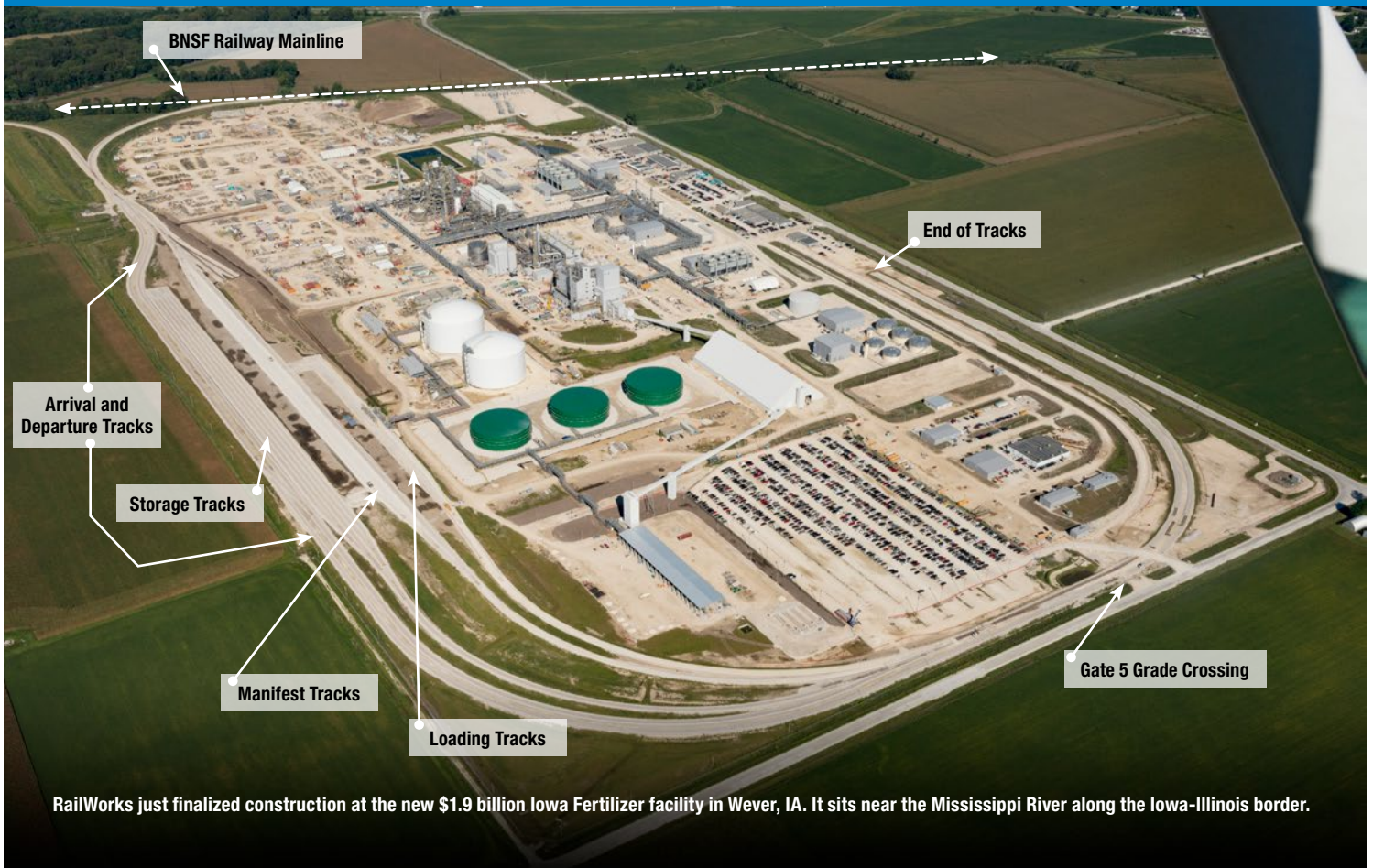


RAILWORKS® TODAY

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



RailWorks just finalized construction at the new \$1.9 billion Iowa Fertilizer facility in Wever, IA. It sits near the Mississippi River along the Iowa-Illinois border.

Providing a Fruitful Yield for Iowa Fertilizer

RailWorks is putting the final touches on a 15-month project at one of the Hawkeye state's largest-ever construction projects: Iowa Fertilizer.

The new plant, on about 320 acres in southeastern Iowa, will produce nitrogen fertilizer as well as a diesel engine additive. Iowa Fertilizer is touted as one of the largest construction projects in state history and will help meet the demand of corn farmers including those in Iowa, whose use of nitrogen fertilizer is highest among American states.

RailWorks Track Services had responsibility for jobsite preparation, grading and all track construction. Two to three crews have worked throughout the project, peaking at around 20 people from the St. Louis; Vincennes, IN; and Chicago offices. Crews joined

"Industrial is a good market for us. That's one of the things we're built well for."

Tim Wohlever
Project Manager
RailWorks Track Services

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forces to construct 42,000 linear feet of jointed rail, including arrival, departure and storage tracks. They installed more than 21,000 steel ties, and their work also featured 26 turnouts.

Project Managers Tim Wohlever and Phil DeClue divided duties between contract and job-cost management and liaison to the customer (Tim) and labor and subcontractor management (Phil).

The project moved along relatively smoothly, with the exception of one unexpected mountain to be moved: an enormous hill of dirt that wasn't in the original scope.

Development of the greenfield property included excavation, and the dirt was inadvertently put in a corner of the job site where RailWorks needed to construct track. "We had to move roughly 115,000 yards of dirt that wasn't in the original scope," says Tim of the football-field-sized mound, an estimated 50 to 100 feet tall. "But our dirt subcontractor did a good job and got it out of our way."

After a wet fall, crews caught a break with an unusually mild winter. That's when they were able to do the dirt work, normally impossible in winter.

The crews' experience in industrial track construction was invaluable for this large-scale project.

"The industrial market has been a consistent staple for the St. Louis Region," notes St. Louis Regional Manager Tim Scheller. "Agriculture, coal, chemical processing, power generation – those are the types of clients that call on us to maintain their current infrastructure and expand for the future. Our resources are geared specifically for these clients."

Tim Wohlever agreed. "Industrial is a good market for us. That's one of the things we're built well for. Our crews have lots of experience dealing with industrial clients. We have a good understanding of their operational requirements and the implications for the track infrastructure."

The RailWorks-constructed wye track connects to a mainline of BNSF Railway, which will serve the facility. When operational later this year, Iowa Fertilizer will produce 1.5 million to 2 million metric tons of fertilizer products and diesel exhaust fluid.



RailWorks employees use a tamper and ballast regulator as they wrap up construction at Iowa Fertilizer.



Project management on this job included labor and subcontractor management, handled by Phil DeClue (left), and contract and job-cost management, handled by Tim Wohlever (right), who also acted as liaison to the customer.

Iowa Fertilizer **EXTRA**

You can see this project in action in our new video feature, *RailWorks Today EXTRA*. This supplement to the newsletter will highlight select construction projects and other featured company information. See our inaugural installment at <http://bit.ly/2dq2CO>.

View more RailWorks videos at www.youtube.com/RailWorksCorporation.



RAILWORKSMART RAILWORKSAFE

Good Driving Habits Keep You Safe and Accident-Free

A driver makes a sharp turn in a company van and the back door flies open, causing an unsecured track tools to fall out onto the roadway.

A driver makes a quick stop at a donut shop in the early morning hours and parks the company vehicle in a handicap parking spot.

A driver maneuvers a company truck sharply across several lanes of traffic to avoid missing an exit, causing other drivers to brake or swerve.

An off-duty driver travels on the interstate in a company vehicle with his dogs in the back of an open truck bed.

Reports like these from the general public along with issues involving over-the-road vehicles — especially backing-up incidents, mechanical issues and parking violations — are on the rise. Poor driving behaviors in company vehicles reflect negatively on RailWorks. They also can lead to unsafe driving conditions, property damage and injuries.

You don't have to be a company or commercial driver to follow these universal driving best practices. They apply to all drivers when behind the wheel.



Mechanic Carl Preston spots for Parts Runner Willie Jackson as Willie backs up a truck at the RailWorks Track Systems shop in Deer Park, TX.

Parking

- **Handicap Zone** – Do not park in a handicap zone unless you have an authorized permit. Period. It doesn't matter the time of day or night or whether any other vehicles are around.
- **Forward First** – When possible, pull all the way through to the adjoining spot to allow your vehicle to drive forward when exiting. This practice minimizes the risk of coming in contact with other vehicles, property or materials that can occur when backing up to exit a parking spot.
- **Spotter** – Walk around your vehicle before you back up to look for any hazards or obstructions. If you have any passengers, ask someone to get out of the vehicle to “spot” the driver while backing out of or into a parking spot.
- **Parking Spots** – Identify hazard-free parking spots before you park. Whenever possible, park personal vehicles in an area with no obstacles and away from work zones and company units.

Before Moving or Leaving a Vehicle

- **Walk Around** - Complete a walk-around and look for obstacles close to the vehicle, such as concrete barriers, steel bollards, curbs, landscape boulders, etc.
- **Inspections** - Check your vehicle, looking for damage from others and for theft.
- **Mechanical Check** – Start the vehicle and let it warm up while you are doing a thorough walk-around. Look for any engine lights. Check all your lights, turn signals, tail lights, stop lights, four-way flashers and clearance lights. Look at wheels and all four tires to ensure they are inflated and have good tread condition.
- **Loads and Equipment** - If hauling a load, make certain it is tied down and properly secured. Properly stow and secure tools and equipment in compartments, in the back of vehicles or on trailers. Ensure that they are correctly tied down with sufficient straps or load chains, secured inside tool compartments in tool fixtures or cases, and properly stowed in side cabs. If a locking option exists, be sure to use it.
- **Valuables** - Deter theft by removing valuables such as tablets, phones, cameras and other electronic devices from your vehicle. If you must lock them in your vehicle, put them in the trunk or glove box or otherwise out of site.
- **Pets** – Pets are not allowed to ride in RailWorks' vehicles.

RailWorks Values In Action: **Customer Focus**

Pedestrian Tunnel Efforts Are Anything But Pedestrian

Herculean, maybe, but not pedestrian.

Such were the efforts of PNR RailWorks track and signals & communications (S&C) crews as they faced daunting conditions in helping to install pedestrian tunnels beneath Metrolinx tracks west of Toronto.

The task at hand was on Metrolinx' GO Transit commuter rail system linking Greater Toronto and Hamilton, ON. Workers were to install two precast tunnels involving two tracks and two platforms at the Guildwood Station on GO Transit's Lakeshore East line. They were given a 53-hour weekend outage — an especially tricky timetable considering a half-dozen contractors on site, who were hampered by stormy weather. PNR RailWorks' job was to remove four, 90-foot track panels and deactivate crossings on a Friday night at the outset of the job, then return Sunday afternoon at the end of the job to reinstall and surface track, and re-activate signals.

The Friday night portion went all right, but “We were delayed from starting the second portion of our work by 7 hours,” said track Project Manager Taylor Macdonald. “So it pushed our schedule back. We were to start at 1 p.m. and instead started at 7:30; we had to hand it back to Metrolinx by 5:30 a.m.” for morning commuters.

Taylor admits he was stressed but says the project ultimately succeeded because everyone understood the situation. “We came to the acceptance we were going to accomplish this feat. Everyone was working at the highest level, fully involved and fully invested. ... I haven't really seen anything like it before.

“Joe Vaz (track superintendent) and his crew worked relentlessly to hand over the tracks prior to the morning rush. I also want to acknowledge signals & communications.”

That group was managed by Alejandra Espana, project manager. She recognized the help of signal technicians Jordan Fagin and Gord Potter, and also credited the work of the GO Transit Maintenance team led by S&C Manager Joe Fenech, which provided relief

to signals & communications. “Our guys were running out of their normal cycle hours having been there the entire night,” says Alejandra. “Some of the maintainers were able to support our guys, and because of their help, we were able to give back the system in time.

“In the end,” she continues, “it was the entire PNR RailWorks team working — track, maintenance and signals — a very good team to pull this off before the rush trains.”

Following the project, Scott Brazeau, site supervisor for general contractor Kenaidan, wrote his thanks to subcontractors, including PNR RailWorks. In an email, he praised workers for completing work within the shutdown window and without an injury.



A track crew removed and reinstalled 90-foot track panels during the project.



During a 53-hour weekend outage, PNR RailWorks track, signals & communications and GO Transit Maintenance crews helped with the installation of pedestrian tunnels near the GO Transit Guildwood Station west of Toronto.

News Across the Line

Track Upgrade Preps Solvay Chemicals for Production Increase



RailWorks installed guardrail on a 320-foot steel-girder, ballast-deck bridge on a spur that connects Solvay Chemicals in Green River, WY, with Union Pacific, the servicing railroad. The crew also changed out the cross ties on the bridge.



To prevent vegetation growth, crews installed 9,600 feet of geotextile fabric in the area between tracks in Solvay's rail yard. Once in place, the fabric is covered in ballast to keep it in place.

RailWorks Track Systems crews based in Chehalis and Spokane, WA, and Ogden, UT, have been working together to help Solvay Chemicals upgrade the track infrastructure at its mining, refining and manufacturing facility in Green River, WY, to handle increased production.

Starting in August and continuing through October, RailWorks is attending to 65,000 feet of track at the facility. Their work to rehabilitate and upgrade the track is an important step in the plant's operating plan to expand production of soda ash by 14 percent.

Crews are performing the following scope of work over the duration of the project:

- Rehabilitating 9,120 feet of track in the yard and on a rail spur connecting to the servicing railroad
- Removing 5,500 timber crossties and installing 4,560 steel ties
- Changing out crossties on the ballast-deck bridge and installing guard rail

- Installing 9,600 track feet of geotextile fabric to retard vegetation growth
- Installing two steel-tie turnouts
- Distributing 6,800 tons of ballast
- Surfacing, lining and dressing 65,000 feet of track

Superintendents **Tim Heitzman** and **Brian Wilson** are leading the project, which was located on I-80 about 160 miles east of Ogden, UT, in an area known as the "Trona Capital of the World." Trona is a raw material that is refined into soda ash and used to make glass, paper products, laundry detergents and many other products.

Thanks to the efforts of Tim, Brian and the following crew members, this project is incident-free and on schedule: **Baden Bailey, Marshall Bull, Jordon Cloud, Ellison Dean, Jack Howell, Audley Kucklick, Leo Solis, Rick Solis, Luke Spalding, David Spencer, Travino Taylor, Bill Thompson, Sheldon Willie and Randy Wilson.**

Calendar Notes

Industry Events

Oct. 25-28	Railway Tie Association Annual Symposium & Technical Conference	Bonita Springs, FL
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RailWorks Events

Oct. 26-27	"Sensitivity to Diversity in the Workplace" Training	Deer Park, TX
Nov. 2-3	Frontline Supervision I Training	TBD
Nov. 7-25	Benefits Open Enrollment (for eligible U.S. employees)	United States
Nov. 16-17	Frontline Supervision II Training	TBD