

RAILWORKS® TODAY

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

Becoming a Go-To Partner for GO Transit



The track and signal maintenance provided by PNR RailWorks for 310 miles of GO Transit property helps ensure that passengers on the LakeShore West and other GO Transit lines in Ontario arrive at destinations on time.

The fifth-largest surface rail commuter system in North America relies on PNR RailWorks for its ongoing track and signal maintenance.

On a day-to-day basis, PNR RailWorks serves as the track and signal maintenance arm of GO Transit, the bus and train system linking Greater Toronto and Hamilton, Ontario. Employees perform all regular track and signals & communication systems maintenance and inspection. PNR RailWorks is in the second year of the current five-year contract with renewal options for up to 15 additional years.

It has taken time and exceptional service for the company to earn its status as GO Transit's go-to contractor for maintenance. The arrangement began 12 years ago this month, when PNR RailWorks secured a five-year contract for track and signal maintenance covering nearly 70 track miles. Steady performance has merited ever-increasing responsibility, and the strong partnership has enabled PNR

RailWorks to grow along with GO Transit. As GO Transit has added route miles to its network, PNR RailWorks has expanded its operations. Over the last 10 years, GO Transit's network has increased from 93 track miles to over 300, and PNR RailWorks has been an integral part of this rapid expansion. Today, PNR RailWorks' oversight is 269 track miles. Factor in yards and layover facilities, and PNR RailWorks is safeguarding 310 miles of GO Transit property.

GO Transit operating managers regularly praise PNR RailWorks' efforts. This month alone, commendations included accolades for Foreman Brian Cobierski, who, after a GO Transit train inadvertently backed through a switch, provided immediate corrective action that minimized service delays. Ron Marshall, PNR RailWorks' Director – GO Maintenance, says GO Transit credits PNR RailWorks with helping them achieve a March 2013 on-time performance rate of 97 percent,

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their best performance in more than nine years.

Ron notes that besides turning to PNR RailWorks for maintenance duties, GO Transit often asks PNR RailWorks to complete upgrades

and large-scale projects. Overall, Ron says, "Things are going very well. We're moving into the third year of the current five-year contract, and the partnership has never been stronger."

The Formula for a Successful GO Transit Partnership

Here's a snapshot that illustrates PNR RailWorks' commitment to GO Transit and its formula for maintaining and growing the relationship.

- Conduct daily managers' calls and monthly meetings between the entire PNR RailWorks team and GO Transit Track and Signals operation departments.
- Spend manager-to manager on-track time together frequently to conduct inspections, define existing plans and plan for future enhancements.
- Manage the intricate coordination of work schedules to keep trains on-time, involving as many as 50 Track Occupancy Permits daily.
- Hire top-caliber, well-qualified employees.
- Implement special signal and track auditing and proficiency testing that ensure our employees meet or exceed the technical requirements of their various jobs.
- Put into action GO Transit-specific safety protocols and measurement tools.
- Maintain a fleet of more than 30 vehicles that is regularly upgraded.



A Division of MetroLINX



The GO Transit leadership team for PNR RailWorks includes, left to right, Justin Veillieux, operations manager - Signals & Communications; Bob Bertram, assistant manager railway operations - Eastern Region; and Ron Marshall, director - GO maintenance. Justin and Bob have assembled more than 75 dedicated maintenance of way personnel who, depending on their occupation and department, might engage in as many as 20 days of annual training. Ron, on the job now for just two months, says that "it was evident from day one that the relationship has evolved into a true partnership," and that GO Transit has come to rely on PNR RailWorks as its de facto Track and Signals Maintenance Department.

RAILWORKSMART RAILWORKSAFE Safety Conference Details the ABCs of JHAs

"Some hazards are virtually invisible until a step-by-step analysis is performed on a given operation."



Tammy Mathews

That's what RailWorks Corporation Safety, Health and Environmental Director Tammy Mathews asserted to the hundreds of railway industry professionals gathered in Orlando April 8-10 for the Rail Safety 2013 Seminar & Expo.

In her presentation entitled, "Performing a Thorough Job Hazard Analysis & What's Usually Missing," Tammy detailed the benefits of a job hazard analysis (JHA), the different techniques that can be used to effectively perform it, and what's generally missing.

"Hazards obviously cannot be corrected if not identified," said Tammy. "By performing a JHA and breaking the job down, it is conceivable that several hazards can be pinpointed in each step throughout an operation. Looking at an operation as a whole, you may find five or six hazards. But by looking at each step in the operation, you may find five or six hazards per step."

Tammy detailed these steps to properly break down a process to identify the hazards:

- List each step and describe them in order of occurrence.
- Examine each step for hazards, such as lacerations, muscle strains, etc.
- Conduct a "what-if" scenario to evaluate what could go wrong.

Tammy challenged participants to make JHAs a total team effort, including field management, operators, design engineers, maintenance personnel and safety managers. She also noted areas frequently overlooked in JHAs, such as multi-employer worksites, vehicle and equipment traffic, the public, and processes that occur infrequently.

Email Tammy Mathews at tmathews@railworks.com to request a copy of her presentation.

RailWorks Values In Action: **Employee Focus**

Vets Add Right Stuff to Tucson Streetcar Project

The Tucson Streetcar project team has a not-so-secret weapon in its arsenal that is contributing to its excellent results. The team draws on skills and experience honed long before the start of the project. They were developed through more than 50 years of combined uniformed service around the world with the United States military.



The Tucson Streetcar Project is in good hands with nearly a dozen veterans of the United States armed services, including these L.K. Comstock National Transit employees (l to r): Terry Hatchett (Navy), Joe McCartt (Air Force), Field Engineer Eric Crighton (Air Force and Army) and Lineman Foreman Thomas Rayson (Marines).

Five military veterans work in pivotal management positions on both the L.K. Comstock National Transit and RailWorks Track Systems teams. Add to that veterans at work with our Joint Venture Partner Granite Construction and electrical linemen and track laborers and you have nearly a dozen veterans constructing the Tucson Streetcar project representing the Army, Navy, Air Force and Marines.

That should be no surprise since many of the same attributes that define success in the military also apply to our project work. It's a big reason why RailWorks is actively recruiting military veterans to join our ranks.

Sixteen-year Marine veteran Thomas Rayson, a lineman foreman on the Tucson project, acknowledges that while he may not use some of the specific skills he learned in the military, much of the personal and professional training prepared him for his L.K. Comstock National Transit job. "First and foremost, the military teaches you responsibility," states Thomas.

Field Engineer Eric Crighton, a 23-year veteran of the Air Force and Army, agrees.

"No matter what job you do in the military, they expect you to be accountable. At RailWorks (L.K. Comstock), that translates into knowing how to handle tools and equipment, how to maintain them, and how to

work safely with others," explains Eric. "You learn in the military that that you have to be accountable or someone won't make it home. It's the same with an electrician or line-man. Everyone has to be in the right place or someone could get hurt."

Teamwork, another attribute refined in the military, is put into practice day after day on a project site.

"In the military, you don't get to pick who you work with and it constantly changes. You're expected to work

with whoever you get. You learn not to let petty differences get in the way and to quickly trust the others in your unit," explains Eric.

He suggests it's the same on a job site. "You have a team meeting in the morning and you understand your job for the day. You don't have to constantly check to make sure others are doing their job. People do what they need to do to get the work done. We work as a team where everyone is accountable."

The supervisors agree that leadership skills learned in the military apply at RailWorks as well. "The military teaches you to be a leader. You learn how to build a cohesive team and how to build trust," attests Eric. "They know you mean business."

That's a good thing for the Tucson Streetcar project. When that team gets down to business, they deliver results. Field work on the Tucson Streetcar project began last summer and is expected to wrap up later this year.

In the meantime, RailWorks continues to look for other veterans interested in using their military training and experience to build a second career on railroad and rail-transit construction projects in the United States and Canada.

Testing and Training Ahead

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



The week of April 8 marked a major milestone with the successful completion of a second round of comprehensive ERP testing involving more than 40 employees. Testing ramps up during two weeks in June when 100% of our requirements will be verified using actual RailWorks data and day-in-the-life testing scenarios.

Meanwhile, training kicks off in May for key employees who will interface with the ERP system:

- Corporate subject-matter experts (May 6-10)
- Office managers (May 13-17)

- Corporate staff and some office managers focusing on general ledger and fixed assets (May 21)
- Equipment subject-matter experts (May 22-23)
- Project managers (July 8-12)
- Business unit leaders (July 15-16)
- Estimators (July 17)

Monday, August 5, continues to be the target. That's when ERP will be implemented on RailWorks Track Systems, RailWorks Track Services and our corporate group. For more details, refer to the ERP page in SharePoint.

Calendar Notes

April 27-29 American Short Line and Regional Railroad Association (ASLRRA) annual conference and exhibition, Atlanta, GA.

Safety Training

May 2-3 RailWorks Track Systems, Houston, TX
May 15-16 SunRail Project, Orlando, FL

News Across the Line

NY Transit (L.K. Comstock & Company, RailWorks Transit)

Church Avenue

Work is well under way on the \$123 million, 50-month project to install a modern, relay-based signal system for the new interlocking on the Church Avenue project. L.K. Comstock and RailWorks Transit also are performing track reconstruction and civil and electrical work associated with the construction of the two-story Church Avenue relay room building and three new central instrument rooms (CIRs). In late March, a Local #3 electrician connected the plug-coupled cable to the relay rack.

Project Director **John Hamilton** and General Foreman **Frank DeLuca** are leading this project, which is scheduled to conclude in August 2014.



7 Line Extension

NY Transit is working on the \$513.7 million 7 Line Extension project with joint venture partner Skanska USA to furnish and install systems and finishes on the subway extension from Times Square to West 25th Street and 11th Avenue in Manhattan, N.Y.

In late March, track workers checked the track gauge and alignment in one of the two tunnels between Times Square and 34th Street. Since then track construction in the tunnels has been completed and is currently under way at the new 34th Street Station. In addition to track work, NY Transit has been busy installing new radio communications as well as signal and tunnel lighting systems in the tunnels.

Project Director **Joe Maikisch** and General Foreman **Tom Tinebra** lead this 35-month project, which is targeted for completion in June 2014.



PNR RailWorks

When PNR RailWorks employees learned that Prairie Region Foreman **Eddy Gillard** needed a liver transplant, they opened their hearts and their wallets.

Garry Potrebenko, Superintendent of the Ridley Terminals project in Rupert, British Columbia, got the ball rolling by responding to a challenge from **Terry Jones**, project superintendent for Worley Parsons. "If you can raise \$3,000 for Eddy's Liver Transplant Fund, I will let you shave my head," said Garry.

That was all that was needed. The challenge was on.

Workers at Ridley Terminals, representing PNR RailWorks, Ridley Terminals Inc., and Worley Parsons, donated \$2,645.

The Pacific region dedicated March 28 to Eddy. The day began

with an Easter Egg Hunt. Every egg found resulted in a \$2 donation to the fund. A barbeque lunch and a 50/50 draw followed. The winner of the draw donated back all of the funds. By the end of the day, employees in the Pacific region raised \$1,800.

Employees in Cochrane, Alberta, in the Prairie Region also responded with a donation of \$2495.

Due to health complications related to his failing liver, Eddy has been unable to work since early 2012. He and his wife Amanda and two children, ages 8 and 11, are confronted with both a health and financial burden.

Eddy passed along his sincere appreciation and thanks to all of the generous employees, most of whom don't even know him, who jumped into action to help.



BEFORE

After the Pacific Region raised nearly \$3,500, Superintendent Garry Potrebenko followed through on his challenge and cut his golden locks.



AFTER



Pacific Region employees