

RAILWORKS® TODAY

A monthly newsletter for employees of RailWorks Corporation and its subsidiaries

Making NS' Intermodal Vision a Reality



Norfolk Southern (NS) began operating out of its Memphis Regional Intermodal Facility soon after it was substantially completed in July. New intermodal terminals near Memphis and Birmingham were constructed by RailWorks Track Systems and are considered the cornerstones in NS' "Crescent Corridor" Intermodal Freight Program.

Norfolk Southern's (NS) plan to create a fast and efficient intermodal rail route between the Gulf Coast and the Northeastern United States has taken a quantum leap forward. Two new \$100 million intermodal terminals have recently opened with track infrastructure constructed by RailWorks Track Systems.

Work wrapped up in October on the two terminals, the first of four new terminals, as well as route enhancements specified in NS' "Crescent Corridor" Intermodal Freight Program. NS trains are already transporting intermodal freight through the new facilities near Birmingham, Ala., and Memphis, Tenn., after more than a year of construction. The facilities will provide a combined annual lift capacity of more than 300,000 trailers and containers.

Project Superintendent Tommy Summerlin, out of RailWorks Track System's office in Houston, Texas, directed work at the Memphis Regional Intermodal Facility, located on a 400-acre site in Rossville, Tenn. Beginning in May 2011, crews installed 70,000 feet of track

using mostly steel ties as well as 33 switches comprised of these segments:

- Three loading/unloading pad track and four storage tracks
- Two lead tracks and a wye junction to connect to NS' main line
- a 1-mile running track and a 1-mile loop track to allow trains to reverse direction after entering the facility.

Trains began operating out of this facility last July.

Working out of RailWorks Track Systems' office in Alpharetta, Ga., Foreman Larry Cork led a team to construct track for the Birmingham Regional Intermodal Facility on a 316-acre site in McCalla, Ala. Crews installed nearly 70,000 track feet of rail and 11 steel and two wood switches beginning in May 2011, comprised of these segments:

- four storage tracks with a combined track length of about 20,000 feet
- two loading/unloading work tracks totaling nearly 3 miles

INSIDE LINE

The biggest challenge of managing work on this Class I project was keeping our work progressing to retain some profit.



Tommy Summerlin
Project
Superintendent

We met daily in Memphis and weekly in Birmingham with Norfolk Southern, the general contractor and other contractors. This helped us plan our work so we



Larry Cork
Foreman

knew when to make the most of our time or get out the way for other contractors. As with most other projects, it was a give-and-take process. The NS representatives at both project sites were invaluable resources and helped us get what we needed to get our work done. During those times when access to our work areas was difficult, we let our crews go until they could return and be fully dedicated to make better progress.

When we had both materials and site access, we maximized the opportunity to get as much work done as we possibly could. This kept the projects moving along.

In the future, we'd work with the railroad in advance of the project start to plan out the best locations to stage track materials. This could help avoid having to move materials – particularly long strings of rail – great distances on the project site.

Continued to page 2

Making NS' Intermodal Vision a Reality from page 1

- a 7,000-foot lead track connecting to NS' main line on the north
- a 5,800-foot lead track connecting to NS' main line on the south
- a 20,900-foot passing track on the west side of the main line.

NS officially opened this facility on October 17.

Both projects are part of the \$2.5 billion Crescent Corridor undertaking by NS covering 2,500 miles of territory where significant volumes freight have not historically moved by rail.

Employee Expertise to Drive System Design

This is the second column in an ongoing series in *RailWorks Today* highlighting RailWorks' Enterprise Resource Planning (ERP) initiative. ERP will integrate all of our information management systems into a single system that works in conjunction with standardized business processes.



About a year into ERP implementation, RailWorks is in the thick of what is called the design phase. Input provided during this phase will shape the scope and makeup of our integrated information system.

Fifty subject matter experts from across the company participated in the first round of design sessions during August and September. Through highly interactive discussions, participants identified and evaluated a core set of business processes within about a dozen functional areas or modules that are necessary to operate our businesses.



"The design sessions brought together employees from RailWorks companies that have their own unique way of doing things. With RailWorks' growth, all of us realized the advantage of doing our work with one system through ERP. The sessions were exhausting and painful at times, but by the end, I believe we all could start to see the light at the end of the tunnel."

Mark Leuck, Design Session Participant
Director of Project Controls
RailWorks Corporation

During the second wave of design sessions in November, participants will affirm the final set of functional modules and evaluate how each module will be integrated to work together. The results of these sessions will drive the final configuration of the information system, the early stages of which will be constructed during the first quarter of 2013.

News Across the Line

RailWorks Track Services

Congratulations to Superintendent **John Hibbler**. His design will soon be featured on stickers on hard hats worn by employees throughout the St. Louis region. John's design was selected as the winning entry in a hard hat safety sticker contest sponsored by the regional office.



RailWorks Track Systems

RailWorks Track Systems helped Union Pacific Railroad increase car storage at its Livonia, La., yard in a project valued at more than \$1.1 million that wrapped up in October. RailWorks constructed 27,000 track feet of continuous-welded rail on wood ties, four #11 turnouts and 90 field welds as a subcontractor to Gaines Civil Construction. Besides track and turnout construction, the job involved clearing and grubbing, grading, culvert construction and seeding. On-site leaders were Project Manager **Wes Tuhowski**, superintendents **David Bevills** and **Leon Boyd**, and Foreman **T.J. Presley**.

Calendar Notes

- Nov. 1-28 Open Enrollment for 2013 Benefits (for most U.S. non-union employees)
- Nov. 7-8 ERP Global Design Session II, New York, NY
- Nov. 7-9 Annual Safety Summit, Tucson, AZ
- Nov. 12-16 ERP Global Design Session II, New York, NY
- Nov. 13-14 RailWorks Marketing Conference, Orlando, FL
- Nov. 14-15 Leadership Training for Mid-Managers, Houston, TX
- Nov. 26-30 ERP Canada Local Design Session, Toronto, ON
- Dec. 4-5 Project Manager I Training, Toronto, ON
- Dec. 10-11 RailTrends, New York, NY



SunRail Shines During Milestone Weekend Outage

Fifty-four hours. Two joint venture partners. Five sub-contractors. More than 125 workers spread out over four project sites spanning 30 miles. About \$2 million of work. Throw in some alligators trolling underneath the railroad bridge and a throng of mosquitoes that descended at sunset. That was the scene of the weekend outage September 30 through October 2 on SunRail, a 62-mile design-build commuter rail project underway in the Greater Orlando area.



Working with joint venture partner Archer Western, RailWorks Track Systems SunRail project team is maintaining an existing 62-mile corridor formerly owned by CSX while designing and building a 32-mile initial operating segment for commuter rail service. The weekend outage brought together RailWorks Track Systems maintenance, construction, bridge and production crews, as well as crews from RailWorks Signals & Communications and RailWorks Maintenance of Way.

The team worked in concert to successfully complete work without any safety incidents and in time for the 3 a.m. deadline on Monday,

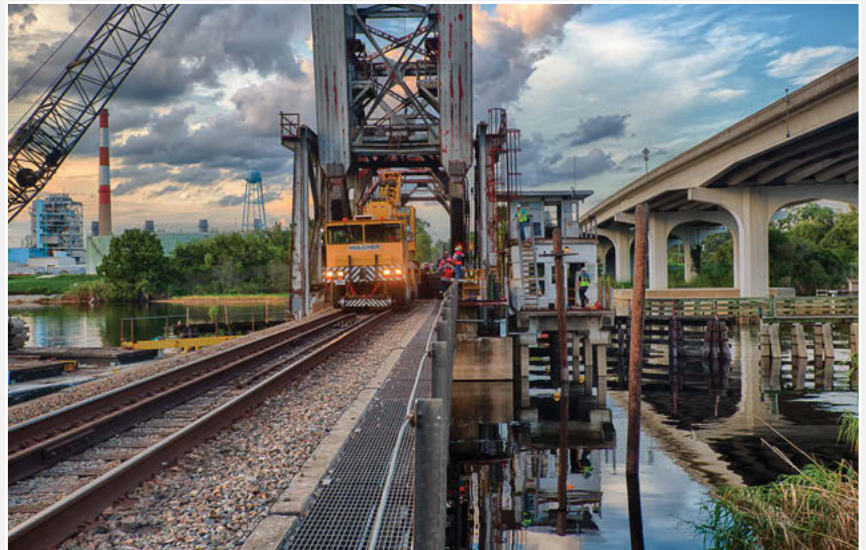
despite a downpour hours before train operations resumed. Here's a recap of the completed work:

- Reconstructed three grade crossings in Maitland and installed new signal technology
- Changed out the rail along 1.3 miles of track in Winter Park
- Constructed a 2600-foot yard track in Orlando
- Repaired the structural steel components on the bascule lift bridge over the Monroe River, reconstructed 280 feet of bridge deck, and installed new Ridex rail joints
- Installed a #20 turnout on the main line track south of the bridge.

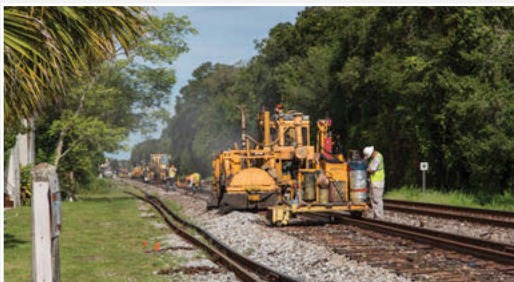
Under the direction of SunRail Project Manager **Ed Fenn**, RailWorks is maintaining the track and signals on the existing 62 miles of track to current main line conditions. Crews also are building about 19 miles of new track, including 46 turnouts, and installing 42 new grade crossings along with a new signals & communications system. RailWorks also will construct a new yard and maintenance facility to house the train sets and dispatch operations.



Conducting a safety briefing at the shift change



Installing the new bridge deck



Changing out the rail on the main line in Winter Park



Removing the old track panel in preparation to install a #20 turnout



Welding rail at the new crossing installations



Implementing new signal technology at the crossings

RAILWORKSMART RAILWORKSAFE



What do short line and regional railroads want from their contractors?

Safety committee members from the American Short Line and Regional Railroad Association (ASLRRA) offered these insights on safety for contractors who work on their properties. While these are already RailWorks requirements, this list reinforces fundamental expectations we share with our customers when working in a railroad environment.

- 1. Railroad Rules** – Follow operating and safety rules and procedures with a special focus on “On-Track Safety” rules. It is critical that railroad contractors have trained and qualified personnel (especially qualified leaders) who know the rules so that they can effectively communicate with the railroad and their employees and ensure proper protection is provided for personnel. The on-track safety area is especially important given the life-saving nature of these rules.
- 2. Grooming Track and Housekeeping** – Make certain that plates, angle bars, tie butts, debris and similar trip hazards are picked up and track is groomed prior to leaving the job. Maintaining good walking conditions for personnel is important to prevent slips, trips and falls. Never leave a trap that could injure someone or cause an accident. If the hazard can't be addressed immediately, mark the hazard until it can be fixed to reduce the risk of injuries/incidents.
- 3. Personal Protective Equipment (PPE)** – Always wear required PPE when on the job. Baseline equipment typically includes high visibility apparel (vest or equivalent), safety eyewear with side-shields, hard-toed safety boots and a hard hat. Additional specialty PPE may be required for certain jobs. The consistent use of PPE sends a strong message about how robust the safety standards are for the contractor.
- 4. Job Safety Briefings (JSBs)** – JSBs are one of the most valuable tools for personnel to protect their own safety and that of co-workers. Conduct JSBs when a new task is to be performed, when the situation changes, when there is uncertainty or you have identified new hazards. Coordinate JSBs with the host railroad to help ensure the safety of all personnel. Also use job safety debriefs when a job is done to confirm all necessary work and precautions have been completed, to communicate lessons learned and prepare for transportation back to home base. JSBs reinforce and remind employees about the importance of safety and help foster a strong safety culture.
- 5. Cellular Phone Safety** – The use of electronic devices such as cellular phones has been associated with numerous injuries, train accidents and deaths. Comply fully with applicable FRA and host railroad cellular phone and electronic device safety requirements to ensure the safety of all. Abiding by the rules and best practices is important whether personnel are on the track, on work equipment or operating a vehicle.
- 6. Vehicle Condition** – Maintain all vehicles and equipment in a secure and organized manner. Check the vehicle to ensure the tires are in good condition, the lights and warning flashers function and any hi-rail equipment is in good condition. Use of a vehicle safety checklist can help raise safety standards in this important area. An organized truck enhances safety when accessing equipment. Well-maintained vehicles also speak to the professionalism of the railroad contractor.
- 7. Security** – Secure key equipment such as compressed gas bottles, gasoline cans, track tools and portable derails. Securing this equipment will reduce the risk of criminal and terrorist activities that can cause severe incidents.
- 8. Smoking** – Make sure that smoking is only performed at safe and approved locations. The careless use and disposal of cigarettes, cigars and similar products can ignite fuel or dry wood/brush/grass.
- 9. On-Track Roadway Maintenance and Hi-rail Vehicles** – Ensure that hi-rail equipment meets or exceeds FRA requirements. Requirements for illumination, brake application lights, equipment change-of-direction signals, adequate access handholds, seats, and other safety devices are outlined in the Code of Federal Regulations governing transportation (specifically, 49 CFR 412 Subpart D).
- 10. Fouling Track** – Contractors should only foul track when duties require.