

Greetings!

This is your Maintenance of Way Team update for May 17, 2015. Yep, your MOW Team was “cookin’ with Crisco,” this week. So, let’s keep that throttle wide open and get this update started!

Tuesday, Alan Hardy, Pat Scholzen, Frederick Carr, Cliff Hayes, Scott Morrison, Frank Werry, Mike Harris, Joe Rivera, Harry Voss, Frank Squire, and Gene Peck were firing on all cylinders. Last week, the tie-shear made its maiden deployment out on the line. It sliced and diced through 41 ties in no time. But, several relatively minor mechanical issues came to light that needed attention. So Scott, Gene, Fred, Frank S., and Joe took on the task of mitigating those issues. Over in Old Sacramento, Conductor Frank W. and Engineer Mike H. fired-up the Kalamazoo tug (ex-regulator) in order to bring it back to the Shops. It would be needed on Saturday to pull two tie-laden flatcars along with the rail-lifter down to the Miller Park Siding. Cliff worked with Alan on the tie-crane. Indeed, the Team was buzzing with activity.

The mighty Weed Team was busy on Thursday. While Dave Megeath was flying high as a purple-martin over the Hood Line, Mike Taylor and Heather “Big Finger” Kearns surveyed r battle-damage inflicted against their star-thistle foe as a result of their spraying activities a few weeks back. Then, they headed north to the SSRR Mainline and the Miller Park Siding. Starting in about two weeks, trains will be diverted onto the siding while the MOW Team takes on necessary repairs to the Main through Miller Park. Mike T. and Heather were checking out the vegetation situation and noted that several bushes would require trimming so as to not impede the progress of the train. We are very fortunate to have a dedicated crew who defend our railroad from the scourge of the green menace...

Meanwhile, back at the Shops, Fred, Frank W., Alan, Heather, Cliff, Mike H., and Harry kept things rolling. Mike H., Fred, and Cliff spent the evening working on the tie-shear correcting the little issues found last week. Harry pulled the toolbox off the truck and managed to make order out of chaos. Tools were scattered everywhere and Harry got them all organized. Frank worked on an electrical issue with A-5 motorcar while Alan got the tug and tie-laden flatcars staged for Saturday’s operation. Quartermaster Heather dealt with supply issues and paperwork. We were set and ready for a big day on Saturday down at Miller Park.

Speaking of Saturday, Steve Nemeth arrived at Old Sacramento in the pre-doughnut hours to get MOW Team’s rolling stock out of the container and down from the 150 Track. Pre-doughnut deployment of the equipment makes it possible for the Team to get to work-site much more quickly. Gathering over in the Shops were conductor Frank W., Alan, Fred, the three Mikes – Florentine, Harris and Taylor, Joe, Chris Carlson, and Harry who provided the doughnuts. The goal for the day was to replace the ties pulled last week on the Miller Park Siding. Conductor Frank worked his magic with Omaha allowing Mike H. in the Kalamazoo to cross the UP Main pulling flatcars with ties and the rail-lifter. At the jobsite, Mike T. took on the green menace fouling the line while Mike H., Fred, Chris, and Frank positioned new ties at every empty crib. Alan came in with scarifier- inserter, and with Joe and Mike F. guiding the alignment of the ties, he pulled them in under the rails. Frank and Joe shoveled rock around the new ties so that Steve in the tamper could tamp them up against the base of the rail. Next up were Fred, Frank, and Mike H. who brought in the rail-lifter to lift the rail so that tie-plates could be positioned. In the middle of all this, Harry managed to repair a malfunctioning thing-a-ma-jig on the tamper. It was a regular production line out there. By the time the first train passed by, we had 34 ties in the ground and plated.

The SSRR Signals Department was commemorating its 20th anniversary on Saturday with a celebratory barbecue at the north end of Miller Park and we were invited! It was a perfect day for barbecue burgers and yummy anniversary cake in the park. The fine folks of the Signals Department have been maintaining all of the railroad’s grade crossing warning systems for 20 years now. Without the dedicated service of our good friends in Signals, the railroad could not operate. Many thanks to Dale Parker, Dave Megeath, Paul Helman, Joe “Two-drops” Galipeau, Bill Myers, Al Utzig, Gary Rannefeld, and all the members of Signals Department for inviting the MOW Team to your celebration!

Returning to the worksite after lunch, Steve and Joe got right to work setting spikes while Frank, Chris, and Mike H. set up the pneumatic spiker. Mike H. fired up the compressor and Frank began driving the spikes into place. When Joe and Steve finished setting spikes, they spelled Frank for a bit taking turns with the spiker and managed to spike-down the remaining ties. The Team was ahead of schedule. So, Alan, Steve and Joe inserted an additional four ties while Mike H. and Frank used the rail-lifter to plate them. By the end of the day, 38 new ties were in the ground and plated – 34 of which were spiked. The remaining three empty tie-cribs are a point where the Siding and the Setzer Lead converge which will make them difficult to insert. But, don’t worry. We’ll figure it out. It was a very good day, indeed.

Announcement: If you were unable to attend the classes earlier this year, a make-up **Part 214 Roadway Worker Safety Training** session will take place on **Saturday, June 13th at 10 o’clock a.m.** in the Stanford Gallery. This training is required by federal law for anyone who wishes to work out on the line. It is open to all CSRM volunteers and docents. Please let me know if you are planning to attend.

This week, the Weed Team will gather on Tuesday at 8:30 a.m. to continue their valiant efforts. Tuesday and Thursday afternoon Shops Crews will meet at or before 5 o’clock. Saturday, at 8 o’clock a.m. the doughnuts will be fresh and the Team will complete its work on the Miller Park Siding. Many thanks to everyone for making it such a productive day!

See you out on the line,

Alan, Chris, and Richard.



Dave gets the purple martins' eye view of Heather and Mike T. surveying the damage inflicted on the star-thistle along the Hood Line...



Mike H. lowers the shields on the scarifier.



Green means go!



Joe and Frank S. assist Scott working under the tie-shear.



Uh oh. Trouble. Big Finger is deployed...



Alan operates the inserter function on the scarifier as Mike F. and Joe guide the tie into place on the Miller Park Siding



Mike H., Chris, and Frank W. position ties for insertion



Harry is Johnny-on-the-spot making repairs to one of the vibrator motor on the old-old tamper.



Frank W., Chris, Fred, Mike H., and Steve deploy the rail-lifter.



Mike F. guides Steve in tamping-up the new ties.



After the ties are tamped, Mike H. employs the rail-lifter as Fred places a tie-plate under the rail.



MOW Team members Mike T, Mike H, Frank W., Dave (hybrid MOW/Signals member), and Joe enjoy the hospitality of the Signals Department at their 20th anniversary barbecue.



The MOW Team shared the contents of its sacred pink box at the Signals Department 20th Anniversary barbecue.



Signal Department and SSRR engineer, Al Utzig, with the cake celebrating the SSRR Signals Department's 20th anniversary.



Steve greets the Granite Rock 10, which made a special stop at the Sacramento Southern Railroad's Signal Department's 20th anniversary celebrations at Miller Park, to pick-up crew members for the ride back to town.



Meanwhile, back at the work-site, Steve nips up the tie as Joe sets spikes



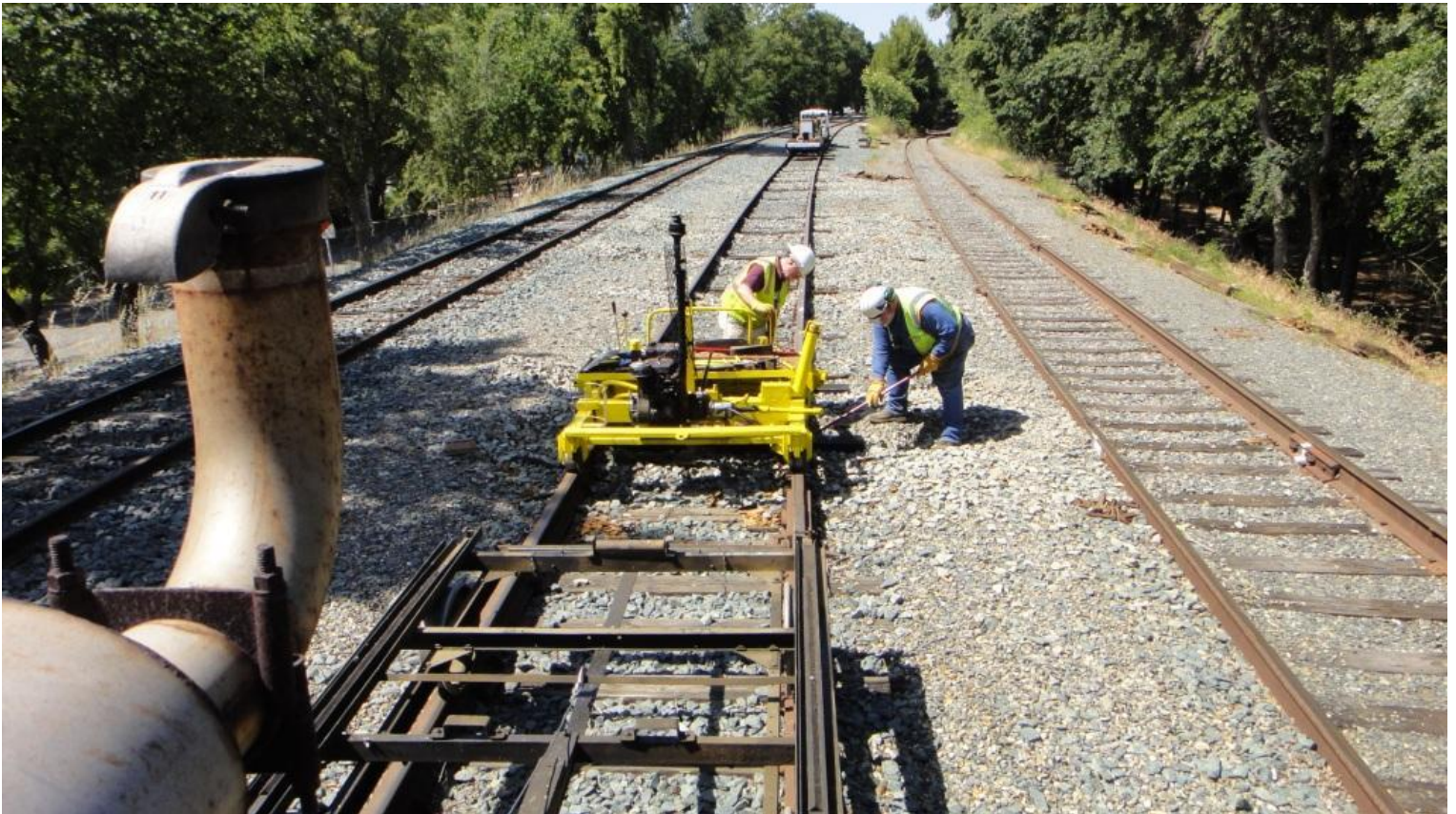
Steve uses the pneumatic spiker to drive spikes into the new ties.



Now it's Joe's turn at the pneumatic spiker.



As we were ahead of schedule, we decided to insert more ties in the afternoon. Steve guides a new tie into position.



Mike H. and Frank W. position tie-plates on the afternoon installed ties