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METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

David Rubin
EXECUTIVE SECRETARY

April 26, 1996

To: Board of Directors (Engineering and Operations Committee--Information)
(Finance and Insurance Committee--Information)

From: *J* General Manager

Submitted by: Chief of Operations

Edward S. Meese
Jay Malinski

Subject: Jensen Filtration Plant - Railroad Track Repair

RECOMMENDATION(S)

Information only.

EXECUTIVE SUMMARY

On February 2, 1996, a partial train derailment occurred at the Joseph Jensen Filtration Plant. Although no damage was caused to the plant or property, Jensen plant management proceeded with the urgently needed repairs of the railway track and supporting ballast. Southern Pacific Railroad, Inc. (a privately owned contractor) was selected to provide the repairs based on their knowledge and experience with the required work and their ability to provide the repairs immediately.

The Joseph Jensen Filtration Plant uses the rail lines to receive deliveries of many of the bulk shipments of chemicals used in the water treatment process. Therefore, the repairs were considered critical and completed under an urgent necessity construction contract for \$ 39,800 pursuant to Administrative Code 8103b. Repairs began on February 13, 1996 and were completed on March 19, 1996.

DETAILED REPORT

On February 2, 1996, a partial train derailment occurred as a Southern Pacific Railroad train arrived to pick up empty rail cars at the Joseph Jensen Filtration Plant. As the train entered Metropolitan's property near the equipment yard, the

railroad tracks began to spread which caused the train to partially derail. The train was stopped and the tracks were inspected by the Southern Pacific Railroad engineer and Jensen plant personnel. The train engineer then advised plant management that chemicals would not be delivered nor empty railcars removed because the railroad tracks were unsafe to use.

Since the railroad tracks are used to deliver chlorine and caustic soda for the water treatment process, it was critical that the tracks be repaired in a timely manner. Three contractors with experience and certification for railroad repairs were contacted and invited to inspect the defective tracks and to present a bid for repair of the same. Southern Pacific Rail, Inc. submitted the only bid. Based on their responsible bid and on the urgent repair timetable, Southern Pacific Rail was selected to perform the work pursuant to Administrative Code 8103b for contracts deemed to be of urgent necessity.

Repair work commenced on Tuesday, February 13, 1996. Soon thereafter, Jensen plant personnel inspected the remaining sections of railroad tracks inside Metropolitan's property. Numerous defects were discovered in sections of the rail and ballast that were removed and replaced to meet all federal, state and local codes for railroad tracks. The work performed by Southern Pacific Rail, Inc. was completed on Tuesday, March 19, 1996 at a total cost of \$ 39,800.

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