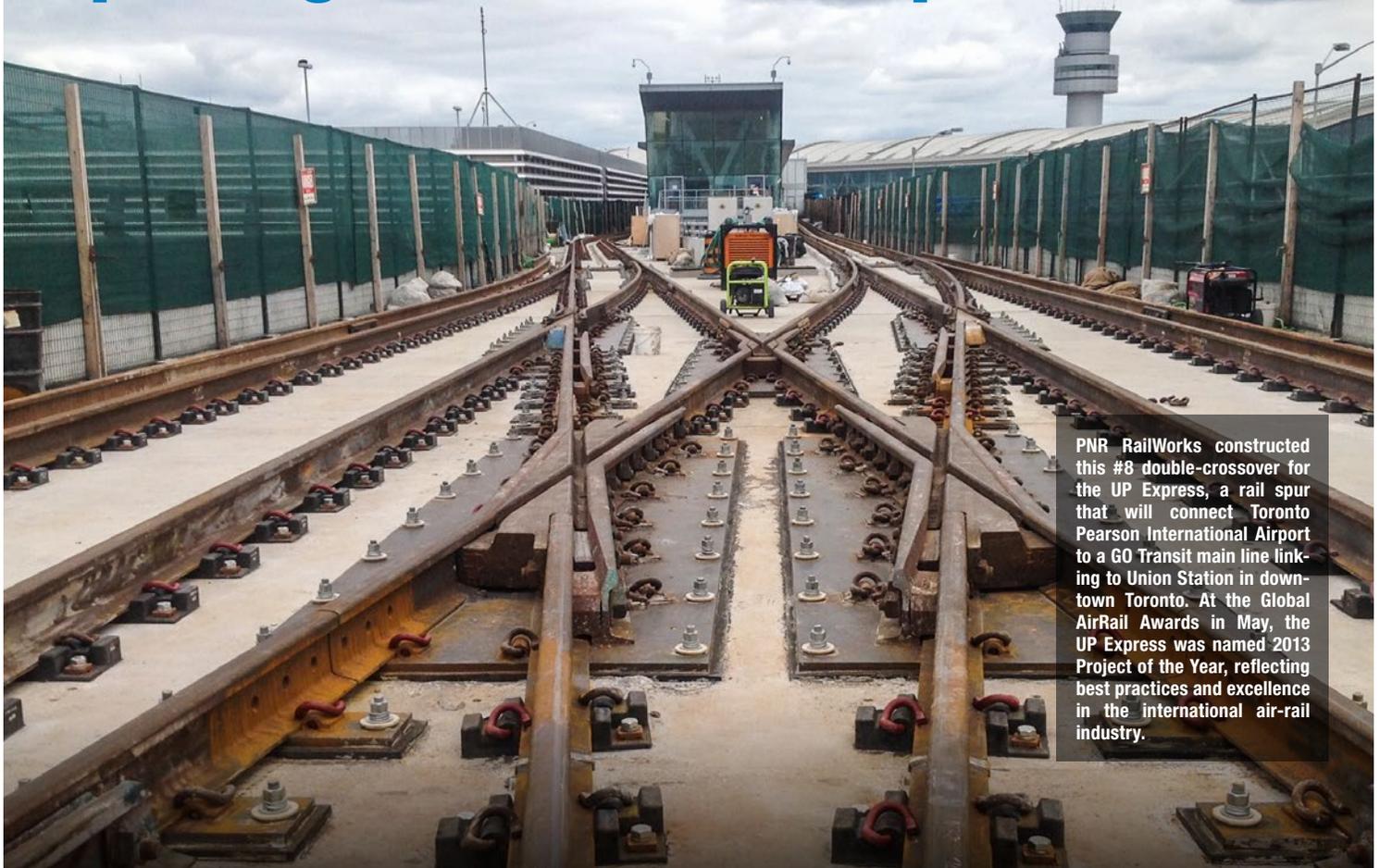


# RAILWORKS® TODAY

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

## Spurring On Toronto's Airport Shuttle



PNR RailWorks constructed this #8 double-cross-over for the UP Express, a rail spur that will connect Toronto Pearson International Airport to a GO Transit main line linking to Union Station in downtown Toronto. At the Global AirRail Awards in May, the UP Express was named 2013 Project of the Year, reflecting best practices and excellence in the international air-rail industry.

**W**ork performed for Toronto's forthcoming Union Pearson (UP) Express, the first dedicated shuttle service over the 15.5 miles between Toronto Pearson International Airport and Union Station downtown, represents a nice feather in PNR RailWorks' cap.

The UP Express will introduce a new PNR RailWorks-constructed rail spur connecting Toronto Pearson International Airport with the existing GO Transit Kitchener line.

With oversight from PNR RailWorks' Major Projects division, the PNR RailWorks' Track group, based out of the Eastern regional office in Guelph, ON, performed the work for client AirLINX Transit Partners, a joint venture of Aecon Construction and Dufferin Construction.

Crews installed just over a mile of direct-fixation (DF) track on a guideway that's about 36 feet wide and elevated 115 feet at its highest point atop the airport's Terminal 1.

The spur features 115-lb. Jordan rail and c33 restraining rail with a #8 double-cross-over near the airport station.

Andy Jones, manager of PNR RailWorks' Major Projects division, says installing the DF track, a first for the Eastern Region, was technically demanding. "We tapped the expertise of RailWorks personnel in the United States who have extensive experience putting in DF track. (The fact) that we were able to get that support from U.S. operations

*Continued to page 2*

## Spurring On Toronto's Airport Shuttle *from page 1*

shows the operational depth of RailWorks," he notes.

Senior Project Manager Paul Blaetz notes that the DF track built by PNR RailWorks is a two-track setup, familiar in parts of the southern United States but not particularly common to Eastern Canada. "This is the first one of its kind in Toronto that I'm aware of," he says.

Another unique aspect to the project for PNR RailWorks was installing the innovative platform doors at both the airport and Union Station. The doors put a protective barrier between waiting passengers and trains.

"There are similar door systems at airports throughout North America," says Paul, "like monorail people movers. This is different in the sense that, particularly at Union Station, this is a track used by many trains."

PNR RailWorks understood the precision and performed the adjustments required when it came to aligning the door systems within the station's structural components. "Some people might not understand the significance of having a column that's not very plumb and square. They might think it's OK to fudge a little. Well, that's not the case in these door systems. We'd measure, and if it was 15 or 20 millimeters off one way or the other, we made adjustments because that's a world of difference when it comes to these door systems."

The company's operational depth is showing through in other areas related to the UP Express, where PNR RailWorks is at work under separate contracts.

The Signals & Communications division will begin installing signals in a few weeks. In addition, this group also will maintain the platform SDS for the next three years. On the GO Kitchener Corridor (also known as Georgetown South or GTS), Eastern Region crews have been at work building two new tracks that are a key element of the UP Express.

These are extensions of the ongoing work and scheduled jobs PNR RailWorks performs for Metrolinx's GO Transit rail operations. PNR RailWorks has partnered for 13 years to provide track and signals & communications maintenance for GO Transit.

GO Transit will operate the UP Express, which will carry an estimated 5,000 passengers daily. It is scheduled to be operational by next summer, in time for the 2015 Pan Am/Parapan Games in Toronto.

### UP Express Project Leadership Team

Andy Jones – Manager, Major Projects  
 Paul Blaetz – Senior Project Manager, Major Projects  
 Akram Rezk – Project Engineer  
 Andrew Jessop – Track Superintendent  
 Ryan Homeniuk – Track Foreman  
 Wade Hollett – Track Foreman  
 T. J. McChristy – Track Superintendent (RailWorks Track Systems)

## Novel Platform Screen Door System



PNR RailWorks installed this innovative platform screen door system at Toronto Pearson International Airport Terminal 1. The door system is a first for a North American rail transit system.

PNR RailWorks has been on the cutting edge before, most recently introducing a platform screen door system (SDS) usage that's a first in North America.

SDSs (also called platform screen doors/PSDs and platform edge doors/PEDs) are a common transit platform safety measure in Asia and Europe, and are often used in North America as part of airport automated people-movers. But their installation by PNR RailWorks at Toronto Pearson International Airport's Terminal 1 and at Union Station is the first for a North American rail transit system.

PNR RailWorks installed 18 platform screen doors for the UP Express. "At Pearson Terminal 1, it's a double-sided platform, and we installed six doors on either side of the platform," explains Senior Project Manager Paul Blaetz. "At Union Station, we installed six doors on one side of the platform."

Traveler safety is a chief function of SDSs. The SDSs have a wall between the edge of the train platform and the trains as a major deterrent to anyone falling, jumping or being pushed onto the tracks. They also aid in fire protection. If there's a fire on the tracks, smoke won't readily move into the station.

Another SDS benefit is comfort and energy efficiency. "In an air-conditioned station, having the doors there helps retain the cool air," notes Paul. "Also, when you're in a tight tunnel, the air can act with a piston effect. You feel a rush as the train is coming toward you, and when it's going away from you, it sucks the air away down the tube. The walls eliminate or greatly reduce the piston effect."

The SDS that PNR RailWorks installed is somewhat unique in its use of a wireless interface for communication between the train and platform. "Most other platform screen doors have a standard rail interface," Paul explains. "They communicate with trains via an existing track signaling system. That's not the case here." To dictate when doors should open or close, laser beams detect where the train is in relation to the platform doors and send that information wirelessly.

"The doors are pretty revolutionary," Paul says. "Our work is going to open up a lot of opportunities."

RailWorks Values In Action: **Customer Focus**

## Track Crews' Response Assists Class 1 Railroad



The Mississippi River flooded CP's main line in Muscatine, Iowa, and other areas around the Quad Cities in early July. Crews from RailWorks Track Services responded to CP's request for help, working around the clock to help re-open this vital rail corridor to train traffic.

While most of us in the United States were enjoying backyard barbecues, fireworks and other festivities on the Independence Day holiday weekend, RailWorks Track Services crews were working around the clock to literally bail out an important customer that was at the mercy of the mighty Mississippi River.

Heavy rains caused the river to overrun its banks and flood areas in Eastern Iowa extending from Davenport to Muscatine, including Canadian Pacific Railway's (CP) adjacent main line. As the river approached its crest July 3, CP put in a call to RailWorks for assistance.

Crews were already at work in Iowa and Missouri performing routine maintenance on CP lines. About 25 workers were immediately redeployed to the affected areas to try hold the water at bay, get the track ready for trains and help with clean-up activities.

"Whatever they needed, we did it," reports Project Manager Becky Marotz out of the Chicago regional office. "Even though it was a holiday weekend, everyone stepped up, and CP was very appreciative."

Crews tag-teamed 24 hours a day from July 3 -12, working at the direction of CP's on-site engineering managers. Some filled and positioned sand bags. Some monitored pump operations. Others installed ties and dumped ballast while others raised and tamped the track. These efforts helped to minimize the disruption and resume train operations faster on the vital rail corridor.

Check out a video of RailWorks' flood response for CP in Eastern Iowa on the Communications page in SharePoint or at this YouTube link:

<http://bit.ly/1rd25od>

### Praise Rushes In for Flood Response

The flood waters are receding now but CP's praise for RailWorks' response remains high:

*"Please let your men that worked the flood event in Davenport with me the last few days know that I personally appreciate their help. All of them did a great job."*

**Bruce B. Wold, Assistant Division Engineer**

*"Thank you for helping out and the long hours put in by your men. We really appreciate the work you guys are doing for us."*

**Jacob Ward, Assistant Roadmaster, Quad Cities Division**

*"The RailWorks team worked shoulder to shoulder with the CP team to help delay the effect of the flood on trains as the waters rose and helped trains run sooner as the water started to recede. We could not have accomplished what we did without them."*

**Justin Meyer, Regional Chief Engineer - Southern Region**



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

## RAILWORKSMART RAILWORKSAFE

# Foremen Prepare Workers for a Safe Day

*We asked a few foremen what they do to prepare workers each day for safety. Their safety practices are plentiful, so it would have been quicker for them to say what they don't do. Here's a smattering of how three foremen and their crews prepare for a safe work day.*

Dan Ginter is leading PNR RailWorks maintenance crews in the Vancouver area, mostly on industrial tracks at the Port of Vancouver. A hallmark of his safety approach is the way he makes use of travel time.

"The biggest thing that I do is if the crew is riding out with me, we have about an hour, and I spend the entire time discussing what we are going to do that day and the possibility of hazards. We know the sites very well, so we know how busy the yards are. We want to make sure everybody's aware of how many trains there are supposed to be that day, the type of protection, where the flags will be placed and who is responsible, and so forth. Every detail."

Dan also points out tool inspection from his routine. He reminds his crews daily to check tools "because the last thing you want to do is use a defective tool that would create another hazard. That is one thing we definitely can control."

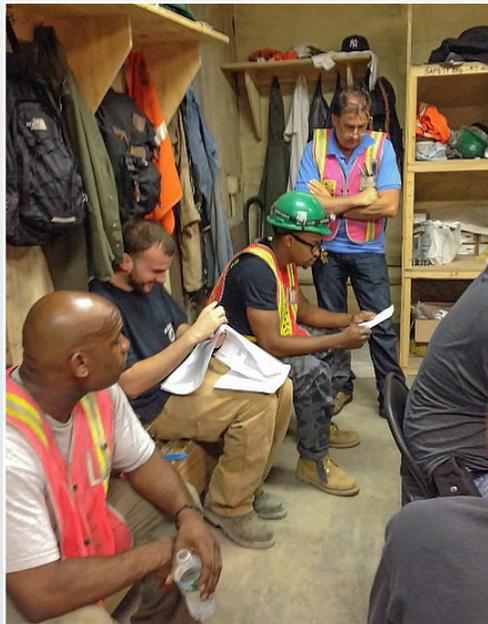
With Steven Manzano, who works out of RailWorks Track System's regional office in Deer Park, TX, a key to safety is ownership.

"I like to get my workers involved in having them thinking about safety," he says. "A lot of times, they get complacent with job briefings if it's just me talking. I let them do the job briefings or the toolbox talks, so that they're on board with everything we do."

And Steve tries to be responsive to crew feedback.

"They have a lot of good suggestions out there on the job. We'll try new things to see how it rolls. It's very, very hot here, and they have suggested little things like having the water coolers closer (to the work) and getting canopies. Also, we've done away with a lot of hand tools and have gone with hydraulic tools. That's helped a lot."

The L.K. Comstock & Co. team in New York City has thorough safety



**Workers on the Second Avenue Subway project in New York City, where General Foreman Doug Cullen helps coordinate safety, review the day's safety strategies.**

processes in place for its multiple projects for the MTA (Metropolitan Transit Authority). Doug Cullen talked about how it works on the Second Avenue Subway project, comprised of four miles of new construction from 63rd to 105th in Manhattan, where he is general foreman.

"On this particular job, tunnel station conditions change daily. It's broken into four different station areas. Each foreman has a station he runs. We are involved with four different station contractors, so we get all their daily activities and safe work plans, and coordinate everything we have going on."

Doug says that foremen conduct daily toolbox meetings, review daily safe work plans and have weekly safety meetings. Among the many things covered are the work to be done that day and potential hazards, and the muster points where workers would assemble in case of a tunnel evacuation

For engineers, drafts people and others based in the office, there is a daily meeting where all gather to review activities at all stations and any issues. "They're pretty much going station to station, so we have a sign-in and sign-out board for office people. They sign in when they leave and come back at the end of the shift so we can track them."

Similarly, each of the foremen accounts for his individual team members. "All of our foremen call at the end of the day to verify that everyone has left safely for the day. We pass that along to our safety guy, and he documents it accordingly.

"Because there are so many different activities and contractors, we don't leave here until we get a phone call from all of our field people that everyone is safe, that all are out of the tunnel and on their way back. The biggest thing is that the guys are coming in and going home at the end of the day safely."

## Calendar Notes

Tucson Modern Streetcar Grand Opening	July 25	Tucson, AZ
League of Railway Industry Women (LRIW) Annual Conference	Sept. 21-23	Montreal, QC
American Railway Engineering and Maintenance-of-Way Association (AREMA)	Sept. 28-Oct. 1	Chicago, IL

# Give Us Your Best Shot!

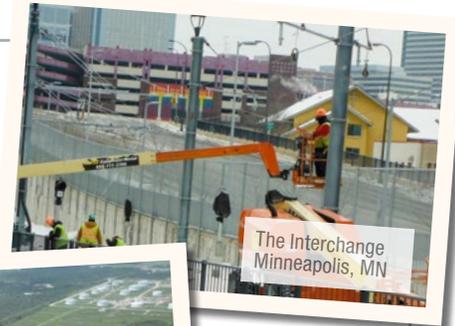
July is a busy month throughout RailWorks. In the August issue of *RailWorks Today*, we'd like to share what RailWorks at work looks like across the company, but we need your help. Please email us your best photograph of employees on the job during July. Be sure your photo checks out for safety and your customer does not restrict taking pictures. Also, never risk your safety when taking a photo.

Please email your single best project image (no more than one) and include this information:

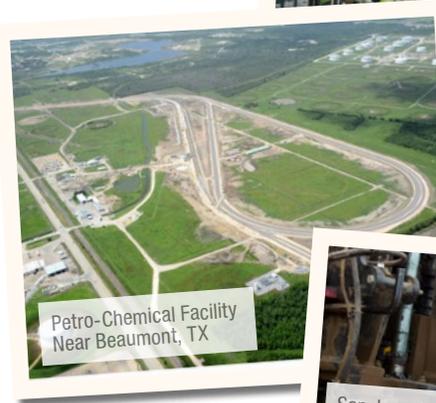
- Your name and title
- Company
- Customer
- Location
- Caption describing what's going on in the photo
- Name of project manager or supervisor on project

Email your best shot by Aug. 5 to [RailWorksToday@RailWorks.com](mailto:RailWorksToday@RailWorks.com).

We'll share the images in the August issue of *RailWorks Today*.



The Interchange  
Minneapolis, MN



Petro-Chemical Facility  
Near Beaumont, TX



San Joaquin  
Railroad  
Near Bakers-  
field, CA



Dave Green

## Off the Clock: Dave Green

In our online article series called "Off the Clock," we spotlight RailWorks employees and their pursuits outside the workplace setting. Our latest feature is about Dave Green, RailWorks finance manager and musician.

See all our "Off the Clock" employee stories at [www.railworks.com/off-the-clock](http://www.railworks.com/off-the-clock) including articles about city councilmen Barron Williamson and Stewart Hoffman, triathlete Glenn Hartrick and humanitarian R.T. Swindall.



## 'Mr. Jimmy' Reaches the Finish Line

Jimmy Williams was doing something he loved during his final days while working around a crew who cared for and respected him.

Jimmy, a foreman for RailWorks Track Systems out of the Southeast region in Alpharetta, GA, died July 17 after working on a job in Gadsden, AL. A long-timer in the industry, Jimmy loved to drive a backhoe and "always stayed safe and positive as he headed toward the finish line" of his projects.

He was known for his extremely hard work and the respect that he earned by that example. And by his example, Jimmy made everyone perform better.

RailWorks Project Manager Kyle Myers says that Jimmy recently found his region a \$20,000 derail job. With Jimmy and his crew on the job, the owner dismissed three other contractors, saying he'd never seen anyone



Jimmy Williams, 1951-2014

do so much work with so few helping. "Now," Kyle says, "we're at about \$400,000 on that project, and they want us there all year. Anybody you ask at the railroad would tell you it's because of Jimmy Williams and his work ethic."

Kyle goes on to describe the friend he and others called "Mr. Jimmy" as a man true to his word. Kyle says that when Jimmy came to RailWorks in 2011, he promised his crew that they would always have transportation. Since his crew didn't all fit in Jimmy's company truck, and RailWorks could not provide a separate ride for them, "Mr. Jimmy bought himself a personal truck for work so everyone had a ride. He paid for his gas and all repairs, never complaining or asking for assistance. When I would ask him why he didn't make the guys find a ride, he would just reply, 'I got this; go on.'"

Mr. Jimmy, you've reached the finish line. It's our job to carry on your legacy. We got this; you go on.

## News Across the Line

### Industry

The National Railroad Construction & Maintenance Association (NRC) is now taking applications for three scholarships for tuition assistance for children or grandchildren of NRC members.

Applicants must be a son, daughter, grandson or granddaughter of a current employee of an NRC member company and be enrolled at the time of application as a full-time college student. The completed application and accompanying essay are due by August 30, 2014. Learn more and download the application at [www.nrcma.org](http://www.nrcma.org).

### RailWorks Corporation

Corporate Treasurer **Glenn Hartrick** is recovering from a serious biking accident that occurred in mid-June. Realizing his passion for athletics, Glenn's friends and family have organized a 5K event called "2N's: Anything is Possible" on August 31, his birthday, to provide encouragement and support. Learn more and sign up at <https://runsignup.com/GlennHartrick2Ns5K>



You are welcome to send cards and letters to Glenn via **Dan Gear**, senior manager of treasury operations, at the Corporate office in New York City.

### RailWorks Track Services

The Minooka regional office recently secured a \$10 million project to construct a new transload facility in Joliet, IL, to be operated by CN. Working as a subcontractor to Ragnar Benson, crews will construct 50,000 feet of track comprised of a double loop track with concrete ties.

Grading work is under way now in preparation for RailWorks to start

building track just after Labor Day. The project, led by Project Manager **Becky Marotz**, will wrap up by the end of 2014.

### RailWorks Track Systems

#### L.K. Comstock National Transit

Work is gearing up for the San Ysidro Yard improvement project, located in San Ysidro, CA, on the U.S. side of the border with Mexico, just south of San Diego. Project Manager **Walter Antonyshyn** is leading the \$10 million project to improve and expand the freight rail yard in operation at that location since the early 1900s.

Working as a subcontractor to West Coast General Corporation, RailWorks Track Systems will construct two new storage tracks, extend the lead track and oversee new road and yard pavement additions as well as drainage, lighting and security improvements. L.K. Comstock National Transit will update the signal system with a new signal house and signal case, install a new communication system, including cameras, and will add on to and modify the recently installed overhead catenary system (OCS). Work will conclude early in 2015.

### RailWorks Signals & Communications

We need your help. Do you know signal maintainers, equipment operators and managers looking for work in the United States? RailWorks Signals & Communications is ramping up to staff for new Class I railroad work and to help address approaching deadlines with implementation of Positive Train Control (PTC) technology on railroad lines that carry hazardous material and passenger trains. Please encourage qualified candidates to apply online and/or attend an upcoming recruiting event. The first event is scheduled July 29 in Memphis. Event information and job descriptions are posted on our website at [www.railworks.com/careers](http://www.railworks.com/careers).

### RMA Sales Training

Regional marketing associates (RMAs) representing Track regions across RailWorks met in Stillwater, Minn., June 24 - 27 for comprehensive annual sales training. Entitled "Track and Time – Driving Your Territory," the three-day training session focused on expanding knowledge of track contracting services and developing effective sales techniques.

RMAs learned about a range of track maintenance services through presentations by Progressive Rail CEO **Lon Van Germert**, Andian Technologies President **Andre Bidaud** and former Vice President of Engineering for Florida East Coast Railway **Bob Stevens**.

"There was lots of information-sharing among the RMAs about what's working in the field and new ideas to try," said **Jim Hansen**, vice president of freight rail infrastructure, who organized and led the training. "Each RMA gave a presentation on track maintenance with examples from their respective territories, so they learned from each other. They also participated in individual territory reviews."



A highlight of the annual training was a field trip to the Central Corridor light rail line maintenance facility in St. Paul, MN, a project site completed recently by RailWorks' Major Projects group. (l to r) RMA Lee Sandridge (RailWorks Track Systems, Alpharetta GA), Sales Trainer Jerry Holl, RMAs Shane Dysarz (RailWorks Track Systems, Houston TX), Ben Peterson (RailWorks Track Services, St. Louis, MO), Consultant Bob Stevens, RMAs Sarah Leonardo (PNR RailWorks, Cochrane AB), Taylor MacDonald (PNR RailWorks, Guelph ON), Tony Roth (RailWorks Track Services, Minooka IL), David Grun (RailWorks Track Systems, Lakeville MN), RailWorks Corporation Executive Assistant Michelle Johnson (Lakeville), and Vice President of Freight Rail Infrastructure Jim Hansen.