

Greetings!

This is your Maintenance of Way Team update for May 20, 2018. Your MOW Team changed course this week and began work in earnest on the new storage track behind the Museum. So, so before another course change is implemented, let's get this update started.

Work on the new storage track started early on Tuesday with Alan Hardy, Pat Scholzen, Chris Howard, Mike Harris, Joe Margucci, Gene Peck, Michael Florentine, Jack Shrive, and Heather Kearns. The Team is cutting in a new switch off the old 150-Track and building a track between the 150-Track and 560 Interchange Track in the far north west corner of the Museum's property. The MOW containers will be moved off the House Track, adjacent to the Central Pacific Passenger Station (CPPS) in Old Sacramento, to this new location. This will free up a significant length of track for use by the Sacramento Southern. Mike H., Joe, Jack, Chris, Alan, and Chris began prepping the roadbed for the new track then removed two ties on the 150-Track (by hand) where the head-blocks for the ground-throw switch-stand will be inserted. Then, they headed over to the Rail Yards where Mike F. on the Big Green Machine (Big Green) was able to extract the necessary switch-ties from our tie supply piles to the west of the Boiler Shop. Then, he and Mike H. extracted several sticks of 110-pound rail from our rail supply under the I-5 freeway. Chris, Jack, and Alan extracted the Kalamazoo tug pulling a flatcar loaded with dead tie pieces sliced to bits by the tie-shear from the 1-5 Bridge project. They headed down to Setzer to dispose of them. While down there, Alan and Jack took the opportunity to adjust Switch 15 (Setzer Lead/Miller Siding) which had been acting up. Indeed, it was an afternoon and evening of very good progress.

Mike Taylor and Ed Kottal of the Weed Team headed to Hood on Thursday to continue chopping down all the vegetative victims of last month spraying campaign. The Weedies' magical blue-brew did a magnificent job turning all the green invading our right-of-way to a beautiful brown. So, Mike T. and Ed continued their quest to clean it all up. A mighty big thanks to our Vegetation Vigilantes for their impressive dedication.

Meanwhile, back at the Shops, Bill Myers and Dennis Noble of Team Signals investigated the electrical problem with A-4 motor car. They found that the source of the problem was a faulty alternator. Next, they repaired the scarifier's dashboard lights. Many thanks Bill and Dennis. Over in the Boiler Shop, our good friend, Jim Bays of the Restoration Shop, is helping the MOW Team by leading a team in rebuilding the transmission of the A-6 motorcar. Jim's doing a remarkable job. The Ford flathead V8 and transmission are back together again and ready for reinstallation in the motorcar. The MOW Team owes Jim a tremendous debt of gratitude for his efforts at restoring this incredibly valuable machine. Over in the Erecting Shop, Alan, Ed, Chris, Joe, Kyle Blackburn, Mike H., Heather, and Jack were raring to go. Joe and Heather installed the rebuilt alternator in Green Machine 2 (GM2) and certified the machine ready for service. Mike H., and Jack took on the tie-shear's faulty kicker-latch. This provided them with quality time down in the "pit of despair" under the machine. Alan, Ed, Chris, and Kyle headed down the line in the tamper and ballast regulator. Now the structural work is complete on the I-5 Bridge track, Ed ran the regulator over it a few times to spread and clean up all the new rock that was laid last week. Then Alan tamped the entire length of the bridge to compact the rock around and under the ties. Kyle and Chris removed graffiti from the target at Switch 17. Yes, a significant amount of work got done on Thursday.

Alan, Joe, Chris, Clem Meier, Pam Tatro, Hemi Martin, Bill Hastings, Steve Nemeth, Ed, Mike F., Mike H., and Heather arrived on Saturday morning with great expectations for a fantastic day of work on a new project – and, doughnuts, of course. Much of the morning would be spent loading and transporting necessary materials over to Old Sac. for the construction of the new switch – which literally requires tons and tons of components. And, I'm not kiddin'. Joe arrived extra early to grab the Kalamazoo out of the CPPS and pull all the Team's flatcars over to the Shops. Conductor Heather took care of the multiple crossings of UP Main. Both Big Green and GM2 were used for the rearranging of the flatcars and then loading them with pallets of switch parts and ties. The brand new dedicated hydraulic power and tool flatcar, which Alan built, was pressed into service for the first time and made its Maiden Crossing of the UP Main. In Old Sac., Mike H. continued grading the roadbed with the back-hoe while Pam and Hemi moved dirt the old-fashioned way – by hand. Hemi and Pam also pulled dozens of spikes. With the work train now spotted adjacent to the 150-Track, Mike H. used the back-hoe to lift the weighty 15-foot long head-block ties off the flatcars and set them on the rails. Hemi, Pam, Clem, and Chris slid the lengthy ties over to where they needed to go. There's only six feet of clearance between the base of the rail and the fence which meant these 15-foot long ties had to be swung into position. Joe, Chris, Steve, Hemi, and Pam did more digging for the ties to fit. Joe and Hemi managed to swing both ties around as Pam, Steve, Bill, Chris, and Clem continued digging a path for the behemoth ties to make the curve. Folks, getting these two head-block ties into position took time and was a major Team effort, done nearly entirely by hand. Next, the gauge-plate was brought over and put in position. The time had come to start cutting rail. Because the new switch is made up of 110-pound rail components and the track into which its being cut is continuously welded 113-pound rail, much of the 113-pound rail needs to be replaced. The hydraulic rail saw was deployed. Chris, Mike F., Hemi, and Steve all took turns cutting the rail. Mike F. on GM2 moved the 113-pound rail out and brought in a stick of 110. Joe, Ed, Bill, and Steve shimmed the rail about with lining-bars to get it into position. Mike F. brought in another stick as Joe and Heather made a second cut with the rail saw further up the line. Alan, Bill, Chris, Steve, and Mike H. then bolted up the new joints, gauged the rails, then spiked them down. Wow! What a day! The Team had accomplished a tremendous amount on day-one of this project, most of it by hand. As our dear friend Fred Perry used to say, "MOW is the chain-gang of the railroad." And boy, with all the hard-labor the members of this Team undertook on Saturday, they proved Fred's point.

You know the story. This coming week, the MOW Team will gather at 2 o'clock on Tuesday to continue work on the new Switch. The Weed Team will head to Hood again on Thursday starting at 8:30 a.m. The Thursday evening crew will meet at 5 o'clock. Saturday, 8 o'clock a.m. is the call time for more work on the new switch. Thank you, to the wonderful volunteers of the MOW Team toiling to build a better railroad.

See you out on the line,

Alan and Richard.



Mike H. hooks a chain to a stick of 110-pound rail which will be moved by Mike F. on Big Green



Mike H. guides Mike F. on Big Green as he pulls a stick of rail out of the pile



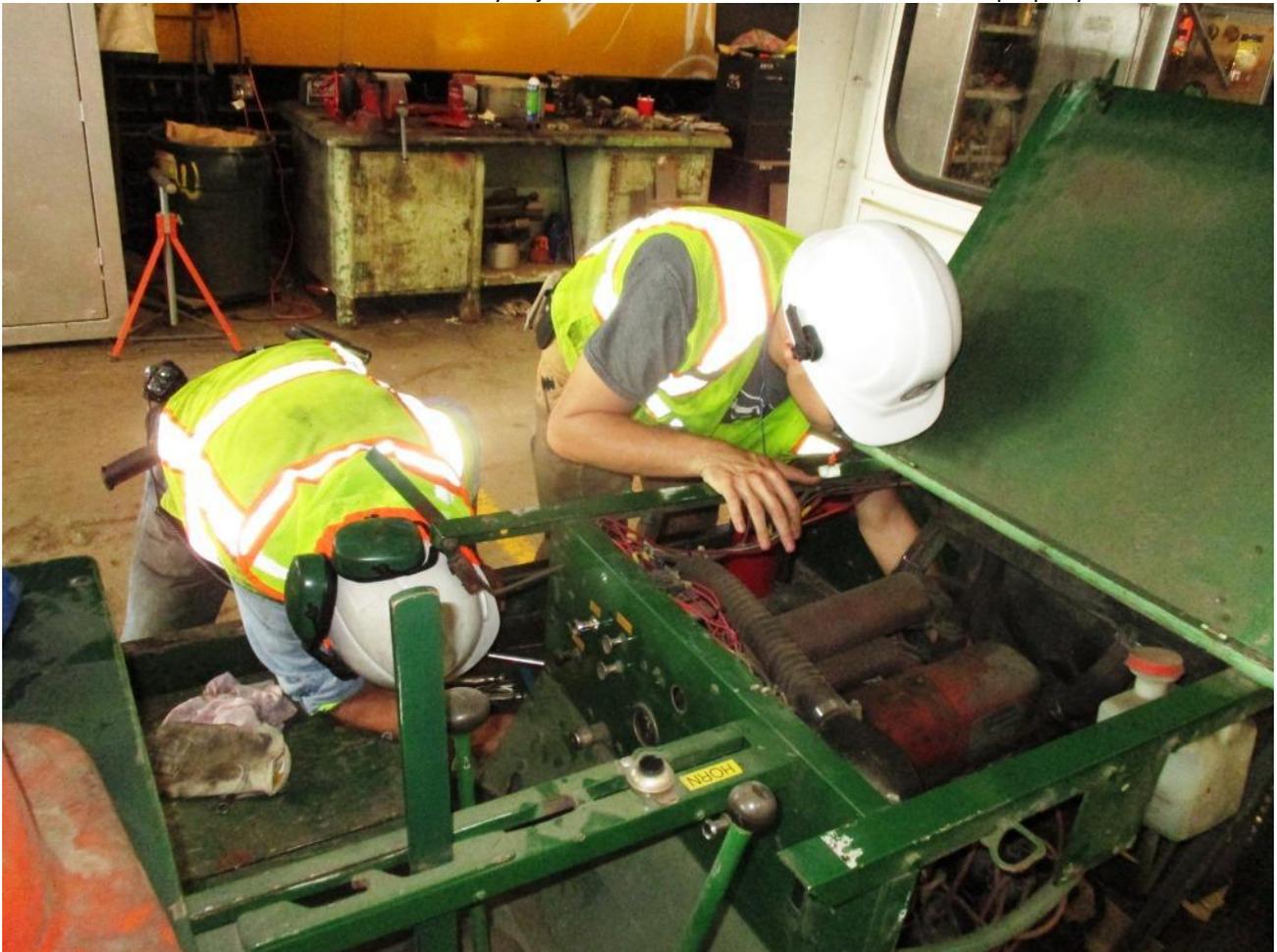
Jack disposing of tie-bits at Setzer



"Tie-chucking" is one of the most popular events at the MOW Games...



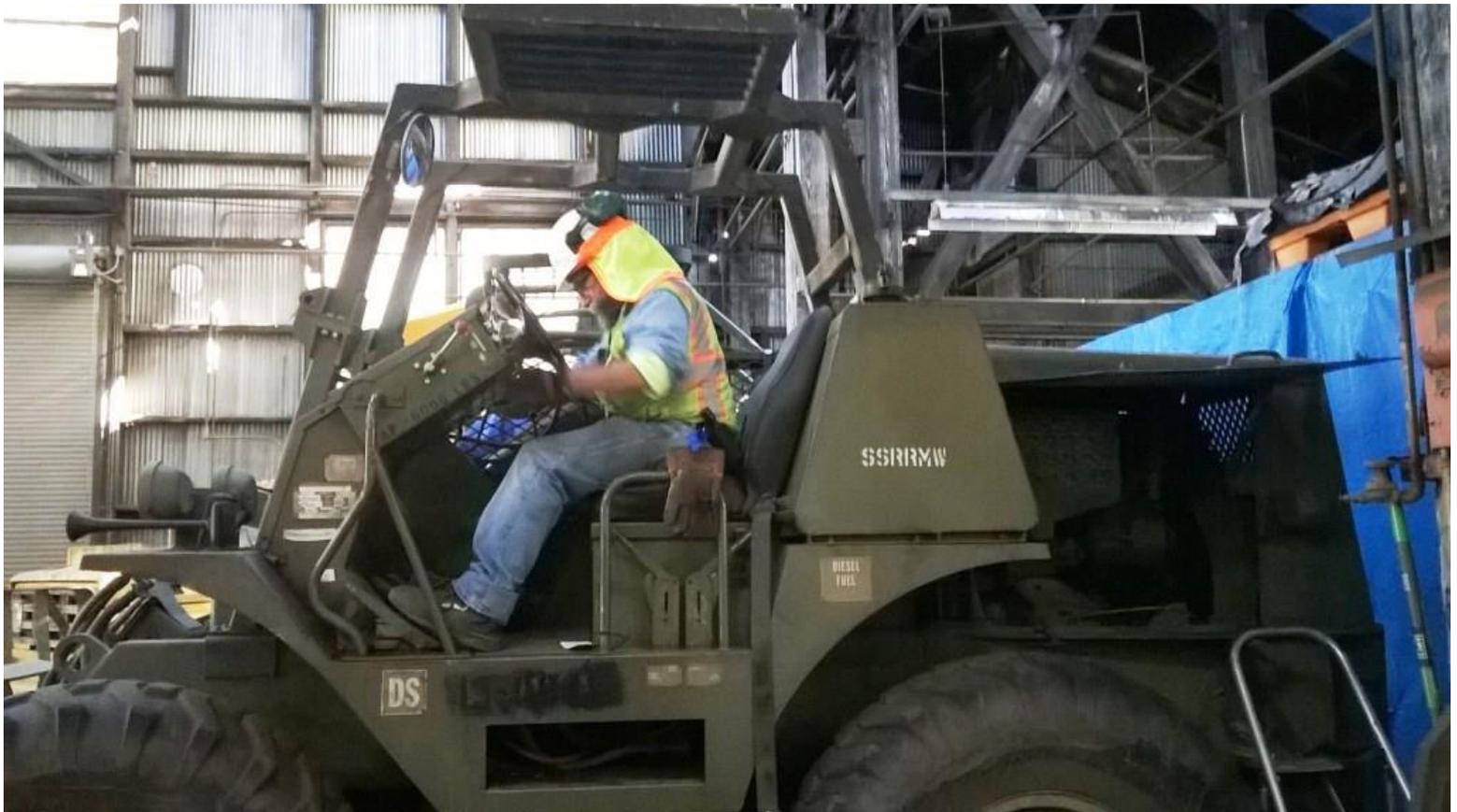
Jack and Alan make necessary adjustments to Switch 15 so that it will throw properly



Joe and Kyle remove the faulty alternator on the A-4 motorcar



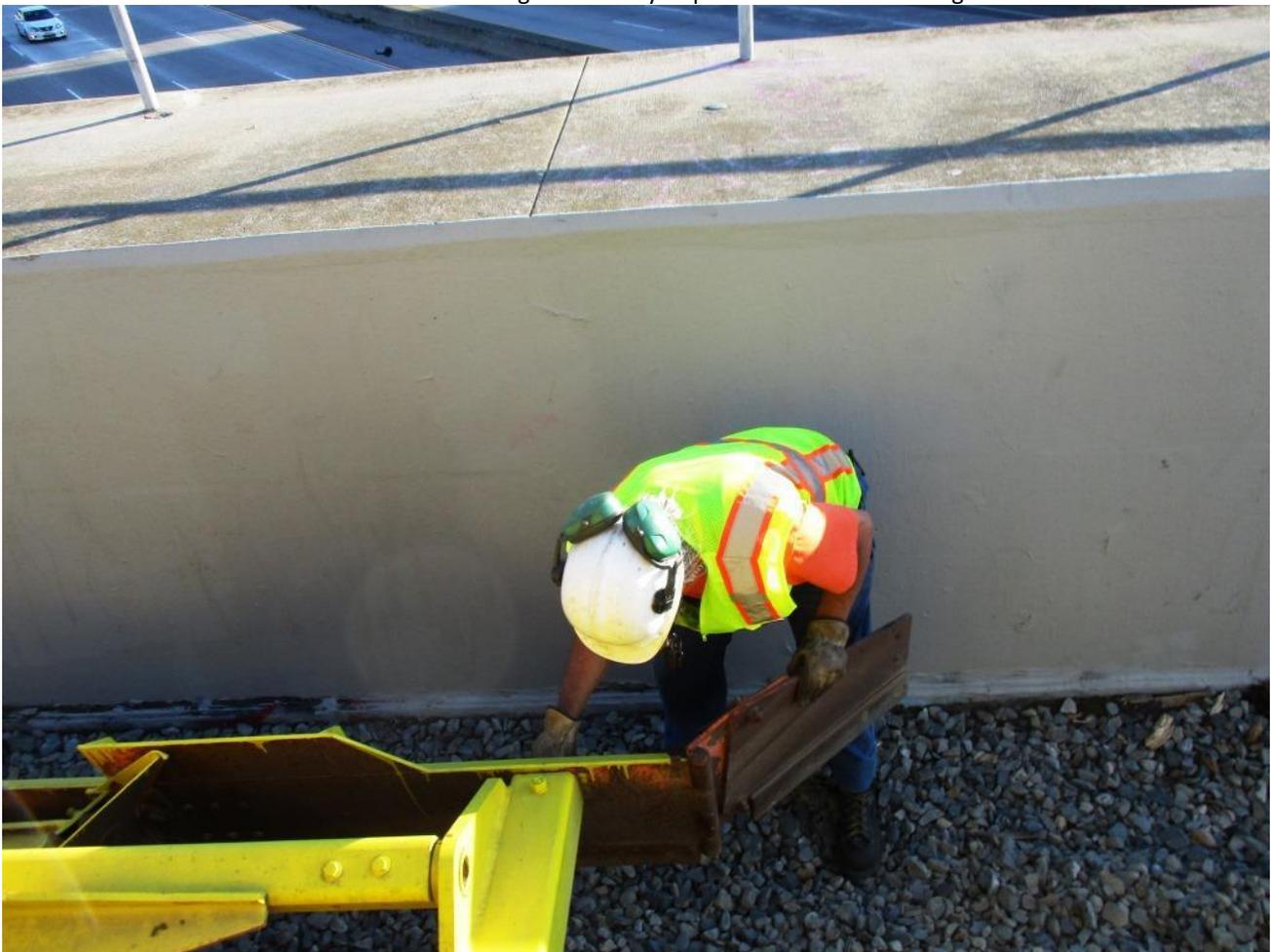
Jim Bays gets the A-6 motorcar's transmission back together



Joe fires-up GM2 after installing its newly rebuilt alternator



Ed with the ballast regulator ready to plow rock on the I-5 Bridge



Ed adjusts the regulator's side-wing to pull rock in towards the track (and not scrape against the wall)



Alan tamping the I-5 Bridge track



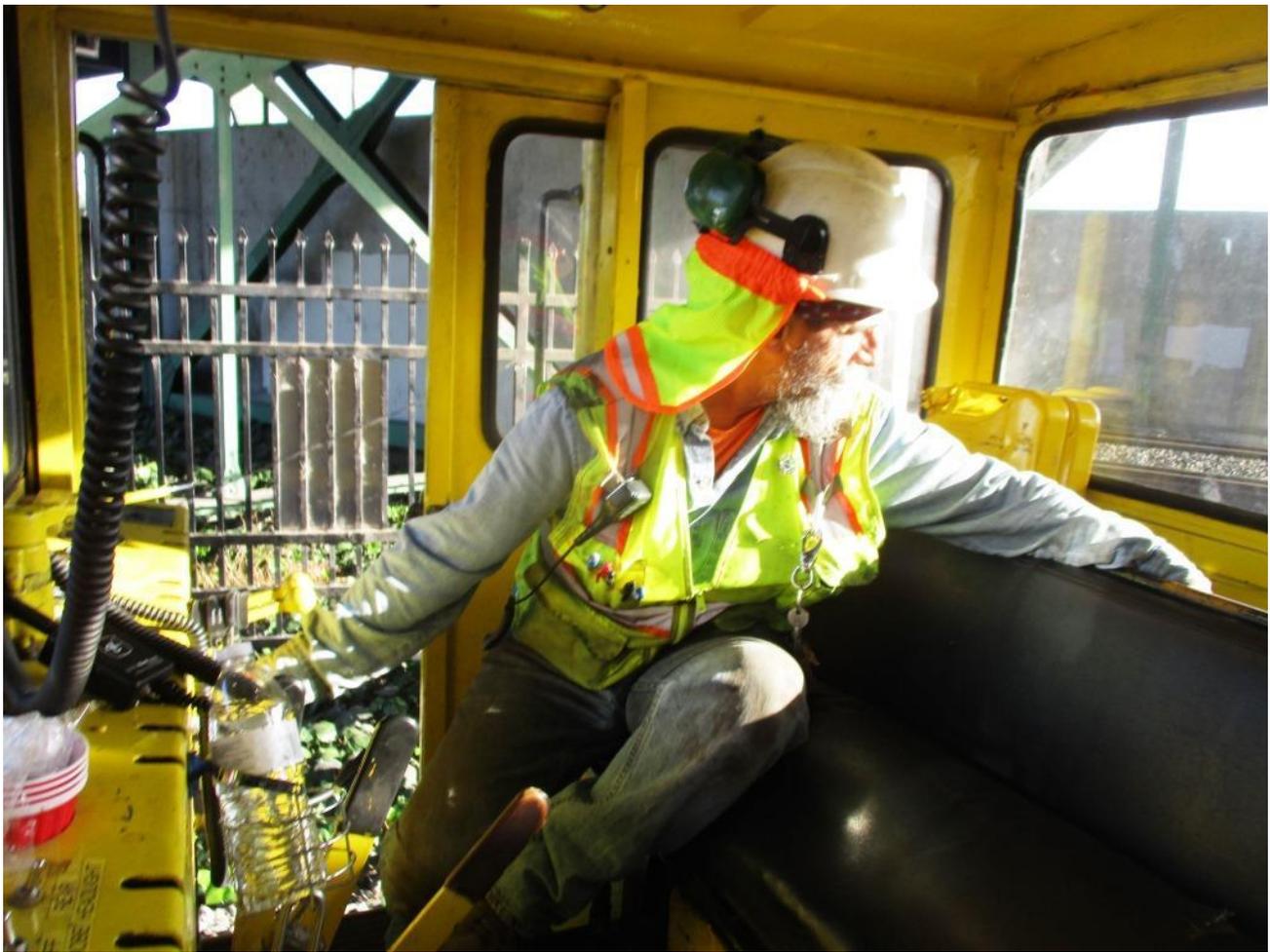
Ed at the controls of the ballast regulator



Kyle removes some silly vandal's mark off of Switch 17



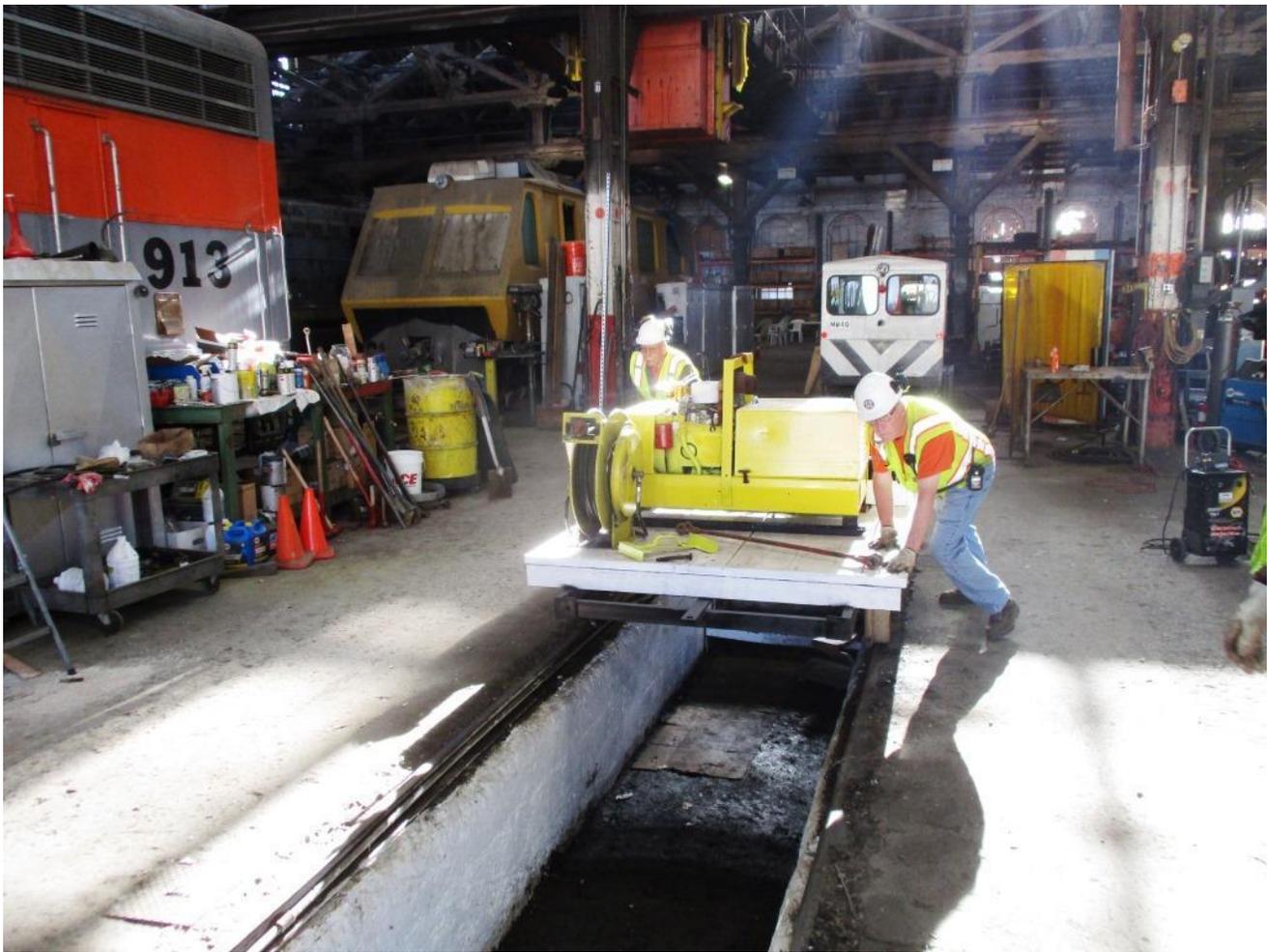
Joe arrived extra early on Saturday to deploy the MOW Team work-train



Joe pilots the Kalamazoo Tug over the UP Main



Another successful crossing from Old Sacramento to the Rail Yards



Clem and Bill shove the new hydraulic power and tool car that Alan made out onto the Transfer-table for its Maiden Crossing



Both GM2 and Big Green were necessary to get the bevy of heavy switch components loaded onto flatcars and ready to roll



Mike F. on GM2 lifts a flatcar onto the track as Steve on Big Green moves the hydraulic power unit with Joe's help



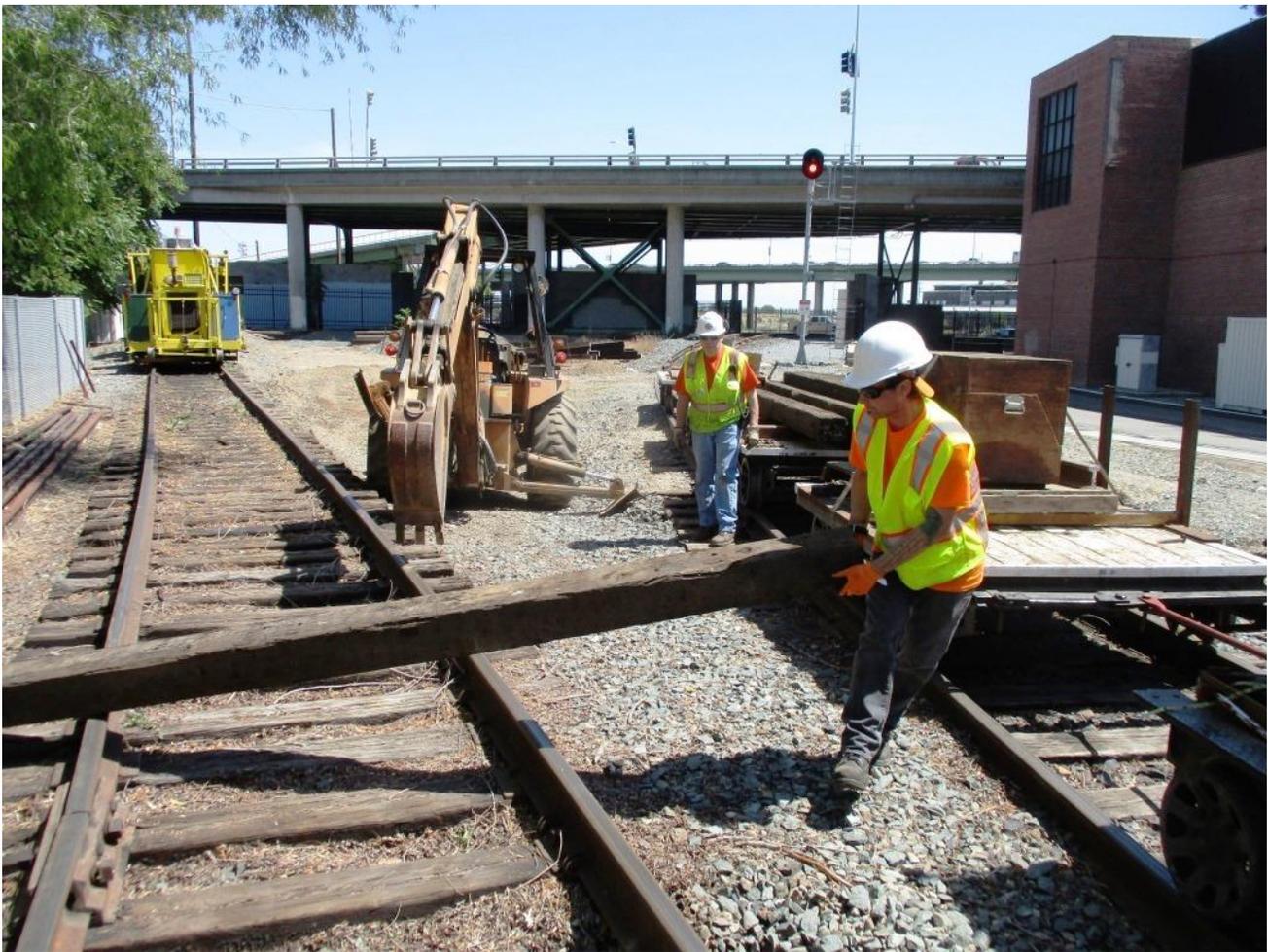
Chris and Mike F. work with Steve, now on GM2, to place the hydraulic power unit on the dedicated flatcar



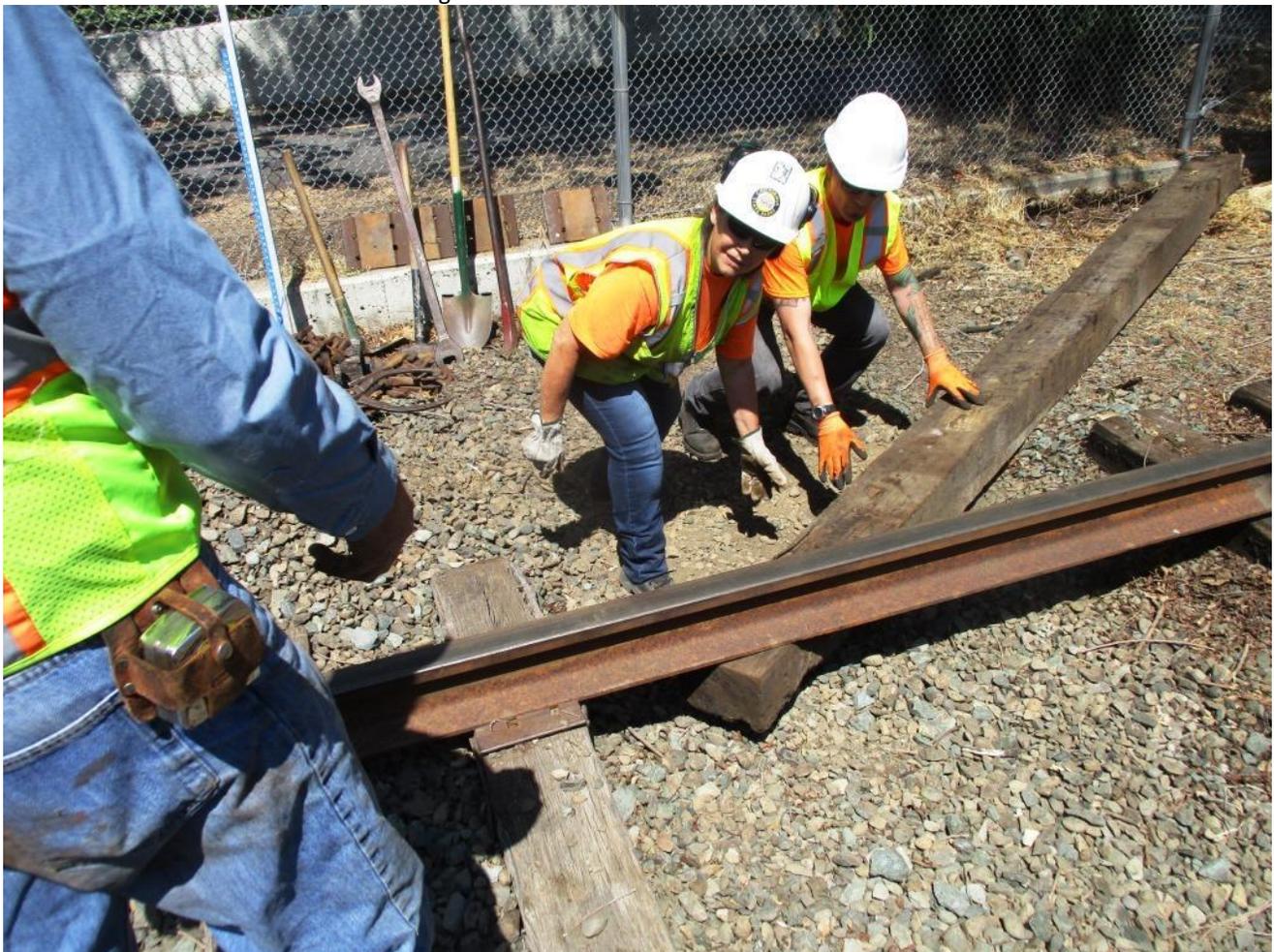
The components arrive at the job-site



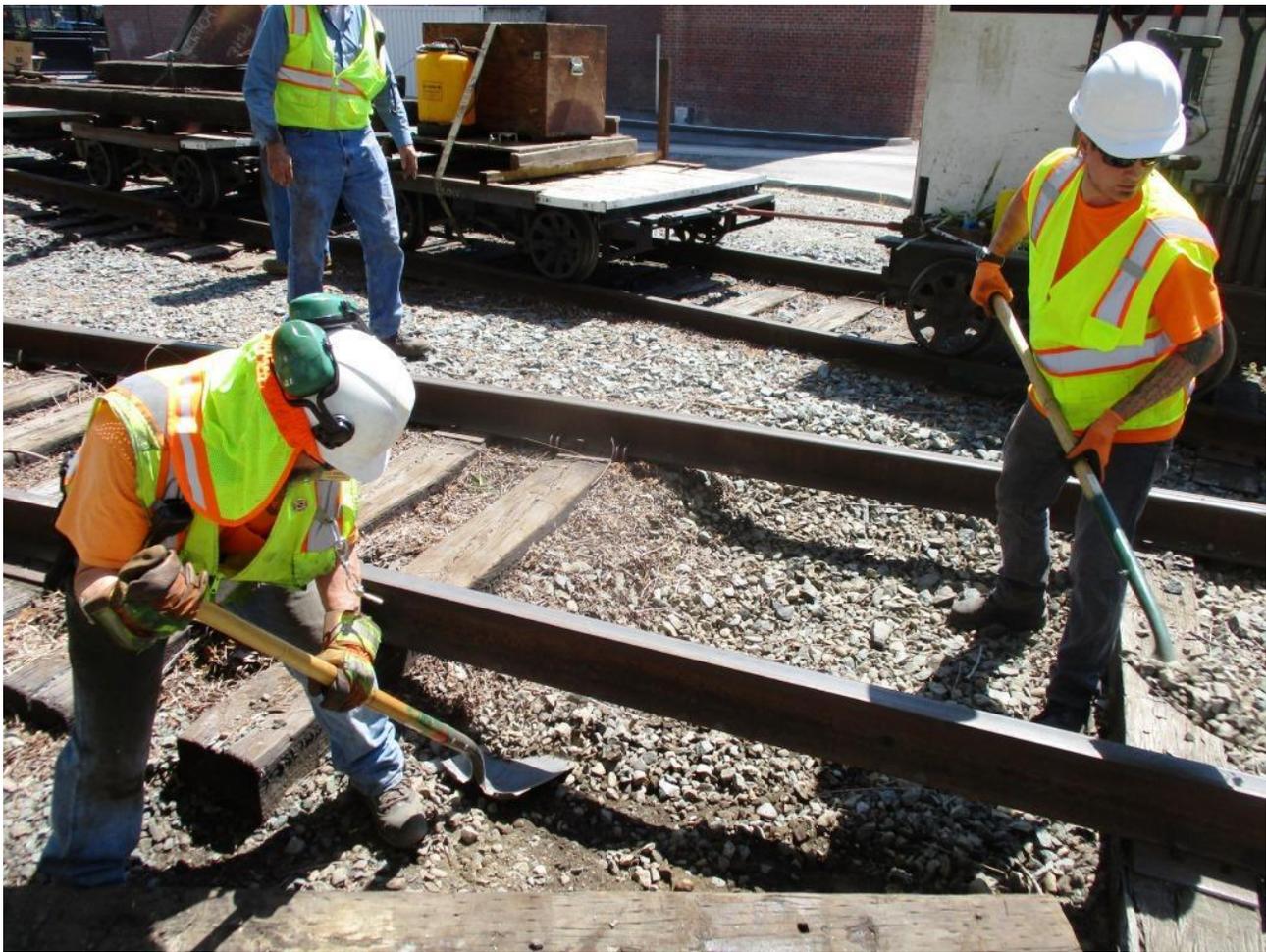
Mike H. on the back-hoe places the first of the two 15-foot long ties that will serve as the head-blocks for the ground-throw machine



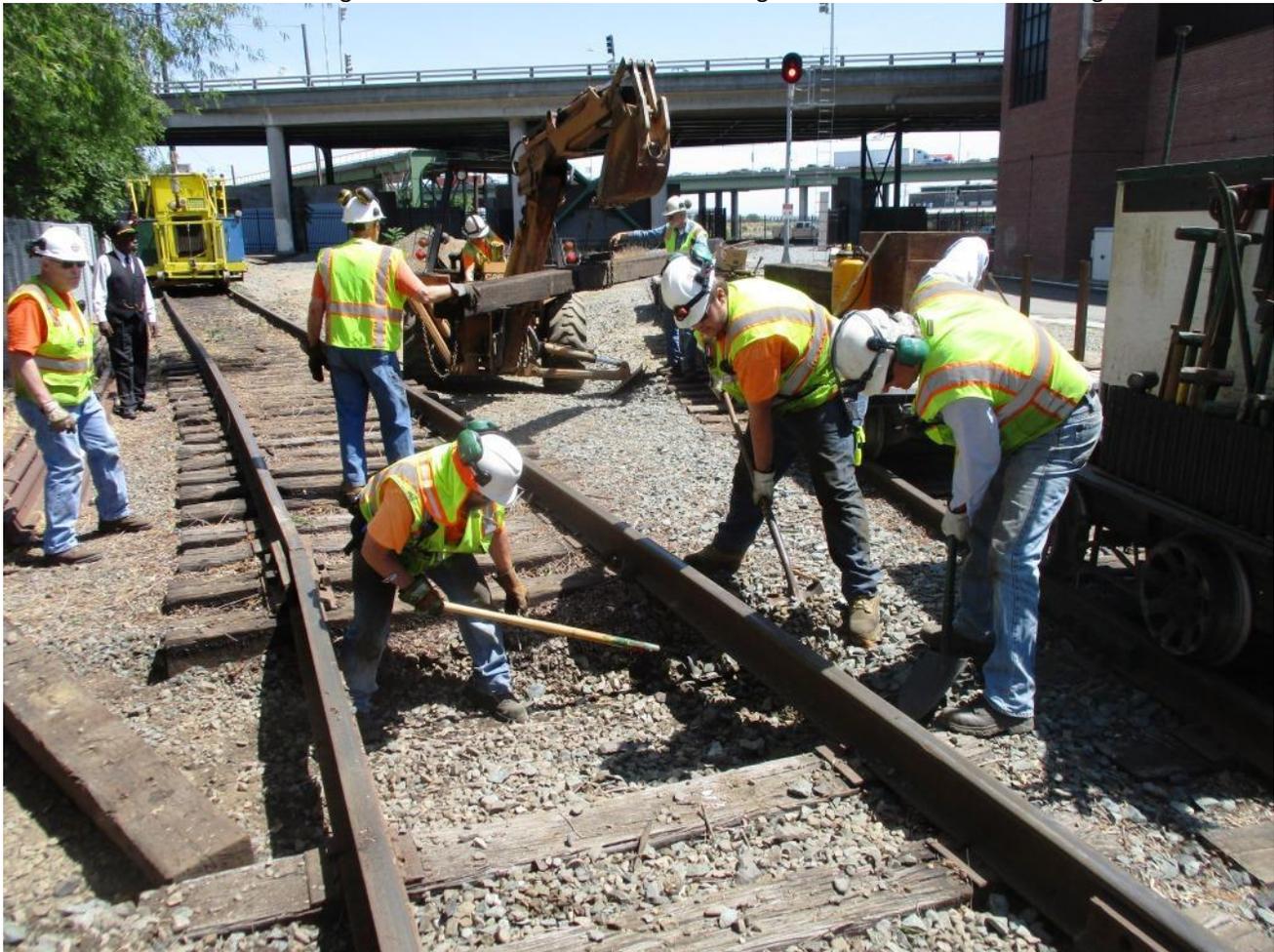
Hemi drags it down the track to where it will be inserted



Pam and Hemi shift the 15-footer under the base of the rail



Joe and Hemi dig out more rock from under the rails to give the 15-footer room to swing



Chris and Steve help Joe dig out the crib for the 15-foot long tie



Mike H. on the back-hoe brings over the second 15-foot long tie which Clem and Alan guide into position



With both ties now under the rail, the real challenge is to swing them into position



Alan shows Joe just where to dig



Steve grabs the west-end of the ties with tie-tongs and starts the big swing



With the ties now lined-up, Hemi and Mike H. carry the gauge-plate over for installation



Alan uses a "t-square" to make sure everything is properly lined before securing



While Mike H. employs a shovel to shield sparks, Chris uses the hydraulic rail-saw to cut into the continuously-welded 113-pound rail



Hemi takes a shot at the rail-saw



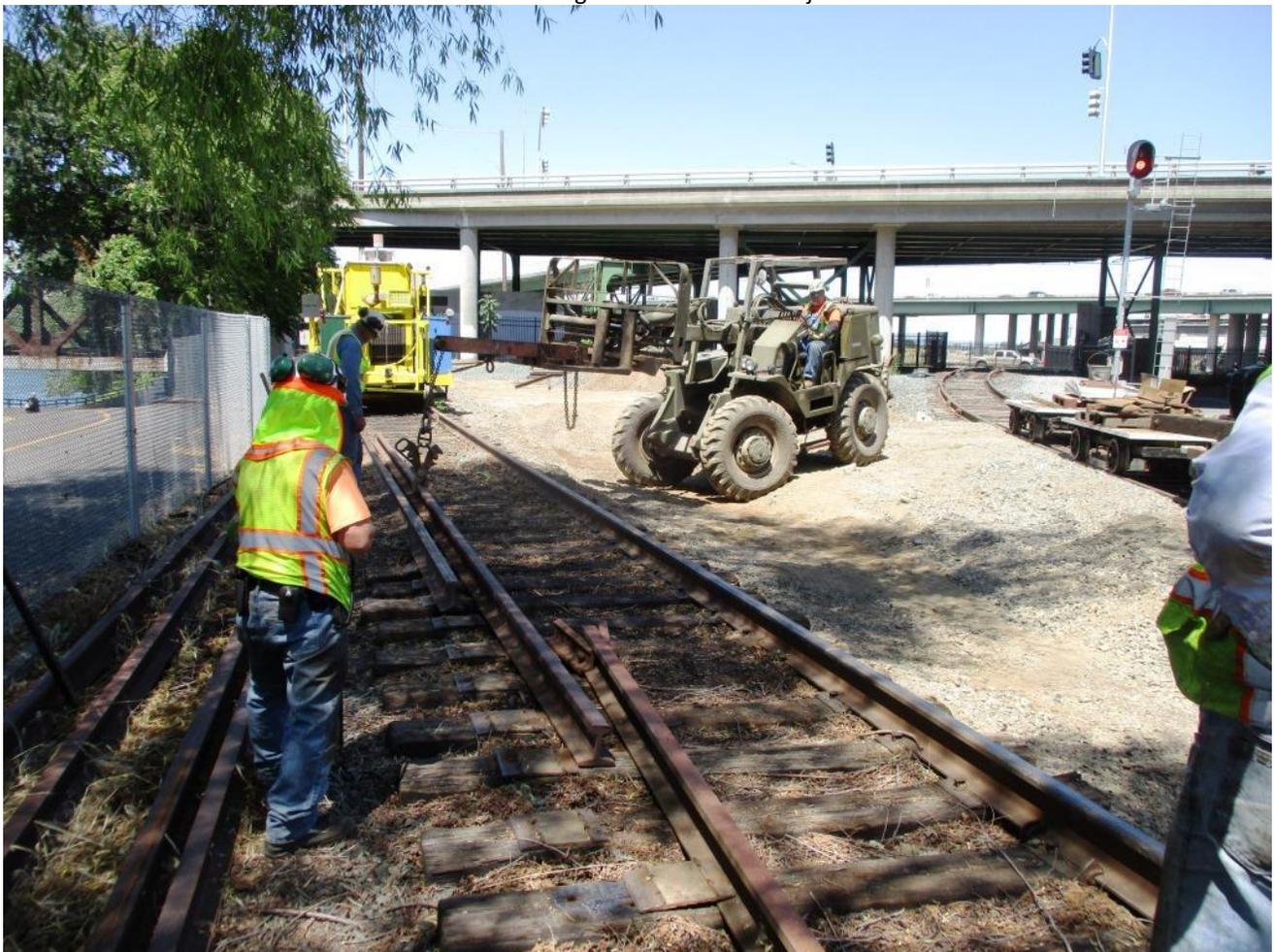
With the rail cut and out of the way, Mike F. on GM2 brings in a stick of 110-pound rail guided by Steve



Mike H. on the back-hoe pulls the new rail into position



Chris and Bill tighten the bolts at the joint



Now, Mike F. on GM2 brings in the next stick of 110-pound rail



Joe uses a lining bar to shimmy the new rail into position



Heather makes the next cut with the rail saw



Alan and Bill set spikes



Time to put our toys away – the MOW Team work-train heads back to the Shops