

Greetings!

This is your Maintenance of Way Team update for August 10, 2014. "Team work" is the theme of this week, that's for sure. Your MOW Team is a great group of folks who take on the hard-labor of the railroad, in the never-ending task of fending off track defects that could shut the whole train operation down. So, before anyone even contemplates shutting anything down, let's get this update rolling.

Tuesday, Heather Kearns, Pat Scholzen, Alan Hardy, Frederick Carr, Mike Harris, Joshua Ilac, Gene Peck, and Chris Carlson brought their dedicated service to the Erecting Shop. Our miracle workers, Pat and Gene, set off on the task of bringing our back-hoe and front-end loader back to life. Both machines had suffered mechanical failure. The hope had been that maybe they could get one or the other working. But, thanks to the irreplaceable mechanical skills of Gene and Pat, both machines are now up and running and back in service. Without folks like Pat and Gene, the whole railroad would be in serious trouble. Heather and Josh worked on getting the man-lift's starter working again before heading out on the line to coat a few cracked ties with water repellent. Alan worked on the restoration of the light-reference system for the surfacing and lining components of the new-old tamper. Chris started disconnecting the hydraulic drive motor on the tie shear. Mike H. and Fred are still plugging away at the hydraulic plumbing on the old Kalamazoo regulator ala tug.

Thursday, Alan, Heather, Matt Blackburn, Mike H., and Frank Werry, teamed-up for a good evening of team work. Mike H. deserves special kudos for the outstanding efforts he is dedicating to the restoration and conversion of the hydraulic systems on the old Kalamazoo regulator. This has been a very difficult task. We're converting it into a tug that will be powerful enough to pull anything we've got. Plus, Mike is setting it up so that we can operate hydraulic tools off of it. It's important that our whole railroad family is aware and appreciates the dedication of Mike H. the technical skills he brings to the Team. Heather and Matt set off to stage for our activities on Saturday by fueling up the old-old tamper in Old Sacramento. Back at the Shops, they loaded the section-gang machine into truck then grabbed a ties with the Big Green Machine for transport down to Saturday's worksite.

Our trusty track inspectors are keeping the MOW Team busy. Their eagle-eyes are spotting those critical issues that could lead to serious problems later on. Luckily, the MOW Team is "Johnny on the spot" mitigating those defects as they are reported. The Team's calling for Saturday was to correct a couple of issues that constitute "defects" pursuant to Title 49 Code of Federal Regulations Part 213. Once reported by the track inspector, federal law requires that the defect must be corrected within 30 days or else the trains stop rolling. Heather and Matt arrived in Old Sacramento extra early to fire up the tamper and get our rail-mounted tool and equipment carts out on the line. Over in the Erecting Shop, Josh, Chris, Alan, Clem Meier, Frank, Fred, John Rexroth, and Michael Florentine fueled up on doughnuts provided by Chris (saving a few for Matt and Heather) and headed to the worksite. Mike F. piloted the Green Machine and Frank our trusty Chevy Truck. Correcting the defect before the first train was the goal as we never want to disrupt train operations. Heather and Matt had pulled spikes and plates. Frank and John deployed the section-gang machine. Josh and Mike F. dug-out the tie-ends for the section-gang machine to grab. Chris's skillful touch at the controls of the section-gang machine made quick work of the tie removal process. Fred and Alan installed the extension drum on the scarifer to dig-out the cribs of the removed ties. The scarifer saves us so much work. Matt and Mike F. guided the inserter function of the scarifer, and got the new ties in place while Heather, Frank, Josh, John, and Fred plated and set spikes. Mike F. and Josh drove them in with the pneumatic spiker. When the first train passed through our work-limits, the track was structurally sound and the defects corrected. Our track is legal once again! Now, that's team work.

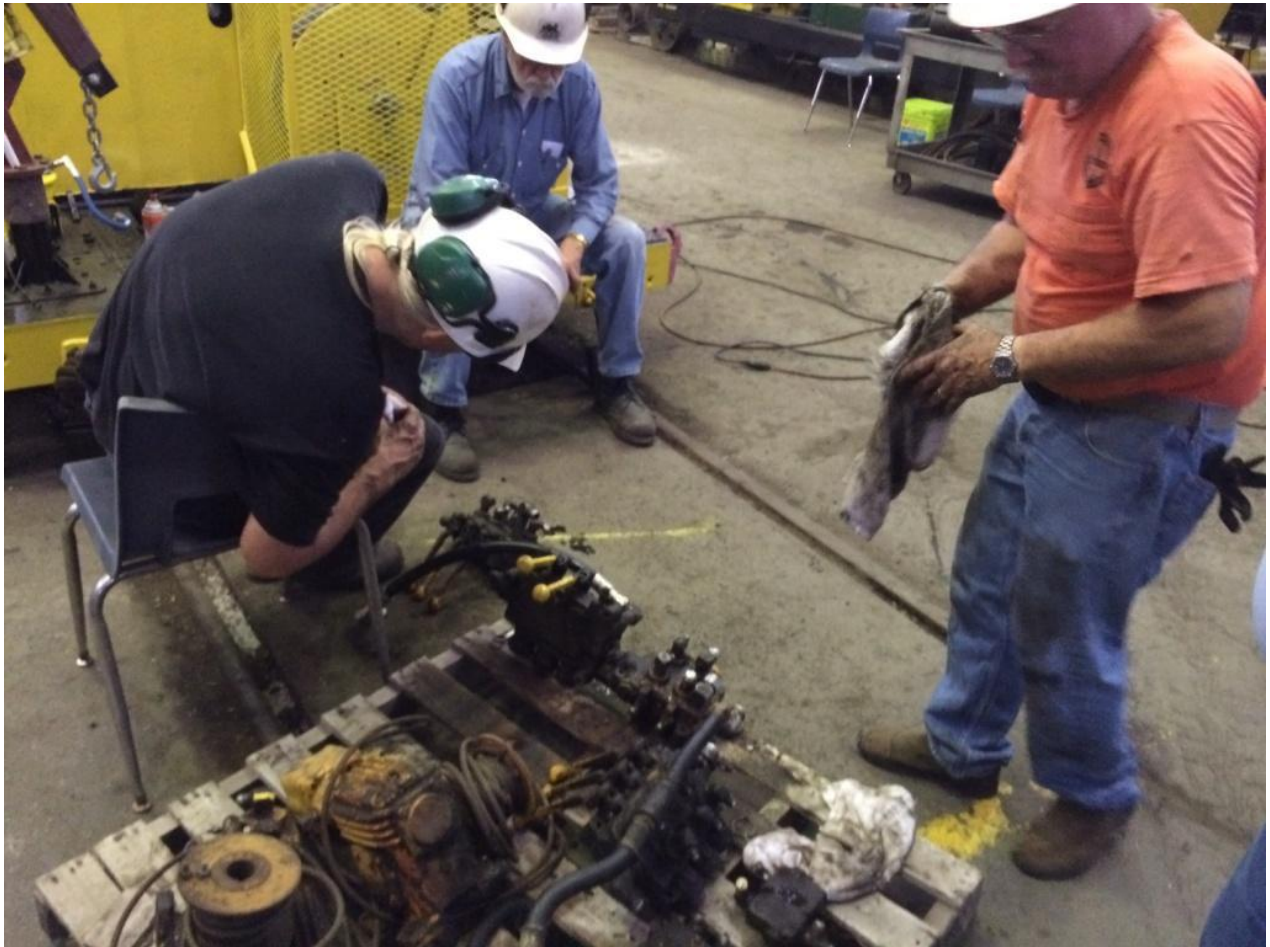
In the afternoon, the Team used the A-6 motorcar and two flat-cars to remove the final remnants of the old turntable planking that was piled over behind the Museum and took it all down to our dead-tie pile at Setzer Yard. Frank, Heather, Josh, John, and Matt teamed up to take on this heavy labor – and "heavy" is an understatement. Meanwhile, over in the Shops, Chris continued removed the drive motor system of the tie-shear while Fred and Alan worked on the new-old tamper. Clem spent the day restoring to operation the Interpretive Handcar Program's speeder, which apparently hadn't been serviced in years. Again, your MOW Team was working to support the entire Museum and its programs. No question, the Team made Saturday a great success.

The MOW Team would like to send a special "shoot-out" and thanks to Crew Dispatcher Melba Fryer, Train Master George Papadopoulos, and Conductor Ron Cox who were great on Saturday and worked with us to help us get our job done for the railroad. We all have the same goal in mind and that is to make for a better railroad. The MOW Team works hard to keep our railroad's infrastructure in service with, essentially, six or eight folks one day a week and we really appreciate those who help smooth the ways for us in this sometimes arduous task. So, many thanks to Melba, George, and Ron, as well as all those in operations who work with us to help in making days like Saturday such successes!

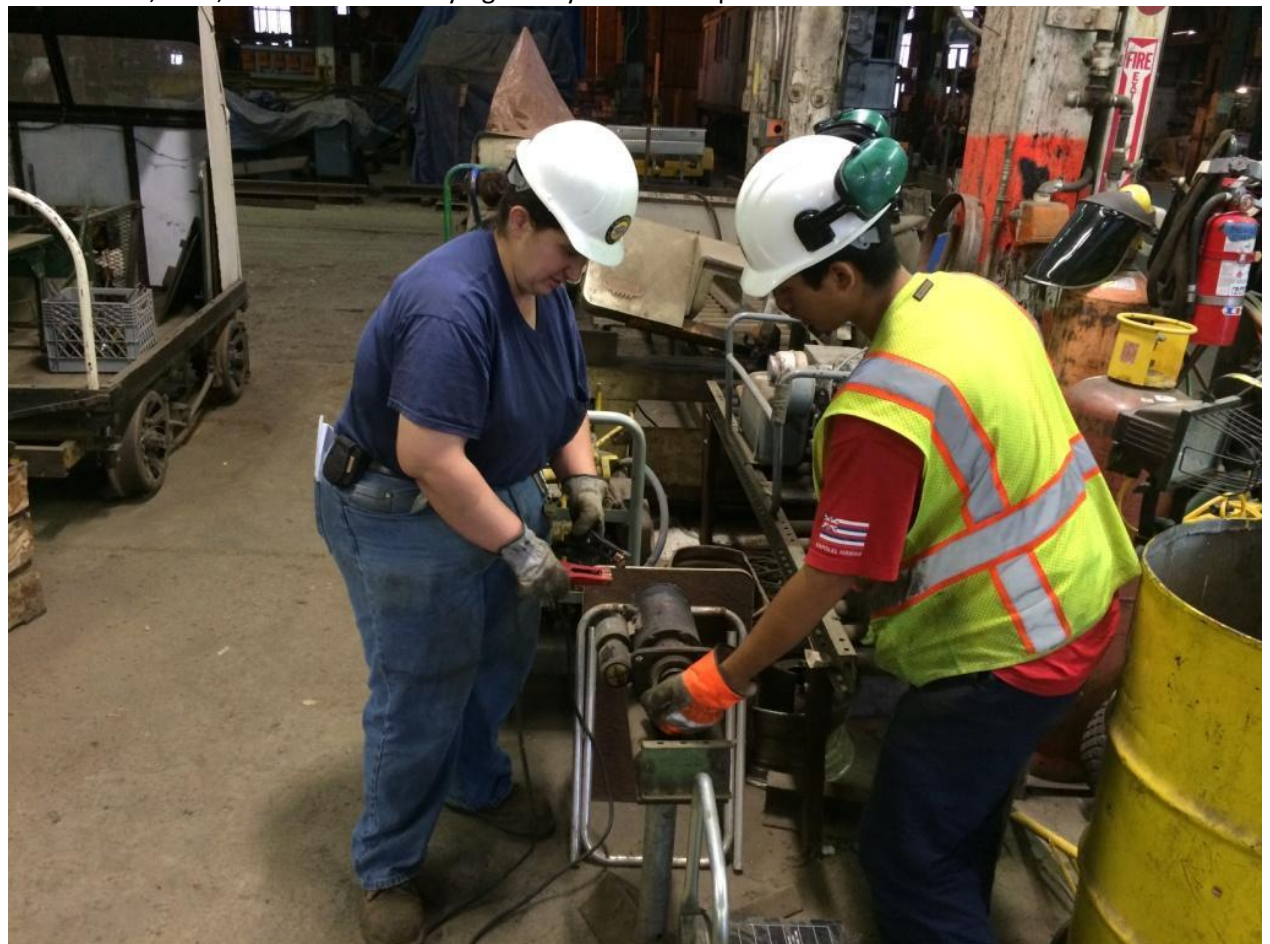
This coming week, the MOW Team will gather as usual on Tuesday and Thursday. The roll-up doors are guaranteed to be rolled-up at 5 o'clock p.m. Saturday, we will once again be invading the mainline with important tasks starting at 8 o'clock a.m. It's a safe bet that doughnuts will be on site. Big news: the Weed Team will resume operations on August 19. Stay tuned for more details. Again, many thanks to our incredible all-volunteer Team working to keep our railroad running! **Always remember, no track, no trains.**

See you out on the line,

Alan, Chris, and Richard.



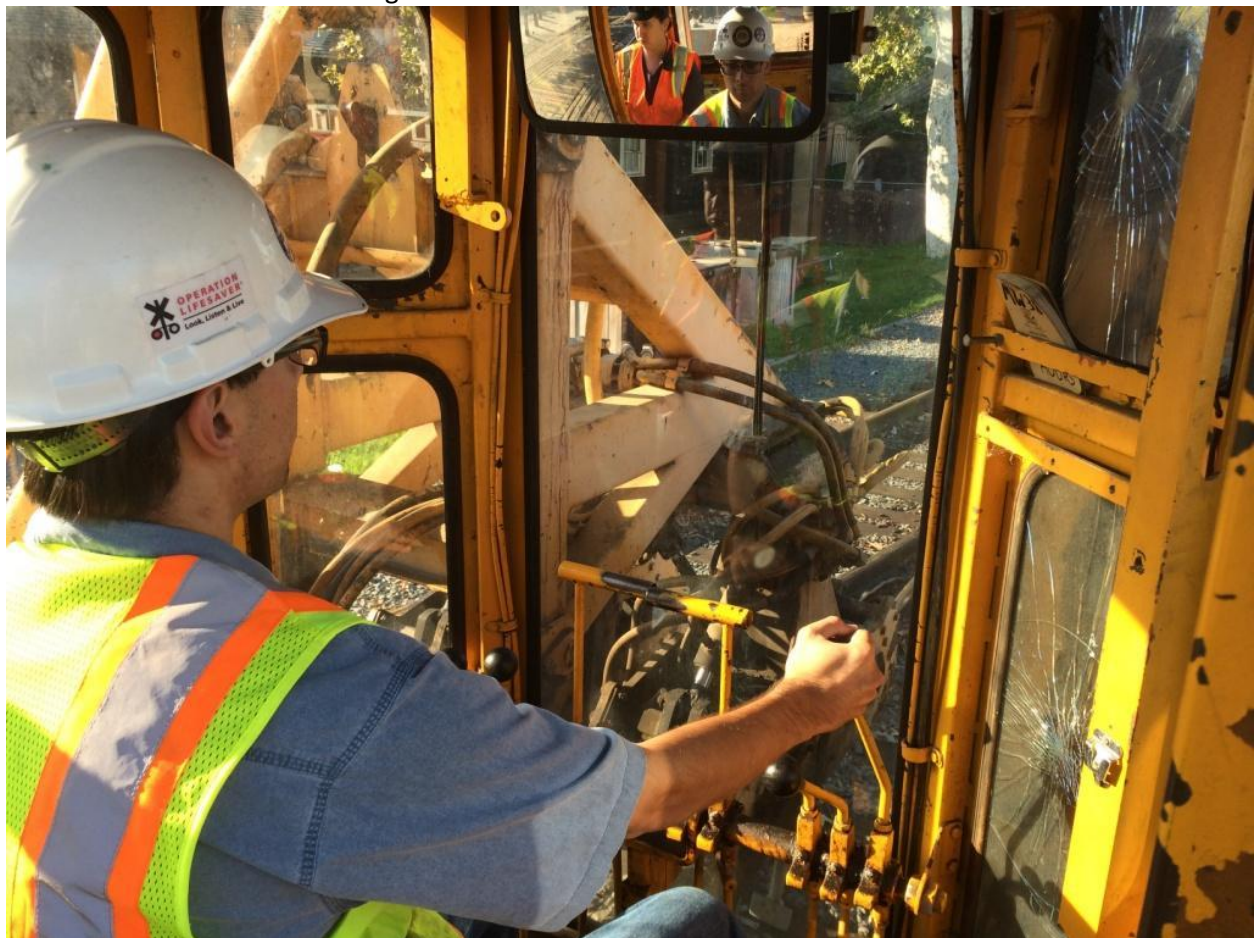
Fred, Alan, and Mike H. surveying our hydraulic component stash for use in the Kalamazoo



Heather and Josh test a possible replacement starter for the man-lift



Big Green to the rescue: Heather at the helm



Matt deploying the tamper



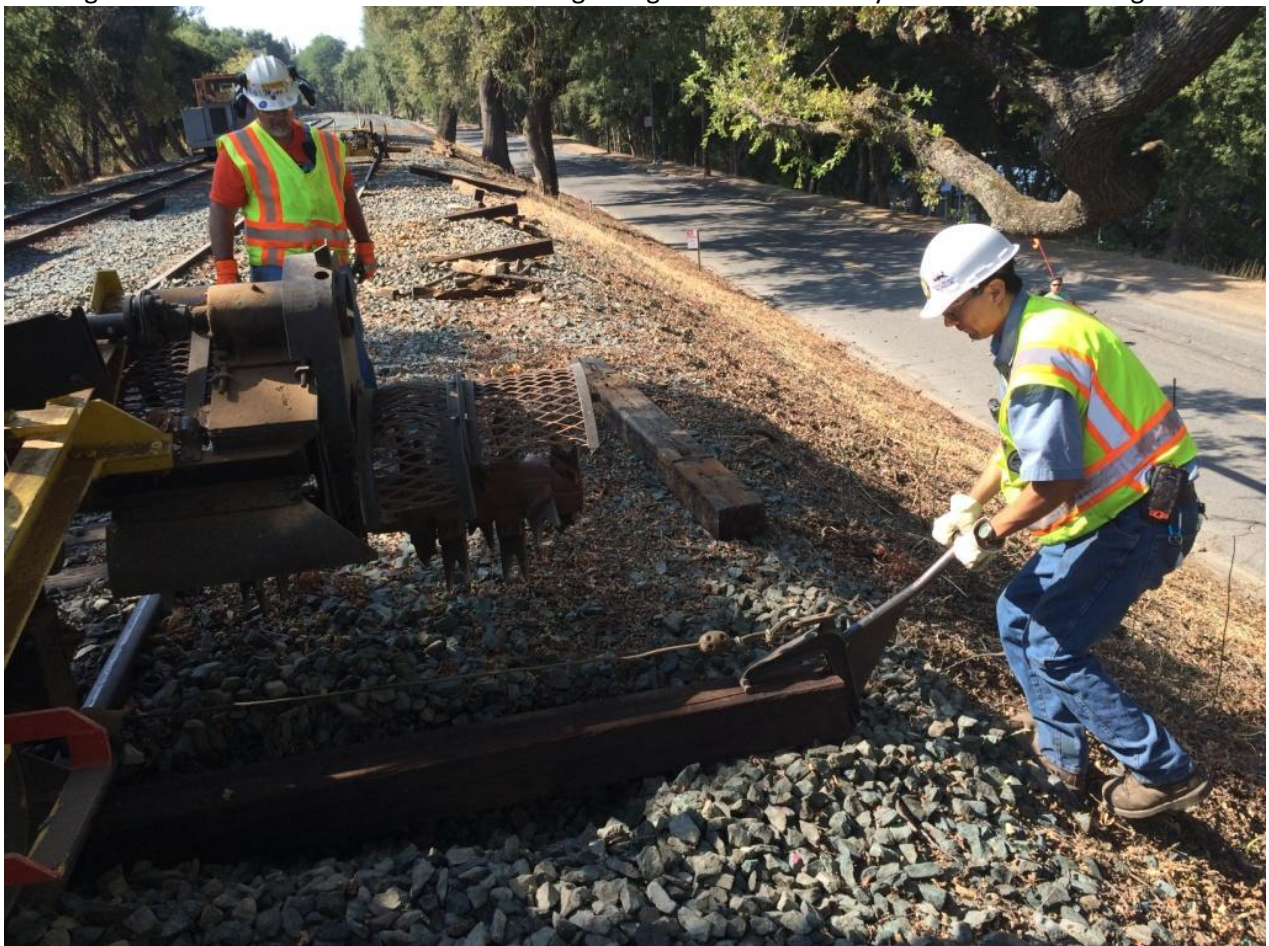
Josh, Mike F., and Chris have to use the chains to pull out a splintering tie



Your MOW Team taking a few minutes to engage in an important academic contemplation of the nuances of the general orders. Actually, we were adding gas to the section-gang machine. Kind of the same thing, though...



Having the scarifer on site saved us from having to dig out all the cribs by hand. It's an amazing machine



Mike F. and Matt inserting ties using the scarifer's inserter function, once again proving the value of this machine



Mike F. guides a tie into place



Josh spikes a new tie



John and Heather load old turntable planks on the flatcar



Chris and Matt work as a team