

Greetings!

This is your Maintenance of Way Team update for August 4, 2013. Last week, we had a few bumps in the road (including the update's delay). But, nothing we couldn't handle. So, let's get right up-to-date on your MOW Team's activities!

Monday, your MOW Team had intended on taking the scarifer-inserter over the UP Main and back to Old Sacramento. Unfortunately, due to circumstances beyond our control, it didn't happen. Luckily, Heather Kearns was on hand to make the necessary last minute repairs to a suddenly leaky radiator hose. Not all was lost, however. Your trusty track inspectors were out on the line and discovered an issue with the frog at Switch 13 (south Clunie crossover) – which provides us with a perfect transition into Tuesday...

In the evening, Frank Werry, Dave Megeath, Chris Carlson, Garrick Worrell, and Heather gathered to repair the frog at Switch 13. Garrick, Heather, and Chris first set out to fix the back-hoe which needed a new hydraulic hose. Once repaired, they joined us down at the frog. Two of the three bolts securing the east mainline rail to the frog were broken. The third turned out to be defective. Luckily, for everyone's safety, your trusty track inspectors had already issued a slow-order over this frog. Repair proved more challenging than anticipated but, your MOW Team persevered and managed to correct the defect so that the slow-order could be lifted before impacting any freight or excursion train. Chalk-up another win for your MOW Team!

Meanwhile back at the Shops, Tuesday's afternoon crew, Pat Scholtzen, Gene Peck, and Cliff Hayes, were giving 110 percent effort to keep our equipment operative. Cliff made adjustments to engine shield on the scarifer. Then they worked on rebuilding the brakes on the manlift.

Thursday morning, Heather and Dave managed to get the scarifer over the UP Main and back to Old Sacramento. Many Thanks to Conductor Bob Rohwer for helping us reactivate this valuable machine. The evening crew consisted of Heather and Chris. They worked in the Shops and managed to rearrange all the equipment to get the manlift over to the west side of the building. This will make it easier for Gene, Pat, Cliff and crew to get this machine refit quickly.

Saturday was a bit of a kerfuffle. You MOW Team, consisting of Ed Moriarty, Steve Nemeth, Harry Voss, Heather, Mike Florentine, and Clem Meier, were up and at-'em early ready to continue the rebuilding effort between MP 1.0 and 1.4. After the mandatory doughnut prelude, we were out on the line by 8:30. The Green Machine was loaded up with two-tons of ties, the back-hoe fired up, the scarifer ready to make it's debut, and the motorcar work-train set for action. With orders in hand, we set off, only to be confronted by the "Color Run Sacramento" in which 5,000 people were running being doused by clouds of powder-ized colored chalk. Yeah, I know. Don't ask me... Anyway, Capitol Mall, K Street, 2<sup>nd</sup> Street and Front Street all along our Mainline were completely blocked up. We found it impossible to get our equipment down the line without heading 15 blocks east, 16 blocks south, then 15 blocks west through city streets. We were able to send the work-train and scarifer down the line. As long as we could get the section-gang machine to our work site, we could start pulling ties. However, thanks to all the blocked off city streets and traffic, by the time our trusty Chevy Truck got to the work site, it was 10:30. Because of the logistics of getting the section-gang machine on and off the truck without the green machine, we realized we couldn't get started until after the Color Run was over, by which time, trains would be running on top of us. So we packed up, headed back to town, and annulled our train orders.

In the afternoon, Steve Nemeth was EIC and ran things in the Shops. Amongst other things, we bundled ties. The tool caddies were organized and more work was done out to the north west of the Boiler Shop. Heather worked on the tamper. Despite the mishap in the morning, we made much progress getting stuff done needed to get done.

Tuesday and Thursday, the crew will meet as usual in the Shops in the afternoon and evening. Saturday, with the promise of doughnuts and no Color Runs to block our progress, we will continue with our efforts around MP 1.0. Many thanks to all our volunteers and supporters for your help and patience!

See you out on the line,

Alan, Chris, and Richard.

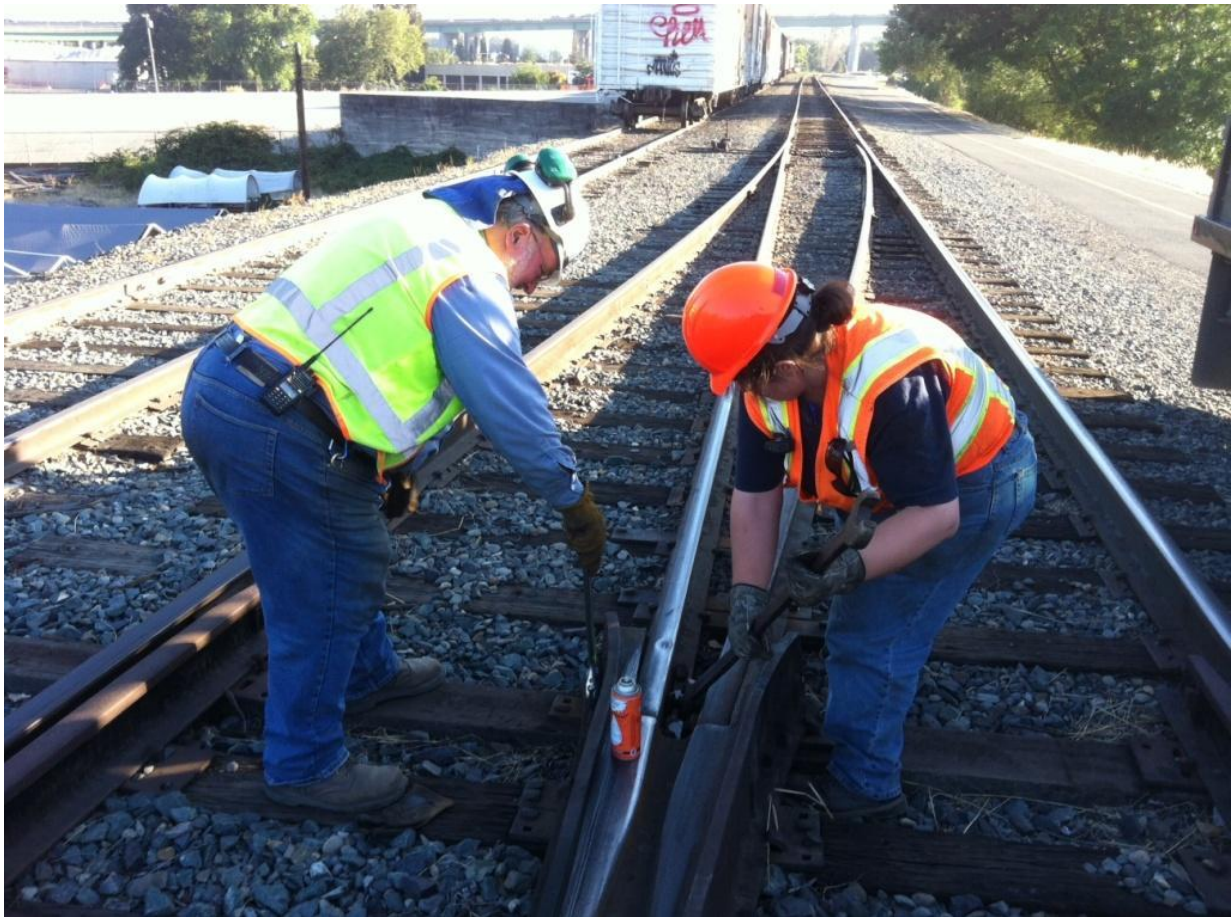


Dave Megeath piloting the Scarifer over the UP Main.



Steve Nemeth piloting Big Green sorting ties.





Frank and Heather repairing the frog at Switch 13.



Riddle me this: How many MOW Team members does it take to change a bolt?





Ed, Mike, Heather, and Harry, inspect the scarifer before returning it to town.



Using the scarifer's turntable to turn it around for its journey back to town.