

RAILWORKS® TODAY

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

Farmrail's Track Transformation



Farmrail's Sayre Yard

The oil and gas boom that is sweeping pockets of North America has had a dramatic impact on a 347-mile short line holding company in Oklahoma called Farmrail. That business transformation prompted a much-needed overhaul of Farmrail's track infrastructure.

As its name implies, Farmrail has traditionally been an agriculture-based railroad. In 2000, wheat comprised 60 percent of its business. That all began to change five years ago. The railroad has experienced a 30 percent increase in carloadings since 2008, fueled primarily by the oil boom. Last year alone, oilfield-related carload-

ings, including inbound frac sand and outbound oil, accounted for 66 percent of Farmrail's freight.

Despite its rapid business expansion, Farmrail's track conditions limited train composition to just five tank cars and speeds to 10 mph on the most dilapidated track. With federal assistance under a program called TIGER III, Farmrail hired RailWorks Track Systems to upgrade the track to Class II standards and to expand capacity at key junctures on its line.

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Bringing Back Cape Cod Commuter Rail Service

RailWorks Track Services dedicated itself to a track rehabilitation project in Eastern Massachusetts this spring that is making the tourist season on Cape Cod more enjoyable for the millions of people who travel there over the summer months.

Track improvements on Massachusetts Coastal Railroad (MCRR) were completed just in time for CapeFLYER commuter rail service to start on Memorial Day weekend, the official start of summer for the busy Cape Cod region. The new, weekend-only service marks the first time commuter rail service has been available on Cape Cod since the 1980s. Besides providing a reliable transportation



CapeFLYER Commuter Rail Service

option for peak weekend travel, the rail service also is designed to ease traffic congestion on the Cape.

RailWorks crews began work in March installing more than 20,000 crossties and 450 switch ties on 24 miles of MCRR's Hyannis Secondary line between Buzzards Bay and Hyannis, Mass. This work progressed while the railroad's tie gang installed 20,000 ties on the Buzzards Bay Secondary line, between Hyannis and Middleboro, Mass.

When tie installation was completed, RailWorks crews moved to the Hyannis Secondary line to install nearly 22,000 tons of ballast over 52

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RailWorks crews began work on the seven-month, \$6 million-plus project last December and completed these track improvements in June:

Rehabilitated the Sayre Yard – Our crew demolished and then reconstructed a total of 12,000 feet of track, including installing five rehabilitated and five new switches, in the strategically important Sayre, Okla., yard. Work was completed in two stages to allow traffic in the yard to continue while each half was being constructed. The updated yard is located near the railroad's primary oil collection points.

Performed a mainline tie program – A production crew changed out 50,000 ties on the main line between Sayre and Clinton, Okla. All work was completed at night so trains could move during daylight hours.

Reconstructed road crossings – Crews rebuilt 16 grade crossings throughout the network.

Constructed new passing track – A crew constructed a new, 3,000 foot passing track at Elk City, Okla.

Farmrail Project Leadership Team

Scott Collins, Project Manager

Jordan Bounds, Superintendent (tie gang)

Larry Cork, Foreman (crossings and switches)

Johnny Hopkins, Foreman (Sayre Yard)

John McGee, Foreman (crossings, new construction)

Kyle Myers, Foreman

Built a new mainline track – A crew constructed one mile of new mainline track in Clinton. This work was completed at night to allow for train movements during the day.

Project Manager Scott Collins says it took a team effort, with long hours and lots of coordination, to complete the work. "We took it one step at a time. The work was straightforward, but we had to work closely with Farmrail and watch train movements constantly, especially in the yard. It was a challenge to work at night. Our crews wore head lamps and participated in detailed job briefings to make sure everyone understood the work plan."

A RailWorks crew is wrapping up our work on Farmrail in July by performing surfacing work on the main line in conjunction with railroad employees, who are dumping ballast.



RailWorks Track Systems surfaced the track in the early morning hours after constructing a new mile-long mainline track in Clinton, Okla. This work was completed at night to allow for train movements during the day.

Bringing Back Cape Cod Commuter Rail Service *from page 1*

miles of track. Two crews followed up by surfacing 5 miles of track — about 270,000 feet — including numerous turnouts. One crew tamped 24 miles of the Hyannis line while the other crew tamped 18 miles of the Buzzards Bay Secondary line.

A major challenge was coordinating the work around other contractors on the line, who also were on a tight schedule to meet the holiday deadline.

"We had an advantage from the beginning because of our prior work on this property in 2011 and 2012," says Area Manager Rob Gardner. "We were able to establish a relationship with Mass Coastal and the owner (MassDOT). Our crews were already familiar with the railroad's operating requirements and train schedules and knew their key personnel, which helped this year's project go very smoothly."

Work wrapped up by the end of April, giving the Massachusetts Bay Commuter Railroad (MBCR), the line's operator, and the Federal Railroad Administration (FRA) adequate time to complete final track geometry and defect inspections on the entire 52 miles before the holiday weekend.



RailWorks Track Services' tie gang changed out ties on Massachusetts Coastal Railroad's Hyannis Secondary line at Barnstable, Mass., in the early spring. The crew installed more 20,000 ties over 24 miles between Buzzards Bay and Hyannis, Mass.

Massachusetts Coastal Project Leadership Team

Rob Gardner, New England Area Manager

Dave LaFountain, Project Supervisor (tie and surfacing)

Cody Freeman, Foreman (tie gang)

RailWorks Is Long on Short Line Experience

RailWorks' steady maintenance and new construction services for North American short line and regional railroads are vital to these important feeder lines. Here are just a few examples of short line and regional railroad projects where RailWorks has been at work over the past 12 months.

Chicago South Shore and South Bend (CSS) Illinois and Indiana

RailWorks has handled a wide variety of work for this 91-mile line between South Bend, Ind., and Chicago. Capital projects include major switch and track upgrades at two yards; a tie program at major switching hub Burnham Yard; tie and steel work; three crossing upgrades; and 20 miles of spot surfacing and tamping on a line that serves a new industrial park. In addition, RailWorks provides a full-time crew to take care of ongoing maintenance — changing ties, replacing broken rail and performing other day-to-day repairs.



BC Rail/BCR Port Subdivision Delta, British Columbia

In addition to handling long-term daily track and signals maintenance, PNR RailWorks carried out extensive production work last year for the BC Rail-owned BCR Port Subdivision. Among several projects PNR RailWorks executed: constructing a new 9,500-foot passing track that included two new switches and installing 1,800 new ties. This strategically important line — 26 miles in length, plus additional miles of siding and yard tracks — connects main CN, CP and BNSF lines to Canada's largest container terminal, Deltaport, and North America's largest coal terminal, Westshore.



Florida East Coast Railway (FEC) East Coast Florida

For five years and counting, RailWorks has had the maintenance-of-way contract for the Florida East Coast Railway, the sole provider of rail services to South Florida's Port Miami, Port of Palm Beach, and Port Everglades in Fort Lauderdale. Most of Florida East Coast Railway's 375 miles of track is on concrete cross ties. RailWorks replaces the bolts, insulators, and tie pads utilizing a Geismar TS-2 two-speed lag bolt machine and a box truck equipped with two Miller Trailblazer 302 welders.



Fort Worth & Western Railroad (FWWR) North-Central Texas

Two full-time section gangs work about 175 miles of the FWWR in Texas between Grapevine in the Dallas-Ft. Worth metroplex and Brownwood to the southwest. One gang is based out of Hodge Yard in Ft. Worth, the other out of Dublin Yard in Dublin. These crews are responsible for daily maintenance of the railroad. A surfacing crew also has been at work on the FWWR, since January. RailWorks has completed track and yard rehabilitation and is performing some additional track rehab and rail relay work over the next couple of months.



Goderich Exeter Railway (GEXR) Guelph, ON

PNR RailWorks worked in four phases on an overpass on the Guelph Subdivision, a single main track between Silver and London in Ontario leased by this RailAmerica subsidiary. PNR RailWorks performed its work as part of reconstruction of a bridge over Wyndham Street South in Guelph. The job included multiple line-overs and track center adjustments; tie, plate and rail replacement; Holland welding to create continuous welded rail; and ballasting and surfacing of new track along platforms. PNR RailWorks served as a subcontractor to Dagmar Construction on the upgraded line on which GEXR, VIA Rail, CN and GO Transit trains operate.



Kyle Railroad Kansas

As part of a large project for this Genesee & Wyoming property operating in North-Central Kansas and Eastern Colorado, crews are upgrading about 84 miles of track between Salina and Beloit, Kan. The work includes installing 50,000 ties and 600 switch ties; surfacing the 84 miles of rail; distributing roughly 50,000 tons of ballast; laying relay rail, and rehabilitating 115 at-grade crossings. Under a separate contract, RailWorks bridge crews are repairing 40 bridges throughout the Kyle line in Kansas.

Quebec North Shore and Labrador Railway (QNS&L) Quebec and Labrador

PNR Coyle continues its long-term contract arrangement with QNS&L, which extends almost 300 miles through the northeastern Quebec and western Labrador wilderness. Annual track rehabilitation includes replacing 24,000 to 30,000 ties; replacing 12 miles of rail; surfacing 60 miles of track and performing 1,700 thermite welds. Besides the track rehab, up to 70 employees work an annual three-day shut-down at the Labrador yard and automated train operation facility. In addition, for the last three years, PNR Coyle has been building about 15,000 feet of new track.



San Joaquin Railroad (SJVR) Southern California

RailWorks Signals & Communications served as an interim signal resource while this Genesee & Wyoming property transitioned to begin self-performing signal maintenance services. A crew performed signal inspection and maintenance services on the 417-mile short line extending across Southern California. They also responded to trouble calls and trained and supervised SJVR signal personnel during an interim period as SJVR transitioned to self-perform signal maintenance services.

RailWorks Values In Action: **Customer Focus**

Delivering a Rapid Response After Record Flooding

Just as the rain came in torrents on July 8 in Toronto, the PNR RailWorks response was strong and fast to rectify train delays and cancellations for longtime customer GO Transit.

After record rainfall and flash flooding that a climatologist referred to as “probably the most intense, wettest moment in Toronto’s history,” 35 PNR RailWorks employees along with several contractors responded to multiple track bed washouts and weather-related signal issues on four GO Transit subdivisions.

The flooding occurred when two large storm cells stalled over Toronto. Four inches of rain fell in two hours that Monday. The worst came during afternoon rush hour, paralyzing cars, buses and trains. At one point, flood water came over the tracks and into a train on the Bala Subdivision. The 1,400 Richmond Hill line passengers had to be ferried off the train a few at a time in small inflatable boats.

On the Weston Sub, PNR RailWorks employees and contractors repaired three smaller washouts to allow GO Transit to restore service in time for the Tuesday morning commuter rush. Other workers, on the Bala Sub, removed trees and debris and repaired damage at a washout around mile 10.2, finishing their work around 7 p.m. Tuesday in time for the Wednesday morning commute. Damage was worst on Lakeshore West along Lake Ontario, with washouts on all three main line tracks. PNR RailWorks had the lines back in service by Wednesday morning.

One of the biggest challenges for the Signals & Communications (S&C) Division was the loss of power on the Oakville and Newmarket subs. Employees moved generators to crossings to maintain backup power to the automatic crossing protection devices. With too few generators to dedicate one to each crossing, the S&C Division rotated them through the night and the next day until power was restored.

It required similar resolve to get ballast to the Oakville washout site. In the west end of Toronto, 24 trucks loaded up with 500 tons of aggregate, then made their way cautiously down dark streets without functioning traffic signals. With access to washout sites cut off by water or water damage, trucks were forced to dump aggregate about 2 miles from the site, where it was loaded to rail cars for delivery to the washout areas.

PNR RailWorks Director - GO Maintenance Ron Marshall said the inter-divisional coordination and communication were exemplary, with Signal Operations Manager Justin Veillieux and Assistant Regional Manager Bob Bertram working side by side at the various locations to coordinate efforts.

“I was with Bob Bertram the first night during the storm, surveying the damage on the Oakville Sub,” Ron said. “Bob was tasked with coordinating and supervising the track restoration efforts. One after another, every manager at PNR RailWorks called Bob to offer manpower, material or equipment, or any other help he might need, as soon as he needed it.”

GO Transit was quick to express its thanks. In a message early July 10 to RailWorks Executive Vice President John August, GO Transit President Gary McNeil wrote that through its efforts, PNR RailWorks “proved that they are part of our family!” In another note, Vice President of GO Operations C. Paul Finnerty praised PNR RailWorks. “The amount of damage was staggering, and we were prepared for significant service interruptions for several days,” he wrote. “However, the PNR team performed the impossible, and by the morning rush on Wednesday, July 10, we were able to operate our full schedule of trains through the impacted areas.

“Please pass on our thanks to your team. We are happy to have you as a transportation service partner.”

In the July 8 deluge, almost 5 inches of rain were recorded at Pearson International Airport, breaking Toronto’s single-day rainfall record set in 1954. The former record was established over a 22-hour period; the new record was set in only seven hours.



After extensive flooding caused track damage on four GO Transit subdivisions, PNR RailWorks crews worked to restore service.



The Signals & Communications Division disassembled switch machines, saturated with mud and water, in order to clean, dry and reassemble them to make them operable.



Over two weeks in July, project managers, business leaders and estimators gathered in Dallas, Texas, for the last of formal Enterprise Resource Planning (ERP) training before the official launch of the program. In this photo are project managers and others from throughout RailWorks who worked in training modules to learn aspects of ERP, which consolidates and replaces manual or redundant business processes with an automated, integrated solution. The U.S. "go live" date for the corporate and track offices is August 5.

Give Us Your Best Shot!

July is a busy month throughout RailWorks. In the August issue of *RailWorks Today*, we'd like to share what RailWorks at work looks like across the company, but we need your help. Please email us your best photograph of employees on the job during July. Be sure your photo checks out for safety and your customer does not restrict taking pictures. Also, never risk your safety when taking a photo.

Please email your single best project image (no more than one) and include this information:

- Your name and title
- Company
- Customer
- Location
- Caption describing what's going on in the photo
- Name of project manager or supervisor on project

Email your best shot by August 12 to RailWorksToday@RailWorks.com.

We'll share the images in the August issue of *RailWorks Today*.

