April 2015

RAILWORKS® TODAY

A monthly newsletter for employees of RailWorks Corporation and its subsidiaries

Making the Grade on BNSF's Main Line

RailWorks Signals & Communications Crew Members Mark Chapman, center, and Chase Middleton work with Foreman John McGathy, standing, to install shunt boxes for the 12th Street grade crossing on BNSF's newly constructed second main line in Aurora, NE. The BNSF train, parked on new main line track that was not yet in service, carries ballast used to surface the new track.

Corn, cranes and trains are plentiful around Aurora, NE. This pocket of the Cornhusker state has gained notoriety for its abundant crops, the mass migration of sandhill cranes and the dozens of trains that pass through daily. The latter recently prompted Burlington Northern Santa Fe Railway (BNSF) to add a second main line at this strategic point on its rail system.

RailWorks Signals & Communications (S&C) installed the grade crossing warning system on the new main line along a 12-mile stretch of track through Aurora. The new main line gives BNSF greater capacity to sequence the heavy volume of trains on this rail corridor — one of the most heavily traveled in the United States — linking the Powder River Basin in Wyoming and Montana to Kansas City and Chicago.

Project Engineer Tom Johnson directed the three-month project, which began in mid-January, to install 15 crossing houses and six remote crossing houses, each equipped with GE XP4 grade crossing predictors (GCPs). Our S&C crews worked simultaneously with a civil contractor installing the roadbed and with BNSF crews constructing and surfacing track.

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INSIDE LINE

Tom Johnson
Project Engineer

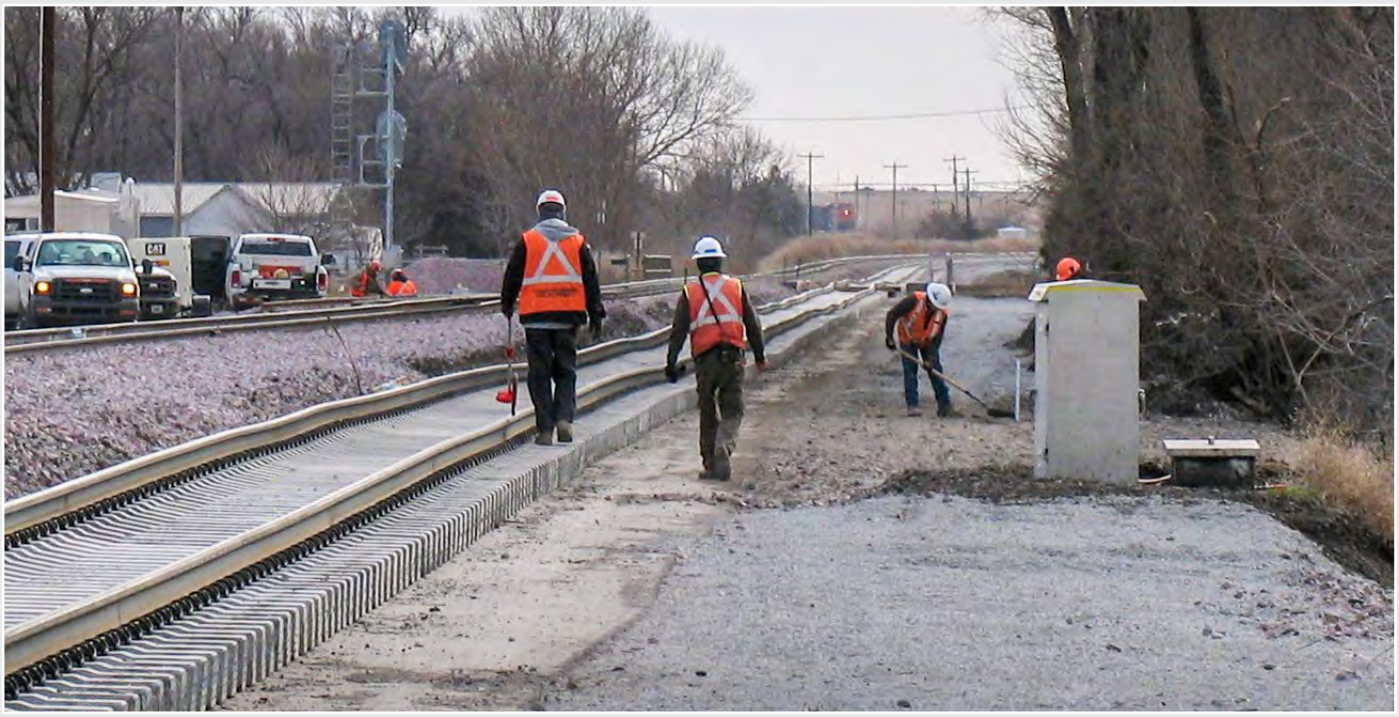
We started getting ready for this project last spring when we attended NARS training (by the National Academy of Railroad Sciences) at Johnson County Community College in Overland Park, KS. Work on the BNSF required our employees in charge (EICs) to be NARS-qualified as well as qualified on BNSF rules.

The training prepared us to understand and apply MOW and EIC rules, including the ability to get track and time and to work foul of the track. We also were trained specifically on BNSF rules and on the territory where we would be working.

This training was essential, particularly when you are working around live train operations and such a high volume of trains. It allowed us to be productive from day one. It also helped to ensure the safety of our employees and not to disrupt BNSF operations or train service.

Thanks to the training, our preparation and excellent team, we completed the project on time and with no safety incidents. I give all the credit to our group. They stayed focused and never gave up.

Making the Grade on BNSF's Main Line *from page 1*



On the new BNSF main line under construction, Crewman Chris Koontz (center) operates a measuring wheel to determine the distance for the grade crossing activation approaches while Foreman John McGathy (r) serves as a watchman/lookout. To the right, crewmen set a shunt box.

"It took a lot of coordination and sometimes we found ourselves working side by side with BNSF track crews. We avoided them when we could. … But we all knew everyone was just trying to get the work done," said Tom.

Five S&C crews, comprised of four to five signalmen each, worked in tandem throughout the project to maintain a continuous installation schedule. In addition to coordinating with other workers, a number of factors made this S&C project challenging.

Work on live track with a heavy volume of train traffic presented an obvious and ongoing focus. Besides required operations and safety training specific to this BNSF territory, RailWorks conducted regular job briefings with other contractors and BNSF personnel to ensure the safety of all employees.

Early on, cold temperatures hardened the ground, making it extremely difficult to dig trenches to install the houses, cabling and foundation. "We used propane torches to heat up the ground and dig two to three inches at a time with a backhoe. What typically took one day was taking up to three days, just because of the frozen ground," explained Tom.

There also were a number of design changes, some uncovered by RailWorks personnel as the project progressed, which impacted the scope of work. "To avoid any delays, we took a proactive approach and met with BNSF to work out changes. Sometimes there were changes and other times they added stuff for future usage. We got corrected prints (blueprints) so we could move forward."

Crew Member Trey Toby (l) and Senior Project Manager Joachim Ortiz connect the grounding circuit to a new signal house, one of 21 installed, turned on, tested and put into service as part of this project.

Foreman Derrick Stratton (r) instructs Crewman Tony Goldstone on the termination of cables in a signal house east of Aurora, NE.

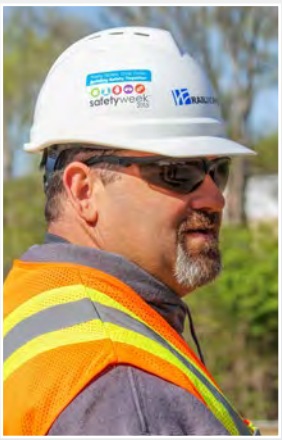
The project wrapped up April 16, just after BNSF cut over to the new grade crossing warning technology.

Tom says a mix of experienced and new people accomplished the work. "It was a good group that came from all different places. The group jelled and just kept going. It was pretty amazing. It was raw determination.

"Our guys stepped up and did a great job. I'm proud of all of them."

RAILWORKSMART RAILWORKSAFE

Safety Week Activities Set for May 3–9



As part of Safety Week, every employee will receive a hard hat sticker and T-shirt. They remind everyone on our jobsites that safety is part of RailWorks' core values and a moral obligation we have to each other.

RailWorks is among 40 U.S.-based construction groups leading Safety Week efforts May 3-9 to collectively raise awareness of safety in the construction industry. RailWorks, as a sponsor and active participant, is taking part in order to raise awareness in the construction industry and inspire workers in the industry to be safety leaders.

Each RailWorks region or area in the United States and Canada is conducting special activities during Safety Week. Some events will involve customers and will be attached to routine, safety-related activities, such as tool and equipment inspections, safety plans and safety audits. Corporate and regional management will join in the field activities, with all participants receiving T-shirts and hard hat stickers that carry out the Safety Week slogan: ***Many roles. One Goal. Building Safety Together.***

RailWorks President and Chief Executive Officer Jeffrey M. Levy says as a new sponsor this year, RailWorks is "adding our voice to the chorus" of companies that want to provide inspiring, celebratory and educational activities to help drive safety deeper into their cultures. "Our participation in Safety Week," he says, "reinforces our commitment as a company to safety and lets our people know that it's not just us, but the industry, that supports this obligation."

Jeff stresses his commitment to a RailWorks culture that accentuates safety.

"We have some particular challenges in our business. With few exceptions, most of our people travel and work in locations remote from their home for short durations of a few days to a few months. This characteristic of our business places even greater emphasis on the safety culture.

"We won't stop until the only way our people will work is in a safe manner. It requires re-training of experienced labor. And it requires continued attention from supervision and management to reinforce that we are genuine about our responsibility to work safely."

Sponsors of the annual Safety Week are the Construction Industry Safety Initiative (CISI) group and the Incident- & Injury-Free (IIF) Executive Forum – contractors whose leaders meet periodically to find ways to elevate the industry's safety commitment.

Find out more about Safety Week from your home office. In May, we'll share will photos from company Safety Week events in *RailWorks Today* and on our social media sites.

Calendar Notes

Industry Events		
May 3-9	Safety Week	Companywide
May 27-28	North American Rail Shippers Association (NARS)	Chicago, IL
May 30-June 3	Canadian Urban Transit Association (CUTA) Annual Conference	Winnipeg, MB

Safety Training		
April 30-May 1	RailWorks Track Systems (South)	Houston, TX
May 7-8	RailWorks Track Systems (South)	Houston, TX

RailWorks Values In Action: **Customer Focus**

Vanderbilt CBH Project Recharges NYCT's Flushing Line

The power behind the Flushing Line (also known as the 7 Line) — the New York City Transit (NYCT) Authority subway line that connects the boroughs of Manhattan and Queens — lies deep under the streets of New York City. In a historic tunnel south of Grand Central Station, L.K. Comstock and RailWorks Transit crews worked over the past 19 months to replace the Vanderbilt circuit breaker house (CBH) that powers the 7 Line. Thanks to a combination of old-fashioned hard work along with creative engineering and scheduling, the team wrapped up work in April, five months ahead of the contract date.

Work on the $6 million Vanderbilt CBH project began in December 2013 under the direction of Project Manager Joe Ciaccio. The project site included the existing substation at street level, on Park Avenue between 41st and 42nd streets, and the tunnel underneath, in old section of the 7 Line known as the Steinway Tunnels (constructed in the 1890s by piano magnate William Steinway).

"The first challenge was gaining access to the track," reports Joe. "A temporary 85-foot scaffold was installed inside the vent shaft to gain access from the street to the work area."

The next major hurdle was how to connect the cables from the substation to a new circuit breaker house at track level and run them to the third rail on the track. "It took ingenuity and engineering to make it happen," attests Joe.

L.K. Comstock installed new cables from the existing substation at street level via the new electrical duct bank, then down the vent shaft to the new CBH at track level. Crews also installed new cables on the subway tracks on the 7 Line, which feeds traction power from the CBH to the new third rails. RailWorks Transit crews constructed the building for a larger, new CBH enclosure to house upgraded traction power equipment.

Much of the electrical and track work was completed over weekends during In-Services, when subway service is suspended so crews can gain access to the track, reports Joe. "The Transit Authority used the In-Services to get a tremendous amount of work done, so we had to coordinate around other contractors working in the tunnel."

The project team began coordinating with NYCT's Third Rail Operations and Traction Power departments about five weeks in advance of the final In-Service. Over the weekend of March 21 through 23, L. K. Comstock energized, tested and successfully put the new CBH into service.

Due to its focus on NYCT and its customers who ride the 7 Line, the L.K. Comstock-RailWorks Transit project team delivered the job early, a rare accomplishment for the NYCT.

Vanderbilt CBH Project Leadership Team

Joe Ciaccio, Project Manager
Alex Engel, Building Project Manager
John Sommer, P.E., Chief Engineer-Power
Frank Caristia, P.E., Traction Power Engineer
Lorenzo Pasquariello, General Foreman
Joe Ferentini, Civil Foreman
Courtney Davis, Track Foreman
Bob Harvey, Electrical Field Foreman

L.K. Comstock and RailWorks Transit crews worked in New York City Transit's 7 Line tunnel to install the new Vanderbilt circuit breaker house (CBH). During weekend In-Services, crews worked at track level to install new third rail and traction power cables associated with the new CBH power source.

While at work in the 7 Line tunnel, workers prepared the area to pour the concrete slab within the steel structure of the new circuit breaker house.

Inside the new circuit breaker house, workers installed the traction power circuit breakers and feeder cables, replacing old Westinghouse technology dating back more than 50 years.

News Across the Line

RailWorks Maintenance of Way

RailWorks Maintenance of Way's rail grinding service kicked off in April on BNSF Railway.

RailWorks Maintenance of Way is now providing rail grinding services on Class I railroad Burlington Northern Santa Fe (BNSF). RailWorks took possession of the Harsco RGH20C switch and crossing rail grinder earlier this month in Minnesota. A special team, comprised of RailWorks and Harsco personnel, is starting up operations as the grinder works on switches and crossings between Sioux City, IA, and Lincoln, NE, during the latter half of April.

"Our goal is to deliver a good value with exemplary service, all done safely," reports **R.T. Swindall**, vice president of RailWorks Maintenance of Way. "Right now we are fine-tuning our operations to ensure a proper start-up. That involves ongoing communications with our customer — BNSF — to understand their expectations and find out what we can do to meet those 100 percent."

Our grinding operation is expected to expand in the coming year. Director of Production Services **Jason Bulger** oversees our grinding and production gang operations.

Our start-up grinding team, led by Grinding Foreman **Shea Swindall**, will be at work on the BNSF in the Midwestern United States over the next 36 months. Next up: BNSF's busy main line along I-80, west of Lincoln.

New York Transit

New York Transit began work in March on the "Atlantic Half Ties" project for the Long Island Railroad (LIRR), a commuter rail service connecting Manhattan with Long Island, NY. Under the direction of Project Manager **Danny Trujillo**, RailWorks Transit crews will replace 21,500 damaged and deteriorated block ties on Tracks 1 and 2 in the Atlantic Branch Tunnel of LIRR on Western Long Island. Crews will work on weekends to complete the project by July 2016.

RailWorks Track Services

RailWorks has just completed a job as a subcontractor to Ragnar Benson at the new Joliet Bulk, Barge & Rail oil terminal in Joliet, IL. Project Manager **Dan Gabrisko** led the $10 million effort, which began last July. RailWorks constructed roughly 40,000 track feet comprised of two loop tracks, a siding, a lead track, four unloading tracks (shown here on either side of unloading racks) and two bad-order tracks as well as 12 turnouts that included a pair of crossovers. The first trains began using the facility earlier this month. Terminal capacity allows for unloading the equivalent of about 85,000 barrels of crude oil per day.

Crews from RailWorks Track Services' Minooka office just completed a track construction project at the Joliet Bulk, Barge & Rail oil terminal in Joliet, IL.

Employees based out of the Westfield, MA, office are in the early stages of a job that is part of reconstruction occurring at Massachusetts Coastal (MC) Railroad's Hyannis Yard. Laborer **Richard Stockwell Jr.**, left, learns spike-pulling from Laborer **James Hennard** as RailWorks removes turnouts. RailWorks will then install seven new turnouts and construct about 300 feet of track connecting them. Superintendent **Warren Green** is heading up the project, which should wrap up in May.

RailWorks Track Services is starting a rehabilitation project at Massachusetts Coastal Railroad's Hyannis Yard.