

Greetings!

This is your Maintenance of Way Team update for May 4, 2014. There are always big things going on around Maintenance of Way and this last week was no different. So, hold on to your hard-hats and let's get this update cookin'!

Tuesday, due to high winds, Mike Taylor and the Mighty MOW Weed Team postponed their full frontal chemical attack on *equisetum*, a nasty, insidious, invasive weed found at Clunie and Miller Park. The Weedies are experts in what they do and knew that these were not the conditions for spraying weed-killer out on the line. So, another attempt will be made this week to eradicate this pesky plant from our line.

Meanwhile, back at the Shops, Pat Scholzen, Cliff Hayes, Frederick Carr, Alan Hardy, Heather Kearns, Mike Harris, and Frank Werry made their evenings brighter by showing up at MOW. The Team worked in the Erecting Shop again as we prepare for our major move. In addition, Frank, Heather, and Mike H. headed over to Old Sacramento to undertake maintenance efforts on the Track Inspectors' motor-car which has been acting up of late. With only one motor-car in operating condition at present, and the need to inspect the SSRR Mainline twice weekly, it is imperative that it functions properly. Luckily, we have a crack team of experts who were able to make the necessary repairs. Their efforts are greatly appreciated.

Thursday evening was cancelled again last week. However, Saturday the MOW Team gathered bright and early to take on a bevy of tasks. Alas, we had no adult supervision on hand and the make-shift, fill-in, temporary, interim manager (I won't mention my name) failed in the most important duty of the day, namely the securing of doughnuts. Despite this calamity, Steve Nemeth, Pam Tatro, Heather, Fred, Kent Ransom, and Ed Moriarty persevered and worked through this crisis. Ed, on his inspection the previous day, had discovered a broken bolt at a rail-joint on the Mainline. So, he and Heather headed out to correct that defect. The rest of the Team set off to find two more sticks of 90-pound rail for the "change-orders" we received for the Whisker Track project. The design specifications called for the dual-gauging of about two-thirds of the track's length and the MOW Team built it to those specifications. It has since been decided to extend the narrow gauge to the full length of the track. Not a problem for your MOW Team. Kent, Fred, and Pam located the appropriate rails in our rail-pile. Steve on the Big Green Machine, grabbed them and moved them to our staging area. Meanwhile, over in Old Sac., Ed and Heather prepped the Tamper to tow the flat-cars over to the Rail. Ed was our conductor and dealt with Omaha while Heather piloted the Tamper over the UP Main. We loaded and secured the rails to the flat-cars and prepared to head over to Old Sacramento. However, we were put in a holding pattern by the UP dispatcher who had us wait for five trains before we could cross. An hour later, we finally got the green-light for our less than *two-minute* move back to Old Sacramento...

With the rails now at the Whisker Track work-site, Steve on Big Green lifted them off the flat-cars and spotted them for installation in the coming weeks. The rails still need to be cut to the proper length. In the afternoon, Fred, Steve, and Heather continued working on the turntable. The joints on both tracks needed to be serviced and bolts added to the narrow-gauged joints. This proved an interesting task as metallurgic thermal expansion provided some challenges in lining up bolt-holes. Then we continued gauging and spiking down the north-west rail of the narrow-gauge track on the turntable but had to vacate the area by 4 o'clock so that the train crew could use the turntable to pull the caboose and 913 out of the Museum for an evening event. At that point, we packed up and headed back to the Shops pleased with our progress.

In the Update last week, when recapping the Whisker Track Project, I failed to include Leonard Cassieri in the "thank you list." Prior to MOW starting the project, Leonard, using an excavator, graded and prepared the road-bed on which we eventually built the track. In addition to all others who worked on this project, our thanks go to Leonard, as well.

This coming week, MOW will be active, again. Tuesday, we will meet at 5 o'clock at the parking area of the Boiler Shop. Again, we will be without adult supervision. As they say, "When the cat's away, the mice will play," and we may actually venture out on the line to address a couple of issues. **Thursday is cancelled again.** Saturday, on the other hand, we'll be active as all get-out. The call-time 8 o'clock a.m. Rest assured, the doughnut drought will be over.

Again, many thanks to all the amazing volunteers and supporters of the MOW Team.

We'll see you out on the line,

Alan, Chris, and Richard.



Ed replaces the broken bolt at Mile Post 2.5



Kent guides Steve to the center point of the rail



Fred stabilizes the half-ton stick of rail



Steve on Big Green lowers the stick of rail onto the flat-cars for transport over to Old Sac.



Ed and Fred guide in the second stick of rail



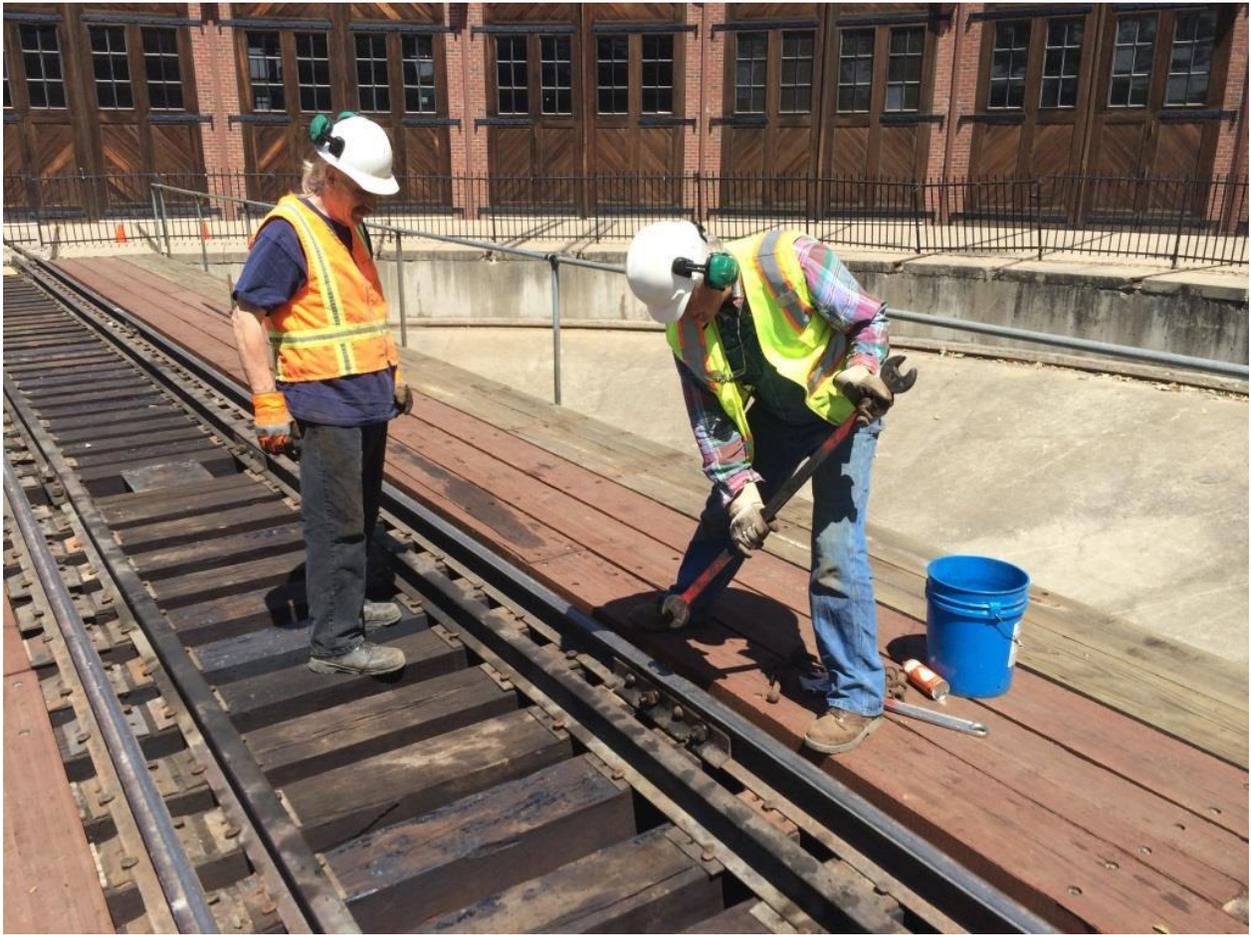
Conductor Ed watches Heather in the tamper cross the UP Main



The team unloads the rails over at the Whisker Track work site



Steve provides appropriate bolt-tightening direction to Fred



Now Steve demonstrates proper technique



Steve spikes the narrow-gauge on the turntable with the pneumatic spiker