

Greetings!

This is your Maintenance of Way Team update for August 13, 2017. Once again, the outstanding on the scene reporting from Heather Kearns and Frank Werry make this update possible. So, let's get it started before the possible becomes the impossible.

Tuesday was an evening of great victories for Pat Scholzen, Alan Hardy, Kyle Blackburn, Joe Margucci, Mike Harris, Weston Snyder, Gene Peck, Chris Carlson, Frank, and Heather. First of all, the man-lift, which has been causing great headaches trying to figure out what's wrong with the electrical system of late, got fixed. Heather and Joe figured it out and the repair took next to no time. Since we had the replacement part in stock, Joe installed it in less than five minutes and the man-lift roared to life! Diagnostics were then performed on the charging system to make sure it was charging correctly. Yep, it was – confirmed at 13.5 volts. Another great victory occurred when Mike H. was able to fix the problem with the tilt-mechanism on the Big Green Machine. He's taken the engine cowling off to attack several problems with Big Green including the wonky tilt-mechanism (which allows the machine to tilt to keep payloads level). This was a major step forward in returning Big Green to service. Kyle and Weston worked on installing the protective cage that Cliff made over the fancy new air-horns on the Jackson 125 tie-exchanger. Alan and Pat fixed the malfunctioning band-saw. Frank took the back-hoe to Old Sacramento to clean-up a pile of debris from the construction of the new gate on the west side of the Museum. It was fouling the Whisker Track off the turntable where Granite Rock 10 is fired. All in all, a great evening, indeed.

Thursday, Bill Myers from the Signal Department performed additional electrical maintenance on the man-lift. In our great quest to get Weston dirty, Heather gave him the assignment of greasing the man-lift's zerk-fittings. It's amazing how that man managed to spend so much quality time with the grease-gun and not get any on him. Fear not, however, the quest will continue... Meanwhile, Heather removed and replaced the two lower hydraulic cylinder hoses on the on the man-lift and two more hoses on the swivel motor. All were disintegrating badly and in desperate need of replacing. Mike Taylor completely serviced the Chipper. It and the man-lift are now ready to return to service with the Mighty Weed Team. Kyle finished up work on getting the whistle-boards repaired and ready for reinstallation. They had been damaged by those goths and vandals who marauder up and down our line. Joe, Mike H., and Frank made final preparations for getting the Jackson 125 ready to go out the door and back to Old Sacramento. Alan worked on the final anti-vandal window shield for the ballast-regulator so it can finally be taken to Old Sac., as well. With the exception of Weston not getting greasy, it was a very successful evening for your MOW Team.

It's always a great day when the MOW Team can welcome new volunteers. Saturday, Scott Dunn and Bill Hastings officially joined the *Guild of the Pink Box*. Welcome Bill and Scott! Joining Bill and Scott for doughnuts were Heather, Alan, Clem Meier, Michael Florentine, Harry Voss, Frank, Kyle, John Rexroth, and Joe. The continued refurbishment of the Sutterville Line track to the Zoo was the plan for the day. Heather was EIC. Some final re-gauging of the track was the first call of business. Clem and Kyle removed spikes using claw-bars. Harry followed behind and plugged the spike holes. Alan gave Scott and Bill a quick lesson on how to re-gauge narrow track to the proper 56.5 inches. Unfortunately, our rail-mounted air-compressor is out of service having suffered a rather nasty mechanical breakdown some weeks ago. So, as the track was re-gauged, Mike F. and Kyle interpreted old-fashioned track-gang railroading by re-spiking the track by hand using spike-mauls. They put on quite a show and proved the old MOW Team adage that there's no need to join a gym when you volunteer with Maintenance of Way! Then Joe, Kyle, Mike F., Frank, and John got in on the action and continued the re-gauging process up the line. They continued removing spikes, plugging spike-holes, spreading the track, and re-spiking the rails in the re-gauged position. This team worked incredibly hard rebuilding this track basically by hand.

After lunch, the Team continued the effort and was able to close the remaining distance to be re-gauged by half. The Team is now near the top of the hill with less than 100 yards to go. Once the re-gauging is complete, phase-two of the project will begin with the removal and replacement of another 180 ties. With no re-gauging to do, phase-two should move along at a fairly good pace – that is, if we can keep our machines running. So, the Team packed up and was ready to follow the 3:30 train back to town when, all of a sudden, one of the brakemen noticed a fire along the side of the track. Someone had thrown a cigarette into the erosion barrier, which is made of bound-up hay, placed there by the city during the rainy season. But fear not, your MOW Team was "Johnny-on-the-spot" and managed to completely douse the fire before the Crew Center had a chance to react. And thus, another victory for the MOW Team! After that, the return to Old Sacramento occurred without incident. The Team stowed the equipment and headed back to the Shops very pleased with the day's progress on the Sutterville Line. But, of course, this tremendous Team of volunteers always makes progress because of their extreme dedication to building a better railroad!

The All Aboard Desk has issued the list of hour-bar recipients for August and our own Heather Kearns topped the list with a whoppin' 16,000 hours! Now, that's dedication. Thanks to Heather for her great work, as well as to all the volunteers throughout the CSRM for dedicating and contributing so many hours to keeping this magnificent operation afloat.

This coming week, the progress will continue on Tuesday and Thursday starting at or before 5 o'clock p.m. in the Erecting Shop. Saturday, the Guild of the Pink Box will convene at 8 o'clock a.m. for another exciting day of progress out on the line. Again, my thanks to Heather and Frank for providing the outstanding on-the-scene reports of the Team's activities while I was out of town. And, of course, a multitude of thanks to the hard-working volunteers and supporters of the MOW Team.

See you out on the line,

Alan, Chris, and Richard.



Joe fixes the man-lift's incessant electrical problem

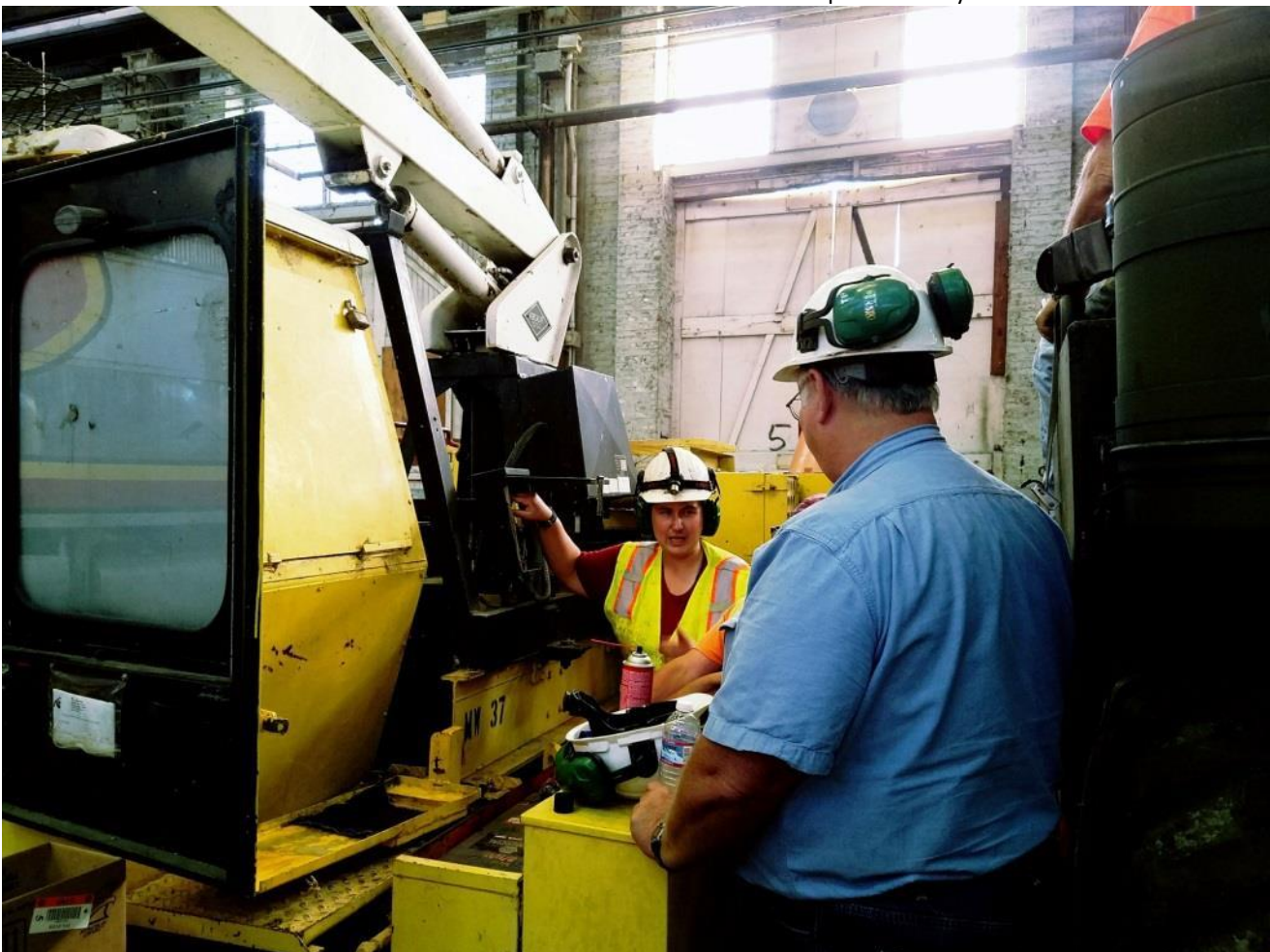


Frank clears debris from beside the Whisker Track



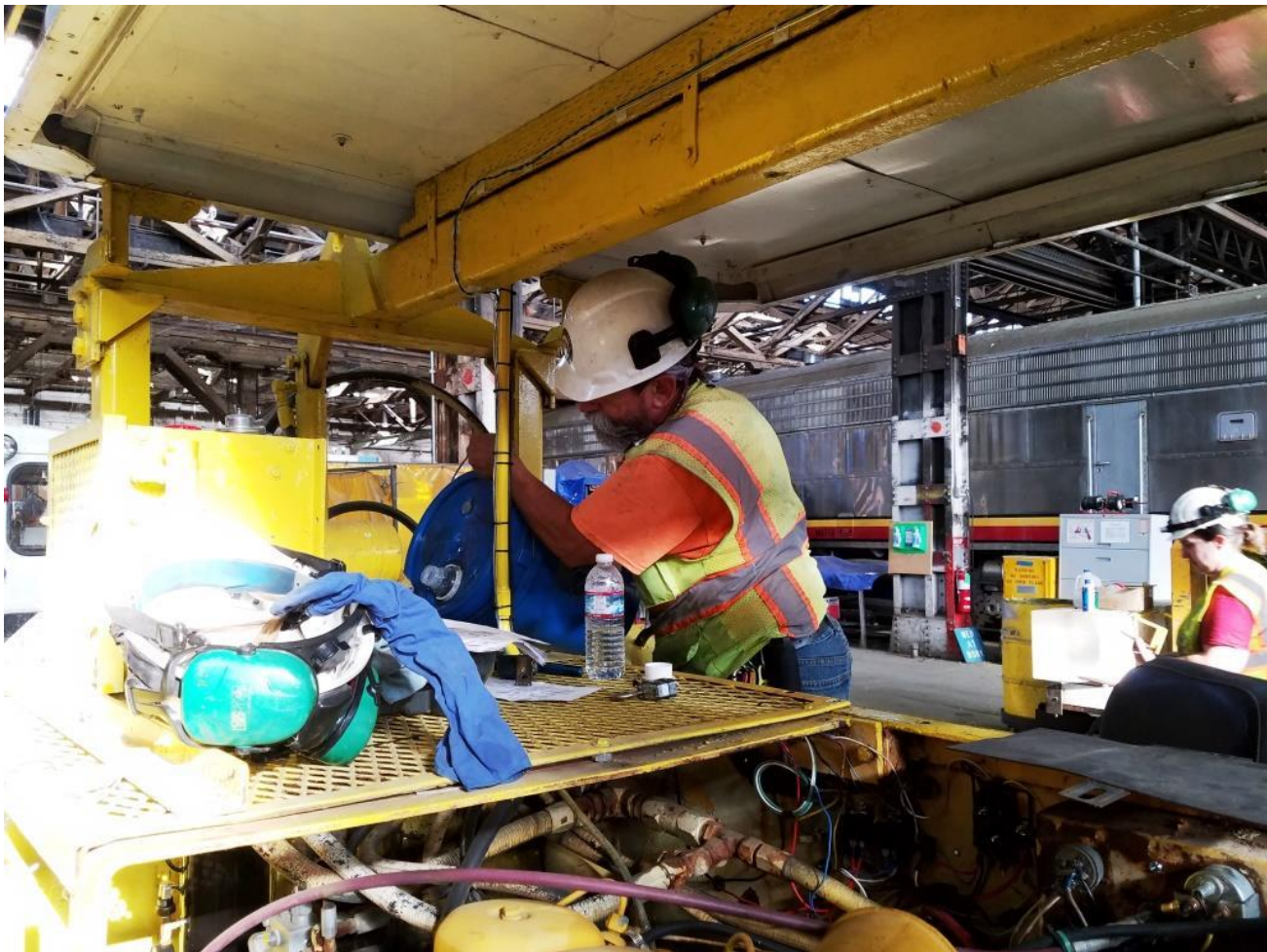


Mike Harris checks out the tilt controls after he cleaned and repaired the hydraulic valve



Chris & Heather discuss electrical issues with the man lift.



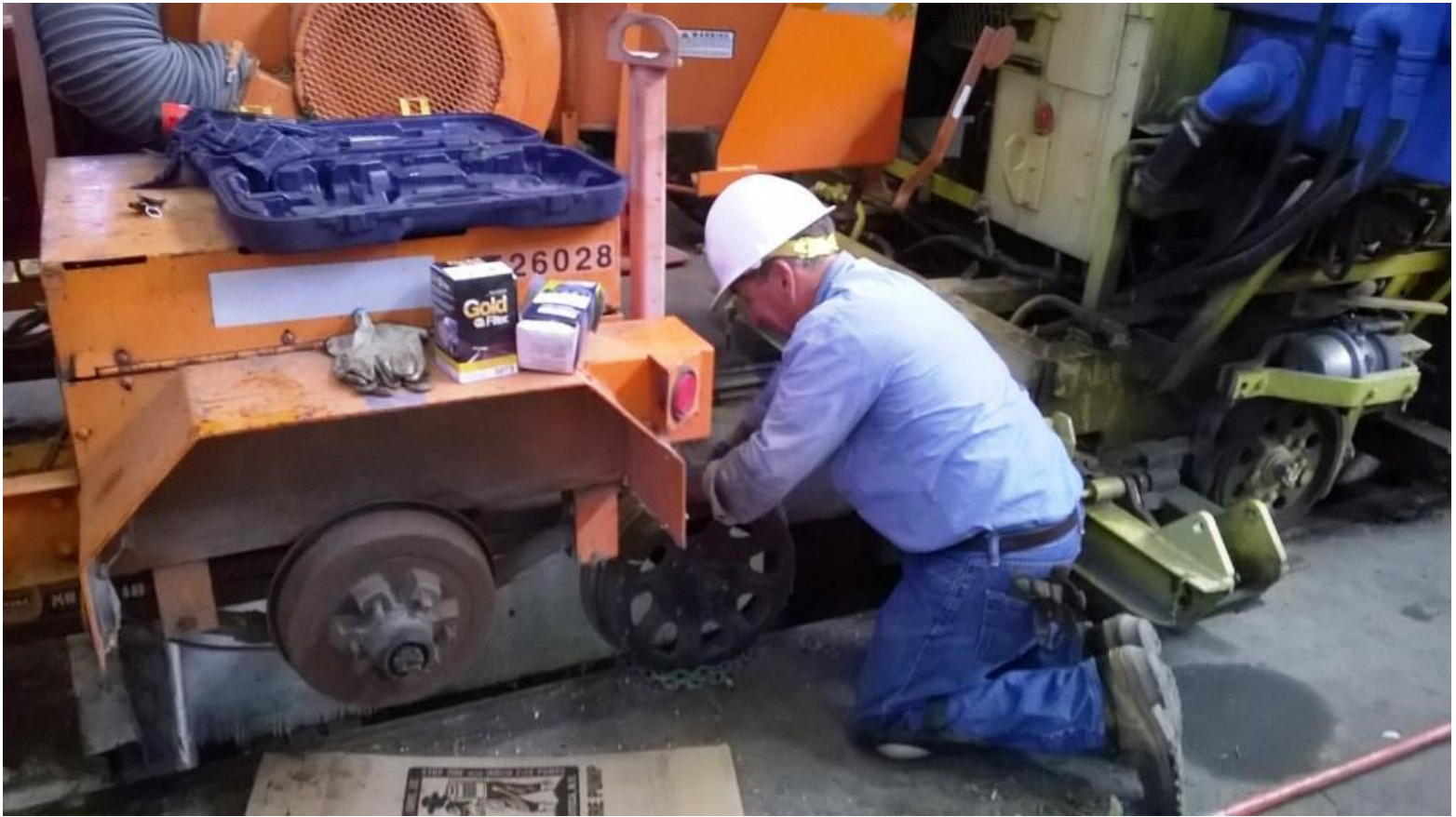


Joe continues work on the Jackson 125



Bill Meyer takes care of additional electrical maintenance on the man-lift





Mike T. gets the chipper in shape for its upcoming adventures with the Mighty Weed Team



Weston fails to get greasy despite quality time with the grease-gun





Alan finishes the final window shield on the ballast-regulator



Kyle works on repairing the whistle boards





Mike F. and Frank take measurements of the narrow area



Alan demonstrates for Bill and Scott how track is re-gauged





Using the rail-spreader, Kyle brings the rails back into gauge

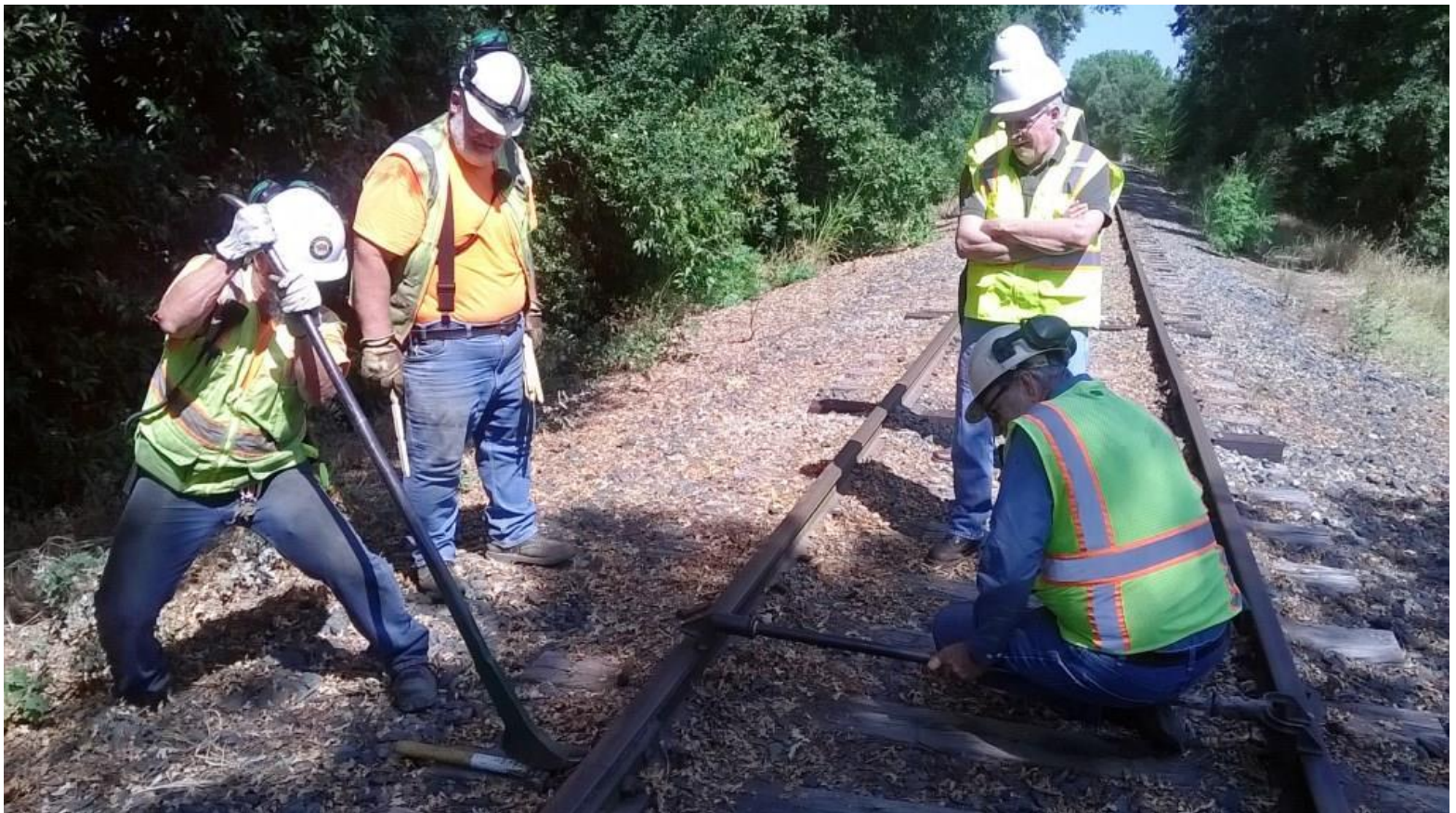


Mike F. drives spikes by hand



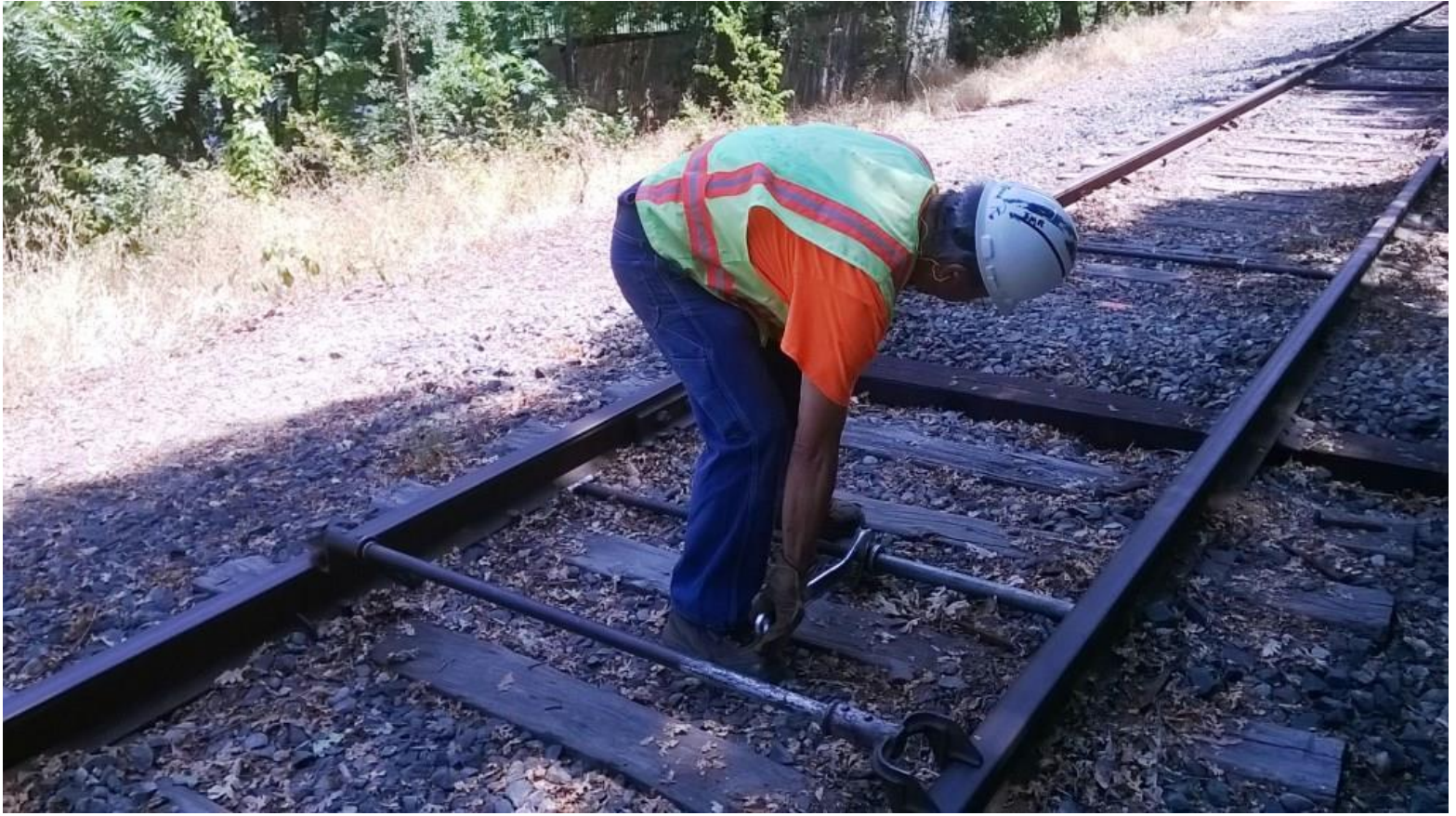


Clem sets spikes as Kyle drives 'em home



Joe uses the claw-bar to pull spikes so that the rail-spreader can be used to push the rails apart





John spreads the rails to bring them back into gauge

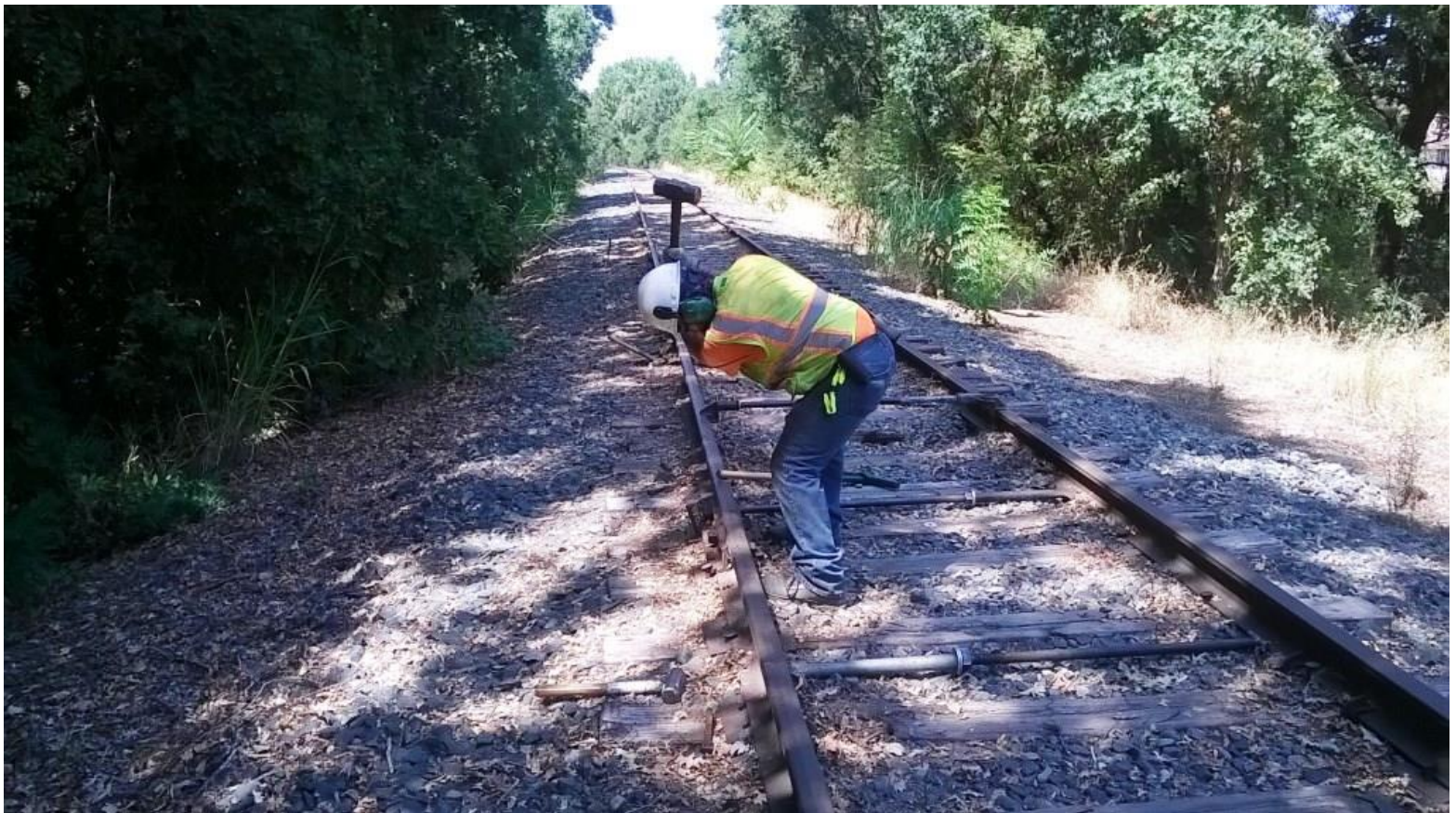


Heather and Frank drive spikes at the re-gauged rail





Frank plugs spike-holes in ties as Joe uses the rail-spreader to bring the track into gauge



With the track in gauge, Joe spikes the rail