

RAILWORKS® TODAY

A monthly newsletter for employees of RailWorks Corporation and its subsidiaries

Mastering Industrial Track Maintenance



Throughout our North American network, RailWorks maintains track for industry and ports, freight railways and transit lines on projects that range from short-term rehabilitation or emergency repairs to long-term maintenance contracts. Nowhere is RailWorks' performance of track maintenance more frequent or comprehensive than in its Texas-based South Region.

At all five South Region offices – the Deer Park hub outside of Houston, along with additional Texas offices in Ft. Worth, Corpus Christi and Beaumont, plus the Bunkie, LA, location – employees perform maintenance work for as many as 150 customers in a month representing hundreds of miles of track. Much of the work is ongoing industrial track maintenance, particularly for Texas and Louisiana oil refineries and chemical companies that permeate the region.

“The majority of our work is for petrochemical customers, with a

lot of that being along the Gulf Coast and Mississippi River,” says Richard Stephens, division manager – track maintenance. About half of the region’s maintenance is performed out of Deer Park by 80 to 90 people in 15 or 16 crews.



From offices in Texas and Louisiana, RailWorks maintains hundreds of miles of track for petrochemical plants along the Gulf Coast and Mississippi River. At many customers' facilities in and around the Port of Houston, including some located along the Houston Ship Channel (pictured), crews provide day-to-day track maintenance under long-term contracts or shorter-term arrangements.

and lubricating switches and making any necessary adjustments to switch parts.

Customers like Chevron Phillips Chemical, LyondellBasell and others rely on RailWorks' training and experience to ensure track is sound so that production and distribution are undeterred. For Chevron Phillips, a chemical producer jointly owned by Phillips 66 and Chevron Corp., RailWorks provides customized track maintenance and three- to five-person dedicated crews at the Cedar Bayou/Baytown and Pasadena, TX, facilities not far from Deer Park. RailWorks personnel check and adjust track if necessary to ensure proper geometry; surface track and replace rail and ties when required; and handle routine monthly switch maintenance by cleaning

Continued to page 2

Mastering Industrial Track Maintenance *from page 1*

The setup is similar for the Luminant electricity-generating plant in Mt. Pleasant and at Eastman Chemical's operations in East Texas near Longview, where a dozen RailWorks employees are on site full time. LyondellBasell has a comparable arrangement. For Lyondell, as is the case with many customers, RailWorks is not only handling maintenance but also new construction. South Region employees just finished construction of a new 40-acre storage yard at a polymer facility in Pasadena.

Besides its prolific work for petrochemical customers, the South Region also maintains strong associations with short lines and ports, often dedicating crews and equipment. For example, for Fort Worth & Western Railroad (FWWR), which operates on more than 270 miles of track in north-central Texas, RailWorks provides two, four-person maintenance crews full time as well as a three-person surfacing crew, and also commits a tamper and ballast regulator. Another crew of three is nested year-round for Point Comfort & Northern Railway (PCN), a 19-mile track between Lolita, TX, and the Port of Port Lavaca in Matagorda Bay.

A sign of RailWorks' success in the region is its longevity. RailWorks has operated in the Greater Houston area since 1924, initially as Wm. A Smith Construction Company until that company was acquired by RailWorks Corporation in 1998. One longstanding customer is the Lubrizol Corporation, which produces lubricant additives at an oil refinery in Deer Park. Wm. A Smith/RailWorks has maintained track at the refinery since the 1950s.

One reason for customer approval is RailWorks' attentiveness.

"We are known for being responsive," says General Superintendent Sam Zamora. "We're good about catering to customers." Vice President and General Manager Bob Rolf agrees, adding that "We

have customers – Chevron, for instance – that will request the project manager and even the foreman by name."

That's where meticulous scheduling comes in. It's the ongoing challenge of General Superintendent Lalo Guevara to evaluate customer needs and schedule crews accordingly. All employees meet up each day in Deer Park to learn from Lalo exactly where they will go to work that day. As Sam says, "This office tries hard to put the right people in the right places." Lalo's ability to achieve effective scheduling with the right crew size and the correct personnel in terms of training and experience is something Richard refers to as "a miracle."

Richard says scheduling is the most difficult task aside from getting crews trained for customers. Crew training is primarily up to Superintendent and Trainer Gustavo Trejo. Gustavo, along with Equipment Manager Ben Hernandez, Area Manager Zeke Escatel and Safety Manager Santiago Velasco, makes sure everyone knows how to use tools and operate equipment; understands the requirements of RailWorks, the Federal Railroad Administration and the individual plant or railroad; and is properly certified. At the chemical plants, there is additional site-specific training with online testing. Everyone working at these maritime transportation properties must possess proof of his U.S. Department of Homeland Security authorization to be on site, which is a Transportation Work Identification Credential (TWIC) card.

With such a comprehensive regional resume, it's not easy to pinpoint one key to success. "We have experience, and customers are confident we'll be dependable and reliable; that we'll follow their rules and do quality work," says Bob. "And they know we are willing to work under some strict conditions. It's really all those reasons why we are able to keep our customers satisfied."



At a U.S. Development (USD) Group storage facility in Pasadena, TX, a RailWorks crew replaces a switch tie on an outbound track connecting to the UP main line. RailWorks is wrapping up a maintenance job at this plant, replacing ties and crossties on about 15 miles of track. This job is one of three RailWorks maintenance or construction projects currently under way for USD Group.



Sam Zamora, superintendent, watches an oncoming train at a bulk storage facility belonging to Intercontinental Terminals Company (ITC) in Deer Park, TX. RailWorks helps maintain a tank car storage spur with a 500-car capacity as well as track serving the plant's loading and unloading racks. The 265-acre plant, on the Houston Ship Channel, handles chemical, petroleum and gas products transported using rail and other modes.

RailWorks Values In Action: **Customer Focus**

South Region Is in the Know on Track

It's not what you know, it's who you know.

So goes a common adage heard in the business world. But at RailWorks, the adage plays out in reverse. We know track! Every day, crews who understand the unique requirements of specific customers and industries demonstrate that understanding on the job.

One of the places where our employees' knowledge of track shines is in the South Region, where our Texas and Louisiana teams attend to a variety of petrochemical customers.

"RailWorks knows the industrial track of our customers better than they do themselves," says Area Manager Zeke Escatel. "We can anticipate and recommend track improvements. This proactive approach contributes to extraordinary uptime at these facilities and extremely rare safety concerns."

Making it happen every day is General Superintendent Lalo Guevara. Lalo's workday begins in the office around 5:30 a.m. It's not uncommon for him to receive calls even earlier about emergencies or canceled jobs, or from employees with transportation issues or illness, upsetting a schedule created a week in advance.

Lalo regroups quickly in order to effectively dispatch around 50 employees each morning. "The dispatching to petrochemical plants is very important," says the veteran of 20-plus years in the industry. "Different plants have different requirements and site specifics, which then require that I select the appropriate personnel trained for that specific plant and a complete crew for that particular job." He uses a database of employee competencies and a personal awareness of each person's abilities to match worker skills with customer requirements.

The foundation for gaining work competencies is proper training. Several of the region's leaders are involved in the education, testing and certifying processes, including Superintendent and Trainer Gustavo Trejo. Gustavo meets regularly with employees throughout the region. He applies knowledge gained from 17 years with RailWorks to primarily boost workers' awareness of how to properly inspect and use tools and equipment.

Gustavo visits offices and also observes at job sites, emphasizing



Superintendent Carlos Gonzales Jr., left, discusses the proper placement of a derail during a training session at the Deer Park, TX, office. He assisted Superintendent and Trainer Gustavo Trejo, center, who is responsible for training throughout the South Region and stops into each of the region's five offices monthly to review tools and equipment. Looking over Carlos' shoulder is Marcus Garcia, laborer. To the right is Ian Thomas, operator.

safety details down to flags and derail devices. He is quick to point out that "If the FRA comes along and you're missing the proper flag, it shuts the job down." He also maintains communication with the South Region shop and notes that proper equipment usage is resulting in less equipment damage.

The efforts of these individuals and the crews working together demonstrate what our customers already recognize: RailWorks is in the know when it comes to track.

RailWorks Today

Help us tell your stories. Email your ideas, as well as your questions or comments, to RailWorksToday@RailWorks.com.



RAILWORKSMART RAILWORKSAFE

Field Input Drives Updates to Job Briefing Documents

RailWorks has recently made improvements to job briefing documents used in the United States based on suggestions from field employees and a review of field safety practices. The Daily Job Briefing form and Individual Job Briefing booklets are currently being finalized for printing and distribution.

The comparable documents used in Canada aren't being updated at this time.

These documents are fundamental to our work by helping workers summarize job details and maintain a daily job record. They identify

team participants, hazards, plans and contingency plans, providing a thorough outline for crews to step through prior to undertaking work activities.

The changes make the smaller and larger briefing forms work better together in the United States and are an extension of The RailWorks Way processes for standardization of company practices. Supervisors and foremen should review the form changes, highlighted in the accompanying illustrations, with crews during an upcoming job briefing.

Daily Job Briefing Form – The updated version includes these additions:

- A space to record an emergency phone number for crew members to give to their families
- A checkbox to indicate a jobsite review of the local cell phone policy
- More pages to cover job re-briefings and end-of-shift debriefings

Individual Job Briefing Booklet – These are used by employees to record what they learn during the job briefing. The new version reflects these additions:

- Instructions and space for the added steps of conducting additional briefings
- Instructions and space for end-of-shift debriefings



RailWorks' revisions to the U.S. version of the Daily Job Briefing Form include additional space for capturing re-briefing and debriefing information.

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 July 31 to RailWorksToday@RailWorks.com.

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



Second Avenue Subway
Project Office
New York, NY



Metrolinx/CN Uxbridge Subdivision
Markham, ON



Track Geometry Testing
Huron and Eastern Railway
Bay City, MI

News Across the Line

PNR RailWorks

About 180 feet in the air on specially engineered scaffolding, PNR RailWorks' **Jesse Costa**, trackman/thermite welder, at left, and **Peter Kozma**, stick welder, prepare to perform a thermite weld. These two, along with Laborer **Ian Henry**, Foreman **Dan Ginter** and Trackman/Thermite Welder **Andrew March**, spent two, 14-hour shifts repairing the north and south rails on a gantry crane in May at the Global Container Terminals' (GCT) Vanterm facility at the Port of Vancouver. The GCT Vanterm job is one of about a dozen such specialty welds performed at the Port of Vancouver for various customers throughout the year by Abbotsford-based employees who specialize in thermite welding.



Prairie Region Completes Major Expansion of Nova Chemicals Yard

The Prairie region just completed a new track construction project at the NOVA Chemicals facility in central Alberta, just east of Red Deer, one the largest ethylene and polyethylene production complexes in the world. Under the direction of Superintendent **Troy Dunkin**, Project Manager **Joel Heath** and Foremen **Brenon Derosé** and **Bruce Barter**, crews constructed more than 40,000 feet of track and 40 turnouts to expand the Joffre Rail Yard.

Construction started last August in the fully operational F Yard to

construct 8,000 feet of track utilizing wood ties. In November, crews moved on to the new G Yard, a greenfield site, to construct 32,000 feet of track with steel ties.

The team overcame weather-related civil delays and severe winter weather to complete the project in June. The project expands NOVA's capacity by about 450 cars, giving the plant the ability to stage more consists ready for transport in from, or out onto, CN's network.



The PNR RailWorks team acknowledged a key milestone in the Nova Chemicals project when they completed construction and operations started in the new G Yard. (l to r) Supervisor Troy Dunkin, Operator Sam Berg, OH&S Coordinator Adam Serool, Operators Darryl Lucier, Rob Wright, Josh LeBlanc, and Rene Richard, Laborers Marc Robichaud, Robert Symes and Ben LeBlanc, Foreman Bruce Barter, Laborer Brandon Mercer, Operator/Mechanic Devon Sparling.

News Across the Line

RailWorks Track Systems

RailWorks Signals & Communications

RailWorks is about to begin a job at a Chevron Phillips Chemical Company's Sweeny Complex in Old Ocean, TX. Project Manager **Darrin Pouncy** stands in front of a portion of the 120,000 steel ties to be installed on the project. The contract, valued at \$47 million, calls for building the rail and signals infrastructure to support a new polyethylene facility. RailWorks is furnishing materials and

labor to construct a 37,448-foot lead track, 132,065 feet of track for the storage-in-transit (SIT) yard, and 52,270 feet of miscellaneous support tracks. RailWorks Signals & Communications will perform the signals work, which includes a fully gated grade crossing protection system on the highway loop adjacent to the complex. **Marcelo Domingues** serves as assistant project manager, and **Victor Muñoz** is superintendent. The job is scheduled to wrap up in the fall of 2016.



RailWorks Corporation

RailWorks participated in its sixth annual J.P. Morgan Corporate Challenge run in New York City June 4. About 70 RailWorks employees joined with 15,000 other participants representing 424 companies to run or walk the 3.3-mile course in Central Park. RailWorks' team was comprised of employees from the corporate office in Manhattan, the New York Transit/Corporate Operations Center in East Farmingdale, NY, and from project sites in the area.

RailWorks' Corporate Challenge T-shirt design celebrated our biggest customer in the region: the New York Transit Authority (NYTA). Mirroring colorful subway signage and subway lines, the

design features a runner's body made up with subway lines extending across the five boroughs of New York, along with many of our NYCT projects detailed in between.

