

Greetings!

This is your Maintenance of Way Team update for October 15, 2017. It's that time of year when evening darkness descends earlier and earlier. But, your MOW Team's spirits are bright as we continue to build a better railroad as you will see in this update which starts now!

Pat Scholzen, DJ Mandella, Chris Howard, Joe Margucci, Chris Carlson, Heather Kearns, Anthony Filamor, Kyle Blackburn, Taka Blackburn, Frank Werry, and Mike Willis brought cheerful brightness to the Shops on Tuesday. Joe and Chris H. got right to work removing the bad hydraulic hoses from the Kalamazoo. Unfortunately, this meant taking half the machine apart (or what seemed like it). Kyle continued grinding down the wing-rail for the Switch 19 frog. Frank and Mike W. unburied the Interpretive Handcar Program's (IHP) little F-14 motorcar and started repair work. DJ, Anthony, and Conductor Heather headed to Old Sacramento to retrieve the A-6 motorcar and two flatcars onto which bundles of ties were to be loaded for continuing tie replacement on the Zoo Line. Chris C. hopped on the yellow Hyster forklift and grabbed the tie bundles. Once the A-6 and flatcars arrived at the Shops, Taka took charge and managed the switching move to get everything in the right order. Pat, Anthony, Frank, DJ, and Mike W. all worked together moving the equipment about for Chris C. to load the ties. With everything back in the building, DJ, Taka, and Pat secured the ties by strapping them down. Thus ended a good evening of significant activity by your MOW Team.

A large grouping of Weedies headed down to Hood on Thursday to continue the Weed Team's fall campaign. Mike Taylor, Dave Megeath, Ed Kottal, Heather, and Anthony loaded up the MOW Team's trusty Chevy Truck and headed south. Fueled by Mike T.'s famous homemade brownies, the Weedies thrashed through more than one-third of a mile of jungle fouling the track. Next Thursday, the Weed Team will be heading to the Zoo Line to begin restoring the overhead clearance of that track. There's a lot to do and **the Weedies need your help**. If you're available and would like to assist, please meet at the Shops at 8:30 a.m. This will be a major de-weeding project so the more, the merrier.

Meanwhile, back at the Shops, Chris H., Chris C., DJ, Joe, Mike W., Kyle, Taka, Frank, Steve Nemeth, Heather, and Alan Hardy were raring to keep the progress going. Joe, Chris C., Chris H., and Anthony continued work on the Kalamazoo. While working in very tight spaces, they managed to remove the hydraulic pump and get to the other bad hose. Then, they installed new hoses, got the pump reattached, fired up the machine. The leak was gone! However, a new leak appeared at the power take-off unit on the transmission. Fixing that will be the next effort with that machine. Kyle and Taka worked on modifying the engine cover so that it will fit around some of the new components on the Kalamazoo's new engine. Frank and Mike W. continued working on the IHP's motorcar. Steve, DJ, Anthony, Chris H., and Heather planned to take the A-6 motorcar and tie-laden flatcars back to Old Sacramento and get the equipment staged for a quick departure on Saturday morning. However, our plans were foiled by obstructions left by the contractor rebuilding the crossings at J and K Streets in Old Sac. So the equipment was returned to Shops and put away. Oh well. With darkness descending, "Quittin' time USA!" was called. Thus ended our Thursday adventure.

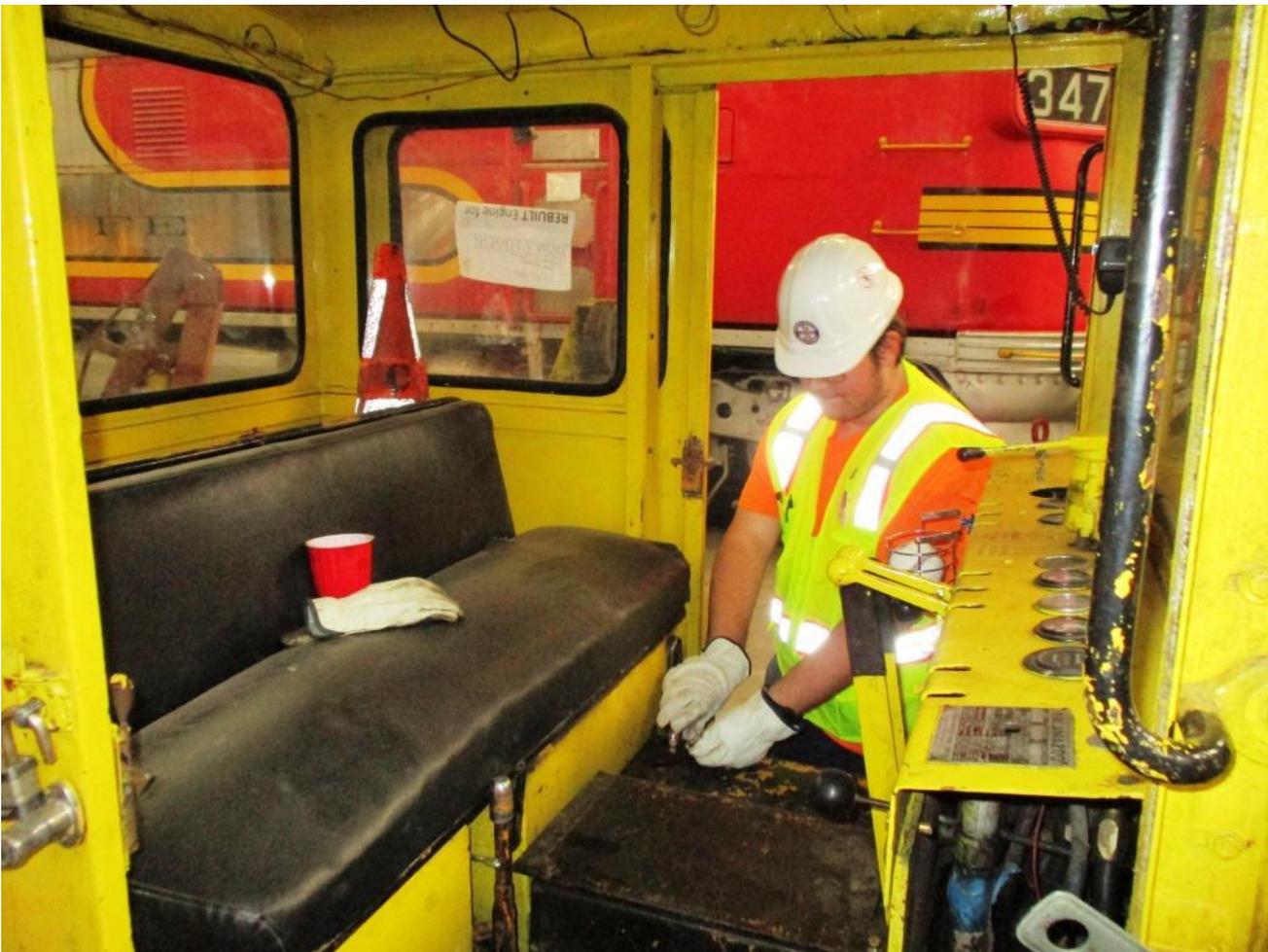
They call the wind "Mariah," and she was howling something fierce through the rafters of the Shops buildings on Saturday morning. But, that didn't stop Alan, Joe, Clem Meier, Pam Tatro, Robert Jones, DJ, Dave Wolf, Michael Florentine, Harry Voss, Heather, Mike Harris, Steve Nemeth, John Rexroth, Anthony, and Kyle from digging into the doughnuts that Chris C. brought. The Team had the pleasure of welcoming Art Fluter as a new member! Welcome aboard, Art! The task for the day was to get 64 ties in the ground along the Zoo Line, as well as plating, spiking, and tamping the 96 already in place. Because we were prevented from staging on Thursday, all the switching of equipment had to be done on Saturday morning including bringing the tamper and A-6 over from the Shops. Unfortunately, heavy traffic on the UP Main (including a seven-engine train), delayed their arrival by a half-hour. Despite the delayed start, once the Team was out on the line, work began in earnest. The Team split into three groups: Team Tamper, Team Tie-plate, and Team Scarifier. Harry, Mike H., and Chris C. took the tamper down the line and began tamping all the new ties already inserted. DJ, Robert, Clem, Dave, Anthony, and Steve of Team Tie-plate distributed plates at all the new ties. Then deployed the rail-lifter and began inserting tie-plates at all the new ties. Anthony and Robert traded-off operation of the rail-lifter as Clem, DJ, and Dave got the plates in place. Next, Dave, Steve, DJ, and Clem started setting spikes in all the ties that needed spiking. Up on the north-end of the line, Heather headed up Team Scarifier and was joined by Mike F., who ran the scarifier, Kyle, John, Art, and Joe. First, Kyle and Joe dropped ties off the bundles next ties next to the empty cribs. Mike F. scarified those cribs that needed scarifying. Art, Joe, Heather, and Kyle lined the ties up and then used the inserter winch to pull them in under the rails. Folks, it was an amazing operation to watch. The Team worked like gang-busters. We had quite an impressive production line going on out there. Calling them, "well-oiled machines" would be an understatement. With very little direction, this incredible group of volunteers organized themselves and got the job done. Despite the morning delays, significant progress was accomplished; 64 new ties got inserted; the entire line was tamped; 96 ties were plated, and spikes set on most of them. And, this super-human effort continued throughout the day until there were no more ties to insert, tamp or plate. So, the Team packed up its wares and headed back to Old Sacramento and the Shops extremely pleased with the day's efforts.

Our good friend, Ramsay, at the All Aboard Desk has compiled this month's hour-bar recipients several MOW Team members are amongst the honored: Taka Blackburn and Joe Margucci with 1,500 hours; Kevin Hecteman with 4,500 hours; and Frank Werry with a whoppin' 8,000 hours! Congratulations and many thanks to Taka, Joe, Kevin, and Frank for your incredible dedication to building a better railroad!

This coming week, the MOW Team will gather in the usual place on Tuesday and Thursday at or before 5 o'clock. Again, the mighty **Weed Team could really use some help on Thursday starting at 8:30 a.m. No train can get down to the Zoo until the overhead clearance issues are resolved.** Saturday, it's back to the Zoo line to finish spiking the line. Meet for doughnuts at 8 o'clock a.m. As always, thanks to everyone!

See you out on the line,

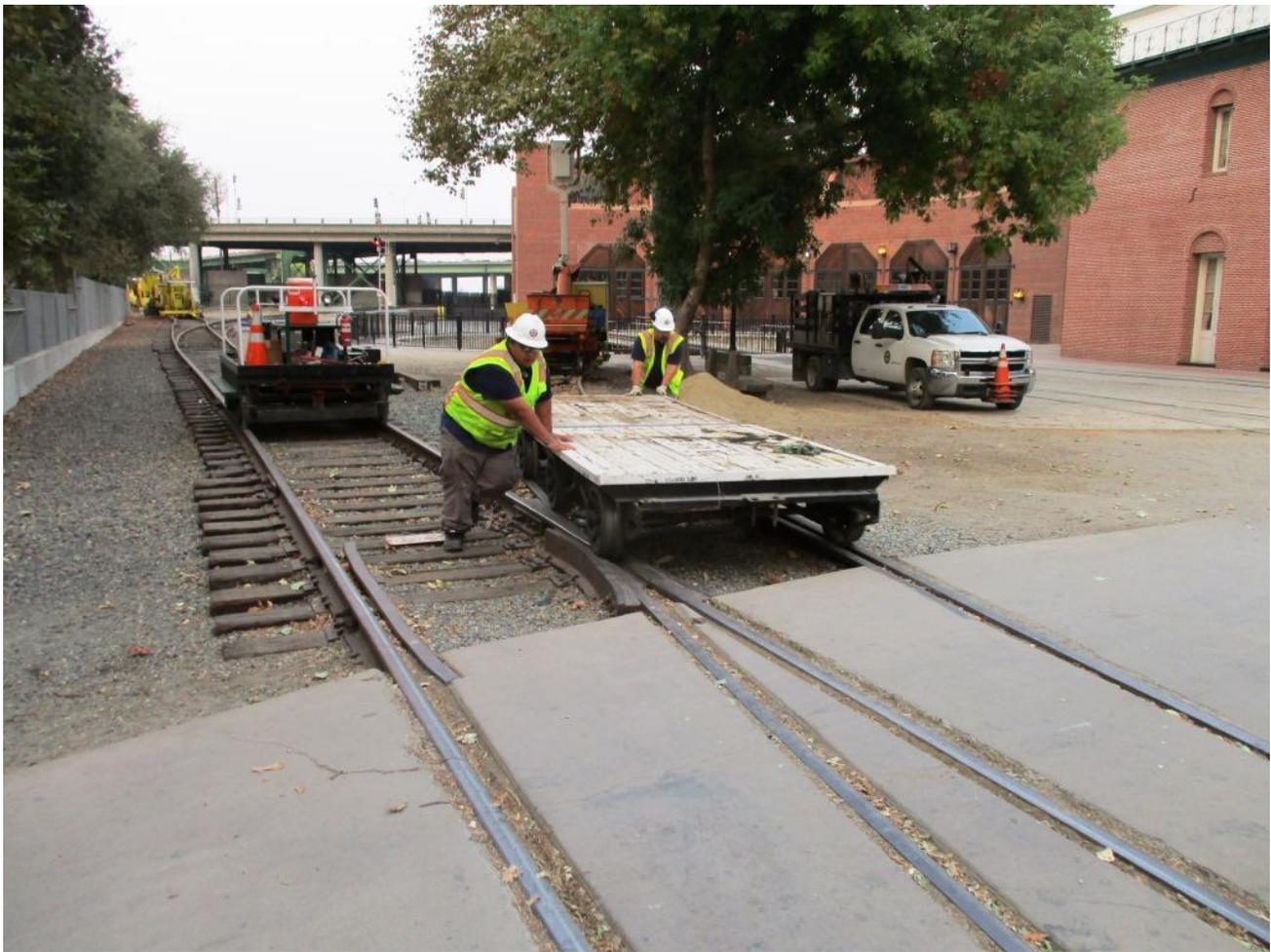
Alan, Chris C., and Richard.



Chris H. takes the floor-decking out of the Kalamazoo to access the hydraulic pump for hose replacement



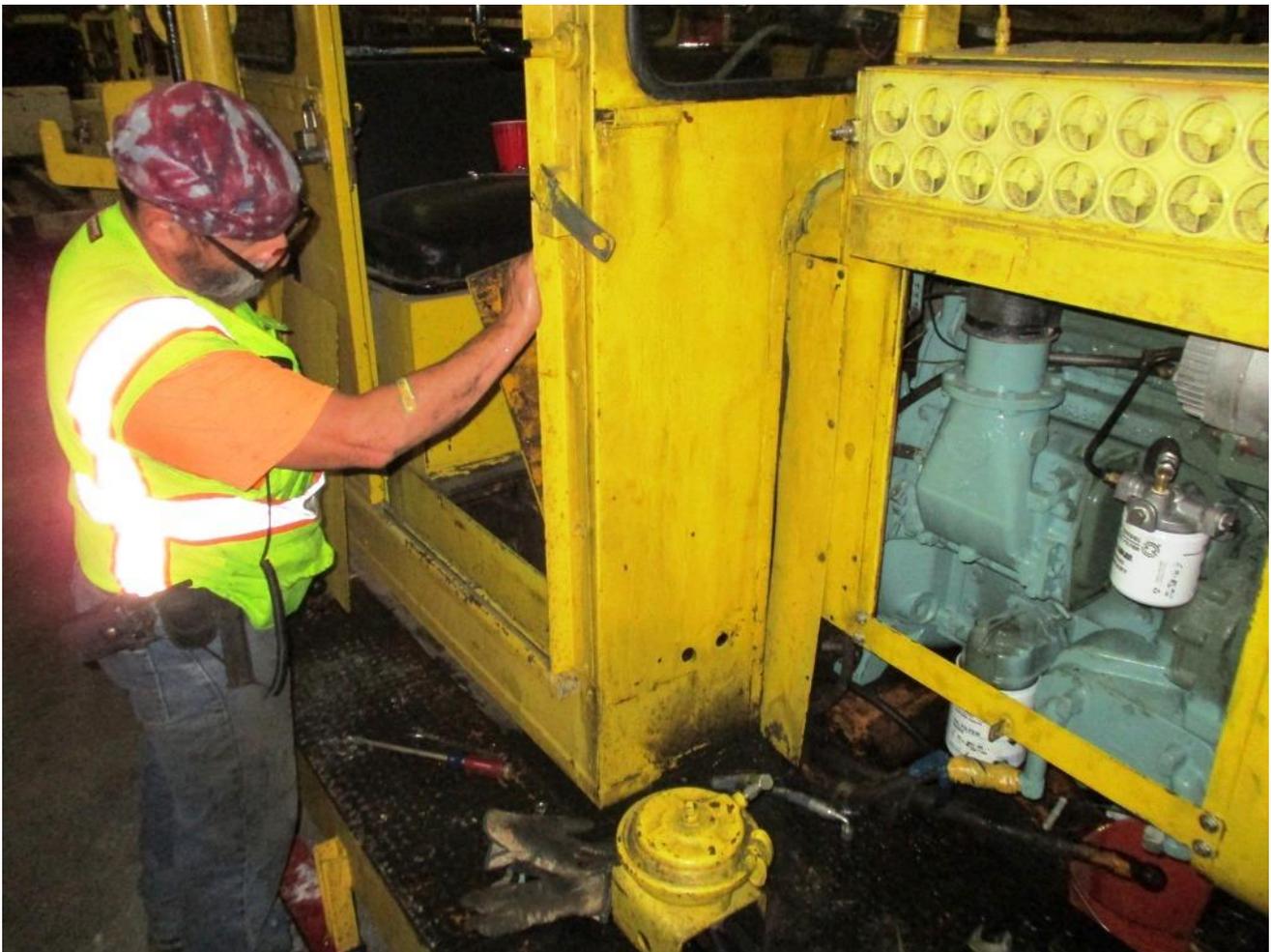
Kyle grinds-down the offending portion of the wing-rail for Switch 19



In Old Sac., Anthony and DJ “run-around” the flatcars to pull them over to the Shops



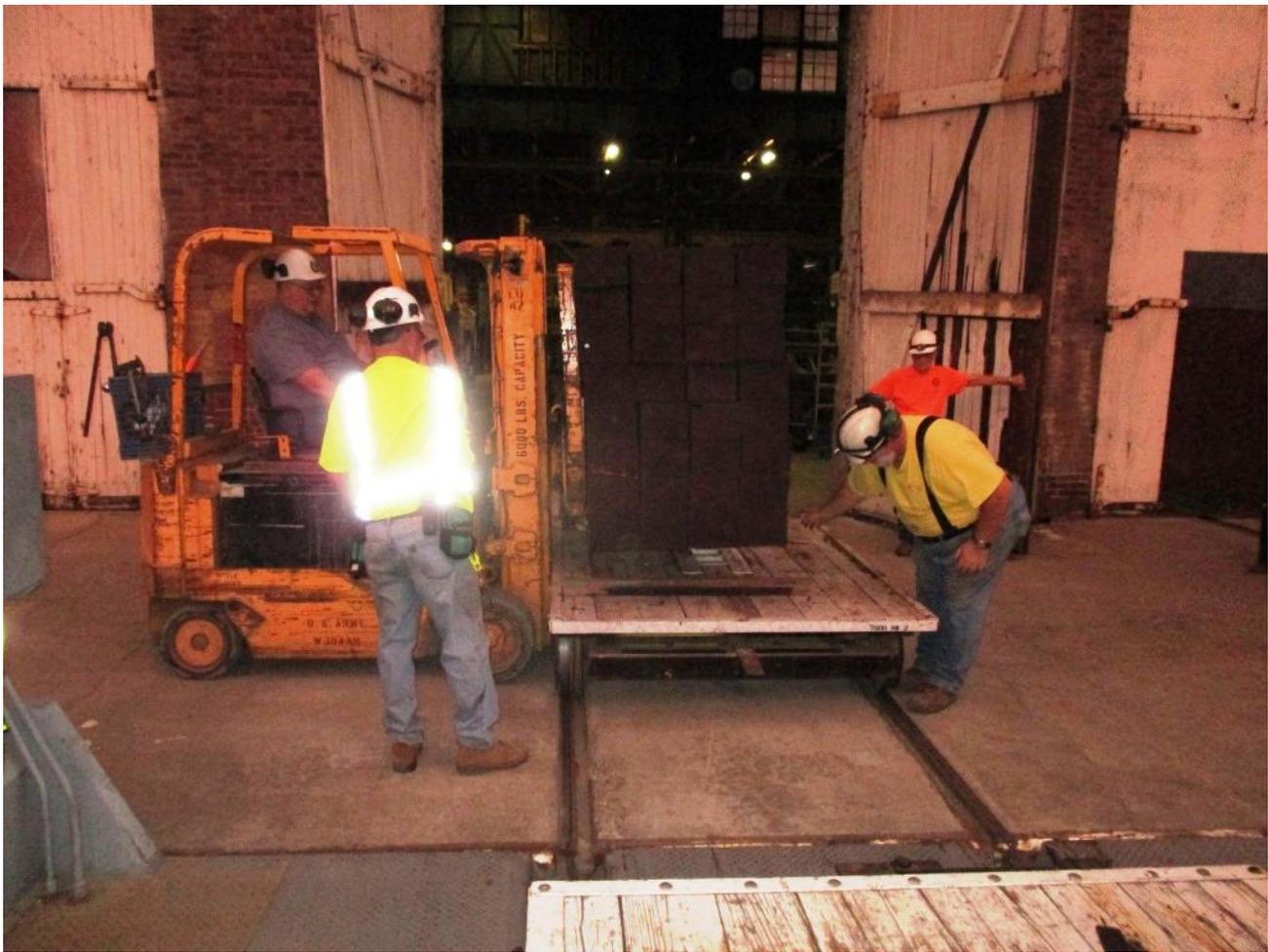
Conductor Heather arranged for a quick green signal indication



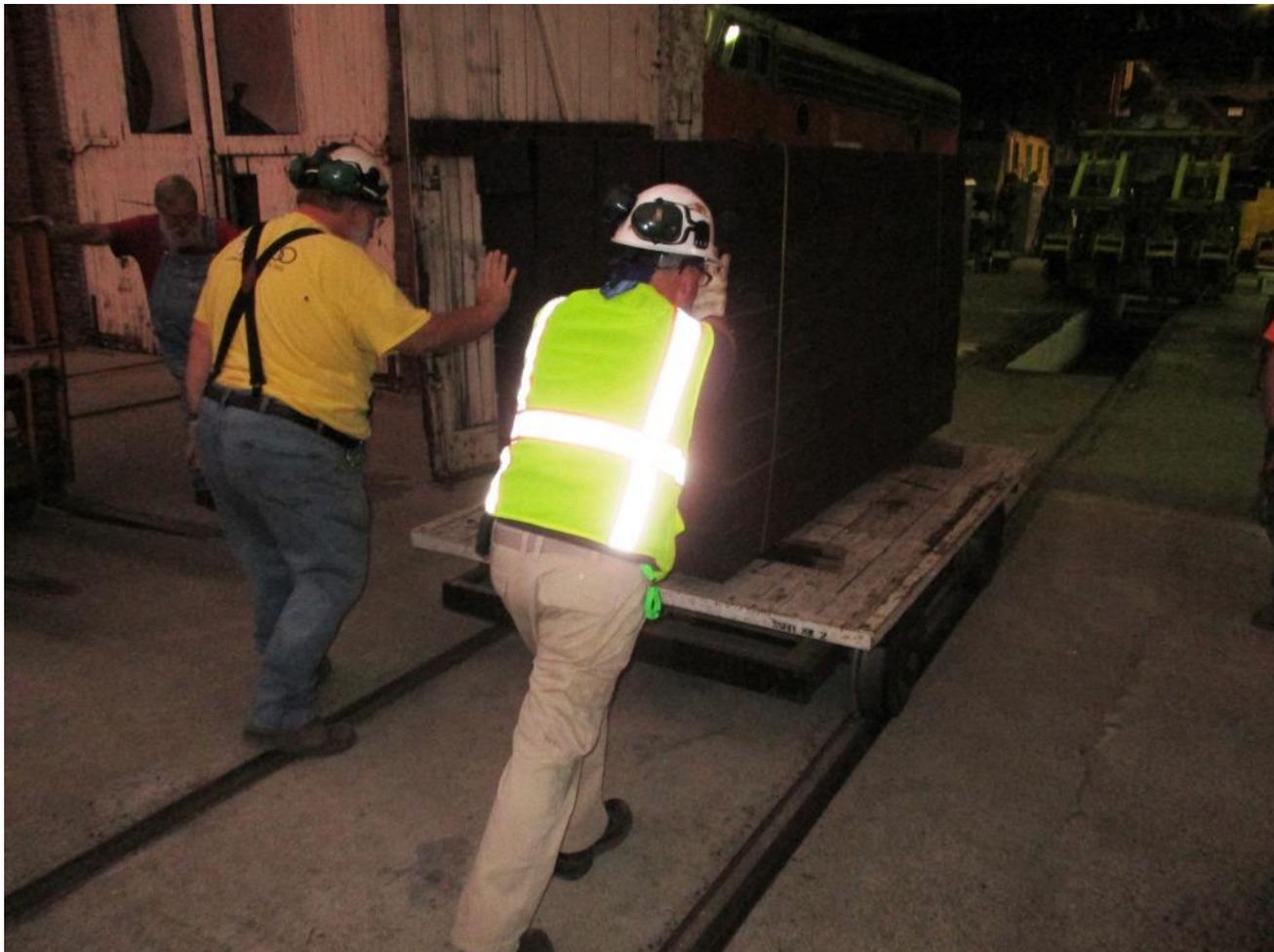
Joe gets the Kalamazoo's control panel removed to access the faulty hydraulic hose



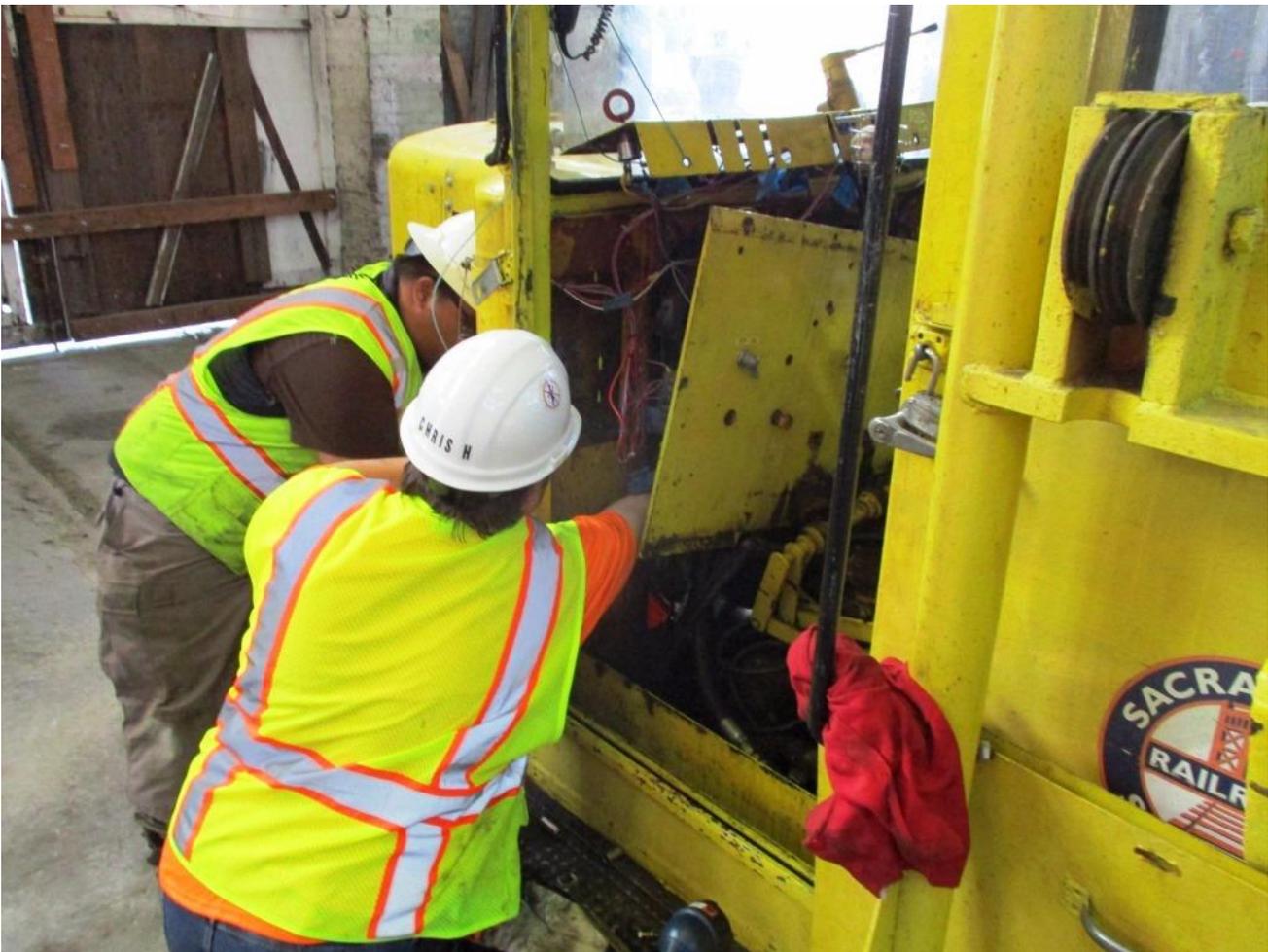
Frank and Mike W. bring the F-14 motorcar into the Erecting Shop



Chris C. loads a bundle of ties onto a flatcar



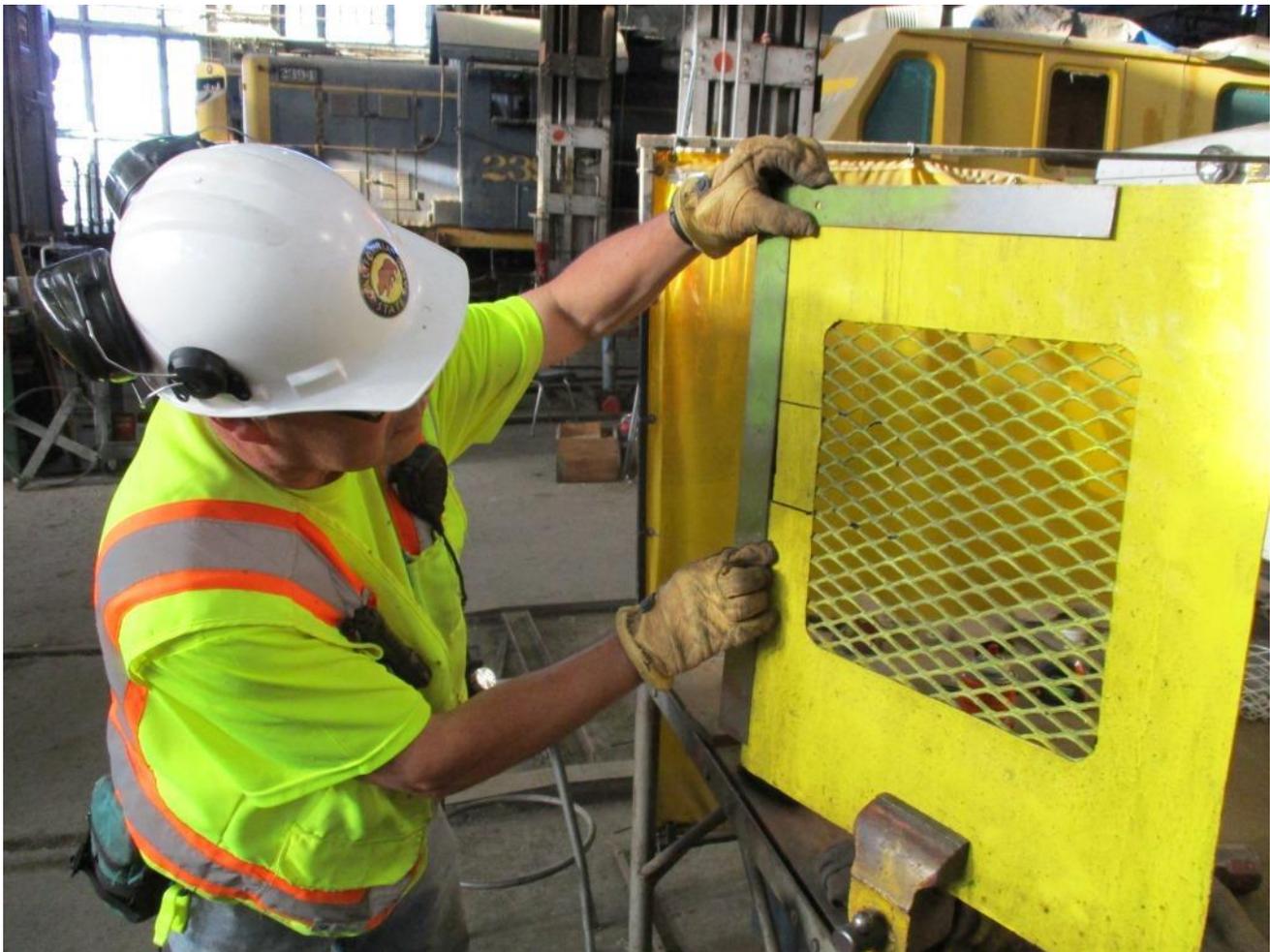
Frank and DJ push the tie-laden flatcar back into the building



Anthony and Chris H. reach into the tight reaches of Kalamazoo to access the faulty hydraulic hose



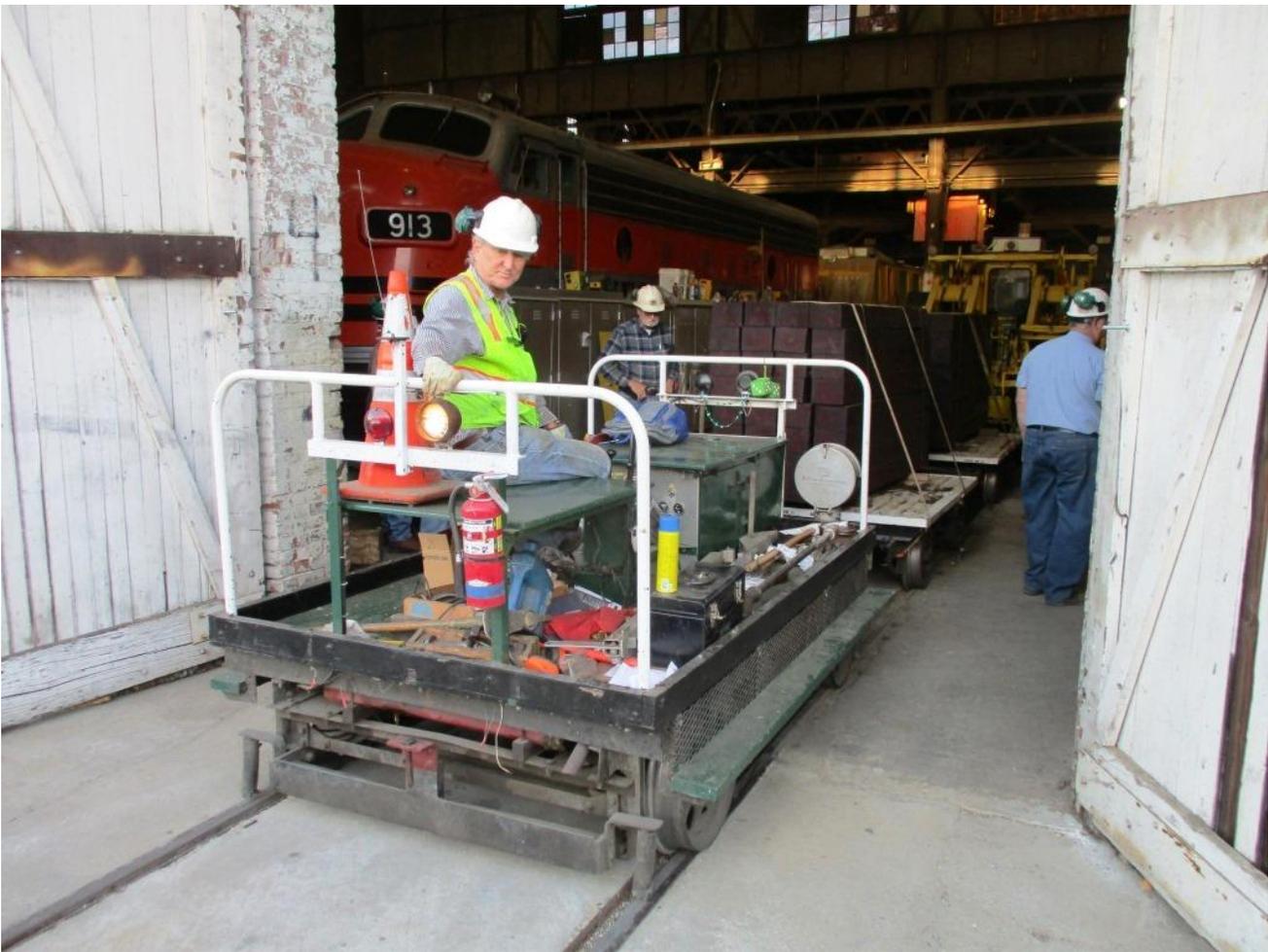
Whit the hose replaced, Chris C. cleans off the ignition switch



Taka measure the area of the engine shield to be modified



Kyle cuts the section of the engine shield being modified to fit new engine components



Steve pulls the motorcar and the tie-laden flatcars out of the building...



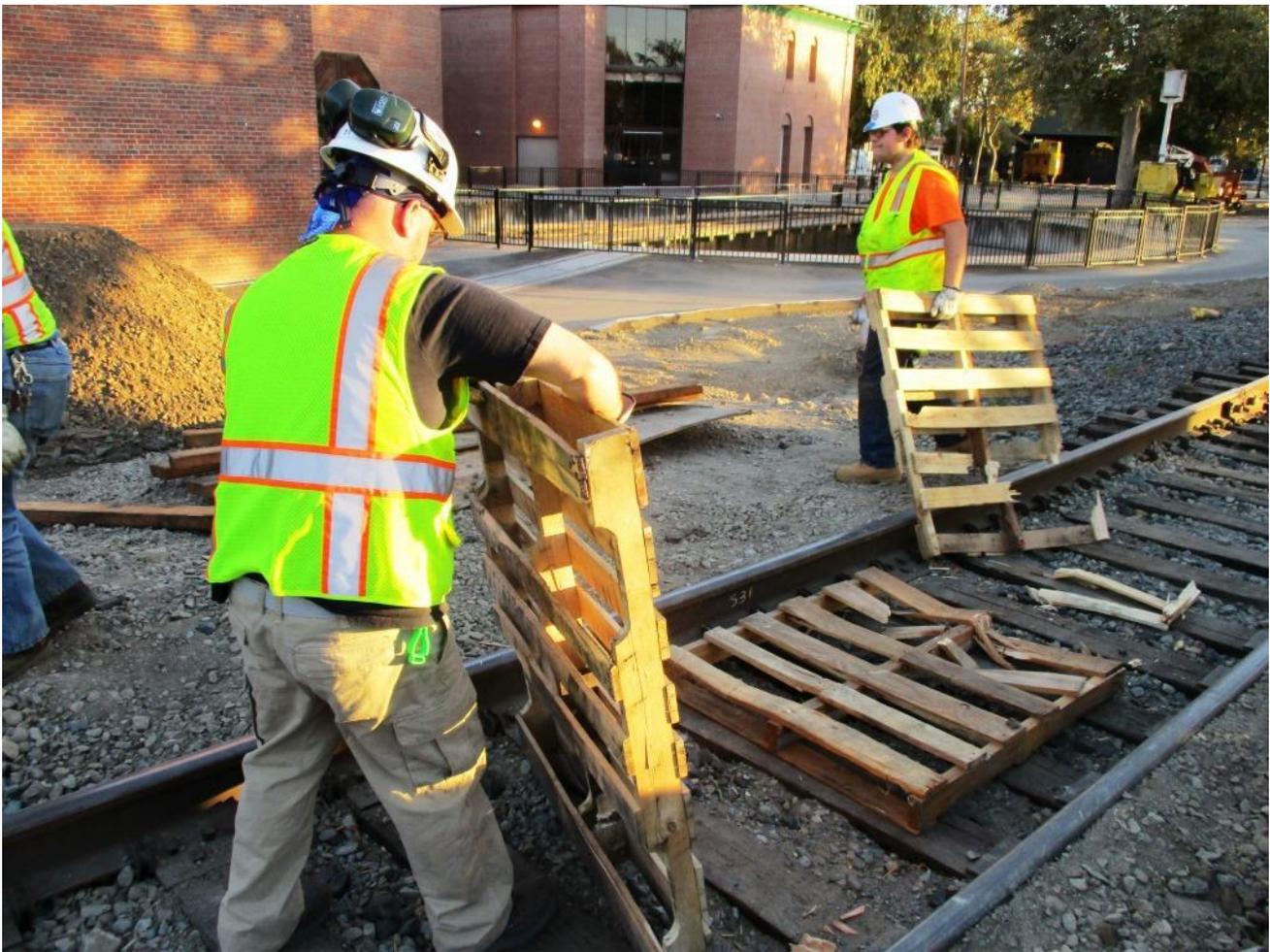
...And DJ at the transfer table controls starts their once and future journey to Old Sacramento



STOP! STOP! STOP! An illegal crossing built over the Interchange Track could have spelt trouble for the motorcar with two-tons of ties behind it



Chris and DJ dismantle the illegal crossing which was attached to the ties beneath with lag-screws



DJ and Chris H. get the crossing dismantled and disposed of its pieces to the side of the track



A new impediment: the contractor's tamper blocks both the South Turntable Lead and House Track thus forcing us to abandon our move



All dressed up and nowhere to go: Anthony, DJ, Steve, and Chris H. bring the ties and motorcar back to the Shops



Mike W. and Frank work on the IHP's motorcar



After waiting for several trains to pass, finally, Steve gets the green signal indication from Omaha to cross the UP Main



Followed by Harry, Chris C., and Mike H. in the tamper



Art and John move old dead ties out of the way



Joe and Kyle roll new ties off the tie-bundle



Art moves a new tie into position for insertion



John and Joe arrange the placement of new ties



John attaches the grapple on the winch to a new tie which Mike F. in the scarifier pulls under the rails



Kyle guides a new tie under the rails as Mike F. in the scarifier pulls it in



Before the rail-lifter got deployed, Dave and Clem attempt to nip-up the rail to shove a tie-place beneath



Robert, Steve, Anthony, and DJ deploy the rail-lifter



With one pull on the pull-start, Anthony brings the rail-lifter to life



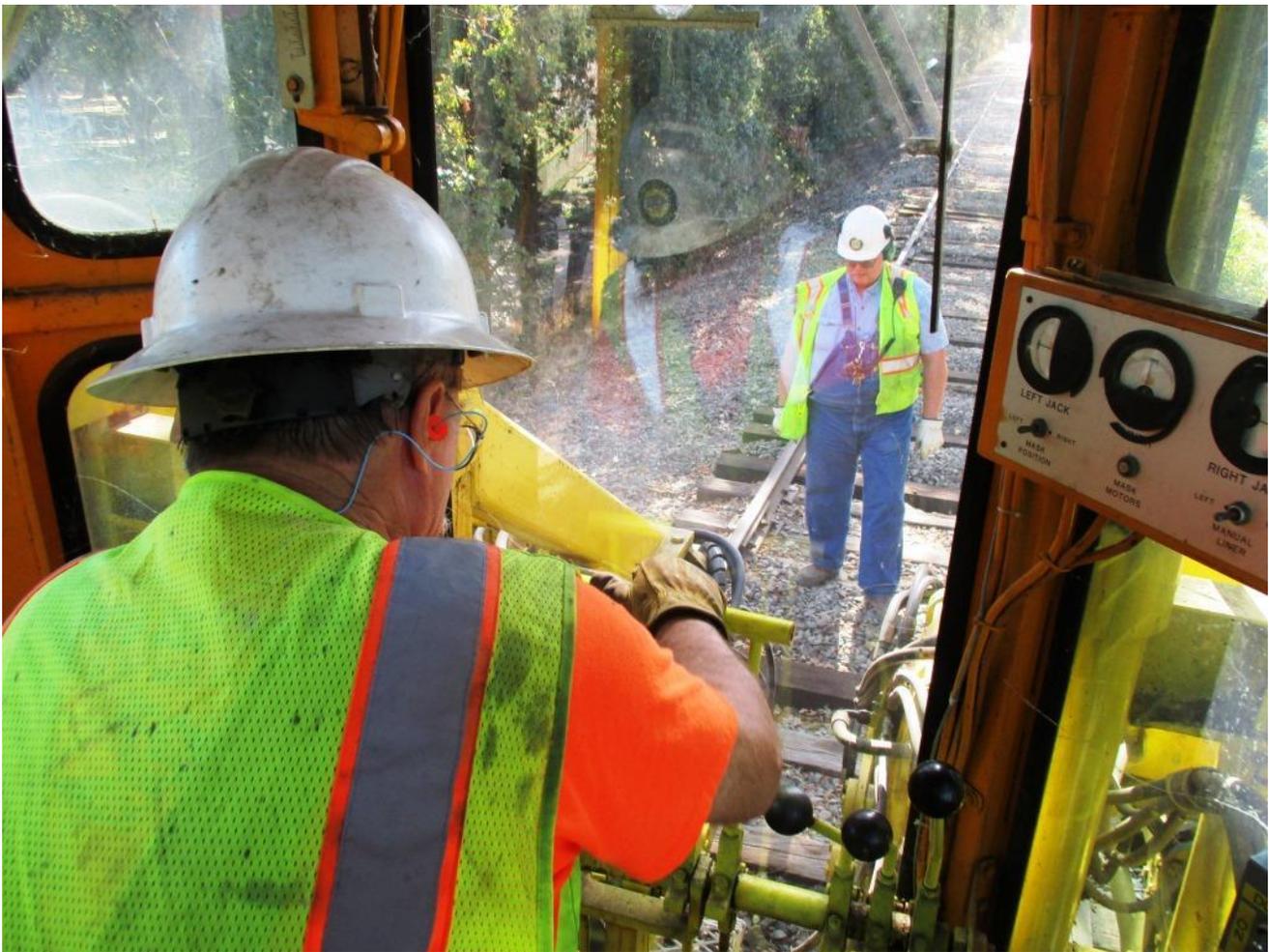
Anthony operates the rail-lifter while Dave and Clem insert new tie-plates



Chris C. guides Mike H. in the tamper



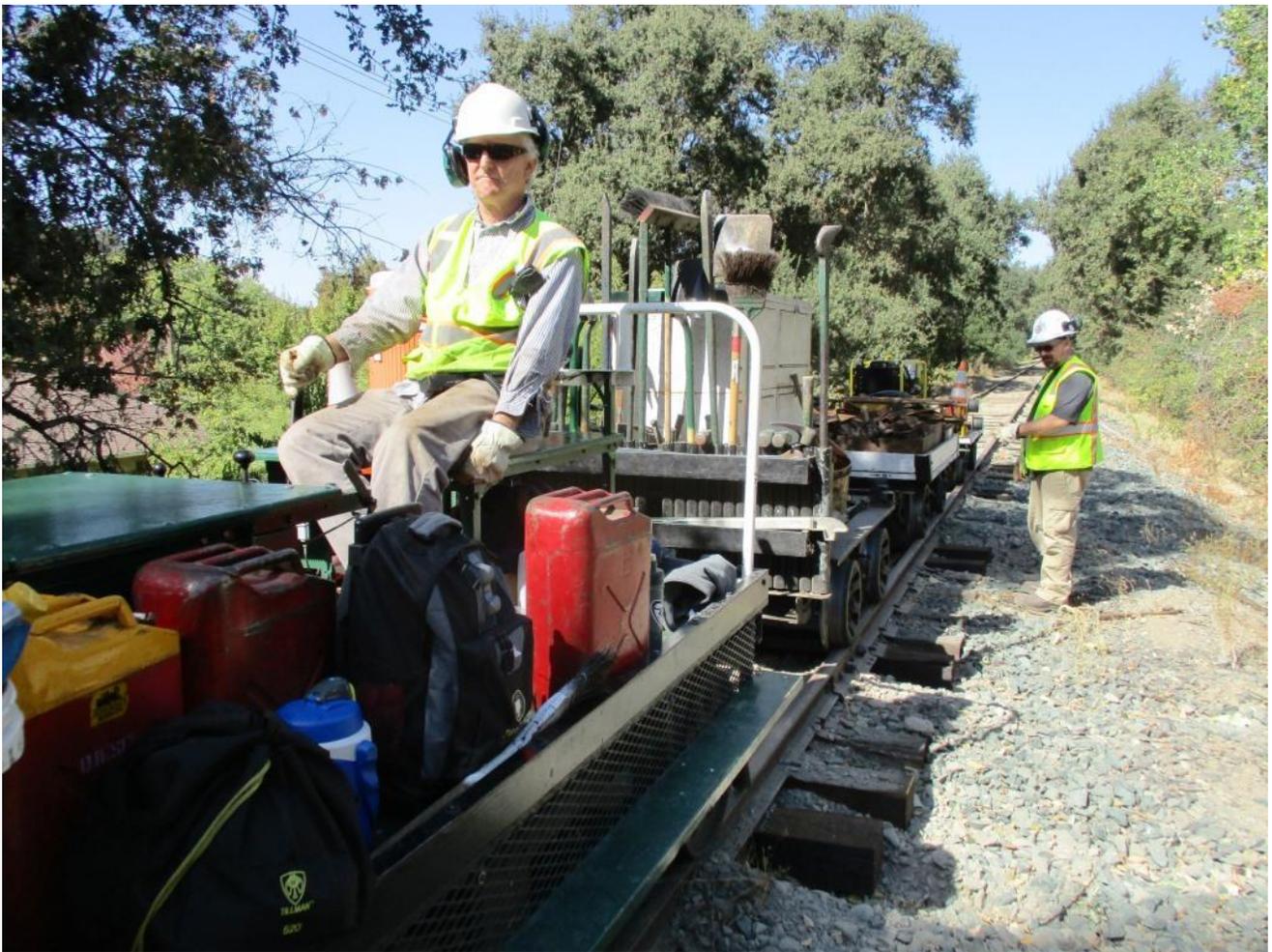
Chris C. guides Mike H. in the tamper as it is used to straighten skewed ties



With Chris C. and Mike H. working as a team, not a single tie was left un-tamped



Robert runs the rail-lifter as Anthony places a new plate



Steve and DJ distribute tie-plates down the line



With all tie plates distributed, Steve starts setting spikes



DJ gathers a bucket of spikes and smartly hitch-hikes a ride from Mike F. and Kyle on the scarifier instead of hauling them up the hill by hand



Time to put our toys away: Anthony, Kyle, and DJ get the rail-lifter ready to be stowed on its cradle



Kyle cranks on the winch and pulls the rail-lifter onto its cradle



Joe and Art continue setting spikes as DJ makes sure the rail-lifter stays on the rails