

RAILWORKS® TODAY

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

Welding Group Out Front on Expertise, Quality



In its fleet, RailWorks Maintenance of Way has 30-plus Spec 538 welding trucks like this one, designed with convenient tool placement, customized cargo holding areas and other features specially for welding operations. The Maintenance of Way group performs extensive welding services for Class 1 railroads.

Through an uncompromising focus on industry expertise and quality performance, RailWorks Maintenance of Way's welding group has cultivated a strong and growing Class 1 railroad customer base.

That's because its Class 1 railroad customers, with their heavy-haul tonnage, require the very best in continuous welded rail (CWR) installation. Over the years, to secure exemplary welding expertise and to keep up with the work volume, Class 1s have relied on contractors like RailWorks Maintenance of Way on their properties.

Our welding crews are presently at work across the United States on two Class 1 railroads.

Sixteen two-man welding crews are working on the Burlington Northern Santa Fe (BNSF), at sites in Illinois, Minnesota, Wis-



INSIDE LINE

A key to our group's success is that our welders are responsible self-starters who look out for themselves, their welder helpers and their local customer relationships.



Karl Boddy
Manager of Field
Services

I have found that my role is making the personalities work together and putting together the right combinations for success. These people travel a lot and are away for long periods of time, which wears on a person. But our emphasis is on safety and quality first, then production, which makes a positive difference.

We spend a lot of time training toward safety and quality. I'm constantly in the field training, with my assistant, Jimmy Cole. We believe consistency is critical. We are committed to the same steps every time for the successful completion of a weld. Each welder uses the same vehicle, equipment, consumables, PPE and tools. This standardization permits consistent, repeatable results.

We perform the best quality; we're the best at our craft in the business. Our work speaks for itself, and our reputation with Class 1 railroads is very good.

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consin, the Dakotas, Washington State, New Mexico and Oklahoma. About half are working in and near the Bakken oil fields. “The boom has created a tremendous demand for track construction and maintenance,” explains RailWorks Maintenance of Way Vice President Mark Swartz, “and the railroad doesn’t have a sufficient number of welders there. Work around the Bakken is our busiest location right now on BNSF.” Another 16 crews are at jobs on Canadian National Railway (CN) track in locations throughout

the United States from its northern border with Canada extending southward to the Gulf of Mexico.

Kansas City Southern Railway (KCS), another large Class 1 customer, kept a welding crew busy through the middle of November.

All the crews perform thermite welds – by far the majority of the group’s work – with a handful of combo crews also performing electrical welds.

Part of RailWorks distinction in maintenance of way stems from a depth of knowledge of thermite welding kits. Mark, along with Manager of Field Services Karl Boddy, shared experience years ago at both major thermite welding kit manufacturers, Railtech and Orgo-Thermit. The men recognized that proper kit installation was critical to a successful weld and in 1989 started contract thermite welding built around this expertise.

Another standout feature for RailWorks: years of experience in the rail-welding business. Managers like Mark and Karl have been in the business for decades, as has John Hartford, president, whose 42 years in the industry include background with MOW work equipment, track construction and contract welding. Many of the 30-plus welders have eight to 10 years’ experience.

RailWorks’ modern equipment is also a hallmark. The welding unit features its own fleet of specialty thermite and combo welding trucks outfitted with hi-rails, cranes, self-contained hydraulic tool and fire suppression systems, and other equipment.

Rounding out the package are safety and industry-specific training. Personnel are certified and are experienced using the standard welding process and kits such as those produced by the leading manufacturers. Reflecting the commitment to Class 1s, some of the training has been BNSF-inspired. “We followed the lead of BNSF, which established a very high standard for the product installation,” says Mark. “We’ve adopted their standards for installation and proceeded to carry that to all our customers.”

The results? A competitive edge and good outcome for customers. “It’s that special attention toward quality that separates us from our competition,” Mark notes. “The stricter that we are in demanding this quality from our people, the better success our end product will have.”



Welding crew members James Love and Brandon Robertson de-stress a portion of the Burlington Northern Santa Fe (BNSF) River Line in Lynxville, WI. All the Maintenance of Way crews perform thermite welds – by far the majority of the group’s work – with a handful of combo crews also performing electrical welds.

RailWorks Maintenance of Way Management Team

- John Hartford, President
- Mark Swartz, Vice President
- R.T. Swindall, Vice President
- Karl Boddy, Manager of Field Services
- Jimmy Cole, Assistant Manager of Field Services
- Eddie Bennett, Safety Officer

Calendar Notes

ERP End-To-End Business Process Testing		Industry Events	
Week of Dec. 9	Integrated Test 3 - PNR RailWorks, RailWorks Corporate Office, New York, NY	Jan. 5-8	The National Railroad Construction and Maintenance Association (NRC) Conference, Palm Desert, CA
Week of Dec. 16	Integrated Test 3 – Transit Operations and HSQ, RailWorks Corporate Office, New York, NY		

RailWorks Values In Action: **Customer Focus**

GO Transit Celebrates Award with Valued Partner

Behind every great transit system is a great contractor.

That's why PNR RailWorks joined with longstanding customer GO Transit recently to celebrate the transit system's Outstanding Public Transportation System Achievement award.

The American Public Transportation Association (APTA) named GO Transit its 2013 winner for large systems. GO Transit President Gary McNeil accepted the award officially on October 1 at the APTA annual conference. To celebrate the achievement, GO Transit hosted an event October 28 attended by PNR RailWorks President Nuno Pereira and John Leonardo, vice president of business development.

"We at PNR RailWorks are very pleased and honored to have been invited to be a part of GO Transit's celebration," said Nuno. "This award represents GO's dedication to safety, customer service, and on-time reliability. It also represents the dedication of every employee who contributes to the success of this world-class service.

"We are very proud of our partnership with GO Transit for the last 12 years in providing track and signals & communications maintenance services on their lines. Having been recognized in this celebration represents a strong belief in this partnership, and it is the dedication and hard work of our own employees that makes this possible."

Paul Finnerty, vice president – Operations, GO Transit, expressed his appreciation for the win. "People are indeed the heart of our organization, and it is through everyone's hard work, dedication, and collaboration that GO Transit continues to be a success."

GO Transit, a division of Metrolinx, is the public transportation provider for the Greater Toronto and Hamilton, Ontario, region. PNR RailWorks is the track and signal maintenance arm of GO Transit and performs all regular maintenance work as well as capital projects. The company maintains about 310 miles of track including yards, layover facilities, signals and crossings.

APTA gives awards annually to individuals and organizations for contributions in leadership, excellence and improving public transit. It has 1,500 member organizations in North America and Mexico. GO Transit was judged among 64 transit systems in its category, receiving high marks in such PNR RailWorks-influenced areas as operations and safety.

A representative from Bombardier, the GO Transit fleet operations and maintenance service provider, also attended the celebration. Attendees received a lapel pin commemorating the win.



GO Transit won the 2013 American Public Transportation Association (APTA) award for large transit systems and invited representatives from partners PNR RailWorks and Bombardier to celebrate. About to cut a cake are PNR RailWorks' Vice President of Business Development John Leonardo (left) and President Nuno Pereira (right), flanking Matt Byrne, a vice president from Bombardier.

"We are very proud of our partnership with GO Transit for the last 12 years in providing track and signals & communications maintenance services on their lines. Having been recognized in this celebration represents a strong belief in this partnership, and it is the dedication and hard work of our own employees that makes this possible."

Nuno Pereira
President
PNR RailWorks

Our Values: *Customer Focus, Employee Focus, Industry Leadership, Integrity*

Church Avenue Project Heads into the Home Stretch

By **John Hamilton**
Project Manager

The \$126-million Church Avenue project entered into the in-service phase this past September. Our team has been working hard for the past 41 months to install a new communications-based train control (CBTC)-ready signal system, reconstruct track and perform the civil and electrical work to construct a new two-story relay room building and three new central instrument rooms (CIRs). The project outlook looks much different than it did a year ago when Super Storm Sandy hit and the entire project schedule was placed in jeopardy.

After Sandy hit last November, L.K. Comstock coordinated a series of partnering meetings with New York City Transit (NYCT) Capital Program Management (CPM) and Operations Planning. Together we developed a work-around schedule that resulted in only a month and a half delay to the in-service schedule without affecting the August 2014 project completion date. Chief Signalman **Desmond McGoe**y was instrumental in developing the necessary general order work-around plan based on his intimate knowledge of NYCT railroad operations. This scheduling effort also integrated the execution of a \$2.2-million track switch rail replacement change order, successfully negotiated with the NYCT by Track Superintendent **Luis Nieves** and Track Project Manager **Anthony D'Alessandro**. This change order work is now completed.



Several members of the Church Avenue Project Management team – (l to r) Project Manager John Hamilton, Civil Superintendent Keith Spira and General Foreman Frank DeLuca – review train operations at the subway portal from the new relay room building sidewalk.



Three of the four Church Avenue mainline tracks have been reconstructed and placed into service. The remaining track will be completed in November. Crews reconstructed 216 insulated joint locations and 16 special portions of trackwork, with work being completed on select tracks during weekend outages while live train operations continued on the others.

Two of the four mainline tracks (B3 and B4) were successfully placed into service in September followed by the third track (B1) in early November. The last mainline track (B2) will be completed by Thanksgiving. The remaining below-ground yard (tracks B5 – B8) are scheduled to go into service starting in mid-January.

The success of the in-service operations was largely due to the detailed pre-planning and scheduling efforts by General Foreman **Frank DeLuca** with assistance from Chief Signal Engineer **Larry Bean**, Lead Signalman **Bob Balzano** and RailWorks Transit General Track Foreman **Courtney Davis**. They held weekly meetings with the NYCT to present our upcoming in-service plan to ensure all parties were aware of the schedule and their responsibilities. Under contract, the NYCT Signal Engineering Department is responsible for testing and placing the central instrument rooms (CIRs) and associated equipment into service. NYCT performed this work with L.K. Comstock's technical and craft support in parallel while we performed the testing and in-service work associated with the relay room.

Another key element that has contributed to the success of this project thus far is the early completion of the engineering layout surveys by Chief Engineer–Signal & Electrical Systems **Frank Loffredo** and his engineering team. This task led to the early submission, approval and delivery of the signal equipment manufactured by ALSTOM Signaling, Inc. With signal equipment on hand, Assistant General Foremen **Leo Impastato** and **Bruno Cascino** were able to take maximum advantage of our wayside and signal room installation operations by piggy-backing on the adjacent track contractor's general orders. Civil Superintendent **Keith Spira** supervised the construction of the new relay room, master tower and three CIR buildings.

Our team will perform the following remaining work to achieve the currently anticipated completion of the project by next August: remove the old signal equipment on tracks B1 and B2, convert the old master tower and relay room building into a new dispatcher's office and crew quarters, conduct training, and submit record documents and O&M (operations & maintenance) manuals.



NY Transit crews have performed the civil and electrical work for the new, two-story relay room, which will replace a smaller, outdated relay room dating back to the 1950s. The new structure features the latest communications, fiber optic network, security controls, inergen fire protection and associated HVAC equipment systems, as well as new communications-based train control (CBTC) signal system technology.

RAILWORKSMART RAILWORKSAFE

Backing-Up Accidents Add Up to Big Safety Setback

An eye-opening 40 percent of vehicle accidents at RailWorks subsidiaries during 2013 have involved backing up. Whether or not you are the driver, take responsibility to prevent backing accidents by following these basic tips:

- **Practice backing up your vehicle.** No amount of forward driving experience can help you back up a vehicle. Practice backing up in safe surroundings so you are familiar with how your vehicle operates, particularly if you're pulling a trailer.
- **Get to know your vehicle's blind spots.** Blind spots vary from vehicle to vehicle. In a medium-sized truck, blind spots can extend up to 16 feet in front and 160 feet behind a vehicle. Don't rely on mirrors alone, which can never give the whole picture while backing up.
- **Think in advance and park defensively.** Park to avoid unnecessary backing situations. Drive all the way through or look for room to turn around. Whenever possible, choose easy-exit parking spaces that don't crowd other vehicles.
- **Do a walk-around.** Walk around a vehicle to get a firsthand view of the backing area and any limitations. Besides people and equipment, check for tools, soft or muddy areas, potholes, tire hazards, and other dangers.
- **Know the clearances.** When performing a walk-around, check for obstructions, low-hanging trees and wires and any other potential clearance-related problems.
- **Remember every backing situation is different.** Conditions at the same location can change throughout the day or week. Watch for any new obstacles each visit and don't skip the walk-around.
- **Use a spotter.** Get help from someone outside the vehicle when backing up. Make sure you understand instructions before moving the vehicle. The spotter should never walk backwards while giving instructions.
- **Be your own spotter.** If you are alone, perform your own walk around and then immediately return to the vehicle and start backing up. Conditions may change if you stop for a phone call or paperwork.
- **Honk your horn.** If you don't have a back-up alarm, tap your horn several times to signal your intent to back up.
- **Stay out of blind spots.** Do not cross directly in front of or immediately behind large, heavy equipment or trucks where the operator sits higher in the vehicle. If you are working near a vehicle, wear high-visibility safety apparel and position yourself where the operator can see you.
- **Communicate with the driver/operator.** Make eye or verbal contact with a driver/operator before entering any area near vehicles, heavy equipment or large trucks.

LOOK FIRST

Before starting this vehicle:

Ask a passenger to be a spotter
Check in front, behind, and all blind spots
Walk around your vehicle



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Affix a "Look First" sticker outside or inside your vehicle as a reminder to look before operating your vehicle. Request stickers from Corporate Safety, Health & Environmental Director Tammy Mathews.

ERP Implementation Rolling Along on Two Tracks



This column is part of an ongoing series in RailWorks Today highlighting RailWorks' Enterprise Resource Planning (ERP) initiative, which integrates all of our information management systems into a single system.

ERP implementation is picking up steam, reaching new milestones along two separate tracks.

Corporate and U.S. Track operations are on the first track. With the August 5 Go-Live in the rearview mirror, field offices continue to address the challenges of managing operations with the new system, particularly in the areas of billing and monthly close-out. Additional training is addressing many of those concerns.

Offices are encouraged to contact the ERP Support team for further assistance.

Meanwhile, Transit Systems and our Canadian operations are gearing up for their April 7 Go Live. The groundwork for the system is currently being laid, with subject matter experts from across the representative groups providing input, especially on unique design elements necessary for Canadian operations. System testing will begin in mid-December.

Like the rail networks we build and maintain, ERP is providing a strong framework for RailWorks to reach our destination with less errors and greater consistency and efficiency. We are well on our way, with the two separate tracks set to converge in mid-2014.

Need ERP Help?
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