

Greetings!

This is your Maintenance of Way Team update for February 19, 2017. It was a week of great accomplishment – although, would you expect any less from the MOW Team? So, in the spirit of accomplishment, let's get this update underway.

Tuesday evening, Pat Scholzen, Joe Margucci, Cliff Hayes, Matt McCracken, Alan Hardy, Chris Carlson, Heather Kearns, Gene Peck, and Don Sharp brought the Erecting Shop to life. Cliff worked on adding another step to each of the ladders on the ballast regulator. He fired-up his torch to heat lengths of rebar at bend-points. Pat and Gene then used hefty pipes to bend the heated rebar into a "u" shape which could then be welded onto the regulator's existing ladders. Speaking of the ballast regulator, Joe dug into its control console to remove and replace the transmission actuator air-valve that's been giving us such trouble. Heather had procured new one and Joe got it installed. Next, Heather, Matt, Joe, and Don headed to Old Sacramento for a refueling operation of our big machines housed over there. Matt, on the forklift, grabbed two 55-gallon drums of diesel and loaded them in the truck. The Team moved the machines down the Old Main where they were filled-up. They're now all ready roll. Back at the Shops, Chris and Alan prepared materials for next **Wednesday's Part 214 Roadway Worker Safety Training (Feb. 22, 6 o'clock p.m., CSRM East Theater)**. Yes, they were formulating questions for the in-depth and grueling open-book exam. That pretty much sums up Tuesday's activity. Indeed, a job well done by all and sundry.

Wednesday, the Mighty Weed Team convened at Hood. The rate of weed growth in the driveway leading up to the Weed Team's container has been astounding. So, Ed Kottal, Joe Galipeau, and Mike Taylor gathered with an array of powerful cutting tools. The Hood Line is famous for its daffodils which are thriving from this wet winter and starting to bloom. Daffodils aren't weeds so the Weedies took care to avoid cutting any of them. With the driveway now passable, the Team headed back to the Shops. The dream of running trains at Hood someday lives on thanks to the dedicated souls of the Mighty Weed Team.

Thursday, Alan, Heather, Weston Snyder, Joe, Mike Harris, Matt, and Chris kept things moving along. While Chris attended the SSRR Management Committee Meeting in the Stanford Gallery, Heather and Matt headed back to Old Sac. to continue fueling operations, this time, of the machines in the container. At the Shops, Mike H. and Weston fueled up back-hoe, front-end loader, and both Big Green Machines while Joe repaired the hitch-wiring on the tire-mounted air-compressor. One its tail-lights was not working. Then, they got things ready for Saturday's continued track-raising adventure.

Saturday morning started off as all Saturdays should – with doughnuts, thanks to Chris, which Alan, Joe, Mike Miller, Harry Voss, Michael Florentine, Weston Snyder, Bev Ratzloff, Ed Kottal, Mike Willis, and Heather all enjoyed. In addition to continuing the track-raise between Clunie and Broadway, the Team would change out several ties in the area which were beyond bad. The Team loaded the trusty Chevy Truck with all the necessary accouterments which Harry took to the job-site. Over to Old Sac., Chris fired up the Jackson 125 tie-exchanger, Mike F. handled the scarifier inserter, Mike M. took out the A-6 motorcar work train, and Alan operated the tamper. On Friday, the wind had knocked over one of the crossing gates at Capitol Mall putting the grade crossing warning system out of service. So, the Employee in Charge (EIC) had to "flag" the equipment across Capitol Mall (which he did with great aplomb). The equipment crossed Capitol Mall successfully and took off for the job-site leaving the EIC in the dust (a testament to the Team's confidence in the boss...). At the job-site, Alan and Mike F. set up the spot-board as Bev and Mike M. dug pockets under the rails and placed jacks. Alan got on the ground by the "hound" and measured the five-inch raise as Mike F. cranked on the jacks. One the section of track was raised, Alan brought in the tamper and with Chris as his guide, tamped the track to the new level. Chris and Mike M. pulled the jacks out as the tamper approached. Knowing that the Team would be changing ties in the afternoon, a run-off was built (to provide for a smooth descent to the level of the un-raised track).

Tie changing started in earnest after lunch. Bev, Mike W., and Mike M. pulled spikes and removed tie-plates. Chris, Joe, and Mike F. dropped new ties off the flat-car where they'd need to be inserted. Weston moved them into position. Joe, on the 125, pulled-out the old ones. Weston and Bev worked with and Mike F. in the scarifier-inserter pulled in the new ones. Ed handled the heavy work and moved the dead ties to the east side of the track to get them away from the bike-path. Heather shoveled rock around the new ties. The Team was working like a well-oiled machine and, within about an hour, had replaced 18 ties. It was an impressive operation. Tie changing will continue next week as Chris has identified over a hundred ties in the area to replace. With that, the Team headed back to Old Sac. where the "quittin' time USA" call was sounded and this incredible group of volunteers headed out proud of the day's accomplishments.

A reminder: **the annual Part 214 "Roadway Worker Safety Training" takes place on Wednesday evening, February 22, 2017, at 6 o'clock p.m. in the CSRM East theater.** Federal law (49 CFR Part 214.343) requires all CSRM volunteers who work out on the line (MOW, Signals, Operations) to receive training in the on-track safety procedures before engaging in on-track work. For those who can't make Wednesday's session, the class will be offered again on Saturday, March 4, at 9 o'clock a.m. in the East Theater. There will be cookies.

This coming week will be a busy one for your MOW Team. On Tuesday and Thursday, the Team will gather as usual at or before 5 o'clock in the Erecting Shop. Wednesday is **Part 214 Training at 6 o'clock p.m. in the CSRM East Theater**. Thursday, the Weed Team will be out an about at Hood. The call time 8:30 at the Shops. Saturday, we'll continue our efforts down the line with the track raise. The fun starts at 8 o'clock a.m. Many thanks to all the fantastic volunteers of the MOW Team whose dedication to building a better railroad is second to none!

See you out on the line,

Alan, Chris, and Richard.



The team gives the tamper a nice drink of diesel



Matt fills the tamper's green diesel tank



The Weedies eliminate the excess green on the drive way to the Team's container at Hood



Daffodils are not fouling the right-of-way. So, they can stay...



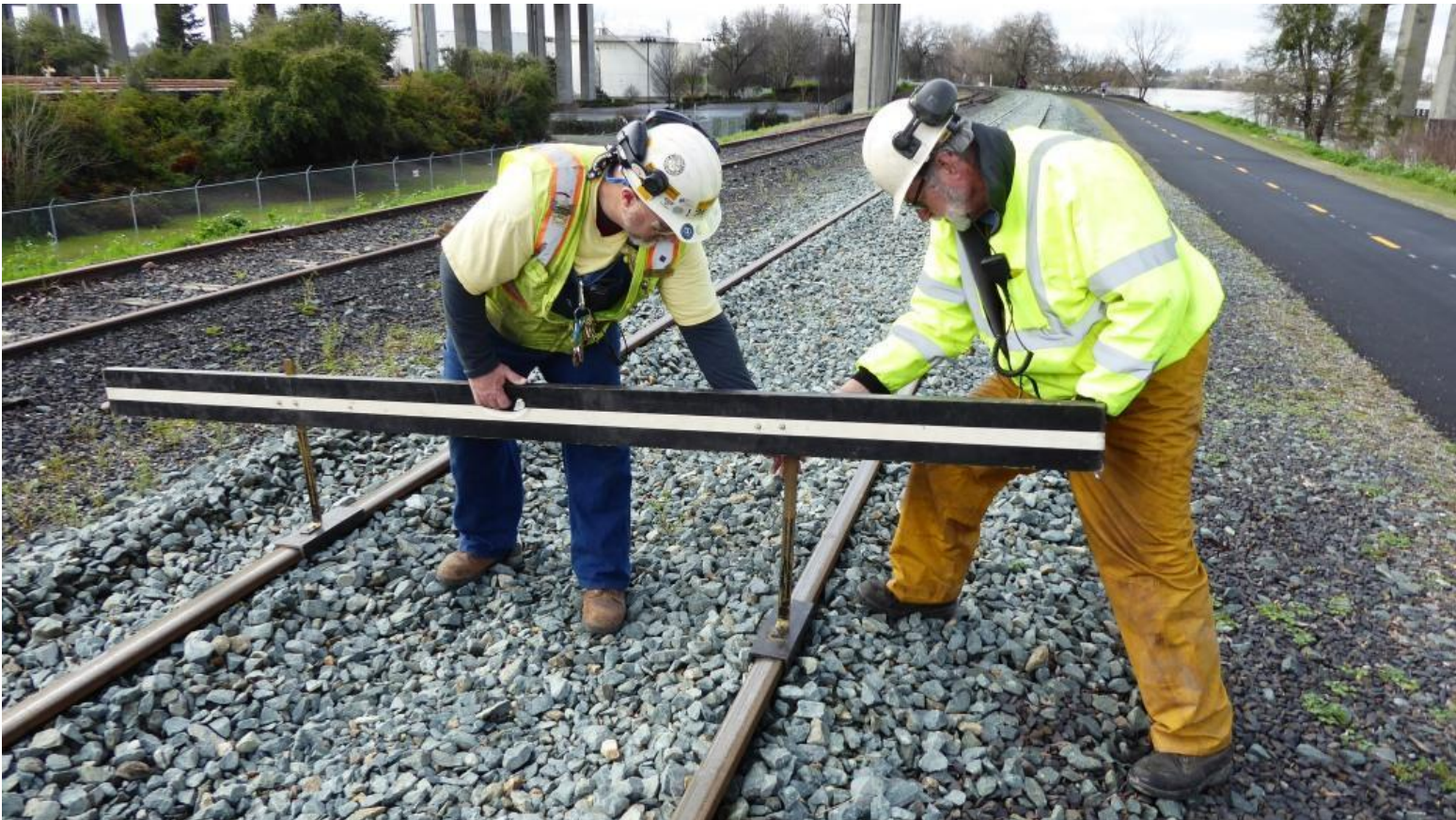
Mike H. checks the fluid levels in Green Machine 2



Joe works on the compressor's hitch-wires



Crossing gate collapse at Capitol Mall



Mike F. and Alan set up the spot board



Bev transports track-jacks to their appointed places



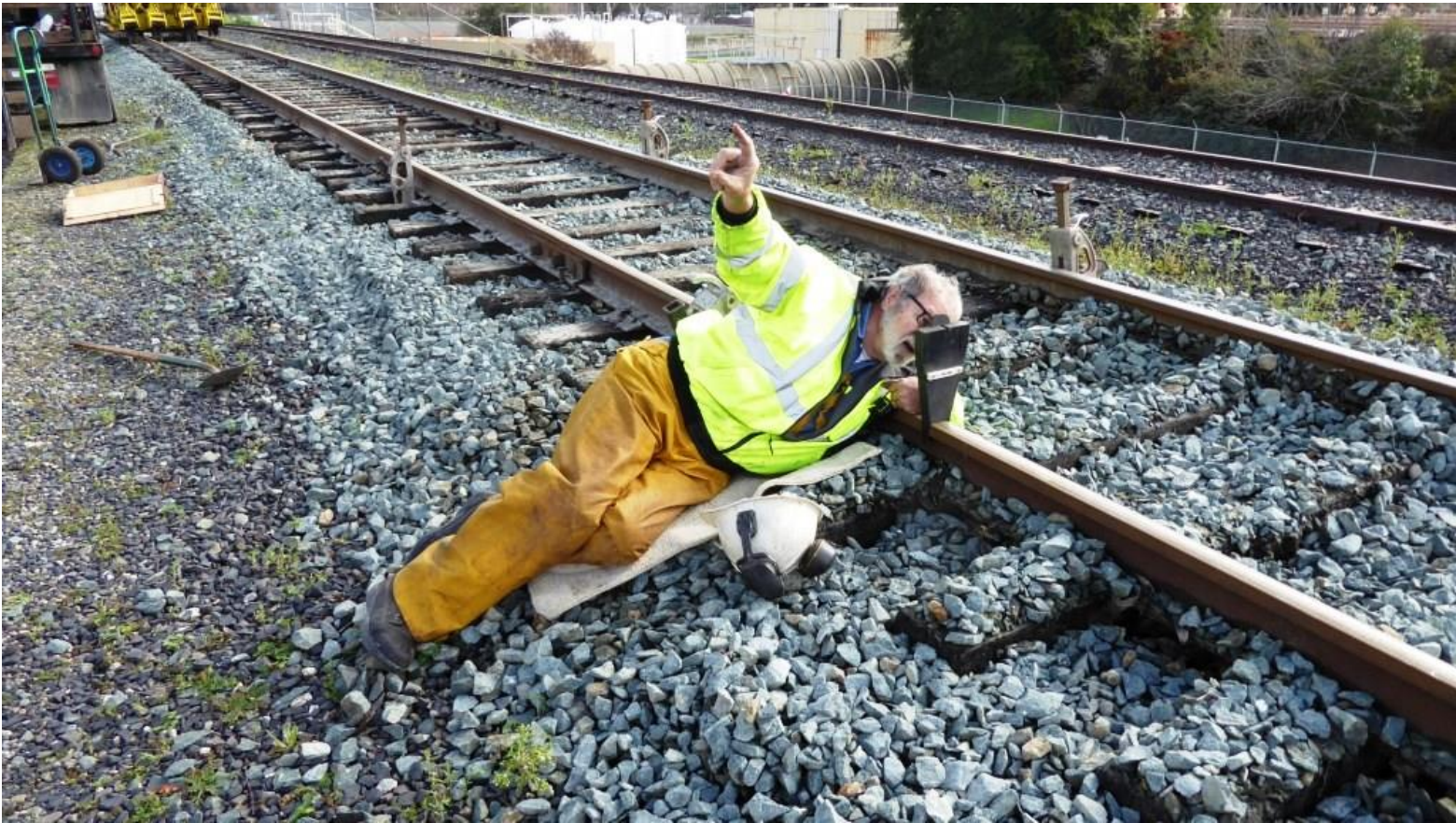
Harry disseminates track-jacks and tools from the bed of the truck



Chris marks bad ties for removal



Alan, behind the "hound" signals to Mike F., at the "hare", to crank on that jack



Alan measuring the height of the raise through the “hound” signals to “jack-’er-up”



This is the view from the “hound” to the “hare” and on to the spot-board. From the vantage point of the peephole in the “hound”, the vertical white line on the “hare” must reach the horizontal white line on the spot-board as the track is jacked-up



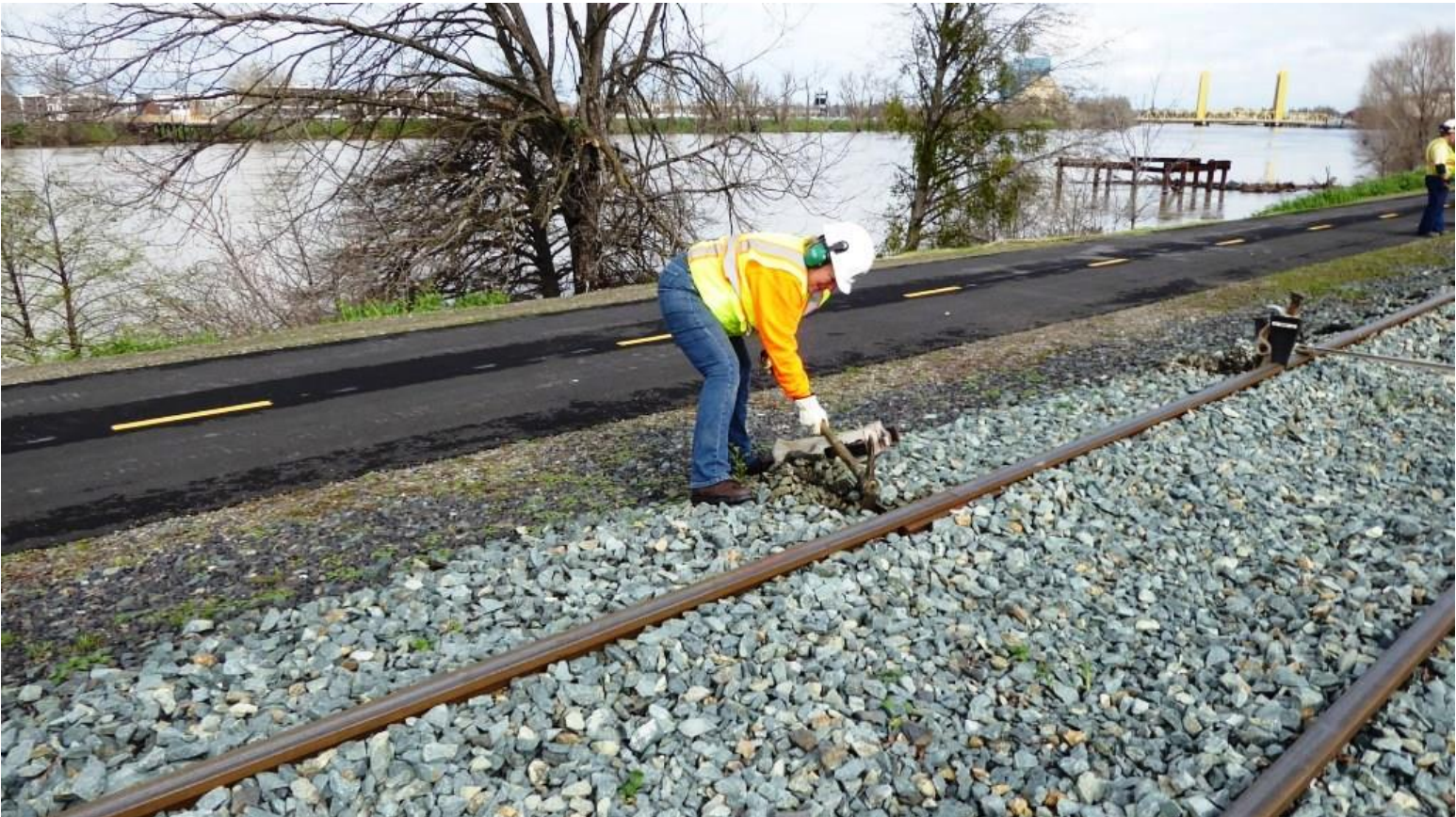
Mike F. jacks-up the east rail making it level with the west



As the tamper approaches, Mike M. and Chris get ready to pull the jacks as Harry waits to transport them further down the line



Chris and Mike M. remove the jacks as Alan in the tamper tamps the track to the new level (is a bottle of water on the head of the rail a violation of any provision of Part 214?)



As jacks are "hop-scotched" down the line, Bev digs a pocket for the jack to be placed



Bev sets up the "hare" at the next jack which Mike M. is ready to raise



Bev and Mike M. combine efforts to bring the east rail level with the west



The Team builds a run-off to lessen the severity of the level change



In the afternoon, Joe and Chris distribute new ties to replace those being pulled



Ed pilots the motorcar as Chris indicates where to stop for the next tie to be dropped



The MOW Team attracts a crowd as Weston gets an old dead tie out of the way



Joe on the 125 pulls another dead tie out from under the rails as Weston stands ready to grab it and get it out of the way



Mike M. and Mike W. pull spikes



Heather clears the bike-path of rock to avoid being a potential impediment to a Spandex-American passing by



Mike F. and his machine



Bev guides a new tie under the rails which Mike F. in the scarifier-inserter pulls in



Your MOW Team at work! From left, Joe, Weston, Mike F., Alan, Mike M., Chris, Harry, Heather, Ed, and Bev