

# RAILWORKS® TODAY

*A monthly newsletter for employees of  
RailWorks Corporation and its subsidiaries*

## Vancouver Transit Lines Shine for Olympics

Worldwide attention will turn to Vancouver, British Columbia, for 17 days in February when 5,000 athletes from more than 80 countries compete in the 2010 Winter Olympics. New and existing transit lines will play a pivotal role in transporting the more than 350,000 visitors to the metro area, which already boasts a growing population of 2.3 million people.

PNR RailWorks, based just east of Vancouver in Abbotsford, BC, has worked over the last three decades to construct, extend and maintain the transit lines serving the region.

**Expo Line** – The oldest transit line in the SkyTrain System, the Expo light-rail line is named for the World's Fair held in Vancouver in 1986. PNR RailWorks constructed the underground and Waterfront segments of the original line and two extensions: one in New Westminster and one in Surrey. Over the past seven years they also have changed out rail on various segments.

**Millennium Line** – In a joint venture partnership, PNR RailWorks constructed this 20-km light-rail line, the second line in the SkyTrain System, in 2000 and its extension in 2006.

**Canada Line** – The 19.2-km Canada Line, the third light-rail line in Vancouver's transit system, opened in August of 2009 and connects Vancouver International Airport with downtown Vancouver and Richmond. PNR RailWorks constructed the track infrastructure for the maintenance facility.

**Olympic Line** – Known as the Olympic Line, the 1.75-km. demonstration streetcar



PNR RailWorks constructed the Olympic Line, a demonstration streetcar put into operation during the Winter Olympics.

project was constructed by PNR RailWorks especially for the Olympics. Two modern European-style streetcars carry passengers between the Canada Line, Olympic Village and the tourist destination Granville Island. More than 500,000 people are projected to take the free, six-minute ride while the line operates between January 21 and March 21. Bombardier provided the streetcars and hopes the line's popularity will prompt its extension into a downtown transit system that links the Canada Line and the Expo Line and eventually connects with an extended Millennium Line.

In addition to constructing the track, PNR RailWorks is providing daily inspection and maintenance services while the line is in operation.

### INSIDE LINE

“What seemed like a simple, straight-forward project managed to present a few challenges along the way. The track bed lies on a reclaimed industrial area dating back to



**Al Stevens**  
Regional Project  
Manager  
PNR RailWorks

the early 1900s. As our civil contractor excavated, they often uncovered ‘hidden treasures’ ranging from wooden sidewalks to abandoned sewers to vast concrete chambers. There were many instances of design-as-you-go depending on what was uncovered that day. I’d be remiss if I didn’t acknowledge the get-it-done ethic of our civil subcontractor RDM Enterprises.

“Access was very limited and the lay-down areas described in the tender documents didn’t become available. All our material deliveries had to be stored within the right-of-way and staged so as not to impact our construction activities. We modified our work sequencing and everything worked out fine. The spec only required we build track to Class 3 tolerances, but we threw a Mark IV tamper out there and left behind some pretty nice track. Dave Pearce, the tamper operator, did an excellent job on the surfacing.

“It’s quite satisfying to see the Bombardier cars running on the track and hearing the comments regarding how the track rides. I think it’d be great for the city to have streetcars running permanently again.”

## RAILWORKSMART RAILWORKSAFE

**Today's Near Miss May Be Tomorrow's Accident** - How many times have you come close to having an accident, shrugged it off as a close call, and gone on without giving it another thought? Give it thought. The difference between a near-miss and an accident may be a fraction of a second or a fraction of an inch. Next time, the difference may not be there and an accident can occur.

Few accidents occur without some advance warning. Those signs come in the form of a near-miss or close call. If we heed those warnings and check into the hazard, most accidents can be eliminated. That's why the Safety department has introduced a new tool to help us learn from near-miss incidents.

"The *Near-Miss Incident Form* is helping us identify patterns of events that may lead to accidents," reports Tammy Mathews,

RailWorks corporate safety, health & environmental director.

"Everyone needs to realize when they witness a near miss, they have to report it. If those conditions exist again, they could very well result in an accident or fatality," says Tammy. "Supervisors and managers are instructed never to discipline an employee for reporting safety concerns and instead to use near misses as learning opportunities to avoid future incidents."

Tammy's advice: Keep your eyes open for those advance warnings. Don't shrug off the near misses as only close calls; find out why they happened and what corrective actions are required. A copy of the *Near-Miss Incident Form* is posted in the Employee Resource Library or available from your regional safety director.

## Calendar Notes

Annual Safety Training Sessions:  
February 11-12 – Chehalis, WA  
February 16-18 – Youngstown, OH  
February 24-26 – Lakeville, MN

\* all will include *Respect In Workplace Training*

February 21-23 – GEAPS Expo Exchange  
February 25 – Railroad Day on Capitol Hill  
March – Optional Supplemental Life/AD&D Insurance Enrollment (US only), effective April 1

## RailWorks Today

Let us know what's on your mind.  
Email your questions and comments to  
[RailWorksToday@railworks.com](mailto:RailWorksToday@railworks.com).

## News Across the Line

### RailWorks Track Systems

The Alpharetta, Ga., office just wrapped up work for the North Carolina State Port Authority to replace the track infrastructure on berth #8 at the Port of Wilmington. As part of the two-phased port improvement project, our crews installed three cranes rails and 300 units of high-strength grout on an Atlantic Track & Turnout Systems, which features

sole plates, impact pads and a clip system on the concrete deck. The port's intermodal lifts operate on the crane rail system to load and unload ships and trucks. Crews also installed two railroad tracks. **Sam Roach**, regional safety director for the Southeast region, served as the project manager. Foremen **John McGee** and **Greg Hogan** were on-site supervisors.



RailWorks Track Systems' Chehalis office is constructing more than 33,000 feet of track at the Port of Vancouver.

The Chehalis, Wa., office just started a \$2.45 million project to construct more than 33,000 feet of track for the Port of Vancouver in Vancouver, Wa. Led by Project Superintendent **Randall Keithley**, this project features a loop track with multiple sidings. Work will continue through June 1.

### RailWorks Track Services

The Minooka (Chicago), Ill., office will open a satellite office in LaPort, Ind., in the next few weeks. This office will allow RailWorks to be more responsive to current and potential customers in Michigan and eastern Indiana. Project Manager **Merlin Armstrong**, Office Manager **Jaye David** and Superintendent **Don Trent** will staff the office.



RailWorks Track Systems' Alpharetta office replaced the track infrastructure on berth #8 at the Port of Wilmington.

### RailWorks Systems – Texas

Track Maintenance Division Manager **Richard Stephens** passed along a range of updates from the Texas division. He noted they just completed six months without a recordable injury. While this is great news, he acknowledged the previous six months were not so good. The division made the following changes, which they believe led to improved results:

Equipment Manager/Trainer **Ben Hernandez** started providing equipment training to operators, crew truck/pickup drivers and heavy-haul drivers. Superintendents **Efren Lopez** and **Armando Rojas** started a class on hands-on tool instruction. About mid-year 2009, the division also expanded their safety staff to include **Steven Bevills**, the new area safety coordinator. Their efforts continue in 2010 when professor (a.k.a. Vice President and General Manager) **Jack Wilt** will instruct a class for foremen on track work and repairs.

Track Maintenance Manager **Lusiano Garcia**, Superintendent **Shawn Gibson** and their team just completed two large projects for Chevron Phillips. The first project, rehabilitation of a storage yard, involved removing six turnouts and a lead track with two road crossings. After coordinating installation of a new road bed and drainage system, they installed 10,500 feet of track and new crossties and surfaced the track to increase its elevation. Four-person crews worked 24/7 on the second project to remove track and turnouts, replace the defective roadbed for improved drainage, and to reconstruct the track.

Area Manager **Hugh Dixon** recently won a project to perform maintenance services for CF Industries in Donaldsonville, La. A full-time crew began work on January 4.

A Houston-based crew, led by Foreman **Rigo Garcia** and Assistant Foreman **Chris Robertson**, began providing electronic track inspection, material inventory services, and station markings in 200-foot intervals on 32 miles of track for Texas Eastman. Work began on February 1 and will conclude in late-April.

### PNR RailWorks

Corporate Human Resource Manager **Sherry Chin-Shue** joined the PNR RailWorks team on January 10. Sherry comes to RailWorks from the healthcare industry and is a certified human resources practitioner (a professional designation in Canada) with 19 years of HR experience. She is based in the Abbotsford, BC, office and reports to **Jamey Craig**, president of PNR RailWorks.

### L.K. Comstock & Company (New York)

Project Manager **John Sehn** reports the \$73 million four-year Corona Yard project is in the home stretch. Comstock is modernizing this vital yard in Flushing Meadows on the IRT Flushing Line of the New York City Transit subway system. RailWorks Transit finished installing seven lay-up tracks in the yard last summer. Comstock recently completed installing the new wayside signal equipment and is now testing the system. Civil and me-

chanical work on the new, four-story signal master is well under way and is in the “de-icing” stage now. When completed in June, the building will feature new relay, track and communications-based train control (CBTC) rooms, a yard signal tower rotunda, training rooms and communications room, as well as office and storage rooms.



By the way, have you ever wondered who that guy is on RailWorks' homepage? It's **John Sehn**, backed up by Corona team members Assistant Project Manager **Kevin Reilly**, General Foreman **Frank Deluca** and Civil Project Manager **Keith Spira**. They're standing by the lay-up tracks in Corona Yard.



Corona Yard's new master signal tower will be completed in June 2010.



Relay room "A" in the new master signal tower



Comstock is modernizing Corona Yard on the IRT Flushing Line, one of the busiest lines on the NYCT subway system.