

Greetings!

This is your Maintenance of Way Team update for July 17, 2016. The MOW Team was building track this week – kind of like putting together an HO train-set only life sized. So, let's get this larger than life update underway in order to put together the rest of the story.

Pat Scholzen, Alan Hardy, Cliff Hayes, Joe Margucci, Weston Snyder, Mike Harris, Gene Peck, Frank Werry, Harry Voss, and Heather Kearns (in sign-in order) all managed to find their way to the Shops on Tuesday. The big push for the evening was to get the A-6 motorcar, over in Old Sacramento, up and running again after part of the brake-rigging broke off a week ago Saturday. Heather and Joe headed to Old Sac. to assess the problem but soon required reinforcements and the metallic mastery of Cliff to help straighten things out. Also, Weston, Harry, and Frank joined the party. In order to access the brakes, the side panel and running-board of the machine has to be taken apart. A number of new parts were used including a new brake-shoe mount expertly crafted by our good friend and master carpenter, Dusty Galland, from the Restoration Shops. The Team also took the opportunity to replace several of the shunting wires on the wheels that allow the A-6 to trigger the signal systems at grade-crossings. By evening's end the motorcar was back together and Joe jumped aboard to test it out. Of course, it operated perfectly and there was much rejoicing! Chalk up another success to the mighty MOW Mechanical Team!

Thursday, Alan, Ed Kottal, Cliff, Joe, Anthony Filamor, Frank, Weston, and Heather spent another fine evening at the Shops. Frank, Heather, Anthony, Joe, Ed, and Weston took off for Old Sacramento to move some of our equipment which needed to be re-spotted. The Signal Department Shops Crew is restoring an old remote switching device, and needed a stand built to hold it up. So, Cliff sparked his welder to life and, in no time, had the thing standing upright. Anthony used to grease-gun to grease zerk-fittings on several of our large machines. Joe and Weston got the final touches of the re-wiring project on the front-end loader complete. Now, for the first time in years, every light – blinkers, work-lights, both inside the cab and out – as well as the horn—are all working as they should. With approval received from State Parks to commence the project re-connecting the Firing Line track on the north side of the Boiler shop to the “Dead-Line” Track out under the I-5 overpass, Chief Mechanical Officer, Al Dipaolo, took members of the Team out to the west side of the building to show us where new pipelines had been placed and to discuss the general plan. There's new infrastructure to out there and, the last thing we want to do is damage it in any way. With that, Frank, Heather, Ed, and Anthony began staging for the project which would commence on Saturday.

It's déjà vu all over again for the MOW Team to out in the Rail Yards building track in the middle of July. Pam Tatro, Joe, Alan, Anthony, Mike Willis, Frank, Michael Florentine, and Matt Blackburn just couldn't resist the fun or the traditional Saturday morning doughnut. Last year, we built this line as a temporary storage track for some old locomotives and train cars. Most of that track was later removed as part of the environmental mitigation of the Rail Yards. In the meantime, those old locomotives and train cars were stranded under I-5. Now, those need to be moved now and it's up to the MOW Team to rescue them by reconnecting this track. First, Heather fired-up the field-and-brush mower to mow-down an infestation of star-thistle growing right at our work site. Joe, then, climbed up onto the stack of track-panels stored by the work-site to attach them to the machines to the Green Machine and front-end loader. Mike F. on Big Green and Frank in the loader did a masterful job in a coordinated and intricate dance to move these panels into position. As you can imagine, it's not easy moving three-ton panels of 39-foot segments of track. Alan was our orchestra conductor guiding the placement of the track panels. Pam, Anthony, and Mike W. gathered all the joint-bars and bolts. Then, as individual rails were lifted and moved, Matt guided them kept them from swinging. Soon the Team focused and connecting the rails with the existing track under the freeway. Again, it was a masterful effort of coordination by Frank and Mike F. who would make ever so slight adjustments in the positions and elevation of the panels with their machines as the Team bolted the ends together. Several ties had to be removed from the panels in order to adjust the elevation of the rail-ends. Joe used tongs to grab and pull on the ties as Matt pounded on them from the other end with a sledge hammer to push them out. By lunch time, we had overcome the re-learning curve and were progressing nicely. We had laid about 40 feet of new track by that point.

Barbecue lunch was the next order of business. As the Team was working in the Rail Yards, a little barbecue burger action at the Erecting Shop seemed in order. Joining us were Shops volunteers Leonard Jones, Dusty Galland, and Will Dutton. During lunch, the suggestion was made to use “Simba,” the Restoration Shop's 36,000-pound capacity Hyster forklift to move the remaining panels. Folks, that's the lifting power of six Big Green Machines all in one package. Soon, Leonard and Simba were lifting and moving track panels like they were feathers. With Lenard operating Simba, our rate of production doubled. The whole Team was then able to focus on installing joint-bars and connecting rails. By day's end, 156 feet of track had been laid. It was a great start to this project. Make sure and check out the photos in the attachment. They tell the story much more completely. Many thanks to Leonard and Al for making Simba available!

The All Aboard Desk has released the latest hour-bar recipients and MOW Team members were amongst them: Joe with 250 hours; Anthony with 500 hours; Frederick Carr with 1,500 hours; and Mike W. with 3,000 hours! Most of these hours, I dare say, were earned with the MOW Team! Many thanks to Joe, Anthony, Fred, and Mike W. for their commitment to the Museum, Railroad, and MOW Team!

This coming week, the MOW Team will maintain its traditional hours of operation: at or before 5 o'clock on Tuesday and Thursday; doughnut hour at 8 o'clock a.m. on Saturday. The Weed Team will meet at the Shops on Thursday at 8:30 a.m. for more weed-whacking fun. It's amazing the great work that can be accomplished when volunteers are involved. Many thanks to all working to build a better railroad!

See you out on the line,

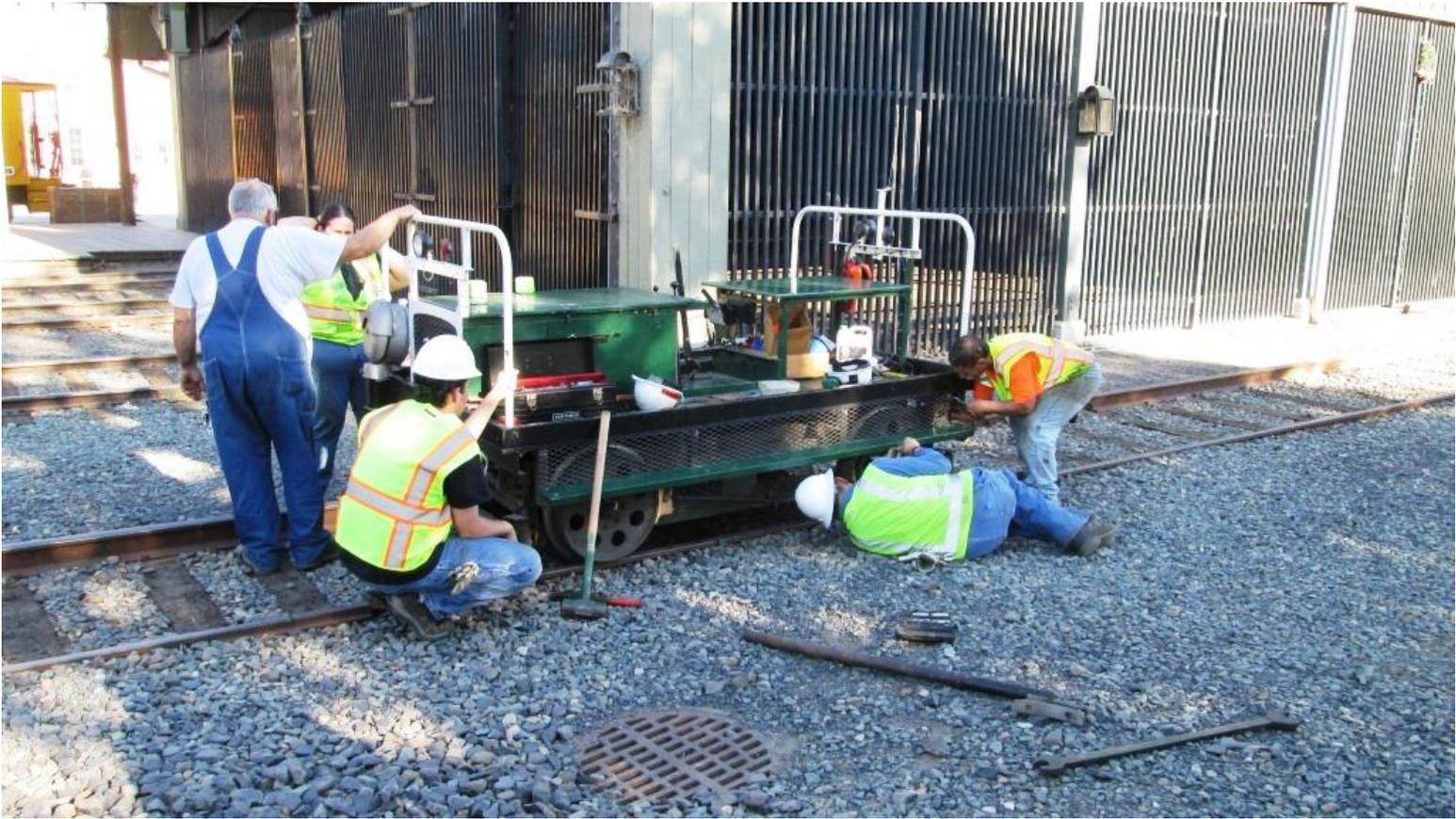
Alan, Chris, and Richard.



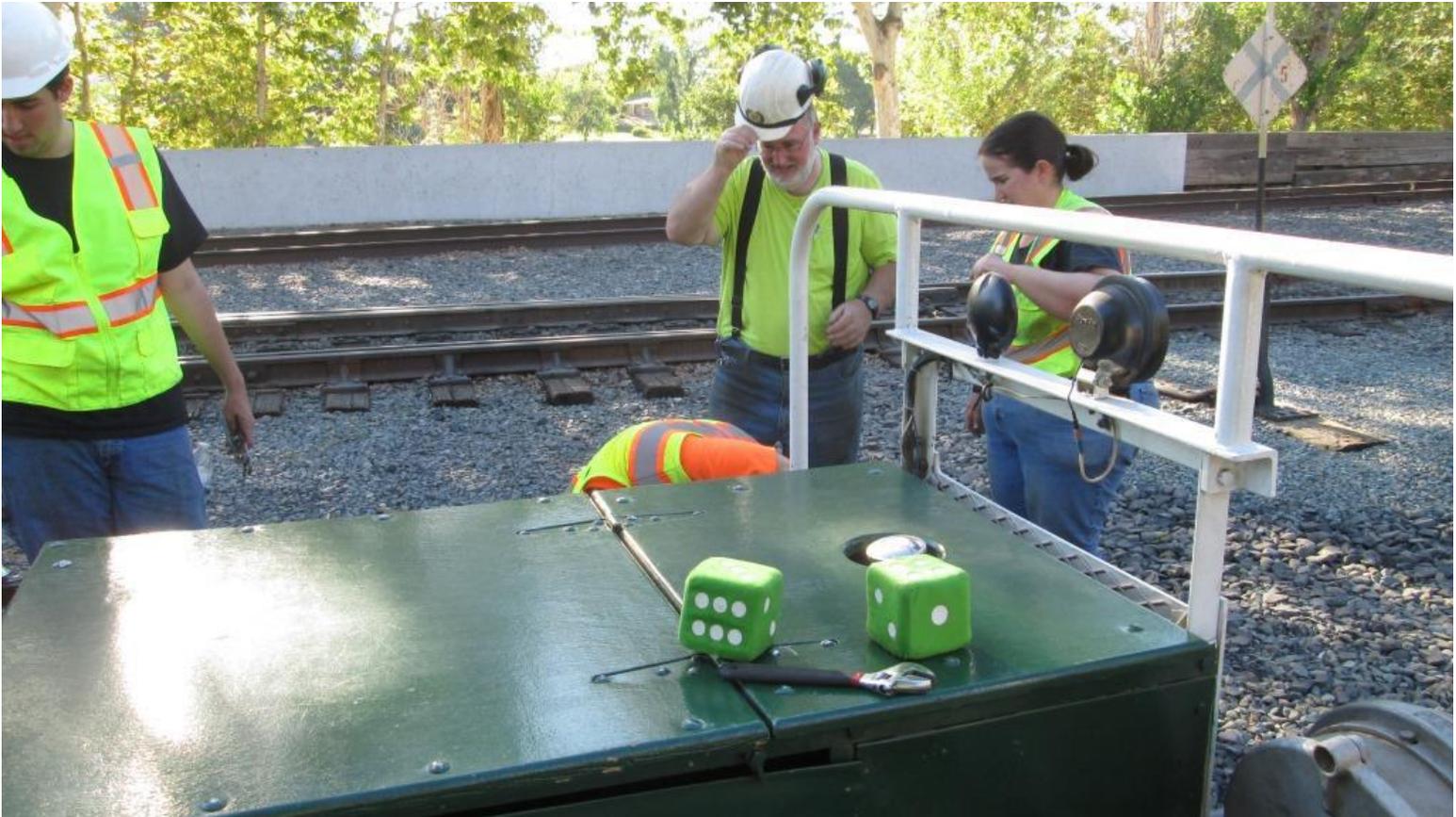
Joe makes an adjustment to the brake-rigging of the A-6



With the new rigging components in place, Frank tests the brake-stand



Harry, Heather, Weston, Cliff, and Joe re-assemble the side panel of the motorcar



There was a casualty of this operation: the motorcar's signature fuzzy-dice...



Lights! Loader! Action!



Cliff welds-up a stand for the interlocking mechanism being restored by the Signal Department



Heather attacks the evil star-thistle empire with the field-and-brush mower



Alan and Joe chain the track-panel to the loader for lifting



In a coordinated effort, Frank in the loader and Mike F. on Big Green move the first track-panel



It took a great deal of skill, communication, and patience to make this move



Alan guides the first panel into position



Pam rakes away the remains of the star-thistle infestation



Mike F. and Frank bring in another panel



Alan rolls a rail



Matt guides the loose rail...



...And directs it into position



Mike W. oils and cleans rust off of the track-bolts



Matt sharpens his management skills as Alan, Frank, and Pam work to scoot the rail over



Barbecue lunch outside the Erecting Shop!



The Team simply shines with excitement over the prospect of burgers, watermelon, and cookies!



Back on the job, Mike W., Anthony, and Joe pull on the tie to remove it as Matt gives it a whack with the whacker-tool



Pam digs around the next tie to come out as Mike W. and Anthony tighten down bolts



The Green Machine holds up one rail as the Team uses jacks to adjust the elevation of the other



Joe and Mike W. pull that tie out



Anthony tightens down a bolt at the next joint



Leonard brings in Simba!



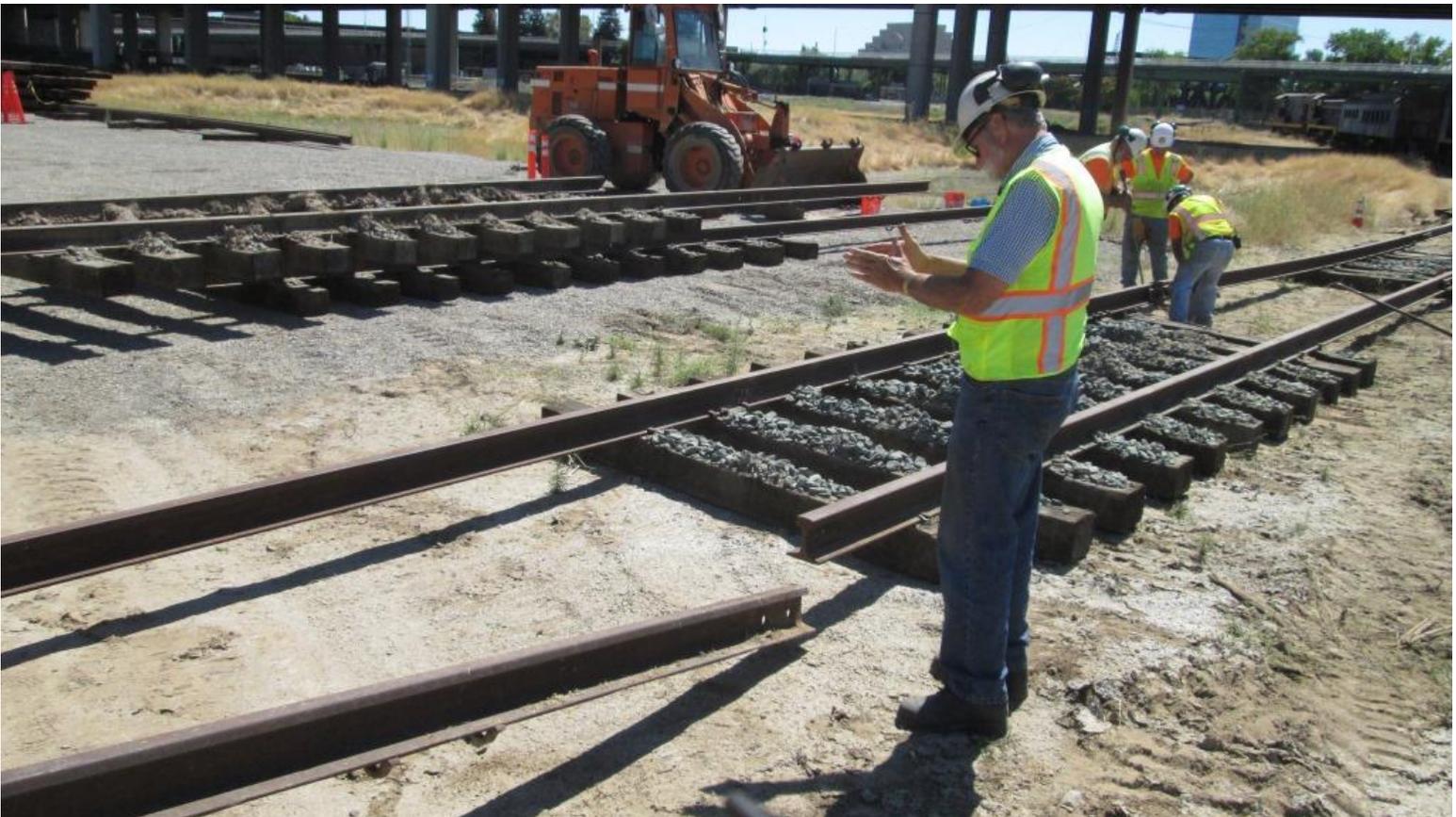
Simba can lift the equivalent load of six Big Green Machines



Simba can lift three panels of track at once whereas it took both the loader and Green Machine to lift one...



Simba brings in the next panel



And Alan directs its placement



Joe and Mike F. tighten bolts in unison



By day's end, we had 156 feet of track laid