

RAILWORKS® TODAY

A monthly newsletter for employees of RailWorks Corporation and its subsidiaries

LyondellBasell Crossing: Small But Significant



The Gulf Coast Region completed an important crossing installation at the LyondellBasell Bayport Polymers Plant, above, on the outskirts of Houston. Phase II Upgrade Project team members included (left to right) Project Manager James “J.J.” Lund, Jr.; Laborer Timmy Holland, Operator Bobby Martin, Jr.; Foreman Jacob Martin, Operator Marcus Reed, Lead Man James Thomas and Superintendent Carlos Gonzales, Jr. Not pictured: Safety Manager Mike Dalcour and Laborer Michael White.



At first glance, a certain RailWorks Track Systems’ track installation project completed in March might not look like much — a few hundred feet of track, concentrated in a small area of about 1,900 square feet, amounting to a relatively nominal portion of a 220-acre manufacturing plant. But this particular assignment proved significant. RailWorks resolved multiple issues on the way to installing a durable new crossing at the heart of an important Houston-area LyondellBasell facility.

LyondellBasell, a major international plastics, chemical and refin-

ing company, needed help at its Bayport Polymers Plant in Pasadena, TX. A RailWorks Gulf Coast Region team took on the task of fixing four sagging and extremely bumpy tracks at the crossing. The 3rd Street Crossing Project was part of a larger undertaking, for LyondellBasell, but Project Manager “J.J.” Lund, Jr. emphasizes that the crossing upgrade was vital.

“The overall project was around \$2 million over two years,” he says. “But this last piece was 25 percent of the project and, in my opinion, the most critical. It involved almost a year and a half of

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planning, value creation and multiple reschedules.”

Initially, LyondellBasell wanted RailWorks to find a way to recover and reinstall existing rail at the crossing. However, after multiple site assessments, the team found that the 8-inch slab on which the track was affixed had separated from another, 12-inch layer beneath it. The team determined that a successful end-product would have to begin with not only track removal but also the demolition and excavation of about 3,700 cubic feet of underlying concrete.

Reworking plans along the way became the norm as the crew continued to encounter additional unexpected challenges. A major discovery while excavating was a serious drainage issue, causing water to seep in from the sides of the crossing. “In order for us to mitigate the possibility that the track would sink, we recommended installing a calcium bed underneath the subgrade. Calcium is an inexpensive yet effective kind of hardener, and once it’s hit with water, it’s almost like concrete. It has absorption qualities. We installed a two-foot calcium bed and also added drain pipes on the sides of the crossing.”

LyondellBasell gave RailWorks a 16-day window to complete the work when the road and five tracks leading to the production units would be shut down. A nine-member RailWorks crew worked long days and through the weekends, maneuvering two loaders, two excavators, two backhoes, a dozer, skid steer, water truck, compactor, tamper and regulator within the small workspace. They removed and replaced all ballast in two turnouts and 100 feet of track; removed and replaced 100 feet of track; and removed and replaced 194 crossties and switch ties.

“Needless to say, the project had high potential to run over time

“It came down to a lot of ‘just give a damn,’ and this crew really cared. It also came down to them wanting to do something exciting and beneficial for the customer.”

James “J.J.” Lund, Jr.
Project Manager
RailWorks Track Systems

“I’m so happy with RailWorks.”

Debbie Vass
Specialist
LyondellBasell Bayport Polymers Plant

LyondellBasell Crossing Project Leadership Team

James “J.J.” Lund, Jr., Project Manager
Mike Dalcour, On-site Safety Manager
Jacob Martin, Foreman
Carlos Gonzales, Superintendent

LyondellBasell Bayport Polymers Plant Scope of Work

The crossing work was part of the larger Phase II Upgrade that RailWorks completed at the Bayport facility:

- Installed four solar-powered signals (performed by RailWorks Signals & Communications) at two major crossing locations
- Installed nine other concrete crossings
- Replaced 2,000 feet of rail, improving drainage and replacing ties on a 1,000-foot spur off of the Union Pacific Railroad track that leads into the plant
- Installed 18 derails
- Installed three solar-powered lubricators
- Re-tamped 20 percent of the facility

And the Phase II Upgrade effort was a sister to other Gulf Coast Region projects performed for LyondellBasell at the Pasadena location, including a \$19 million project to construct a new storage yard. RailWorks was responsible for all civil, electrical and track construction for the yard, which was completed about a year ago. It included building 54,000 feet of track on steel ties and installing 23 turnouts.

and have an accident or safety issue,” says J.J. “We had a full-time safety manager on site and held pre-work, mid-day and end-of-day safety meetings and briefings that our subcontractors supported and participated in. Each person was actively involved in the safety meetings and always had an item to discuss about improving safety and production. Our division safety manager performed multiple safety audits on the project. RailWorks received several compliments from the customer about our safety practices.”

The planning and efforts paid off, with the project finishing two hours ahead of schedule and free of any safety incidents.

“It came down to a lot of ‘just give a damn,’ and this crew really cared,” notes J.J. “It also came down to them wanting to do something exciting and beneficial for the customer.”

LyondellBasell expressed its appreciation, featuring the project in a monthly newsletter and conducting a post-project celebration at the project site. The LyondellBasell employee responsible for managing rail lines inside the plant sent RailWorks’ local management a text that, just like the project, was somewhat small yet quite significant.

“I’m so happy with RailWorks.”

RAILWORKSMART RAILWORKSAFE

Safety Trending in the Right Direction

Some of RailWorks' Track regions have taken steps to improve their safety performance. Safety records trending in a positive direction signal the improvement. How are they doing it? *RailWorks Today* put this question to a handful of Track field personnel: **"What would you say is contributing to your region's improved safety performance?"**

"We are encouraging our team to speak up and letting them know that no idea, issue, or concern is too small to be addressed. We have made it a point to make sure everyone realizes that all perspectives are up for discussion. More people are speaking up, and as a result, this has increased not only our overall safety awareness but our knowledge of any necessary equipment repairs and additional training needs."



Joe Cargal
Operations Manager, St. Louis Region
RailWorks Track Services

"We put a safety plan together to eliminate or reduce the high-risk activities and hazards before the job has started. We ensure all of the project team is aware of the hazards and how to deal with them before we start work. We have a weekly track meeting where safety is a major topic, and safety issues and concerns are brought up and discussed. Any incident or near-miss is reviewed, and lessons learned are shared with everyone. Management also is becoming even more involved. We attend the safety meetings and training with the crews and are actively engaged in the safety discussions. This highlights the importance of safety to everyone and is an indicator that safety requires everyone's participation to be successful."

Arash Barzegar
Operations Manager, Eastern Region
PNR RailWorks



"I am currently involved in the New Orleans Streetcar Project, and have learned how important it is to communicate the look-ahead schedules with all employees and not just supervision. By informing the entire crew of the week's goals, the crew is able to anticipate the sequence of activities and better position themselves, colleagues, tools and equipment for the scheduled work. This information allows crews to assess the entire work area for direct and potential future hazards prior to and while performing tasks at hand. This level of advanced communication allows for every tier of worker to be even more safety-conscious and vocal."

Sean McCray
Assistant Project Manager
RailWorks Track Systems



Safety Week Is May 2-6

Safety Week 2016 is right around the corner. From May 2 to 6, RailWorks is joining with more than 40 construction companies in their mission to commit to working safely. Every year, more than 80,000 workers suffer an injury at a construction site in the United States. Even one injury is too many. RailWorks will focus on that fact with this year's theme: Zero Incidents Every Day! RailWorks employees in the United States and Canada will be participating in special Safety Week activities to commit to working safely and increase to increase jobsite safety awareness.

ZERO
Incidents Every Day!



RailWorks Values In Action:

Industry Leadership. Customer Focus, Employee Focus, Integrity

Leadership Meeting Focuses on Lessons Learned and Future Plans

About 60 representatives from across RailWorks met in Grapevine, TX, April 5 and 6 to get an update on the company's operating, financial and safety performance, to exchange ideas and to collaborate on future plans. The 2016 Leadership Management Meeting opened with an evening reception and was followed by a full day of meetings and breakout sessions.



Greg Muldoon
Chief Executive Officer

Greg Muldoon, RailWorks' chief executive officer, led the morning session with a "State of the Company" presentation. Using a series of slides detailing financial performance and market conditions and analysis, he discussed where RailWorks has been, where it is today, and where its needs to go.

His candid and optimistic assessment was followed by updates and breakout sessions presented by these business leaders:

- Chris Smith, chief compliance officer, on RailWorks' compliance program.
- John Young, leader of our North America Track Group, including Track and Signals & Communications operations in the United States and Canada
- Mark Patterson, leader of our North America Transit Group, including L.K. Comstock National Transit, HSQ Technology, and PNR RailWorks' Major Projects Group
- Ben D'Alessandro, leader of our New York Transit Group, including L.K. Comstock & Co. and RailWorks Transit.

Greg concluded his presentation by detailing key objectives for 2016 and beyond and explaining what employees can do to help accomplish those objectives.

RAILWORKS CEO GREG MULDOON

SAFETY

"We owe it to our fellow employees, our customers and our business partners to keep safety front and center in everything we do, every time we do it. There is always room for improvement so let's be relentless in our goal to be the safest company out there."

INDUSTRY FUNDAMENTALS

"While we see our Class I customers facing economic headwinds, they still have significant capital budgets. Let's focus on increasing our market share with these valued customers. At the same time, growth opportunities in the transit and in the commercial/industrial spaces remain robust."

CHANGE

"Change is inevitable in all companies and industries. Don't be afraid of change – embrace it. In the world we live in today, if companies don't change, they get passed by. RailWorks will not get passed by!"

2016 COMPANY OBJECTIVES

Lower OSHA Recordable Incident Rate

Lower Lost-Workday Incident Rate

Make Compliance Part of the Fabric of RailWorks

Manage Our SG&A (Selling, General & Administrative) Expenses More Effectively

Collect the Cash (Accounts Receivables)

News Across the Line

PNR RailWorks



A PNR RailWorks crew installs gantry rail at GCT Deltaport in Roberts Bank, British Columbia. (From left) Foreman John Lima, Trackmen Kulwinder Lalli and Samuel Coghlan, and Superintendent David Pearce.

Work is under way on a 12-month project at GCT Deltaport, the largest container terminal at Port Metro Vancouver at Roberts Bank, British Columbia. Project Manager, **Floridor Oprea** is leading the project with support from Superintendent **David Pearce**, Field Engineer **John Rhee** and Foremen **Joe Lima**, **John Lima** and **Jason Klassen**. To reconfigure and upgrade the entire yard, the PNR RailWorks team is installing 2.4 km of new gantry rail, which is used to transfer containers between rail cars and trucks. When the project concludes in November, crews also will have rehabilitated and constructed 35,000 feet of track and performed 140 thermite and 632 flash-butt welds. The work is particularly challenging because the yard remains in full operation throughout the project.

RailWorks Track Systems



Operator Eleodoro Chavira maneuvers a Pettibone to thread a 640-foot length of rail into position on the rebar mats and electrical conduits that provide the foundation for the streetcar line on North Rampart Street in New Orleans, LA. To the right, workers build roadside forms for a parallel streetcar track and perform quality checks on rail alignment, elevation, and neutral ground form installation. The following work day, this same crew placed and finished concrete to encase this 350-foot section of track.

RailWorks is in the home stretch of the second phase of the New Orleans Streetcar project. The North Rampart Street/St. Claude Avenue streetcar expansion extends the streetcar track 1.6 miles between Canal Street and Elysian Fields Avenue in the French Quarter. Work is being performed under the direction of Project Manager **Loren Gallo**, Assistant Project Manager **Sean McCray** and Project Engineer **Matt Siggeman**. The project is scheduled to be substantially completed by the end of May, with punch list items remaining during the summer. The streetcar is scheduled to start revenue service in July.

Off the Clock: Ralph Weber



Every now and then, a band with a gig in the Minneapolis-St. Paul area will tap Ralph Weber to come play guitar. The RailWorks safety professional enjoys entertaining others through the blues and other musical genres. Read more about Ralph at www.railworks.com/off-the-clock.

Can you think of a RailWorks employee who is a serious hobbyist, volunteer, craftsman, athlete or artist who is doing something interesting outside of work? Let us know with an email to railworkstoday@railworks.com.



Calendar Notes

RailWorks Training and Events

May 5-6	RailWorks Track Systems – South Region Session 5	Houston, TX
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Industry Events

May 2-5	WRI 2016 (Wheel Rail Interaction)	Las Vegas, NV
May 2-6	Safety Week	Companywide
May 11-13	Canadian Rail Summit (CAR)	Toronto, ON
May 14-18	Canadian Urban Transit Association (CUTA) Annual Conference	Halifax, NS