

Greetings!

This is your Maintenance of Way Team update for April 8, 2018. “Git-’er-done” is one of many mottos used to describe your MOW Team. And, “git-’er-done” perfectly describes your MOW Team’s week. So, let’s git-’er-done and git this update started right now!

Tuesday evening, Pat Scholzen, Cliff Hayes, Chris Howard, Jack Shrive, Kyle Blackburn, Joe Margucci, Alan Hardy, and Heather Kearns were all on hand for some MOW fun. Chris and Jack arrived early and got tasked with de-tooling the rail-mounted tool-cart, cleaning it out, re-organizing the tools, and re-loading onto the cart. Somehow the tool-cart tools always get disorganized, disheveled, and displaced. But, Jack and Chris soon put that to right. Alan continued working on building the dedicated hydraulic power and tool flatcar. Pat and Cliff worked with Alan on that project. Speaking of hydraulic power, you may recall that last week, the hydraulic power unit malfunctioned out on the line. Well, we know what’s wrong – nothing major. But, it needed to come back to the Shops for quick repairs. So, Heather, Joe, and Kyle headed over to Old Sacramento to retrieve it. Kyle fired-up the Kalamazoo tug and brought it out of the Central Pacific Passenger Station (CPPS) where Heather and Joe used the crane on the trusty MOW truck to pick it up. Then Joe and Kyle took on an electrical issue plaguing the tug. Its front running lights were not working. Joe, our electrical wizard and his apprentice, Kyle, soon figured out the problem. Necessary parts will now be acquired. Back at the Shops, the power unit was unloaded from the truck. Indeed, a lot of “git-’er-done” got done on Tuesday.

The mighty Weed Team’s week started on Wednesday when Mike Taylor, Ed Kottal, and Heather loaded the 400-gallon water tank on the truck in preparation for spraying weeds along the Hood Line on Thursday. Once loaded, they headed to Hood to mow driveway. Inspectors from the Sacramento County Agriculture Department, the agency that certifies purveyors of herbicides, would be scrutinizing the Weed Team, so everything had to be ready. On Thursday morning, Joe Galipeau, Dave Megeath, and Steve Wilson joined Mike T., Heather, and Ed. They set off for Hood where they were met by the Sac County inspectors. The Weedies were subjected to a strict, by-the-book inspection regime by the Sac County inspectors as they prepared, mixed, and applied their blue-brew. Not surprisingly, our valiant vegetation vigilantes passed their inspection with flying colors and were complimented on their thorough and thoughtful adherence to the law and regulations governing herbicide application. Not only did they ace their inspection but, also, they managed to spray a significant portion of the jungle that has emerged this spring. Congratulations to the incredible and dedicated members of the mighty Weed Team! A magnificent job, indeed!

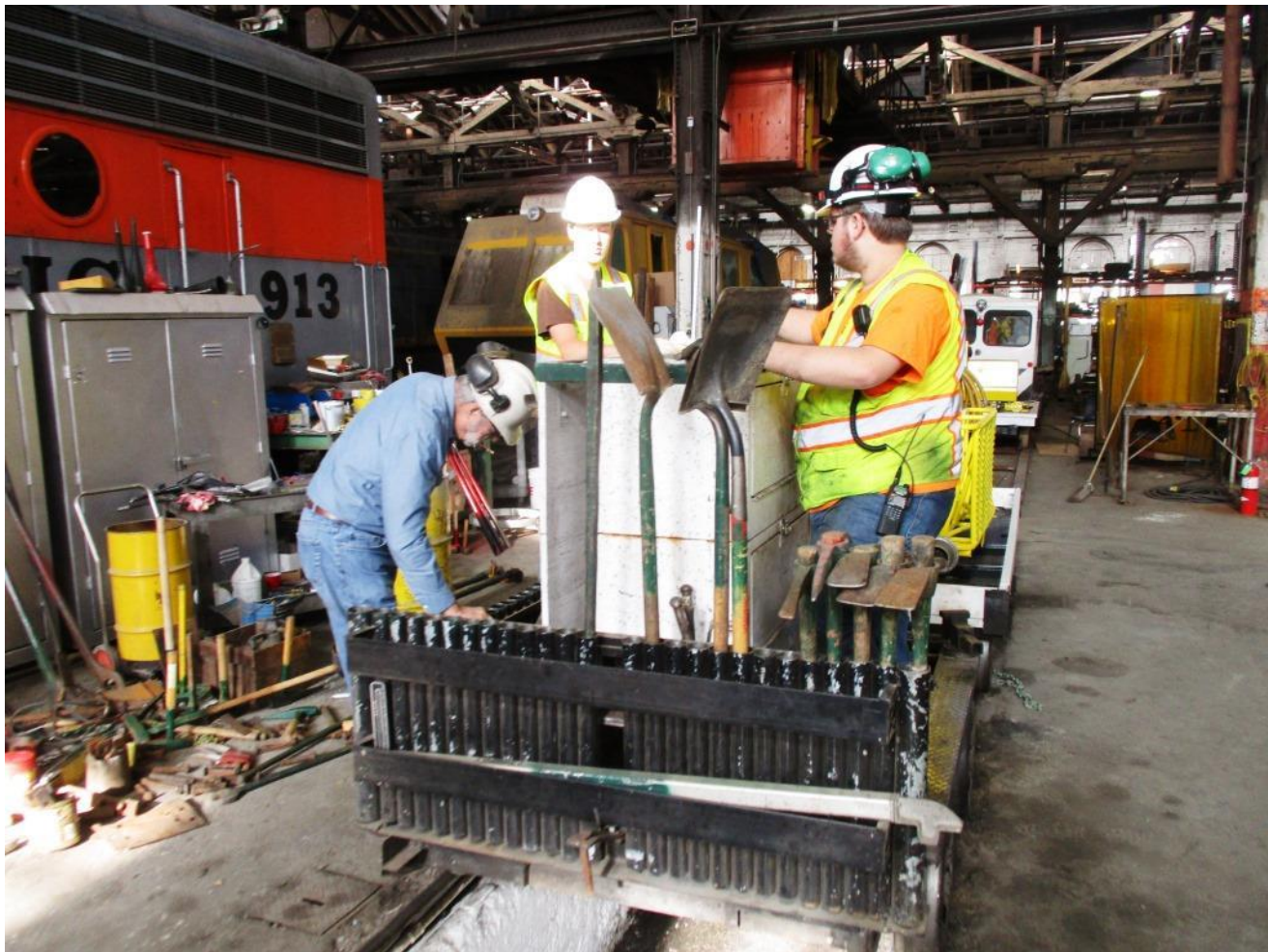
Meanwhile, back at the Shops, Alan, Joe, Chris, Frank Werry, Heather, and Mike Harris, attempted to get ahead of this week’s storm of the century by exchanging equipment between Old Sac and the Shops. Since weed spraying is done for 2018, the 400-gallon rail-mounted spray-rig was brought back to the Shops and newly repaired tool-car headed over to Old Sac. Heather was conductor. Mike H. and Joe dealt switching in Old Sac as Frank and Chris handled it on the Shops side. With switching complete, Alan used the forklift to carry the spray-rig to its resting place in the Boiler Shop. Then, Frank, Joe, and Chris loaded the fixed hydraulic power unit and spike-driver into the truck as Alan continued building the dedicated flatcar for hydraulic tools. Another excellent evening of MOW fun!

Alan, Joe, Chris, Matt McCracken, Pam Tatro, Michael Florentine, Steve Nemeth, and Heather Kearns were thrilled to welcome Bill Hastings back to the Team. You’ll recall that, a couple weeks ago, Bill gave his blood, sweat, and bone for the cause when his finger was injured on the job. His stitches are now out but he’s still bandaged-up earning him the nickname “Big-Finger” Bill! Truth of the matter is, he couldn’t stay away from the doughnuts – and there were plenty for everyone. Anyway, Saturday was the opening day of the 2018 SSRR Operating Season and your MOW Team continued its efforts to provide for a smooth ride by our trains down the line in the area north of Baths. Heather, Steve, and Matt headed to Baths in the truck. They took on the task of spiking several of the ties that we’ve installed over the past couple of weeks that didn’t get spiked. Heather, Steve, and Matt nipped and spiked 35 ties while waiting for the rest of us to show up. In Old Sac, Joe took out the 125, Alan and Chris the tamper, and Bill hauled the MOW work-train with the Kalamazoo tug. Mike F. brought the front-end loader to Baths. With the spiking done, the plan was to attack those rotten ties we couldn’t pull in previous weeks because they shattered when the attempt to pull them previously was made. So, we used the special ram-attachment for the 125. This custom-built feature shoves ties out, rather than pulling them. At Baths, the 125 was spun around so that the pulling arm would be on the east side of the track. The ram was attached. Joe then shoved several of the shattered ties. Once the shattered ties were shoved, Joe removed the ram and pulled several other ties from the east side of the track. Bill moved the Kalamazoo in for Mike F. and Steve to drop new ties from the bundle on the flatcar at the empty tie-cribs. Meanwhile, further up the line, Alan and Chris were tamping. This area of track between Mile Posts 2.5 and 2.8 contains lots of short sticks of rail with low joint. This causes the train to wobble through this area. So, we’re trying to smooth out that part of the track as much as possible. It also provided an opportunity to train Chris in the operation of the tamper. He did a great job. As Chris and Alan tamped up the line, Matt climbed on the 125 and pulled in all the new ties in under the rails. Remember, folk, Saturday was the opening day of the Railroad’s operating season. So, all this work was being done by your MOW Team while dodging trains. Every hour, we’d have to clear all our equipment from Mainline and move to the East Siding at Baths while the run-around took place. It was an excellent coordinated effort between MOW and the operating crew. Your MOW Team did a fantastic job of always being clear of the line for train time. By now, it was getting late, so the Team decided to pack-up and follow the 3:30 train back to town. The equipment was stowed, and the Team reconvened back at the Shops. Indeed, it had been an excellent day – and week – for the hardest working volunteers on the Railroad – your MOW Team!

This coming Tuesday and Thursday, the MOW Team will meet at the Shops starting at or before 5 o’clock p.m. Saturday, doughnuts will be deployed at 8 o’clock a.m. As always, thank you to our incredible volunteers and supporters for your dedication to building a better railroad!

See you out on the line,

Alan and Richard.

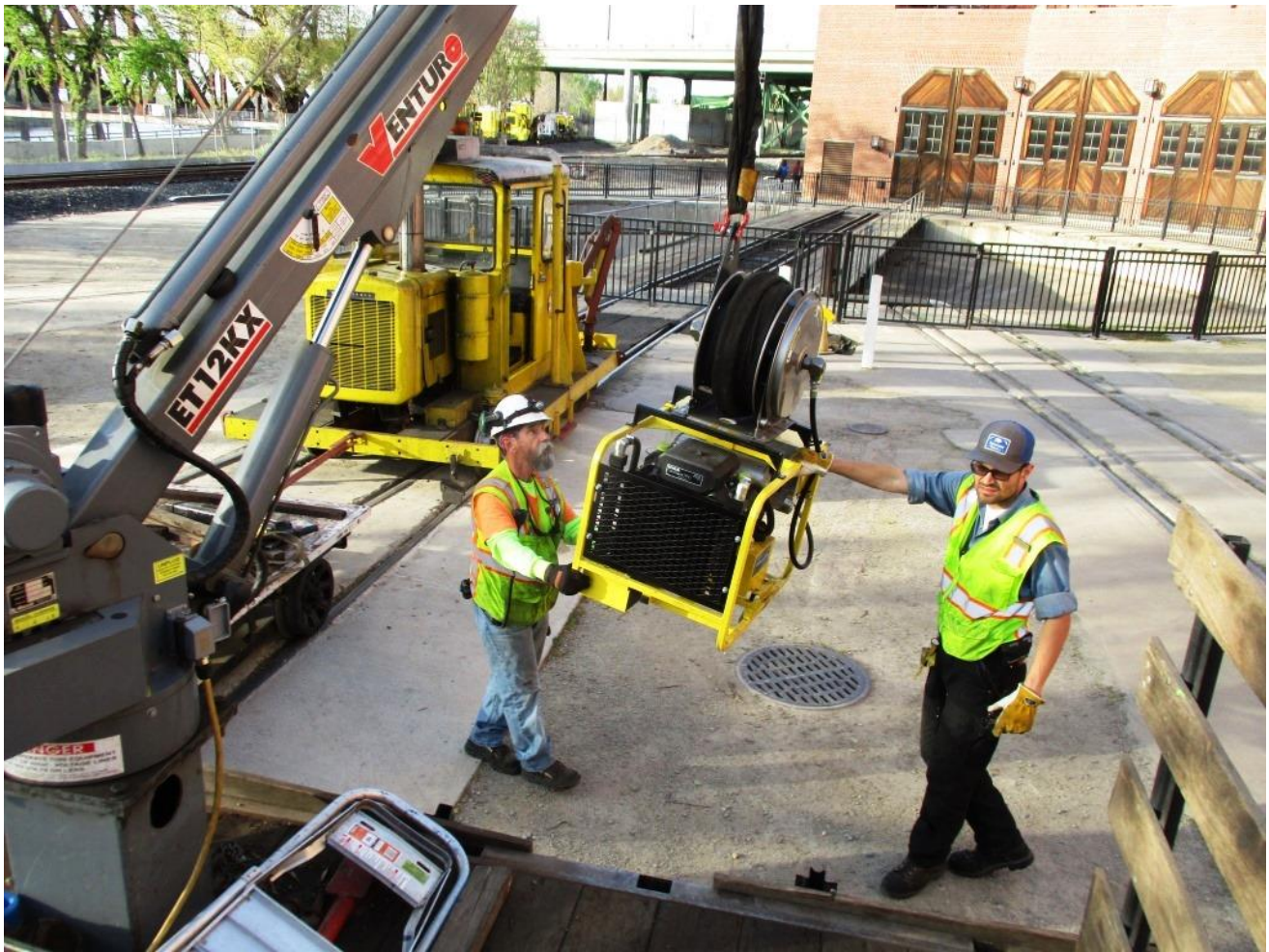


Alan, Jack, and Chris organize the rail-mounted tool-cart

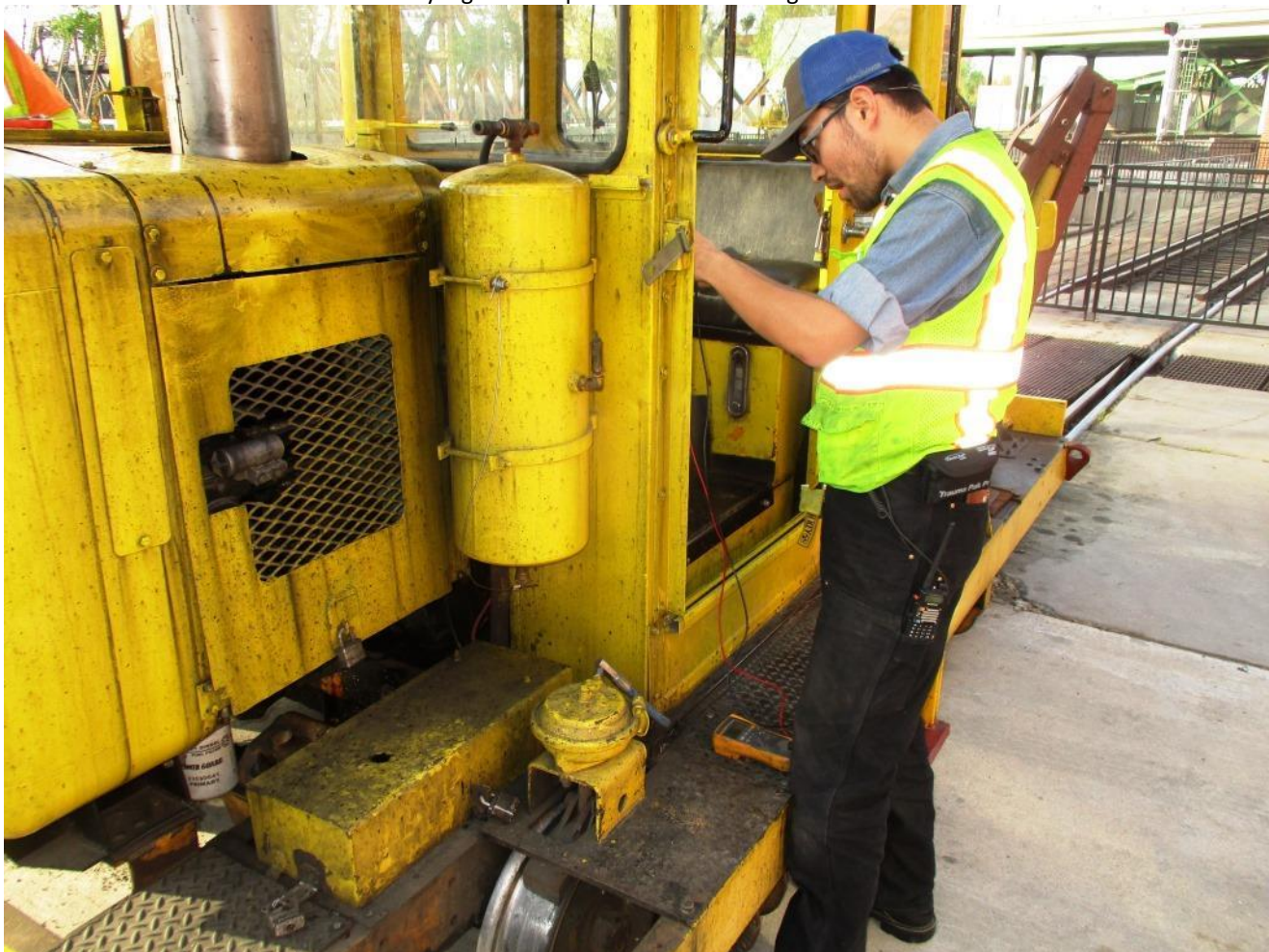


Heather and Joe use the MOW Truck's crane to lift the hydraulic power unit off the flatcar for its return to the Shops





Joe and Kyle guide the power unit for loading into the truck



Kyle works to diagnose the electrical malfunction with the Kalamazoo





Chris and Jack feed the Kalamazoo a little snack of red-diesel



Alan builds the hydraulic tool section of the dedicated hydraulic flatcar





Sacramento County inspectors arrive at Hood to put the mighty Weed Team through its inspection paces



The Weedies fill their spray-rig tank with precise measurements of necessary chemicals to concoct their magical blue-brew





Signals Joe keeps a close eye on the brewing blue-brew



Heather pilots the A-4 motorcar through the jungle at Hood



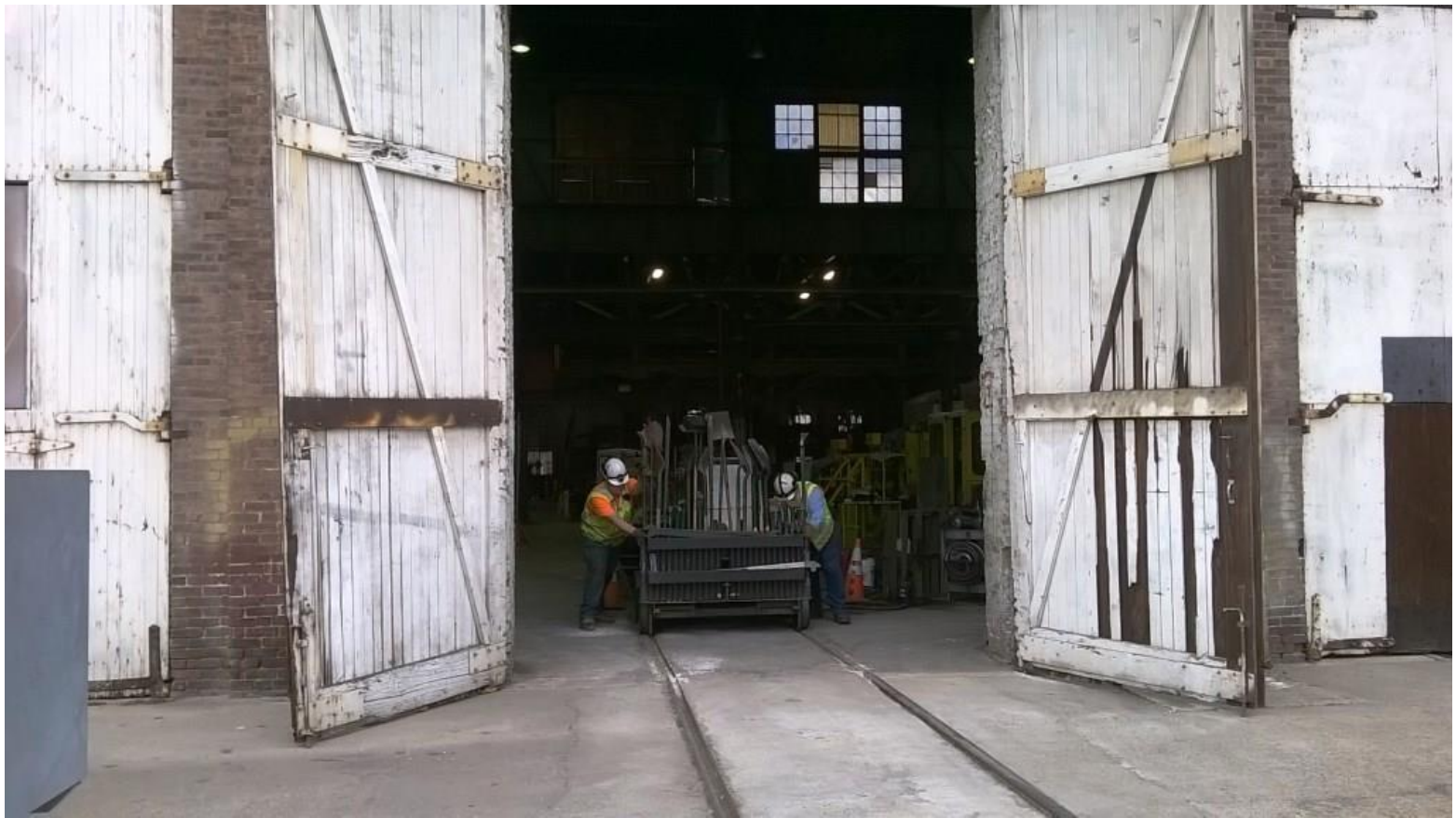


The Weedies initiate a full frontal assault against the green menace's spring campaign



Yeah, spring has sprung at Hood. This is what the Weedies are up against. Soon, this will all wither away





Chris and Frank get the repaired and reorganized tool-cart ready to roll



Mike H. and Joe haul the 400-gallon spray-rig across the UP Main





Chris controls the transfer table as the spray-rig is returned to the Boiler Shop



Alan grabs the spray-rig with the forklift and returns it to its resting place



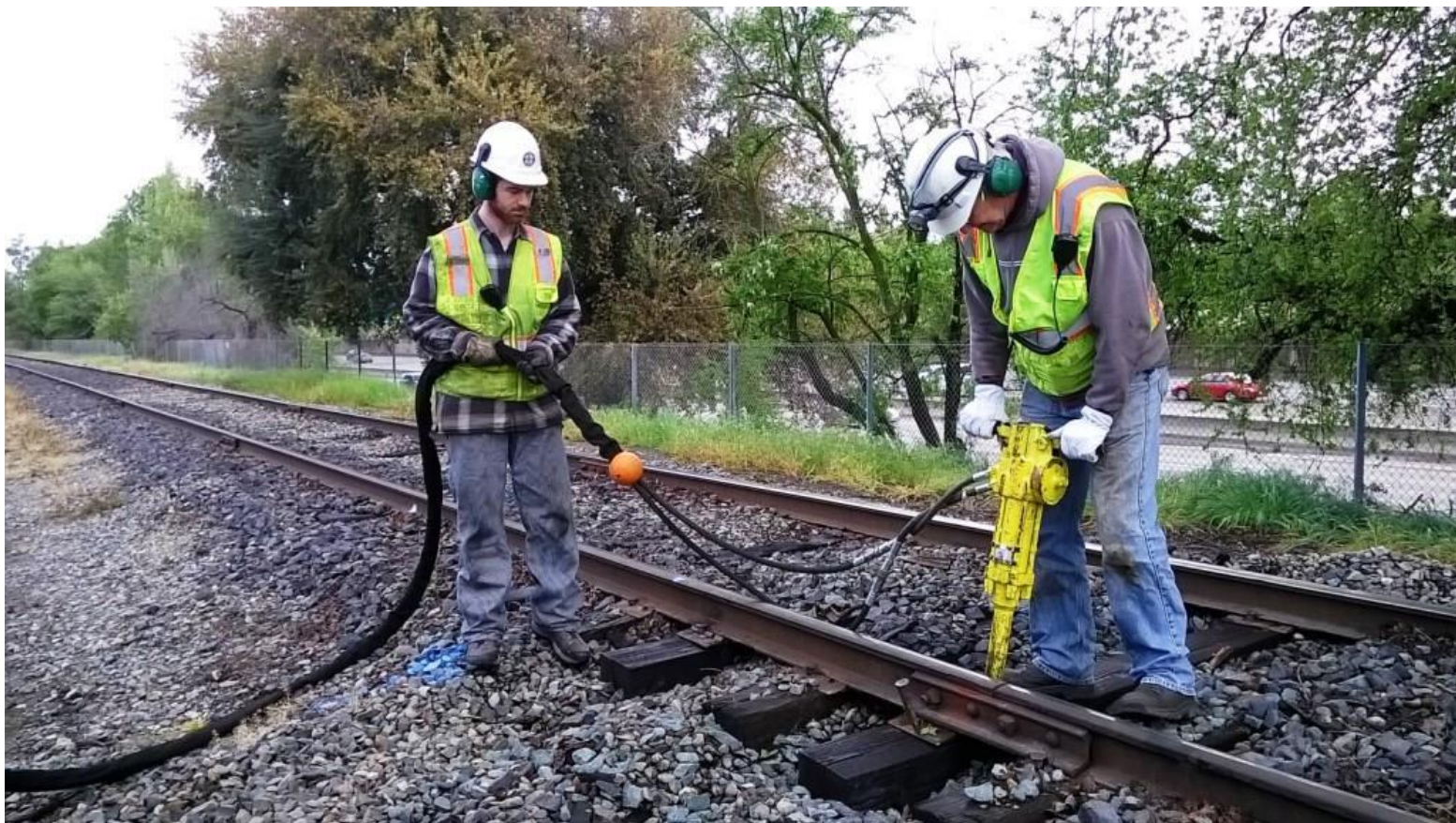


Frank and Joe guide the repaired hydraulic power-unit as Alan on the forklift lifts it onto the truck

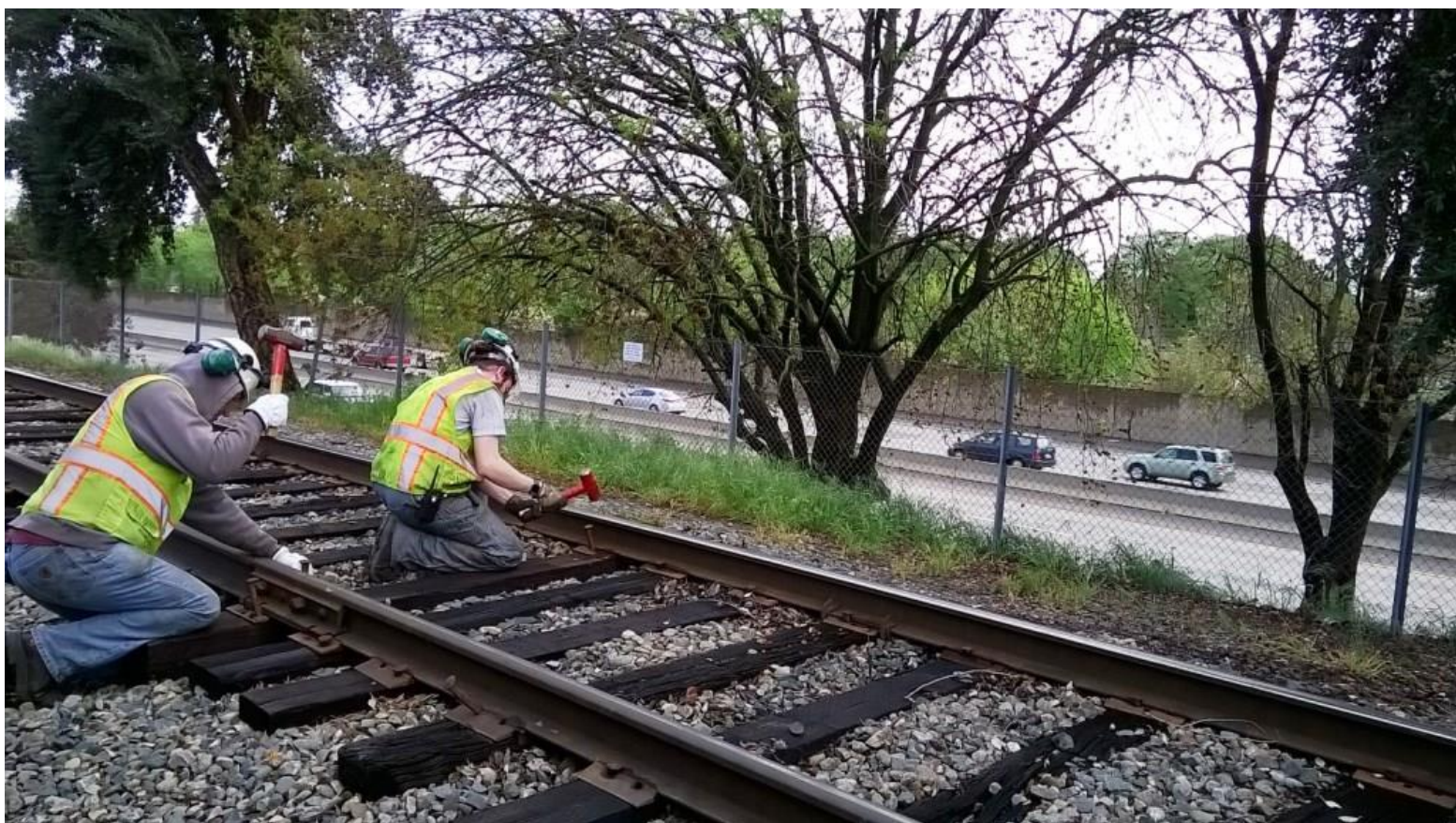


Saturday morning switching: the Kalamazoo and MOW work-train gets spun around on the turntable





Meanwhile, out on the line, Matt and Steve use hydraulic power to get the spiking done

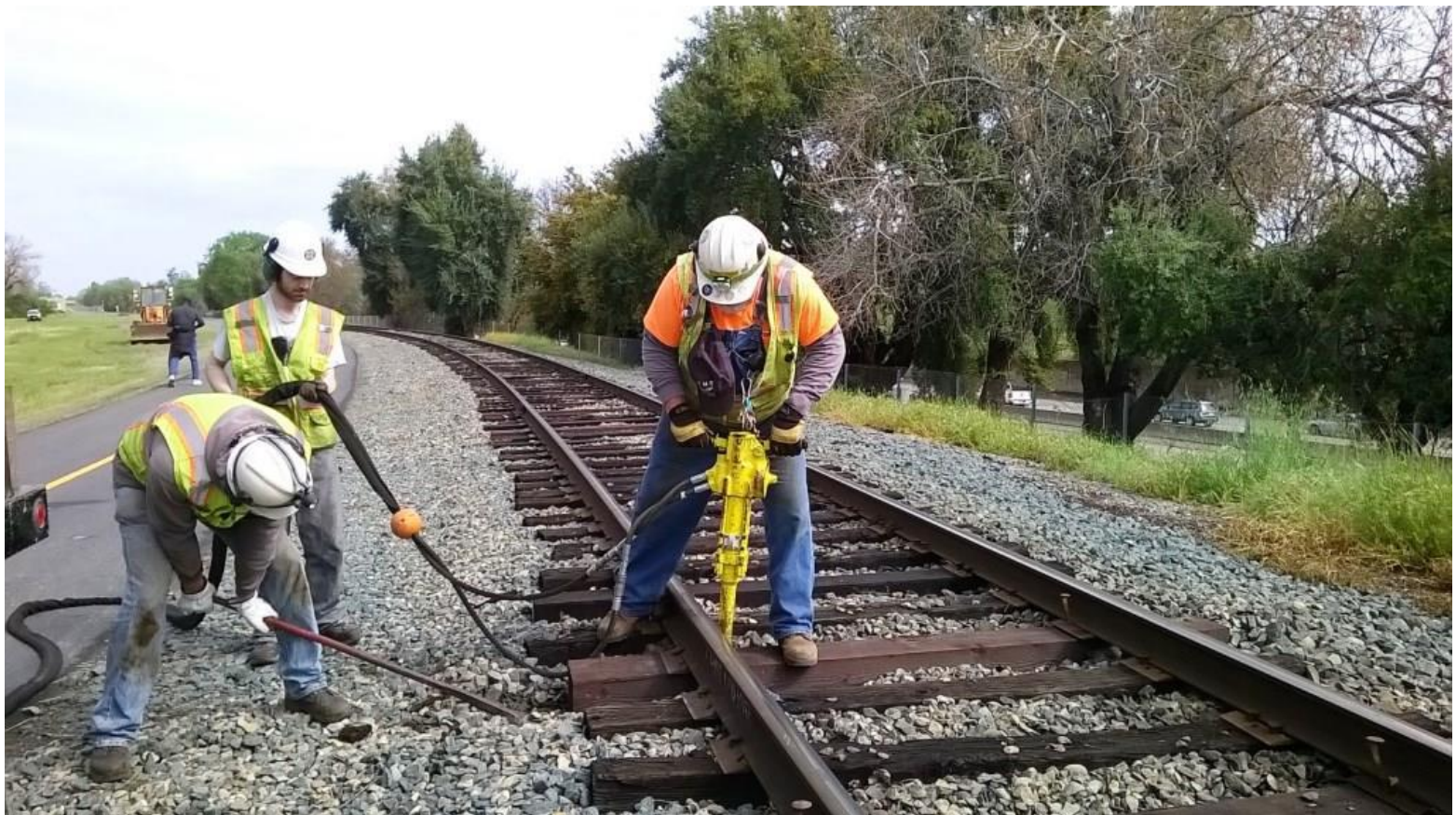


Steve and Matt set spikes





Steve drives spikes while Matt nips-up the tie



Steve nips as Mike F. drives spikes with the hydraulic spike-driver





The 11 o'clock train passes the MOW work-site



Steve and Mike F. work with Alan in the tamper to tamp low joints





Joe grabs the ram attachment for the Jackson 125...



...And uses it to shove out a tie that shattered when an attempt was made to pull it





The MOW Team makes way for the train



Come on, guy, let's get that thing out of here. We've got work to do!





Chris gets some practice on the tamper

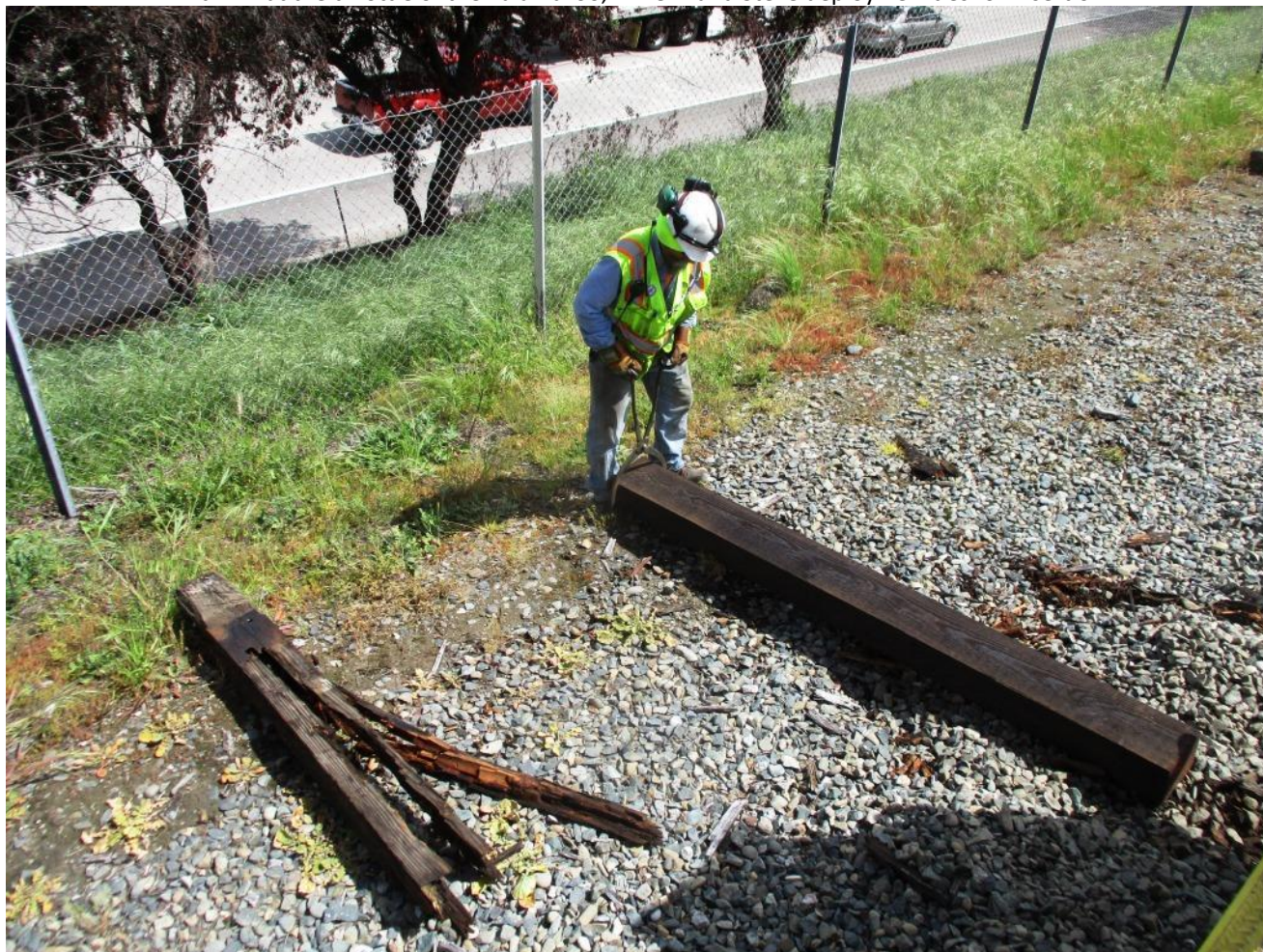


Joe carefully pulls a busted tie with the Jackson 125





With Bill at the throttle of the Kalamazoo, Mike F. and Steve deploy new ties for insertion



Joe lines up a tie for insertion





"Big Finger" Bill moves the Kalamazoo as the new ties are distributed

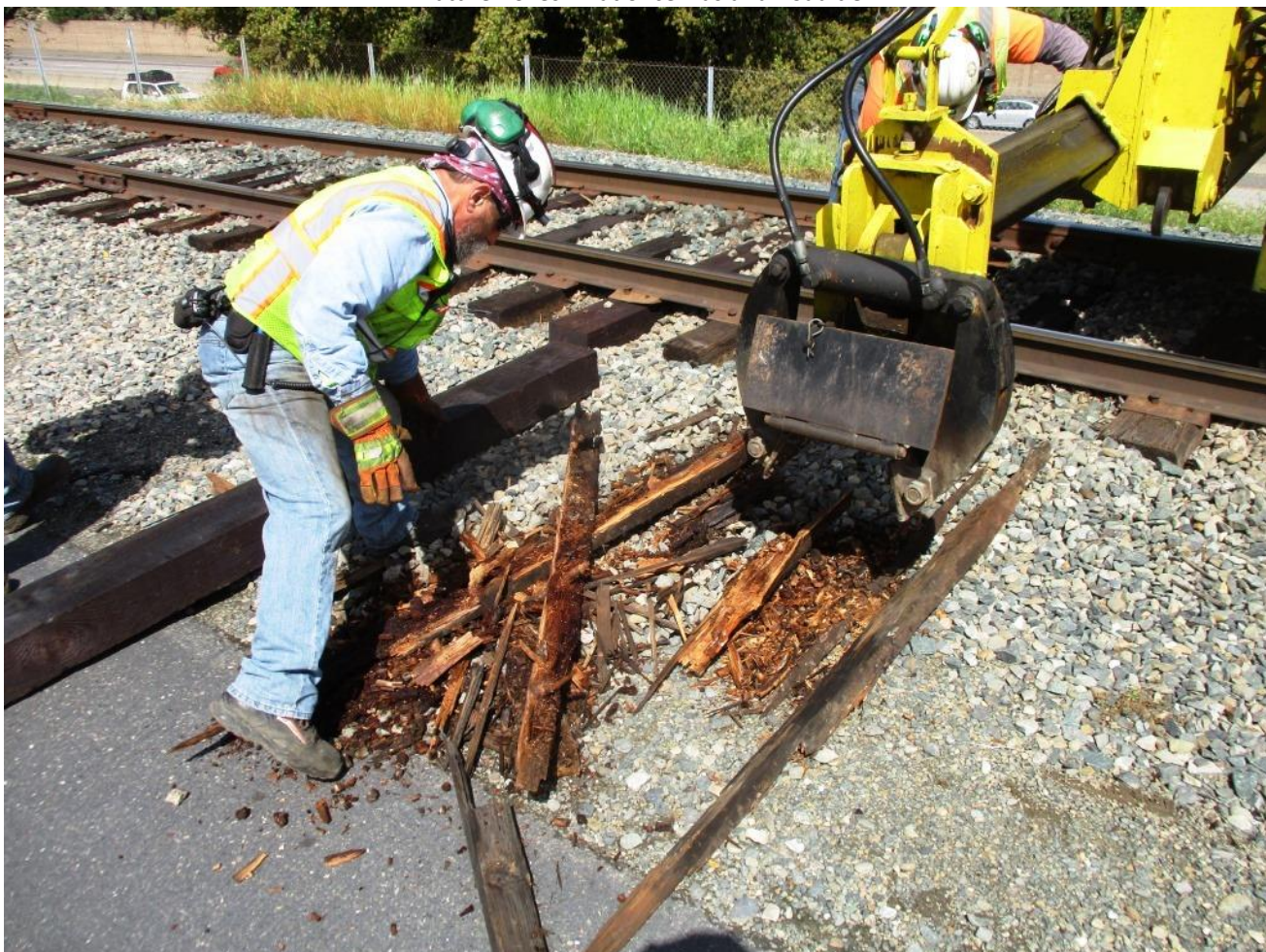


Matt and Steve spin the Jackson 125 around to grab the shoved ties from the west side of the track



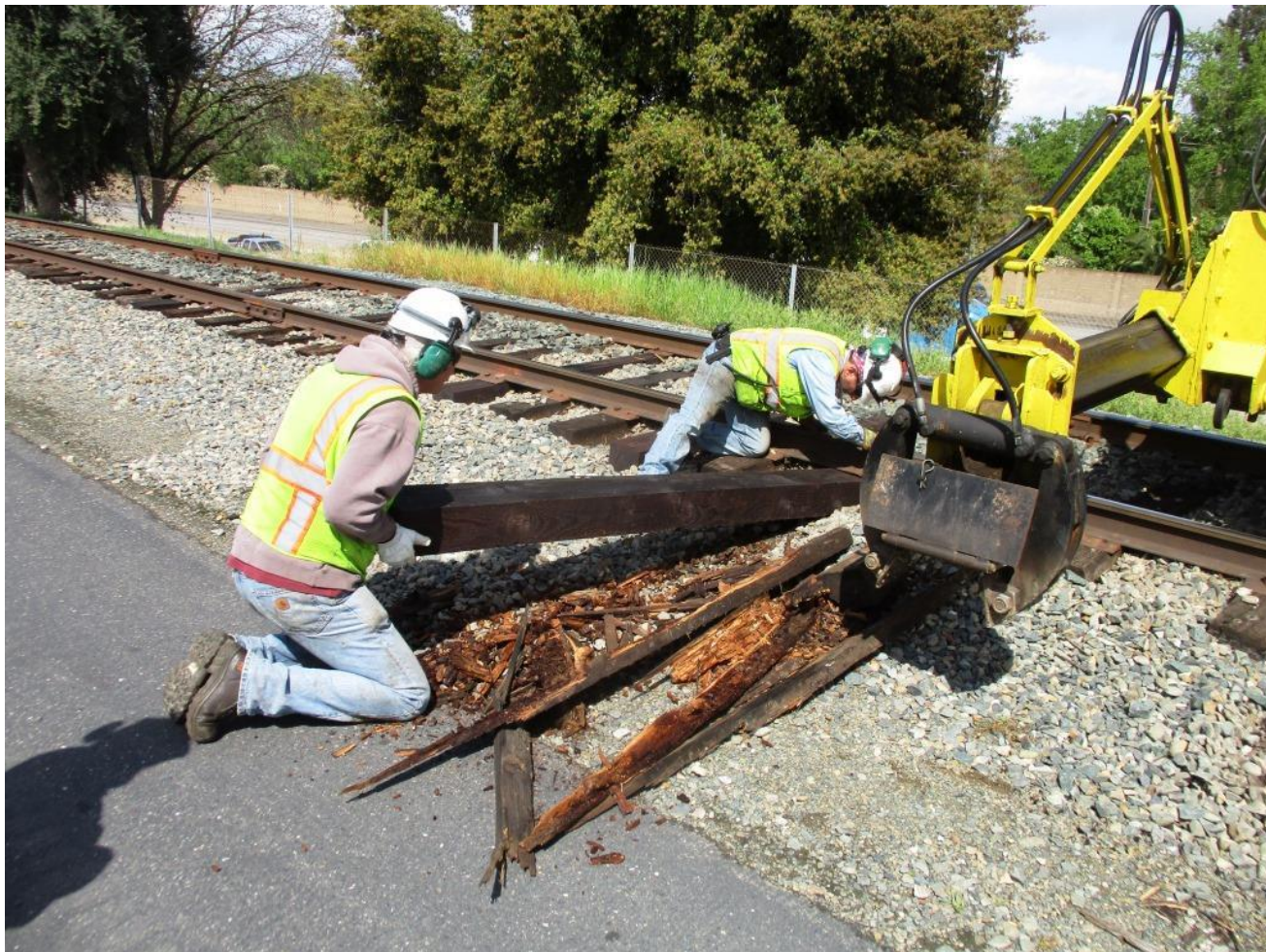


Matt removes what once was a railroad tie



Joe clears away the debris of a shattered tie. This is what we're trying fix up and down our line, folks...





Steve and Joe line a fresh new tie up for insertion



Mike F. hauls away tie debris in the front-end loader