

Greetings!

This is your Maintenance of Way Team update for February 26, 2017. Time flies when you're having fun and there's nothing more fun than a week of Part 214-Training prep, class, and exam. So, let's keep the fun rolling here by getting this update started right away.

The Part 214 fun started Tuesday – well, for some of us, long before Tuesday – for Weston Snyder, Pat Scholzen, Cliff Hayes, Joe Margucci, Michael Florentine, Harry Voss, Gene Peck, Mike Harris, Alan Hardy, Heather Kearns, and Frank Werry. Mike F. and Heather headed out on a fuel-run to fill up the trusty Chevy Truck as well as a dozen or so five-gallon jerry-cans. Cliff, Pat, Harry, and Gene moved Cliff's welding station further west in the Erecting Shop to get it out from under the wooden roof. For some time, Cliff has been moving his welding equipment temporarily as needed. Now, this is a permanent move which required much shuffling of other stuff to make space. But, it is done. Joe did more wiring work on the white trailer. Alan, Frank, and Mike H. spend a joyful evening assembling Part 214 Roadway Worker Safety binders and materials in the Boiler Shop's break room. Following that fun, the Team moved to the far south-east corner of the Erecting Shop to begin work on the SD&AE 1003 Ford Model AA rail-mounted fire-truck which is going on display in a few weeks. It was buried in the back corner so Weston, Frank, the two Mikes and Heather got stuff situated so that the fire-truck could be moved out. Frank worked on getting it started. He got it working but, it was running rough. The fuel had gone bad – an easy fix for Thursday.

The federally required "Roadway Worker Safety Training," commonly known as "Part 214 Training" occurred on Wednesday night 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 annual training in the on-track safety procedures before working out on the line. Heather did the accounting and found that 44 folks attended the class and all 44 passed the grueling exam with flying colors. Based on last year's figures, that leaves 57 more folks who still need to attend. For those folks, **the class will be offered again on Saturday, March 4, at 9 o'clock a.m. in the East Theater.**

Thursday, the Mighty Weed Team headed to Hood for a day of herbicide application along the mainline. Mike Taylor, Dave Megeath, Ed Kottal, and Steve Wilson all made the journey along with the 400-gallon water tank and weed-killing implements. The Weedies sprayed 1.5 miles of the right-of-way and took time to do hand-spraying of nasty gnarly blackberry vines. It was a good day that will result in the beautiful browning of the Hood Line. With spraying at Hood complete, the Weedies will focus their attention on the SSRR Mainline starting this week. Without doubt, this fine crew did an excellent job keeping the promise of each day being one day closer to Hood.

Thursday evening, Joe, Ed, Frank, Alan, Mike H., and Heather met in the Shops for more MOW fun. At the fire-truck, Frank, Heather, and Mike H. drained the bad fuel from the tank. Then, they replaced the leaky fuel-line cut-off valve. Next, Frank got on the forklift and moved the fire-truck out of the corner and into the center aisle where it could be extracted from the building once the 5208 was moved by the Shops crew. Joe and Ed worked on the power-drain in ballast regulator that's been killing the battery. They think they found the problem. The battery switch relay appeared to be not functioning well causing it to draw on the battery even after being clicked to the off position. They fixed that and added a big red light indicating whether the battery switch was on or off. With that, the Team called it a night.

Saturday morning doughnuts arrived at the Erecting Shop just in time for Alan, Joe, Clem Meier, Pam Tatro, Chris Carlson, Weston, Frank, Heather, Steve Nemeth, as well as four of our five Mikes – Taylor, Harris, Willis, and Florentine. We were heading back out on the line to continue the track-raise between Clunie and Broadway. Mike F. and Steve N. took out the tamper, Heather handled the motorcar and work-train consist, Weston piloted the Chevy Truck, and Mike H. drove a second truck loaded with the rail-lifter. At the job-site, Pam, Clem, Mike T., Weston, Heather, and Steve N. dug out pockets for track-jacks to be placed beneath the base of the rail. Joe took on the role of measuring the raise. Steve N., Heather, Mike F., and Mike H. cranked on the jacks raising the track under Joe's direction. Mike F. brought in the tamper and tamped the track to the new level. As the jacks were pulled, they were "hop-scotched" down the line and set-up again. I'll tell ya, this crew was cookin' with Crisco. It was the most productive day so far on the track raise project. Meanwhile, Chris, Mike W., and Weston deployed the rail-lifter which was used to insert plates under those ties we changed last week. Pam and Clem placed spikes at each tie that needed spiking. Chris got on the back-hoe and removed another half-dozen ties at joints that were found to be bad and needed replacing. At lunch time, Steve took the motorcar back to Old Sacramento and retrieved the flatcar containing new ties.

After lunch, the productive effort continued. Frank, Mike H., and Mike F continued working on the raise and building a "run-off" while Chris, Weston, Steve, and Mike W. inserted and spiked the new ties. Weston and Steve interpreted old fashion railroading by driving spikes with spike-mauls in tandem. After wearing themselves out, they fired-up the air-compressor and pneumatic spike driver to do the rest. With the ties spiked and the run-off built, the Team called it a day and headed back to Old Sacramento where they buttoned-up their equipment and then headed to the Shops. Folks, the track-raise is going great. We are now well under the Pioneer Bridge and in sight of Broadway. This Team really knows what it's doing. Indeed, a Team of excellent volunteers doing an outstanding job building a better railroad.

This coming week, the MOW Team will gather as usual on Tuesday and Thursday at or before 5 o'clock p.m. in the Erecting Shop for more MOW fun. On Thursday, the Weed Team's efforts will shift to the resumption of spraying the excursion railroad. Meet at the Shops at 8:30 a.m. Saturday, the Team will continue the track-raise starting at 8 o'clock a.m. It is also the second session of Part 214 Training in the CSRM East Theater starting at 9 o'clock. I promise that it will be more fun than you can shake a stick at... Many thanks to everyone!

See you out on the line,

Alan, Chris, and Richard.



Mike T., Ed, and Steve W. fill the 400-gallon water tank (with permission, of course)



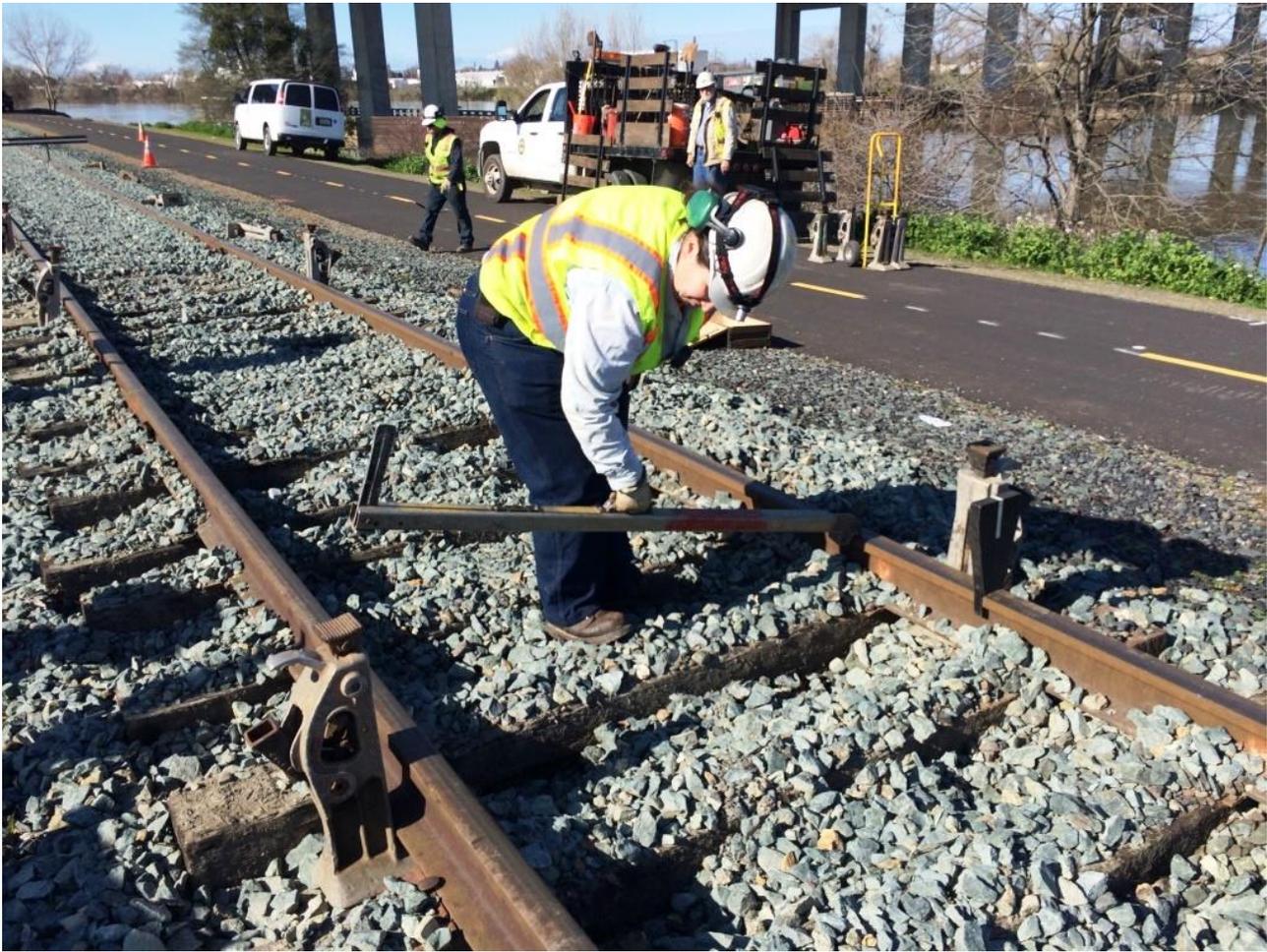
Heading down Hood Line, the impact of recent rain storms is quite evident...



At Part 214 Training, Mike T. gives his annual Pesticide Hazard Communication and Geology 101 presentation



Let the raise begin! Alan instructs Joe, Heather, Steve N., and Weston on how to site the spot-board



Heather places the track-level between the two jacks next to be raised



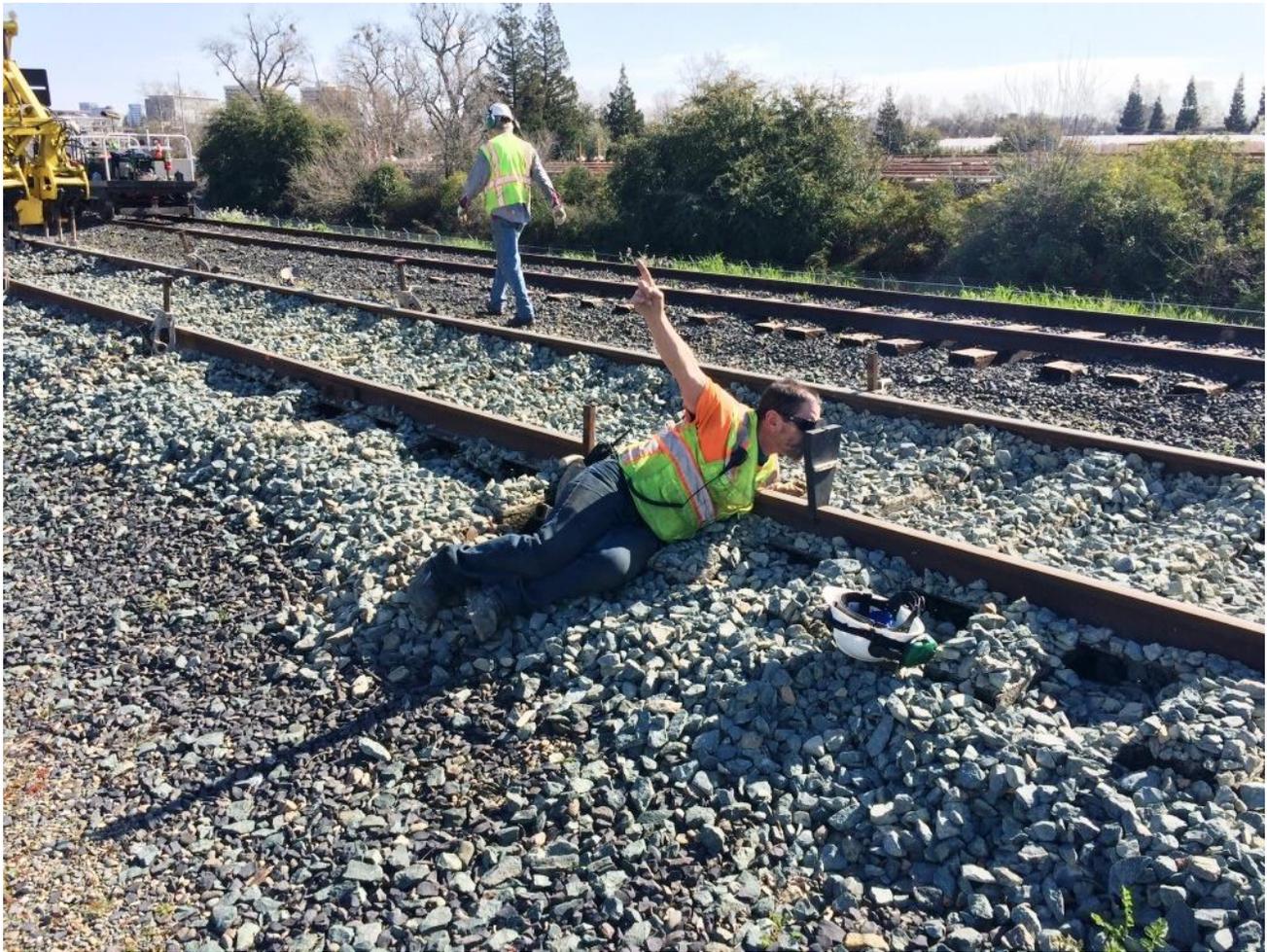
Mike F. and Joe dig pockets into which jacks will be set



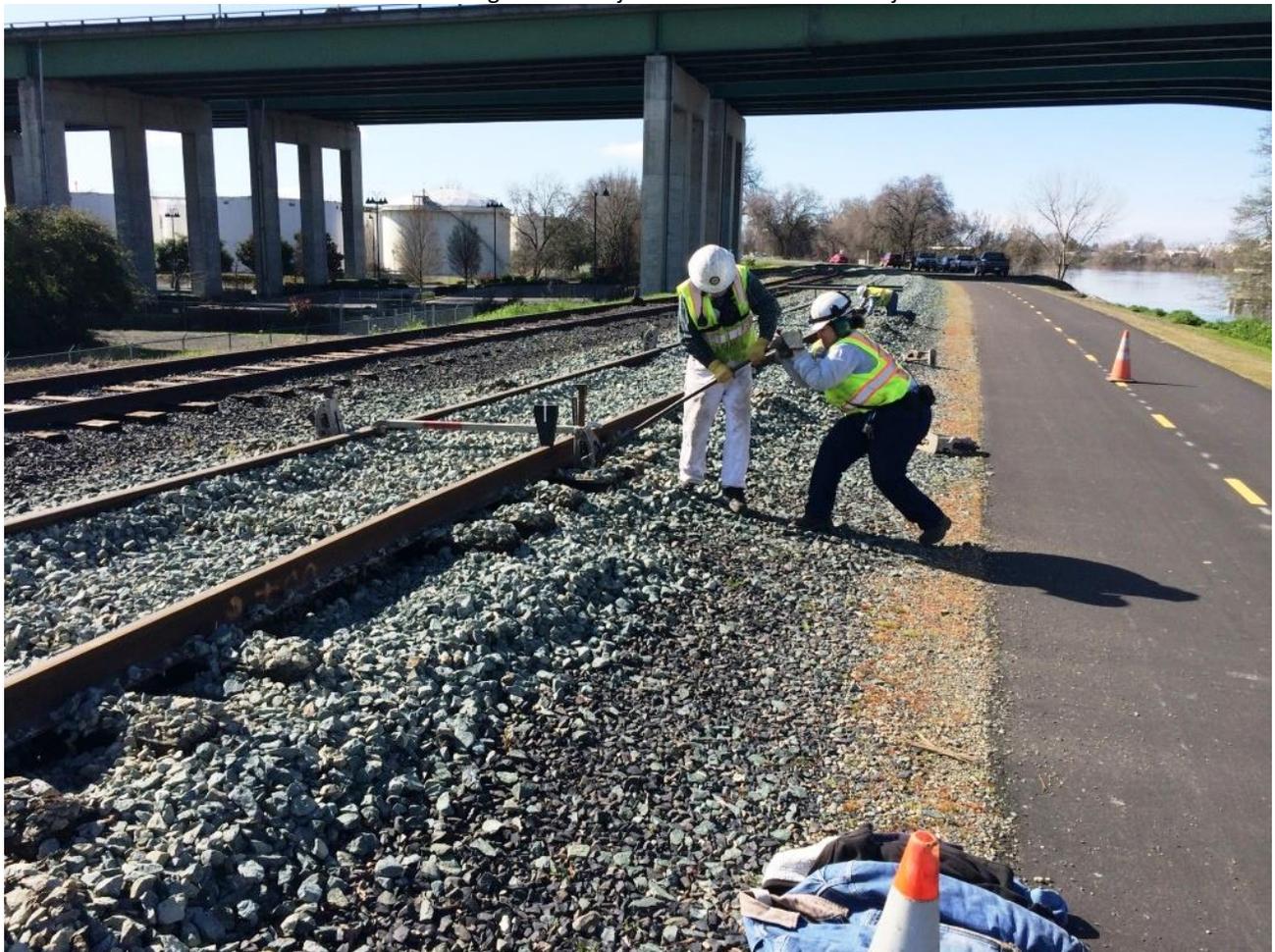
Chris operates the rail-lifter as Mike W. places tie-plates



Mike H. checks the track-level and guides Steve N. as he raises the jack



Joe measures the raise and signals to the jack-crew to crank on the jack one more time



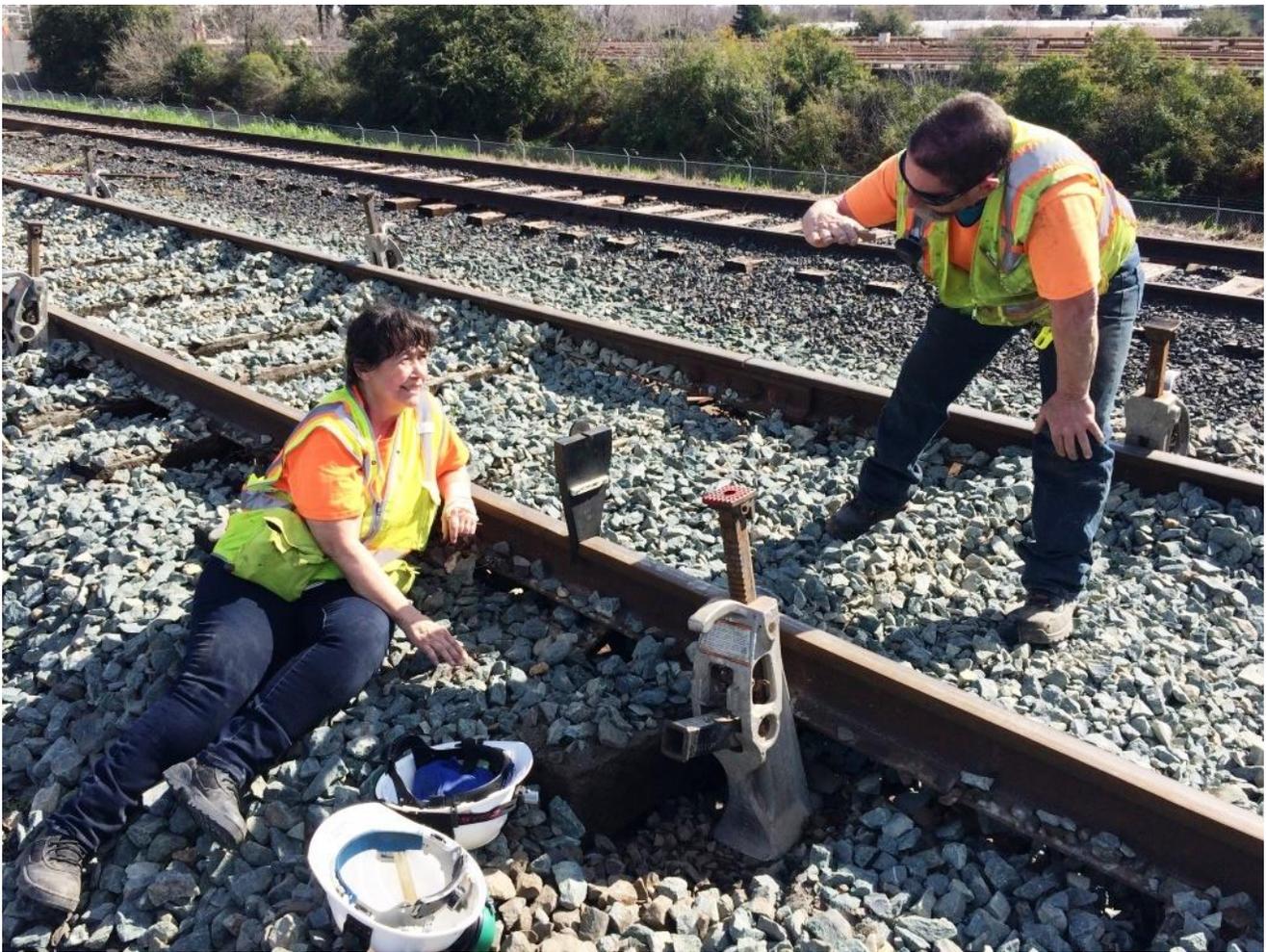
Heather and Mike H. combine efforts to get one more click on that jack



Frank removes a jack as Mike F. in the tamper, guided by Alan, tamps the track to the new level



Mike H. and Steve demonstrate determination...



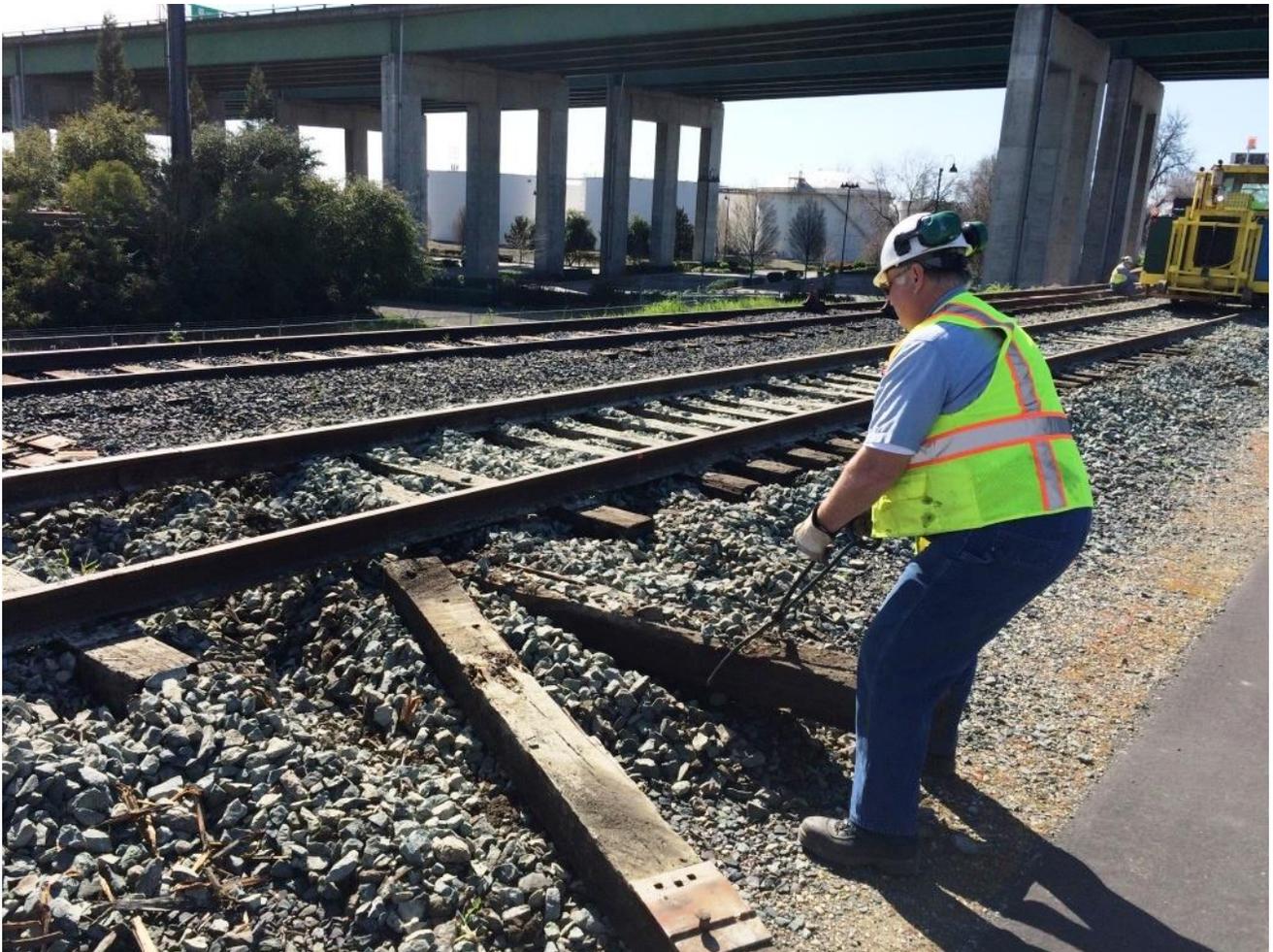
Joe teaches Pam how to measure the raise with the "hound," "hare," and spot-board



Now fully trained, Pam reads the raise and signals to the jack-crew



The MOW Team track-raise crew is a well-oiled machine!



Chris, the human tie-exchanger



Chris on the back-hoe pulls another tie



Frank and Mike H. build the run-off at the end of the raise