



RAIL SECTION—SPECIAL RECOGNITION

OCTOBER 2018 RAIL REPLACEMENT PROJECT



Director’s Statement

The recent rail replacement project was an enormous task that required teamwork and coordination across many groups in our Rail Section. I truly appreciate the effort contributed by each member of our team and I would like to take a moment to recognize their accomplishments. While the primary goal of this special recognition announcement is to appreciate those who worked on the project, I also wanted to provide an overview of the project so that everyone in Rail can have a better understanding of its complexity and the accomplishments of our staff.

The large scale of the project made it a difficult undertaking, even with months of time to plan. Unfortunately, we only had weeks. The expedited timeframe for the work made it critical to complete each

task on schedule and placed more constraints on our crews to get the work done. The location also added challenges, as the work site was a sloped bridge with reduced workspace. In spite of these circumstances, our staff rose to the challenges and safely accomplished their work on schedule.

I am happy with the success of the project, but moreover I am proud of the teamwork exhibited by everyone. Many employees worked overtime and put in additional effort to perform their duties under these challenging conditions. They did this not only because it was their job, but also to support one another and to fulfill our obligations to the public in opening the line to service on schedule. I am taking this opportunity to thank

everyone who was a part of the rail replacement project.

The Track Maintenance group and Way, Power & Signals as a whole deserve special recognition for their skill and determination. Superintendent Steve Bose with his Track Chiefs Mike Larson and Nick Keolker were remarkable in their planning and management of this project. They and their team made this project possible and accomplished our goals in the face of significant obstacles. Their careful planning and professional knowledge were indispensable in this effort.

In addition, Communications Superintendent Keith Sherry and Operations Chiefs Al Azen and Jeff Wachtel also provided extensive support

for the project as they coordinated bus bridging, single tracking and other operations activities during the work. Vehicle Maintenance personnel were available to operate the Brandt on site in case of equipment failures or vehicle stalls. Facilities Maintenance also provided additional radios and support for the project as required.

Thank you everyone who worked on this project. Your professional expertise, work ethic, and commitment to excellence are evident and were instrumental in accomplishing this project safely and on schedule.

-Michael Avery

Thank You Everyone!

This Rail Replacement Project would be impossible without our amazing group of talented individuals. All the hard work, extraordinary effort, and focus on safety contributed to successfully completing this project on time and without injuries. Thank you everyone who contributed to this project!

Here is a list of the key contributors to the project:

WPS Track & ROW Team			Other Rail Section Teams		ST and Other Partners	
WPS Superintendent Steve Bose	Track Maintainers Jim Adams Henry Castro Marv Doering Tino Flores Adam Franco Robert Garraway Joanie Guillen Casey Hutchens		WPS—Power Pam Smith-Graham, Raul Rico and their team	Rail Operations Keith Sherry, Al Azen, Jeff Wachtel, Kathy Morgan (track access), rails supervisors and rail operators	ST Groups Link Transportation Link Maintenance Bus Operations Customer Service Volunteer Ambassadors STPD Pierce Transit (Bus Bridge) Security Securitas Landmark DECM—Jason Bailey	
Track Chiefs Mike Larson Nick Keolker	Marc Logue Scot McSwane Andy Miller Mark Schaecher Tony Tatola Justin Tomas Jeremy Thomas Todd Wylie		WPS—Signals and Communications John Humphrey, Keith Willett, Brett Forbrich, Jimmy Skaggs, Jason Smith, & Forrest McCoy	Vehicle Maintenance Tony Couet, Jim Salisbury, Eugene Cordero and the whole MSC team	KC Metro Bus Bridge	
Track Leads Andrew Miller Todd Wylie			WPS Sean Porter (provided food and coffee to the crews) Lauren Griffiths (supported planning throughout)	Facilities Maintenance Jim Nitz, Van Pham	RailWorks Track work contractor	
					Rail Safety Emily Reiser	Holland Flashbutt welding contractor



Track Chiefs (left to right) Nick Keolker and Mike Larson

Project Overview (Pictures on Page 2)

Way, Power & Signals (WPS) Track Maintainers performed a visual inspection of the tracks between Rainier Beach and Tukwila International Boulevard stations on 9/19 that revealed rail imperfections on the tracks over I- 5 and the BNSF rail line. A 30 MPH speed restriction was initiated and a more intensive inspection requested. Track Maintenance crews performed dye penetrant testing (1) on the rails the following day (9/20). The test identified small defects on the North Bound (NB) track. WPS held a meeting with Rail Operations staff to review this discovery on 9/21. The group decided to start a 10 MPH speed restriction through the area as a safety precaution.

WPS Superintendent (Steve Bose) and the Track Chiefs (Mike Larson & Nick Keolker) immediately began planning an extensive rail replacement project. In one week, the WPS team finalized work plans, secured contractor support, prepared equipment,

ordered supplies and planned other logistics elements of the project. WPS staff held a coordination/information meeting on 9/28 to review the project plan. Personnel from multiple groups attended, including Rail Operations, Traction Power, Signals & Communication, Safety, Vehicle Maintenance, MSC, and Sound Transit.

The second phase of the project began one week later. Starting on Wednesday (10/3) Track Maintainers loaded, delivered, and placed thirty-two sticks of rail to the MLK/Norfolk Street staging area (2). Each stick of rail was 80' long and weighed roughly 3,100 lbs. The following day (10/4), Track Maintainers started moving the pieces of track from the staging area to the work site at the top of the bridge. The rails were transported to the work site one at a time (3). Two On-Track-Equipment vehicles held the rail for this trip, with one at the front and one at

the rear. New rails were carefully placed along the track to prepare for welding (4). Rail Operations began single tracking between the Rainier Beach and Tukwila stations on Friday (10/5), while the track crew completed moving the sticks of rail to the work site.

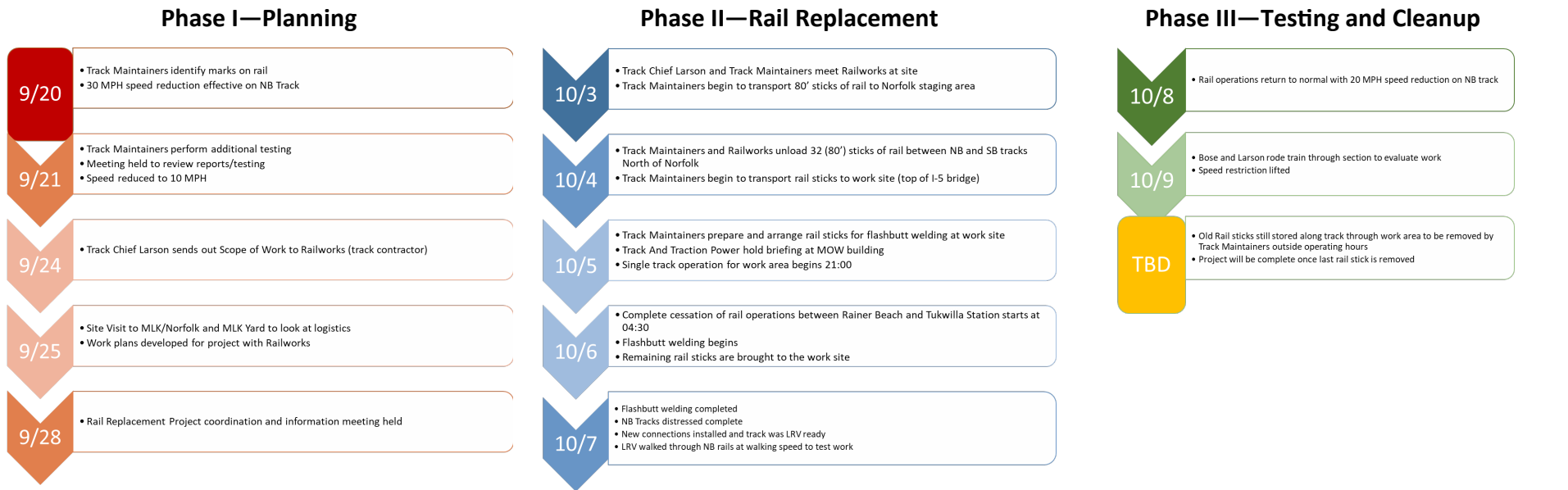
Rail Operations started a complete track closure of all service between Rainier Beach and Tukwila stations at 5AM Saturday morning (10/6). Bus bridging supported transit service between the two stations during the closure. Holland (welding contractors) began flashbutt welding (5) that morning to join the sticks of rail together. Track Maintainers worked with RailWorks (track contractor) to remove the old rails and thread the new rails into place (6). Sunday Morning (10/7) Holland completed the last flashbutt weld. The NB track de-stress was completed soon after and Signals & Communications Techs installed new system connections.

Rail Operations began single tracking on the SB track Sunday afternoon to transport Seahawks fans from the game. That night, work on the rails was completed and the Track team operated an LRV at walking speed over the NB track to test the rails.

The NB track was opened for rail operations on Monday (10/7) with a 20 MPH speed restriction. The next day (10/8), WPS Superintendent Bose and Track Chief Larson rode an LRV through the area to evaluate the track. Following their trip, the speed restriction was lifted and service returned to normal.

Track Maintainers stored the old pieces of rail along the side of the NB track through the work area. They will cut and remove these old pieces during non-operating hours for the next few weeks. The project will be complete once they clear the final piece from the track.

Rail Replacement Timeline



Project Overview Pictures



Dye penetrant testing is used to clearly identify defects

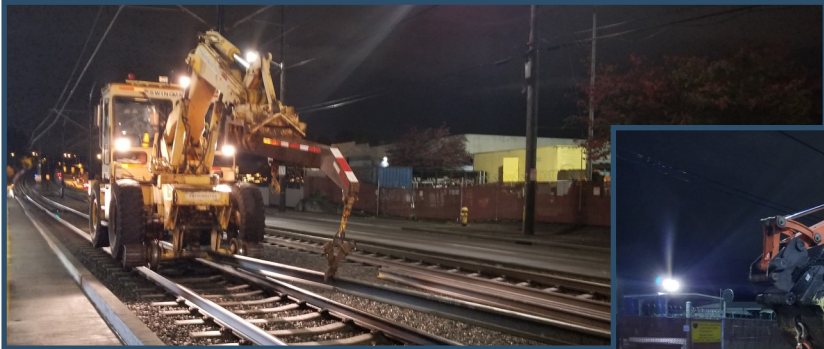
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Employees from the Track Crew (Tino Flores & Jim Adams) unloading and preparing the new rail for delivery from the MLK yard to the Norfolk staging area



A RailWorks employee and Justin Thomas loading new rail for delivery from the MLK yard to the Norfolk staging area with assistance from the Track Crew

3



Justin Thomas and Robert Garraway both operating simultaneously moving the rail from Norfolk to the work zone

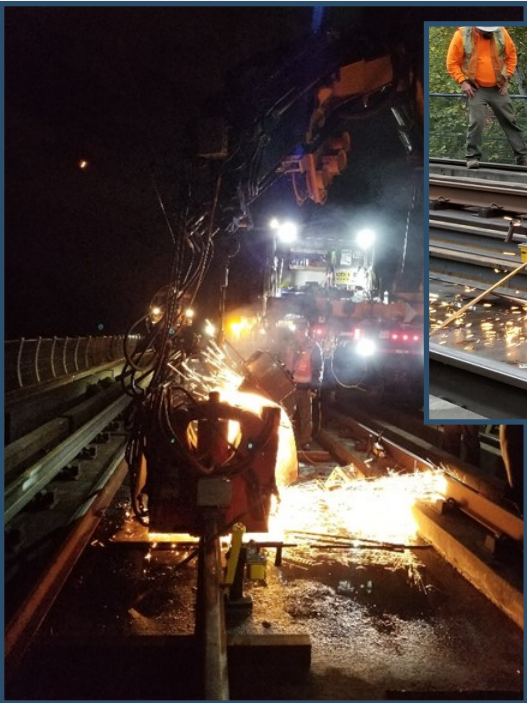


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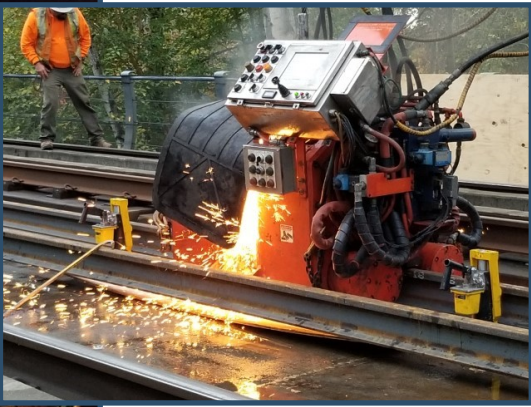


Rails placed and aligned for flashbutt welding

5



Holland performing the flashbutt welding



Two rail sticks joined after flashbutt welding

6



Track Maintainers removing old rail from the line and threading the new

