



RAILWORKS® TODAY

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

Track Expansion Fires Up Ridley Terminals

PNR RailWorks constructed new track and realigned existing track to help increase coal exports at Ridley Island Coal Terminals near Prince Rupert, B.C.

PNR RailWorks' significant contribution at a coal-handling facility is helping the port terminal to double its export capacity.

Ridley Island Coal Terminals, on the west coast of British Columbia near Prince Rupert, is currently undergoing an extensive, four-year expansion and infrastructure upgrade. The upgrades will mean an increase in annual coal-export capacity from 12 million metric tons per year to 25 million by early 2015. CN serves Ridley Terminals, transporting coal from 13 North American coal mines for loading onto ships bound primarily for Asia.

PNR RailWorks spent about nine months constructing new track and realigning existing track to double track capacity. PNR RailWorks just completed the \$18 million job, constructing 13 km. of new ballasted track, installing 30 new switches, and relocating and reconstructing roughly another 3 km. of track with six switches.

A key challenge was scheduling and executing work without interruption of 24-hour operations at the facility. Detailed planning down to the half-hour enabled PNR RailWorks to maintain its timetable by

working during blocks when the track was taken out of service.

Besides efficiencies gained through careful planning, Project Superintendent Garry Potrebenco says his team also maintained productivity through use of a subcontractor's dump trucks. "The company we used had a bunch of dump trucks that dump from the side," Garry explained. "Rather than bringing in ballast, stockpiling it and reloading it into ballast cars, I was able to have them deliver ballast right to the site. There was no double-handling."

To facilitate the construction process while operations continued at the facility, crews built new track until they reached an area where the new alignment conflicted with the existing tracks. They then scheduled a shutdown on the existing tracks and realigned them to connect with the new tracks. This process enabled the crews to keep operations moving while they took out track and built new track to connect into the existing infrastructure.

Existing tracks were realigned as little as one foot to up to 16 feet

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from their original locations. To accommodate the realignments, crews prepared the sub-ballast in advance and then shifted the track, dumped new ballast and resurfaced the track.

Ridley Terminals is one of three key Western Canadian coal ports where PNR RailWorks is playing a major role. For more than 20 years, PNR RailWorks has maintained the tracks at Westshore

Terminals just south of Vancouver. And at Neptune Terminals in North Vancouver, PNR RailWorks will wrap up a 16-month, \$7 million capacity expansion project in July.

As an outgrowth of the exceptional construction work performed for Ridley Terminals, PNR RailWorks is in the process of establishing a maintenance crew in Prince Rupert.

The Inside Line



Garry Potrebenco
PNR RailWorks
Project
Superintendent

We did everything we could to keep the client pleased, including keeping three inbound and two outbound tracks operating at all times while we tied extensions into existing tracks and built new tracks.

Maintaining operations took a lot of pre-planning and determining how to stage things,

which was stipulated from the beginning. They took certain tracks out of service in 6-hour blocks for us to put in switches, and we pre-built everything on the side so that when we got the go-ahead, we were ready to go.

We planned out the different steps and phases extremely well, including breaking the schedule down into half-hour increments so the client could monitor it. That gave them a level of confidence that we would be done on time, and it worked. We pretty well beat the schedule every time.

RAILWORKSMART RAILWORKSAFE

RAILWORKS NEEDS YOU!

Calling for Safety Suggestions

The exposed tow hitch on the company vehicle presented a potential hazard so a foreman came up with the suggestion to store it in a safe and convenient location when not in use. He welded a receiver to his toolbox to store it away from foot traffic and eliminate any hazard when backing up.

An employee was concerned that unsafe tools could be used by other employees. He suggested applying "Out of Service" masking tape to small tools that shouldn't be used. This identification method is now found in many tool trucks to ensure unsafe tools are not accidentally used.

An employee was frustrated because he could not find the proper tools in the trailer at project job sites. He suggested developing a trailer inventory checklist to post in the trailers to ensure that tools are returned to the proper place. This checklist is currently being used by several field offices.

Do you have an idea on how to eliminate a safety hazard? Is there a better way to protect the safety of our employees, jobsite partners or the general public? Have you been thinking about a more appropriate, environmentally friendly way to improve a process?

RailWorks is calling on all employees to take an active role in catching issues before they cause an accident. We need your help in pointing out hazards and also coming up with creative solutions.

It will only take a couple of minutes to submit your safety suggestion. Simply complete a Safety Suggestion Form (find it in SharePoint) or email your idea to your supervisor, your local or regional safety professional or send it to RailWorks' Corporate Safety, Health and Environmental Director Tammy



RailWorks Track Systems' Southeast Region is making the most of a good suggestion that originated at some of the Class I railroads. Foreman Jeremy Hopkins uses a whiteboard during job briefings to convey important track protection details. Here, he shares information with a tie gang at work on the Kyle Railroad near Salina, Kansas.

Mathews. Please include the following information:

- Your name (This is optional. You can submit suggestions anonymously.)
- Date
- RailWorks company
- Contact information
- A detailed description of your suggestion

Once your suggestion is submitted, it will be reviewed by local and regional management and implemented, if accepted. Either way, you will get some feedback on your idea. And from time to time, we'll recognize employees from across the company whose valuable suggestions are now in place and improving safety.

Office Managers Gather to Get Ready for ERP

This is the eighth column in an ongoing series in RailWorks Today highlighting RailWorks' Enterprise Resource Planning (ERP) initiative, which will integrate all of our information management systems into a single system.



During the week of May 13, office managers from across RailWorks gathered in Orlando, Fla., for training on implementing the ERP system launching in August. Here's what some of those office managers shared about what they view as highly important for the successful implementation of ERP.

"...I walked away from the Orlando Training with a more complete picture of the workflow process and a better understanding of our division office need for continued education. Mini 'Go To' meetings and/or on site visits from the RailWorks 'super users' will be a great asset in assisting our offices with the transition to using the systems. Once JDE (JD Edwards' ERP system) is rolled out, sharing our 'work-arounds' for specific situations via conference calls or e-mails will make our company stronger as a whole as we work together as a team versus each entity/division on their own. The ERP/JDE system is a powerful business tool and will make RailWorks an even greater business presence in the market."

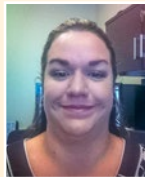
JoAnn Wilson
RailWorks Track Systems
Lakeville, MN



JoAnn Wilson

"The trip to Orlando gave me an inside look into the big picture of JDE and the changes coming. I now have a better understanding of what an integrated system consists of and the benefits to us corporately."

Christina Bright
RailWorks Track Systems
Deer Park, TX



Christina Bright

"Getting hands-on experience with the new software was beneficial, but more important to me was the instruction from department leads and management, which preceded each training session. Learning about new standardized procedures and accounting practices — as well as the logic and rationale behind the changes — that's what will help get us from where we are to where we need to be."

Beth Kellum
RailWorks Track Systems
Sewell, NJ



Beth Kellum

"The most significant information I gained was how we will all be sharing one database and will have all that extra information that we didn't have before. I personally consider the 'mission critical' success of the ERP implementation to be how well we convey the message that while there is great change involved, the benefits will be huge for RailWorks and that, in the end, it really is a win-win for everyone. Besides, change is only change for a little while and then it becomes routine just like everything else."

Toni Bennett
RailWorks Track Systems
Alpharetta, GA



Toni Bennett

"What I took away from this training session was how important the information that is entered at the start of a job is to the overall flow of everything. I also realized, from the other office managers, that I am not alone in my concerns for the unknown. There are many processes that are going to be changing and I am just trying to figure out my role to help make the transactions as smooth as possible. There was lots of information in the training and I am glad we got to see it all; it helps understand why certain information is needed. Overall I felt the training was very helpful."

Mary Daum
RailWorks Track Services
Minooka, IL



Mary Daum

"I've been with the company for almost six months and I'm very excited to see the future of RailWorks with ERP. I understand the potential ERP offers in the paperless approvals, real-time information access, and AR (Accounts Receivable) billing. For example, I spend an average of five hours building T&M sheets for just one customer. However, the capacity that ERP AR billing provides with automation and integration of other modules is thrilling. This could open up some of my time so that I can assist in other ways that would benefit our office and provide more efficiency. Can't wait for August 5!"

Lorena Ashley
RailWorks Track Systems
Chehalis, WA



Lorena Ashley

Calendar Notes

June 1-5 CUTA Annual Conference, St. John's, Newfoundland
June 2-5 APTA Rail Conference, Philadelphia, PA

ERP Training

June 17-28 User Acceptance Testing with subject matter experts, New York, NY
July 8-13 Project Managers, Dallas, TX
July 15-16 Business Unit Leaders, Dallas, TX
July 17 Estimators, Dallas, TX

News Across the Line

RailWorks Corporation

ENR magazine just released the results for its *Top 400 Contractors* survey. RailWorks climbed up a few more spots, jumping from No. 91 to No. 85. The rankings are based on 2012 revenues reported by contractors.



The company also ranked on *ENR's* other contractor lists:

- *Top 20 in Transportation* – No. 15
- *Top 50 Contractors Working Abroad* – No. 34
- *Top 100 by New Contracts* – No 99

RailWorks Signals & Communications

A 25-person crew, led by Project Manager **Monnie Harden**, started work in late May on a new project to install Positive Train Control (PTC) technology on CN's line between Memphis and Chicago. The crew will work over four months to install PTC antenna towers at 219 locations across five CN subdivisions in Tennessee, Kentucky and Illinois, covering approximately 600 track miles. The crew also will simultaneously perform additional power improvements along the route by installing 26 miles of new power cable to upgrade the power system at 110 signal locations. The work began in Memphis and will conclude in Chicago in September.

RailWorks Track Services



RailWorks Track Services managers from the Youngtown office congratulate Controller Merry Nemeth (center) on her Athena Award nomination. (l to r) President Ed Kennedy, Area Manager Dan Doyle, Operations Manager Kevin Kennedy and Project Manager Jim Ryhal.

RailWorks Track Services Controller **Merry Nemeth** was among 29 professional women recognized with an Athena Award nomination at the awards ceremony in Youngstown, Ohio, on May 23. Presented by the Youngstown/Warren Regional Chamber of Commerce and the local newspaper *The Vindicator*, the award recognizes area business and professional women who have demonstrated excellence in their chosen career, provided leadership in the community and mentored or contributed to the growth of other professional women. Congratulations, Merry!

RailWorks Track Services is playing a role in a new movie shooting in Chicago. RailWorks constructed two different sets featuring replicas of Chicago Transit Authority (CTA) elevated tracks in Chicago's downtown loop.

At the first location, crews constructed track on a 60' x 20' x 10' high scaffold. The studio plans to use computer-generated graphics to show the tracks heading off into the distance, so crews built it aiming straight down the street.



Project Manager **Dan Gabrisko** reports that RailWorks built 400 track feet at a second location, through a downtown parking lot. The studio plans to pull in a mock train on the track where actors and stunt people will jump on and off from grade and also from the roof of an adjacent 10-story building.



"We were able to construct each of the sets in two day's time," says Dan. "The track through the parking lot was filled, leveled and hand tamped using asphalt grindings to create a worn and aged appearance. The elevated track set utilized a good portion of relay materials from stock that will again be re-claimed as well as materials deemed scrap from the other recent projects."

RailWorks may reprise its role near O'Hare International Airport, where the studio may need another 400 track feet for additional train stunts.

RailWorks Track Systems

The West Region will soon begin work on the BP Rail Logistics Project at BP's Cherry Point Refinery, just south of Blaine in northwest Washington. Under the leadership of Regional Manager **Bill Lenhart**, Track Supervisor **Marty Lenhart** and Project Engineer **Shawn Jendryka**, crews will construct 20,545 track feet, including a 10,200 linear foot loop track, 17 #11 turnouts and 1,740 track feet of drip pans in the unloading area. The track will be used to transfer materials, primarily crude oil from the Bakken Shale region in North Dakota, between rail cars and the refinery, the largest in the state of Washington. Once completed in early December, the loop track will accommodate 140-car unit trains on a daily basis from the existing BNSF spur. A crew is already unloading rail for the project. Construction will begin in early July.