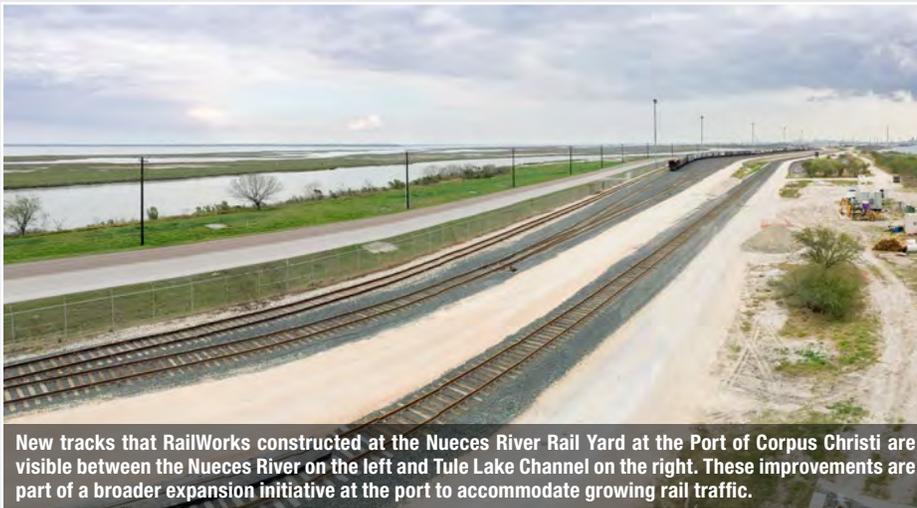


# RAILWORKS® TODAY

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

## Applause for Port Track Expansion



New tracks that RailWorks constructed at the Nueces River Rail Yard at the Port of Corpus Christi are visible between the Nueces River on the left and Tule Lake Channel on the right. These improvements are part of a broader expansion initiative at the port to accommodate growing rail traffic.

Like a strong supporting cast on a theater stage, RailWorks is always in place, working reliably and dependably, and with great quality.

That's the case with a "production" that RailWorks Track Systems has just finished: constructing the first phase of Nueces River Rail Yard at the Port of Corpus Christi in Texas. One of the United States' largest ports in terms of tonnage (about 88 million tons annually), the port is expanding to accommodate increasing Class 1 rail traffic. RailWorks and the Nueces River Rail Yard are at center stage for the port's master plan, which calls for \$261 million in port infrastructure expansions.

Working as a subcontractor to Hass-Anderson Construction, RailWorks built the new interchange yard near the west end of Nueces Bay and Corpus Christi Inner Harbor, adjacent to the Joe Fulton International Corridor.

"This was pretty standard construction for us," says Darrin of the job that began in March 2014 for the Track South Division. "It consisted of new industrial yard track with 100 percent welded rail and wood ties. Sixty-five percent of our work is new construction, and this is pretty much what we do on a day-to-day basis." Three Class 1 railroads will rely on the new yard as they handle burgeoning port traffic. BNSF Railway, Kansas City Southern Railway and Union Pacific Railroad have trackage rights in the region and, with dockside access, are central to port operations.

RailWorks' construction, valued at about \$7 million, features:

- One siding, also a switch-lead track, of about 9,500 feet that can store a 110-car unit train
- Four parallel ladder tracks of about 4,000 feet each with capacity of up to 290 rail cars
- Five #11 turnouts and six #8 turnouts

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### INSIDE LINE

Because part of the funding for this project was from federal TIGER (Transportation Investment Generating Economic Recovery) grant



**Darrin Pouncy**  
Project Manager

money, the port had a third party there to oversee the paperwork and construction. The third party had to gain familiarity with railroad construction. A challenge for us turned out to be working with the port and their third party regarding invoicing. Even though the contract terms were for a lump-sum bid, it turned out the third party needed more billing detail.

We figured this out after the first billing for the project. They came back with questions and initially were reluctant to pay because they didn't immediately understand the way the bid items were broken out. They had in their minds what should be included in each bid item, but that wasn't how we had it broken down.

To overcome this, besides the required documentation, we immediately developed a separate spreadsheet with rules of credit that broke the bid items down into greater detail. We began submitting it every month to the port as backup, and we showed them where the bid items were broken out. As long as they could see what they were looking for, all was well.

**Applause for Port Track Expansion** *from page 1*

- A switch-lead of 4,300 track feet to serve a new M&G resin plant next to the rail yard

The 30,835 feet of track will accommodate Inner Harbor railcar volume that has more than doubled in the last seven years. Contributing to the dramatic increase: shipments of crude oil arriving by rail, truck and pipeline from the nearby Eagle Ford shale play and destined for refineries along the Gulf Coast, the eastern coast of the United States, and Quebec. Other major rail traffic through the port includes frac sand, grain and wind-turbine equipment.

The project was originally scheduled to finish Dec. 31 of last year, although change orders for additional work stretched the deadline to April 2015. RailWorks was able to complete work a couple of months ahead of the revised schedule. Two helpful factors: The Inner Harbor location of the yard is removed from existing port traffic to the east, and the job lacked the sometimes-difficult task of coordinating among multiple contractor schedules. RailWorks was able to focus on coordinating solely with Haas-Anderson, and Darrin says his crew of 10 to 12 stayed “right on the tail” of the civil contractor up to the project’s conclusion.

Throughout the run of their show, the RailWorks cast received good reviews. “The quality of our crew’s work was great,” says Darrin. “The Port of Corpus Christi is the main client, and they were well-pleased with the work.”

RailWorks plans to bid on Nueces River Rail Yard Phase II, which will increase capacity to eight, 8,000-foot parallel ladder tracks.



A train sits on the new 9,500-foot siding constructed by RailWorks at the Nueces River Rail Yard. In the foreground are four new ladder tracks also constructed by RailWorks at the yard, which is at the forefront of major expansion initiatives at the Port of Corpus Christi.

**Nueces River Rail Yard Project Leadership Team**

- Darrin Pouncy, Project Manager**
- Victor Munoz, Project Superintendent**
- Jaime Ramirez, Foreman**

**Gulf Coast Port Project Highlights**

- **Port of Alexandria, LA** – New construction, relay rail, surfacing, tie installation and road crossings. Project Manager: Jason Smith.
- **Port of Lake Charles, LA** – Replacement of pit track rail, including cutting off old anchor bolts and clips, installing new anchor bolts and rail clips. Project Manager: Frank Vega. On-site Foreman: Daryl Elliott.
- **Port of Houston, TX** – Replace and upgrade two road crossings. Project Manager: Lalo Guevara.
- **Port of Corpus Christi, TX** – Inner Harbor Project – New construction for track, turnouts and crossings as well as civil work. Project Superintendent: Victor Munoz.

**Gulf Coast Port Project Sites**

The Port of Corpus Christi Nueces River Rail Yard project is among multiple RailWorks projects completed in recent years at various port locations in and around the Gulf Coast.



## RAILWORKSMART RAILWORKSAFE

# Making the Safety-Claims Connection

*An insurance claim comes only after an incident occurs. How those claims are managed directly impacts RailWorks' safety practices and safety results. In this article, RailWorks Claim Manager Colleen Akanowicz speaks to our company's claims-safety connection.*



Colleen Akanowicz  
Claim Manager

### **Q: How is your job linked to safety?**

**A:** As claim manager, I'm a liaison between the field safety team, the injured worker, insurance adjusters, physicians/nurses, attorneys and third parties involved in claims against RailWorks.

### **Q: Describe your role as it relates to accidents and injuries.**

**A:** With workers' compensation claims, I work with the field safety team to follow the progress of an injured worker's recovery and coordinate a light-duty position if the injured worker is unable to perform at full capacity. In automobile and general liability claims, I work with the other party's insurance carrier to resolve the claim. The field safety team performs an important function in this process by collecting the necessary information (statements, photographs, diagrams and damage estimates) that aids in determining liability.

### **Q: At this year's NRC (National Railroad Construction & Maintenance Association) conference, RailWorks was recognized for its safety practices. One rating category was the Experience Modification Rate (EMR). How does EMR relate to claims management?**

**A:** The EMR is a formula insurance companies use to help gauge the cost of workers' compensation insurance premiums. It's made up in part by the cost of injuries among similarly situated companies (same state, same business, etc.). If I (and my counterparts in the industry)

can help effectively manage injury claims, our injury-related costs are down, and that can lower our EMR. The lower our EMR, the less we pay for insurance premiums. A lower EMR actually can affect our bidding for work. For example, some customers require us to meet a low EMR threshold just to bid, and some customers evaluate their contractor options based on contractor EMRs. Further, with a lower EMR, we can pass along the lower costs in our bidding.

### **Q: The Lost Workday Incidence Rate (LWIR), too, was part of our Safety scores. How does claim management come into play here?**

**A:** I help the field manage the lost-time (or lost-workday) cases to minimize the days off, which is reflected in the LWIR. The length of time an employee must remain off work to recover is determined by the employee's physician. I communicate with the physician or nurse case manager, and I work with our field safety team to ensure that as soon as an employee is able to return to work in any capacity, we have identified a suitable position.

### **Q: What's the impact of claim management on proactive safety practices?**

**A:** I have the advantage of having a bird's eye view of all incidents in the United States and Canada and can quickly identify trends and where those trends are occurring. I provide this information to our corporate and field safety management. We can then focus safety where it's most needed. It's the same with near-miss reporting. Tracking near-misses enables us to spot trends in situations with potential for injury or damage. It also may pinpoint for the safety team the facts or circumstances that precipitated a potential incident that could have happened but did not. Trends and data from claim management contribute to root-cause analyses and job hazard analyses.

## Calendar Notes

### Industry Events

Feb. 21-24	Grain Elevator and Processing Society (GEAPS) Convention	St. Louis, MO
March 28-31	American Short Line and Regional Railroad Association (ASLRRA) Convention	Orlando, FL

### Safety Training

Feb. 24-27	RailWorks Track Services (Youngstown)	North Jackson, OH
March 2-5	RailWorks Track Services (SoCal)	Santa Fe Springs, CA
	L.K. Comstock National Transit	
March 2-5	RailWorks Track Services (Chicago)	Minooka, IL
March 10-12	RailWorks Track Systems (Southeast)	Alpharetta, GA
Week of March 16	PNR RailWorks Quebec Inc.	Delson, QC
March 26-27	RailWorks Track Systems (South)	Houston, TX
Week of March 30	PNR RailWorks Eastern Region	Guelph, ON

## News Across the Line

If summer is considered RailWorks' prime time, then winter most definitely is our shine time. A wave of extreme winter storms has provided countless of opportunities for RailWorks crews across the United States and Canada to show our commitment to customers. Despite frigid temperatures and a barrage of snow, our crews have been out in force performing traditional snow removal services and routine maintenance as well as construction and installation services. Here's a look at RailWorks at work in winter weather from across the company.



### RailWorks Track Services

CN  
Gary, IN

When snow and ice hits the Chicago region, RailWorks Track Services is ready and deploys up to 30 crews, on call 24/7, including weekends. Serving Class I railroads CN and BNSF as well as regional railroads and private industry, they plow parking areas and sidewalks and clear main line, yard and industrial track. Here, crews removed snow at a switch in Kirk Yard, CN's largest U.S. classification yard.



### RailWorks Track Services

CSX  
Lowell, IN

As a subcontractor to Polivka International, a RailWorks Track Services crew out of the Chicago region worked in temperatures well below freezing with gusting winds to construct a 11,900-foot siding for CSX about 60 miles southeast of the Windy City. Led by Supervisor **Elias Zamudio**, the crew completed this work in January.



### RailWorks Track Systems

NorthStar Transloading  
Fairview, ND

It was a balmy 12 degrees February 2 when crews from the Central Region were hard at work at the NorthStar Transloading facility on the North Dakota-Montana border. An operator tamped recently constructed track while a crew unloaded rail from a boom truck nearby. Project Manager **Tony Fenno** and **Alonzo Ramirez** are managing this project to construct 77,648 feet of track and install 48 turnouts and 24 timber crossings at this transload terminal.





### RailWorks Track Services

Pioneer Valley Railroad (PVRR)  
Holyoke, MA

A crew out of the Westfield office removed snow from the track and switches for Pioneer Valley Railroad (PVRR). Operator **Jeff Loupin** cleared snow with the wheel loader while Laborers **Pete Bailey** (l) and **Mike Murphy** (r) blew and shoveled snow. With record snowfall hitting the New England area this winter, this crew has been busy. Led by General Superintendent **Rocky Bradley**, this team also performs maintenance and capital work for PVRR throughout the year.



### RailWorks Track Services

CSX  
Worcester, MA

Laborers **Jermaine Allison** (l) and **Luke Bartnik** (r) cleared snow from switches at the CSX intermodal terminal in Worcester, MA, under the direction of Superintendent **Dave Lafountain**. RailWorks constructed this facility in 2011 to 2012 and also does periodic routine maintenance. RailWorks Track Services' Worcester office performs inspection and maintenance services at other CSX facilities in the region, including West Springfield, MA, Syracuse and Buffalo, NY, and Cleveland, OH.



### PNR RailWorks

Goderich-Exeter Railway (GEXR)  
Guelph, ON

PNR RailWorks' Signals & Communications (S&C) Division was hard at work throughout Ontario February 17, with temperatures hovering just above zero. Under the leadership of Project Manager **Michael Hughes** and Superintendents **Brandon Kenzlers** and **Ron Morris**, Foreman **Brain Dorney** and his crew trenched in cable on Genesee & Wyoming's Goderich-Exeter Railway (GEXR) in Guelph, ON. This work is part of a centralized traffic control (CTC) project on GEXR's Guelph Subdivision.



### PNR RailWorks

CN  
Hamilton, ON

Also on February 17, another S&C crew worked at CN's Stuart Plant, a marshaling yard for CN trains in Hamilton, ON. Senior Project Manager **Herb Mullings**, Superintendent **Vlad Kojubakin** and Foreman **Don Gavey** lead this project, where the S&C Division provides crews who work at the direction of CN. Here, Signalman **Jason Alves** installs cables in a trough in a newly installed trench.