

Greetings!

This is your Maintenance of Way Team update for March 5, 2017. More rip-roaring Part 214 Training prep, class, and exam fun highlighted this week. And, as misery loves company, let's share that Part 214 prep, class, and exam fun by getting this update started right now.

The Erecting Shop was the place to be on Tuesday evening for Pat Scholzen, Alan Hardy, Joe Margucci, Matt McCracken, Frank Werry, Mike Harris, Heather Kearns, and Harry Voss. The MOW Team maintains general custody over the *San Diego and Arizona Eastern 1003*, a 1931 Ford Model AA rail-mounted fire-truck. We keep it running and operate it when the Museum brings it out for special events. Well, in the next couple of weeks, the *SD&AE 1003* is being loaned to the California Automobile Museum. So, in order to prep for that loan and display of the fire-truck at the Auto Museum, Tuesday evening, Frank, Matt, Mike H., and Joe moved it to our end of the Erecting Shop. Joe got behind the throttle while Frank and Matt made the adjustments necessary in the engine as it roared to life. The ballast regulator would be moved to make room for the fire-truck. Joe then drove the fire-truck out onto the transfer table where it was deposited at Bay 4. Before putting it inside, Frank, Mike H. and Matt washed and brushed it up a bit. In other news, Matt then gathered some tools and removed the rotting old seat on the MOW Team's little tractor. A new(ish) one will be procured. And that pretty much sums up the evening.

Thursday, the Mighty Weed Team scattered many gallons of blue-brew along the SSRR Mainline. Mike Taylor, Heather, Ed Kottal, and Steve Wilson filled the 65-gallon spay-rig with water, mixed in the noxious potion, donned their white Tyvek suits and safety accrements, and deployed the spray nozzle which drenched the sprouting army of green invaders along the right-of-way. The abundance of rain this year has emboldened green growth and the Weedies knew they had to get ahead of the curve. From Clunie to Broadway, the Weedies distributed blue-brew on the rapidly encroaching green growth. Then, they headed to Sutterville Road and the line between the zoo and Baths which was under full-scale green occupation. Thanks to the mighty Weed Team, all that green will soon be brown and will assuage our trusty track inspectors from writing-up any vegetation defects. Many thanks to the fine and dedicated fine folks of the Weed Team!

Meanwhile, back at the Shops, Matt, Mike H., Alan, Mike Willis, Frank, Harry, and Heather gathered to take on important tasks. Heather led a crew of Matt, Mike W., and Harry down to Front Street to gather a spare stick of 110-pound rail. The machine-shop fabricating new wing rails for the Switch 19 frog needed a new piece of rail. They had some "challenges" shaping the pieces we delivered previously. So, Heather and the gang loaded the rail-saw and headed south. The rail-saw was sawing away as a saw should when all of a sudden its internal drive-belt snapped rendering the saw "out of service." If it's not one thing... Anyway, with that, Heather called off the operation and headed back to the Shops. Over in the Boiler Shop, Alan, Frank, and Mike H. spent the evening assembling Part 214 materials for Saturday's class. As the federal government has amended Part 214 rather significantly, an entirely new *Roadway Worker Safety Manual* has been developed by the MOW Team. So, lots and lots of paper was being collated and bound. Once done, Mike H. worked with Mike W. on restoring the rail-saw to operation. Luckily, we had an extra drive-belt for the saw. And with that, "quittin' time USA" was sounded and the Team said good night.

Saturday, Joe, Ed Kottal, John Rexroth, Frank, Steve Nemeth, Heather, Chris Machado, Michael Florentine, Alan, Weston Snyder, and Chris Carlson were primed and pumped to continue the track-raise between Clunie and Broadway. Heather was EIC for the day and quickly gained the Team's confidence by proclaiming, "Doughnuts first, briefing second." The big raise has progressed to the area under the Pioneer Bridge meaning that the Team was now working within the north-approach circuit to the Broadway grade crossing warning system. Jim Coviello from the Signal Department assisted the Team by removing the Broadway system from service while we were working within the circuit. Many thanks to Jim! The Team placed track jacks. The spot-board, "hound," and "hare" were set-up. Joe and Chris M. took turns behind the "hound" to guide Ed, Mike F., Chris C. on the jacks as they raised the track by five inches. Steve and Weston took turns in the tamper to tamp and pack all that new rock under the ties. Earlier this week, we received a brand-new track-level which Alan, Heather, Steve, and Joe calibrated out on the line. Also joining the Team for the day was CSRM volunteer Kelly Huston, an incredible photographer and videographer, who captured some fantastic photos of your MOW Team at work from a drone flying overhead (see attachment).

Meanwhile, in the CSRM East Theater, the second and final iteration of Part 214 "Roadway Worker Safety Training" took place. Another 19 hearty souls attended the riveting and exciting Power Point presentation on the federal code of regulations pertaining to track-worker safety. Thankfully, we're now done with Part 214 training for 2017 and can focus on the important things, such as building a better railroad.

In the afternoon while the Team continued working on the track-raise, Steve, Mike F., and John grabbed the fully-repaired rail-saw and headed down to Front Street to finish cutting two new sections of rail for the Switch 19 frog. After the saw gave a few fits and starts, Mike F. and Steve managed cut the necessary pieces. Operating that saw was quite a work-out for them both. With John's help, Team Rail-saw managed to lift both of the eight-foot lengths of 110-pound rail into the truck. They'll be taken to the machining shop this week for a second try at milling them to the right shape. With that, Team Rail-saw joined Team Track-raise back at the Shops for some leftover Part 214 cookies before calling it a day. And, a good day it was. Many thanks to Heather for a fantastic job running the show!

This coming week, the Mighty Weed Team will travel to Hood to mow mustard and remove oak seedlings and saplings. Meet at the Shops at 8:30 a.m. The regular Tuesday and Thursday evening crews will gather at or before 5 o'clock. The track-raise will continue on Saturday starting at 8 o'clock a.m. We're in sight of Broadway now – the light at the end of the tunnel. Many thanks to everyone for a job well done!

See you out on the line,

Alan, Chris C., and Richard.



Matt, Frank, and Joe get the SD&AE fire-truck started



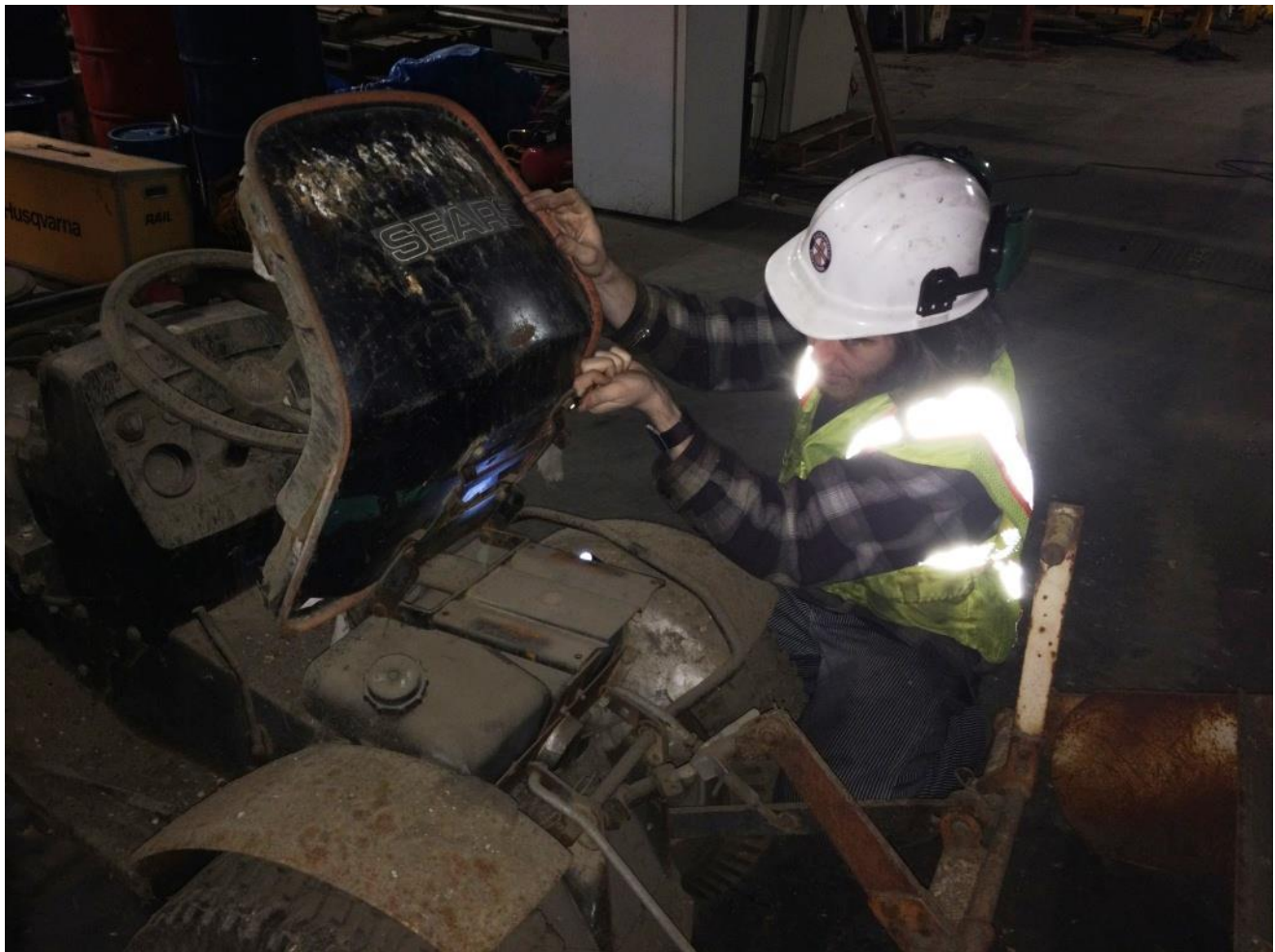
Frank turns on the fuel valve



Despite being a bit dusty, the fire-truck is impressive



Mike H. and Frank give the fire-truck a bit of a bath



Matt removes the rotten old seat on the MOW Team's small tractor



Steve, Ed, and Mike T. load the 65-gallon spray-rig into the truck



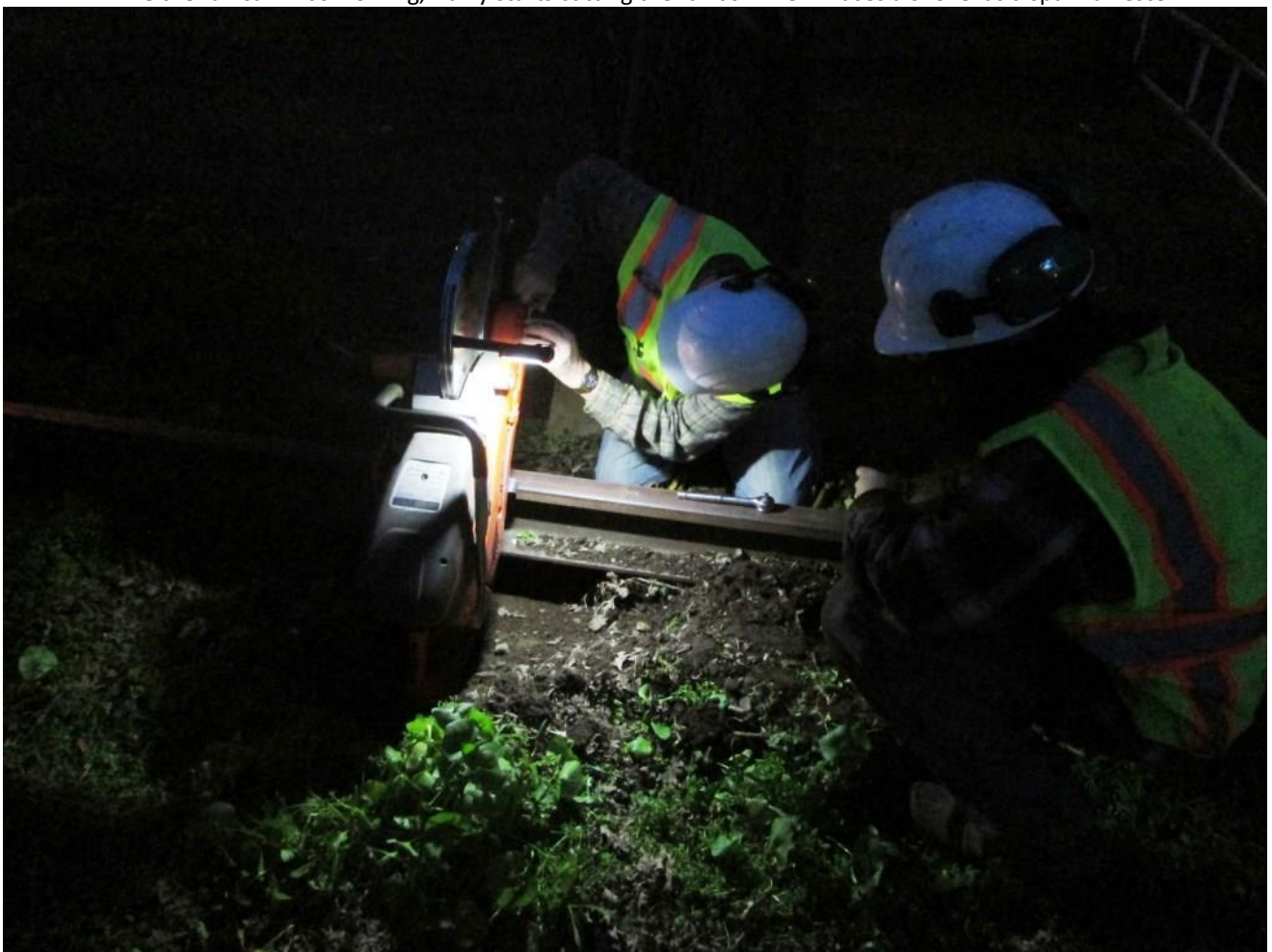
Mike T. and Ed spray blue-brew around Switch 12



Mike T., Steve, and Ed take the battle to Sutterville Road



While the rail-saw was working, Harry starts cutting the rail as Mike W. uses a shovel as a spark arrester



Alas, the saw's drive-belt snapped. Mike W. and Matt try to undertake field-repairs



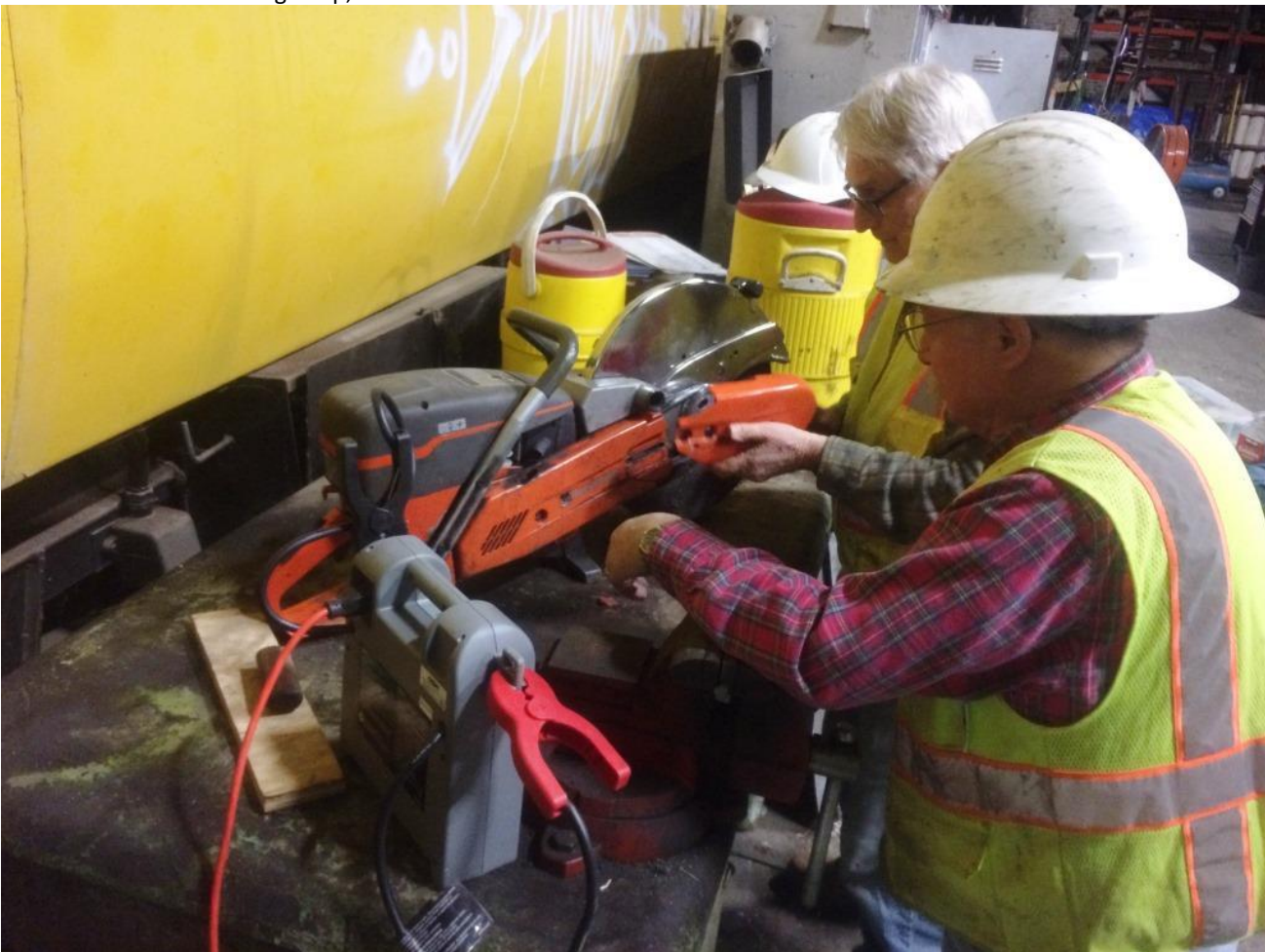
Meanwhile, at the Boiler Shop break-room, Mike H., Alan, and Frank assemble Part 214 binders



Alan inserts pages into the binders as Mike H. and Frank collate the various sections



Over in the Erecting Shop, Mike W. shows Mike H. the broken rail-saw drive-belt. Mike H. is not amused...



Mike H. and Mike W. make the necessary repairs and restore the rail-saw to service





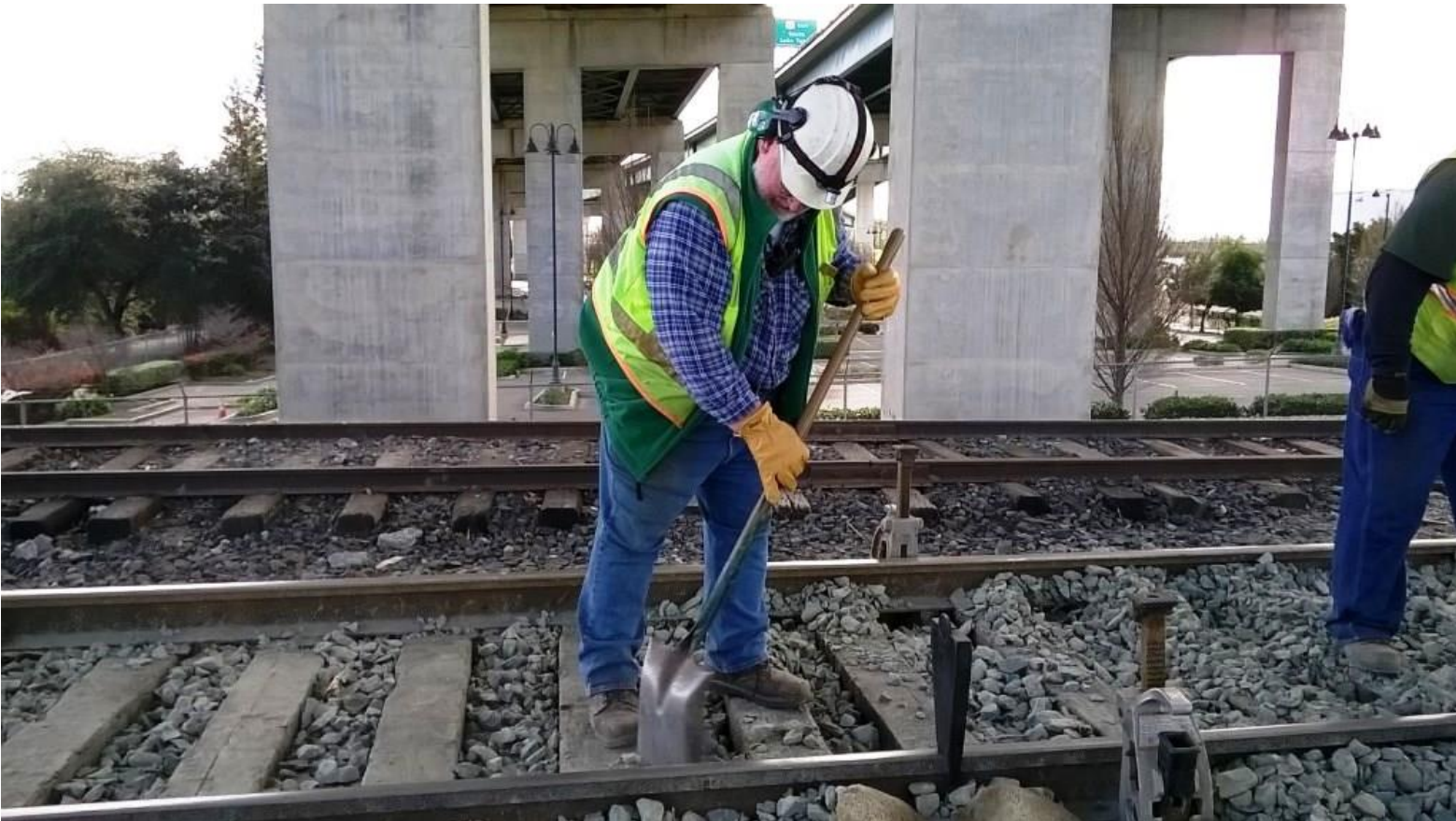
Alan giving a presentation on working safely around track machines to the Part 214 class



Mike F. and Weston nip-up a tie and hand tamp it



Joe, behind the "hound" giving the signal to the crew cranking on the jacks



Frank clearing rock off the tops of ties



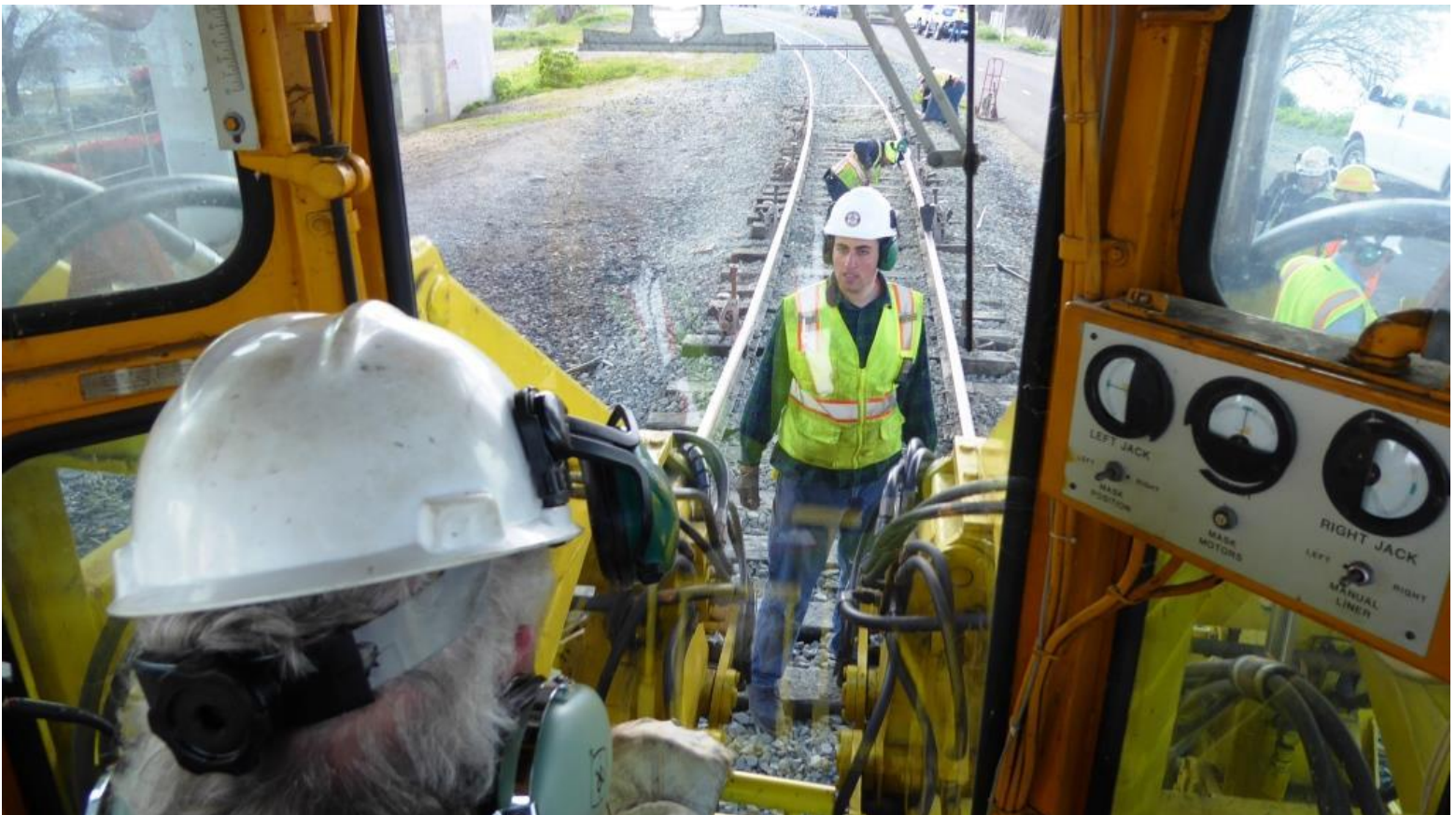
Chris and Ed combine forces to raise the east rail level with the west



The Team works with Steve in the tamper to make sure the work-heads are "squeezing" rock under the ties



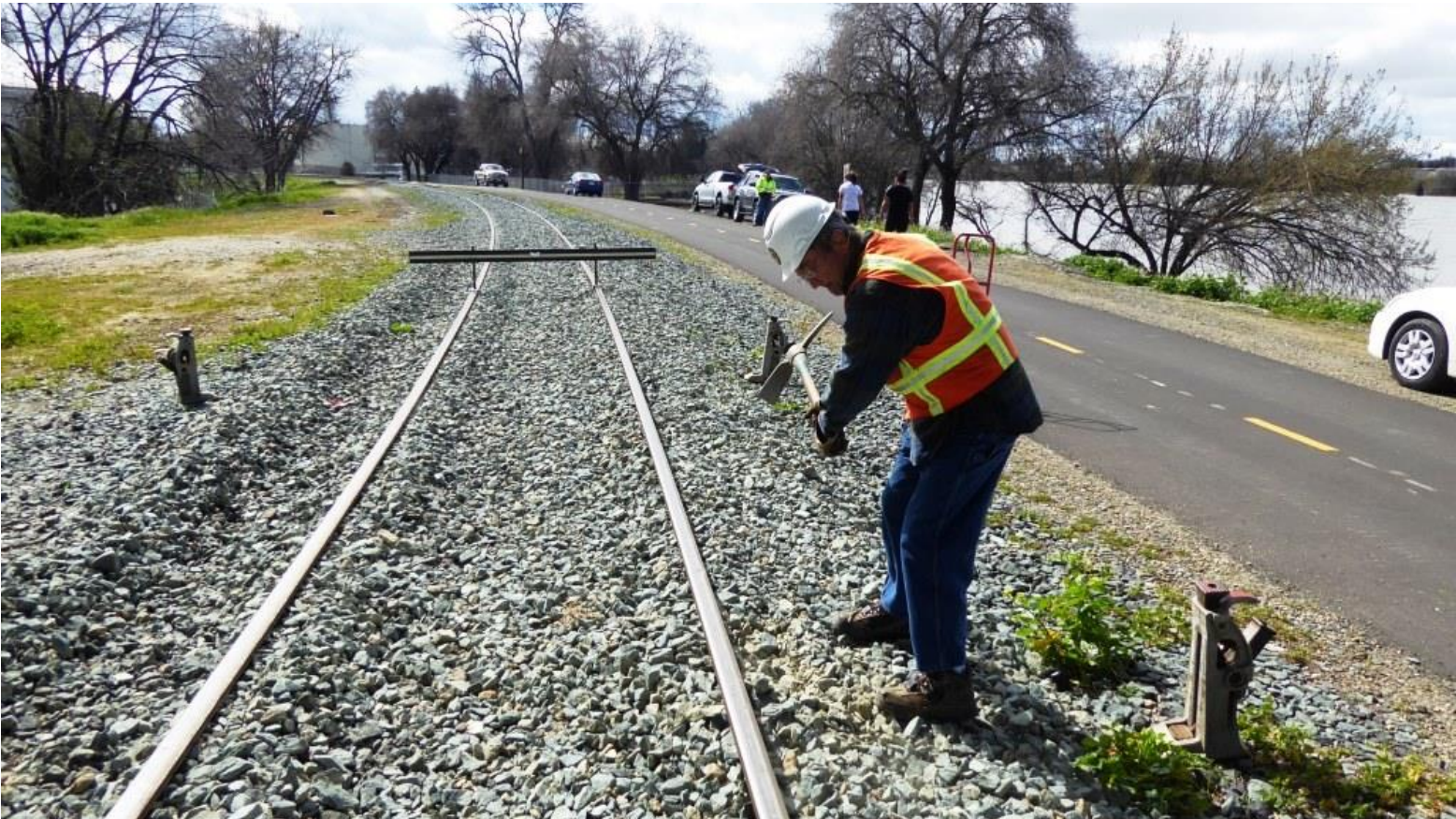
Weston guides the tamping from the ground



Steve, in the tamper, takes direction from Weston on the ground to make sure the work-heads don't "spear" any ties



EIC Heather works with Alan on leveling the track (then admonishes him for not wearing a high-viz vest)



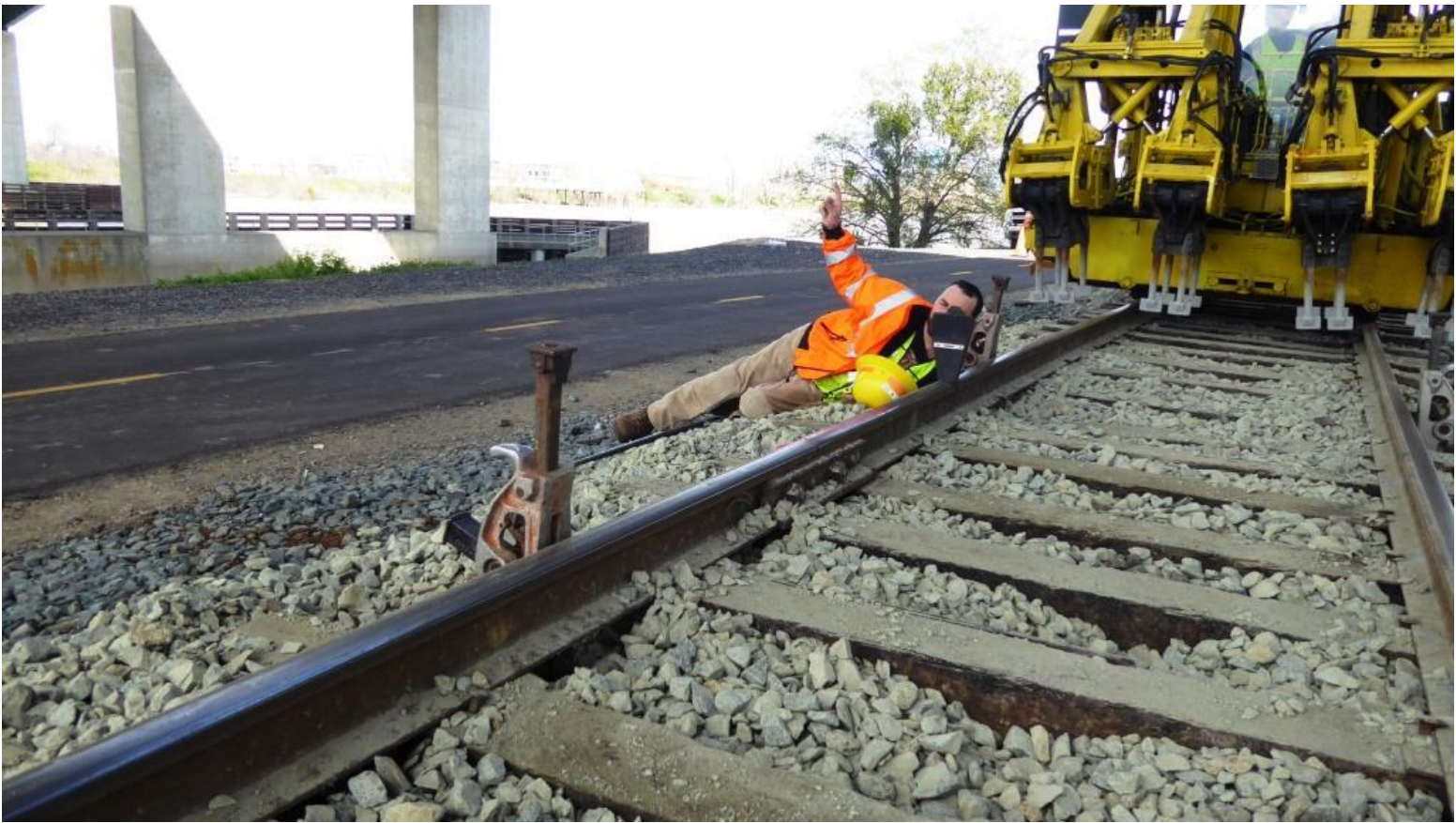
John digging pockets under the rail for the insertion of jacks



Kelly Houston with his amazing flying machine capturing unique perspectives of your MOW Team at work



And here is one of those unique perspectives



Chris M. directing the raise looking through the “hound” and signaling to Weston on the jack



Weston follows Chris M.'s directions on how much to jack the track



So, here are two views of the exact same moment from different perspectives of the MOW Team at work. Kelly captured this view of the track-raise in progress from his drone flying overhead...



...While at the same moment, this photo of Chris C. and Joe leveling the track was taken from the ground





Another view from the drone showing the area being raised – from the spot-board in the foreground to the tamper in back



Alan, Joe, Heather, and Steve calibrate the brand new track-level



Mike F. and Steve set up the rail-saw on the spare stick of 110-pound rail to be cut for use in the Switch 19 frog



Steve uses a shovel as a spark-arrestor as Mike F. cuts into the rail with the rail-saw



Steve uses a nipper-bar to snap the now cut rails apart



And now Steve cuts the second piece of rail for the Switch 19 frog as Mike F. holds the spark-arresting shovel