

Greetings!

This is your Maintenance of Way Team update for January 5, 2014. It's a whole new year and it promises to be a great one for your MOW Team and the Sacramento Southern Railroad. But, as there are only 326 days until Polar Express 2014, let's get this update underway before anyone starts singing that "Hot Chocolate" song.

Tuesday was New Years Eve. As such, it seemed appropriate to take the evening off. But, Thursday, we were back in action. Frederick Carr, Heather Kearns, Mike Harris, Cliff Hayes, Frank Werry, Chris Carlson, and Alan Hardy rang in the New Year MOW style. Fred, Heather, and Mike managed to install a new – well, rebuilt – starter motor in the A-6 motorcar. Getting the A-6 up and running was crucial to our operation. Then, Chris, Mike, and Fred worked on installing an hour-meter in the ol' bucket o' bolts ballast regulator while Heather did the same in the Big Green Machine. As our supply of diesel was running low, Frank determined that we could siphon some off from Green Machine 2, the other all-terrain forklift that is out of service because of transmission issues. It had nearly a full tank. Diesel from GM2 was transferred to the loader and the ol' bucket o' bolts. Meanwhile, Alan continued his incredible effort at getting the new-old tamper into service. Cliff fabricated parts needed for the new-old tamper's lining and surfacing system.

Speaking of the new-old tamper, Alan has been heading up the rebuild effort on this machine and he's made tremendous progress. We acquired this tamper primarily because of its jacking, lining, and surfacing capabilities. Our current tamper simply tamps-up the tracks. This "new-old" machine not only tamps but, also, allows us to mechanize track-raises. No longer will we have to dig, hand jack the track, and use spot-boards to do a raise. Nor will we be limited to raising only 40 or 50 feet of track at a time. Bringing this machine online will allow us to automate the raising and leveling of long segments of track which will benefit the railroad tremendously – and, in the long run will save money in preventive maintenance. Because of Alan's tireless efforts, this machine will be out on the line during the 2014 season which will open a new chapter in the history of the MOW Team.

Saturday, the promise of doughnuts brought out Steve Nemeth, Heather, Clem Meier, Chris, Fred, Pam Tatro, the Four Mikes – Florentine, Harris, Miller, and Taylor – Frank, Harry Voss, and Alan for a day of MOW fun. Again, we are working to complete the footpaths alongside the 560 track as mandated by the California Public Utilities Commission (CPUC). We made tremendous progress on Saturday. In fact, we're nearly done. With Steve on Big Green, Mike H. in the loader, Chris beating the ol' bucket o' bolts in action, and Frank on the A-6, we loaded, dumped, plowed, and dressed more rock in one day than anyone could expect. Pam, Mike M., Mike T., Mike F., Fred, Heather, and Harry spread the rock by hand. Folks, this was very heavy, hard labor that, if the Museum had to pay for it, would cost countless thousands of dollars. But, we volunteers do it without complaint and only for the recognition of our hour bars – and, for the pleasure of working with a great group of good friends. It's the camaraderie of the Team that makes the work well worth it.

Now for the week ahead. Tuesday, 2014 Tuesdays begin. The crew will meet for Shops work in the afternoon and evening. Thursday, the crew will meet starting at 5 o'clock p.m. So come on out for some week-day fun. Saturday, we will finish the walking-path project. In fact, we are so close to being done that we may spilt the crew and begin our annual servicing of switches, as well. Come on out and join the Team. We promise a good time, and doughnuts.

**NEWS FLASH:** It's that time of year again to review roadway worker safety protocols as required by the Code of Federal Regulations, Title 49, Part 214. Our annual Part 214 overview will be presented this coming **Wednesday, January 8, at 6 o'clock p.m. in the CSRM East Theatre**. If you can't make it on Wednesday, we'll be presenting it again on **Saturday, January 18, 9 o'clock a.m.** again in the CSRM East Theatre. **Attending this review of roadway worker safety protocol is required for any crewmember who wishes to work with the Maintenance of Way, Signal Department or other railroad position working on the ground out on the line.** Please plan on attending one of these presentations. If you can't attend either, please let me, Chris, or Alan know. We will do what we can to accommodate you.

Happy New Year one and all. 2014 will be a good year for our Team with the promise of new machines and even a load of ballast rock. Many, many thanks to all our stalwart volunteers and supporters. Always remember, no track, no train.

We'll see you out on the line,

Alan, Chris, and Richard.



Your MOW Team: Pam, Mike H., Mike M., Chris, Mike F., Clem, Harry, Steve, Heather, and Fred



Your MOW Team building the CPUC required foot paths.



People and machines working together like God intended



Fred and Steve fuel-up the Green Machine.



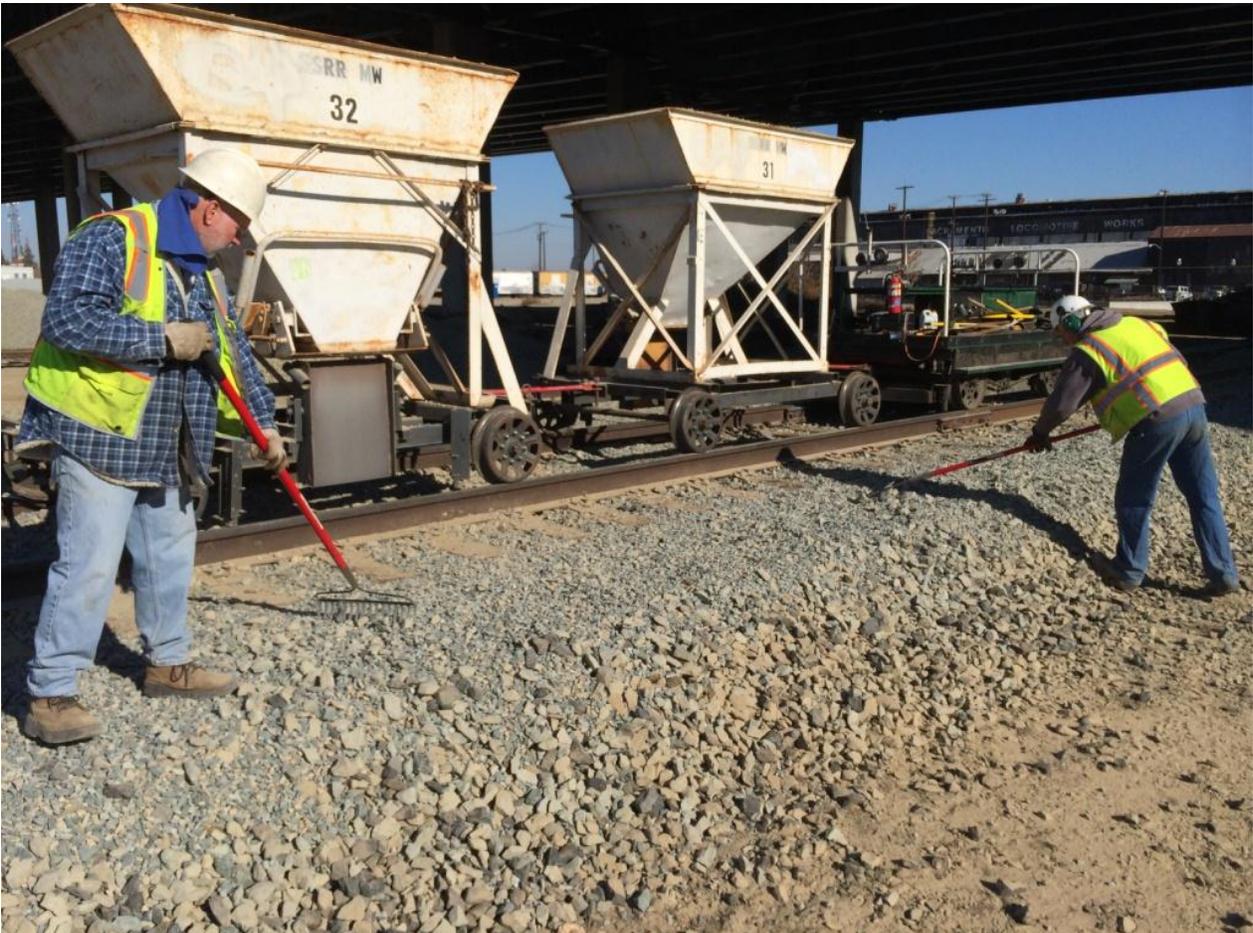
With no snow to plow, Chris plows rock instead...



Pam and Mike F. monitor the filling of ballast hopper by Steve in the Green Machine



Alan beats the ol' bucket o' bolts into submission...



Mike M. and Steve groom the newly laid rock



Fred and Chris anticipate the arrival of more rock to shift by hand delivered by Mike F. in Big Green



"Drill, Ye Tarriers, Drill"...