

Greetings!

This is your Maintenance of Way Team update for January 19, 2014. A day late and a dollar short, perhaps, but an update nonetheless. So, before any accusations of truancy start flying about, let's get this update underway!

Tuesday, Mighty MOW Weed Team set all kinds of production records in their never ending struggle against the green menace. Mike Taylor, along with Heather Kearns, Joe Galipeau, and Dave Megeath, headed down the Sutterville Line to battle the mighty oaks over-hanging our track. The team managed to take-out some very heavy and very large branches. In fact, these were some of the largest cuttings ever made by the Weed Team. But, don't worry. Mike and Dave are trained in dendrology and plan their attacks in ways to cause as little harm to the trees they trim while encouraging them to grow in new directions (away from our line). Our railroad is fortunate to have such dedicated experts working on its behalf.

Meanwhile, back at the Shops, Alan Hardy, Pat Scholzen, Cliff Hayes, Mike Harris, Gene Peck, Frank Werry, and Frederick Carr were on hand for an evening of Shops fun. Alan has fabricated window shields for the new-old tamper while Cliff began building cages to protect the lights and horns on the new-old tamper as well as for the pink regulator. Fred worked on scouring a diesel tank that's being rebuilt. Frank and Mike H. began working on the new-old tamper's work-heads, which have been removed while the general restoration is underway. We're getting close to their re-installation.

Thursday, we welcomed a new member of the MOW Team, Stephen Hanson, who graduated from one of the recent docent classes. Welcome aboard, Steve! Also on hand were Heather, Alan, Mike H., Frank, Cliff, and Chris Carlson. We spent a good part of the evening moving and rearranging one of the bays in the Boiler Shop in order to provide access for State Parks to undertake some maintenance work on the ceiling overhead which is beginning soon. As the ol' bucket o' bolts ballast regulator has plowed its last rock, Frank and Mike H. began breaking it down to its constituent parts, many of which we'll be able to use elsewhere. Heather changed the oil in the Big Green Machine.

Saturday, Alan, Chris, Mike H., Fred, Ed Moriarty, Heather, Mike Miller, Taka Blackburn, Michael Florentine, Harry Voss, John Rexroth, and Frank started the day off with doughnuts in the driveway in the Boiler Shop (as our MOW Lounge is inaccessible due to roof repair.) Alan was EIC of the crews and headed over to the area behind the Museum to begin preparing the ground for the installation of the new Whisker Track. Frank led a second team that commenced our annual servicing of switches. All the switches in the Old Sacramento Yard have been cleaned, adjusted, and greased, and greased, and greased! In the afternoon, the crew began placing large rubber panels in between and around the rails of the Transfer Table Lead near the south door of the Boiler Shop to provide vehicular access over the track and into the building. This was a task and a half as some of these rubber panels needed to be cut to size. Using the sawzall, we created a lot of heat and "melted" our way through the panels. And thus, the day ended with about half the crossing complete. Great job by all!

Also on Saturday, we conducted the second session of "Roadway Worker Safety" training as provided by Code of Federal Regulations, Title 49, Part 214. Undergoing the in-depth training and rigorous exam on Part 214 is a prerequisite for anyone who wishes to out on the line. Everyone who attended Saturday's session successfully passed the exam (a testament to the trainers, of course). Congratulations! You are all legal! However, the overall number of folks taking Part 214 training is down significantly over last year. We're bit surprised by the number of folks who are regular participants in the program yet did not attend either Part 214 session. Federal law requires that we provide this training and maintain a record of those who have taken it. Therefore, if you were unable to attend either session, and still wish to fulfill this annual obligation, please contact me at rcpaul99@yahoo.com. We will schedule make-up sessions as we want to make sure that everyone wanting to participate in any of the SSRR's Track Programs is able to do so safely and legally. Thanks very much.

With regards to this week, the crew is meeting at the Shops today (Tuesday) in the afternoon and evening. The Weed Team is heading to Hood for good old fashion nuisance weed abatement. Thursday, we will gather at 5 o'clock p.m. in the Boiler Shop for some good old fashion shop time. Then Saturday, the weekly doughnut ration will be distributed starting at 8 o'clock a.m. We promise a good time for all! Thank you to all the great volunteers and supporters of the MOW Team who keep the trains running. Always remember, no track, no trains.

We'll see you out on the line,

Alan, Chris, and Richard.



Joe teaches that tree a lesson!



Joe and Mike survey their good works.



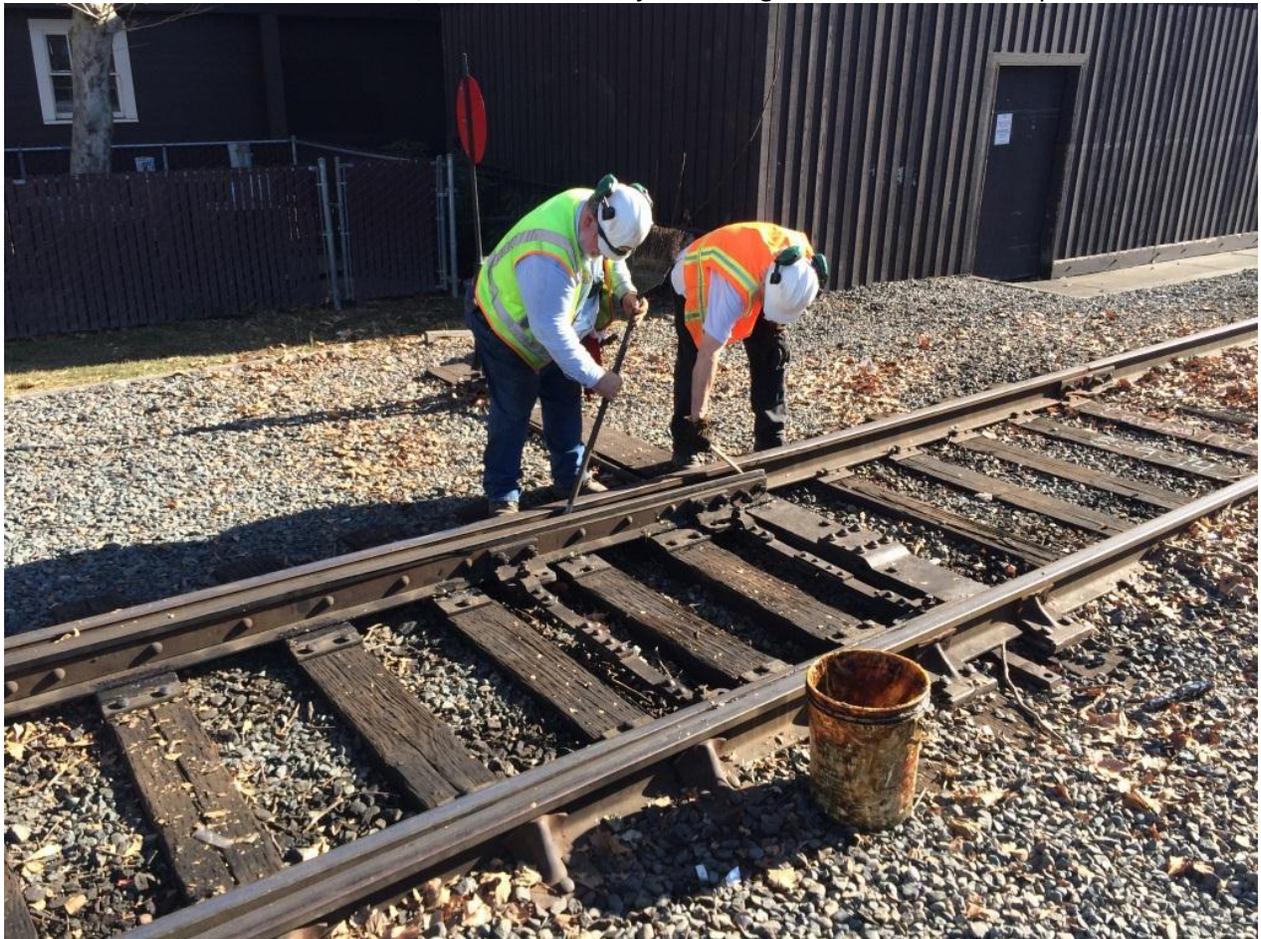
Mike H. and Frank begin work on the new-old tamper's work-head.



Mike F. guides a stick of rail being moved by Mike T. in the loader.



Pursuant to Part 214, Alan conducts a "job briefing" about the new work plan



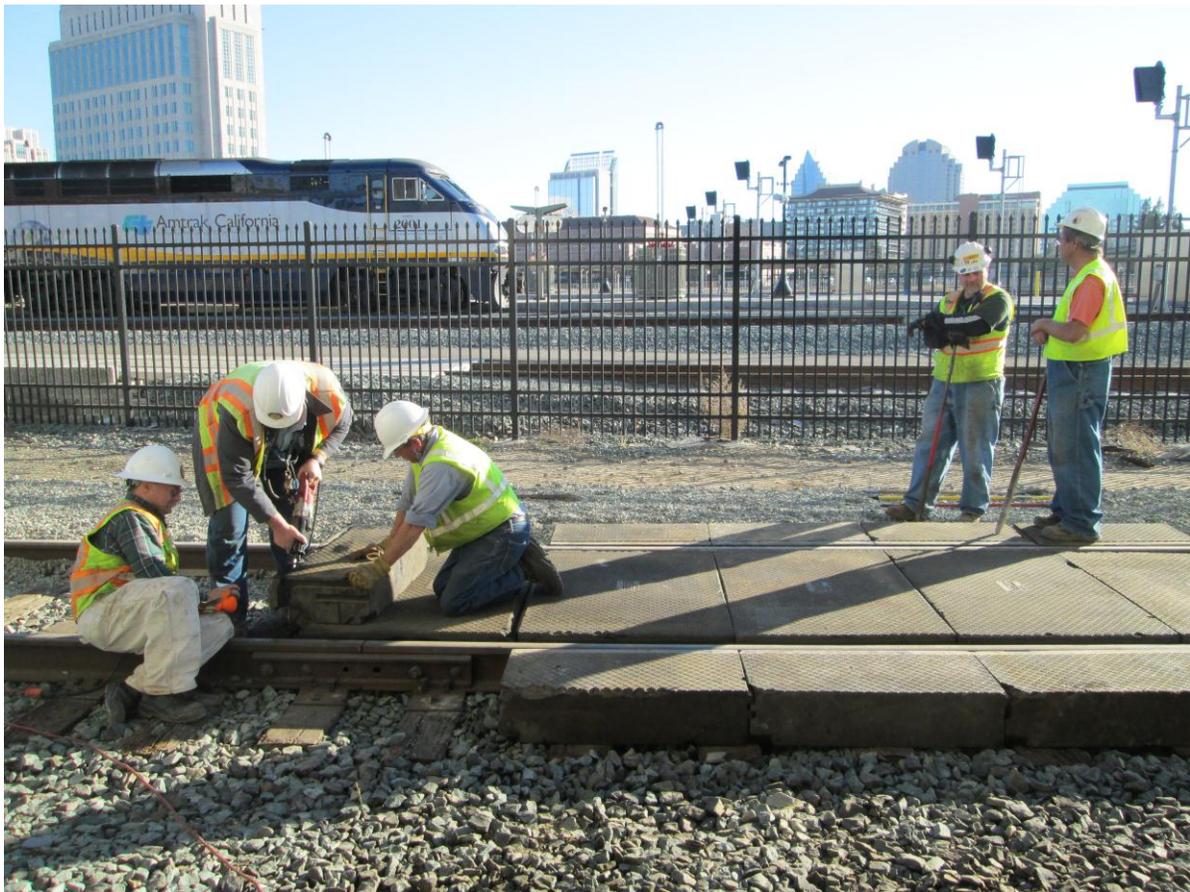
Frank and Fred clean and grease switches.



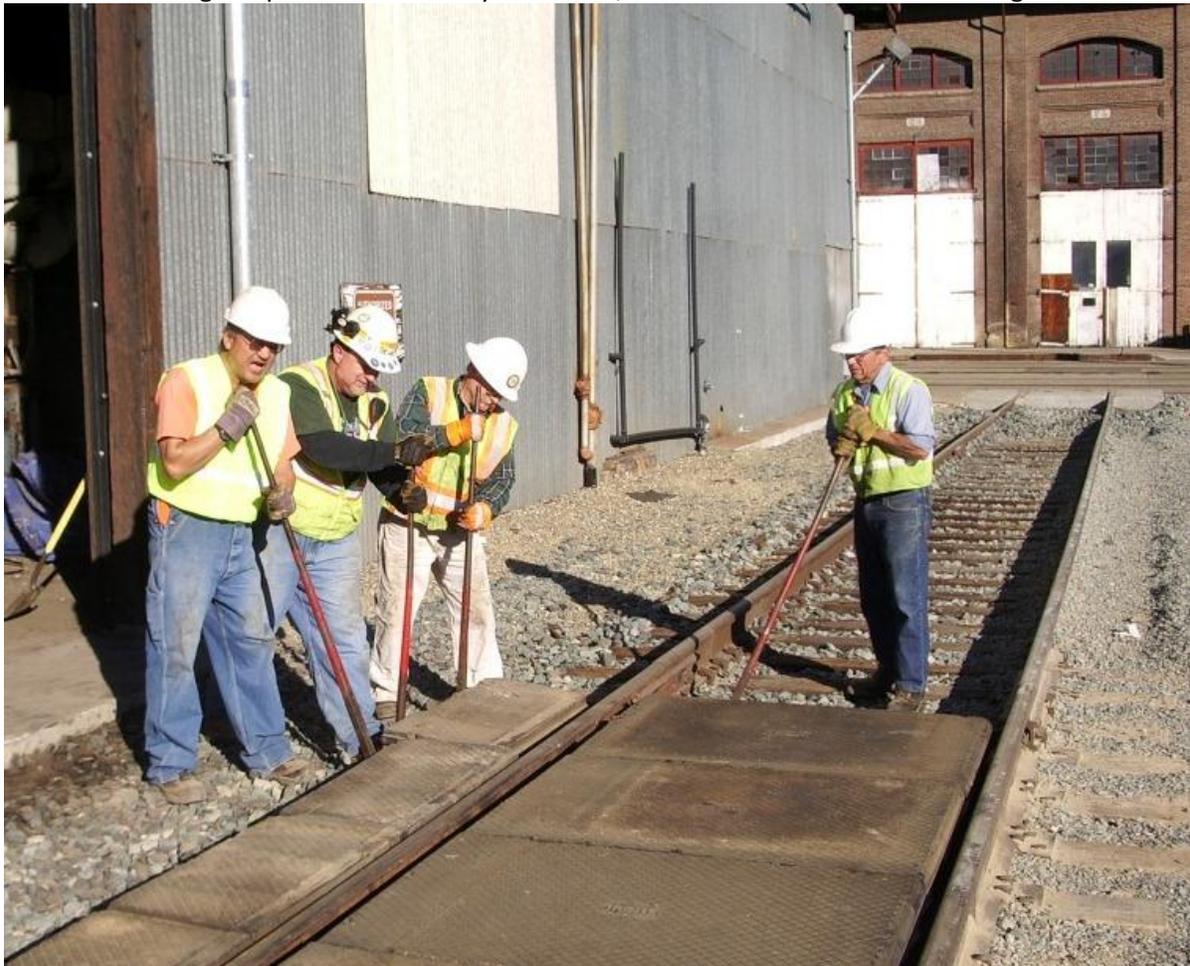
Ed uses the wind-machine to disperse debris from Switch 9.



Chris, Harry, Mike F., Mike T., and John began laying the panels.



Cutting the panels was no easy task. Man, was it hard on the wrists and fingers!



Modern day Gandy Dancers!