

RAILWORKS® TODAY

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

DART Opens Big, Bold Green Line Expansion



L.K. Comstock National Transit completed overhead catenary and signal systems work on DART's Green Line expansion, which opened for revenue service on December 6, 2010.

Dallas area residents got a gift just in time for the holiday season. On December 6, Dallas Area Rapid Transit (DART) began revenue service on the longest single-day opening of electric light rail in the United States since 1990.

DART's new extension adds 24 miles and 15 stations to the existing four-mile Green Line to create an expansive, \$1.8 billion line extending 28 miles from the southeast to the northwest.

L.K. Comstock served as a subcontractor to joint venture partner Archer Western/Herzog to perform the following work on a 13.65-mile portion of the line covered under project CMGC-3:

- Installed the complete signal system
- Performed the final design and installation of the overhead catenary system (OCS)

- Installed DART-procured traction power substations
- Installed all systems, including the communications and signal equipment, copper and fiber-optics cabling, visual displays and public address system

The line's urban route created a number of construction challenges. Building a new system in existing, populated neighborhoods required extensive utility relocations that put the project behind schedule from the beginning. All work also had to be coordinated with the DGNO Railroad, a short line railroad whose line runs adjacent to and below the new light rail line. Add communication with busy Dallas Love Field. With its runway adjacent to the southern terminus of the line, contractors had to coordinate with the control tower any time equipment extended into the air.

INSIDE LINE

The utility relocation process consumed a lot of time that delayed us and contractors ahead of us. We had to adapt our schedule to the actual field conditions rather than strictly follow an approved baseline CPM. By dividing the work up into smaller sections, we made progress where we could rather than waiting for an entire line section to be available.



Walter Antonyshyn
Project Manager
L.K. Comstock
National Transit

The project's 39% Disadvantaged Business Enterprise (DBE) subcontractor participation goal presented another challenge. We had to go out and seek businesses that were able to do the work. In some instances we could not find firms that had performed this work before, so we had to mentor them to work in a complex transit industry environment and follow FTA rules.

It helped that management supported the project from the top all the way down, from equipment to staffing. The support paid off. We finished the project on time, under budget and without any lost-time injuries. This is the best team we've assembled in the 15-plus years I've been with L.K. Comstock. We took a group of 12 individuals and developed a team that worked extremely well together because we all had the same goal in mind.

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To complete the OCS installation and bring the line into service, the new system had to be tied into the existing energized system in two areas. L.K. Comstock worked closely with DART officials to coordinate this work to ensure safety and uninterrupted train operations.

All these factors added complexity to the project that required more paperwork and greater communications within L.K. Comstock and between other project participants. In the end, L.K. Comstock's ability to adjust work plans and compress the schedule contributed to completing the four-year project by the revenue service deadline as well as 3 percent below DART's budget.

L.K. Comstock and RailWorks Track Systems are currently working on the DART's Blue Line extension from Garland to Rowlett, Texas.



L.K. Comstock National Transit's DART Green Line team: Front row (l to r): Signalman Karl Walk, Office Administrator Kylie Taylor, Construction Manager Aaron Neeley, Heavy Equipment Operator Doyle Penneke. Back row (l to r): CAD Engineer Luis Contreras, Quality Control Engineer Will Watkins, Asst. Construction Manager Clark Chance, Signal Engineer Shawn Crighton, Signal General Foreman Lee Kirsch, Signalman Gary Preston, Safety Engineer Santiago Velasco, Signal Foreman Brian Cristan. Not photographed: Project Manager Walter Antonyshyn.

RailWorks Values In Action

EMPLOYEE FOCUS

Employees are our most important asset. That's a driving reason why RailWorks has started using a new online tool called SharePoint to help us gather, communicate and analyze safety statistics.



Beginning in early December, field supervisors and safety directors are completing standardized safety reports online in SharePoint, a Microsoft web-based tool that enables RailWorks to host intranet pages and forms. Once safety information is entered into the SharePoint database, managers across the company automatically receive alerts and reports. The database tool will make it easier to identify problem areas and common injury trends and respond with relevant safety briefings and training.

RailWorks is using SharePoint to work in a smart manner to avoid injuries and keep our employees safe. Throughout 2011, additional components of our business will transition to SharePoint. Next up: expense reports and work acquisition reports (WAPs).



RAILWORKSMART RAILWORKSAFE

Calendar Notes

January ADP to begin processing payroll checks and statements for US employees

January 5-8 The National Railroad Construction and Maintenance Association (NRC) Annual Conference, Ft. Lauderdale, FL

Annual Safety Training

Week of January 24 RailWorks Track Services – Youngstown, OH

Week of February 7 RailWorks Track Services – Minooka, IL

February 15-17 RailWorks Track Systems – Lakeville, MN

Happy Holidays



RailWorks' 2010 holiday card is based on a photo of an outbound Amtrak train set against a winter Chicago skyline. RailWorks has strong ties to Amtrak in Chicago. Several years ago, RailWorks Track Services rehabilitated Amtrak's yard featured in the card. RailWorks Signals & Communications recently completed the installation of Positive Train Control (PTC) on Amtrak's high-speed corridor between Chicago and Detroit.

Our Values: *Customer Focus, Employee Focus, Industry Leadership, Integrity*

News Across the Line

RailWorks Track Systems

RailWorks Track Systems has been quite busy in Louisiana, where they just finished a project in Shreveport for the Kansas City Southern Railway. Crews replaced 12 turnouts and changed out 2,200 crossties for the north ladder tracks in KCS' Deramus Yard. They built the turnouts first, and during each of three, 48-hour track outages, installed four turnouts (including removing old turnouts, preparing track subgrade and welding track). **Carl Rhodes** and **Victor Muñoz** acted as project superintendents on this project, as well as another challenging project for KCS that wrapped up in November outside of Jackson, Miss. There, they laid almost 9,000 feet of new siding along the KCS line near Whittenfield.

Meanwhile, On-site Supervisor **Leon Boyd** and his crews have been involved in a pair of projects in and around Ft. Worth for the Union Pacific Railroad. In November, the team completed construction on 10,000 feet of new siding track in Argyle, and they have been involved off and on since April building new yard tracks, a main line and several turnouts at Davidson Yard. Once complete, the project will amount to 41,000 track feet.

The bridge division responded promptly after a Dec. 7 derailment caused damage to a Nebraska Northeastern Railroad bridge in Osmond, Neb., about 30 miles north of



For several weeks, RailWorks crews boated daily to their worksite-on-barges to build track for a new lift span for the Burlington Bridge near Burlington, Iowa. BNSF Railway operates the track on the bridge extending across the Mississippi River.

Norfolk. Program Manager **Bill Henry** said a crew mobilized quickly to get to the accident site by 6:30 a.m. Dec. 8.

On-site Supervisor **Jerry Onhiser, Jr.** and five others worked 34 hours to perform extensive repairs. They replaced the entire north stringer cord and two caps, reframed the bent, put in a temporary frame bent and installed longitudinal bracing along with about 100 new ties and 10,39-foot sticks of 112-lb. rail.

PNR RailWorks

Vice President of Signals & Communications **Gord Strilchuk**, Vice President of Business Development **John Leonardo**, and Signals & Communications Division Assistant Manager **Shawn Malott** visited DART Green Line and Blue Line project sites in early December. They met with L.K. Comstock National Transit project

managers and toured the project sites to gain insights in preparation for growing transit electrification opportunities in Canada.

RailWorks Track Services

RailWorks has been acting as subcontractor to Ames Construction to build the track for a BNSF bridge over the Mississippi River between Burlington, Iowa, and Gulf Port, Ill. On-site Supervisor **José Rivera** and his crews are finishing work this month and are about to install two 400-ft. sections of track on a new lift span to replace a swing span.

RailWorks crews have taken a boat daily to work on the new Burlington Bridge section, constructing 80-foot track panels that straddle several barges floating side-by-side on the river. They've worked for the past five months to complete the job, which culminates in late December during a 30-hour work window when the lift span is floated into place and lowered onto new bridge piers.

Removing the swing span and its center pier widens the river's navigation channel considerably. Barges and other vessels gain about 360 feet of space (the approximate length of the old swing span).

Around 30 trains a day travel over the 2,200-foot Burlington Bridge, originally built in 1868 as a single-track structure. It is reportedly the first all-metal bridge to span the Mississippi River.



Nebraska Northeastern Railroad in Osmond, Neb.