

11.30.18 Earthquake Emergency Repairs

Saturday, December 01, 2018

Shift: 0700 to 2000

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ARRC ICS Resource Unit David Kabella 907.265.2205

ARRC MOW Project Manager Jason Kerkove 907.265.2441

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Temperature: High 37 °F / Low 29 °F

Weather: Clear Cloudy Rain Sleet Fog Snow Winds Other:

Safety:

Morning safety meeting and job briefing held at the Wasilla Section.

Daily Incident(s): None

Construction Report:

Equipment					Work Force		
No.	Type	Hours Worked			Remarks	No.	Classification / Duties
		Worked	On-site	Down			
1	Trackmobile Car Mover	6	7	0	TM4500 (ARR CM3)	1	Project Manager
	- Well Deck Car	6	7	0		1	Track Inspector
1	Doosan DX180LC Excavator	13	0	0	Rental	6	Track Repairer(s)
1	Kershaw Ballast Regulator	7	6	0	No. 46/438 (ARR BR20)	4	Heavy Equipment Operator(s)
1	Harsco Production Tamper	7	6	0	6700 J2PD (ARR ET20)		
2	Ford Superduty P/U Hyrail(s)	26	0	0	(ARR V1395 and V1409)		
1	Ford Superduty Util. Bed Hyrail	13	0	0	(ARR V1361)		
1	Komastu Wheel Loader	3	10	0	WA500		
2	EMD GP40-2 Locomotive(s)	24	0	0	(ARR 3006 and 3008)		
30	Difco Air Dump Rail Car(s)	30	330	0	50 yd ³		

- Construction Activity Progress:

Task	Start Date	End Date	Today (%)	Total (%)	Remarks
Equipment Mobilization	11/30/18				
ARRC ≈MP 138.5	12/1/18				
ARRC ≈MP 138.8	12/1/18				

- Daily Construction Activities:

Procured ice melt from Lowes in Wasilla, AK and transported to the ≈MP 138.5 disaster site. Ice melt was placed above ≈126 feet of rail within the depression. Material was removed from between ties using hand tools to allow track crews to jack and shim the affected section of rail closer to its pre-disaster elevation.

The Trackmobile TM4500 CM3 with a well deck car mobilized a Doosan DX180LC to the ≈MP 138.5 disaster site. The DX180LC mined material from a deposit of material on the Track RT of the mainline (RR East). Mined material was placed within the void between and under the existing ties. After an adequate amount of material was placed within the embankment prism, the Know Kershaw, Inc. Model No. 46/438 Ballast Regulator BR20 contoured the material and then the Harsco 6700 J2PD Production Tamper ET20 began to raise the rail and reestablish the correct geometry of the rail. Once the section of rail was deemed passable for maintenance equipment, the work group moved RR North to the next disaster area at ≈MP 138.8. The CM3 was used to mobilize the DX180LC to the next disaster site.

A group of Track Repairmen and the Track Inspector placed ice melt along areas that required surfacing.

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At the ≈MP 138.8 disaster site, the BR20 and the DX180LC transferred ballast from an old railbed paralleling the mainline to the Track RT (RR East). Material was transferred to the Track LT (RR West) and contoured ahead of the ET20. The aforementioned tamped the affected section of rail in preparation for tomorrow's work train of material that will be used to shore up and restore the embankment in the two (2) slough areas.

A heavy equipment operator using a Komatsu WA500 wheel loader worked the stockpile of ballast material in the Birchwood Yard in preparation for load out into 50yd³ Difco air dump rail cars. Four (4) cars of ballast were loaded in the air dumps prior to the 3008 train consist leaving the yard limits en route to G. Thomas's work group at ≈MP 131 where the remainder of the air dumps will be loaded with pit run gravel.

- Projected Construction Activities:

Continue performing post disaster repairs in the affected areas.



Photo 1: Ice melt placed above the mainline at ≈MP 138.5, looking RR North.



Photo 2: ARRC MOW forces jacking and shimming the affected section of rail at ≈MP 138.5, looking RR South-Southwest.



Photo 3: The ET20 realigning and raising the rail at ≈MP138.5, looking RR North-Northwest.



Photo 4: The BR20 and the DX180LC working at the ≈MP 138.5 worksite, looking RR North.