

RAILWORKS® TODAY

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

Surefire Span Plan for CN



RailWorks installed new precast, prestressed concrete beams to upgrade the span on this bridge in Butler, PA. CN hired RailWorks to replace a 25-foot single-span, steel-girder structure on its Bessemer and Lake Erie Railroad, a 139-mile Class II railroad operating in Pennsylvania and Ohio. Installing the new span are, from left, two employees of ITC Crane; RailWorks Superintendent Ken Parkus and General Superintendent J.P. Onhiser.

A bridge span replacement completed by RailWorks Track Systems in April for Canadian National Railway (CN) went off without a hitch due to the time and precision given to pre-job planning, and exceptional execution.

The job was on the outskirts of Butler, PA, about 35 miles north of Pittsburgh. A RailWorks Bridge Division crew installed a precast, prestressed concrete, ballast-deck span, replacing a single-span, steel-girder, open-deck structure. Before the job began, RailWorks

poured time into detailed preparation, which turned out to be a key to the project's success.

"We started planning this job several months in advance of the work," explains Field Operations Manager Kevin Allen. "The Bridge Division management team spent hours and hours going through the drawings, putting work plans together for each operation and developing a detailed schedule. We wouldn't have been nearly as successful without the amount of planning we put into it. We were

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ready for every change and challenge and were able to respond and execute quickly because of it.”

On-site Superintendent Ken Parkus agreed. “I think a big part of the success to it was the planning and preparation. Kevin and I had a lot of discussions back and forth. The management team did a very good job planning and organizing, going over details and allowing proper time for every task.

While the management team’s planning was crucial, Ken and Kevin say it was also the work of the dedicated, determined crew that made the project go well.

“They worked in the rain every day – several of those days in pouring rain,” notes Ken. “They knew we had a time limit, and everything had to be done, regardless. Seventy-five percent of this project was done in the rain, and they never complained. They knew the job had to be done, and that’s what it was going to take.”

The crew spent two weeks in April doing prep work retrofitting the existing abutments in order to support the new deck, all under active train traffic. The preparation included cast-in-place concrete work, concrete demolition and repair, core drilling and replacing the wing walls on both sides of the bridge. Once the prep work was complete, the crew had a single, 10-hour shutdown window to do the actual replacement.

“CN had the last two hours of the window to re-set and surface the new track, so our window was actually only eight hours to take the existing track panel off, remove six steel girders, remove the existing bearing blocks, repair the concrete abutment, set two new precast prestressed concrete beams, install waterproofing, install the approach joint cover plates and grout the anchor bolts to hold the deck in place. We started the shutdown at 7 a.m. and were able to turn the track back over to CN at 1 p.m. after only six hours – so two hours early!”

The feat was all the more impressive by the fact that aspects of the work were new to the RailWorks crew.

“The vast majority of our work in the past has been related to timber structure maintenance,” explains Kevin. “We’ve done timber super-

structure conversions where we convert open-deck timber bridges to ballast deck, but we’ve never done a conversion with steel girders to precast concrete. This type of conversion requires a whole different scope of work that our team hadn’t done before. For example, it required cast-in-place concrete, concrete demolition and core drilling, among other things.”

The team came through. “They did a good job,” says Ken. “Quality work. I can’t give enough credit to them. At the end of the day, the crew is who really makes it happen.”



As part of the bridge span replacement, RailWorks’ Dirk Jones, laborer, assists in the removal of steel girders, making way for RailWorks to install a precast, prestressed concrete, ballast-deck span.

CN Bridge Span Project Team

- Kevin Allen, Operations Manager
- Ken Parkus, On-site Superintendent
- Bill Henry, Project Manager
- J.P. Onhiser, General Superintendent
- Shaun Berry, Lead Man
- Dirk Jones, Laborer
- Adam Powers, Operator
- Uriah Sullivan, Laborer
- Scott Tadlock, Foreman

Calendar Notes

RailWorks Training and Events

June 14-15	Front Line Supervision I	Chehalis, WA
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Industry Events

June 7-8	Rail Insights	Chicago, IL
June 19-21	American Public Transportation Association (APTA) Rail Conference	Phoenix, AZ
June 28-30	Railway Systems Suppliers, Inc. (RSSI) Annual Conference	Grapevine, TX

Bridge Division Elevates Capabilities, Extends Geographic Reach

RailWorks Track Systems' Bridge Division inspected, maintained, repaired and/or built more than 150 bridges in 12 states during 2015. Here are some project highlights from 2015 and into early 2016.

Copper Basin Railway (CBRY)

Kearney, AZ

Crews worked around the clock in a tight, three-day work window to convert and upgrade a five-span ballast-deck bridge to an open-deck bridge.



Twin Cities & Western Railroad (TC&W)

Bloomington, MN

RailWorks performed maintenance on the historic Savage Bridge swing span. Work included installing approach bent shims, replacing deck ties, installing new walkway and handrail and replacing the rail and guard rail on the swing span and approaches. The crews worked through the winter in snow and temperatures that often dipped below 0 degrees F.



Alabama Southern Railroad (ABS)

Alabama and Mississippi

The Bridge Division repaired, modified and rehabilitated 37 timber bridges across this WATCO-owned short line during 2015, including a 3,600-foot timber trestle bridge over the Black Warrior River in Tuscaloosa, AL. Work included posting piles and replacing deck ties, stringers, caps, guard timber, walkway and handrail.



Louisville & Indiana Railroad (LIRC)

Indiana and Kentucky

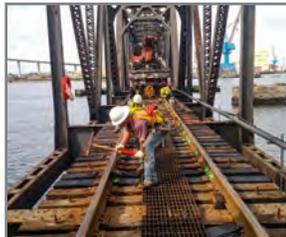
RailWorks is performing bridge maintenance services on more than 100 bridges between Indianapolis, IN, and Louisville, KY, on this 106-mile short line railroad.



Norfolk and Portsmouth Belt Line Railroad (NPBL)

Chesapeake, VA

Crews replaced nearly 500 deck ties on a through truss lift span over the Elizabeth River for this terminal switching railroad serving the deepwater port from Sewells Point to Portsmouth Marine Terminal.



Luminant

Mt. Pleasant, TX

RailWorks replaced more than 200 deck ties on the bridge spanning Lake Bob Sandlin providing access to Luminant's Monticello power plant.



SunRail Commuter Rail Line

Kissimmee, FL

RailWorks changed out nine ballast deck caps and posted 12 piles for a bridge south of Orlando, on Phase 2 of SunRail, a 17.2-mile segment expected to open for service in early 2018. Crews worked over the water for the majority of the project and in the water to complete some of the pile work.



Canadian National Railway (CN)

Greenville and Butler, PA

In Greenville, crews replaced more than 700 deck ties and installed in excess of 1,600 linear feet of walkway and handrail. In Butler, RailWorks replaced a single-span, steel-girder, open-deck structure with a span of precast, pre-stressed concrete with a ballast deck.



RAILWORKSMART RAILWORKSAFE

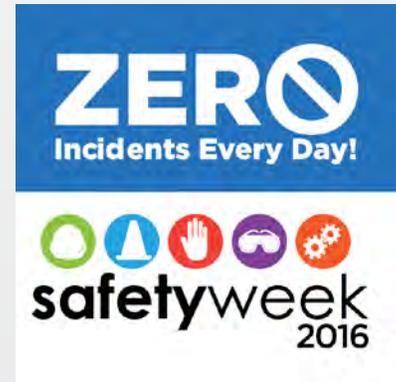
Safety Week 2016: All in Across RailWorks

RailWorks recognized Safety Week May 2 through 6 at project sites and the corporate and field offices across the United States and Canada. About 2,000 employees participated in special Safety Week activities that involved customers, joint venture partners, subcontractors and suppliers and included audits, training, demonstrations and, most significantly, lots of interaction and discussion.

Track employees completed a feedback

card where they rated the company on eight aspects of safety. Chis Watford, vice president of Health, Safety and Environmental for North America Track, is compiling those results and will work with the regions to develop action plans to address the feedback.

Operations and safety leaders have ideas about key learnings and productive outcomes. Here's a roundup of a few Safety Week observations and outcomes from managers across RailWorks:



Bill Lenhart, Jr., RailWorks Track Systems, West Region. “It was a great refresher on how important safety is to all of our employees and families. The crews appreciated seeing the management teams get out and complete audits and interact with the employees.”

Ralph Berg, RailWorks Track Services, SoCal Region. “We talked a lot about the fact that employee safety is No. 1, and that an outgrowth of our safety record is it makes us more competitive. It's not just if you're low bidder. A lot of the owners are cognizant about how safe we are keeping our employees.”

Al Schroeder, PNR RailWorks, Pacific Region. “The fact that our leadership supports and promotes Safety Week is worth noting. I think comment cards are an important step in planning how and where to improve to move forward and build a better culture.”

Dan Doyle, PNR RailWorks, Prairie Region. “The managers were getting out there leading the safety charge, not just preaching it in calls. We had manager representatives on site on every job, every day. As we went later and later into the week, people started voicing their opinions more. It (Safety Week) opened a line of communication.”



One of several stops for PNR RailWorks' Izaura Araujo, Safety Manager, was Lakeshore West Corridor in Ontario. She passed out Safety Week T-shirts featuring the “Zero Incidents Every Day!” theme to (left to right) Track Foreman Jeff Hadala, Trackman Ryan Dionne and Track Foreman Nick McNulty. This turnout maintenance gang performs maintenance on turnouts and crossovers on all the GO Transit subdivisions in the Greater Toronto area.

Bob Rolf, RailWorks Track Systems, Gulf Coast Region. “Safety week was an ideal opportunity to communicate with the field the importance and expectation RailWorks has to work safely every day, and to reinforce the critical role and responsibility each employee has to make us successful.”

Branden Dawson, RailWorks Track Services, Youngstown Region. “We provided a forum to encourage open dialogue amongst all of our team members. We really tried to drive that point home. We also expressed that if you feel your voice is not being heard you need to elevate to the next level of management.”

Tim Scheller, RailWorks Track Services, St. Louis Region. “The best part of safety week for me, honestly, is getting me out in the field. It is so easy to get caught up in daily tasks and not get out of the office. It's great to spend some time with the crews and let them know that we appreciate what they do every day.”

Josh Peterson, Safety Manager, RailWorks Track Services, Chicago Region. “A trainmaster from one of our jobs participated with us. He starts our crew out every morning. He had good things to say about Safety Week and the crew's work ethic.”

Dave Landreth, PNR RailWorks, Eastern Region. “Safety Week provided an opportunity to expound on our annual safety training provided to all employees during the winter months, but in the working environment versus a classroom environment.”

Wayne Barnard, PNR RailWorks, Signals & Communications Division. “We used Safety Week to start a crew safety rep program with volunteers from the project crews. This is something we'd been talking about so we decided to roll it out during Safety Week. The safety rep will take on a more active role in safety for a month, with each member of the crew to transition through this program.”

Jimmy Bydal, PNR RailWorks, Quebec Region. “We invited customers to participate with us in Safety Week. They enjoyed it. Their

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Safety Week 2016: All in Across RailWorks from page 4



At the Queensboro Plaza subway station in Long Island City, NY, members of the L.K. Comstock & Co. team working on the CBTC Flushing/7 Line project gathered to kick off Safety Week 2016. Left to right: Thomas DePalo, area foreman; John Buckley, apprentice; Juan Tellez, journeyman; Al Bocian safety engineer; Bob Telepan, journeyman; and Pete O'Malley, general foreman.

opinion is that the time we're taking to do Safety Week is awesome and shows our commitment to working safely."

Tim Orlandi, General Manager, RailWorks Signals & Communications. "I told our team that we've worked hard to be the safest and highest quality contractor in the signal business and that we must stay diligent to keep it that way. One thing we did that worked well during Safety Week was to focus on learning the contents of a new CN job briefing book so we can master it. We also used the week to reflect on safety both in and away from the workplace."

Bill Heavin, Vice President-Western U.S. Operations, L.K. Comstock National Transit. "Safety Week provides the opportunity for senior management to connect with the project site staff and underscore the company's commitment to safety. It is great to see the project field staff appreciate the company's commitment and engage during our visits to the sites."



In Alberta, training focused on how to install a portable derail. Demonstrating here is Scott Redick, a trackman and operator working at Agrium's Redwater Fertilizer plant in Redwater, AB.



RailWorks Signals & Communications conducted a weeklong safety training class for 36 employees in Libertyville, IL, during Safety Week. Part of the training, which included 10 newly hired employees, was dedicated to studying Canadian National Railway's new job briefing booklet.

Mario Zallo, Safety Engineer, L.K. Comstock & Co. "It was very important to NY Transit to get everyone involved and participating in Safety Week, from senior management, to field operations – and even our office staff held tool box talks concerning office ergonomics. We had vendors come out to give demonstrations, themed safety meetings, and a "Safe practices in the workplace" plaque giveaway for each project. We took the week to reflect on our Home Safe Values learned over the course of the last year, and how we can continue to apply it to work and live safer each day."

Ralph Weber, Regional Safety Director, RailWorks Track Systems, Central Region. "A strength of Safety Week is that it gets the managers out to jobsites to talk safety with the crews. I like it that field employees get a chance to provide face-to-face input with managers about good practices and also any safety concerns."



RailWorks safety personnel and a representative from Viking Safety conducted fall protection training in Chamberlain, SD. Nearly 100 RailWorks Track Systems employees from the West and Central regions along with RailWorks Maintenance of Way and Bridge Division personnel are working on a large project to reconstruct a railroad for Dakota Southern Railway.



Corporate and New York Transit Operations Center employees posed outside their office in East Farmingdale, NY.

News Across the Line

RailWorks Corporation

RailWorks has again earned a spot on *Engineering News-Record (ENR)* magazine's *Top 400 Contractors* list. Based on 2015 revenue, RailWorks is ranked No. 105. The company also ranked on *ENR*'s other contractor lists:

- Top 20 in *Transportation* – No. 16
- Top 50 *Contractors Working Abroad* – No. 28
- Top 50 *Domestic Heavy Contractors* – No. 26

RailWorks Maintenance of Way

After performing grinding services on the BNSF Railway near Scottsbluff, NE, the crew posed for a photo by their Harsco RGH20C switch and crossing rail grinder. Left to right: Operators/Mechanics **Cesar Valdez**, **Jesus Valdez**, **Julian Garcia** and Supervisor/Operator **Rolando Rivas**.

In addition to operating the grinder, crew members serve as mechanics. After the grinding services are finished for the day, the crew performs a daily maintenance regimen, including checking the transmission fluid and gear oil levels and changing out the stones, which grind the profile of the rail on switches and crossings.

This summer this crew is working toward the west on BNSF's main line and will move into Wyoming and eastern Montana.



L.K. Comstock National Transit

Work is progressing on DART's (Dallas Area Rapid Transit) South Oak Cliff Line Section-3 (SOC-3) light rail extension. L.K. Comstock serves as the systems contractor for the 2.76-mile extension of DART's Blue Line from the current end of the line at the Ledbetter Station south to two new stations: the Camp Wisdom Station and the University of North Texas (UNT Dallas) Station.

Under the direction of Project Manager **Zafar Arif** and Construction Manager **Clark Chance**, L.K. Comstock is furnishing and installing two traction power substations (TPSS) and the corresponding DC feeder system, the overhead catenary systems (OCS), the signal system with a cab signaling system, and a communication system with voice, data, and video communication between the control center, stations, substations and other facilities on the right-of-way. The \$21.4-million project is scheduled to open for revenue service in December 2016.



L.K. Comstock linemen pull contact wire into position for DART's new light rail extension south of Dallas, TX. Contact and messenger wires, along with the overhead catenary system (OCS) poles, work together to distribute approximately 750 volts of power to energize the light rail trains.



Project Engineer Bryan Giron positions a template on an OCS pedestal near DART's new Camp Wisdom Station and compares it against the specifications in the engineering plans. After he verifies the proper pole configuration, L.K. Comstock crews will then erect the specified OCS pole on the pedestal. Each OCS pole has design specifications unique to its location. L.K. Comstock crews will install 108 poles along the 2.76-mile light-rail route, each ranging from 22 to 24 feet tall and weighing from 1,700 to 3,000 pounds.