

RAILWORKS® TODAY

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

The Rush Is On in California RailWorks Is Busy Building Its Reputation in the Southwest



RailWorks crews spent four months rebuilding the Los Angeles Junction Railway (LAJ) A Yard, where switching railroad LAJ maneuvers cars for BNSF Railway and Union Pacific Railroad. Work included the track lining and surfacing and asphalt repairs shown here.

Although it's been open fewer than two years as brick-and-mortar location, the RailWorks Track Services office in Santa Fe Springs, CA, has established itself as a dependable, versatile and growing presence in southern California, helping lead RailWorks Corporation's expansion in the southwestern United States.

Characteristic of RailWorks Corporation's impact in the region is a range of ongoing rehabilitation and capital work completed for

the Los Angeles Junction Railway (LAJ), a switching railroad and wholly owned subsidiary of BNSF Railway.

Last month RailWorks Track Systems completed an extensive construction project at LAJ's main yard, also known as "A Yard," in Vernon, southeast of Los Angeles. The job at A Yard involved completely reconstructing track and turnouts and a signal and communication duct-bank, and removing overhead cranes and fueling structures – while main-

taining service on all tracks.

"Our work has provided safety and operational enhancements in LAJ's main yard, where most switching occurs and trainmen work," says Area Manager Ralph Berg.

"They now have better access, fewer slow orders and more options to manage inbound and outbound unit trains for both BNSF and Union Pacific Railroad."

The A Yard work was among seven capital

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improvement projects that RailWorks Track Systems completed in 2014 for LAJ:

- Constructed double road crossings in three locations, including all track, signal conduit, street paving and striping
- Installed 1,200 wood, 150 concrete and 250 steel cross-ties at various locations
- Completely reconstructed fueling and car repair tracks
- Rebuilt a road crossing in conjunction with LAJ and a local property developer

RailWorks Track Systems also has an annual surfacing contract for 45 days tamping and regulating at various locations of the LAJ system, which this year involved surfacing about 22 miles of mainline and industrial tracks.

RailWorks Track Systems' first job in the area was completed at the Port of Los Angeles last April. It performed the first phase of a broader initiative to upgrade TraPac's shipping terminal, which handles the highest cargo container volume in the United States. As a subcontractor to Sukut Construction, RailWorks Track Systems installed six crane rail tracks at a new – and the United States' first – automated cargo container handling facility. "It's fully automated, without human operators," Ralph explains. "All the cargo containers are moved by one person in an office with a computer screen. All the cranes on our new rail are coordinated through global

positioning and magnetic grids cast in concrete pavement." Crews installed 10,000 linear feet of #172 crane rail with a gauge of 84 feet on single-shoulder 6-foot concrete ties in ballast.

RailWorks Track Services also hired an experienced, locally based team to establish its office, and current jobs under way include:

San Ysidro Freight Yard – RailWorks Track Services will work with general contractor West Coast General Contracting to complete numerous yard improvements valued at nearly \$10 million. RailWorks Track Services is partnering with L.K. Comstock National Transit to expand and reconfigure the freight yard. L.K. Comstock will perform overhead catenary system upgrades and modifications to the existing light rail trolley system.

The Expo Metro Line – RailWorks Track Services began this large project for the Los Angeles County Metro Transit Authority (LACMTA) November 13, working as a subcontractor to Kiewit Building Group. RailWorks Track Services will help construct a new light-rail vehicle operations and maintenance facility in Santa Monica for the new extension. RailWorks Track Services will construct 8,800 track feet of ballasted track and 2,800 track feet of various styles of embedded track in and outside of maintenance buildings, and will install 29 turnouts and 5,000 concrete ties.

Both projects should wrap up in mid-2015. Meanwhile, RailWorks Track Services has established itself as a can-do track contractor in the region and is building on the momentum from its recent project successes.



At left, a crew at the Port of Los Angeles threads continuous welded crane rail at a TraPac terminal during upgrades there. RailWorks installed six crane rail tracks like the one on the right, with a tolerance limit of 2mm, at TraPac's new, fully automated cargo container handling facility.

Santa Fe Springs Leadership Team

Ralph Berg, Area Manager
 Jim McCaslin, Estimating Chief
 Jimmy Ryhal, Project Manager
 Tim Wohlever, Project Manager
 Cesar Bonilla, Project Engineer
 Keith Drennen, Project Engineer
 John Turner, Superintendent

Donny Sondej, General Foreman
 Felipe Hernandez, Surfacing Foreman
 Luis Branco, Track Foreman
 Rick Waynes, Safety and Quality Control Manager
 Giselle Navarrete, Office Manager
 Ben Peterson, Regional Marketing Associate

RAILWORKSMART RAILWORKSAFE

RailWorks Is Ready for New Safety Regulations

Multiple new rules among regulatory agencies have prompted RailWorks to rise to the occasion, altering its safety training and its safety compliance reporting.

“We have known this was coming for a long time,” says Corporate Safety, Health & Environmental Director Tammy Mathews. “We discussed the new regulations at our Safety Summit in October. Now, it’s time to kick into gear with our implementation plan.”

RailWorks’ plans for meeting new requirements are reflected in the 2015 regional safety plans now under development by field safety advisers. Each region is establishing its methods for addressing the new rules in the following areas:

OSHA Reporting



Effective January 1, OSHA requires employers to report these incidents:

- All work fatalities - Employers must report a work-related fatality within 8 hours of learning about it.
- All work-related in-patient hospitalizations of one or more employees - This is a change from the current requirement of three or more employees from one incident.
- All work-related amputations
- All work-related losses of an eye

For any in-patient hospitalization, amputation, or eye loss, employers must report the incident within 24 hours of learning about it.

RailWorks employees have three options for reporting an event:

- By telephone to the nearest OSHA Area Office during normal business hours.
- By telephone to the 24-hour OSHA hotline: 1-800-321-OSHA (6742).
- Electronically to the OSHA website using a portal that’s currently in development.

Federal Railroad Administration (FRA) Standards

In a new rule published November 2014, the FRA sets forth new minimum training and qualification standards that take effect January 6.

The standards include minimum training qualifications for occupational categories, such as laborer or equipment operator.

Representatives from the Safety department have been involved with other departments to bring greater uniformity to the company’s processes for tracking employee certifications and competencies.



Mine and Safety Health Administration (MSHA) Requirements



A new regulation to minimize exposure to respirable coal dust took effect August 1, with a two-year phase-in. Now, MSHA worker protection measures extend beyond underground coal mines to surface mines. For RailWorks employees working at surface mines, if dust samples show that employee testing is in order, RailWorks will work with the National Institute for Occupational Safety and Health to provide an approved medical monitoring program.

There’s no action to take now, but you can anticipate further communication and resources related to all the regulations in emails, on the Safety department page on SharePoint and during regional safety meetings.

RailWorks Values In Action: Industry Leadership

Create, Enhance Your LinkedIn Profile

Editor's note: In last month's RailWorks Today, we outlined how RailWorks is using social media sites Facebook, Twitter, YouTube and LinkedIn. This month we're sharing what you need to know about the business networking site LinkedIn, including how you can establish a LinkedIn profile.

RailWorks works hard to reinforce its reputation as a leader in the construction and maintenance of track and also transit & systems. The quality of our works goes a long way to build and sustain our reputation. So does our virtual reputation. That's where you can help.

You represent the RailWorks brand, so we want you to create or improve a LinkedIn profile, which is kind of like an informal, online resume. "We think it's a smart idea for our employees maintain a professional profile on LinkedIn," says Harry Glantz, vice president-Human Resources. "Through our LinkedIn profiles, we want to make a good impression in the professional marketplace as we seek to attract quality employees."

Potential employees are likely to evaluate our company using LinkedIn as part of their research. They want to get a feel for who they'd be working with if they were to sign on with us.

Please follow these guidelines from to ensure your profile is maximized for attracting quality job applicants. Before you alter your LinkedIn profile, you might want to turn off your activity feed. (Otherwise, everyone in your network will receive a status update simply notifying them that you have updated your profile.) The LinkedIn Help Center has instructions.

- 1. Photo** - Use a photo, and make it closer to professional than not. A head-and-shoulders shot is a nice choice that can even be taken in the field. LinkedIn isn't the right venue for a "selfie" or photo with another person, which are more suitable for a non-business site like Facebook.
- 2. Summary** - Share why you love your work or what's great about your company in your summary. Favor the specific over the generic.
- 3. Industry** - Choose "construction" from the drop-down menu. This key word helps other construction employees find RailWorks.
- 4. Connect** - Be sure to "connect" with fellow employees. There are more than 2,500 of us working across the United States and Canada, so LinkedIn is a way we can become better acquainted.
- 5. Groups** - Some LinkedIn members are in alumni or special-interest groups. Indicate your group connections to connect with others and create an avenue for others to investigate RailWorks.



Signing Up to Join LinkedIn

1. Go to <https://www.linkedin.com/reg/join>.
2. Type your first name, last name, email address and a password you will use.
3. Note: You must use your true name when creating a profile. Company names and pseudonyms are not allowed, as we explain in our User Agreement.
4. Click **Join Now**.
5. Complete any additional steps as promoted.

http://help.linkedin.com/app/answers/detail/a_id/2964/~/-signing-up-to-join-linkedin



Editing Your Profile

The quickest way to edit and enhance your profile is to click the "Complete Your Profile" button in the top section of your profile. This will walk you through adding content to your profile.

You can also individually add, change or remove content on your profile. For most items:

1. Move your cursor over **Profile** at the top of your homepage and select **Edit Profile**.
2. Find the section you'd like to edit and click the Edit icon (pencil) next to it.
3. When you're done making updates, click **Done Editing** in the box at the top of your profile.

http://help.linkedin.com/app/answers/detail/a_id/5/~/-editing-your-profile



Off the Clock: John August

In the garden. That's where you'll find RailWorks' John August on the weekends during the growing season. This guy knows how to tend a tomato plant.

Find out more about John, and check out other stories of RailWorks employees' hobbies and interests, 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.



News Across the Line

RailWorks Track Systems – Major Projects

The Major Projects Division has won the contract and will begin work in December 2014 to construct the automated people mover (APM) system for “Satellite E” at Miami International Airport. Satellite E is being renovated to provide additional gates for American Airlines at the airport. Project Manager **Loren Gallo** will lead the project to construct the new 1,200 track feet of dual-lane APM to connect Satellite E and the Concourse E of the main terminal.

As part of Phase I of the 22-month project, crews will furnish and install the guide rail track support beams and running track, including the infill grout after acceptance of the running surface track. The APM is scheduled to be operational in early 2017.

On the heels of the successful completion of New Orleans’ Loyola Streetcar Line in January of 2013, the Division recently won the project to construct the second phase of that streetcar system. The extension will span more than a mile of the established Rampart/St. Claude transit

RailWorks Combines Forces for CN’s Kirk Yard Outage

More than 100 RailWorks personnel – comprised of track foremen, laborers, thermite welding crews, production tamper/regulator teams and equipment operators – out of the Chicago RailWorks Track Services’ office and RailWorks Maintenance of Way worked at three locations throughout and near CN’s Kirk Yard in Gary, IN., on a major 32-hour outage October 27 and 28. Their primary goal: cut over the CN’s existing double main line to the newly constructed double main line around the Gary-Chicago Airport.

Area Manager **Eric Goetschel** led the massive effort, which took weeks to plan in conjunction with CN and related subcontractors. In addition to providing our personnel, RailWorks came out in force with impressive array of equipment to complete the work efficiently in the weekend window.

To complete the airport cutover, crews shifted 700 feet of two tracks at each end of the new alignment and installed additional track panels as needed during the first 16 hours of the outage. Crews also removed old track and installed new panels in the track shift area and ballasted, surfaced and thermally adjusted the track.



RailWorks and other contractors performed a range of work during the 32-hour outage Oct. 27 and 28 at CN’s Kirk Yard in Gary, IN, including replacing turnouts and signals, making thermite welds and surfacing track. Shown here at the west entrance, contractors had to carefully coordinate personnel and equipment through the yard’s only access point.

corridor in the heart of the city, serving the French Quarter as well as other historic neighborhoods. Also under the direction of Project Manager Loren Gallo, crews will begin constructing 14,400 track feet of embedded track in January, including the installation of a half grand union (HGU) and a double crossover.

RailWorks Track Services

In Fall River, MA, Laborers **Scott Hutchinson**, left, and **John Booth** work to install a new #10 turnout on the Massachusetts Coastal Railroad. This work is part of a larger project by the Massachusetts Department of Transportation’s (MassDOT) to reconstruct Route 79. This location is one of several in Fall River where Route 79 passes over the railroad. As part of the demolition and reconstruction of a three-level overpass, RailWorks is removing and replacing more than 3,000 feet of track and two turnouts. Foreman **Cody Freeman** directs this project, which continues into mid-2015.



RailWorks took advantage of shutdown to perform other needed work in Kirk Yard:

- During the first 16 hours of the outage, our Maintenance of Way crews welded eight turnouts into place that Track crews had previously constructed and welded together. Track crews followed up with associated grading and surfacing.
- During a 10-hour outage at the hump yard, crews provided labor and surfacing to install a king switch (three turnouts in one), one #10 turnout, and wheel retarders at the top of the yard. Operations resumed in the hump yard after 10 hours while track work continued in the rest of the yard.

Just west of Kirk Yard at the Stockton Interlocking, crews also completed 20-plus welds and thermal adjustments on track they recently rebuilt.

All this work took place at CN’s largest U.S. classification yard, where RailWorks has constructed more than 35 miles of track and installed more than 100 turnouts since 2011. Congratulations to our team for this exceptional accomplishment.