

RAILWORKS® TODAY

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

Preparing GO Transit for Tomorrow



To help manage growing passenger rail traffic in the Toronto-Greater Hamilton, ON, area, GO Transit is expanding capacity with the extensive Georgetown South project. PNR RailWorks will complete a number of signals & communications and track upgrades on the project by early 2015.

Work is nearly done on widespread improvements on Toronto's Georgetown South (GTS) rail corridor. PNR RailWorks has been instrumental in executing GO Transit's sweeping plan to manage burgeoning rail passenger traffic in the region.

Multiple track and signals & communications projects have been under way since 2010 that will ensure the corridor can accommodate the growth in daily riders, which is projected to nearly double by 2020. When completed in 2015, five to eight tracks will allow for new all-day, two-way service between Union Station, Toronto Pearson International Airport and several GO Transit stations.

Such volume underscores the role of centralized traffic control (CTC) in maintaining

safe and reliable traffic flow on the corridor, which stretches about 25 km/15.5 miles and also is used by VIA Rail and CN. PNR RailWorks' Signals & Communications (S&C) Division is in the homestretch on a two-year project to upgrade the CTC system. Their work included constructing, wiring and performing factory-acceptance testing on all 37 bungalows on the route and installing, field testing and commissioning 15 of those.

"After the consultant provided the detailed design, our team ordered all materials, wired and tested the bungalows, and then started sending them out for installation, says Shawn Malott, Manager, Technical Services - Signals & Communications.

These activities occurred in PNR RailWorks'

INSIDE LINE

The overall complexity and size of the Georgetown South project is significant, with the number of bungalows and the complexity of the signal system itself. The wiring group coordinated constantly with the testing and commissioning group to run through the factory acceptance testing.



Shawn Malott
Manager – Technical
Services
Signals &
Communications

There was a lot of interaction and coordination between the wiring shop team, led by Brett Partridge, and the testing and commissioning team, led by the Testing and Commissioning Superintendent Brent Anderson. The testing team took each bungalow and ran it through all of the tests. Those two groups work in the same building, so it was (and always is) a back and forth, daily interaction between the two superintendents.

Our process is effective and reliable in part because we incorporate additional steps for wiring and testing, and for shipping and professional engineering inspection. New and current employees and customers coming in to review our process can see how the work flows, with our customized wiring-process manual and the flow chart on our shop wall.

Continued to page 2

Preparing GO Transit for Tomorrow *from page 1*

wiring shop in Guelph, Ontario, 80 km/50 miles away, where the S&C Division supplied labor, material, equipment and supervision for the construction, wiring and testing of the signal housings. Certified wiring and testing technicians and technical specialists wired and tested the 37 original bungalows and will complete another seven required in a change order.

One of the secrets of S&C Division's success is training. Seasoned mentors team up with newer employees for job-shadowing. All wiring shop employees follow a manual created to complement the International Organization for Standardization (ISO) metrics the Division abides by. The methods are thorough yet efficient, because "when we pull resources from the field, even experienced signal people familiar with wiring, this manual walks them through our process and shortens the learning curve," adds Shawn.

Besides having highly refined procedures, another distinction of the S&C Division is its shop capacity. At 16,000 square feet, "We can work on many bungalows at once, depending on their size," Shawn notes. "There are more than 20 on the floor right now. And we can work on multiple customers' projects. We've had work going on for as many as six projects in there simultaneously."

The S&C Division's work complements that of the Eastern Track Re-



PNR RailWorks Signals & Communications Division constructed, wired and tested all 37 bungalows for the Georgetown South project in its Guelph, ON, wiring shop.

gion, which handled about 80 percent of the GTS track construction and upgrades. Site superintendents and project managers from S&C and Track worked side by side and communicated daily to facilitate the dovetailing of their work on the live corridor. Both S&C and Track will complete work on the route early in the first quarter of 2015.

PNR RailWorks' GTS contributions are integral to the forthcoming Union Pearson (UP) Express, the long-awaited direct shuttle between Union Station downtown and Toronto Pearson International Airport that's set to open in summer 2015.

Georgetown South Leadership

Signals & Communications

Minesh Vallabh, Project Manager
Vlad Koljubakin, Field Superintendent
Brett Partridge, Wiring Shop Superintendent
Dan Mihalic, Wiring Shop Coordinator
Brent Anderson, Testing and Commissioning Superintendent

Eastern Region - Track

Ed Fenn, GTS Project Director
Arjun Langford, Assistant Project Manager
Rick Burkhart, General Superintendent
Brandon Berry, Superintendent
Joe Gibson, Superintendent

PNR RailWorks Has Lion's Share of GTS Track Work

PNR RailWorks' Eastern Division has performed about 80 percent of the track work for the massive Georgetown South (GTS) project in Ontario's Greater Toronto and Hamilton areas. Led by Superintendent Brandon Barry, crews have managed the following work:

- Coordination of eight separate track contracts, each for a segment covering the 25-km/15.5-mile corridor, totaling about \$40 million in labor and equipment.
- Safety along an operating corridor where GO Transit, VIA Rail and CN share the track. At peak capacity, PNR RailWorks is providing 70 track workers – at times around the clock or during weekend outages – to meet GO Transit's completion schedule.
- Construction of two new tracks on the existing freight corridor dedicated to the Union Pearson Express, the new service that will directly connect Union Station in downtown Toronto and the Toronto Pearson International Airport.
- Complexity of building 46 turnouts, among them four triple-track interlockings that allow switching among not just two but three tracks.
- Upgrades not only on mainline track but also on service track and industry spurs facilitating commerce of all kinds along the corridor.
- Work on the new spur that provides the connection from the airport to GO Transit's Kitchener mainline. Crews installed just over a mile of direct-fixation (DF) track on an elevated guideway at Toronto Pearson International Airport's Terminal 1.



About 80 percent of track work for the Georgetown South project has been performed by PNR RailWorks' Eastern Division.

RAILWORKSMART RAILWORKSAFE

Summit Introduces Fresh Ideas to Improve Safety

Twenty safety professionals and a handful of corporate representatives gathered for two and a half days of training in Atlanta earlier this month during the annual RailWorks Safety Summit. The meetings, which included five new safety professionals attending their first Summit, featured both formal and informal sessions designed to drive safety improvements.

Two small groups arrived at the Summit early to conduct pre-Summit meetings. On Monday morning, Oct. 6, safety professionals Mike Lane, based in Minooka, IL; George Luce out of the St. Louis, MO, office; and Ricky Waynes of the Santa Fe Springs, CA, office, worked on ways to establish uniformity among regions' employee safety training and certification records. Their work will make it easier to retrieve information required for job bid pre-qualifications and to more quickly match employees' qualifications with customers' job requirements. PNR RailWorks safety professionals formed the other group, who met with Corporate Safety, Health & Environmental Director Tammy Mathews on such topics as Canadian safety policies and driver policies.

The full group of attendees came together that afternoon as RailWorks Human Resources representatives Harry Glantz, vice president, and Dave Mason, manager, led related discussions about establishing a trusting environment, ideally resulting in improved safety performance. "Trust is a function of character and competence," said Harry. "A person might first think of character, but in a company such as ours, it's what you can do that becomes very important. Trust has to do with your abilities – how well you do your job – and your track record."

On Day 2, Bill Field, Regional Safety Director - Major Projects, along

with Regional Safety Manager George Luce, delivered a presentation on tool inspection. They brought along a damaged spike lifter, frayed nylon slings, failing wire rope and other props to prompt discussion. Later, the participants' turned their focus to incident investigation and reporting. Trainer and improvement strategist David Lynn of Life & Safety Consultants, led a detailed session on incident investigation. It included involving employees who used colored sticky notes on flip charts to create a timeline of a recent equipment event. Following David, Legal Counsel Brian Rice briefed employees and answered questions about their roles and the Legal department's role in accident and incident investigation.

The final day featured updates from Executive Vice President John August and Tammy. John offered a state-of-the-company summary of business successes and challenges, and discussed personnel changes, equipment, business opportunities, recruiting and training, among other topics. Tammy introduced 15 goals for 2015 for safety professionals and field leaders driven by new regulatory requirements in the United States and Canada. She also had a representative from MSDS Online describe her company's program offering a searchable database of more than 700 current electronic material safety data sheets (MSDS), which Tammy plans to make accessible to RailWorks in the near future.

"With RailWorks' growth and the focus on environmental (care), it's the right time to do this," Tammy told her Safety Summit audience. Once the database is available, "You know you're going to find (the needed data sheet), and it will be a current version."

The sixth annual RailWorks Safety Summit concluded with the traditional "round table" session of closing remarks from each attendee.



Off the Clock: Kaitee Carney

Check out the new "Off the Clock" employee feature article posted on our website about Kaitee Carney of the Chehalis, WA, office. Kaitee's off-the-clock passion for music is attracting attention.

Find out more about Kaitee, and check out other stories of RailWorks employees' hobbies and interests, at www.railworks.com/off-the-clock.

You probably have ideas about coworkers with interesting pastimes. Let us know, so we can share their Off the Clock story! Just send an email to railworkstoday@railworks.com.



Calendar Notes

RailWorks Frontline Supervisor 1 Training	Oct. 28 – 29	Mississauga, ON
Benefits Open Enrollment (for eligible U.S. employees)	Nov. 10 - 24	United States
RailTrends 2014	Nov. 20 - 21	New York, NY

RailWorks Values In Action: **Industry Leadership**





Why Social Media Matters to RailWorks

According to the Pew Research Institute, 74 percent of us use social networking sites. If we are age 19 to 29, that statistic jumps to an eye-opening 89 percent. If we have a cell phone, we may be among the 40 percent who use our phones to access social media sites. And those statistics are going up every day.

It is no surprise that businesses have discovered social media is an effective tool to market services and to engage with and recruit employees, particularly if you are targeting a younger audience. You may have noticed that RailWorks is getting in on the action, with a presence on a few of the more popular social media sites. If you've been following, you may

have noticed a Facebook posting about the Safety Summit, a tweet and photo about the recent AREMA trade show and several new job postings on LinkedIn.

Activity on these sites offers a range of benefits. The most basic is exposure. It gives us new ways to be seen – to show off the great work we perform and our exceptional employees. Most significantly, social media sites allow us to engage with each other, as well as with prospective employees, customers and other industry contacts. The interaction not only strengthens the RailWorks brand, but it also makes our connections with others stronger.

Social Medium	Description	Why and How We Use It
Facebook 	The largest social networking website, it connects friends, family, and business associates by allowing users to post and read comments, images and short video clips and to interact with others.	<ul style="list-style-type: none"> Used by 74% of online adults We post information about RailWorks and ongoing company updates Connect with “friends” who are interested in what we do
LinkedIn 	A business-oriented social networking site used for professional networking. It connects users to contacts to exchange knowledge, ideas, and opportunities with a broader network of professionals.	<ul style="list-style-type: none"> More than 300 million members; used by 22% of online adults “Connect” and network with industry contacts who may “follow” RailWorks We post information about RailWorks ongoing updates, job openings, employee testimonials Encourage employees to create profiles and connect with others Identify prospective employees
Twitter 	A social networking and micro-blogging service that allows users to send and read other users' updates (known as “tweets”), which are text-based posts up to 140 characters in length.	<ul style="list-style-type: none"> Used by 19% of online adults We send “tweets” using our “handle” @RogerRailWorks We tweet messages and images about RailWorks and our industry with “followers” Follow tweets on relevant topics and interact with followers and other industry contacts
YouTube 	A video-sharing website	<ul style="list-style-type: none"> Used by more than 1 billion unique users each month as well as a majority of Fortune 500 companies Established a RailWorks channel that currently features 8 videos We post videos to provide a convenient way to convey messages and highlight our work and employees



We invite you to connect with RailWorks on social media. Look for more information in our next issue when we will spotlight LinkedIn. We'll explain how you can use this professional networking site to advance your career while also helping RailWorks attract quality new employees.

News Across the Line

RailWorks Corporation

EC&M (Electrical Construction & Maintenance) magazine recently released its annual "Top 50 Contractors" list. RailWorks Corporation/L.K. Comstock ranked No. 31, compared to No. 30 in 2013. See the complete list on our website or on SharePoint.

RailWorks Maintenance of Way

RailWorks is teaming up with Harsco Rail to provide rail grinding services for switches and crossings. RailWorks crews will operate cutting-edge transit grinding equipment provided by Harsco Rail. This maintenance service is targeted to busy Class I and regional railways that want to restore the profile of their rail and maximize their rail investment.

Our grinding services are part of our "Specialty MOW Services" division is under the direction of **R.T. Swindall**. A RailWorks grinding crew is expected to begin work on a Class I railroad by early 2015.



An ad introducing our new grinding service will appear in the November issue of *Progressive Railroading* magazine.

PNR RailWorks

PNR RailWorks has won a new Metrolinx project to upgrade the signaling system for the Union Station Rail Corridor (USRC) in Toronto. Manager of Major Projects **Andy Jones** will lead the \$186 million, six-year USRC project. Alstom Transportation Canada



GO Transit Union Station Rail Corridor in Toronto, ON

Inc. serves as the prime contractor, with a \$300-plus million contract to supply and replace the existing USRC signaling system.

The Signals & Communications division, led by Division Manager **Todd Galliford** with support from Senior Vice President and Chief Technical Officer **Gord Strlichuk**, will provide the project staff and resources to deliver the project.

The project scope includes replacing all signals, track circuits and cables in the USRC as well as installing all new solid state interlockings and control equipment, housed in ten signal houses supplied by ten power houses. The team also will install a Supervisory Control and Data Acquisition (SCADA) system and local control panels, equipment cases, signal bridges, cable routing and ducting.

The new signal system, which replaces the vintage 1920s system in use around Union Station, will streamline and consolidate operations into one control center, which is covered under a separate contract. Designed for faster train speeds and less distance between trains, the new signal system also allows for faster recovery from train delays or equipment problems.

RailWorks Track Systems

The Major Projects Division is hard at work on two projects for Southeastern Pennsylvania Transportation Authority (SEPTA) serving the Greater Philadelphia region.

To upgrade the Elwyn Viaducts Superstructure, located over Cobbs and Darby creeks in Yeadon, PA, crews are removing and replacing bridge timbers, repairing and painting the steel structure and installing dapped timber, grating and hand railing. Superintendents **Rocky Kimble** and **T.J. McChristy** lead this project with support from Area Manager **Roger Boggess** and Assistant Project Manager **Sean McCray**. The project wraps up in November.

In Langhorne, PA, crews are at work on the West Trenton Separation Project involving construction of a third track. After clearing, grubbing and demolishing a concrete curb platform and asphalt crossing, crews will construct 3.7 miles of ballasted track. This project is led by Area Manager **Roger Boggess** and Superintendent **Rocky Kimble** along with Project Engineers **Padideh Moghaddam** and **Benjamin Bakkum**. It is scheduled to be completed in February.

RailWorks Signals & Communications

A Signals & Communications (S&C) crew finished up work October 20 to install a cantilever bridge for Burlington Northern Santa Fe Railroad (BNSF) at Johnson County Community College (JCCC) in Overland Park, KS. BNSF and JCCC created the National Academy of Railroad Sciences (NARS) at the college to train current Class I and short line railroad employees, those who work around or with railroad facilities in other industries, and those who aspire to work in the railroad industry.



Equipment Operator **Tony Golston**, Foreman **Brian Beard** and Laborer **Chris Koontz** prepare a signal head to install on the new cantilever bridge. All three are new to RailWorks and the S&C division. This was the first S&C project for Tony and Chris, who were hired at an S&C job fair in Kansas City in mid-September.