

Greetings!

This is your Maintenance of Way Team update for September 3, 2017. It was a crazy-busy week for your MOW Team. I mean CR-A-ZY! But, tons of positive progress was made. So, let's keep the craziness going by getting this updated started right now!

Pat Scholzen, Kyle Blackburn, Taka Blackburn, Joe Margucci, DJ Mandella, Mike Harris, Frank Werry, Gene Peck, Chris Carlson, Alan Hardy, and Heather Kearns got the craziness going on Tuesday. Kyle and Taka arrived early to weld-up new side-walls that we're building on a flat car to better secure dead-ties so they won't fall off when being transported for disposal. Kyle sparked-up the welder and got right to work. He did a fantastic job getting all the pieces put together. Pat continued the spray-paint can disposal process by emptying a multitude of old cans of their contents. Joe scored a victory by figuring out the wiring issue with the tachometer on the man-lift. It now has a working tach. DJ removed the floor-plates on the deck of the tamper to provide access to the brakes which need adjusting. Mike and Gene continued working on the Big Green Machine's malfunctioning engine. Bit by bit, they are tackling the problem. With the welding job done, Kyle and Taka moved on to grinding the wing-rails for the Switch 19 frog. The big job that needed doing on Tuesday was cleaning and prepping the Kalamazoo for its engine replacement. Decades of caked-on oil needed to be removed from the 60-year old 3-53 Detroit Diesel engine. Chris Kalamazoo moved the Kalamazoo over a pit in the Boiler Shop while Frank got the steam-cleaner going. It took quite an effort to blast that stuff off. Soon, DJ and Kyle joined the fun in the "sauna." By evening's end, the machine looked 100-percent better. In fact, you can see the clean metal on the smoke stack now. Then they steam-cleaned the rail-mounted compressor which is being taken to an outside vendor to finally fix the engine problem. Wow! It was a great evening of accomplishment thanks to a awesome crew!

Wednesday, the Kalamazoo's underwent major surgery as the old engine was removed. Heather and Alan met the mechanic from *Valley Power* at the Erecting Shop who quickly began taking the machine apart. We've engaged the folks *Valley Power* to do the job because they've got the experience and equipment necessary to replace the engine quickly. And wow, was it fast. By the end of the day, the old engine was out of the machine. It was incredible. The mechanic took the old and new engines with him to transfer all the doo-dads and thingamajigs, like the fuel pump and air-compressor, and will return next week to put it all back in. It was an impressive operation to say the least and soon, we'll have "Old Reliable" back in service.

Thursday, Alan, Kyle, Harry Voss, Joe, DJ, Dave Wolf, Weston Snyder, Chris, and Heather were on hand for more crazy-fun. Early in the day, Heather and Alan met with a mechanic from *Cummins* to look at the front-end loader which has been out of service for months. Its problem stymied us. But, the *Cummins* pro figured it out and got to work. After diagnosing and replacing lots of parts, he managed to get the machine to fired-up and keep it running smooth. Man, it's good to have the loader back on the active roster. It's a big step forward for your MOW Team. For the evening crew, the goal was to get the Jackson 125 tie-exchanger back to the Shops from Old Sacramento. Its brand-new alternator is not alternating so, with work on the man-lift now done, it was moved to Old Sac. to make room for the 125 in the Shops. Weston and Kyle topped-off the man-lift's hydraulic tank with hydraulic fluid while Conductor Heather, Chris, DJ, Dave, and Harry headed to Old Sac. to get things ready for the move. Chris would use the ballast regulator to trigger the signals at the interlocking with the UP Main. This Team has become expert at making these kinds of yard-moves and had the job done in no-time. With the 125 secure in the Erecting Shop, Joe went right to work on fixing the problem. Yep, the alternator was not producing any charge meaning it's defective. Getting it replaced will be the priority in the next week.

Thanks to the Foundation, the Team purchased a new hydraulic power-unit to operate hydraulic tools out on the line. Friday, it arrived. Heather, Chris, Harry, and Alan got the thing set up and began testing it with the tools we've been collecting. It worked great and will be a big help out on the line.

Doughnuts arrived before dawn on Saturday. Temperatures were predicted to be upwards of 110 so, Alan, Steve Nemeth, Heather, Pam Tatro, Joe, Bill Hastings, DJ, Clem Meier, Mike Miller, Michael Florentine, Mary DiPietro, Chris, Harry, Kyle, Weston, and Heather wanted to get started an hour earlier to take advantage of the relative cool. In Old Sac., the motorcar was pulled-out of the container and brought over to the Shops where to pull the new hydraulic power-unit and tire-mounted air-compressor (on a flatcar) across the UP Main for work out on the line as the Sutterville Track to the Zoo was again the Team's destination. After a bit of complicated switching, which included adding the tie-shear to the consist, the Team was on its way. At the job-site, Chris conducted a class in the operation of the hydraulic power-unit. The hydraulic spike-puller and spike-driver were tested and everyone on the Team got a chance to "play" with the new "toys." Just while testing it out, the Team managed to pull all the remaining spikes necessary to finish the re-gauging project on the Zoo Line. This new machine sped-up our progress 10-fold. Had we had it a month ago, we would have long since finished re-gauging the track. So, it will really come in handy as the Zoo Line project continues. Alan, Steve, Pam, Joe, DJ, Mike F., Mary, Harry, and Heather stayed north and finished the gauging project while Chris, Mike M., Bill, Clem, and Weston headed south with the tie-shear to start the next phase of the Zoo Line project of changing out another 180 ties. While Clem, Weston, Bill, and Mike M. pull spikes (the old-fashioned way) Chris brought in the shear and chomped the marked-ties to bits. The tie-shear is an awesome machine! Chris then gave Weston a lesson in its operation and he did great. By 1 o'clock, Team Tie-shear had chomped 60-ties and Team Gauging had finished the re-gauging project. Now the Zoo Line is in perfect gauge from Sutterville Road to Baths. By now, the temperature was approaching 100 degrees so the Team returned to Old Sacramento for a late lunch. Following lunch, temps had risen to 105 degrees so, the Team returned to the Zoo Line and packed-up all the tools and headed in. Once again, in Old Sacramento, it took a bit of a complicated switching move to get everything back to where it needed to be. Conductor Heather arranged a quick transit over the UP Main for the air-compressor to return to the Shops where it was removed from the flat car. Despite the excessive heat, it was a great day of tremendous progress. The entire MOW Team wishes to express its heartfelt thanks to the CSRM Foundation for its ongoing support of our program. The acquisition of new equipment and the ability to seek outside help to take care of the backlog of our mechanical issues is a huge step forward!

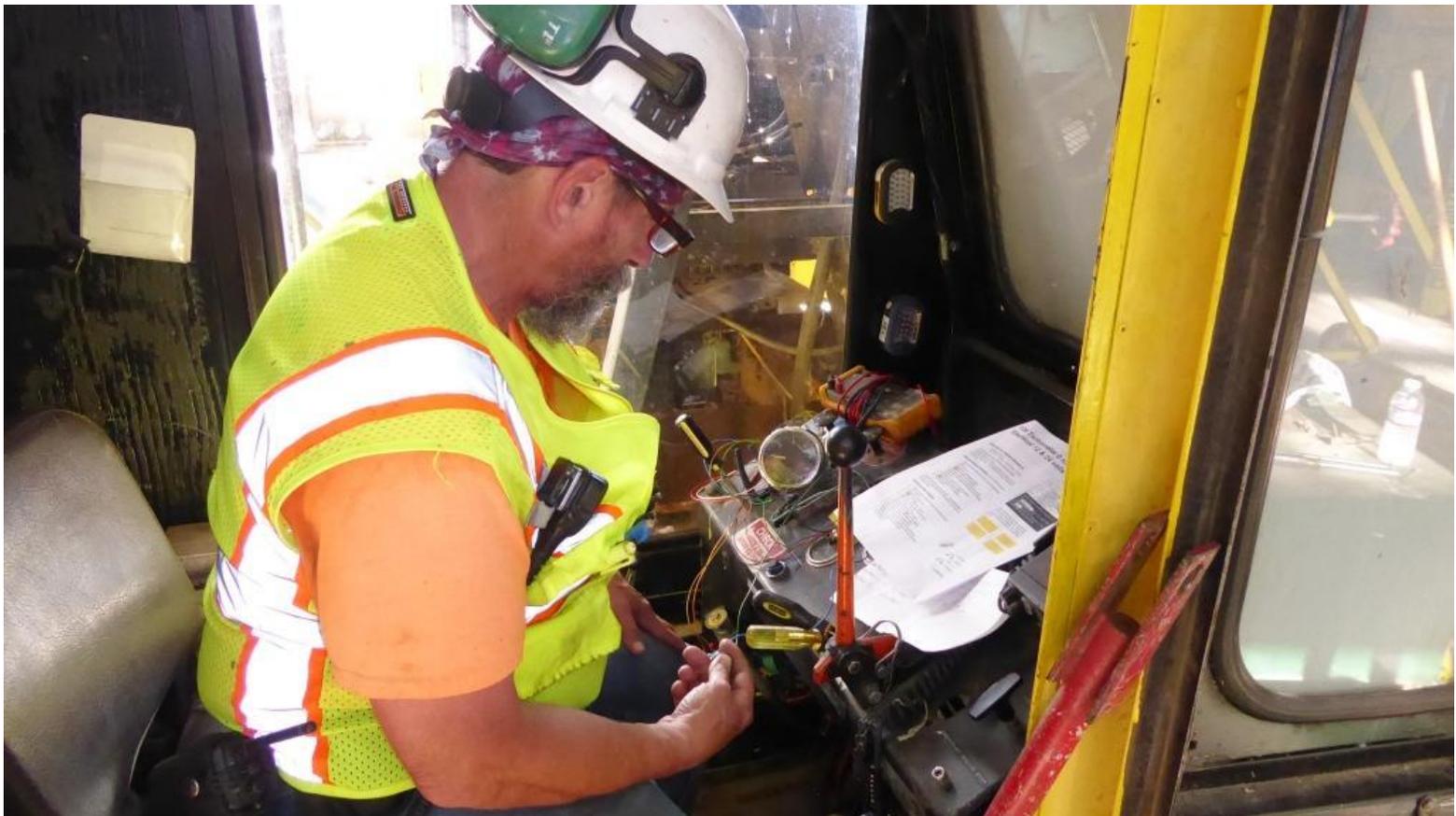
This coming week, the Team will meet as usual on Tuesday and Thursday at or before 5 o'clock. The craziness continues Saturday starting at 8 o'clock a.m. Temperatures will come down but not the excitement! We had a great week and look forward to many more. So, as always, many thanks to the tremendous volunteers of the MOW Team who work in such conditions to build a better railroad.

See you out on the line,

Alan, Chris, and Richard.



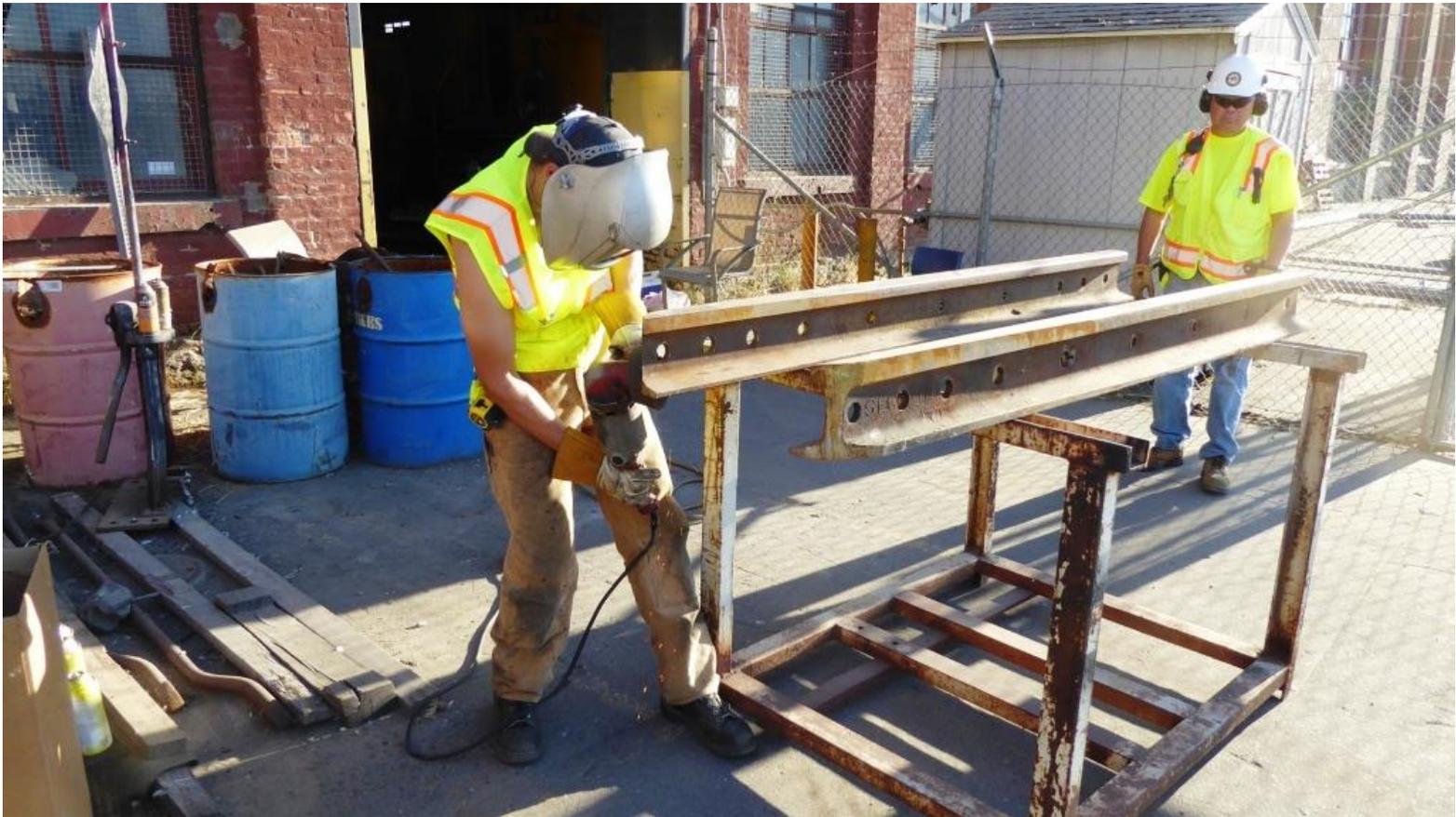
Mike H. works on the Big Green Machine



Joe gets the tachometer wiring on the man-lift all settled



DJ removes the deck-plates over the brakes of the tamper



Kyle and Taka take on the grinding of the wing-rails for the frog at Switch 19



Mike H. and Gene make progress on Big Green



DJ gives the Kalamazoo a steam-bath



Chris and Kyle spray degreaser on the Kalamazoo's engine and smoke stack – the clean metal of which is visible for the first time in years!



Frank continues the power-washing of the Kalamazoo. It looks like a new machine, already!



On Wednesday, the 60-year old (plus) 3-53 Detroit Diesel engine was hoisted out of the Kalamazoo



The Kalamazoo following phase one of her surgery



Weston and Kyle add hydraulic fluid to the man-lift's hydraulic tank



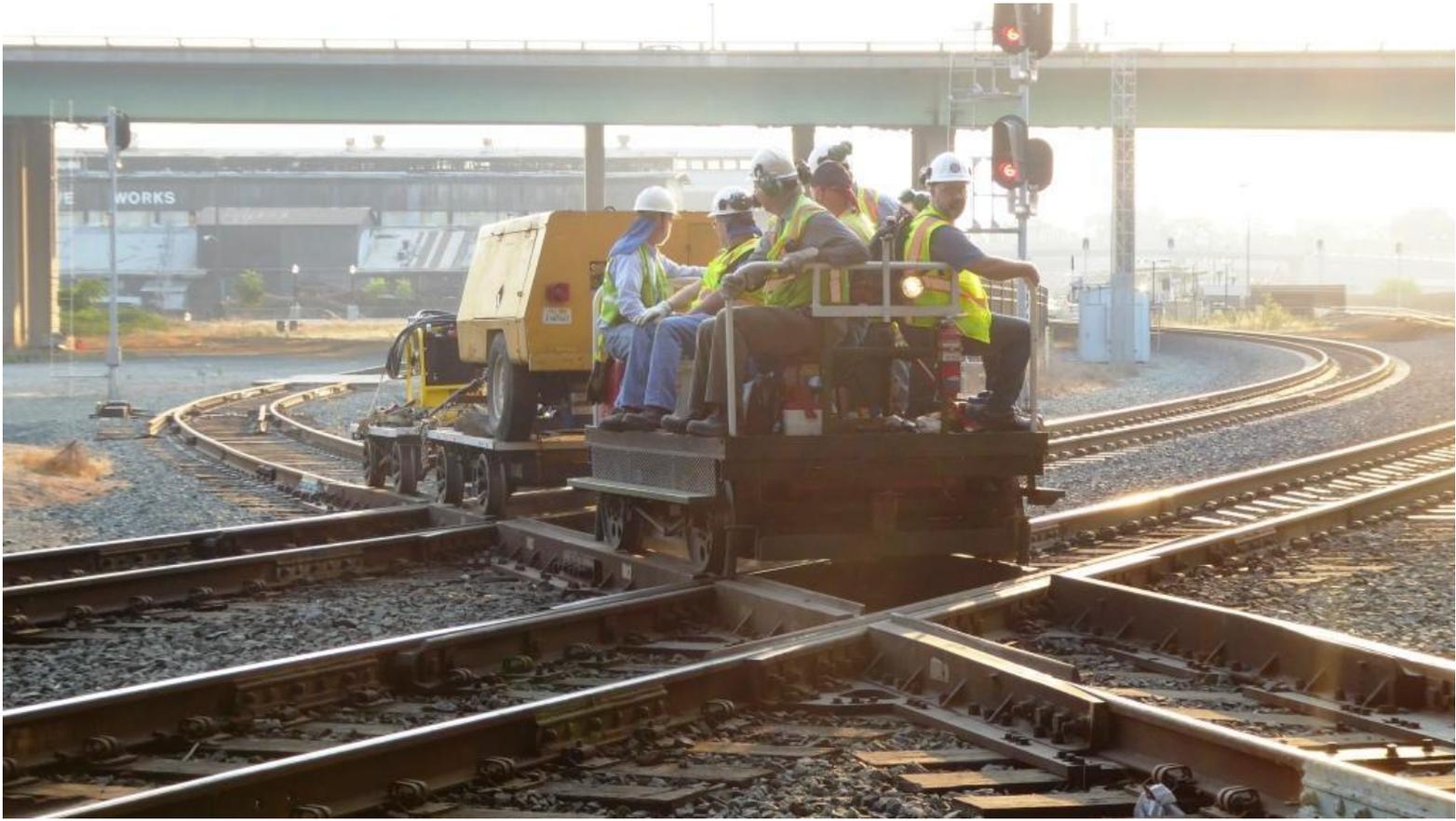
Chris and Weston open up the ballast regulator to use it to trigger the interlocking signals for crossing the UP Main



The 125 and regulator prepare to cross the Main



Now, the regulator and man-lift are on their way back to Old Sacramento



Now, that's a "crew-car." As the sun rises, the Team crosses the UP Main and keep a close eye on the compressor going over the diamonds



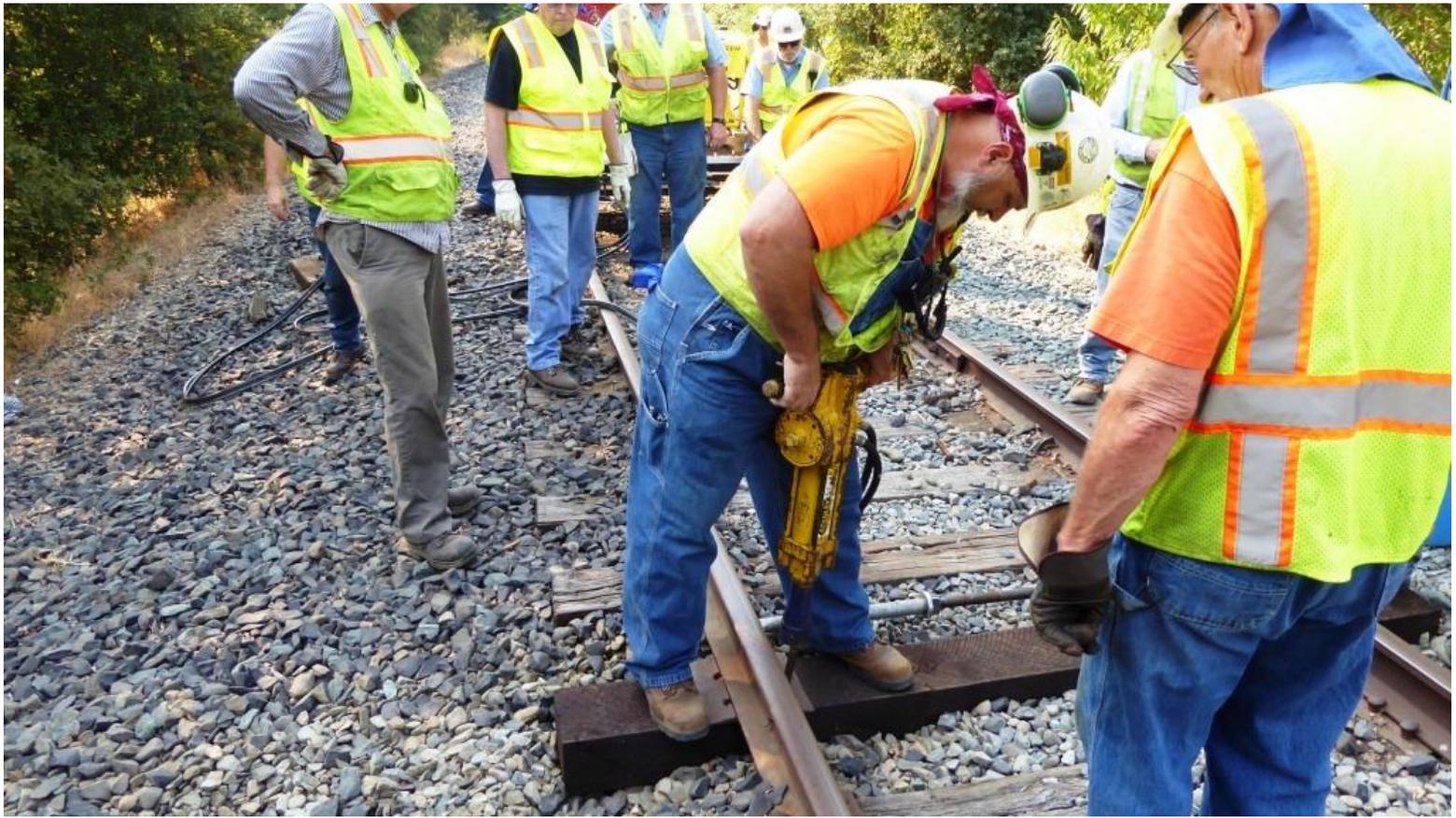
The Team arrives on the Sutterville Line to the Zoo



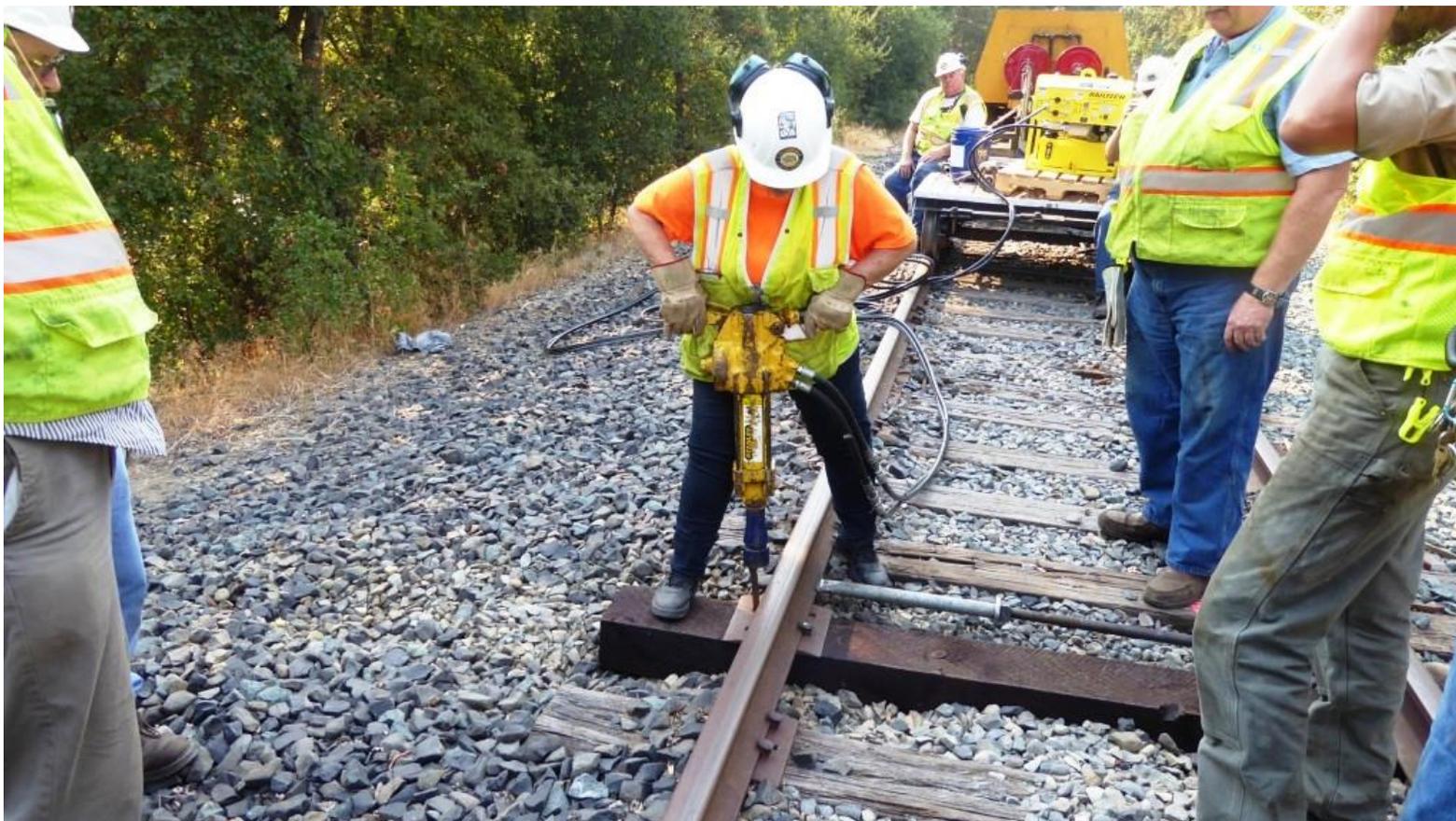
Kyle and Chris add hydraulic fluid to the new hydraulic power unit – our first brand new piece of equipment in memory



Chris gives a tutorial on operating the hydraulic power unit



Mike F. initiates the new unit by driving a spike with the hydraulic spike-driver



Next up, Pam drives the second spike with the hydraulic spike-driver



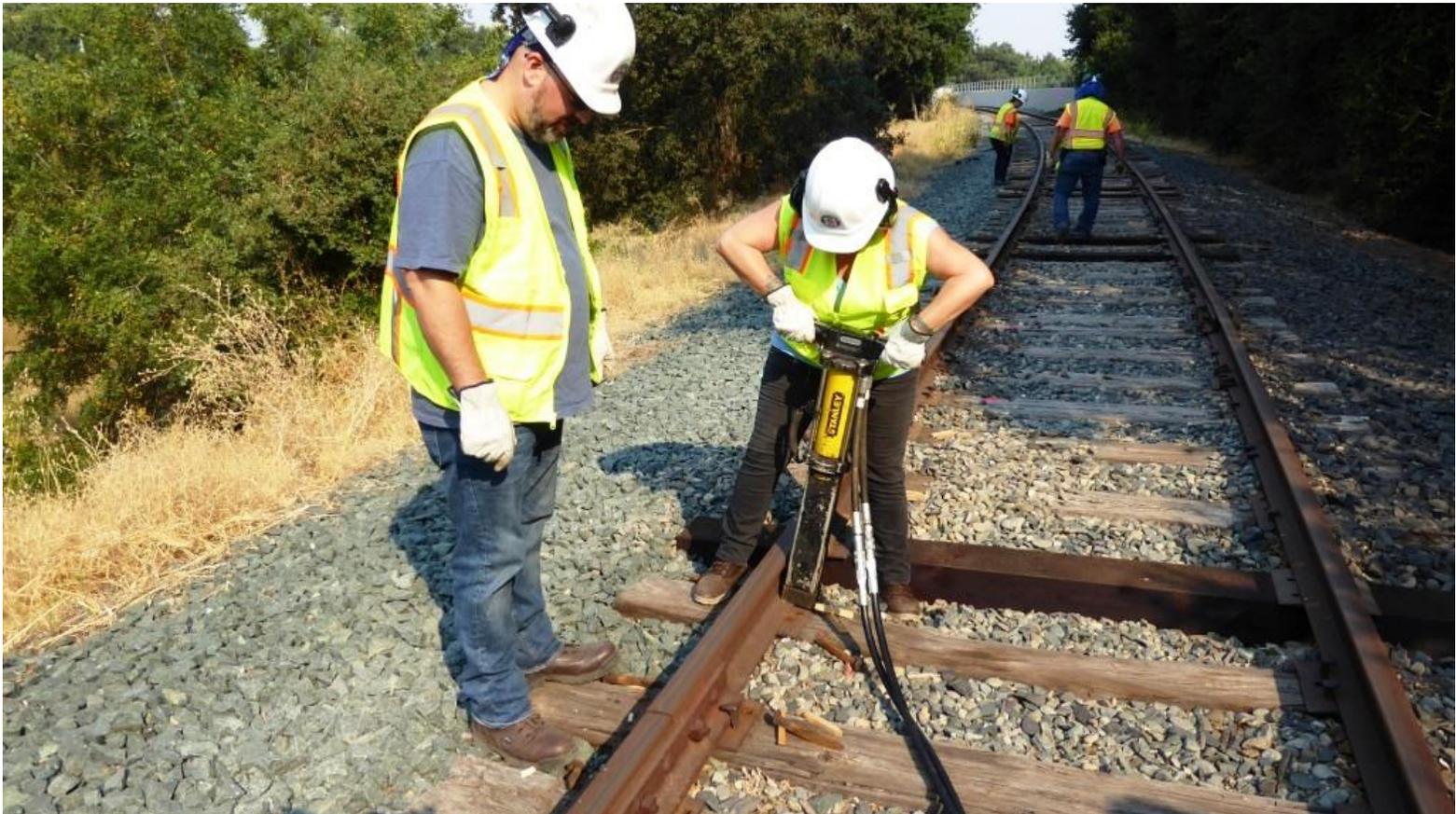
Now Kyle tests out the hydraulic spike-puller as Joe plugs old spike-holes with tie-plugs.



Bill's turn at the hydraulic spike-puller



Now, DJ takes a crack at it. It was important that everyone on the Team learn how these tools work



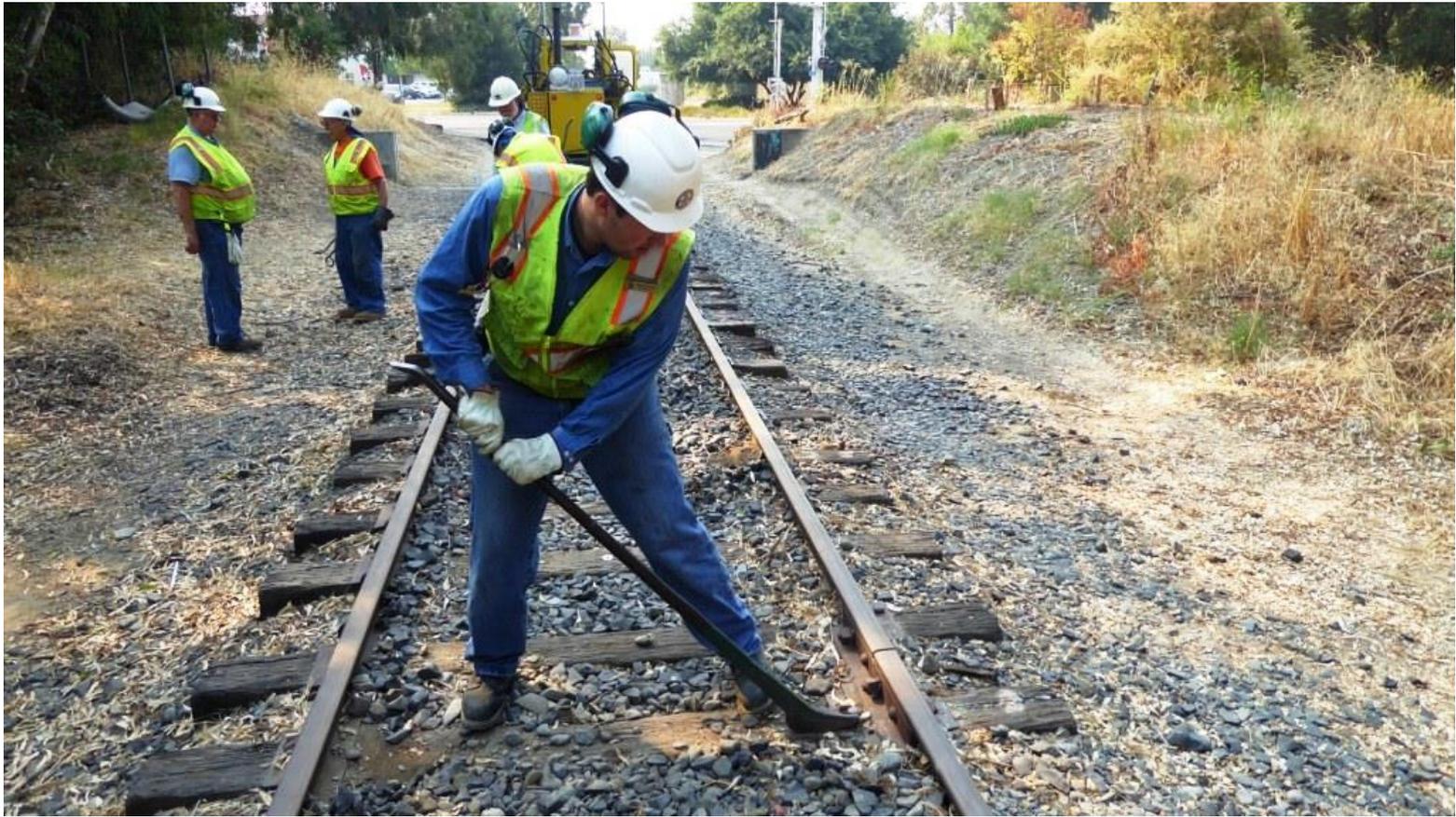
Mary's turn!



Bill, with Team Tie-shear, starts by pulling spikes...



...While Clem and Mike M. pull a couple pranks...



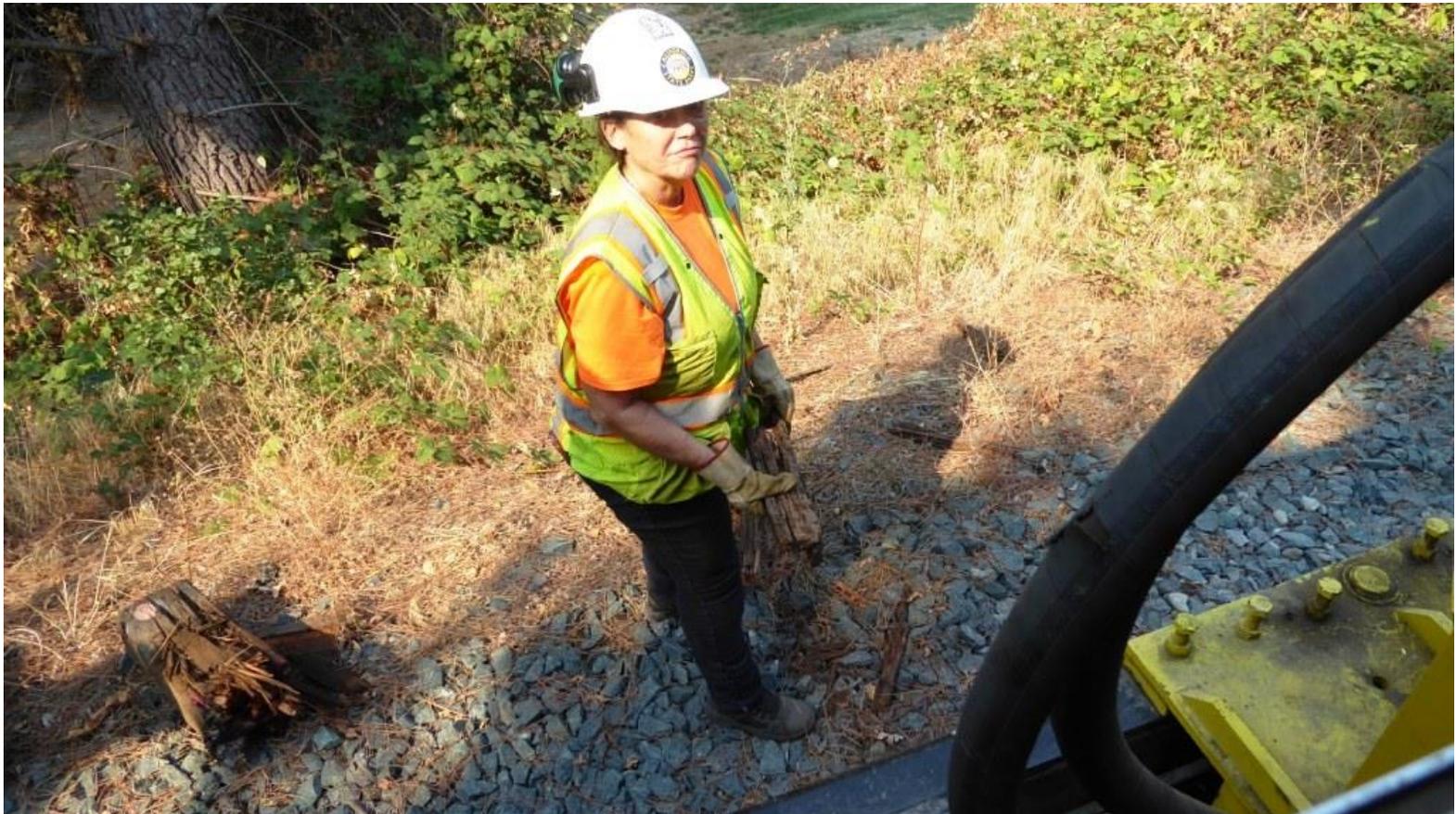
Weston, on Team Tie-shear, pulls spikes



Chris brings in the tie-shear, and slices the ties into thirds, then kicks the pieces out the sides. This machine is awesome!



Chris at the controls of the tie-shear



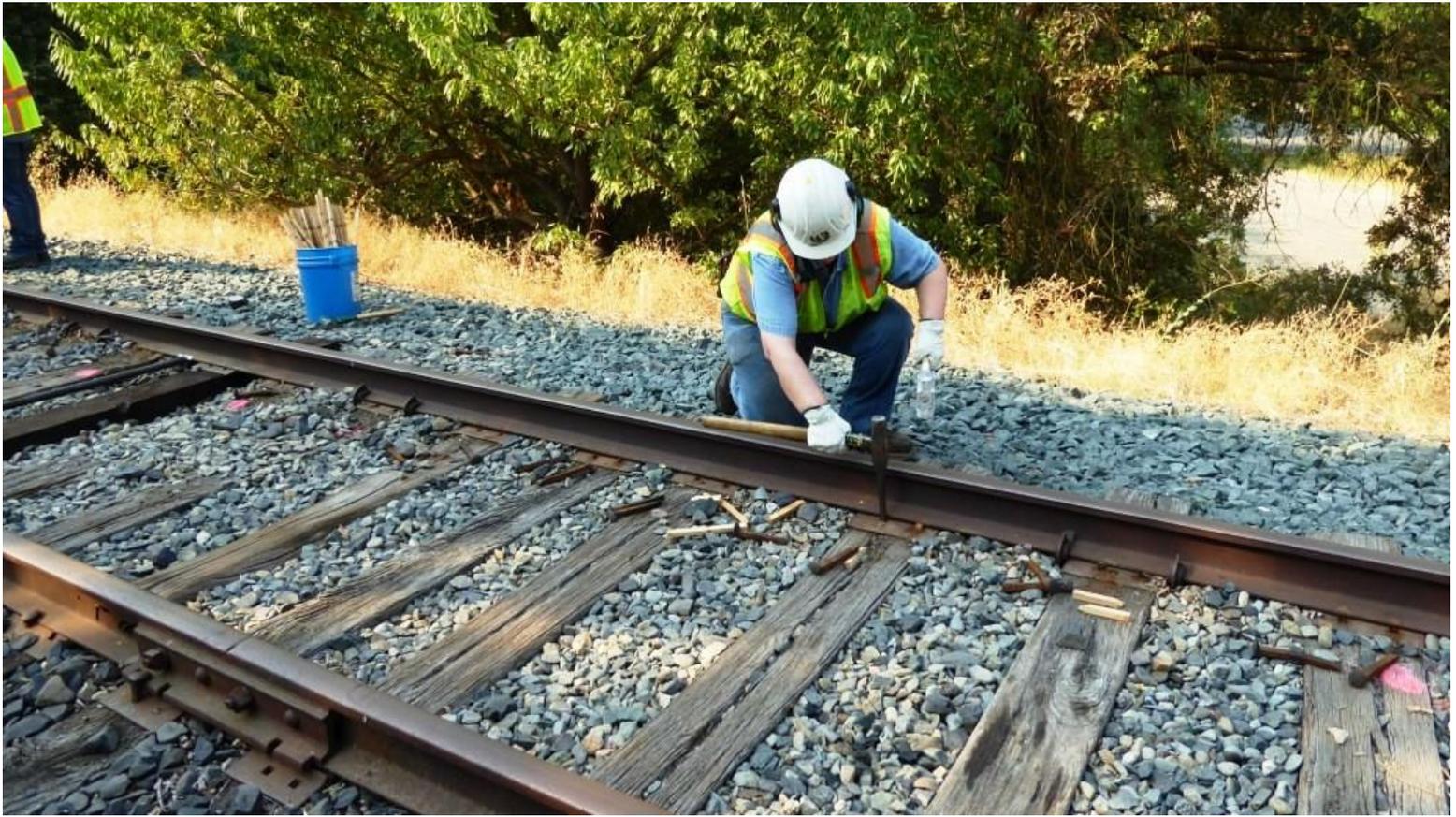
Pam joins Team Tie-shear and helps clear the track of tie-debris



Bill, Clem, and Pam clear the track of tie-debris



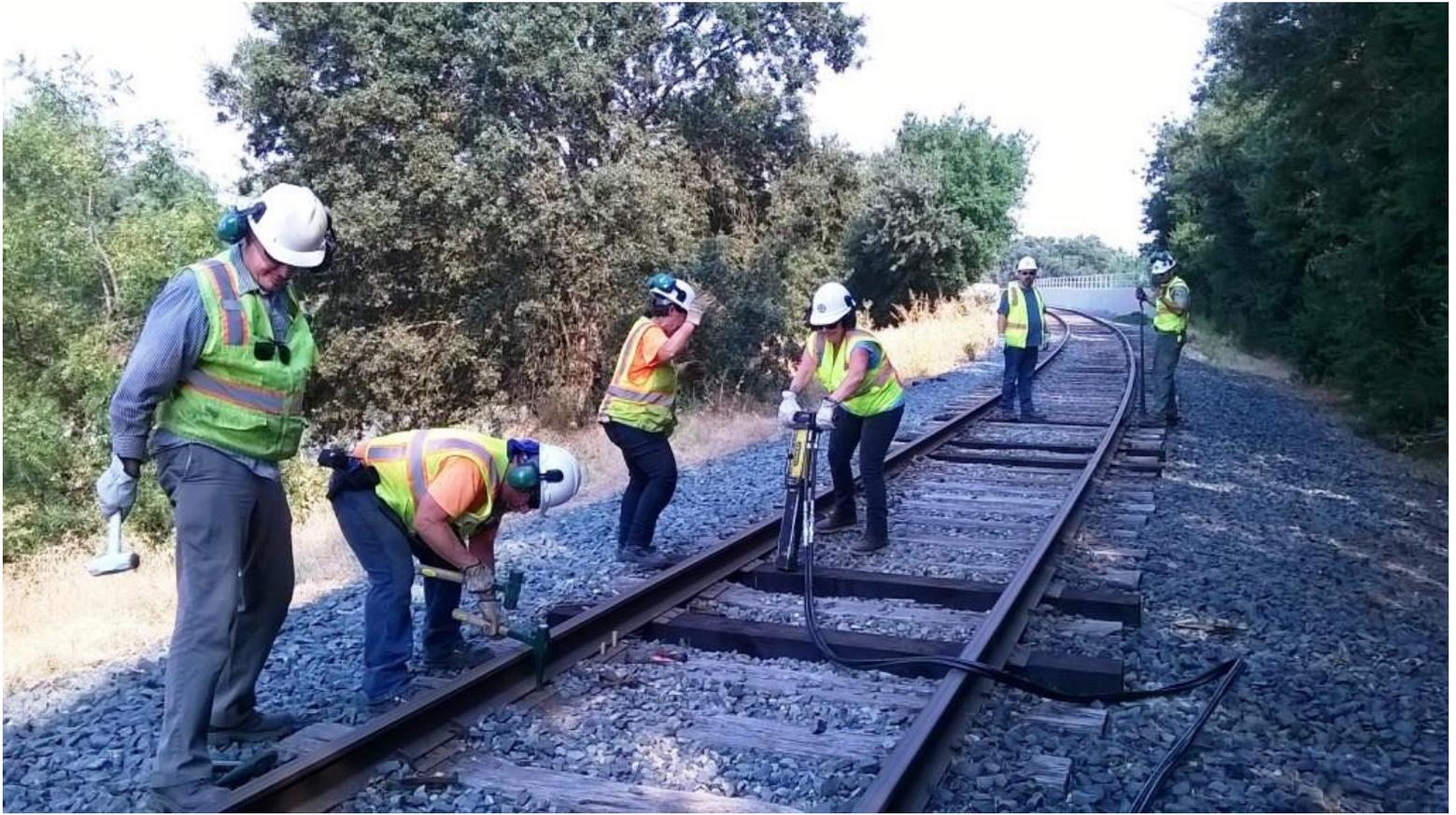
Clear evidence that the tie-shear has been on-site...



Heather drives tie-plugs into the tie



Now mechanized, Team Gauging make huge progress. Mary pulls spikes with the hydraulic spike puller and Pam, Joe, and Steve plug spike holes



With the spike-pulling and driving now mechanized, the gauging operation went lickety-split



After a late lunch, the Team packs up and heads back to town



In Old Sac., Steve skillfully shoves the equipment into the container



At 105 degrees, your MOW Team, Joe, Mary, Heather, Mike M., Steve, Kyle, Weston, Chris, DJ, Mike F, and Bill, taking one of their six 10-minute breaks per hour (or was it one of their 10 six-minute breaks?)...