

Greetings!

This is your Maintenance of Way Team update for June 9, 2013. Yes, the noble volunteers of the MOW-Team had a busy week out on the line. So, let's get right to it.

The Hood dream lives thanks to Mike Taylor and his indefatigable Weed Team members Heather Kearns, Jeff Allen, and Dave Megeath. They took their mighty swords south on Tuesday to the Hood Line and managed to destroy 10 rail lengths of blackberry vines. That's more than football field is long, folks. They didn't just whack. They pulverized the thorny foe! Single handedly, the Weedies are keeping the Hood line serviceable!

Meanwhile, back in the Shops, progress continues on the scarifer. Pat Scholzen, Gene Peck, and Mike Harris completed a valve job on the engine. After weeding, Dave resumed painting the scarifer. Cliff Hayes continued his gallant work of building metal cages to protect the headlights and horns on our track-mounted machines from pesky vandals. In the evening, Heather, Frank Werry, and DJ Chapman set-off on a bit of an adventure by gathering the replacement rail to stage it for installation on Saturday. They took the Green Machine and the A-4 motorcar with two flats down to the area near Switch 14 to load up a 39'¼" stick of 110 lb. rail to replace the defective one on the Mainline. We spotted it at MP 1.1 adjacent to the rail being replaced.

Thursday, Chris, Frank Squire, Frank W., and DJ continued staging for the great rail change-out by pulling half the gauge-side spikes and removing half the joint-bolts on the rail being replaced. Back in the shops, we loaded up our trusty Chevy Truck with everything we would need for a bright and early start on Saturday morning.

It was a hot and sunny day.... We had a great crew on Saturday. Chris Carlson, DJ Chapman, Mike Florentine, Alan Hardy, Heather Kearns, Clem Meier, Steve Nemeth, John Rexroth, Frank Squire, Pam Tatro, and Mike Taylor were all on hand to make the day a great success! The heat was our biggest foe as it tends to make metal grow. Fortunately, we got started early and had the new rail in place just in the nick of time before it expanded too much. Your MOW Team had the defective rail removed, spike holes plugged, the new rail installed, bolted, gauged, spiked, tamped, and our track machines out of the way on the Clunie Siding by 10:50 a.m. We watched the first train run over our new rail and then high-tailed it back to town. Several photos are included in the attachment (thanks to Heather, Pam, and Mike F. for sharing). Oh, and Bert's motorcar made its debut out on the line pulling our work-train! Great job by everyone!

Then, after lunch, with no trains running (annulled due to the heat), we went down to Switch 14 (north Miller) to make some necessary adjustments. Then, we headed south to MP 2.55 – 2.60 to deal with a few other issues brought to light by our trusty track inspectors. By 3:30 p.m. and 108 degrees, we were baked and headed back to the Shops where Chris and John R. were installing new overhead lights. What is it that they say? Only the MOW Team and Englishmen go out in the midday sun? Something like that...

So much for last week. Now for a look ahead...

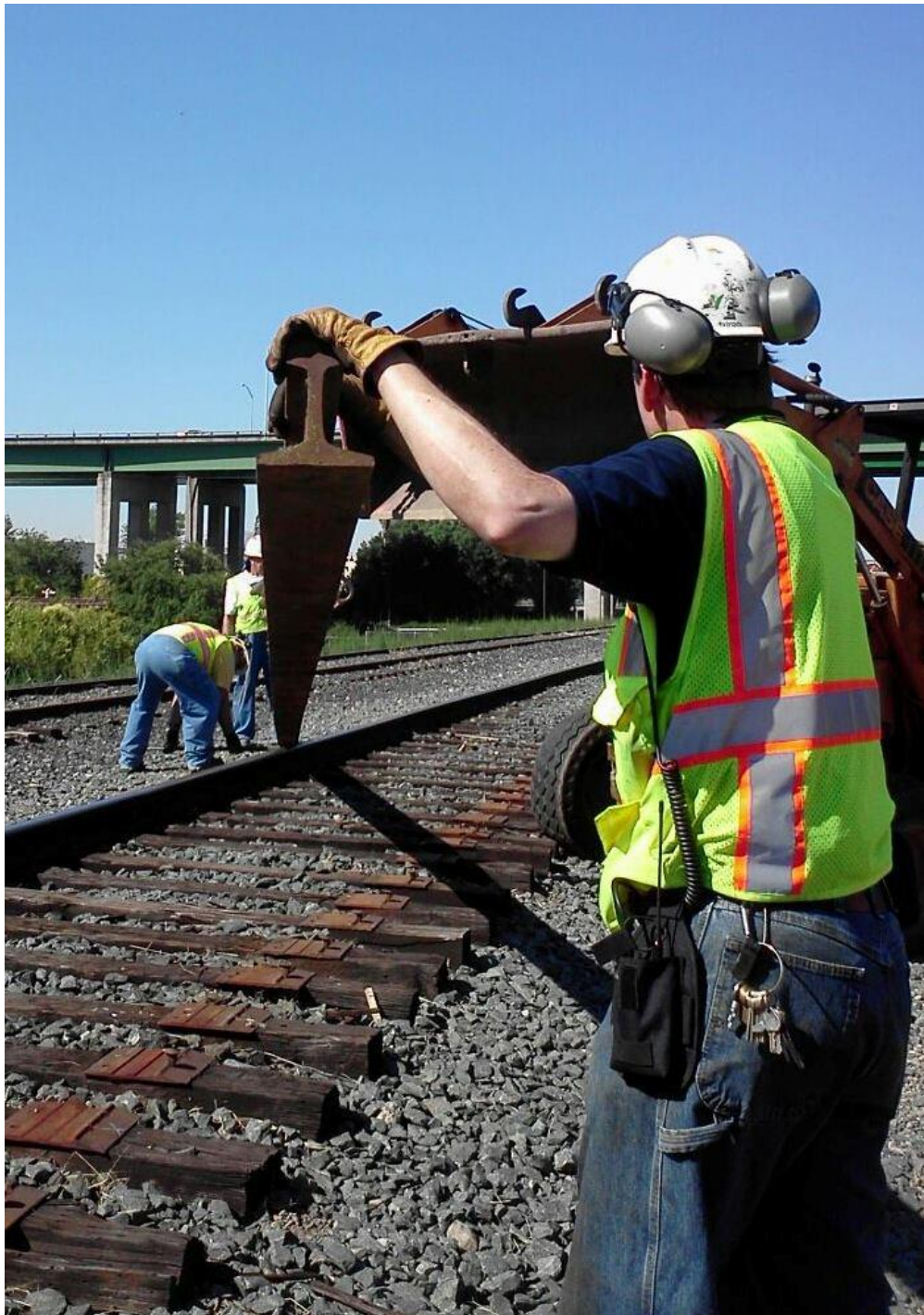
Tuesday, Mike and the Weedies are taking the man-lift and chipper down the line to Miller Park , Baths, and over the I-5 Bridge. They will turn green limbs into brown chum. Your help is needed (since Dave can put limbs on the ground faster than the rest of the team can stuff them into the chipper). Meet at the shop at 8:30 a.m. or at the MOW container in Old Sac at 9 o'clock. Refreshments will be provided. Bring a large lunch and plenty of water.

The evening crew will meet at 5 o'clock p.m. on both Tuesday and Thursday for more MOW fun. Depending on how many show up, we may start changing out ties between MP 1.0 and 1.2.

More MOW fun is planned for Saturday, June 15 as the crew will meet at 8 o'clock a.m. over in the Shops. I would bet the rent that doughnuts will be on hand. At MOW, it's always an adventure and we're making real progress on so many fronts thanks to the valiant efforts of our volunteers. We truly do keep the trains on the tracks.

Best wishes to all and we'll see you out on the line,

Alan, Chris, and Richard.



Guiding the replacement rail into place.



Frank Squire and DJ Chapman bolting the joint.



Pam and Heather set spikes...



Mike Florentine and Clem Meier driving spikes.



Tamping the newly installed rail.



Mike Taylor drives the last spike. Defect corrected...



The first train over the newly rail...



The culprit now excised ...