

Greetings!

This is your Maintenance of Way Team update for March 27, 2016. It's Easter Week and the last Saturday of working out on the line without those pesky trains rolling through our work site. So, let's not waste pesky verbiage by delaying this update any further.

It was the Cliff Hayes show on Tuesday as he wielded his welding torch on multiple projects. He, along with Alan Hardy, Pat Scholzen, Gene Peck, Heather Kearns, Mike Harris, Harry Voss, and Frank Werry welcomed the newest member of the MOW Team, Anthony Filamor. Anthony just graduated from the recent docent class. So welcome to Anthony! Heather fitted-out Anthony with a hardhat and safety vest before giving him the grand tour. Pat, Gene, and Cliff took on the last of the identifiable air-leaks in the BEB-17 ballast regulator. Cliff cut out a piece of the control stand to access a bad fitting within the console. Then the Team loaded Cliff's welding materials into the truck and headed over to Old Sacramento to undertake some repairs to Switch No. 5 (South Turntable Lead to CPFD Platform Track). Last year, this switch was run-through which led to the bending of the machine's handle. So, Cliff sparked-up his magic fire stick to heat the handle in order to make it malleable enough for bending straight. Once sufficiently heated, Mike H. and Anthony used a large pipe, or "cheater", to reshape it. The handle no longer has a 45-degree bend to the right. Then Anthony added some coolant to the A-6 motorcar's radiator. Back at the Shops, Cliff, again, put on light-show by re-welding the regulator's console back together. Indeed, it was all quite enlightening...

Thursday, the Weed Team was on hiatus. But, Mike Taylor couldn't resist donning the three-gallon spray-rig backpack for some old-fashion weed-killing fun. He continued spraying around the Shops and along the 560 Track. Meanwhile, Chris Carlson spent his day-off work volunteering with the MOW Team. While Alan worked with the Signal Department on an upcoming exhibit, Chris C., Heather, and Harry took the Jackson 125 tie-exchanger down the track between Front Street and Switch 14 (North Miller Park) to pull an additional 18 bad ties. Following their adventure, Conductor Heather conducted the Harry in the Kalamazoo tug pulling two flatcars over to the Shops to be loaded with another bundle of ties. In the evening, Frank, Heather, Harry, and Anthony, headed down to the Front Street work-site to get the pulled-ties out of the way so Saturday's Team wouldn't have to deal with them. Heather was E.I.C. Using tie-tong, Anthony and Frank stacked dead-ties to the east the track. Harry dug-out a tie that disintegrated when the 125 attempted to pull it. This proved a tremendous help and head-start for Saturday where the Team scarified, plated, spiked, and tamped new ties in the area. That head-start sure came in handy, considering the events at Broadway about to unfold. Back at the Shops, Frederick Carr spent the evening re-wiring the A-5 motorcar's electrical system. Fred did a tremendous job. In fact, we all commented that his wiring job was way too pretty for the motorcar. Indeed, a professional job by a volunteer. With that, the Team was pleased with its accomplishments and packed it in for the evening.

Fortunately, extra doughnuts were on hand for Alan, Clem Meier, Mike Willis, Harry, Chris C., Anthony, Michael Florentine, Steve Nemeth, Frank, Heather and Jose Gomez when they arrived early Saturday Morning for what would prove to be quite an eventful day. It was a pleasure to welcome Chris Nielsen back to the Team! Tie-replacement work south of Front Street was the plan for the day. Heather and Steve arrived in Old Sac. early to open up the machines allowing for a quick departure by the Team after the briefing. The Team was ready to roll when Signal Maintainer, Paul Helman, called with some rather dramatic news. A drunk driver in a U-Haul truck had plowed into the east-bound signal mast at Broadway completely destroying it. No time to waste. The Team set off for Broadway to help our Team Signals brethren gather-up the debris. Using the crane on the MOW Team's trusty Chevy Truck, Alan, Mike F., and Clem wrapped a chain the signal mast. Chris C. hooked it up to the crane and lifted as Harry brought in the axillary Dodge one-ton Truck. Chris N. climbed up into the bed and guided the signal mast as it swung around. Steve, Anthony, Paul, and Frank gathered up the lights and gongs. Team Signals has been unwavering in its support of the MOW Team with our projects. It was a pleasure to return the favor in a small way by helping remove the "smacked-down" signal-mast at Broadway. Indeed, a fine example of SSRR Track Programs working together to build a better railroad.

Next, it was on to Front Street where 18 ties needed to be installed. Clem and Chris N. attached the extension drum on the scarifier. Mike F. in the Kalamazoo brought in new ties on flatcars for Mike W. and Chris to drop where needed. Alan spool-up the scarifier and began digging new cribs for the ties. Anthony and Steve positioned new ties for insertion. Then Mike W., Anthony, Steve, Chris N., and Mike F. all worked with Alan in the Scarifier to insert new ties. Fortunately, the ties went in rather easily without too much hand-digging. Jose joined the Team after lunch – just in time to plate and spike. Frank, Chris N., Jose, Mike W., nipped ties and set spikes. Mike F. and Chris C. set-up a "dueling pneumatic spike-driver competition" as they raced down the track driving spikes. With plating and spiking done, everyone gathered shovels and rakes to fill in the cribs around the new ties with plenty of rock for taming. With cribs fills, Steve and Chris N. fired-up the tamper. With Steve as his trainer, Chris N. got his first lesson in tamper operation. Meanwhile, Jose climbed up in the scarifier's cab and Alan and Mike F. trained him on its operation. Chris C. guided Chris N. and Steve in the tamper and, in no time, the job was done. Time to pack up and head back to town. Frank and Mike W. took the trusty Chevy Truck back to the Shops while the rest of the Team put away the tack machines in Old Sacramento. It had been quite an action-packed day. Those extra doughnuts sure came in handy.

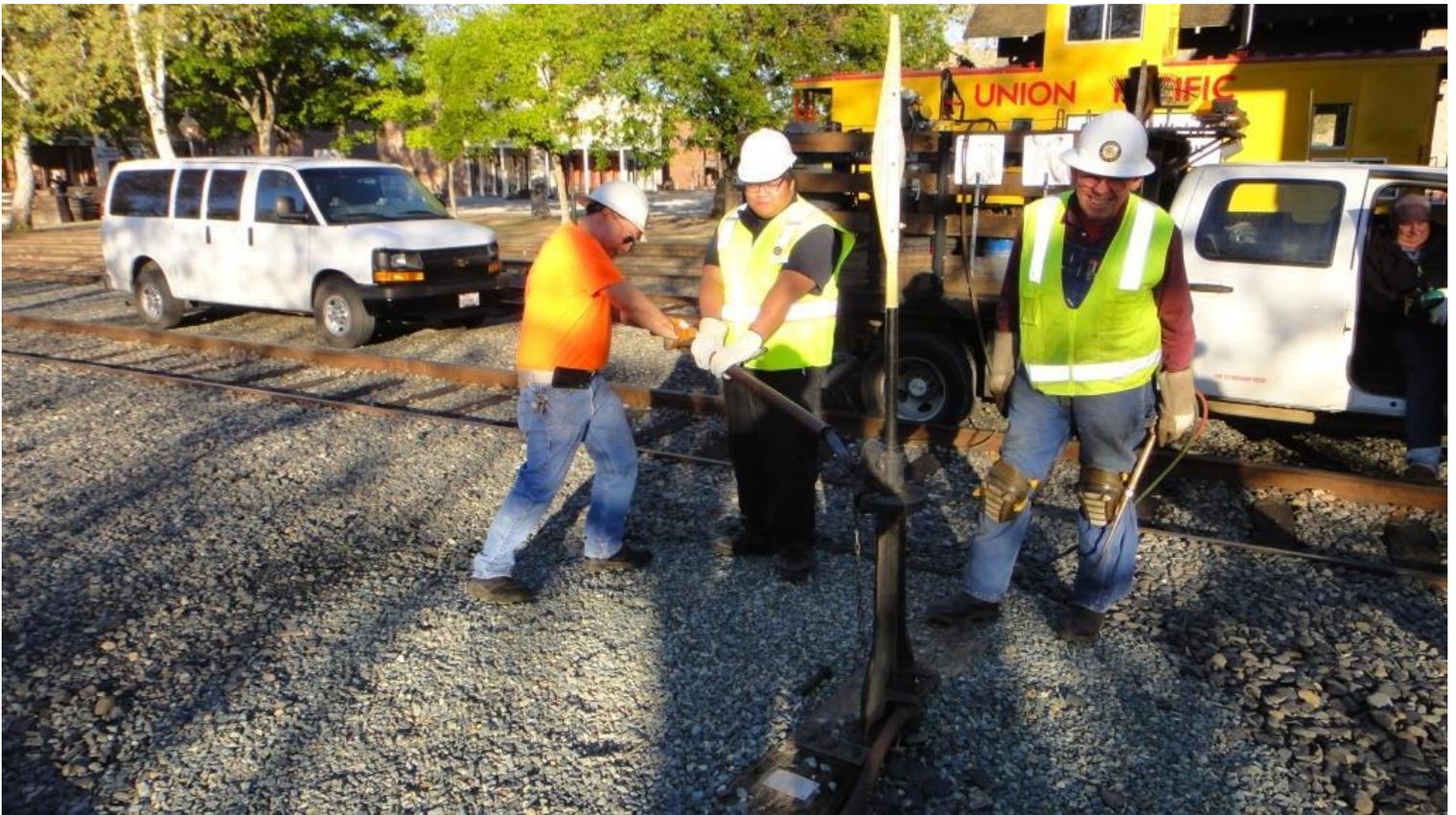
This coming week, Tuesday and Thursday, the faithful MOW Shops crews will meet at the usual times of at or before 5 o'clock. Also on Thursday, the Mighty Weed Team will head to Hood for a day in the sun. Meet at the shop at 8:30 a.m. Saturday, doughnut hour is 8 o'clock a.m. as the Team sets off for a new adventure. Please note that the second iteration of annual **Part 214 training** takes place on **Saturday April 9<sup>th</sup>, at 9 o'clock a.m.** in the CSRM East Theater. Many thanks to all the dedicated members of the MOW Team and Team Signals!

See you out on the line,

Alan, Chris C., and Richard.



Cliff wielding his magic fire-stick to heat the misshaped switch handle so that Mike H. and Anthony could bend it straight



With the "cheater" bar in place, Mike F. and Anthony remove the bend in the switch handle



Anthony adds coolant to the A-6 motorcar



Cliff welds the ballast regulator's console stand back together



Chris C. on the Jackson 125, pulls a bad-tie out from under the rails



Harry guides Heather up on the Big Green Machine in loading a bundle of ties on the flatcar



Mike T. spraying blue-brew along the 560 track looks a bit bemused as the MOW work train stops to take a picture



Anthony and Frank move a dead-tie the dead-tie pile



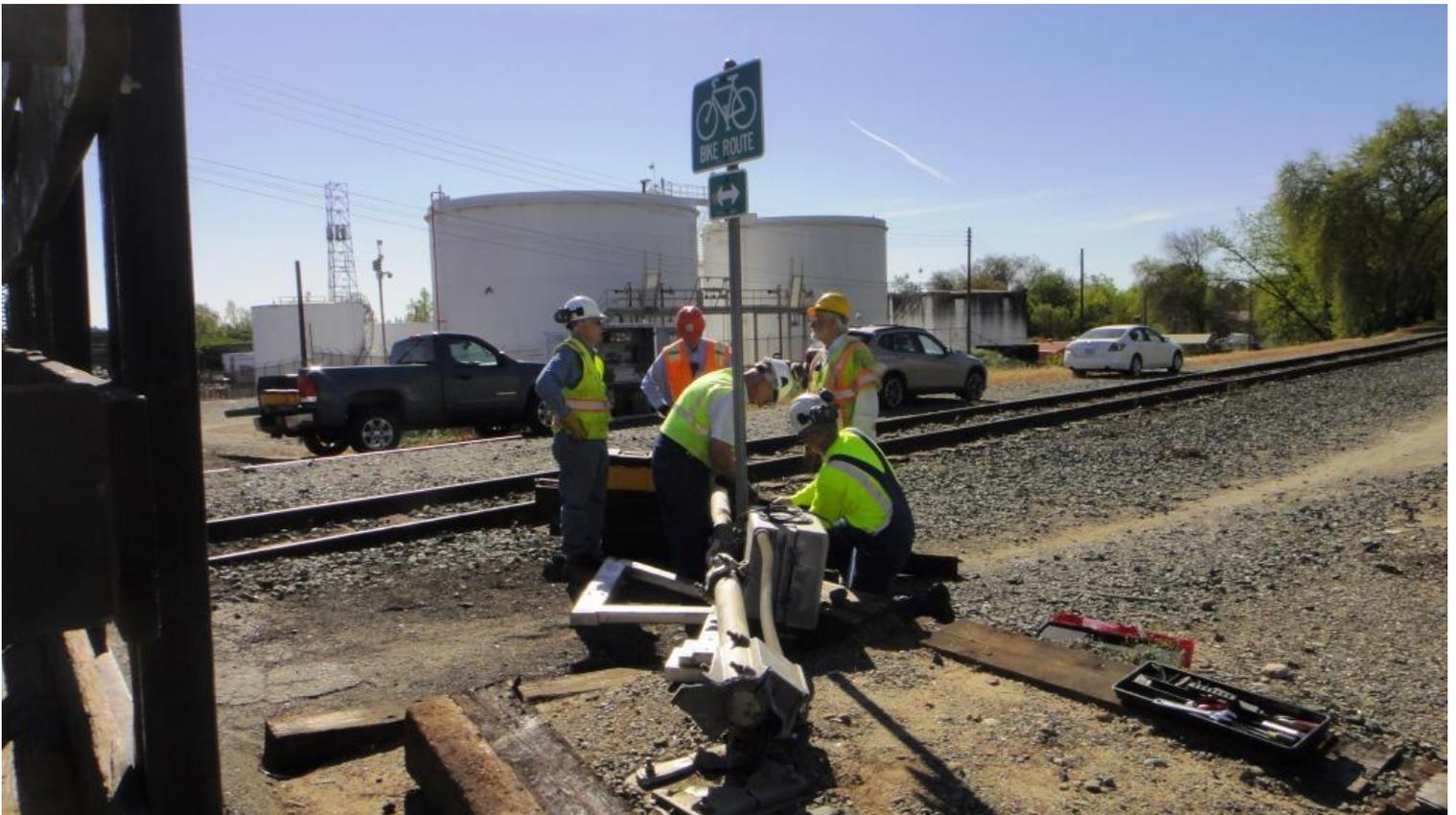
Harry digs out the remnants of a tie crushed by the Jackson 125 tie-exchanger



Heather tosses a tie onto the rail to be relocated to the dead-tie pile



Signals Paul at the "crash site..."



Clem and Dave Megeath prepare the mast for the big lift



The crane on the MOW Team's trusty Chevy Truck is deployed



The signal mast is airborne! Chris C. controls the crane as Mike F. and Alan prepare to guide it into the Dodge



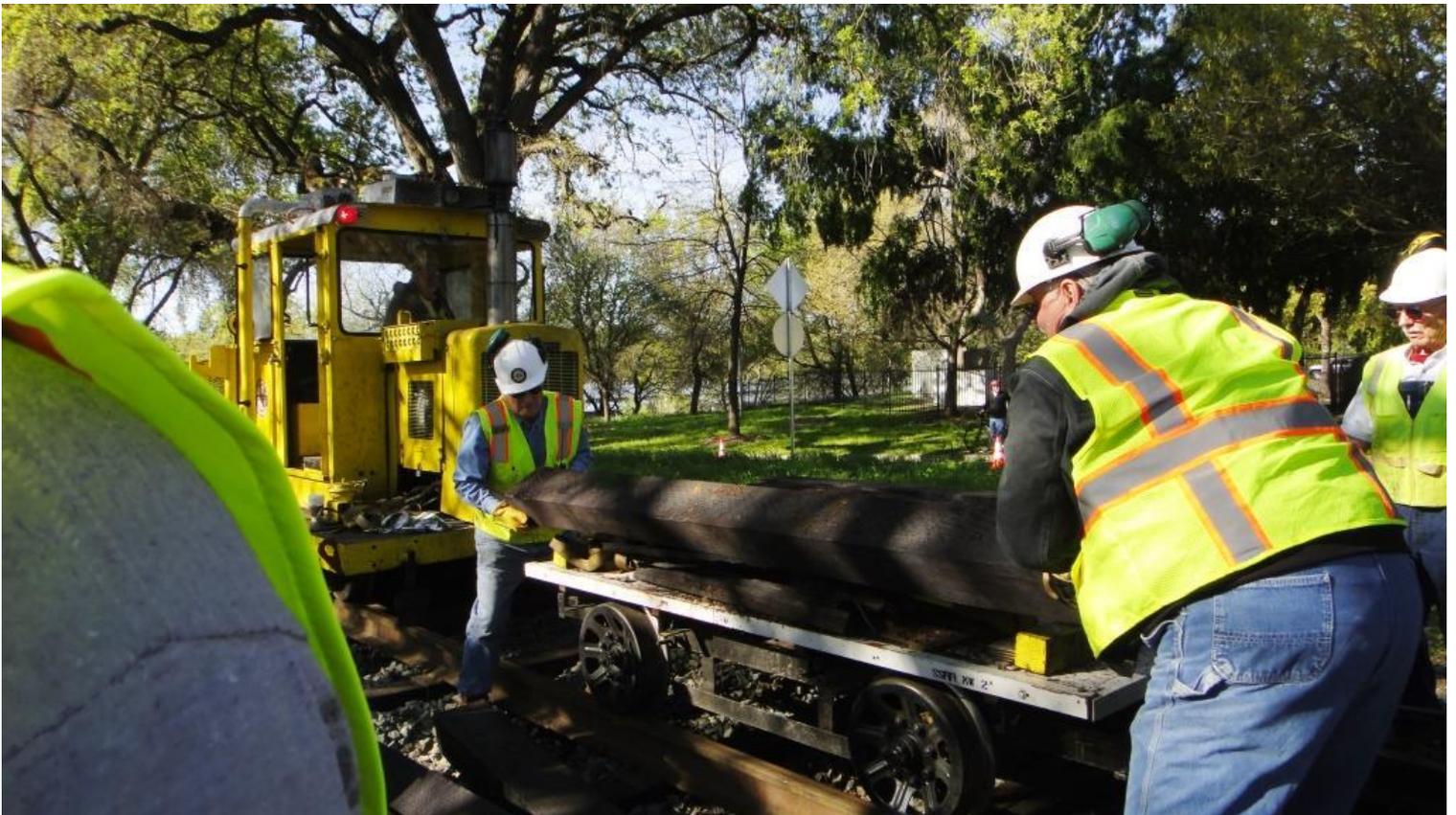
Chris N. in the bed of the Dodge loading the lights and gongs



Signals Paul takes the last bits over to the truck. Alan points the way



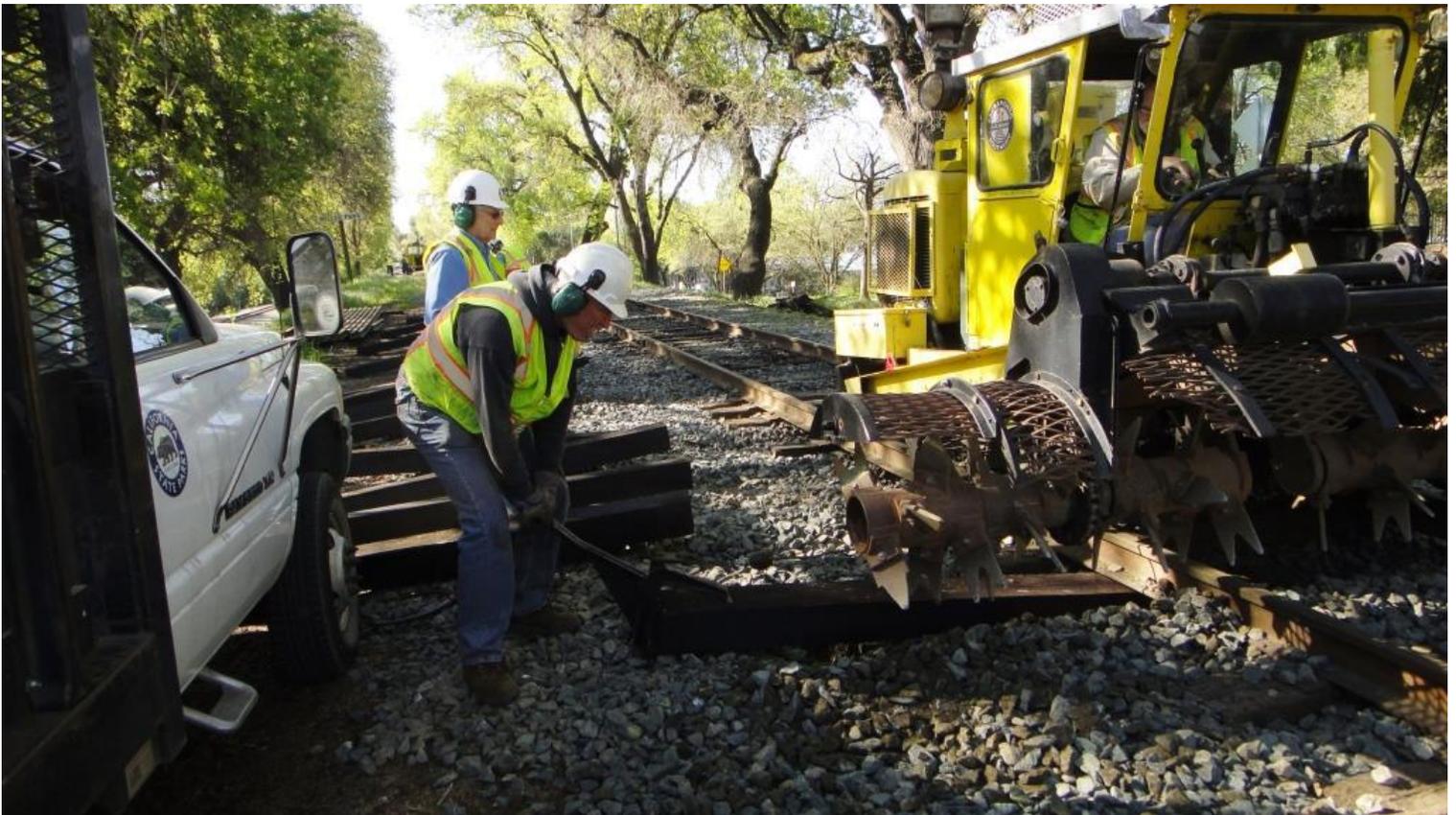
Meanwhile, back at the MOW work-site, Chris C. directs Mike F. in the Kalamazoo to the perfect stopping position



Mike W. and Chris C. drop new ties off the flatcar



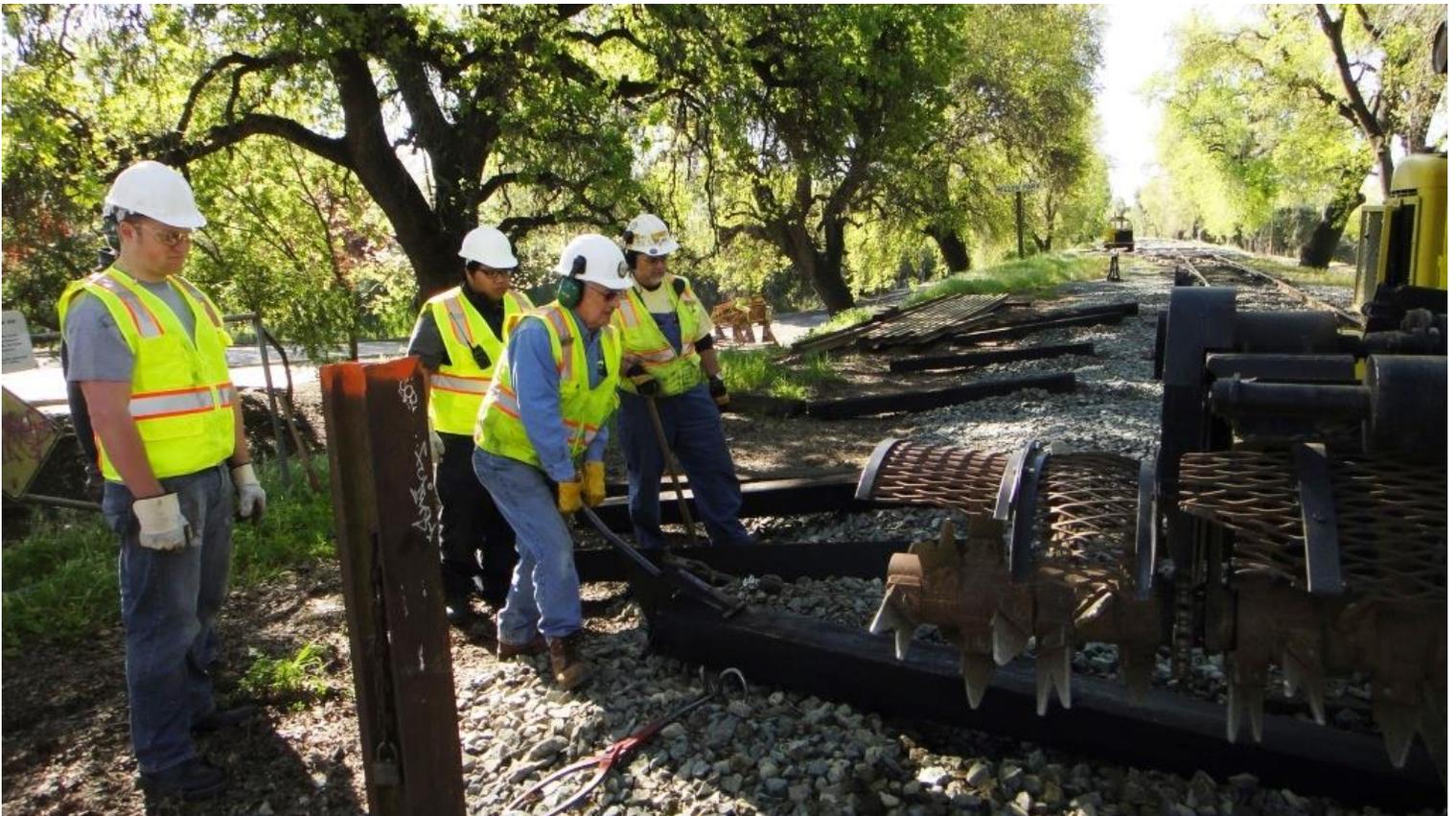
Alan brings the scarifier in to dig out new tie-cribs



Steve guides a new tie into place



Clem gathers tie-plates from the back of the Dodge truck



Mike W. uses the inserting feature on the scarfier to guide a new tie into place



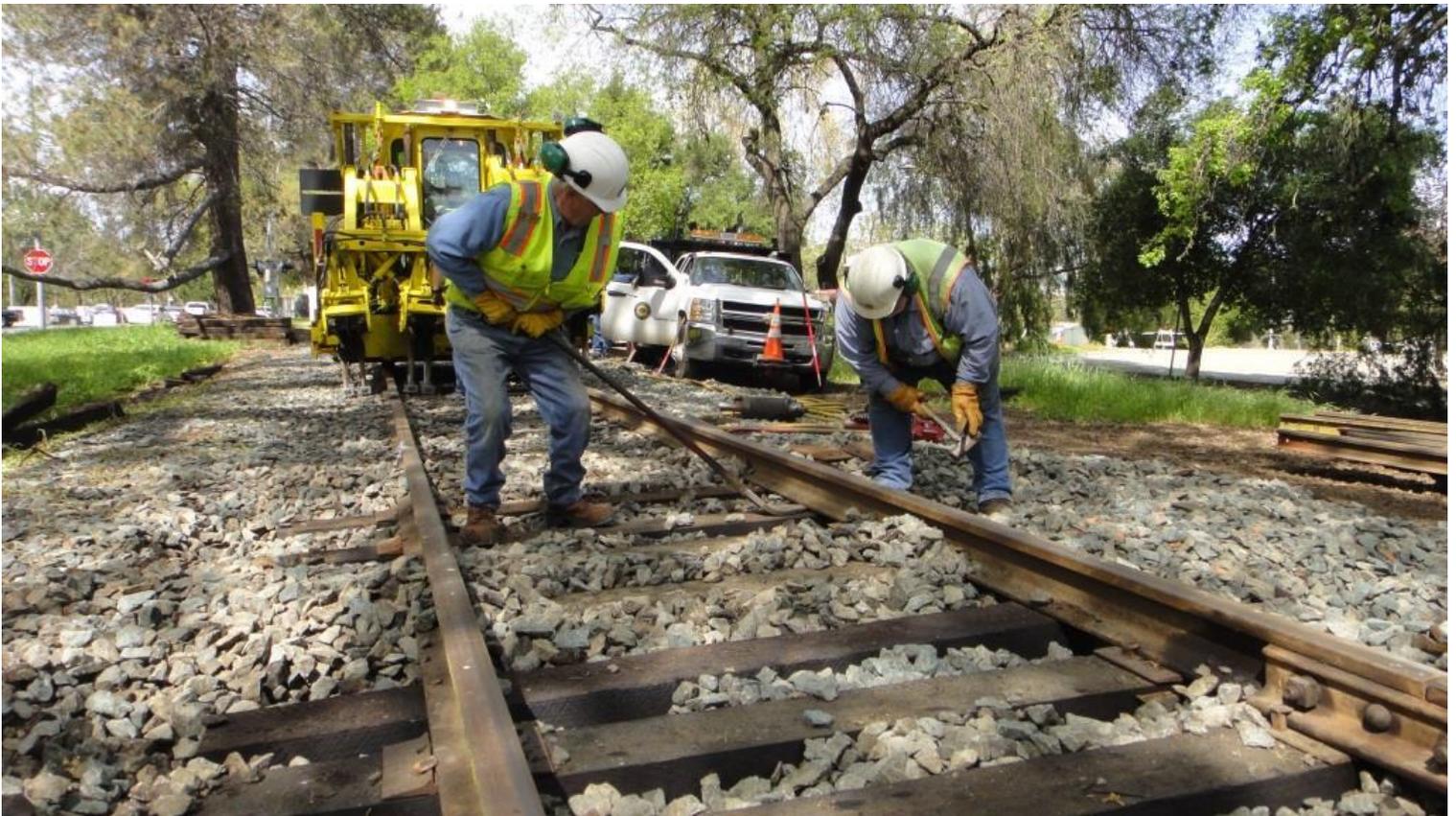
Anthony and Chris N. position another tie for installation



Chris N. nips-up the tie while Chris C. drives a spike with the pneumatic spike-driver



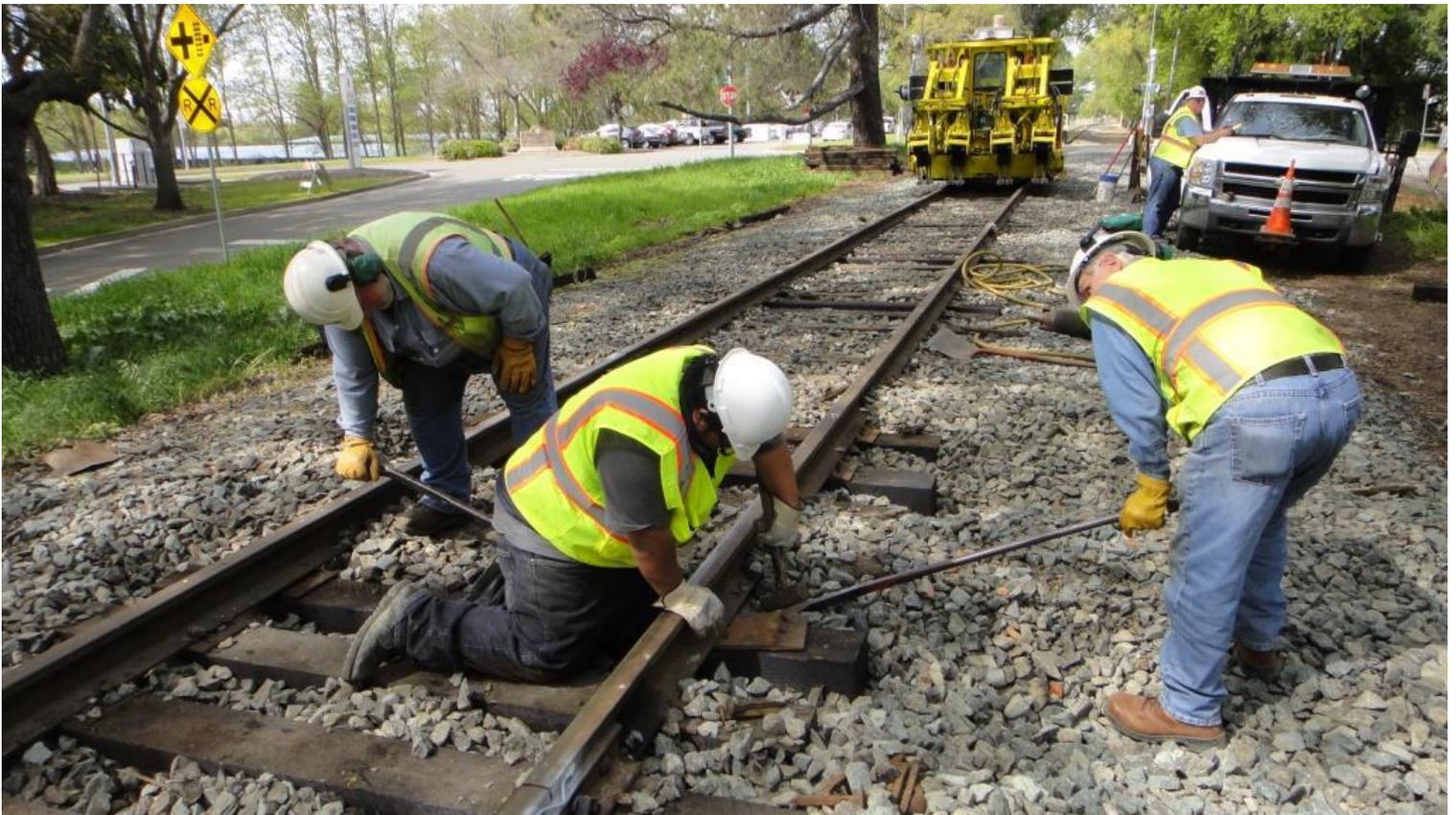
Dueling spikers! Chris C. and Mike F. are in a race to the finish!



Mike W. nips-up the rail so that Frank can shimmy a tie-plate beneath it



Jose, Mike F., Anthony, and Chris N. fill in the cribs around the new ties with plenty of rock for tamping



Frank and Mike W. nip-up the rail so that Anthony can squeeze a plate beneath it



Mike W. dives the final spikes with Steve guiding the hose and Frank nipping the tie



Chris N. gets a shot at the tamper with Steve as his trainer



Chris C. guides Chris N. in tamping-up the new ties



Meanwhile, Alan and Mike F. train Jose in the operation of the scarifier



Lining up the machines for their return to Old Sacramento



In Old Sac., Chris N. returns the correct alignment after spinning the Kalamazoo