

Greetings!

This is your Maintenance of Way Team update for October 13, 2013. It was another very productive week for your MOW Team as we zoom along at warp-speed on collision course for planet Polar Express. So, let's *make it so* and *engage* this update right away before any more of 2013 vanishes into the temporal vortex.

Tuesday, Alan Hardy, Frank Werry, Mike Harris, Chris Carlson, Harry Voss, Heather Kearns, Gene Peck, and Pat Scholzen beamed in for some MOW fun. During the day, Alan, on the Big Green Machine managed to move a multitude of 132-136 pound rail which needed evacuation from our materials yard (as it is about to be dug-up as part of the Rail Yards environmental mitigation effort). In the evening, Mike took over this task of moving rail. Chris, Pat, and Gene worked on a variety of projects around the shops while Heather and Harry headed over to Old Sac. to replace a hydraulic hose on the tamper. Frank worked on the A-4 motorcar as well as moving the man-lift/chipper consist off the 150 Track and back onto the Business Car Track.

Thursday, Heather, Mike H., Frank, Alan, and Michael Matsumura were on hand. Alan and Mike H. continued moving rail and materials out of the materials yard. Also, Mike removed some components from the new-old tamper that will need to be replicated. Heather began working on the fuel leak in the carburetor of the fire truck. Our fire truck is going on display inside the Museum in November and December. Frank and Michael took the tamper down the line to continue tamping where we had left off on the previous Saturday at about Mile Post 2.6.

Saturday was a beautiful day to be working on the railroad. Steve Nemeth, Mike Florentine, Frank, Chris, Heather, Alan, and Pam Tatro (in sign-in order) came in early to pay homage to the holy pink box (thanks to Chris). Leonard Jones was around in case we needed any more miracles (he's only one away from sainthood). We split into two crews with Pam, Harry, and Chris working in the Shops on the major re-organization we're undertaking. Every once in a while, we have to do this because there's a tendency for equipment and tools to get spread out and misplaced in the building. They did an incredible job. Although there's still a ways to go, nobody can deny that they made tremendous progress.

Meanwhile, out on the line, Frank, Mike F., Steve, and Heather continued with our re-gauging efforts, this time at MP 2.65 south. Our trusty track inspectors alerted us to this area where the rails seem to squeezing together a bit. With the inaugural run of the 2013 Spook-o-motive train running on top of us, we were reluctant to pull too many spikes in our efforts to move the rails apart so, we used the tamper to straighten several catawampus ties. This had the effect of spreading the rails apart enough to make us compliant with Class 2 track standards. Then, we installed four gauge-rods to stabilize the area. We had to remove only a few spikes which we had replaced by the time the train started running. Steve and Mike got the area tamped-up and completed the task without disrupting train operations. Everyone agreed that it was a job well done and the train rides much more smoothly in the area.

In the afternoon we returned to the Shops to continue with the great re-org of 2013. Alan finished up moving rail out of the materials yard while the rest of us cleaned out the south west corner of the building to create a new equipment storage area. Now, that was a job and a half as there was about an inch of dirt and other refuse on the floor. Steve on the forklift removed most the materials from that corner. We came across a five-eighths inch thick steel-plate which required the use of the overhead crane to move out of there. Frank took it upon himself to clean MOW kitchen area which was in dire straits and desperately needed cleaning. It wasn't easy work but, our fantastic volunteer crew did a great job!

This week, we will meeting at Starbase Shops as usual on Tuesday afternoon/evening and Thursday evening starting at 5 o'clock. On Saturday, we will start severing up doughnuts at 8 o'clock a.m. before heading out on the line. We've got several switches to service – especially Switch 18, the north switch onto the Santa's Village-siding at Baths. Santa's not going have a village this year if Switch 18 isn't working. So, that will be a priority. Come on out and join the fun!

Again, many, many thanks, everyone, for volunteering and supporting your Maintenance of Way Team!

We'll see you out on the line,

Alan, Chris, and Richard



Straightening skewed ties was the first order of business



Frank and Steve install a gauge rod



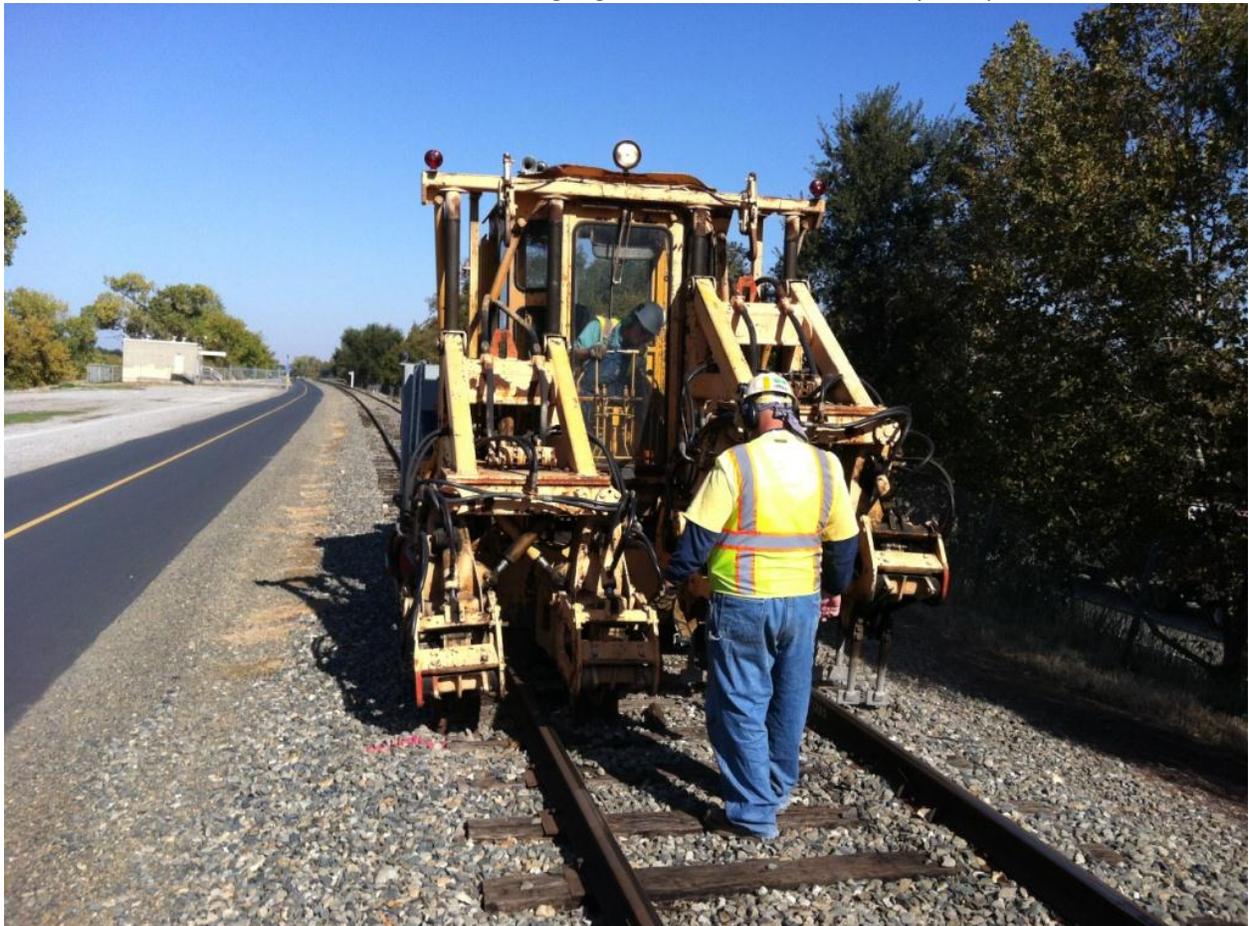
Heather, Mike, and Steve get another gauge rod in place



Honestly, we have no product-placement deals with Kroil – although, it is great stuff!



Mike, Steve, and Frank check gauge to make sure we are fully compliant



With gauging done, Steve and Mike tamp the track.



Steve using the forklift to move materials out of the south west corner of the Boiler Shop



Harry and Alan using the overhead crane to move the slab of steel to the north end where it can be used



With the area cleaned out, we can now fit our big machines in the corner



Frank doing us all a great favor by bringing order to chaos in the MOW kitchen area