

RAILWORKS® TODAY

A monthly newsletter for employees of RailWorks Corporation and its subsidiaries

High-Speed Rail Work in High Gear



The operators of a pair of excavators and a wheel loader place 100-foot, pre-constructed crossing panels for a siding in Carlinville, IL. The work is part of multiple jobs that RailWorks is performing on the Illinois high-speed rail corridor between Chicago and St. Louis.

RailWorks continues to leave its imprint on the Illinois high-speed rail corridor, where upgrades over five years will shave over an hour off Amtrak travel time between Chicago and St. Louis.

RailWorks Track Services crews managed out of our Chicago and St. Louis regional offices are at work upgrading and constructing track and crossings to accommodate up to 110-mph train travel. In many instances, their work, on Union Pacific (UP)-owned segments of the 284 mile-route, involves

switching out wood ties for stronger concrete ties to allow for the higher-speed trains, or increasing capacity by adding sidings so the freight trains can make way for the Amtrak trains to pass. The recent jobs, valued at around \$10 million, build upon work performed in 2012 when RailWorks relocated two sidings and installed three crossings in Pontiac and Odell.

This month in Carlinville, IL, about 60 miles northeast of St. Louis, RailWorks crews under the direction of Project Manager Rob

Stephenson are finishing a job begun late last summer. Subcontracting to Ragnar Benson, RailWorks crews demolished a little over 3 miles of existing timber-tie siding tracks. They then constructed a new siding in its place using 136-lb. continuous welded rail and about 9,000 concrete ties. Crews also constructed four new crossings throughout Carlinville.

In September, Rob's group will begin work on a related project, 15 miles northeast in Girard, where crews will again demolish

Continued to page 2

High-Speed Rail Work in High Gear *from page 1*



RailWorks employees remove rail at Union Pacific's Athol siding in Lincoln, IL, as part of upgrades to the high-speed rail corridor between Chicago and St. Louis. RailWorks is removing and replacing 2 miles of track, timber ties and two industry spurs in Lincoln to make way for new track consisting of 130-lb. rail and concrete ties.

and reconstruct track. "There's a BNSF (Burlington Northern Santa Fe)-UP rail junction up there, so we're going to construct some new track on each side of a rail crossing," Rob says. "When we get to our 60-day outage in September, we'll demo out the existing siding and rebuild it, just as we did for Carlinville.

"It's a typical-size project that we do and have done in the past," Rob notes. "There should be no unusual challenges other than dealing with any scheduling delays," which his team already is facing after project hiccups with land acquisition and utility relocation as well as spring rains.

Up the road, north of Springfield, work is under way on Tier 3. In early June, RailWorks began track demolition at the Athol siding in Lincoln. The area offered no access for 2 miles other than at the northeast and southwest ends, so the creation of a new, "middle" access ramp was necessary. This temporary access crosses the main line, which is live.

"Amtrak is running trains adjacent to us all day," says Project Manager Dan Gabrisko. "The challenge here is doing all the work – removing and replacing a mile (of track) and two industry spurs – in a 30-day window and in small space, and coordinating with the GC (general contractor Milord Company) and the underground contractor

"(There are) no unusual challenges other than dealing with scheduling delays. Success comes from constant communication and coordination among contractors."



Rob Stephenson

Illinois High-Speed Rail Project Leadership Team - St. Louis Region

Rob Stephenson, Project Manager
Phil DeClue, Superintendent
Buddy Smith, Superintendent
George Luce, Regional Safety Manager

"I've put together a plan that lists, day by day, where we're going to be and where our equipment is going to be. We have it all laid out. As long as the GC (general contractor) and earthwork contractor find that they are able to maintain their schedules, there's no reason we can't succeed."



Dan Gabrisko

Illinois High-Speed Rail Project Leadership Team - Chicago Region

Dan Gabrisko, Project Manager (Tier 3 and Tier 4)
David Galvan, Operations Manager (Tier 3 and Tier 4)
Eugenio Magana, Superintendent (Tier 3 and Tier 4)
Mike Lane, Safety Director (Tier 3 and Tier 4)
Zach Castillo, Lead Foreman (Tier 3)
Dan Garcia, Lead Foreman (Tier 4)

to be sure we're not in each other's way."

Tier 3 extends from either side of Springfield, reaching from Auburn at the south end to Lincoln at the north. Ultimately, RailWorks will construct 77,000 track feet on three sidings, including about 9 miles of new double main track.

For Tier 4, crews will construct 37,000 feet of track between Mclean and Chenoa. Tier 4 work will begin July 1.

"Each siding has a 60-day outage," notes Dan, "so we start a new one roughly every 30 days, and they overlap. Because we have both tiers 3 and 4, starting July 1, we'll start two new outages for demolition and start building at a third. "So from here on out for the rest of the year, we'll roughly have two outages running (simultaneously)."

Combined, the work is a little over 21.5 miles of track removal and replacement. All work, with the exception of one siding, is expected to be complete by year's end.

By the end of 2015, up to 75 percent of the corridor is scheduled to be ready for 110 mph trains. The entire project is slated for completion in 2017, ultimately shortening the trip from nearly six hours to fewer than four hours and creating the first truly hi-speed rail corridor in America's heartland.

RAILWORKSMART RAILWORKSAFE

Safety Basics: Know the Driver Hours-of-Service Rules

Increased scrutiny by government regulators and officials on driver safety make it essential to know driver hours-of-service rules. All drivers should know these important, yet basic, "Driver 101" directives, designed to prevent driver fatigue and help drivers get healthful sleep. They apply to all RailWorks drivers of a commercial motor vehicle (or CMV). In the U.S. this means any vehicle weighing more than 10,001 lbs. Examples of CMVs are a one-ton truck or larger, or a ¾-ton truck pulling a trailer. In Canada, it's vehicles with gross vehicle weights of 4,500 kilograms and over (5,200 kgs and over in British Columbia).

U.S. Regulations

"The 14-Hour Rule" refers to the consecutive amount of time a commercial driver has available for a workday following 10 consecutive hours off duty. After 14 hours, a driver may continue to work but is not permitted to drive a CMV.

"The 11-Hour Rule" refers to the total amount of time a commercial driver may drive during a work day.

30-Minute Break. After any consecutive eight hours of being on duty, a commercial driver must go off duty for a minimum of 30 minutes before being able to drive again that day. Recent research indicates that any break from driving reduces risk of an unsafe event in the hour following the break, and that off-duty breaks provide the greatest safety benefit.

70-Hour Limit. RailWorks commercial drivers can work a total of 70 hours on duty during any eight consecutive days. After that time, they may continue to work but are not permitted to drive a CMV.

34-Hour Restart. A commercial driver may choose to reset his or her eight-day total hours to zero by taking 34 consecutive hours off duty.

The off-duty time must include two nights off from 1 a.m. to 5 a.m. and can only be used once per week, or following 168 hours since the beginning of the last restart.

Comparable Canadian Mandates (Within Province)

Driving Time. A driver may drive a maximum of 13 hours in one day, and there's no driving after 14 hours on duty in a single day. After either the 13 or the 14 hours, the rule is eight consecutive hours off-duty before driving again. Under certain conditions, a driver can defer up to two hours of the required daily off-duty time to the next day. A driver must take a 10-minute break out of the cab every four hours.

Off-Duty Time. A driver must take a minimum of 10 hours of off-duty time daily. Other than the mandatory eight consecutive hours off prior to driving, each off-duty period must be at least a half-hour. And at least two of the off-duty hours must be apart from the eight consecutive hours.

Cycles. Transport Canada offers two driver cycle options. Cycle 1 is 70 hours on duty in 7 days. Cycle 2 is 120 hours on duty in 14 days. Mandated off-duty time varies depending on which cycle a driver is using. For more information, drivers should contact their fleet administrator.

RailWorks expects drivers and their managers to know and abide by hours-of-service limits. And any time employees come off a long week of lengthy shifts, safety is still the top priority. Always secure adequate rest prior to a long drive home.

For greater detail on CMV hours of service regulations, see the U.S. Federal Motor Carrier Safety Administration (www.fmcsa.gov) or Transport Canada (www.tc.gc.ca) as well as this chart: <http://www.todaystrucking.com/hours-of-service-canada-us-comparison>.

Back-To-Basics Safety Pop Quiz

Test your knowledge of basic driver safety with this quiz, a monthly feature in RailWorks Today.

- When is it likely to be more slippery on roadways?**
 - When it has just begun to rain
 - After 30 minutes of rain
 - After a hard rain
 - Just after the rain has stopped
- Under normal road conditions, a driver should look down the road where he or she will be in how many seconds?**
 - 18-21 seconds
 - 9-12 seconds
 - 12-15 seconds
 - 6-9 seconds
- Which statement is true about tires?**
 - Radial and bias-ply tires can be used on the same vehicle
 - Dual tires should touch each other
 - 2/32 inch tread depth is safe for the front tire
 - Different tire types or mismatched sizes should never be on the same vehicle
- Which statement is true about brakes?**
 - Brakes stop better when they are hot
 - The heavier a vehicle or the faster it is traveling the more heat the brakes must absorb to stop it
 - Brake drums cool quickly
 - All of the above
- True or false: If someone is following you too closely, you should decrease the distance between your vehicle and the vehicle you are following.**

(See quiz answers on page 4.)

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 July 30 to RailWorksToday@RailWorks.com.

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



Calendar Notes

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|---|------------|-----------------|
| Regional Marketing Associate (RMA) Training | June 24-26 | Stillwater, MN |
| Midwest Association of Rail Shippers (MARS) | July 14-15 | Lake Geneva, WI |
| RailWorks Signals & Communications Employee Recruitment Event | July 29 | Memphis, TN |

Safety Quiz Answers

(See quiz on page 3.)

1. A 2. C 3. D 4. B 5. False

Getting to Know One Another



R.T. Swindall

There's a new online article series called "Off the Clock" featuring RailWorks employees and their pursuits outside the workplace setting. In our latest installment, get to know R.T. Swindall, vice president of RailWorks Maintenance of Way, Inc. R.T. makes it his off-the-clock business to help any way he can in several underdeveloped countries.

See all our "Off the Clock" employee stories at www.railworks.com/off-the-clock.



News Across the Line

PNR RailWorks

The Eastern Region is busy at work for GO Transit on several locations within the Georgetown South (GTS) Corridor. A range of infrastructure projects have been under way since 2013 to improve the grading, track and signals on this vital commuter rail line extending northwest from downtown Toronto, ON.

Our crews are currently working on a track and grade contract on the GTS Corridor from mileage point 12.37 to 10.41 (Highway 27 to Islington Ave). Operations Manager **Chantal Séguin** leads this project

with support from Field Engineer **Prescott Davis**, Supervisor **Brandon Berry** and Foreman **Jason Kutchcoskie**.

The scope of work includes installing 6,130 track meters of continuous welded rail (CWR) on the new north and south service tracks, including runaround tracks, turnout installations, spur line updates, and the installation of 936 linear meters of ballast mats throughout the work areas. The contract also consists of removing 6,740 meters of track and installing 6,420 meters of new 80-foot track panels for the new No. 2 and No.4 mainline tracks.

Continued to page 5

News Across the Line from page 4



Work under way on GO Transit's Georgetown South Corridor

The GTS projects, scheduled for completion later this year, will provide infrastructure improvements to meet growth in GO Transit ridership and VIA Rail and CN freight train service. These improvements also include the construction of two new tracks that are a key element in the new Union Pearson Express (formerly known as the Air Rail Link) between Toronto's Union Station and Lester B. Pearson International Airport.

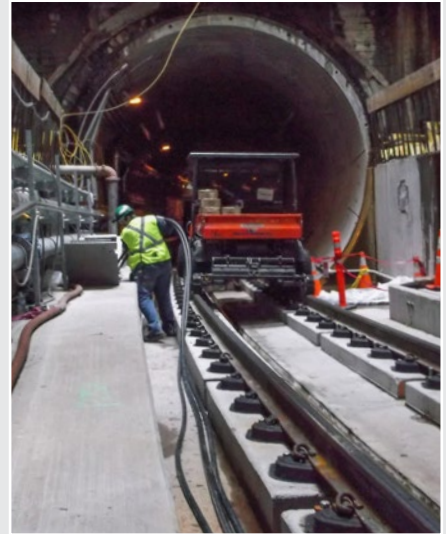
L.K. Comstock National Transit HSQ Technology

L.K. Comstock National Transit is overseeing the project to install the communications systems for Sound Transit's new University Link light rail extension. The \$1.9 billion line, which will extend the existing Central Link to the north, will feature 3.15 miles of new tunnel track, two twin-bored tunnels and two underground stations.

Project Manager **Juan Estrada** leads the project to install complete communications systems for the new tunnels and stations, including new SCADA, radio systems, optical fiber, emergency telephone, audio and paging, and visual message systems. In addition to the new extension, the project also includes retrofitting the existing Central Link supervisory control and data acquisition (SCADA) systems, including replacing the head end central control system (CCS) as well as field control systems (FCS) for the downtown Seattle Transit and Beacon Hill tunnels. The project also includes the addition of the new South Link LRT extension to the head end CCS SCADA system. L.K. Comstock is also the systems contractor on the South Link LRT extension in Seattle under separate contract.

HSQ Technology is part of the project team, with responsibility for designing, furnishing, testing and commissioning the project subsystems, including the field control systems and network systems.

The project is scheduled to be completed in the latter half of 2016.



An L.K. Comstock electrician installs the inner duct in the north bore of the Sound Transit University Link tunnel. A crew will install the fiber optic cable in the inner duct as the project progresses.



Team RailWorks took advantage of the New York City Corporate Challenge event to salute its largest customer: The Metropolitan Transit Authority's New York City Transit (NYCT). Employees wore black T-shirts with the slogan "Transforming New York Transit" to acknowledge our significant work for NYCT. The T-shirt design was judged among the best for the night's event.

RailWorks Corporation

RailWorks participated in its fourth annual J.P. Morgan Corporate Challenge run in New York City on June 5. Fifty-one RailWorks runners and walkers, supported by other RailWorks employees and spectators, joined with 15,000 other participants to take in a picture-perfect evening in Central Park along the 3.3-mile course.

The two-night event, which benefits the Central Park Conservancy, drew more than 30,000 employees from 638 companies. RailWorks participated with a team comprised of employees from the corporate office in Manhattan, the New York Transit/Corporate Operations Center in East Farmingdale, NY, and from project sites in the area.

