

RAILWORKS® TODAY

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

Chicago: Our Kind of Town



In November, RailWorks will finalize work near Chicago's Wilson Street Station. The project has involved reconstructing four tracks on the "L" transit system, including this open-deck work on Track 4. This job is one of several ongoing RailWorks projects benefiting the Chicago Transit Authority.

"My kind of town, Chicago is." Frank Sinatra first recorded those words in 1963, and today, it's what members of RailWorks Track Services could claim as they work on three projects benefiting the Chicago Transit Authority (CTA).

The CTA operates Chicago's rapid transit system, including the eight

railway lines known as the "L" (for "elevated," although not all the system's 102 miles run on elevated system). The L makes up the second-busiest rail mass transit system in the United States, and RailWorks has performed many improvements there in the past 10 years, most recently near a couple of new stations.

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Chicago: Our Kind of Town *from page 1*

Wilson Street Station

On one of the jobs, RailWorks is wrapping up track upgrades in the \$8 million Wilson Station project. The project involves reconstructing four tracks and is part of a massive reconstruction of the station to facilitate passenger transfers between the Red and Purple lines.

A hallmark of this project is the variety in track construction:

- 2,100 track feet of elevated, open-deck work on the south and north ends of the project, where tracks come into the station.
- At the station crews installed precast dual-block concrete ties on a concrete floor. More than 4,300 blocks were used to construct 4,700 track feet of low-vibration track.
- Extending north toward the next stop at Lawrence Station, RailWorks built 1,700 track feet of additional ballasted track.

Outages were minimal, occurring when one of the four tracks was taken out of service near construction limits. During those outages, RailWorks installed a temporary crossover to the adjacent track in order to maintain normal CTA operations.

Track 1 demolition began in March of 2015, followed by its reconstruction. Track 4 reconstruction began in March and will wrap up during a final cutover planned for the weekend of November 17.

Wilson Street Station Project Leadership

Tom Jorczak, Area Manager
David Galván, Operations Manager
Andrew Merton, Superintendent
Luis Murillo, Safety and Project Management
Eric Crighton, Safety Manager
Elias Zamudio, Foreman

Washington & Wabash Station

Meanwhile, to the south, RailWorks is finishing work at the newly opened Washington & Wabash Station. RailWorks is entering the punch-list stage of its \$1.1 million project located on the rail system's elevated, 1.8-mile central hub segment known as the Loop. Subcontracting to general contractor FH Paschen, RailWorks is in charge of removing and replacing ties, plates, timber guard and other materials to construct 1,600 feet of track.

Like similar projects on the busy system — especially those on the Loop, which involves five train lines — this project was distinguished for its critical logistics. “There’s no way to shut down train traffic during the week,” says Project Manager David Galván, “so the work is all broken into weekend outages.” During four 54-hour stints from Friday evening after rush hour to late Sunday or early Monday morning prior to rush hour, crews worked non-stop.

Tasks are scheduled hour by hour, in a precise order and in coordination with iron workers, electricians, carpenters and other subcontractors.

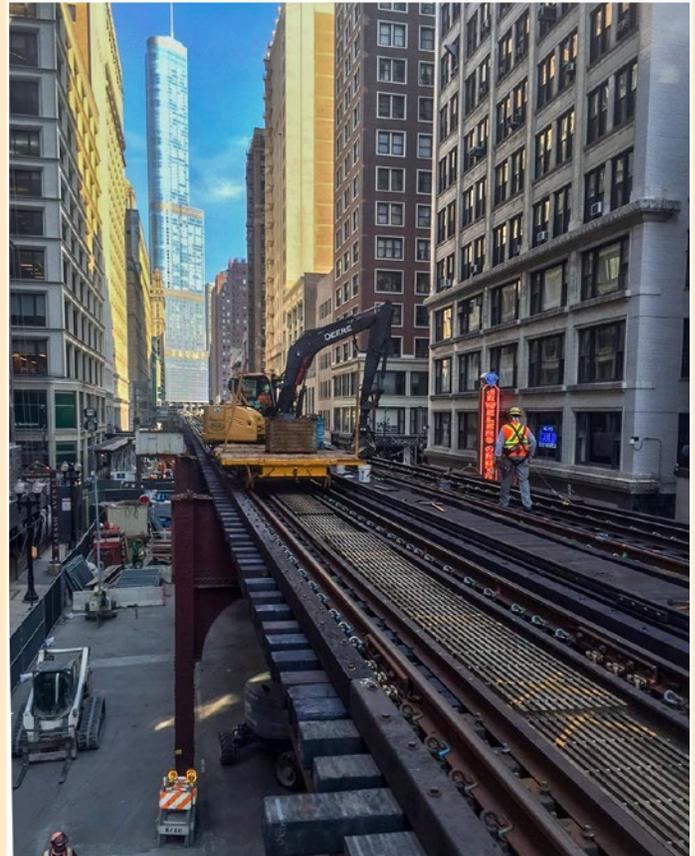
“You only have 54 hours,” says David, “so everything had to be planned in such a way that if there was a bump, we were always able to fix it or come out of it and still get the work completed.”

Part of performing work about 15 feet off the ground is being mindful of bus, auto and pedestrian traffic moving below. Even having rerouted much traffic, RailWorks sometimes contended with people moving in and out of businesses and even bypassing barriers in order to create shortcuts.

Another tricky aspect of the elevated work is positioning cranes to lift equipment and materials up to the track. The abundance of skyscrapers lining Wabash Street in the work area limited where workers could set up cranes.

Washington & Wabash Station Project Leadership

Tom Jorczak, Area Manager
David Galván, Operations Manager
Andrew Merton, Superintendent
Danny Garcia, Superintendent
Eric Crighton, Safety Manager



With the installation of ties at the end of October, RailWorks Track Services completed a track rehabilitation project on the eastern side of the Chicago Loop, on Wabash Avenue near the new Washington & Wabash Station.

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CCRC Sifang Rail Car Plant

In addition to its work on the L, RailWorks is busy with another project that will advance the CTA: helping construct Chinese rail company CRRC Sifang's assembly plant that will modernize the CTA fleet by providing the agency with new rail cars. (RailWorks Track Services employees in the New England area finalized similar work last summer for the same company at a car assembly plant in Springfield, MA.)

As a subcontractor to FCL Builders, RailWorks began the \$3.8 million project in southeast Chicago on August 1 with more than 9,000 feet of ballasted outdoor track. The work includes a dynamic test track with 11 #7 and #8 turnouts and featuring an energized third rail.

This work should be complete in November, followed by construction inside the 380,994-square-foot facility of:

- Track for a gantry crane rail system that will allow CCRC to load equipment and material, hauled in by truck, into its interior rail system.
- Track on I-beam posts for a static commissioning "pit," allowing

for the testing and commissioning of cars prior to delivery.

- About 8,000 feet of direct-fixation track embedded in concrete.
- About 1,230 linear feet of track for a large transfer table. On top of the rail installed by RailWorks, another company will install the transfer table, which allows for cars to move between sets of internal tracks.

The project will continue until April 2018. When operational, the plant will initially provide 400 new rail cars to replace the CTA's oldest rail cars, which are more than 30 years old. Those cars should start into service in 2020. Eventually the CTA will gain 846 new rail cars from the facility.

CCRC Sifang Rail Car Plant Project Leadership

Weston Baros, Project Manager

Danny Garcia, Superintendent

Zach Castillo, Foreman

Mike Lane, Regional HSE Manager

Eric Crighton, Safety Manager



Photo Credit: FCL Builders

RailWorks is constructing track for a new rail car assembly plant in Chicago, beginning with exterior track (visible across the top of the photo) including test tracks, storage tracks and turnouts, and track to mobilize cars in and out of the building for manufacturing. The plant owner, Chinese rail company CRRC Sifang, will provide 846 new rail cars for the CTA, the first of which should go into service in 2020.

RailWorks Values In Action: **Committed to Integrity**

From Heartbreak to Heartwarming Hurricanes Inflict the Worst but Bring Out the Best

In late August and early September, two record-breaking hurricanes — Hurricane Harvey in the Gulf Coast and Hurricane Irma in Florida — disrupted the lives of millions of Americans. Several hundred RailWorks employees and their families have faced varying degrees of devastation. A few escaped with only the clothes on their back and lost nearly everything they owned. Some were displaced and moved to shelters or are now living in temporary housing. Many have damaged homes, belongings and vehicles. These employees have dealt with disrupted routines, and many are supporting friends and family who have suffered great losses

Despite dire circumstances, RailWorks employees in the affected areas and across the United States and Canada have pulled together to lessen the burden. The following update, compiled from reports across the company, illustrates the compassion as well as the determination of our employees.

Across the Gulf Region – With record rainfall and flooding, some employees took in other employees and their families whose homes had been flooded. Many employees forged floodwaters in their neighborhoods to first rescue others and then help with the cleanup. Boat-owners towed their boats into affected areas so they could motor to those trapped by rising waters. Brothers piled in a pickup truck stocked with tools and drove around helping strangers in need. Most employees have donated time, money and sweat at night and on weekends to help others rebuild. Due to the significant damage, this support will be needed for many months to come.

Office in Deer Park, TX – Because this RailWorks Track Systems office in Greater Houston serves as a regional hub for accounting and payroll, contingency plans were put into action while Hurricane Harvey was still offshore. Finance and Shared Services employees in Deer Park, Lakeville, MN, and Farmingdale, NY, executed plans to process payroll and pay bills remotely.

Deer Park management monitored the

status of the office remotely via security cameras and checked on employees and customers via cell phone. Despite extensive flooding in Deer Park, the office did not flood, which helped RailWorks rebound quickly and start helping affected customers. RailWorks responded to customer calls with available crews within days. Those forces expanded as more and more employees make it into work. Cleanup work has continued in the weeks following Harvey.

Meanwhile, two offices are currently stocked with men's and women's clothing and shoes. Employees are encouraged to come in and get what they need.

Office in Beaumont, TX – Harvey made landfall for a third time when it hit Beaumont, on the border of Louisiana, dumping 26 inches of rain in 24 hours. Much of that city flooded, lost power

and was without drinking water. To make matters worse, a key bridge leading in and out of Beaumont partially collapsed, cutting off access for a week. Many of our employees here lost their belongings and have relocated. There are countless stories of those same employees helping others by volunteering with churches, the Elks and a volunteer Fire Department. One of the hardest-hit employees and his dog were rescued by boat and taken to a shelter. When the shelter wouldn't accept the dog, he walked about six miles through floodwater and rented a room. When the hotel lost water, he walked another three miles through water to the RailWorks office, where he stayed for several days. Meanwhile, Deer Park and local management secured a pallet of bottled water and basic supplies for employees — food, clothing, boots and hygiene products. With no services and grocery stores and restaurants closed for about a week, this was welcome relief for employees who were without basic supplies.



Trapped in his Houston home, Equipment Manager Gustavo Trejo had this view up the street for five days. Water did not enter his house.

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Hurricanes Inflict the Worst but Bring Out the Best from page 4

Across RailWorks – Employees responded with expressions of concern, prayers, supplies and financial support. One office in Canada pooled resources. Another office sent supplies. Many employees have donated funds through the GoFundMe account for the Gulf Region. Still more donations are needed.

Florida – The impact of Harvey got the attention of Floridians and helped to ensure they were prepared, as best as they could be, for Hurricane Irma. But how do you prepare for winds up to 100 mph and nearly 16 inches of rain? Jacksonville was hardest hit, with record flooding, and a number of our employees there sustained extensive water and wind damage to their homes. RailWorks Maintenance of Way and RailWorks Signals & Communications coordinated with the Florida East Coast Railway (FEC) in advance and mobilized employees and equipment ahead of Irma so they could immediately begin restoration of FEC operations. Those efforts along with others made it possible for the FEC to run its first high-priority train within 72 hours of this historic event.



GoFundMe Account for the Gulf Region:
<https://www.gofundme.com/railworks-harvey-relief-fund>

By the Numbers

Hurricane Harvey

- 55 inches of rain over six days; 26 inches in the first 24 hours
- 130 mph winds
- 13 million people affected in TX, LA, MS, TN and KY
- 13,000 people rescued by public servants; many more by private citizens
- 37,000 people in shelters; 15,000 in temporary housing
- \$180 billion in damage
- 200,000 homes damaged or destroyed
- 1 million ruined vehicles ruined
- 82 deaths

Hurricane Irma

- 20 million people affected in FL, GA, AL and SC
- 142 mph peak wind gusts
- 15.91 inches of rain, (peak in FL in Fort Pierce)
- 60.4 inch storm surge in Jacksonville
- 6.5 million people evacuated; 200,000 in shelters
- 7.5 million without power
- \$20 billion to \$40 billion in damage
- 200,000 to 400,000 ruined vehicles
- 75 deaths

Disadvantaged Business Enterprise Fraud Remains Priority for Enforcement Agencies

Fraud investigations involving grantees, contractors and disadvantaged business enterprises (DBEs) account for 35 percent of the active grant and procurement fraud investigations by the Office of Inspector General (OIG), which investigates fraud within Department of Transportation (DOT) programs. In fact, in 2017 alone, DBE fraud investigations have already resulted in the issuance of 62 search warrants. Since January 1, 2011, OIG fraud investigations of DBEs have resulted in more than \$1 billion in financial recoveries, restitution and forfeitures, 809 months of incarceration, 1,161 months of probation and supervised release, and 1,340 hours of community service.

A lesson from this story: From these statistics, it is obvious that DBE fraud remains a high priority for the DOT's OIG office. Also keep in mind that OIGs of state and local agencies, as well as other law enforcement agencies and district attorney's offices are investigating fraud under the federal DBE and similar state/local Disadvantaged, Minority and Women Business Enter-



prise (D/M/WBE) programs. Given this volatile and dangerous environment, the need for compliance with applicable D/M/WBE rules and RailWorks' established D/M/WBE policy and program has never been greater. Our program's requirements for vetting D/M/WBEs and monitoring their performance of a commercially useful function have been designed to detect and prevent pass-through and other illicit D/M/WBE fraud schemes. It is important that these requirements are adhered to in all instances and that you immediately notify RailWorks' Chief Compliance Officer or General Counsel of any red flags that might suggest a possible violation of applicable D/M/WBE regulations.

Ethics and compliance is a fundamental business standard at RailWorks. Watch for more "Compliance Matters" examples in *RailWorks Today*. Employees can address any questions or comments to RailWorks' Vice President, Assistant General Counsel and Chief Compliance Officer Christopher K. Smith.

News Across the Line

RailWorks Track Systems

The Gulf Region has won two additional projects with LyondellBasell in Texas at plants producing high-density polyethylene (HDPE) plastic resins. The first, in La Porte, involves construction of a storage-in-transit (SIT) yard. RailWorks is responsible for building the track as well as the corresponding civil and electrical work. The \$30 million, 18-month project is already under way and features the construction of 85,000 feet of new track on steel ties with 66 turnouts. It is led by **Graham Reiff**, who serves as the project manager, and **Victor Munoz**, serving as superintendent.

The second project is at LyondellBasell's Matagorda Complex in Bay City. Project Manager **Chad Kohlhoff** directs this \$12.7 million project, which includes track, civil and electrical work for the new SIT yard. Over seven months, crews will construct 25,000 feet of new track with steel ties and 11 turnouts. Work is expected to begin in November.

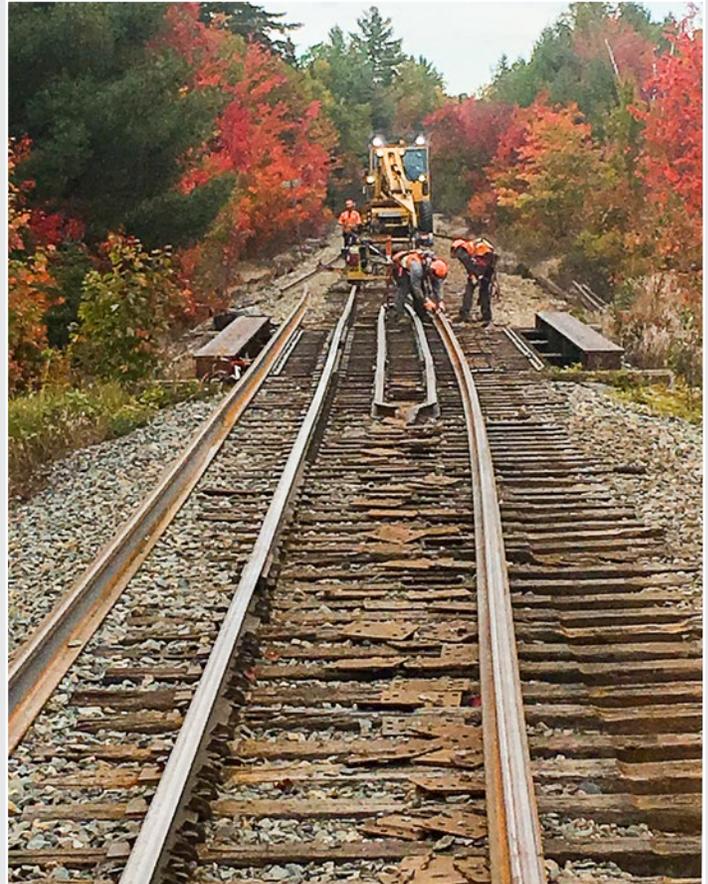
RailWorks Corporation

On Oct. 3 and 4, RailWorks participated in Railroad Night and Rail Day EXPO at Michigan Technical University, hosted by the university's Rail Transportation Program and Railroad Engineering and Activities Club. On Railroad Night, RailWorks President and Chief Executive Officer **Kevin Riddett** shared with the students and others in attendance what students need to know to prepare

for careers in the rail industry. Rail Night was followed by Rail Day EXPO at the university, located in Houghton, MI. RailWorks' Recruiter **Cynthia Perez** was joined by **Luis Murillo**, project engineer based in the RailWorks Track Services office in Minooka. Cynthia and Luis, a recent graduate (of Purdue University, with a bachelor's in civil engineering), spoke to MTU engineering and other students about applying their studies in the rail industry as interns or employees. About 120 students registered for Rail Day.



RailWorks President and Chief Executive Officer Kevin Riddett, second from left, was keynote speaker October 3 for Railroad Night XIII at Michigan Technological University (MTU). With **Kevin**: MTU's **Pasi Lautala**, associate professor, Civil and Environmental Engineering; **Bruce Seely**, dean of the College of Sciences and Arts; and **Audra Morse**, department chair, Civil and Environmental Engineering.



A RailWorks Track Systems' production rail crew spreads plates and puts on fall-protection gear in preparation to thread rail over a small bridge on the Central Maine & Quebec Railroad in north-central Maine.

RailWorks Track Systems

A production rail crew out of the Lakeville region began laying rail in mid-September on the Central Maine & Quebec Railroad, a short line operating between Montreal, northern Vermont and the Atlantic coast of Maine. Under the direction of Project Manager **Michael Rood**, Superintendent **David Vits** and Foreman **Ben Kysar**, crews are relaying new jointed and continuous welded 115-lb. rail between Millinocket and Jackman, ME. In November, they will begin working on multiple yard tracks in Searsport, ME, a port city on the Atlantic coast, laying new 115-lb. jointed rail. Weather permitting, work will continue further into November.



Take the Safety Survey

- Link coming on email for Field Operations personnel
- Due Friday, November 10
- Help make your safety program even stronger!