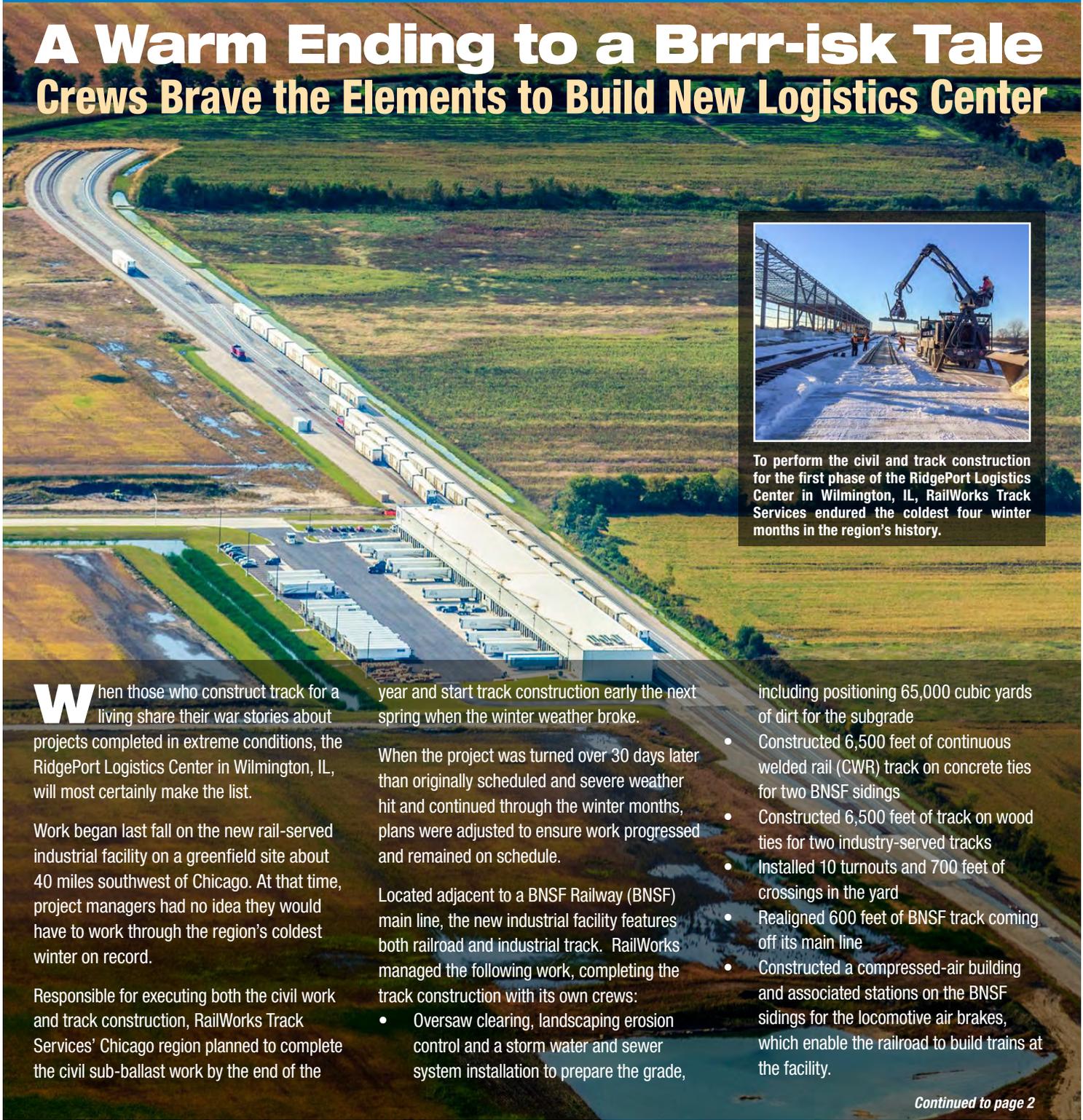


# RAILWORKS® TODAY

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

## A Warm Ending to a Brrr-isk Tale Crews Brave the Elements to Build New Logistics Center



To perform the civil and track construction for the first phase of the RidgePort Logistics Center in Wilmington, IL, RailWorks Track Services endured the coldest four winter months in the region's history.

**W**hen those who construct track for a living share their war stories about projects completed in extreme conditions, the RidgePort Logistics Center in Wilmington, IL, will most certainly make the list.

Work began last fall on the new rail-served industrial facility on a greenfield site about 40 miles southwest of Chicago. At that time, project managers had no idea they would have to work through the region's coldest winter on record.

Responsible for executing both the civil work and track construction, RailWorks Track Services' Chicago region planned to complete the civil sub-ballast work by the end of the

year and start track construction early the next spring when the winter weather broke.

When the project was turned over 30 days later than originally scheduled and severe weather hit and continued through the winter months, plans were adjusted to ensure work progressed and remained on schedule.

Located adjacent to a BNSF Railway (BNSF) main line, the new industrial facility features both railroad and industrial track. RailWorks managed the following work, completing the track construction with its own crews:

- Oversaw clearing, landscaping erosion control and a storm water and sewer system installation to prepare the grade,

including positioning 65,000 cubic yards of dirt for the subgrade

- Constructed 6,500 feet of continuous welded rail (CWR) track on concrete ties for two BNSF sidings
- Constructed 6,500 feet of track on wood ties for two industry-served tracks
- Installed 10 turnouts and 700 feet of crossings in the yard
- Realigned 600 feet of BNSF track coming off its main line
- Constructed a compressed-air building and associated stations on the BNSF sidings for the locomotive air brakes, which enable the railroad to build trains at the facility.

## A Warm Ending to a Brrr-isk Tale from page 1

The biggest challenge was keeping the project moving in brutal conditions, reports Project Manager Dan Gabrisko. "We planned for it and adjusted the schedule when the weather got too bad."

Dan recalls a particularly difficult stretch of the project when 6 to 8 inches of ice covered more than half of the grade. "We had to mobilize a hi-rail tie crane to break the ice out of the track so we could flood the skeleton track with ballast and start surfacing."

Keeping workers warm was a key factor in making progress and working safely. An onsite generator warmed equipment blocks as well as a trailer for crews. Superintendent Eugenio Magana also was vigilant in keeping a close eye on workers, affirms Dan. "Some days we drew a line in the sand the said we were not going to work because it would be too hard or dangerous. On those days we said the schedule was just going to have to wait."

Work wrapped up on schedule this summer and BNSF already is serving the facility, but the memory of a tough winter is still top of mind. "Our team's performance was amazing," says Dan, "especially given the circumstances, and when you consider the work was completed on time and with no incidents or accidents."

The next phase of the RidgePort Logistics Center will soon be out for bid. Dan is eager to win the job and complete the work RailWorks started, but he confesses he is hoping for some better luck with the weather.



After a winter storm pummeled the project site with up to 8 inches of ice, crews dug out the track so they could build a crossover.

### Project Leadership Team

Dan Gabrisko, Project Manager  
Eugenio Magana, Superintendent  
David Galvan, Operations Manager  
Mike Lane, Regional Safety Manager

## RAILWORKSMART RAILWORKSAFE RailWorks Pursues DuPont-Inspired Safety Training

Since developing a relationship with safety leader DuPont in 2007, RailWorks customer Genesee & Wyoming (G&W) has trained hundreds of its employees on DuPont's safety philosophies. Now, two RailWorks employees have experienced the training through G&W.

RailWorks is taking advantage of the training at the urging of G&W, where RailWorks works extensively in Washington, Oregon, California and the North-eastern U.S.

West Region Safety Director Paul Sonnenfeld attended training in Utah in late August 2014 on behalf of RailWorks Track Systems. RailWorks Track Services' George Luce, safety manager – St. Louis region, attended Sept. 23-24 in Kentucky.

Paul says that the tenets emphasized at G&W's training aren't unlike what RailWorks practices. He notes that the training placed emphasis on on-site "observations" versus "audits." Paul maintains a safety audit checklist when inspecting crews and job sites. He says that going forward, he'll transition "into more safety observations and spending more time with each employee on a crew, encouraging and complimenting proper behavior. He and other managers will provide guidance where we could use improvement."

Paul added that other managers also would interact more with crews.



Tyrone James, senior vice president of Safety and Compliance at Genesee & Wyoming (G&W), poses with RailWorks Safety Manager George Luce at a special G&W-hosted safety training session put on by DuPont.

Their observations will include asking questions to gain employee feedback and when warranted, demonstrating proper and equipment use.

"The goal is to change our behaviors and to be more aware of our opportunities," Paul says. "It's about behaving safely and stopping any co-workers who are not."

G&W also has developed a "culture of orderliness" that Paul plans to employ more broadly at RailWorks.

"At RailWorks, we routinely use the term 'house-keeping,'" he says. "From the G&W perspective, orderliness includes a work zone that is neat (lacking material and items that present slips, trips

and fall issues), as well as having vehicles, equipment trailers and tool sheds where the tools and materials are properly stored. This will be my personal challenge for the next few months."

Corporate Director of Safety, Health & Environmental Tammy Mathews expressed her support for the DuPont safety approach.

"DuPont has been a leader in the safety training field since shortly after OSHA was created in the U.S.," she says. "This type of training, when properly executed, can increase employees' general safety awareness and help them develop the skills required for keeping the hazards in sight and in mind at all times."

# Interns Jump-start Their Careers

How their summer with RailWorks was an invaluable investment in their future

*A hands-on experience.*

*The chance to be part of RailWorks field and also office operations.*

*A wonderful opportunity.*

These phrases are a sampling of what our interns consistently say about their experiences at RailWorks. Every summer, RailWorks hosts college interns throughout 30-plus field offices in the United States and Canada. They get an up-close look at the construction industry in 12- to 16-week stints where assignments include work at railroad, industrial and rail-transit project sites across North America.

A few recent interns shared these insights about their summer jobs with RailWorks:

"I have taken many things of value from this (experience), the most valuable being the understanding of how a project proceeds from its roots through its completion. My favorite parts (were) my field experience at Lyondell Bayport, which allowed me to be very hands-on. The second part was the overall sense of accomplishment of being an integral part in such an important project."

**Greg Long - Michigan Technological University**  
**RailWorks Track Systems**  
**Houston, TX**



"My responsibilities included writing proposals to customers, working on estimates, contacting vendors for quotes on materials, and assisting with paperwork. I gained experience in the field as well, doing track inspections and working with our crew. ... I have learned a great deal about the railroad industry during my experience with RailWorks."

**Mike Romano - Virginia Tech University**  
**RailWorks Track Systems**  
**Corpus Christi, TX**



"I can't thank (RailWorks) enough for the knowledge I've gained, from working in the field in various types of track construction all over the central part of the United States, to the knowledge I gained working alongside the management in the office. This internship was a wonderful opportunity that I will take with me back to college and that I will encourage others to do."

**Steven Salzwedel - South Dakota State University**  
**RailWorks Track Systems**  
**Fremont, NE**



"Working for RailWorks the last four years has been one of the greatest things that has ever happened to me. My three summers as a laborer were eye-opening, to say the least. It was great working my way up into the office this summer and seeing the other side of RailWorks. It also helped me pay my way through school without any additional loans. I truly recommend the job to any college kid out there."

**Tom Carr - Loras College**  
**RailWorks Track Systems**  
**Lakeville, MN**



Intern Sam Vlasak, a sophomore at South Dakota State University, worked at Flint Hills Refinery in Rosemount, MN, as part of his duties with RailWorks Track Systems' Lakeville, MN, office. He called his time spent on such tasks as checking for proper track elevation (shown in this photo), as well as threading, de-stressing and anchoring continuous-welded rail, a 'great learning experience.'

*If you know some students who might make good interns, encourage them to apply online. Tell them to go to RailWorks' Career Portal at [www.railworks.com](http://www.railworks.com). Select "Careers," "Employment Opportunities" and "Internship." Then click on "Search."*

## News Across the Line

### RailWorks Signals & Communications



RailWorks Signals & Communications Vice President Tim Orlandi describes S&C work and related job qualifications to more than 100 applicants who attended a recent recruiting event in Kansas City.

This division is ramping up for new signals & communications (S&C) work throughout the United States for Class I railroads BNSF Railway and CN Railroad and regional and short line rail operators Genesee & Wyoming Inc. and Patriot Rail Company LLC. In addition to installing highway warning systems, the division also will perform signal control point and Positive Train Control (PTC) installations throughout the United States.

S&C and Human Resources personnel held two job fairs – one in Memphis, TN, and another in Kansas City, MO – to recruit new full-time S&C personnel. Successful candidates participated in interview sessions, completed a drug screen and work orientation and now are on the job.

### RailWorks Track Services

Work begins in October on a new \$19.6 million project for the Michigan Department of Transportation (MDOT). RailWorks will serve as the general contractor for the 15-month project led by Project Manager **Mark Brown** and Assistant Project Manager **Brian Leuck**. The project adds a track in Michigan between East Dearborn and Wayne Junction, about five miles west of Canton. Crews will construct 7.8 miles of track with continuous welded rail (CWR) and install five #20 crossovers, two turnouts and 18 grade crossings. Both Norfolk Southern and Amtrak operate on this state-owned line, part of the high-speed rail corridor that connects Detroit and Chicago. Project Engineer Nick Volker will direct operations in the field, which are scheduled to be completed in November 2015.

### RailWorks Track Systems

The Central Region started work this month on a \$10 million project to construct the NorthStar Transload terminal in East Fairview, ND, on the border with Montana. Project Superintendents **Tony Fenno** and **Alonso Ramirez** lead this project, which will wrap up in July of next year. Crews will construct 86,135 feet of track with 52 turnouts and 26 timber crossings. The terminal, to be served by BNSF Railway, is being touted to be one of the most efficient in the region, capable of moving crude and natural gas liquid (NGL) efficiently throughout the United States.

About 85 miles north in Plentywood, MT, the West Region will soon start a project to expand the track infrastructure at Columbia Grain. This is the second expansion project for Columbia Grain in recent months. Project Manager **Phil Paintner** and Superintendent **Brian Wilson** will oversee construction of 5,884 feet of track with concrete ties and two turnouts as well as rehabilitation of 350 feet of track. Crews will work into the approaching winter and finish by the end of the 2014.

# Back-To-Basics Safety Pop Quiz

Test your knowledge of basic driver safety with this quiz, a monthly feature in RailWorks Today.

1. Employees have no responsibility when it comes to workplace safety.

A. True  
B. False



2. What is the appropriate text for this safety sign?

A. Do Not Dance in the Rain  
B. Cell Phone Hazard  
C. Danger High Voltage  
D. Olympic Bolt-Tossing Contest Here



3. What is the appropriate text for this safety sign?

A. You are Challenged to a Duel  
B. Mr. Clean Says, "Hello"  
C. Use Your Other Left  
D. Wear Your Gloves

4. Which of the following is a long-term, negative result of exposure to loud noise?

A. Decreased productivity  
B. Psychological and physical stress  
C. Interrupted concentration and communication  
D. All of the above

5. Which of the following is a warning sign that your workplace may be too noisy?

A. You hear a humming or ringing in your ears when you leave work  
B. You constantly pull your ears  
C. You have to shout to a person who's an arm's length away in order to be heard  
D. Both A and C

# News Across the Line CONTINUED

## NY Transit



L.K. Comstock & Co. was just awarded the St. George Interlocking project, an \$80 million Sandy recovery project on New York’s Staten Island.

The 30-month project, led by Project Director **John Hamilton**, General Foreman **Frank DeLuca**, Track Superintendent **Luis Nieves** and Chief Signalman **Desmond McGoey**, involves both L.K. Comstock and RailWorks Transit employees to reconstruct the interlocking.

The scope of work includes removing and installing new tracks, signal, traction power and communications systems, rehabilitating Tower B and installing some drainage and new structures. Key challenges will be removing Sandy-related debris, access in the project site and coordination with the Staten Island Railway.

## PNR RailWorks

PNR RailWorks is growing and on the lookout for qualified people to join its Track and S&C divisions. The company has recruited new employees at a series of job fairs, including one September 17 in Toronto hosted by the Toronto Railway Club and Women in Transportation.



PNR RailWorks representatives who recruited prospective employees in the Toronto area include (l to r) Human Resources Director Sherry Chin-Shue, Assistant Manager S&C Maintenance Dale Strilchuk, Project Manager-Pacific Region Julie Edgar, Manager S&C Technical Services Shawn Malott and Regional Marketing Associate for the Eastern Division Taylor MacDonald.



## Off the Clock: Ginger Raglin

Ginger Raglin, fleet manager in the St. Louis region office, likes to head out on the highway. She and her motorcycle are the subjects of a new feature article about how RailWorks employees like to spend their time when they’re off the clock.

See all our “Off the Clock” employee stories at [www.railworks.com/off-the-clock](http://www.railworks.com/off-the-clock).



## Calendar Notes

American Railway Engineering and Maintenance-of-Way Association (AREMA)	Sept. 28 – Oct. 1	Chicago, IL
PNR RailWorks Job Fair	Sept. 30	Moncton, NB
PNR RailWorks Job Fair	Oct. 2	Gander, NL
RailWorks Annual Safety Summit	Oct. 6 – 8	Atlanta, GA
American Public Transportation Association (APTA) EXPO	Oct. 12 – 15	Houston, TX
RailWorks Frontline Supervisor 1 Training	Oct. 28 – 29	Mississauga, ON