

Greetings!

This is your Maintenance of Way Team update for August 25, 2013. There was more MOW fun last week than you can shake a stick at. So, before too many sticks start shaking, let's get right to it.

Tuesday, Heather Kearns and Dave Megeath set off for MOW fun in Old Sacramento to adjust the brake rigging on the scarifer/insertor. New brake shoes were installed, as well. As a result, the scarifer now stops on a dime – OK, perhaps a quarter. Meanwhile, back at the Shops, Pat Scholzen, Gene Peck, Cliff Hayes, and Mike Harris continued disassembling the working end of the “new-old” tamper. As you know, we're going to combine the best of both our tampers to make on super-fantastic machine. Of course, Chris Carlson and Alan Hardy were on hand, as well, to enjoy some MOW fun.

Thursday, we were pleased to welcome Michael Sechrist back to the Team. He and Mike H. continued to take apart the “new-old” tamper. Mike S. took the 28-pound sledge-hammer and held it up vertically to pound-out a rust-frozen pin holding the upper support bracket. The two Mikes demonstrated incredible endurance in that task. DJ Chapman, Dave, Heather, and Alan joined the evening crew for some MOW fun. DJ installed the newly reupholstered seat on our trusty yellow forklift. Virginia Baron did a magnificent job reupholstering the seat which had been ripped to shreds from decades of continual use. Now, it's practically luxurious! Next, DJ led a crew that put together a bundle of ties for us to use on Saturday. Then, the crew headed over to the Erecting Shop to survey the condition of the fire truck which will be out on the line on September 7th. We'll be bringing it over to the Boiler Shop on Tuesday to service it for operation.

Saturday, it was déjà vu all over again for your MOW Team. Harry Voss, Alan, Heather, DJ, John Rexroth, Mike S., Mike Florentine, and Chris (in sign-in order) fueled up on doughnuts (thanks Harry!) prior to heading out on the line to continue our solemn duty of replacing rotten ties south of the Pioneer Bridge. We condensed our work-limits to two-tenths of a mile between Mile Posts 1.2 and 1.4. Mike “Steam-Shovel” Florentine did incredible work digging out the rock and shattered ties. Chris, Harry, John, Mike S., and Mike F. managed to remove 18 ties by noon. DJ and Heather plated and spiked the ties further to the north that had been missed in the previous week. At lunch, we revived an ancient MOW tradition by picnicking within our work limits. Chris brought his portable barbecue and we all enjoyed hamburgers and fixings alongside the track. Your MOW Team toasted the train as it passed slowly (and enviously) through our “lunch-limits.” We were pleased that the RFE, Red Hadler, one of our most stalwart supporters, was able to join our lunchtime gathering. It was a successful adventure and I think we'll do the picnic thing again in the not too distant future. In the afternoon, Alan in the scraifer, dug out the tie-cribs and used the insertor function to pull all 18 ties into place. For the crew, it was a herculean effort. Alas, by 5:30, we had run out of fun and decided to call it quits.

And now, the news. Our fellow MOW Team member, Hallie Crawford, at the All Aboard Desk, announced the recipients of new Volunteer Hour Bars, amongst whom were many MOW Team loyalists: John Rexroth – 2,500 hours; Kevin Hecteman and Mike Miller – 3,000 hours; Pat Scholzen – 5,000 hours; and, drum-roll please, Alan Hardy with a whoppin' 22,000 hours! Wow! Congratulations to our Hour Bar recipients and to all the great MOW Team volunteers who have to have a good time working with each other to build a better State Park, Museum, and Railroad! It's nice to be recognized!

Also, we will *not* be taking the fire truck to the Folsom Rail Festival the weekend of September 22nd. Sadly, we were unable to put together a sufficient team in time to commit. Many thanks to all who did offer to volunteer. However, we will be operating in the fire truck in Old Sacramento as part of the Caboose Club Ice Cream Social on September 7th.

For the week ahead, we will gather on Tuesday at the Boiler Shop. Work on the fire truck will be top priority. Unfortunately, there will be **NO MOW fun on Thursday**. Your volunteer MOW Team manager and the deputy assistant delegate sub-pseudo vice manager three-degrees removed, are forced to maintain full-time jobs full time jobs outside the Museum and have unavoidable work commitments that day/evening. Sorry folks. But, not to worry. Yes, we *will* be working out on the line again on Saturday – not changing ties but, after doughnuts, taking the tamper, spiker, and possibly the regulator down the line to smooth out the track and make it less spongy where we've been working.

We'll see you out on the line!

Alan, Chris, and Richard.



DJ on Big Green gathering ties



Mike S. pounding with the 28 pound sledge.



Team Mike working on the “new-old” tamper



Harry, John, and Chris on the section-gang machine



Mike S. and "Steam Shovel" Mike pulling spikes



Heather nips the tie while DJ spikes with the pneumatic spiker



“SSRR 2008 may pass red flags located at MP 1.2 and 1.4 without stopping...”



Reviving an ancient MOW tradition



The scarifer scarifying...



DJ using the inserter function to insert a tie