

Greetings!

This is your Maintenance of Way Team update for March 8, 2015. The Team got to do a little recruiting for new volunteers the week by “puttin’ on a show” for the new docent class. As the show must go on, let’s raise the curtain on this update.

The Erecting Shop was roaring on Tuesday with two Detroit and one Deutz diesel engines cranked-up full. Alan Hardy, Pat Scholzen, Cliff Hayes, Frederick Carr, Scott Morrison, Mike Harris, Frank Werry, Gene Peck, Chris Carlson, and Harry Voss were all making lots of noise, themselves. Scott, Chris, Harry, and Fred brought the tie-shear’s turbo to full revs while adjusting the pressures on the hydraulic pumps. The air system issues seem solved. But, a new kink has been revealed. The oil-cooler for the hydraulic system is running a bit hot. But, not to worry. Scott and Team Tie Shear will get these little bugs ironed out. Mike H. and Frank focused their efforts on Kalamazoo Tug. They serviced the transmission and filled it with fluid. Alan was putting together the final touches of the security apparatus for the Jackson 125 tie-exchanger to prevent roving bands of thugs in Old Sacramento from vandalizing the machine. He and Cliff installed new doors over the engine compartment as well as building security lock-boxes to enclose components. It was quite an evening high energy excitement.

Thursday, Heather Kearns, Fred, Alan, Mike H., and Frank got things buzzing. Frank and Fred reinstalled the radiator cover on the tie-shear (which was not an easy task). Then, Frank headed over to Old Sac to get the A-5 motorcar out of the container, clean it up, switch it around, and have it ready for our friends at the Interpretive Hand Car Program to use. Their little “speeder” is malfunctioning. Alan welded a lock-box on the 125. Then he applied the Sacramento Southern Railroad’s logo to the side of the machine which, visually, made the unequivocal statement, “DONE!” Alan deserves a tremendous amount of credit for nearly single-handedly upgrading and modifications made to this machine. He painted the whole thing, re-wired it, designed and helped build the roof, and brought it into full compliance with Subpart D of Part 214. Mike H. finalized repair work on the Kalamazoo making it ready to be sent out of the Shops for service out on the line.

Friday, the mighty Weed Team spent the day with the extra-large boom-sprayer. They took on the green infection along the Mainline. Weedies Mike Tylor, Al Utzig, Heather, and Joe Galipeau deserve gold stars and honorable mention for their efforts and ingenuity in averting disaster. When a valve malfunctioned on the spray-rig, Joe literally used bailing wire to bring it back into operation. At Clunie, the Team commenced spray activities along the Main just south of the Santa Fe locomotives and did not stop until they got past the I-5 Bridge. After lunch, they continued spraying all the way to Sutterville Road. On the way back to Old Sac., the Weedies sprayed the Setzer Lead and Miller Park siding. Over the next couple of weeks, all signs of green will wither away. Many thanks to the mighty Weed Team for keeping our line green-free!

On Saturday, Harry, the MOW Team’s Designated Supervisor of Doughnut Disbursement, was out of town. So Chris brought two pink boxes just to be on the safe side. Alan, Clem Meier, Pam Tatro, Frank, Michael Florentine, Ed Moriarty, Heather, and Mike H., made quick work of Chris’s offering. Then they headed out on the line. The plan for the day was to pull as many bad ties as possible as we seek to complete Phase 1 of the great Tie Change-out Adventure of 2015. The Jackson 125 was deployed along with the sacrifier/insertor, tamper, and A-6 motorcar work train. Mile Post 2.5 was the destination. Ed, Frank, Heather, Mike H. and Mike F. pulled spikes. Pam and Clem dug-out the ends of ties so that the 125 could grab them easier. Chris brought in the 125 and began yanking ties out of the ground. In fact, that machine pulls ties so fast that the spike-pulling crew couldn’t keep up. Pulling spikes is no easy task. It’s hard on the hands and the wrists. Chris stepped off the 125 several times to help pull spikes. By lunch, about 30 ties had been pulled.

After lunch, it was time the Maintenance of Way Team Variety Show starring Chris on the 125, Mike H. in the Scarifier, and Mike F. in the Tamper. This was a special command performance put on for the benefit of the new docent class who were riding the train. “*The MOW Team Needs You*” was the name of the play and the Team’s opportunity to recruit the new docents. The stage was set at Mile Post 1.8 and the train was diverted onto the Miller Park Siding. Frank acted as brakeman from the ground directing the train to a stop in the best position for a good view of the show. The curtain rose and act-one commenced with Chris on the 125 rolling in to pull a tie. Mike H. starred in the second act by using the scarifier to dig out the tie-crib then pull a new tie into place. Intermission had Alan, Chris, Mike F., Frank, and Ed prepping the stage for the third act by plating and spiking. Then, in act-three, Mike F. brought in the tamper and, directed by Ed, tamped up the replaced tie. A standing ovation by the assembled audience ensued with calls for “encore, encore!” The critics raved and the crew took a bow. Undoubtedly, new MOW Team volunteers from the class will be showing up for Saturday service very soon!

As the show ended, the train headed back into town. The MOW Team celebrities packed up their gear and followed suit. With the security apparatuses built and installed on the 125 by Alan and Cliff, it was spotted on the old 150 Track along with the MOW equipment. Back at the Shops, the crew finished up the ample doughnuts and headed home proud of their accomplishments.

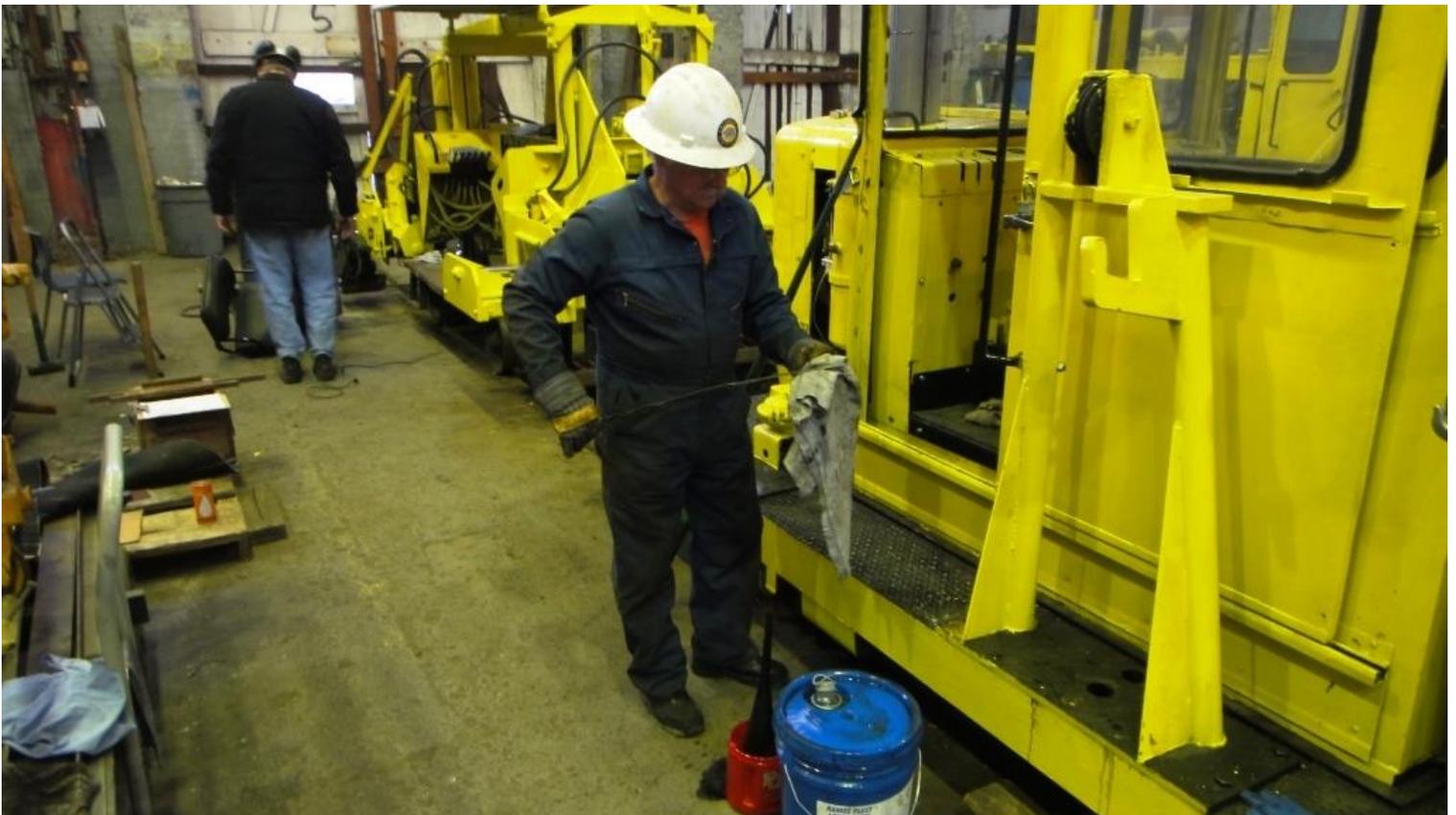
This coming week, the Tuesday and Thursday sessions will commence at or before 5 o’clock. Saturday brings the promise of more doughnuts starting at 8 o’clock a.m. Many thanks to Mike T., Frank, Heather, Chris, Alan, and Jeff Allen for their detailed reports on the Teams’ activities and photographs. And, of course, as always, many thanks, indeed, to all the fantastic volunteers who make sure that the show goes on week in and week out.

See you out on the line,

Alan, Chris, and Richard.



Frank and Fred reinstall the radiator shield on the tie shear



Mike H. checks the hydraulic oil level in the Kalamazoo tug



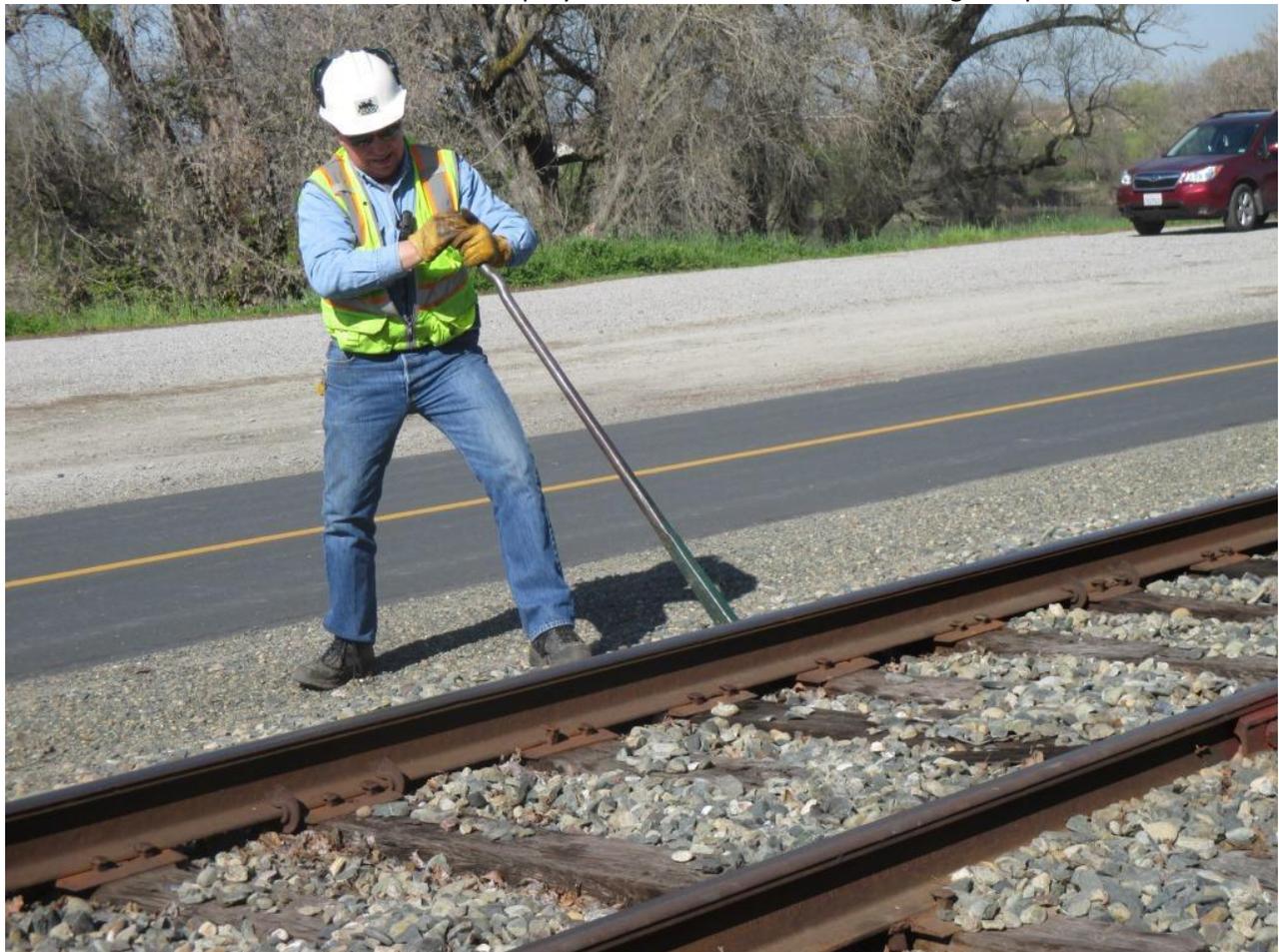
Alan welds a new secure lock-box on the Jackson 125 tie exchanger



The 125 is deemed complete – now branded with the Sacramento Southern logo!



The Weed Team uses the boom sprayer on the Mainline to eradicate green pestulance



Ed pulls spikes and, as we learned in Part 214, uses the proper hand-grip on the claw-bar



Clem and Pam dig out the ends of ties so that the Jackson 125 tie exchanger can get a good grip the ends



Chris at the controls has the 125 pulling ties like nobody's business!



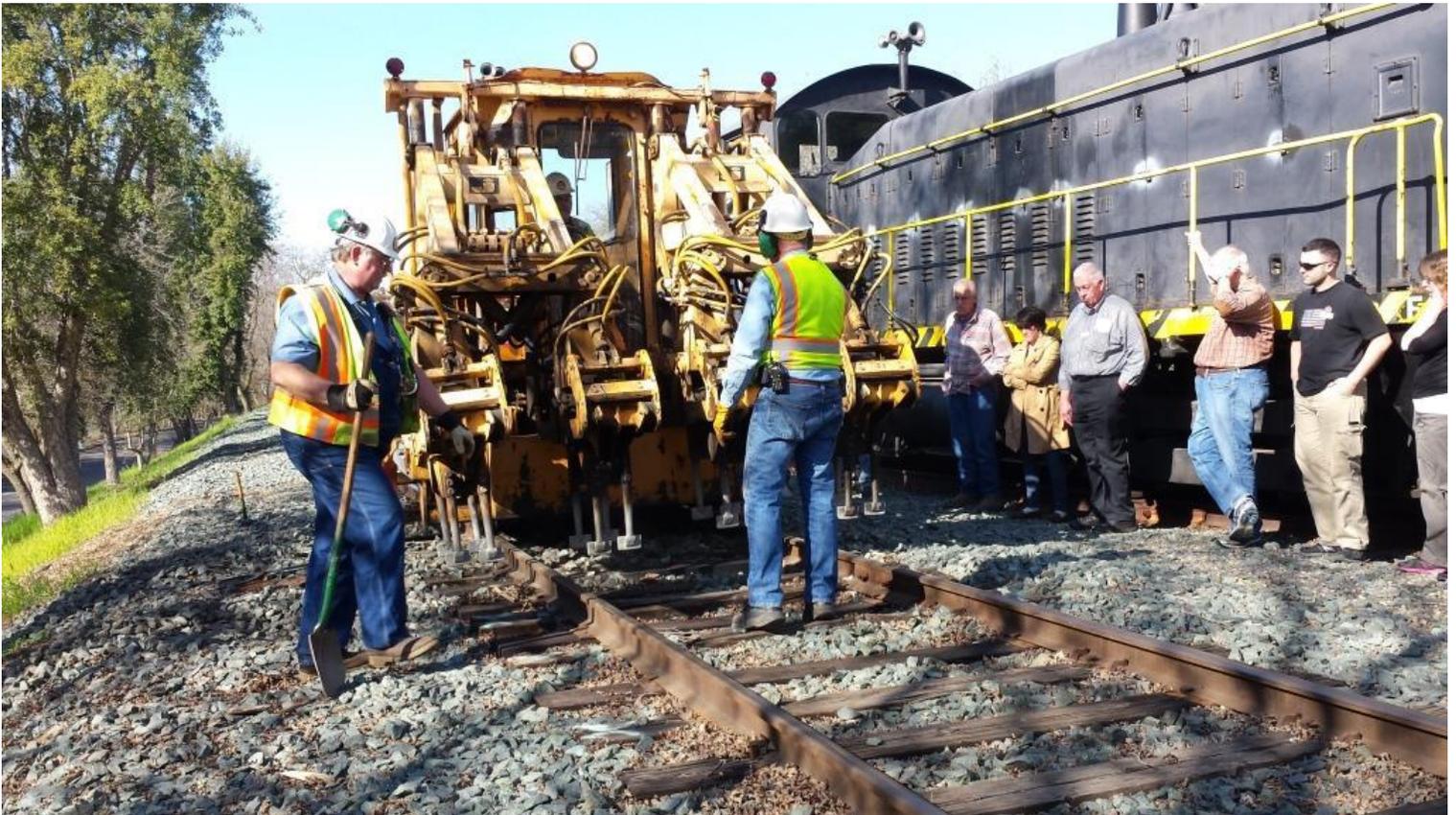
Chris and Heather spin the 125 using its turntable



We've got a tie exchanger, scarifier, and tamper. Let's put on a show! Act 1: Chris pulls a tie with the 125



In the second act, Mike H. digs out the crib and inserts a new tie with the Scarifer/Inserter



For the final act, Mike F. brings in the Tamper while Ed directs the action