

RAILWORKS® TODAY

A monthly newsletter for employees of RailWorks Corporation and its subsidiaries

Miami APM Ready For Take-off



Four-car train sets will transport passengers between American Airlines' North Terminal gates, ticketing and baggage area.

Nearly everyone who travels has an airport horror story. Canceled flights. Lost luggage. Runway waits. For most of its 10-year duration, the Automated People Mover (APM) project at Miami International Airport was RailWorks' real-life airport nightmare. Changing partners. Extended civil delays. Resulting change orders. But with the destination on the horizon, this character-building project has morphed into a shining example of perseverance, professionalism and industry expertise.

"It has been a long and arduous process," acknowledges Mark Patterson, vice president of operations for L.K Comstock National Transit. "The team faced all these challenges, waited in the wings for the project to progress, and then stepped up at critical times to see it through."

Initially a four-year effort, the Miami APM project is now in its tenth year, due in large part to extended civil delays. When ready for operation next September, four, four-car train sets will transport passengers between

American Airlines' North Terminal gates, ticketing and baggage areas. It will feature four new passenger stations and associated equipment rooms, two new substations, and a maintenance and storage facility that includes several maintenance bays, a stinger system and a vehicle wash facility.

Led by prime contractor Sumitomo Corporation of America, L.K. Comstock has been part of the project team with responsibility for overall design and construction manage-

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A RailWorks Track Systems employee adjusts the fixed blade portion of the switch on the APM vehicle running surface.

INSIDE LINE

"Getting everyone on the same page was a big factor in success on this project. We had individuals who wanted to be involved and were more than willing to perform. We encouraged that, not by doing anything out of the ordinary, but by putting in place construction management tools and enforcing them. A schedule and an accurate labor report helped everyone understand where we were on the project and where we were going. We redefined some roles and responsibilities to get people more involved in the overall plan. Weekly staff meetings helped everyone track progress in past weeks and review work for the next two weeks in front of us.



Chuck Brainard
Project Manager
L.K. Comstock
National Transit

A key to managing the project was not to get caught up performing the work itself. Sometimes we can get stuck in our offices doing nothing but working on change orders or designing cable tray layouts. Projects require our full attention. If we get caught up in performing the actual work, then we are not managing the project properly."

"The project was challenging initially due to its complex technical nature. It was the first design-build project of its kind awarded in the United States using the



Loren Gallo
Project Manager
RailWorks Track
Systems, Inc.

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ment. RailWorks companies performed the following work:

L.K. Comstock

- Coordinated the design interface with the airport's fixed facility designers and the vehicle manufacturer
- Provided overall construction management services
- Installed the power distribution systems, train control, SCADA and communications systems

RailWork Track Systems

- Constructed the 10,200 track feet of vehicle running surface with 14 switches and 20,400 feet of the side-mounted guidance and power rail system

HSQ Technology

- Provided the equipment and design for the SCADA system, which interfaces with the power distribution systems, train

controls, communications, CCTV and intrusion systems

- Installed on-board communications and CCTV with NESIC

L.K. Comstock continues to work on site on the punch list closeout and on testing the system with Mitsubishi Heavy Industries, who built the driverless train vehicles.

"Sometimes it's the most difficult of circumstances that bring out the best in a team," says Patterson. "Even with all the headaches, the project and the people who worked on it are shining stars."

Project Leadership Team

L.K. Comstock National Transit

Chuck Brainard, Project Manager

Larry Fishman, Project Director

RailWorks Track Systems

Loren Gallo, Project Manager

Joe Gibson, Track Superintendent

HSQ Technology

Renat Guibadouline, Project Manager

Mike Robertson, Project Engineer

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MHI vehicle guidance technology. Special guide rail and power rail components were procured and fabricated in Asia. The metric guide rail section was procured in Asia and then fabricated, pre-curved and hot-dipped galvanized locally to meet the design alignment.

"Continuous survey verification and quality control were necessary to meet the stringent construction installation tolerance requirements for the concrete running surface, the guidance and power rail system. Placing the running surface concrete on the elevated guideway required using a 61-meter concrete pump and coordinating gate access with American Airlines. We worked adjacent to active runways in 1:00 to 5:00 am work windows for more than half of the project.

"With delays in the work areas access release dates, it took great effort to keep the workforce and subcontractors focused. We worked closely with Comstock. No matter how difficult or impossible the situation appeared, our team hung tough and did not give up."

RAILWORKSMART RAILWORKSAFE

Avoiding Slips, Trips and Falls

Slips, trips and falls. They're the #1 cause of industrial jobsite injuries but also one of the easiest hazards to avoid. Railway construction workers face an even greater risk of slips, trips and falls due to the uneven terrain and surfaces that drop off from many track alignments.

Here are 10 effective ways to avoid slips, trips and falls while on and off the job.

1. Focus on where you're going, what you're doing, and what lies ahead.
2. Be alert and expect the unexpected.
3. Look for obstructions or hazards before and during work and then take action to avoid, remove or fix them.
4. Wear appropriate footwear: steel-toe boots or fiber-toe boots for electrical hazards.
5. Walk. Don't run.
6. Walk slowly on slippery surfaces. Slide your feet and avoid sharp turns.
7. Wipe your feet to remove rain, snow or mud.
8. Watch out for uneven surfaces with debris or hazards and do not walk on the rail.
9. Keep your hands at your sides (not in your pockets) for balance.
10. Don't carry loads you can't see over.

Calendar Notes

May 1-4 - American Short Lines and Regional Railroad Association (ASLRRA) Annual Conference, Orlando, FL

May 17-19 - Railway Systems Suppliers, Inc. (RSSI) C&S Exhibition, Omaha, NE

RailWorks Today

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

Coming to a computer near you Office 2007

RailWorks Information Systems Department will soon start rolling out Office 2007 to employees across the company with desktop and laptop computers. Watch for more details from the Help Desk about the rollout process and schedule.

News Across the Line



A management team from the Sewell, NJ, office represented RailWorks at the March of Dimes luncheon recognizing the Cobbs Creek Construction project as *Project of the Year* (l to r): Vice President-Major Projects Bill King, Area Manager Roger Boggess, Project Engineer Charles Haddaway, Projects Manager Drew Kelley and Safety Director Bill Field. Superintendent Thomas "TJ" McChristy attended but is not in the photo.

RailWorks Track Systems

Pennsylvania's Southeast Division of March of Dimes awarded SEPTA's Cobbs Creek El project as a *Project of the Year* at its 17th annual Transportation, Building and Construction Awards luncheon on March 23. More than 800 leaders representing public and private industry attended the luncheon, including a team from RailWorks Track Systems' office in Sewell, NJ.

New York Transit/RailWorks Transit

RailWorks Transit, the track construction division of New York Transit, has built a track mockup to test new construction technology and methods against current practices. Built with the exact same specifications as New York City Transit's type 2 subway track, the mockup has the same tie and tie-block con-

figuration and drainage trough and concrete design mix.

The first test involved comparing a standard 90lb. jack hammer with an electric, over-hydraulic-powered Brokk (remote control breaking machine) mounted on a standard rail dolly. The test measured overall breaking time, smoothness of the concrete trench bottom, under-rail breaking ability, the size of broken concrete and the amount of dust.

"The test demonstrated that we could increase productivity by replacing standard concrete breaking methods with the Brokk," affirmed **Adam Penza**, assistant vice president-superintendent, who coordinated construction of the track mockup. "We hope to gain insight into positive changes to improve field productivity by continuing to test new technology and practices against our

current practices. In the future we intend to test products to simplify rail construction related to measuring rail alignment and layout, identifying clearance envelope obstructions and surveying for new track installations."

PNR RailWorks

Nine foremen representing all the regions across Canada as well as both the Track and the Signals & Communications divisions met in Guelph, Ontario, on April 7 and 8. The session was held in response to management meetings last fall that acknowledged the significant role of foremen in company operations.

PNR RailWorks Corporate Human Resources Manager **Sherry Chin-Shue** and RailWorks Corporation Vice President of Human Resources **Harry Glantz** facilitated the discussion that focused on documenting the role and responsibilities of foremen and identifying ways the company can help them be more effective on the job.

"The meeting was characterized by candid discussion and lots of interaction," said Sherry. "We came away with a much better understanding of what foremen do on the job and a list of action items to address specific concerns and opportunities expressed during the session."



RailWorks Transit constructed a mockup of NYCT subway track at their facility in E. Farmingdale, NY, to evaluate current practices with new technology. Operations personnel observed the first test comparing a jack hammer with an electric, over-hydraulic-powered Brokk.



These employees attended PNR RailWorks' foremen meeting in early April: front row, l to r-Al Graham (Pacific region), Dale Strilchuk (S&C), Duarte Resendes (Prairie region), John Lima (Pacific region), back row, l to r- Harry Glantz (RailWorks Corporation), James Harasemchuk (S&C), Stephane Salomone (Quebec region), Troy Duncan (Prairie region), Joe Vaz (Eastern region), Sherry Chin-Shue (PNR RailWorks Corporate), Brandon Berry (Eastern region).