

RAILWORKS® TODAY

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

Transforming VIA Rail's Chatham Subdivision



This crossing on Highway 2, just west of Chatham, Ontario, was one of 21 VIA Rail crossings that PNR RailWorks upgraded on the Chatham Subdivision. The S&C crew installed two new crossing protection gates, a new bungalow and all new cable at this location.

PNR RailWorks' Signals & Communications division is wrapping up work on a project that its customer, VIA Rail, says will improve the safety, frequency and speed of passenger rail service all along its busy Toronto-Windsor route.

Since March of 2009, a dedicated S&C crew has been installing an advanced centralized traffic control (CTC) system and upgrading safety protection at crossings on a 56-kilometre portion of VIA's Chatham subdivision, located just across the border from Detroit in Windsor, Ontario and extending northeast to Chatham.

This subdivision has operated with no signal system and limited crossing protection since passenger service began in 1853. The S&C upgrades will transform the "dark territory" into a route with a state-of-the-art CTC system and modern crossing protection featuring a constant warning system for VIA Rail trains traveling at speeds up to 100 mph.

Work began in PNR RailWorks' S&C shop in Guelph to wire 23 bungalows and then install them along the route. The crew worked in the field to run local cable for each bungalow and to install the accompanying grade crossing gate protection at each of the subdivision's 21 crossings. The next step was to install the CTC system, which included new bungalows and switch machines at a new siding that was constructed at Stoney Point.

With cooperation from project managers on other jobs, equipment and resources were made available to schedule work year-round to take into account freezing winter conditions. All work also was coordinated around a track contractor performing upgrades on the line.

With all the installation work completed, the crew now is testing the new CTC system, which is scheduled to go into service in September.

INSIDE LINE

"Our team's technical expertise and prior recent experience on GO Transit's Bradford to Barrie extension were a real asset on this project.



Shawn Malott
Assistant Manager
S&C Division
PNR RailWorks Inc.

One of the challenges of the project was coordinating with the local power authority, particularly at remote locations with only standard crossbucks and no existing local AC power at the crossing. In some instances the utility had to build pole lines to provide power to the crossing.

Safety was our primary concern so we developed plans with lots of coordination. When commissioning a crossing, we worked through detailed commissioning procedures to maintain the safety of the current system and to ensure the safety of the new system. In addition to a range of electrical checks and tests, we also observed trains traveling through the crossing in each direction at track speed to ensure that the complete system was operating as intended.

All in all it was a smooth project primarily due to the easy coordination with VIA and because our crew is extremely experienced with this type of work."

Project Leadership Team

PNR RailWorks S&C Division
Shawn Malott, Assistant Manager
James Harasemchuk, Field Foreman
Jesse Romano, Wiring Shop Foreman
Greg Paulmert, Crossing Test Engineer
Fred Aubertin, CTC Test Engineer

RAILWORKSMART RAILWORKSAFE

Introducing A Hero of the Highway

June 18, 2010. It was just like the start of any other work day. Operator Bill Rozevink with RailWorks Track Systems' Fremont, Neb., office was seated in the front passenger seat on the way to the job site. All of a sudden he heard a gurgling noise. He turned and realized his foreman, who was driving the vehicle, was having a seizure.

Bill's instincts to stop the vehicle kicked into action but the driver's foot was pressed firmly on the gas pedal. The vehicle was accelerating and traveling toward the wrong side of the road into oncoming traffic.

Bill managed to get the driver's foot off the gas pedal and gain control of the steering wheel to guide the vehicle safely to the side of



Bill Rozevink
Operator, RailWorks Track
Systems

the road. He alerted a co-worker in a nearby vehicle who immediately called 9-1-1. Meanwhile, Bill tended to his foreman, who had come out of the seizure but was disoriented. Emergency personnel soon arrived and treated the foreman, who is now back on the job.

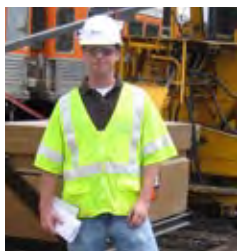
During a time when most people would have panicked, Bill responded quickly and in a controlled manner. Thanks to his actions, he saved the lives of the driver, himself and possibly those in other vehicles on the highway.

We salute Bill Rozevink for his heroic actions. He truly is a hero of the highway.



Summer Interns Gain Real-World Insights

RailWorks and L.K. Comstock summer interns are wrapping up their time with us and returning to college, leaving with on-the-job experience and impressions about working in railroad and transit construction.



Jacob Bruynes worked with RailWorks Track Systems' office in Sewell, NJ on various transit projects in the Philadelphia area.

Jacob Bruynes will resume classes Aug. 30 at South Dakota State University in Brookings. The senior, who is studying construction management, spent 15 weeks working out of the Sewell, N.J., office alongside Area Manager **Roger Boggess** and Project Manager **Drew Kelley**. Among other duties, Jake attended meetings, helped with submittals and reviewed shop drawings. He was surprised by the scope of the job at Fern Rock Yard, part of metropolitan Philadelphia's public transit system.

"I've never been exposed to anything of this magnitude," he said. "A lot more goes into it that I ever would have thought. It's exciting to see the project progress — to see what actually can get done, and what it takes to get that done."

Andrew Rolf is returning to his junior year at Missouri State University in



Andrew Rolf was dedicated to the Essar Steel project near Grand Rapids, Minn., through his work with RailWorks Track Systems' office in Lakeville, Minn.

Springfield after spending the summer in northern Minnesota. Like Jake, he is majoring in construction management. Drew worked with Superintendent **Bill Kadriik** through the regional office in Lakeville, Minn., on Essar Steel's new taconite and steel facility near Grand Rapids, Minn.

After a summer of coordinating job materials and generating reports on their usage, Drew picked up some practical tips. "Learning to think ahead is the biggest thing that I've really gained from this job," he noted, "like having the materials where we need them, and trying to see problems before they happen."

Talon Goss worked at L.K. Comstock over the summer, prior to his senior year at the University of Wisconsin-Stout. Talon, an electrical engineering technology major, worked on the DART Green Line project with Project Manager **Walter Antonyshyn**, Signal Engineer **Shawn Crighton** and Field Engineer **Clark Chance**.

Talon's main duties were helping the project engineers by collecting data and working with spreadsheets, and also performing inspections and testing. "I learned a lot about the engineering aspects of the railroad industry," he says.

"I'd done work on building the track in the past and wondered what engineering work was involved with a project."



Talon Goss gained experience on the DART Green Line project while working with L.K. National Transit in Dallas, Texas.

Calendar Notes

- Aug. 29-Sept. 1 The American Railway Engineering and Maintenance-of-Way Association (AREMA) Annual Conference & Exposition
Orlando, FL
- Sept. 12-14 ASLRRA Eastern Region Meeting
Baltimore, MD
- Sept. 17-19 RailFest 2010
North Platte, NE
- Sept. 27-Oct. 1 RailWorks Management Meeting
Marietta, Marietta, GA

RailWorks Today

Let us know what's on your mind.

Email your questions and comments to
RailWorksToday@railworks.com



News Across the Line

L.K. Comstock & Company (NY Transit)

The New York City Transit Authority recently awarded L.K. Comstock & Company two new contracts:

L.K. Comstock won a \$2.3 million contract to furnish and install an electronic security system (ESS) for the Chambers Street Station (CSSC) complex. The project will include installing a security work station and badging station as well as the video surveillance system... The CSSC is part of the New York City subway and consists of the IRT Brooklyn Bridge-City Hall Station, the BMT Chambers Street Station and the underground passageways connecting the two stations. Work will begin this fall.

L.K. Comstock also won a \$119.29 million contract to modernize the signal system on the Church Avenue Interlocking in Brooklyn, NY. The 50-month contract calls for installing a modern relay-based interlocking that is communications-based train

control (CBTC) and ATS ready as well as installing new communications systems and performing a range of related track improvements.

RailWorks Track Systems

General Superintendent **Randall Keithley**, based in Chehalis, Wa., reports work started in July for the Portland & Western Railroad to rehabilitate Millersburg Yard in Albany, Ore. Crews will work through the end of the year to replace the jointed rail on six track in the yard with 48,867 linear feet of CWR and to install new concrete ties. The \$1.85 million project also includes installing eight new turnouts. Most of the work is being performed while live train operations continue in the yard. They will conduct a brief in-service over the weekend in late August when the new switch is cut into the P&W's main line.

Project Manager **Barron Williamson** offered this update from the office in Spokane, Wa.

Superintendent **Tim Heitzman** and his crew recently completed emergency work for the Washington DOT in Hartline, Wa., after a flash flood washed debris into a bridge and lifted it six inches from the substructure. RailWorks cleaned up the area, reset and realigned the bridge structure and completed track repairs. Because the line is a vital route for unit grain trains during harvest, the repairs were considered a state of emergency. RailWorks completed the project ahead of schedule and below the estimated budget.

Superintendents **Tim Heitzman** and **Brian Wilson** will be busy over the next few months directing crews on two upcoming projects. RailWorks will replace 11 grade crossings throughout Lincoln County, just west of Spokane, for a joint project for the Washington DOT, Eastern Washington Gateway Railroad and Lincoln County. All work must be coordinated around busy train traffic during the harvest season. In another project for the Washington DOT, RailWorks will improve drainage on three railroads in Eastern Washington. Crew will utilize RailWorkers, our hi-rail excavators, to perform 18,000 feet of ditching and repair or replace 80 culverts.



The RailWorks Track System's crew based in Spokane, Wa., completed emergency work on the Eastern Washington Gateway Railroad near Hartline, Wa., after a flash flood washed debris into a bridge and along the track.