

RAILWORKS® TODAY

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

Another Hit in the Twin Cities Interchange/Target Field Station Opens For Service



A Metro train arrives May 17 in downtown Minneapolis, MN, at the new Target Field Station near Target Field, home of the Minnesota Twins Major League Baseball team. Passengers participated in grand opening activities at The Interchange multimodal transportation hub, where RailWorks companies just completed track and systems work.

RailWorks recently completed work in downtown Minneapolis, MN, on the new Hennepin Interchange adjacent to Target Field, home of Major League Baseball's Minnesota Twins.

Led by Project Manager Chuck Brainerd, RailWorks Track Systems, RailWorks Track Services, L.K. Comstock National Transit and HSQ Technology combined forces on a project to construct the multimodal transportation hub featuring a relocated Target Field Station as a central element. The Interchange/Target Field Station, which observed its grand opening on May 17, links light rail, commuter rail and bus service and contains a civic space for retailers, an amphitheater and green space.

In the design-build project for Hennepin Coun-

ty, EE&K teamed with Knutson Construction, which hired RailWorks for track and systems work valued at more than \$10 million.

RailWorks Track Systems provided project management. Work began with demolition of portions of the existing light rail system near the former Target Field Station. In October 2012, L.K. Comstock National Transit removed the overhead catenary system (OCS), which consisted of 19 poles and 1,836 feet of wire, and wayside signal equipment. Then RailWorks Track Services removed 1,428 feet of track to make way for new construction, which started in July 2013.

During the construction portion of the team's work, RailWorks Track Services

INSIDE LINE

Systems activities typically follow the construction of the track. But when the guideway is turned over late, the track and the signals disciplines are forced to work together in the same space.



Chuck Brainerd
Project Manager
RailWorks Track
Systems

On this project, had track and signals been working under two separate contracts for the general contractor, there likely would have been some head-butting and jockeying for space and some additional project delays. But with RailWorks Track Systems as contractor and L.K. Comstock National Transit as systems subcontractor from the same company, under one project manager, it was easier to control. Having one schedule and acting as one project team allowed for a smooth workflow that avoided further delays.

This required constant communication. We had our typical weekly progress and schedule meetings, but we also took about 30 minutes at the end of each day discussing that day's activities and the needs for the next day. This constant communication may seem like micromanaging, but it helped us complete this project more effectively and efficiently.

Continued to page 2

Another Hit in the Twin Cities from page 1

crews installed more than 3,000 feet of new guideway consisting of direct fixation and ballasted track. They also installed a pair of No. 6 single turnouts and a No. 6 crossover. Track work was completed in January 2014.

L.K. Comstock National Transit started work in October 2013 to install and then test 4,108 feet of new OCS and signal system, which included all wayside signal equipment and two signal houses. At the same time, HSQ Technology was designing and testing the communication system, which includes communication for the new Target Field Station platform, telephone system, public address system and closed-circuit television system. L.K. Comstock National Transit installed the communication system. HSQ completed system testing on April 18.

Chuck commended a team that worked through the Twin Cities' coldest winter in 35 years. "The cold Minnesota winter was probably the most challenging aspect of all on this project," he says. "This past winter consisted of 62 days of subzero weather, which became a constant battle. There were many days where we could not work due to the extreme cold."

When able to work, crews stepped up safety awareness and practices to prevent frostbite. They reviewed how to dress for the extreme weather and "we allowed more breaks than usual to enable the crews to keep warm. They would either go inside the heated trailer that we'd set up or would sit inside their trucks, which sometimes stayed running all night." Crews worked many weekends and extended hours to make up for the weather.

"We got through it because of the leadership of the crews in the field," Chuck says. "The construction managers from the Track groups and L.K. Comstock National Transit were in constant communication, working together to provide each other access."

The Twin Cities area is familiar territory for RailWorks. Besides

Project Leadership Team

RailWorks Track Systems

Chuck Brainerd – Project Manager
 Tim Wohlever – Assistant Project Manager
 Dana Goss – Construction Manager
 Joe Gibson – Track Superintendent
 Angela Ahrendt – Office Engineer
 Karin Davis – Office Manager

RailWorks Track Services

Tony Gibson – Lead Foreman
 Mathew Turner – Lead Foreman

L.K. Comstock National Transit

Aaron Neeley – Construction Manager
 Clark Chance – Construction Manager
 Mike McMillion – Signal Engineer
 Santiago Velasco – Safety/Quality Control Manager

HSQ Technology

Peter Waenink – Project Manager

having RailWorks Track Systems based in nearby Lakeville, RailWorks companies have contributed to numerous transit construction projects in the area. In addition to The Interchange, those include the Hiawatha Light Rail Transit Line (now called the Blue Line), the Union Depot in St. Paul, where Amtrak service that began earlier this month marked the return of passenger rail service to the station, and the Central Corridor Civil West and Civil East projects (now called the Green Line, a light rail transit line linking St. Paul and Minneapolis that is scheduled to begin service in June).

All point to RailWorks' substantial impact on improving rail passenger transport throughout the region. "RailWorks is changing peoples' way of life in this region," Chuck says. "Our contribution is significant. We have continued to satisfy our clients here in Minnesota, and I have no doubt that we will be involved with future projects as well."



A RailWorks Track Services employee (at left) grinds a weld on the rail while an L.K. Comstock National Transit electrician drills holes in the guideway to install anchors for a train-to-wayside-communication (TWC) loop. Crews on The Interchange often worked in frigid temperatures, as they did on this January day. In the photo at right, RailWorks' work is on display at the south end of Target Field Station. Junction boxes, switch machines and conduits for switch heater cables can be seen in the foreground. A double crossover is visible in the background.



RAILWORKSMART RAILWORKSAFE

Back to Basics: Stretching

The word on the street is: Stretching is a joke. It isn't "manly."

That's what some employees in the field apparently think about a warm-up routine prior to work, and why they scoff at it.

RailWorks Today asked two proponents of stretching to discuss why they believe some people avoid stretching when the benefits (chiefly to avoid injury) are well-documented.

Brett Stremming, a RailWorks Track Services supervisor out of Vincennes, IN, says, "There's a stigma about a bunch of grown men out stretching. Some think it's not, quote, 'manly.'"

"Guys don't take it seriously," says Pablo Gonzalez, a foreman out of the RailWorks Track Services Youngstown Area office in North Jackson, OH. "They usually laugh when we do this kind of stretching. If they do it it's because we're making everyone do it together."

Whether stretching is manly (or womanly), or laughable, is subjective. What are not subjective are these facts from the U.S. Bureau of Labor Statistics:

- Musculoskeletal Disorders (MSDs), including sprains and strains, accounted for 25 percent of all workplace injuries in construction in 2010.



A group of newly hired Central Region employees, led by Laborer Chris Jarmon, stretch prior to constructing track in April near a Cargill grain elevator in Savage, MN.

- Among job categories, laborers have the highest incidence of MSDs.
- A chief cause of torn muscles: not warming up properly before physical activity.

According to Industrial Health Services at Good Samaritan Hospital in Vincennes, IN., to neglect stretching is to risk injury. Injuries could lead to missing work and possibly physical therapy (which, ironically, involves stretching) or other costly medical treatment.

Brett and Pablo have ideas to help employees increase their comfort with and participation in stretching.

Brett suggests that supervisors talk up stretching and include the subject frequently in Safety Toolbox Talks. He believes that the topic of stretching needs to be promoted repeatedly until it becomes a natural part of the culture. Pablo receives feedback indicating that there are misconceptions to overcome. He says that some people (especially newcomers experiencing sore muscles on the job) believe that they are already stretching as they repeatedly use tools such as spike mauls. But "I tell them it's like going to the gym. 'You're not going to lift weights until you stretch, are you?'"

Please share this information with your field teams, helping them get back to the basics of injury prevention through stretching.

Back-To-Basics Safety Pop Quiz

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

(See quiz answers on page 4.)

1. What is a primary benefit of stretching?
2. How often should a RailWorks employee stretch at work?
3. How long should each stretch last?
4. What is the type of stretching we do at RailWorks daily?
5. Why is it important to stretch before performing work activities?

Calendar Notes

May 20-22	Railway Systems and Suppliers C&S Exhibition, Nashville, TN
May 28-30	Controllers' Conference, New York, NY
June 7-11	Canadian Urban Transportation Association Annual Conference, Gatineau, QC
June 12-13	Crude By Rail Conference and Expo, Arlington, VA
June 15-18	American Public Transportation Association Rail Conference, Montreal, QC

RailWorks Values In Action: Integrity

AlertLine Is Easy to Use and Right Thing to Do

Safety concerns, questionable behaviors and even violations can occur in any business. If it happens at RailWorks, that's when employees and even others outside the company can turn to the AlertLine.

Human Resources Vice President Harry Glantz emphasizes the anonymity of this service. "All aspects are confidential," he says. "Under no circumstances does someone need to leave their name. If they choose to, it just makes follow-up easier."

RailWorks relies on an independent employee relations firm to administer the AlertLine. "We don't have anything to do with the administration," Harry notes, "because we want people to understand there is complete confidentiality and anonymity to it."

This program is available to all employees of RailWorks and its subsidiaries and also to consultants, temporary employees and even vendors. "We feel it is that important of a program," Harry says. "We encourage everyone who believes they've observed or heard any issue within the organization to utilize this important, free, confidential service."

Callers should use the AlertLine to report any concern or outright violation of a business practice, such as:

- Safety concerns
- Illegal or questionable business practices
- Violations of federal or state regulations
- Any type of harassment

Anyone in the United States or Canada can reach someone at the AlertLine at 1-888-673-1152, 9 a.m. to 8 p.m. Eastern Time, Monday through Friday. Discussions can be conducted in English, French or Spanish. If it is after hours, a caller may leave a voicemail message. He or she can leave a name or can simply provide a contact number and a convenient time for a return call.

Retaliation against anyone using the AlertLine is prohibited.

Please make anyone whom you work with aware of this program and encourage them to always report any concerns.

AlertLine
1-888-673-1152

Time Well Spent Away from Work

Last month we launched a new website feature, "Off the Clock." The series of articles are a way to get to know RailWorks employees a bit better as we delve into others' hobbies and interests pursued outside of work.



Barron Williamson



Stewart Hoffman



Glenn Hartrick

In our inaugural article, we learned about two employees who lead on the job at RailWorks and also as elected city councilmen: Barron Williamson and Stewart Hoffman. This time around, we're featuring RailWorks Corporate Treasurer Glenn Hartrick, a passionate and successful triathlete. Read all their stories at www.railworks.com/off-the-clock.



You probably have ideas about coworkers with interesting pastimes. Let us know, so we can share their Off the Clock story! Just send an email to railworkstoday@railworks.com.



Need ERP Help?
Email: Support@railworks.com
jdesupport@railworks.com
Call: **631-592-5890**

Safety Quiz Answers (See quiz on page 3.)

1. Decreases lower-back pain
2. Each day before starting physical work, and to relieve fatigued muscles as the day goes on
3. 15 to 30 seconds
4. Static—perform the stretch and hold.
5. Besides being a RailWorks rule, stretching helps decrease the risk of certain types of injury.

News Across the Line

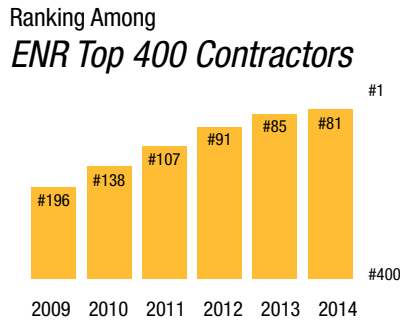
RailWorks Corporation
ENR magazine just released the results for its *Top 400 Contractors* survey. RailWorks rose up a few more spots, moving from No. 85 to No. 81.

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

- Top 20 in Transportation – No. 15
- Top 50 Contractors Working Abroad – No. 31
- Top 50 Domestic Heavy Contractors – No 21

RailWorks Signals & Communications

Passenger rail service returned to Union Depot in St. Paul, MN, on May 7 with the evening arrival of the Amtrak Empire Builder from Chicago. The historic Union Depot recently underwent a complete renovation and now operates as an intercity rail and bus hub. Under the direction of the Ramsey County Regional Railroad Authority (RCRRA), which owns the three-track depot, RailWorks is working on track and signals in coordination with some adjacent roadway improvements. Led by project manager **Monnie Harden**, a crew removed the track and eastbound control signal on the No. 1 track from service to accommodate road construction and bridge pillar installation. The crew will reinstall the track and signal when the roadway work is completed.



RailWorks Track Systems

The Bridge Division's work on a bridge replacement project in Kearny, AZ, for the Copper Basin Railroad (CBRY) recently earned them accolades for their safety performance. L.S. "Jake" Jacobson, CBRY's president and chief operating officer, presented the crew with the Jake Safety Award. Sponsored by the American Short Line and Regional Railroad Association (ASLRRRA) since 2000, the Jake Award honors Jake Jacobson's safety legacy by recognizing exemplary performance on short line and regional railroads.



RailWorks replaced the original 225-foot timber ballast-deck bridge with a shorter open-deck bridge and installed all new caps, two 5-ply stringer chords, deck ties, headwalls, longitudinal bracing and two new 6-pile frame bents.

The work was to be performed over a four-day track outage, with crews working 12-hour shifts alternating at 7 a.m. and 7 p.m. each day. When CBRY requested that the work be completed earlier, the overnight crew came in six hours early on the third day and the combined crews worked tirelessly to finish the project 18½ hours ahead of schedule, all without a safety incident.

Each of the following members of the Bridge Division's crew received a Jake Safety Award pin and a letter of commendation for injury-free work on the Copper Basin Railroad bridge project: Superintendent **J.P. Onhiser**, Foremen **Scott Lowery** and **Larry Getman**, and Laborers **Scott Tadlock**, **Bill Albin**, **Josh Schroeder**, **James Britt**, **Garret Horton**, **T.J. Wilkins**, **Chris Tootles**, **Brandon Martinez**, **Russell McElroy** and **Travis Easley**.

On April 18, RailWorks Track Systems expanded its geographic footprint when it acquired the assets of Wisconsin Rail & Steel Ltd. **Jake Bruynes** has been named area manager and is based at the office formerly operated by Wisconsin Rail & Steel in Green Bay, WI. The office number is 920-465-0812.

RailWorks Track Systems President Scott Brace says the acquisition represents a combination of two contracting companies from Middle America with a common culture and values. "With an office and yard in Green Bay, RailWorks will be better positioned to serve current and prospective customers Wisconsin and the Upper Peninsula," notes Scott. "Jake also will be an asset for us in this new market. He has been with RailWorks full time for three years, beginning as an intern in Lakeville and then Sewell and most recently working for Steve Kadriik and Hal Harrison. He is well-prepared to tackle this new opportunity."

Welcome to our employees who come to us from Wisconsin Rail & Steel.



Continued to page 6

News Across the Line from page 5

L.K. Comstock National Transit

It's official. L.K. Comstock is part of Walsh-Shea Corridor Constructors, a team coming together to construct the Crenshaw/LAX Transit Corridor project in Los Angeles, CA. The



\$2.058-billion design-build project will create a new 8.5-mile light rail extension to link Los Angeles International Airport (LAX) to Inglewood and Los Angeles' historic Crenshaw District. Scheduled to open in 2019, the extension will connect Metro Rail's Exposition Line at Crenshaw/Exposition to the Green Line at Aviation.

The line features eight stations and presents some construction challenges with at-grade, below-grade and aerial sections: two miles of cut-and-cover and U-wall, one mile with a twin-bored tunnel, one mile of bridges, including a structure over I-405 (the busiest and most congested freeway in the United States), and 4.5 miles of at-grade guideway.

The L.K. Comstock team in L.A. is led by Project Manager **Michel A. Pierce**. L.K. Comstock is responsible for installing and commissioning a full complement of systems scope that includes the overhead catenary system (OCS), traction power system, train control system and communications systems that connects to two active light rail systems.

The team, comprised of Walsh, J.F. Shea, HNTB, ARUP and L.K. Comstock, received notice to proceed last September. The project is currently in the design phase. Construction has begun on initial civil work and utility relocations.

Major Projects

Tucson's Sun Link Streetcar Project recently was honored with two awards from the American Public Works Association (AWPA): 2014 Project of the Year and 2014 Professional Award of Merit given to Joe Chase, professional engineer and project manager for the Tucson Department of Transportation.



The \$196 million Sun Link Streetcar project is considered to be the largest and most complex construction initiative in Tucson's history. The operation includes eight streetcars operating on a 3.9-mile route between the University of Arizona campus and downtown.

RailWorks worked with joint venture partner Granite Construction under the name "Old Pueblo Trackworks" on the \$56 million-plus project starting in April 2012. RailWorks Track Systems constructed 3.85 miles of embedded, double track, including 17 pieces of special track work. L.K. Comstock National Transit performed the systems work: procuring, installing and testing the overhead catenary system, signals, and low-voltage feeder cables, and installing six traction power substations.

Our work concluded last fall. The streetcar is expected to launch service July 25.

RailWorks Track Services

For a just a short while on May 13, RailWorks' tie gang working on the Massachusetts Coastal Railroad (MCRR) rehabilitation project enjoyed the contributions of a new equipment operator. Massachusetts Gov. Deval Patrick took an hour-long tour of the work and then tried his skill at operating a spike puller.

The tour and related work, led by Superintendent **Dave LaFountain**, showed off RailWorks' \$1 million project under way to replace 42,000 ties from Berkley to Fall River and New Bedford, MA. These improvements are part of near-term work to increase freight rail speeds on the line and a longer-term project to expand commuter rail between Boston and Massachusetts' South Coast. Both are supported by Gov. Patrick and expected to positively impact economic development in the region.

New England Area Manager **Rob Gardner** says the tie gang should complete its work in mid- to late-June in New Bedford. This project follows up prior work on MCRR in 2011, 2012 and last year, which led to the start-up of the CapeFlyer commuter rail service between Boston and Cape Cod.

Superintendent Dave LaFountain instructs Massachusetts Gov. Deval Patrick on the basics of how to operate a spike puller.

Following a tour of the Massachusetts Coastal Railroad (MCRR) rehabilitation project site, Gov. Patrick (center in a suit) and MCRR's President Chris Podgurski (to his immediate right) pose for a photo with the project team, including RailWorks Track Services and MCRR representatives, and state officials.

