

RAILWORKS® TODAY

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

SEPTA's Fern Rock Yard Rocks!



As part of SEPTA's Fern Rock Yard Renewal Project in Philadelphia, Pa., RailWorks Track Systems rehabilitated the tracks and turnouts leading to the entrance of the South yard and car repair facility. The crew removed old track, excavated, constructed new track and installed contact rail and coverboard. Similar work was performed in the North yard.

In just a few days, when RailWorks Track Systems finishes the Fern Rock Yard Renewal Project in northern Philadelphia, Pa., it will be the latest of more than \$55 million in work completed for the Southeastern Pennsylvania Transportation Authority (SEPTA) over the past 20 years.

Fern Rock Yard is positioned at the northern terminus of SEPTA's four-track Broad Street Line, also known as the Broad Street Subway. This busy line carries nearly 150,000 riders daily along the 12-mile, mostly underground route extending from the sports complexes in South Philadelphia to the northern terminus at Fern Rock.

RailWorks began work in September of 2009 on the \$16.2 million project to install more than 16,000 feet of new rail as well as special track work and ties throughout the north and south portions of the yard. The

team performed the following work over the 22-month duration of the project:

- Removed and replaced 13,130 track feet of tangent track with new continuously welded rail and 2,910 feet of curved track with new pre-curved restraining rail,
- Excavated, hauled and disposed of 10,000 tons of ballast,
- Furnished and installed 32 turnouts, including one crossover, and a diamond crossover,
- Removed and replaced about 14,000 linear feet of welded, 150# contact rail,
- Furnished and installed 17 hydraulic end-of-track bumpers,
- Coordinated with the electrical subcontractor to install new DC switches and all new contact rail electrical feeders and returns.

"Because the transit yard remained in opera-

INSIDE LINE

To execute the work in the yard with live transit operations, we broke the project down into 14 mini-projects with weekend outages in between. SEPTA



T.J. McChristy
Project Superintendent
RailWorks Track
Systems

gave us access to two or three tracks at a time so we completed this work a step at a time:

- remove switch machines, contact rail, feeder cables and track,
- excavate,
- grade,
- construct the track, and,
- restore the switch machines and electrical components.

After the first couple of phases, our crew learned to refine work methods and to anticipate how things would flow. It helped to have a core team in place for the entire project.

One of the most difficult pieces of the project was coordinating with SEPTA's power department and the electrical subcontractor to sectionalize power to the yard. Prior to our work, there was only one power source for the entire yard. As our work progressed, we re-sectionalized the yard two to three tracks at a time. This process required installing temporary power sources to support active parts of the yard and modifying our plans to address safety



RailWorks Values In Action **CUSTOMER FOCUS**

It was 50 years ago in 1961 when George Braun, Sr., established the railway construction firm now known as PNR RailWorks.

It started out as a family operation. Oldest son Henry Braun recalls typing quotations as early as age 12 on his family's dining room table.

The enterprise has grown dramatically over the past 50 years, expanding from the corporate office in the Braun home in British Columbia to seven facilities in five provinces that provide services throughout Canada.



One of the hallmarks of PNR RailWorks' service has always been its focus on the customer. That was true back in the beginning and has been a major factor in the company's growth and unrivaled record of repeat business. Even while expanding services, entering new markets and facing increased competition, PNR RailWorks has demonstrated that staying close to customers and working hard to exceed expectations will bring the company success.

50TH
1961
2011
ANNIVERSARY

Throughout the rest of the year we'll report on the 50th anniversary festivities. Congratulations to the entire PNR RailWorks team for achieving this important milestone.

Calendar Notes

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| May 1-3 | ASLRRA Annual Meeting and Convention
San Antonio, TX |
| May 9-10 | Leadership Development Training
RailWorks Track Services, RailWorks Track
Systems
Chicago, IL |
| June 12-15 | APTA Rail Conference
Boston, MA |

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tion throughout the project, all work had to be carefully planned," said Projects Manager Drew Kelley, who recalled riding the Broad Street Subway to school while growing up in Philadelphia. "We constructed the project in phases to minimize interruptions. It required tremendous coordination between RailWorks, our subcontractors and SEPTA."

To perform work in the yard, RailWorks worked closely with SEPTA on daily outages to shut down the track and contact rail. Much of the special track work – where track and turnouts tie into the subway's main line tracks -- was installed during continuous weekend track outages.

"Our team did a great job of executing the plan," noted Area Manager Roger Boggess. "We completed all our work on time during each of the outages and returned the tracks to revenue service when promised."

The Fern Rock Yard Track Renewal Project was funded through federal stimulus money from The American Recovery and Reinvestment Act of 2009 (ARRA).



RailWorks Track Systems worked adjacent to a residential neighborhood to construct the South storage yard where SEPTA stages trains and cars to operate the Broad Street Subway.

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and operational needs.

Our prior relationship with SEPTA's project management team assisted us greatly in completing the work more efficiently. They helped get us leeway with on-site SEPTA personnel to modify plans, such as combining two or three phases of the project into one so all tracks could be put back into service faster.

RAILWORKSMART RAILWORKSAFE

Tips to Avoid Our Industry's Most Common Injury

A majority of work-related injuries in our industry involve the back. These injuries are most often a result of improper lifting, which can cause an immediate back problem or contribute to accumulated

trauma and an eventual injury. Here are some essential reminders about proper lifting:

- Warm up before lifting; stretch with side and back bends.
- Let your abdomen, legs and buttocks do the work.
- Look for slip, trip, and fall hazards that your load must follow.
- Get close to the load and place your hands under the load.
- Bend your knees with feet slightly spread apart for balance.
- Keep head, shoulders and hips in a straight line. Do not twist. To change the direction of a load, turn your entire body, including your feet.
- Lift the materials with your legs while holding materials tight. Make sure you keep good balance.
- Push rather than pull a load.
- Get help when the load is too heavy.
- Use lifting equipment, such as a fork lift, hand truck, lift gate or pallet jack, for heavier loads.



News Across the Line

RailWorks Systems

About 25 employees representing RailWorks Systems, L.K. Comstock National Transit and RailWorks Signals & Communications gathered in Ft. Worth, Texas, on April 5 and 6 for the group's annual management meeting. During the two-day meeting, attendees participated in business unit and pipeline review sessions and leadership training. RailWorks' Manager of Learning & Development **Dave Mason** led interactive leadership training that provided a practical approach to help attendees clearly define their respective leadership roles and responsibilities within the context of their current business challenges. The meetings concluded with a presentation by **Jason White**, vice president of sales & business development for Ansaldo STS USA, who has spent more than a decade in the global transportation industry, including with GE Transit Intelligent Control Systems.

Aaron Neely, L.K. Comstock construction manager on the DART Blue Line project, said the meeting was both enjoyable and valuable in helping him develop professionally, "Gathering as a group allows me to catch up on where we are moving as a company and how the market is shaping up. The training exercises highlighted the fact that even

though my primary areas of focus may differ from those at the executive level, collectively they are all essential to the overall focus and success of RailWorks. It was a very good meeting and I am looking forward to the next one."

RailWorks Track Services

The Youngstown office has been awarded a \$4.6 million project for CSX Intermodal in Worcester, Ma. As a subcontractor to Ragnar Benson, RailWorks will rebuild the intermodal track infrastructure at CSX's Worcester terminal. Work began in April and will continue through November of 2012. Project Manager **Bob Bielski** will lead this project.

Youngstown also picked up a \$500,000 project for the St. Lawrence & Atlantic Railroad, a 157-mile short line in Maine. Supervisor **Bob Dedrick** will direct this project to relay rail along the line. Works begins in September and continues into the fourth quarter of 2011.

The Chicago office recently won two significant jobs for area railroads.

Superintendent **Tom Jorczak** will lead a \$4 million-plus project to rehabilitate CN's Kirk Yard in Gary, Ind. RailWorks will complete

this work from April through December as a subcontractor to Dyer Construction.

RailWorks will serve as general contractor on a \$2 million job for OmniTrax property Chicago Rail-Link (CRL), which provides switching and terminal services over 72 miles of trackage in Chicago. Superintendent **Will Dorris** will direct this project to rehabilitate the line.

The St. Louis office has won a \$2.4 million project for the Tri-City Regional Port District in Granite City, Ill. Working as a subcontractor to Baxmeyer Construction, RailWorks will build the new South Harbor loop track. Project Manager **Phillip DeClue** will direct the work, which begins in May and continues through November.

This office also won a \$1 million subcontract with St. Louis Bridge Company for a project for Metro, the operator of the public transportation system for the St. Louis metropolitan region. RailWorks will install the new East Riverfront interlocking on the Eads Bridge. Construction is set to begin this summer and will extend into the fall. Project Manager **Rob Stephenson** will lead this project.