

RAILWORKS® TODAY

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

Giving It Our All for Aux Sable



RailWorks Track Services served as the general contractor to build a rail yard for Aux Sable USA at its natural gas processing plant near Morris, Ill. The project, valued at \$7 million, took about nine months.

INSIDE LINE

This project went well, even though we encountered major issues with pipeline protection that delayed the project by months. If anyone is building near gas lines, I suggest double-checking the plans for pipeline protection measures.



Jay Lusson
Project Manager
RailWorks Track
Services

This plant purifies raw natural gas that's then delivered to several major inter- and intrastate natural gas pipelines and utilities, including Northern Illinois Gas Co (NICOR). By the time NICOR designed a protection pad to go over their gas lines and approved its construction, the project had been delayed by over three months. The protection pad was basically a land bridge over top of the pipeline. It was constructed of precast concrete slabs and placed on top of poured abutments that were incorporated onto auger cast pilings.

The pipeline protection issue forced us to construct track in segments that were not connected until the end of the project. To keep the project moving forward, the customer was willing to compensate us for moving surfacing equipment from track to track with a crane, since the heart of the switching ladder was centered on top of the NICOR pipeline.

This is the first multi-discipline project

On-site storage and switching of more than 150 rail cars daily are now a reality for one of the world's largest natural gas processing plants.

RailWorks Track Services out of Minooka, Ill., has completed a new rail yard at Aux Sable USA's Channahon Facility near Morris, Ill., about 50 miles southwest of Chicago. The Channahon plant processes natural gas delivered by multiple carriers from across North America. Daily, the facility processes up to 2.1 billion cubic feet of high-energy, natural gas, converting it to thousands of barrels of ethane, butane, propane, natural gasoline and other fuels.

RailWorks served as general contractor on the \$7 million project, which enables Aux Sable to store and switch cars on their own track property. In the past, excess Aux Sable cars were stored in the serving railroad's nearby rail yard. The railroad no longer holds

cars without a fee, creating a need for Aux Sable to store its own cars.

"They'll save money foregoing a daily storage fee for rail cars," says Project Manager Jay Lusson. "The yard will hold 150 cars; take that times 365 days a year, and it will likely save them a lot of money over the years."

Along with reducing storage fees, Aux Sable now has the flexibility to move its own cars between processing and storage to better coordinate material deliveries.

RailWorks' improvements included grading, drainage, track and turnout construction, site security, and electrical work. Crews removed 1,600 feet of track and two turnouts and constructed 17,800 feet of track, 17 turnouts, 17 track bumpers and five grade crossings. Other site work included import-

Continued to page 2

Continued to page 2

RailWorks Values In Action

Customer Focus Industry Leadership

When the estimating team for L.K. Comstock & Company prepares a bid for a New York City Transit (NYCT) project, their strategy usually evolves from deep under the streets of the city.

Their pursuit takes them to the job site, oftentimes in a subway tunnel, where they walk the project several times with the people who would be running the job: other L.K. Comstock employees such as the project manager, operations manager and superintendent, as well as joint venture partners and subcontractors.



L.K. Comstock & Company's estimating team poses just outside of their office in the heart of Times Square in Manhattan. Estimating team members (l to r): Peter Boltrek, Huy Nguyen, James Sehested, Renee Rowley, Elias Sadiq, Gary Guild and Anthony Pino

"All jobs have that individual nugget – that capture strategy – that can give you a competitive advantage. When you figure it out, it's an epiphany about how to get the job," explains Gary Guild, vice president and chief estimator for L.K. Comstock, who leads the estimating team.

From their office in the heart of Times Square, the estimating team uses an integrated approach to prepare bids that draws on insights from the job site and involves everyone who will be working on the project.

"We're not just counting. It's not a fish bowl approach. It's an open environment," says Gary. "To prepare the data, we utilize best practices from past jobs. We've got a long history of working on NYCT projects so we don't need to reinvent the wheel. That eliminates what would be a huge learning curve and it translates into productivity on the job."

Gary acknowledges that it's a "sophisticated business that takes a long time to learn. Everyone in our estimating group has built a job in the field so there's a common history about what it takes to build a successful job."

After winning the Flushing Communications-based Train Control (CBTC) and the Church Avenue Signaling projects and being well-positioned on several other projects, the estimating team's efforts have produced some impressive results that translate into millions of dollars in new backlog with NYCT.

Even with recent successes, this team understands they must never lose sight of how they arrived: understanding their customer and continually looking for better ways to perform their work.

Giving it Our All for Aux Sable from page 1

ing nearly 200,000 cubic yards of material for fill and installing site power for lighting and security gate operations, security fencing, culvert and abandonments, and pipeline protection pads for tracks crossing underground pipelines.

RailWorks began the Aux Sable work October 2010. It was the first project for Jay, who had joined the company last September.

He said the project went well despite an unexpected delay and "the worst winter I've ever seen." Jay says Aux Sable is already looking at adding another three tracks to handle its thriving business.



Those looking for a break from the heat of summer need only to remember back to January 4 on the Aux Sable job site. Despite blowing snow and below-freezing conditions, the crew worked to construct new track in the yard to keep the project progressing on schedule.

Inside Line from page 1

that we have taken on. We developed some good relationships with our subcontractors that will allow us to be more aggressive in bidding larger projects in the future. We owe a big thanks to all our employees and the subcontractors that delivered as promised when the site or weather conditions weren't always in our favor.

Calendar Notes

- | | |
|-------------|---|
| Sept. 18-21 | Railway Interchange 2011
Minneapolis, MN |
| Sept. 21-23 | RailWorks Corporation Annual
Management Meeting, Lakeville, MN |

RAILWORKSMART RAILWORKSAFE



Here's another installment in our series featuring lessons learned from our field safety team.

Situation No. 1 - An employee is operating a tractor-trailer combination to deliver a regulator loaded on the lowboy trailer to a job site. When making a right turn, the tractor-trailer moves into the opposite lane, which creates an opening in the right lane. The driver continues the turn and does not see the vehicle that is now next to him in the right lane. When he begins to maneuver back into the right lane, the plow on the regulator impacts the other vehicle damaging it at widow level from the rear to front bumper.

Lessons Learned - Learn your vehicle's blind spots and the unique turning requirements for your route of travel, especially with oversized permitted or non-permitted loads. Drivers should map out the route of travel in advance. Identify the location of right turns, especially those that require a wide turn that might position the vehicle in other lanes. Support wide turns with an escort vehicle, which can close off access to the open lane. Additionally, no matter what type of vehicle you operate, never assume that using turn signals will transmit your intentions to others.



Bill Field
Safety Director
RailWorks Track Systems

Situation No 2 - An employee is driving a Prentice loader truck in the left lane on a four-lane highway. To avoid congestion ahead, the driver looks in his mirror, signals a lane change and determines the right lane is clear. While changing lanes, the driver hears a horn but not before impacting another car in the right lane causing damage to the driver's side of the vehicle.

Lesson Learned - As with situation No 1, do not assume that using your turn signal will transmit your intentions to other drivers. Make sure the area is truly clear before changing lanes. A vehicle's primary mirrors do not give the driver the entire field of view. All large trucks – from F450s, 4500s and up with utility bodies – have blind spots just behind the mirrors on the passenger side and directly behind the vehicle.

Before operating any vehicle, walk around the vehicle to identify its blind spots. Get help from another employee to look in the mirrors to make sure they are adjusted properly. Make sure you can see all the sides of the vehicle in a way that would show another vehicle next to yours. If you identify blind spots, install blind-spot mirrors by mounting them on the fenders of the truck. When mounted properly, blind-spot mirrors allow the driver to see the side of the vehicle and adjacent vehicles.

News Across the Line

RailWorks Track Systems

"Here Comes the Sun!" RailWorks Track Systems was singing that tune on July 5 after the Florida Department of Transportation gave the Archer Western-RailWorks joint venture official notice to proceed on the SunRail corridor project. This notification gives the joint venture approval to begin final design and maintenance mobilization activities required to start construction of the rail project.

SunRail is a 61-mile design-build commuter rail line project in the Greater Orlando area that will operate along an existing CSX



freight line. The first phase is comprised of a 31-mile segment including 12 stations linking DeBary, Fla., to Orlando. In addition to Archer Western and RailWorks, the project team also includes Parsons, the lead designer, and TranSystems, a major design sub-consultant.

Project Manager **Pat Gray** will oversee both track and signal design and construction, which is expected to get underway this fall with revenue service beginning in 2013.

To efficiently build the line in the tight right-of-way and with minimal disruption to CSX and Amtrak operations, the joint venture team will construct Phase I of the project in five segments. RailWorks will maintain the existing 62 miles of track to current main



line conditions while also building approximately 14 miles of new track including 66 turnouts. RailWorks also will install 42 new crossings with signal systems and train control and will construct a new yard and maintenance facility to house the train sets and dispatch operations.

Brian Bennett, vice president and regional manager of the Southeastern division, says RailWorks and Archer Western have already begun mobilization activities. "We're establishing our maintenance-of-way and construction office, material storage area and equipment maintenance area and securing initial materials and inventory to begin construction. Our plan is to be ready to take over the maintenance duties by fall of this year and have design of the new systems ready for a late-2011 early-2012 kick-off of the construction activities.

Continued on page 4

News Across the Line *Continued from page 3*



RailWorks helped CP Rail reopen its main line near Minot, N.D., following damaging flood waters.

RailWorks Track Systems continued its flood relief efforts in the Central United States. Beginning the last week of June, Superintendent **Keith Robinson** led a crew to assist CP Rail in building up the grade along its main line from north of Minot, N.D., south across 50 miles of terrain flooded by the Souris River. The five-person crew supplemented a much larger force that worked 24/7 for just over two weeks to bring the main line back into service. With equipment support from Houston, Chehalis and Lakeville, RailWorks provided three hi-rail dump trucks and operators to haul and dump rock to shore up the main line shoulders.

L.K. Comstock National Transit

Congratulations to Field Engineer **Oscar Garcia**, who is currently involved in close-out activities on the Automated People Mover (APM) project at the Miami International Airport. Oscar recently earned



Field Engineer Oscar Garcia at the Miami International Airport APM project site.

the honor of putting the abbreviation "P.E." after his name and is now a registered professional engineer in the State of Florida. This designation means he has earned a four-year electrical engineering degree from an accredited university, passed the Fundamentals of Engineering (FE) Exam, accumulated years (generally four years in most states) of engineering experience, and successfully completed the grueling eight-hour Principles and Practice in Engineering (PE) exam. Oscar joins Mike Rothschild as the company's resident electrical P.E.

PNR RailWorks

Congratulations to Project Manager **Doug Wansbrough** and his team working at the Mosaic potash mine in Esterhazy, Saskatchewan. PNR RailWorks was chosen as "Contractor of the Week" by the Safety arm of Hatch, an engineering and construction management firm overseeing expansion



A PNR RailWorks crew earned honors for their smart and safe work practices at the Mosaic project site in Esterhazy, Saskatchewan.

at the mine. This achievement is based on PNR RailWorks' progress versus forecasted work as well as the on-time and proper submission of safety paperwork and audits and inspections. PNR RailWorks is constructing 12,000 feet of rail and installing 15 turnouts, which is part of the expansion project to double capacity at the world's largest potash mine.

PNR RailWorks Signals & Communications division has won a new \$11 million project for GO Transit. Over the next eight months, crews will install a new Centralized Traffic Control (CTC) system along GO Transit's Uxbridge subdivision along with numerous crossing upgrades. With a March 31, 2012 completion date, work has already begun to meet this tight schedule.

RailWorks Corporation

About 35 employees who work in finance and accounting positions for subsidiary companies and the corporate office gathered in Weehawken, N.J., on June 15-18 for the annual Controllers Conference. The conference provided an opportunity for senior-level controllers to learn about accounting and tax changes, provide feedback on new programs rolled out in the past year, get updates on the Hyperion tool Essbase, and receive training on advanced Excel applications. Attendees also participated in several round table discussions related to centralization, automation and improving teamwork.