

Greetings!

This is your Maintenance of Way Team update for July 22, 2018. It was a week of festivity and fun as your MOW Team continued its roll of railroading success. So, let's keep rolling along by getting this update underway right now.

Your MOW Team celebrated summer on Tuesday with its *Summer Barbecue 2018* in the Erecting Shop. Designated Supervisor of Barbecue Engineers (DSBE), Pat Scholzen, fired-up the MOW Team's custom made "keg-e-cue" and prepared a meal fit for the hardest working volunteers on the Railroad. Joining the festivities were Chris Howard, Cliff Hayes, Weston Snyder, Matt McCracken, Ed Kottal, Mike Harris, Samantha Hauck, Anthony Filamor, Gene Peck, and Heather Kearns. Several years ago, Pat, Cliff, and Gene built the "keg-e-cue" out of an old beer-keg and it works amazingly fantastic as a barbecue. First up, DSBE Pat prepared his world-famous bratwurst as an appetizer. Then our barbecue artisan served-up some supper yummy pork loin, marinated in his secret recipe seasoning, which was cooked to perfection – as one would expect from the DSBE. Cliff brought bread and two salads, Gene and Samantha supplied a variety of homemade cookies, and Chris provided ice cream Drumsticks. Indeed, it was a festive feast all prepared and served amongst the trains in the Erecting Shop. Many thanks to DSBE Pat, Cliff, Gene, Samantha, and Chris as well as to all the MOW Team who made *Summer Barbecue 2018* a whopping success!

Thursday, Chris, Ed, Frank Werry, Joe, and Heather arrived at the Shops seeking more MOW fun. For some time, the Team has wanted to take advantage of the evening light to commence some ballast work down on the line. So, with no major Shops projects pending, the Team set off for Setzer to grab the hoppers, fill 'em up, and start ballasting "thin" areas on the Mainline. Ed climbed aboard the back-hoe and took it south while Chris and Joe fired up the Kalamazoo tug. At Setzer, Ed poured bucket-load after bucket-load of rock into the hoppers. Filling those hoppers takes time – even more so now since front-end loader taken away from us. Despite the back-hoe's smaller bucket, Ed persisted filled the hoppers to the rim with fresh rock. Chris and Frank in the Kalamazoo hauled them up the Setzer Grade and headed to Baths where Joe, Frank, and Ed disgorged it. Then Frank, Ed, and Joe deployed shovels and mattocks to spread rock about to eliminate mounding and trip-hazards between and around the rails. With rock disgorged and spread, the Team secured the hoppers at Setzer and headed back to the Shops. They got a great start to this project which will continue Tuesday and Thursday evenings heading north up to about MP 2.6.

In the dawn's pre-doughnut light, Joe, Heather, and Michael Florentine deployed the MOW Team equipment train extra early on Saturday morning. Then they headed over to the Shops where doughnuts were waiting as were Chris, Clem Meier, Ed, Steve Nemeth, Weston, and Pam Tatro. Saturday was destined to be a major plating, gauging, and spiking day at the new switch behind the Museum. We'd spike the closure-rail then gauge and spike the 150-Track from the switch-points to the frog. Also, the Jackson 125 tie-exchanger would replace the "keeper" ties left in place to maintain the track's structural integrity. First up, tie-crane and six extra long switch ties needed to be moved out of the way. Steve, Clem, Mike F., Pam, and Ed next deployed track-jacks to lift the closure-rail sufficiently to insert plates into which they set spikes. Despite being equipped with a modern hydraulic spike-driver, Weston, Steve, and Mike F. insisted on interpreting old fashioned track-gang railroading by hand-spiking as many as they could. And, why not? We are an interpretive museum, after all. Steve and Mike F. indulged us with a demonstration of their famous tandem spike-driving technique. Gauge was wide near the switch-points, so Clem and Ed used the grapple gauger to pull the rails into gauge. Chris deployed the hydraulic spiker to continue spiking of the closure rail. Based on years of experience working with MOW, Steve has developed a nifty new tool that holds the spikes firmly over the spike-hole while the hydraulic spike-driver drives the spike into the tie. No need to set spikes. Brilliant! The Steve Tool was tested. It held the spikes as Chris drove them. Indeed, it worked well! Steve then spelled Chris on the spike-driver as Joe nipped the ties. With the closure-rail spiked, Pam, Ed, and Joe used Track-jacks to gauge the 150 Track between the points and frog. Cranking on the jacks they pushed the rails apart to get the narrow sections of the through-track into proper gauge. Now refreshed, Steve and Mike F. resumed wielding spike-mauls while Joe and Ed nipped the ties.

As gauging and spiking continued, Mike F. and Joe headed over to the pile of switch ties to find those of the correct lengths to replace the "keepers" which were ready to be pulled. Steve brought in the Big Green Machine as Joe and Mike F. rolled 11, 13, and 15-foot ties onto its forks. Joe fired up the 125 and began inserting these extra-long ties into empty cribs. It was a bit tricky as times weaving a 15-foot tie under two sets of rails and a frog but, Joe's an unquestioned master at handling this machine. Next, he pulled several of the keepers and inserted the long ties in their place. Meanwhile, Ed used the hydraulic spiker-driver to secure the gauge in the area near the points before the grapple-gauger was pulled out. The final task of the day was to take all the MOW Team's equipment over to the Shops. With the El Dorado returning to service next week, we needed to vacate Track 1 in the Passenger Station. Conductor Heather conducted a smooth crossing of the UP Main for Mike F. to shove the equipment across with the Kalamazoo. Joe and Ed headed to the Erecting Shop and got the transfer-table lined and Bay 4 opened. It had been an excellent day of outstanding effort by your MOW Team which continues its quest of building a better railroad.

Our wonderful friend, Becky Corbett, at the All Aboard Desk, released the list of July hour-bar recipients and several MOW Team members were amongst them: **DJ Mandell** with **250 hours**; **Pam Tatro** with **1,500 hours**; and **Ed Kottal** with **2,000 hours**! I dare say that most of these hours were spent with MOW! Many, many thanks, indeed, to DJ, Pam, and Ed, as well as to all CSRM volunteers, for your selfless dedication!

This coming week, the MOW Team will again gather on Tuesday and Thursday evenings starting at or before 5 o'clock p.m. The mighty Weed Team returns from its Summer Recess on Thursday stating at 8:30 a.m. at the Shops. Saturday, we'll pick up where we left off on the new switch starting at 8 o'clock a.m. Thanks to everyone on the MOW Team for all the hours you kindly donate to keep our railroad rolling.

See you out on the line,

Alan and Richard.



Designated Supervisor of Barbecue Engineers, Pat, at the controls of the “keg-e-que”



Thumbs-up from Weston as he, Gene, Matt, Mike H., and Chris eagerly await the scrumptious meal being prepared by the DSBE



Requirements for certification as DSBE are spelled out under 49CFR Part 240.106(b) which Pat fulfills with unquestioned expertise



Heather, Ed, Chris, and Weston are ready for dinner in the Erecting Shop (a privilege for which other pay hundreds of dollars)



Thursday, brakeman Ed guides engineer Chris in for a hook with the ballast hopper cars



Ed, on the back-hoe, gets a big scoop of rock from our fresh ballast pile at Setzer...



...And fills the ballast hopper cars with it



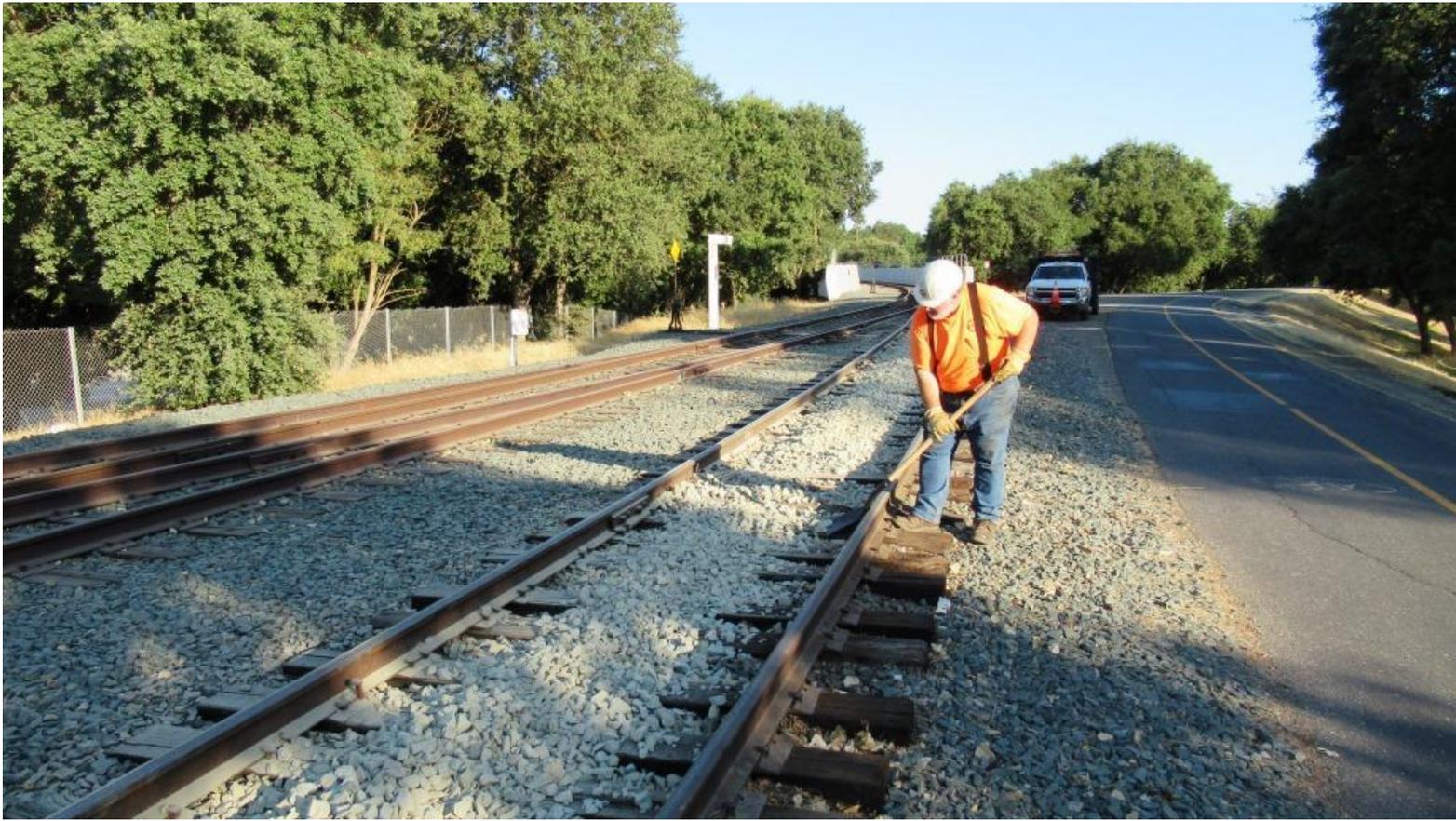
Joe checks the fill-level of the hoppers



Ballasting began at Baths where Ed emerges from a fog to disgorge rock from the center-dump hopper



Chris handles the Kalamazoo as Ed heads into the interstellar dust cloud



Frank smooths out any mounding of rock that occurred



Frank and Ed now drop rock from one of the side-dump cars



First up Saturday morning: moving the tie-crane and about six extra-long switch-ties sitting on the rails out of the way



Weston was anxious to start interpreting old fashioned track-gang railroading



Alas, the spike-maul just couldn't "handle" any more of it...



Steve and Pam deploy track-jacks for lifting the rail just enough to squeeze tie-plates beneath



Steve cranks on the track-jack as Joe gets ready to set a plate



Pam sets a spike in a newly plated tie



Joe puts his back and, well, whole body into nipping up the joint for plate insertion



Your MOW Team at work: Mike, Pam, and Ed set spikes as Steve nips a tie that Joe hand-tamps some rock beneath



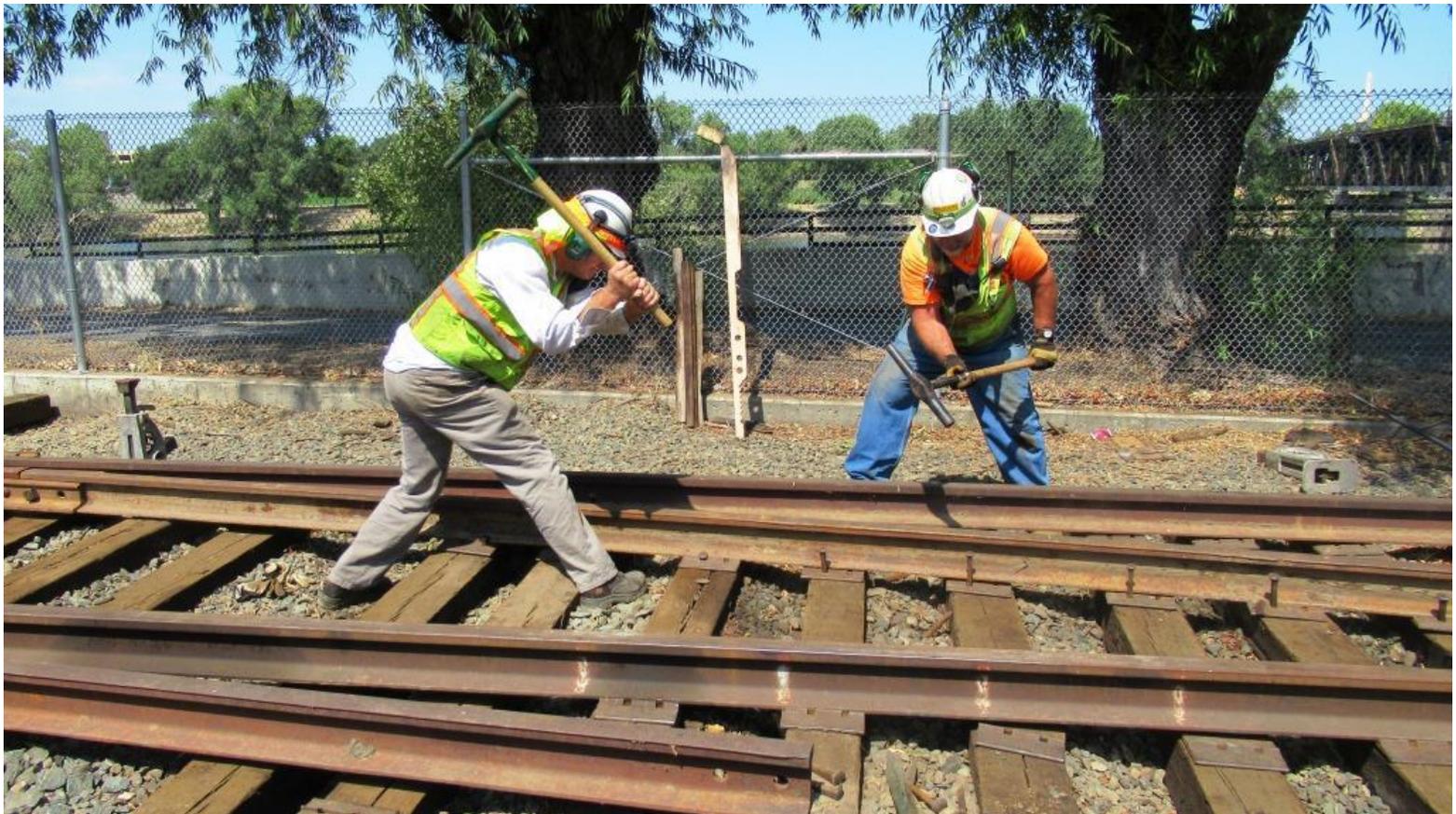
Steve nips-up the tie as Mike F. swings the spike-maul



Steve and Mike F. use a spike and spike-maul to make field-repairs to another spike-maul



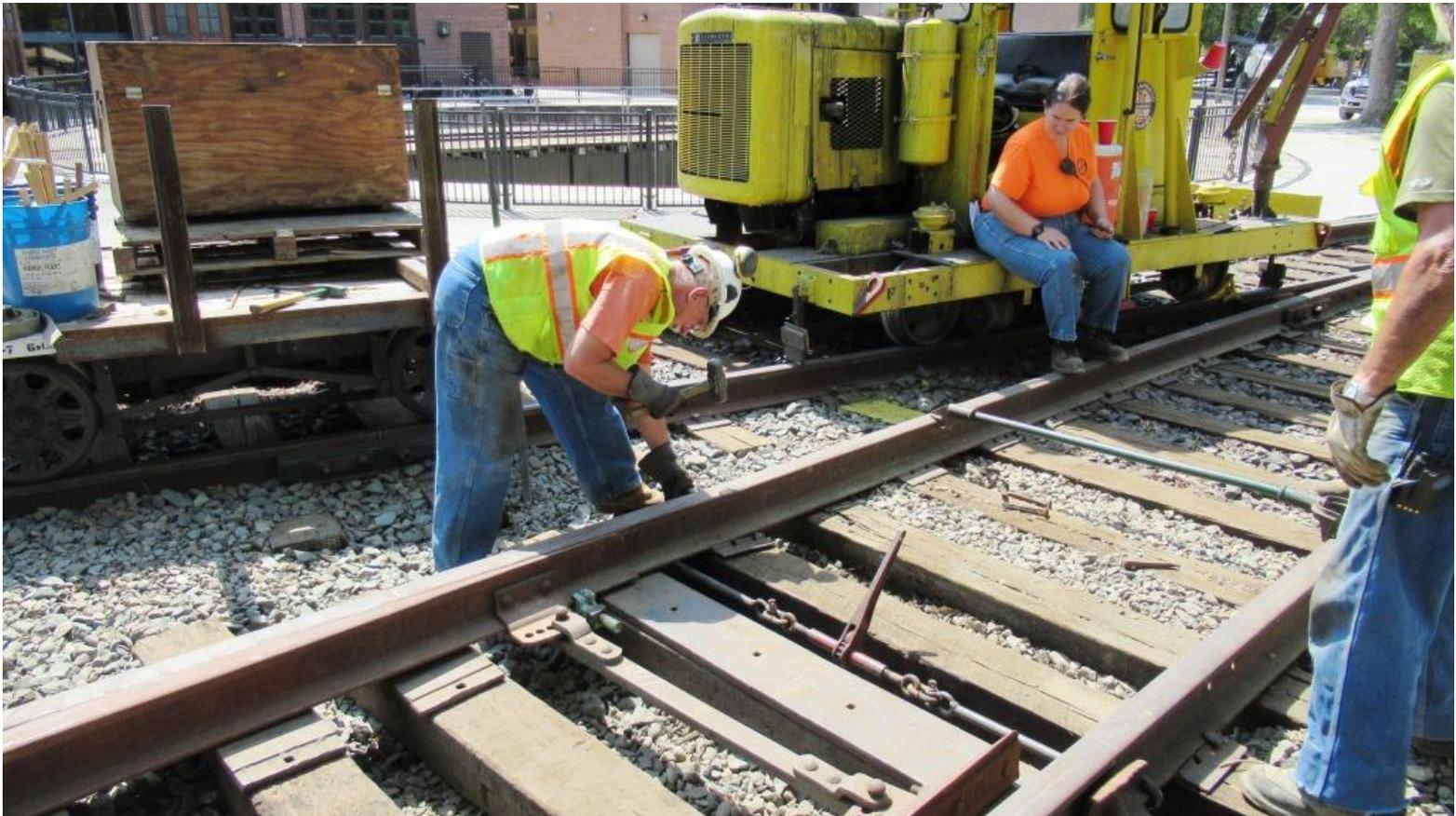
Steve and Mike F. demonstrate their world famous tandem windmill spike-driving technique



These highly skilled and experienced railroad-men put on quite a show for many spectators



Ed and Clem use the grapple-gauger to fix the wide gauge issue near the switch-points



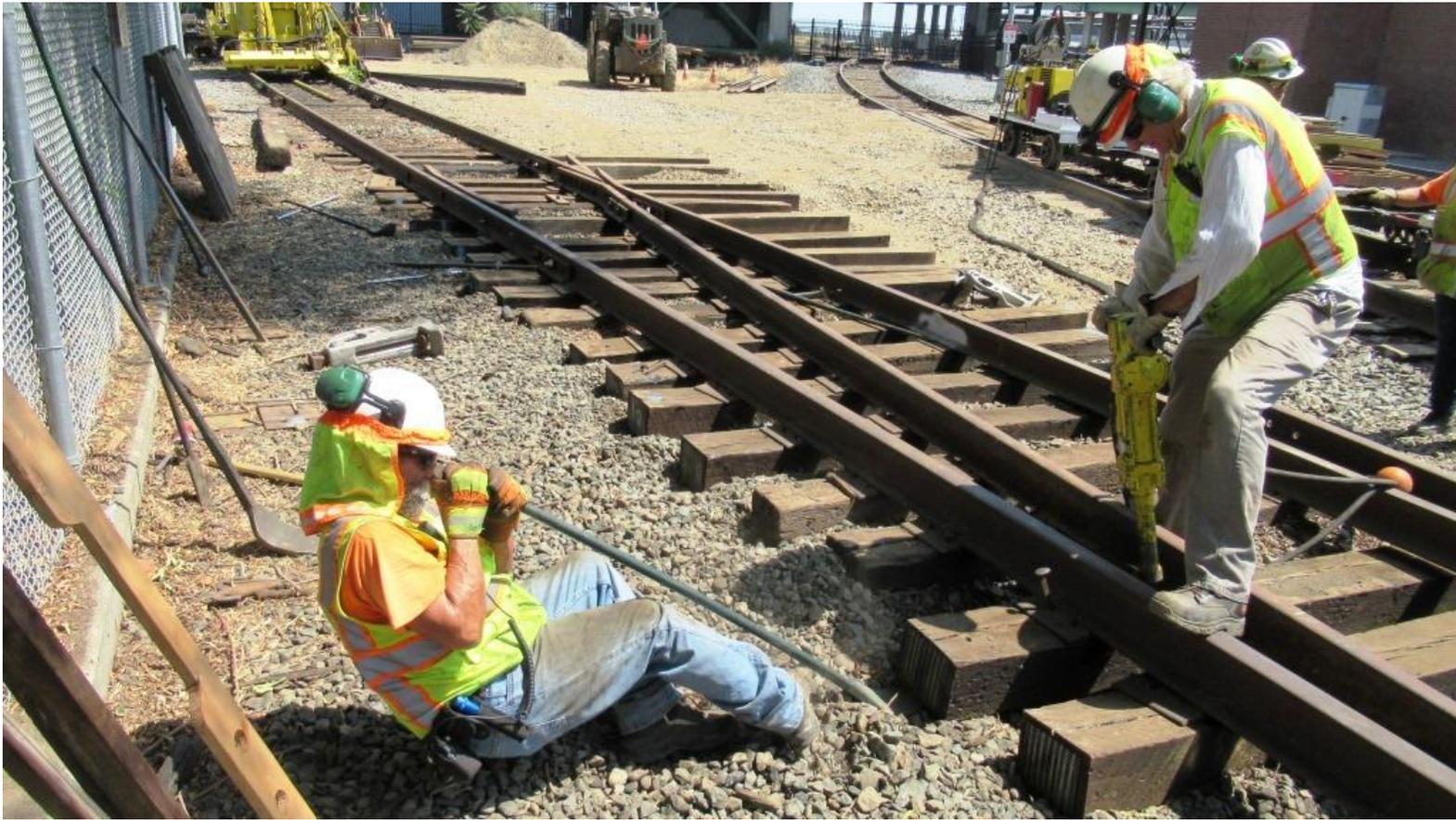
Then Clem sets spikes to hold the gauge



The first test of the Steve Tool which holds unset spikes steady to be driven, in this case by Chris, with the hydraulic spike-driver



Joe now uses the Steve Tool to hold an unset spike for Steve to drive with the hydraulic spike-driver



Once again, Joe puts his back and whole body into nipping up the tie into which Steve is driving spikes



Joe places track-jacks horizontally to each other, to spread the rails where the gauge is narrow



With the track now in gauge, Steve nips the rail as Joe sets a spike



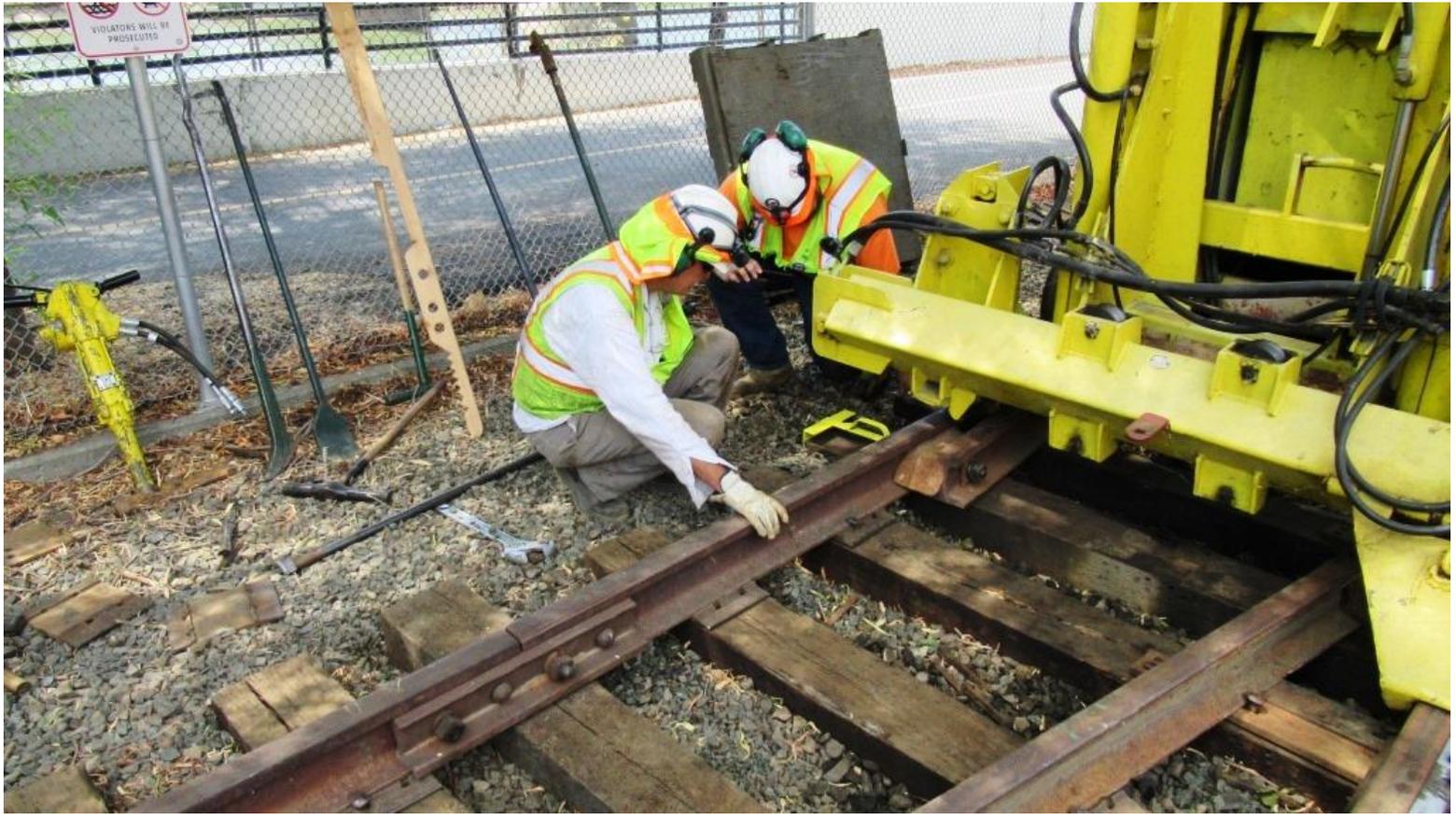
Mike F. works with Steve on Big Green to grab some extra-long switch ties from tie-pile



Joe and Mike F. place the long ties that Steve brought over with Big Green



Joe brings in the Jackson 125 tie-exchanger to insert the long ties into the empty tie-cribs



Steve and Chris use the tie-tool that measures the correct length of the tie-end from the base of the rail



Because the 125's rail-clamps and jack can't grab the frog to lift it, Mike F. tries to nip it up in order to relieve the downward pressure



Ed drives home the spikes that were set to hold gauge at the switch-points



With a green signal indication from Omaha, Mike F. in the Kalamazoo sends the MOW Team's whole kit-and-caboodle back to the Shops



Progress continues to show



The whole kit-and-caboodle just barely fits in Bay 4 of the Erecting Shop