

RAILWORKS® TODAY

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

U820 Project Pivotal Next Step in Seattle



The U820 yard project will give Sound Transit the necessary storage and maintenance capabilities to operate the new University Link light rail line, which is scheduled to go into operation in 2016.

The vision of light rail in the Greater Seattle area became a reality in 2009 with the opening of the Central Link, a 15.6-mile line extending from downtown Seattle to Sea-Tac International Airport. Sound Transit, the regional transit authority that operates light rail, commuter rail and express bus, has aggressive plans to extend light rail in the Puget Sound region. Construction of U820 -- to expand the existing storage yard and maintenance facilities -- is a fundamental next step in the plan to add a new northern line by 2016.

RailWorks Track Systems serves as the prime contractor for the \$13.3-million U820 project and is supported by first tier subcontractor L.K. Comstock National Transit. The 14-month project will add nine additional storage tracks to the existing yard located near the airport. It will give Sound Transit the necessary storage and maintenance capabilities for 64 new vehicles that will operate on the new University Link light rail line. This line will extend 3.15 miles underground from

downtown Seattle north to the University of Washington.

In contrast to a new extension project, a yard project requires much of the work to be sequenced simultaneously while live operations continue in the existing yard. RailWorks Track Systems and L.K. Comstock National Transit are working together -- out of the same trailer and off of the same three-week look-ahead schedule -- to perform the following work:

RailWorks Track Systems

- Construct nine storage tracks -- a total of 10,166 track feet -- with 17 turnouts
- Grade and pave to provide new and existing yard access aisles
- Install sanding distribution system
- Install 43 catenary pole foundations

L.K. Comstock

- Install the underground traction power duct bank (conduits and wire)
- Install signal and overhead catenary

INSIDE LINE

"The required paperwork demands have been extraordinary and may be a sign of what's to come. Every process, every procedure and all materials must be documented, submitted



Pat Gray
Project Manager
RailWorks Track
Systems

and approved before work proceeds. In all we've already had more than 600 submittals. We've learned a lot about documenting construction work plans and analyzing project safety hazards, which will be valuable for future projects.

Because we're working in a contained space in an existing yard, we're often working right on top of each other. As the project winds down, each company would like to work on the same track at the same time but instead it has required detailed planning. We modified our schedule to five, ten-hour days so we can complete the track and allow Comstock to start their work.

Our project goal was to work together as a cohesive unit. That's happened and the teamwork has had an overall positive effect. It's produced greater efficiencies and eliminated rework. Still, we're hard-headed, profit-oriented guys and there are issues, just as there are in any relationship. It takes daily planning to orchestrate the work, achieve the desired profit for both companies and complete the entire project on time. It has progressed like a joint venture. I appreciate the experience and work ethic brought to the team by Mike Bello and Mike Rothschild."

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“Senior management set the tone for the project from the very beginning. We were to work together as a team. They would remove the roadblocks so we could do our jobs in the field.



Mike Bello
Site Manager
L.K. Comstock
National Transit

Pat Gray made some smart decisions early on that have promoted greater teamwork. We work in the same triple-wide trailer trailer with the same phone system, copy machine and support staff. It’s an open office where we meet every day and work closely together.

We also try to help each other out. That’s not

always the way we’ve been trained to work on a jobsite. You generally are looking out for your own interests so you can make money for the company. We’re still focused on being efficient but we do look out for each other. We will help out Track Systems at one point and they will turn around and help us somewhere else. It’s a different way of working that’s been positive for RailWorks overall.”

Because the Comstock team worked together for four years on the Central Link project, we have great familiarity with each other and with Sound Transit. We’re confident of what we’re doing as we head into the last few months.”

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- system (OCS)
- Install the train-to-wayside communications (TWC), bonding, power, signal and frog bonding
- Install switch heaters (600+) for the more than 60 switches in the yard and existing mainline tracks
- Install switch machines, cables and bonding for new storage track

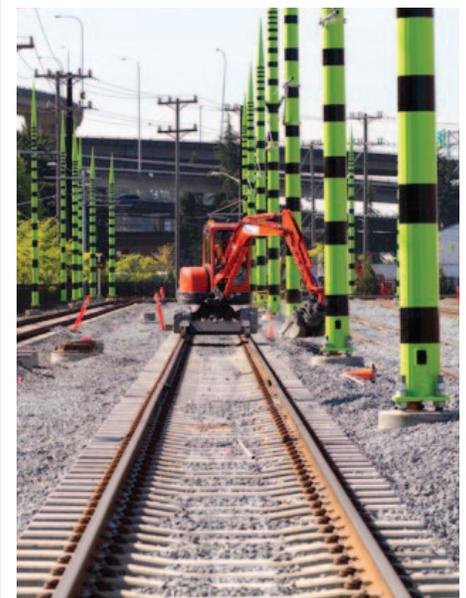
Project Leadership Team

RailWorks Track Systems

Pat Gray, Project Manager
General Superintendent – Alan Thomason

L.K. Comstock

Mike Rothschild, Project Manager
Mike Bello, Site Manager



Equipment Operator Rick Armstrong uses the Rail-Worker hi-rail mini excavator to prepare the walkway areas for #5 ballast in the U820 yard.

RAILWORKSMART RAILWORKSAFE

Heat Stress Concerns Heat Up

The temperatures are climbing and heat-induced illnesses, such as heat stress, heat exhaustion and the more severe heat stroke, should be a concern on every jobsite. They occur when the body is unable to cool itself by sweating. Here are some basic facts about when to be on the alert and how to prevent, identify and treat heat-induced illnesses.

Factors Leading to Heat Stress	Symptoms
<ul style="list-style-type: none"> • High temperature and humidity • Direct sun or heat • Limited air movement • Physical exertion • Poor physical condition • Some medicine • Inadequate tolerance for hot workplaces 	<p>Head Stress</p> <ul style="list-style-type: none"> • Headaches, dizziness, lightheadedness or fainting. • Weakness and moist skin. • Mood changes such as irritability or confusion. • Upset stomach or vomiting. <p>Heat Stroke</p> <ul style="list-style-type: none"> • Dry, hot skin with no sweating. • Mental confusion or losing consciousness. • Seizures or convulsions.
Preventing Heat Stress	How To Respond
<ul style="list-style-type: none"> • Block out direct sun or other heat sources. • Use cooling fans/air-conditioning; rest regularly. • Drink lots of water; about one cup every 15 minutes. • Wear lightweight, light-colored, loose-fitting clothes. • Avoid alcohol, caffeinated drinks, or heavy meals. 	<ul style="list-style-type: none"> • Call 911 at once. • Do the following while waiting for help to arrive: <ul style="list-style-type: none"> • Move the worker to a cool, shaded area. • Loosen or remove heavy clothing. • Provide cool drinking water. • Fan and mist the worker with water.

Calendar Notes

May 23-25 – Railway Association of North Carolina, Pinehurst, NC

June 6-9 – APTA Rail Conference, Vancouver, BC

RailWorks Today

Let us know what’s on your mind.
Email your questions and comments to
RailWorksToday@railworks.com.

News Across the Line

RailWorks Corporation

The Human Resources department sponsored a Health Screening Fair on April 22 at the L.K. Comstock office in East Farmingdale, NY. Health professionals provided free screening services in six key areas to 44 employees. A brown bag lunch and discussion, focusing on understanding biometric numbers and nutritional guidelines, followed the screenings. Screening fairs may be held at other company locations through the end of the year. Contact **Debra Walker** in the corporate office for more information.

RailWorks Track Systems – Texas



Track Maintenance Manager Lusiano Garcia (l) and Vice President and General Manager Jack Wilt congratulate Superintendent Frank Medina on his retirement after 38 years of service with RailWorks.

Superintendent **Frank Medina** retired in April after 38 years of service with RailWorks and its predecessor William A. Smith. Frank began his career in 1972 as a laborer with Wm. A. Smith and worked his way up through the ranks. He was promoted to truck driver in 1975, operator in 1978, foreman in 1979 and superintendent in 1997. Frank proudly served his country prior to joining the company. Years later some of Frank's co-workers discovered that he saved a fellow serviceman's life in Vietnam. When Frank's unit was ambushed, he risked his life under heavy fire to rescue an injured serviceman, who sustained even more bullet wounds while being rescued. The serviceman was airlifted out for medical treatment and Frank never saw him again. The wounded soldier spent years trying to track down Frank and finally was able to express his gratitude in a letter to Frank that recounted how he had saved his life. According to those who work with Frank in Texas, he is a hard-working guy who doesn't

seek recognition for his accomplishments. We thank Frank for his loyal service to the United States and to RailWorks and its customers. Congratulations, Frank!

RailWorks Track Systems

RailWorks extends a warm welcome to our two summer interns **Andrew Rolf** and **Jacob Bruynes**. Andrew is a junior at Southwest Missouri State University majoring in construction management. This summer he is working with Superintendent **Bill Kadrlik** through the regional office in Lakeville, Minn., on Essar Steel's new taconite and steel facility near Grand Rapid, Minn. Jacob is a senior at South Dakota State University majoring in construction management. He is working with Regional Manager **Roger Boggess** out of the office in Sewell, NJ, where he will gain broad exposure to transit field engineering management and practices.

PNR RailWorks - Signals & Communications Division

The S&C division recently moved into a new office in Guelph, Ontario, only minutes away from the Track division office. The 3,000-square-foot office was remodeled to provide the space and facilities to handle the current and anticipated business requirements of this growing division. "Our team is very excited and proud of our new facilities," said **Gordon Strilchuk**, who recently was promoted to vice president of PNR RailWorks' S&C division. "With our division growing and work expanding in western Canada, we also opened up a new office and shop in Edmonton Alberta."



PNR RailWorks' S&C division staff in front of their new office in Guelph, Ontario (l to r): Quality Manager Percy Lau, Senior Technical Specialist Fred Aubertin, Project Managers Dave Challis and Herb Mullings, Assistant Manager Shawn Malott, Division Vice President Gord Strilchuk, Project Controls Melanie Mikkelsen, Temporary Office Assistant Michelle Wilfong.

The S&C and track divisions successfully completed the six-mile Edmonton South LRT project, which went into revenue service on April 25. PNR RailWorks served as a subcontractor to GE to perform all the field signal and signal room installations.

The division was recently awarded a new one-year contract with GE, valued at \$7.4 million, to re-signal six miles of light rail track on Edmonton's Northeast line. The project will replace the existing 30-year-old equipment.

The work will be performed while revenue service on the line continues. Seventy percent of the project is above ground and the remainder is tunnel work. S&C crews will install all the field equipment, including all local conduit from the main duct bank to the field equipment. All in all, crews will install about 400,000 feet of cable and four new signal rooms.

This is a high-profile project with tight milestones leading to substantial completion by March 2011. To meet the deadline, crews will need to complete 90 percent of the outside work by the end of October before harsh weather arrives.

The S&C division also was awarded a \$5 million project as a subcontractor to GE for a project in northern Quebec. The work consists of replacing approximately 230 miles of CTC on the AMMC, a mining railway, dating back to 1955. GE will supply the electronics and software and perform the design work. PNR RailWorks S&C crews will wire all the racks and housings for the project. Work is scheduled to begin in July and conclude in 2012.