

RAILWORKS® TODAY

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

Positive Train Control Puts Amtrak Out Ahead



RailWorks Signals & Communications is installing positive train control (PTC) in Indiana and Michigan along Amtrak's Chicago-Detroit rail corridor. When the project is completed in late-2010, this corridor will be the first US rail line to be updated with new PTC technology.

RailWorks Signals & Communications is in the final weeks of a multi-million-dollar project to install positive train control (PTC) on a 100-mile portion of Amtrak's high-speed corridor between Chicago and Detroit.

The project comes in response to new federal mandates requiring PTC technology by 2015 on designated US rail lines used to transport passengers and certain hazardous materials. Amtrak, one of 41 railroads working furiously to meet the new requirements, anticipates spending \$155 million to bring its lines up to standards.

RailWorks has been busy since March installing a GE Transportation-designed Intermittent Train Control System (ITCS) between Porter, Ind., and Kalamazoo, Mich. When the project concludes in December, this corridor will be the first US rail line to be updated with new PTC technology.

RailWorks' 12-person S&C team – comprised of three, four-person crews – is completing the following work along the route:

- installing 56 new signals houses and new grade crossings with updated equipment and associated cabling,
- installing six new wayside signals with LED technology,
- constructing nine radio towers and foundations and installing the related radio equipment and cabling.

Sequencing work is a key challenge of the project. A daily 7 am production call helps Amtrak, RailWorks and fiber optic subcontractor Henkles & McCoy coordinate the work and give Amtrak a snapshot of where the crews will be working. Once a section of the work is completed, it is turned over to GE Transportation to test and put it into

INSIDE LINE

“RailWorks collaborated with GE Transportation early on to clearly define the construction schedules. We created an overall master schedule and provided regular updates to



Paul Scanlon
Operations Project
Manager
RailWorks Signals &
Communications

allow for any necessary adjustments. This upfront work helped us establish continuing dialog with both GE and our field management so everyone understood the expectations.

Our field crews have been extremely productive. We have a well-qualified team with a clearly defined mission. The team members also are knowledgeable about the scope of our work. This is essential since we are doing so many tasks in one location.

We empowered our field teams to be their own managers and make decisions in the field. One factor that has worked well is their ability to call the design engineer from the field. This allowed them to ask for clarifications on the design and to offer other suggestions to improve the design as our work progressed in the field. This gave our field teams the authority to act in the best interest of our client and our company. These factors are helping us complete work on schedule and with a great degree of confidence.

Completion of this project – the first PTC project of its kind in the United States – demonstrated RailWorks has a qualified and capable team that is well-suited for PTC work.”

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service.

When RailWorks' installation work is completed in December, GE Transportation will work through March of 2010 to test the radio system and integrate the new PTC system with the existing PTC technology on the line.

Amtrak hopes completion of the project will attract new passengers to the high-speed corridor. With train speeds increasing up to 120 mph, this new route will reduce travel times between Chicago and Detroit from 5 ½ hours down to 3 ½ hours and provide a fast and convenient alternative to air and highway travel.



The RailWorks Signals & Communications team gathered before heading out to work on the Amtrak PTC project. Front row: Dennis Courtney, Scott Feigenbaum, Chris (Dino) Cittadino, Geoff Biller. Back row: Cory Magolski, Shane Kempf, Steve Collar, John Watson, Rob Pringle, Gary Morris, Aaron Leach. Not pictured: Matt Cadman

RAILWORKSMART RAILWORKSAFE

Training Focus of Annual Safety Summit

RailWorks held its second annual Safety Summit in Guelph, Ontario, on October 6 through 8. Seventeen safety professionals and select management representing RailWorks Corporation and its subsidiaries met to learn, exchange ideas and plan for the coming year.

Tammy Mathews, corporate safety, health and environmental director, set the tone for the summit in her opening remarks. "Although our safety performance has improved and is better than industry standards, our goal is continuous improvement."

Training was a primary focus with sessions on drug awareness and electrical hazards as well as incident investigation and reporting. Presentations and roundtable discussions covered a range of topics, including railway equipment, mine safety, job hazard analysis, and future plans to put safety forms in an online database.



Participants at the Safety Summit took a break for a group photo. Row 1: Jason Heilpern (RailWorks Track Systems, Western division), Stewart Hoffman (RailWorks Track Systems, Central division), Dylan Rudisill (RailWorks Track Systems-Texas), Santiago Velasco (L.K. Comstock National Transit, Dallas). Row 2: Greg Mays (RailWorks Track Systems, Orlando/SunRail), Helen Aherne (PNR RailWorks Pacific division), Tammy Mathews (RailWorks Corporation), Sam Roach (RailWorks Track Systems, Southeast division). Row 3: Trevor Unsworth (PNR RailWorks, Eastern division), Brad Belcourt (PNR RailWorks, Prairie division), Lizane Carbonneau (PNR RailWorks, Quebec), Andrew Schaeffer (RailWorks Track Services). Row 4: Bill Field (RailWorks Track System, Special Projects), Steven Bevills (RailWorks Track Systems-Texas), Steve Moore (PNR RailWorks, S&C division), John August (RailWorks Corporation). Back row: Jerry Huffman (RailWorks Track Services, Bridgeton, Mo), Harry Glantz (RailWorks Corporation), Al Schroeder and Sherry Shin-Chue (PNR RailWorks, Abbotsford, BC).

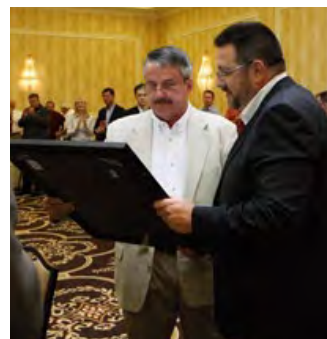
Calendar Notes

Nov. 1-24 Open Enrollment for 2011 Benefits (eligible US employees only)

RailWorks Honors Retiree Jack Wilt

Jack Wilt, Vice President and General Manager of RailWorks Track Systems – Texas, retired on October 1 following a 35-year career in railroad construction in the Houston area.

RailWorks honored Jack during a formal dinner on September 28 at its annual management meeting in Marietta, Ga. RailWorks Corporation Executive Vice President John August thanked Jack for his service with the US Army in Vietnam and highlighted his role leading Wm. A. Smith Railroad Contractors and RailWorks, which evolved into a thriving division extending throughout Texas and Louisiana.



RailWorks management gave retiree Jack Wilt a standing ovation on September 28 at the annual management meeting. Executive Vice President John August presented Jack with a framed advertisement, developed in his honor. The ad highlights Jack's safety and quality leadership as well as his role as a leader, mentor and friend to employees and industry associates. The ad will appear in the November issue of railroad industry trade magazine *RT&S* (Railway, Track & Structures).

News Across the Line

RailWorks Corporation

RailWorks held its annual management meeting in Marietta, Ga., the last week of September. About 70 managers representing RailWorks Corporation and all the subsidiaries met to begin the 2011 business planning process, to learn about company updates and to participate in leadership training and breakout sessions.



Executive Vice President **John August** told attendees that the meeting theme, a feather, references Greek mythology about master craftsman Daedalus and his Icarus, who were imprisoned. Daedalus constructed wings held together with wax so they could escape but warned his son not to fly too close to the sun. When Icarus ignored his father's pleadings, the wax melted and he fell to his death. John suggested the feather is a reminder not to get too prideful about RailWorks' success. Instead he urged attendees to focus on ways to improve our organization and get prepared for tremendous opportunities ahead.



L.K. Comstock National Transit Vice Presidents **Mike Rothschild** and **Mark Patterson** posed in front of a high-speed locomotive at InnoTrans 2010.

A six-person team representing RailWorks subsidiaries visited Europe in late-Septem-

ber to attend InnoTrans 2010, an international transportation engineering convention held in Berlin. This year's conference drew more than 2,000 exhibitors and 100,000 attendees who are buyers and sellers of passenger and freight transportation technology.

"InnoTrans is the Super Bowl of rail conferences. Our mission was to expand our knowledge of the high-speed rail systems and infrastructure already utilized in much of Europe and shortly to be introduced to the United States," says **Mark Patterson**, vice president of operations for L.K. Comstock National Transit. "We had the pleasure of meeting with some of the world's leading players in this environment. It allowed us to gather intelligence that will serve us well as we strive to participate in the first high-speed rail projects here in the United States."

L.K. Comstock

EC&M magazine recently released its annual "Top 50 Contractors" list. L.K. Comstock ranked #27, up from #28 last year. View all the rankings at <http://ecmweb.com/images/009ecmCSbig-table.jpg>

What happens when you plug www.lkcomstock.com into your browser? You used to go to RailWorks' website. Now,

you'll go green to a new website just for L.K. Comstock. The new site highlights L.K. Comstock's rich, 106-year history and promising outlook. Check it out to see information about the company's history, leadership, its range of services and completed projects.

Congratulations to General Superintendent **John Orme**, who retired on October 1 following a 50-year career with the IBEW in the New York metro area. John served as general superintendent for L.K. Comstock

for the past 10 years. **Salvatore DeMatteo**, general foreman on the East 180th Street Project, has been promoted to general superintendent. **John Hamilton**, civil project manager on the E. 180th Street project, has been promoted to project director of the new Church Street project.

RailWorks Track Services



Vice President & General Manager **Bob Rolf** (aka Railroad Man of the Year) with his parents **Bonita** and **Charles Rolf**

The St. Louis Railway Club named its *Railroad Man of the Year* on October 4. RailWorks Track Systems Vice President & General Manager **Bob Rolf**, who formerly led the RailWorks Track Services St. Louis region, offered these comments in accepting the honor. "I'm not sure that I deserve the recognition I'm receiving tonight...but I'm quite certain that behind this 'Man of the Year' is a team of family, co-workers and industry associates who made it all possible." In his remarks he thanked his wife, parents as well as industry mentors and associates and his team in St. Louis for all their support. Way to go, Bob!

Congratulations to **Tim Scheller**, who recently was promoted to serve as area manager of the St. Louis region, based in Bridgeton, Mo. Tim formerly served as the estimator for the region.

PNR RailWorks

PNR RailWorks welcomed two new team members during September. **Chris Hudson** was named regional manager for the Eastern region. **John Leonardo** was named vice president of business development.