

Greetings!

This is your Maintenance of Way Team update for April 13, 2014. It was a challenging week for your MOW Team. For all intents and purposes, MOW Team headquarters in the Boiler Shop is closed due to some structural concerns that were discovered last week. More on that later but, in the meantime, we're kind of without a place to call home. So, before we have to start collecting bottles and cans, let's get this update started.

Both Tuesday and Thursday, we were forced to cancel MOW Team activities because of the Boiler Shop situation. But, that didn't stop your Mighty MOW Weed Team from setting off to kill pesky green things on Wednesday. Weedies Mike Taylor and Dave Megeath brought their chemical weapons to bear and sprayed for star thistle between Mile Posts 14.4 and 15.2 on the Hood Line. Interestingly, they found considerably less star thistle this year than last. Dave also deployed the DR Field and Brush mower and mowed significant areas leading to the southern line. In the face of adversity, the Weed Team preservers!

Undaunted by the Boiler Shop situation, the MOW Team did convene on Saturday. Harry Gobler, Alan Hardy, Harry Voss, Clem Meier, Kent Ransom, Heather Kearns, John Rexroth, and Mike Taylor gathered for doughnuts alfresco in the yard in front of the Boiler Shop. After our job briefing, we set off for Old Sacramento and the Whisker Track project. During the week, Harry G. and his trusty surveyor's transit determined that the track was about an inch too high at the north end leaving a very slight slope towards the turntable. As this is freshly laid track and ballast which had not settled yet, we had a few tricks up our sleeves to bring it to the proper level. One way to start the settling process is to subject the track to traffic. As our friends on the SSRR operating crew were setting up for the day's excursion train, we asked if they would mind diverting the 2008 over to the Whisker Track for a few passes. With engineer Dick Noonan at the throttle and Alan providing signals from the ground, the 2008 was the first locomotive to run on this new track. The sounds of rock crushing and wheels popping around the 22-degree curve told us that we were making progress.

After we sent the 2008 on its way, Harry G. re-measured the elevation and noted that it had dropped by three-eighths of an inch. At Kent's suggestion, we then brought the tamper on to the line with vibrator motors running to try to shake it down just a little bit more. This operation was successful and dropped the track another quarter inch. With time and use, the track will continue to settle until it's perfectly level. Many thanks to Train Master Mike Collins, engineer Dick Noonan, Fireman Frank Squire, brakemen Frank Werry, Ron Cox, and Michelle White for their help with this operation. Also, thanks to Harry Forni for his help with all the yard moves.

We spent the afternoon over in the Erecting Shop checking available space for a possible temporary home. Then we began organizing the north-east corner we currently use for storage in order to make better use of the area.

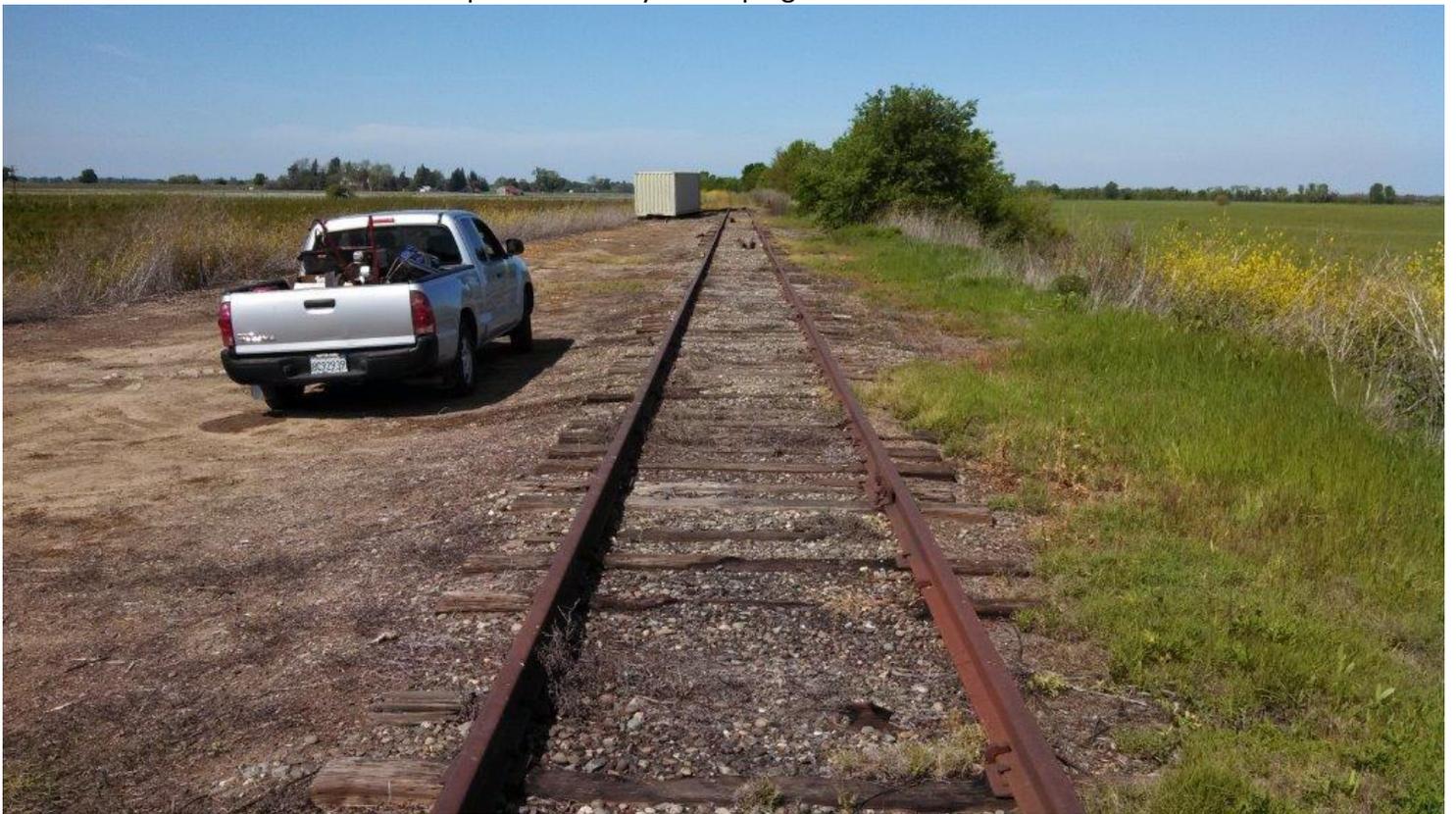
The schedule for the week ahead is a bit uncertain. We anticipate that some additional space in the Erecting Shop will be provided for our operation during the time we're unable to use the Boiler Shop. However, exactly what space we'll occupy is yet to be determined. Therefore, we are **cancelling Maintenance of Way on Tuesday**. Right now, Thursday is questionable but, unless you hear differently, consider it cancelled, as well. **Saturday, however, the team will gather at 8 o'clock a.m.** for doughnuts on the patio in the parking area to the west of the building. I am hopeful that a decision about our future home will be made this week and that we will be able to resume normal operations – well, as normal as possible – very soon. The Museum and District have made the safety of our volunteers and staff its top priority as we work through this little challenge. Stay tuned for more updates on the situation. Thanks very much for your patience and understanding.

Well see you out on the line,

Alan, Chris, and Richard.



Weed Team Captain Mike Taylor keeping access to the Hood Line clear



The south end of the Hood Line near Hood Franklin Road



Doughnuts alfresco and a job briefing: Harry V's truck is our new MOW Team Lounge



The very first locomotive on the new Whisker Track. John Rexroth as "Batman" expresses appropriate pride...



The end of the line – literally.



After several passes, the 2008 heads back to the turntable for a spin



Now it's the tamper's turn to shake things up



Harry G., the MOW Team's Theodore Judah, surveys our line