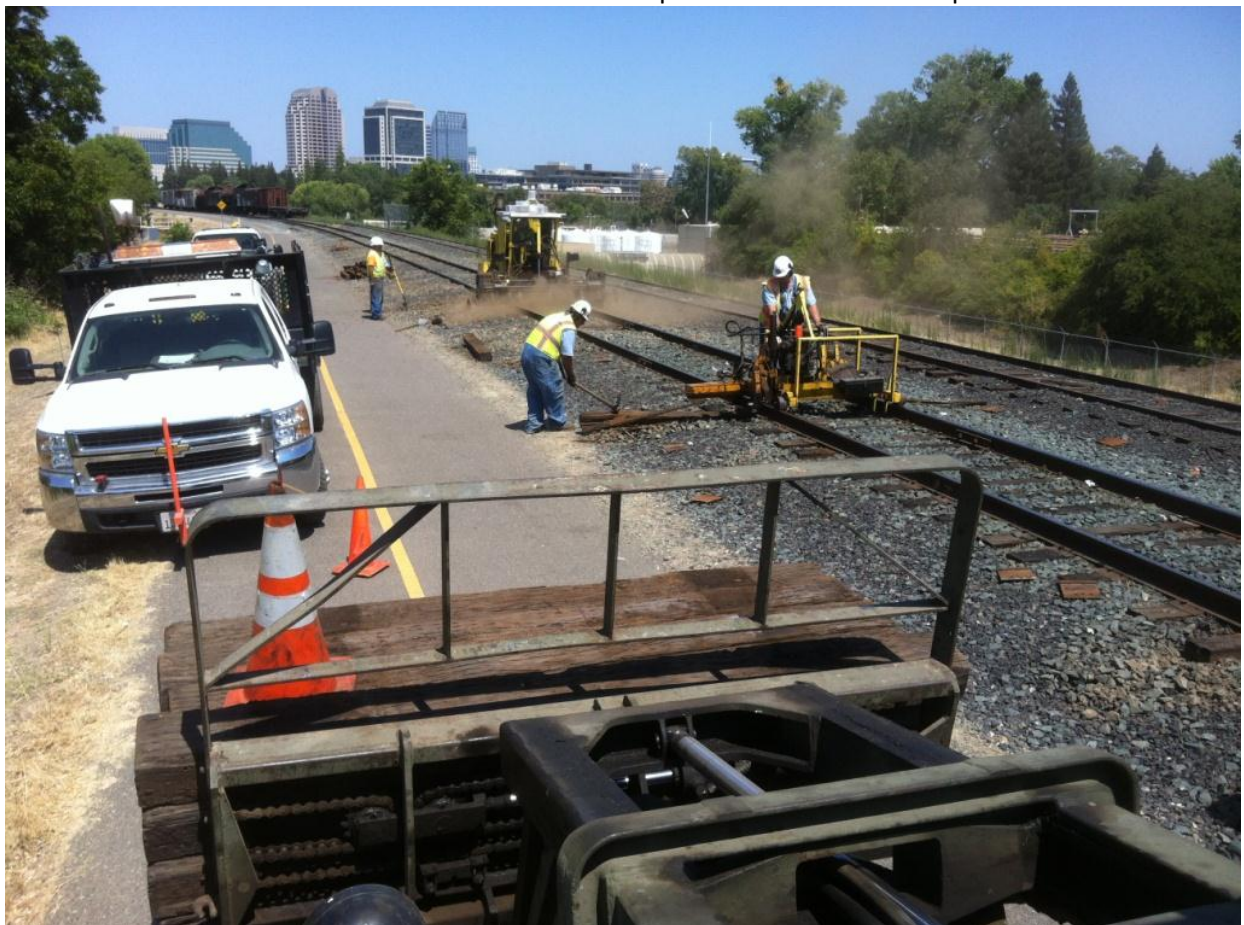
Your MOW Team at work



Alan in the scarifer making life easier for all of us



John Rexroth and Steve Mathais “nip” the rail to insert a tie-plate



The crew at work as viewed from the Green Machine