

On The Rails

Rail Support Services News and Insights from Cranemasters

Struggling with Workforce Issues?

- **2026 Workforce Challenges**
What Class I, Regionals, and Industrial Track Operators need to know now
- **Attract • Retain • Train**
Efficient and safe crews don't happen by accident. How Cranemasters finds and keeps the best of the best. It's A.R.T.
- **Case Study: Mansfield, CT**
Partner to get the job done without diverting your own crews
- **A Cranemasters Journey:**
From track laborer to track department manager
- **Skilled Hands Keep America On Track**
Our COO's POV: Cranemasters was built by two brothers working together. That's the foundation for our culture of respect and cooperation across all our services and locations

CRANEMASTERS

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Cranemasters Rail Services

Track Repair, Maintenance & Construction is mission-critical for ensuring your railroad infrastructure's safety, efficiency, and longevity. With our experienced crews and purpose-built

equipment, Cranemasters solutions can meet your railroad track installation, repair, and maintenance needs. Whatever the challenge, Cranemasters can get the job done—and done right.

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Cranemasters is a full-service railroad contractor uniquely equipped to work with all Class I, regional, and short-line railroads, and rail-connected private industrial siding operations. Since its inception, the company has charted a steady course of growth and innovation, offering expert railroad construction and emergency services. The company's success is rooted in a steadfast commitment to excellence, encapsulated in a "no shortcuts" philosophy that permeates throughout its talented and experienced employees. Cranemasters is the industry's leading manufacturer of purpose-built railroad heavy-lift equipment and developer of safe and efficient processes for the industry's toughest challenges.

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The 2026 Workforce Demand

Spring 2026

What Class 1, Regionals, and Industrial Track Operators Need to Know Now

Challenge

By 2026, the railroad workforce problem isn't a "recruiting issue." It's an operating constraint—showing up as longer outage windows, deferred maintenance, slower restoration after storms/derailments, and less flexibility to add trains or protect intermodal commitments when the network gets tight. Surface Transportation Board (STB) Chairman Robert Primus has been blunt that inadequate employment levels are one of the reasons rail can't capture growth opportunities (Lassen, 2025). The U.S. freight rail industry also faces an aging labor force, competition with other sectors for skilled labor, and difficulty attracting younger workers. (Chirls, 2025)

Meanwhile, employment counts continue to move in ways that worry operators and customers. Argus reported Class I U.S. employment at 120,399 in September 2024—down 1.7% year over year—despite continued demand in key commodity groups (Argus Media, 2024). And while the STB's ongoing monthly employment dataset still tracks "maintenance of way and structures" as a dedicated group, that reporting is currently planned to end after December 2025 data is received—meaning railroads and suppliers may soon have less standardized visibility into workforce trends (Surface Transportation Board, n.d.).

The result: the battle for qualified laborers—people who can safely execute inspections, build-outs,

tie/rail/surface programs, panel installs, crossing replacements, rerails, bridge span swaps, and emergency remediation—will intensify across Class I, regional, and industrial operators.

What follows is a field-focused, actionable playbook—grounded in current executive and regulator statements, and aligned to what actually works in track and terminal environments.

Demand Is Staying High—Even When Volumes Aren't

Even in mixed freight environments, capital and MOW activity stays busy because the network still has to meet class, geometry, and service requirements. The Federal Railroad Administration's (FRA) CRISI awards underscore that: in October 2024 the FRA announced 122 projects receiving more than \$2.4 billion, with many grants directly funding infrastructure work and some are funding job training/apprenticeship and rail academy programs (Lassen, 2024).

That creates a structural reality for 2026:

- More funded projects + constrained track windows = more simultaneous work packages
- More severe weather events and higher consequence outages = more rapid-response needs
- A thinner bench of qualified labor = more schedule risk

Fatigue Is Real—and It Affects Retention

Norfolk Southern CEO Mark George described a workforce that was “fatigued,” and emphasized a leadership push to return to “normalcy” and “step it up a level” (Stephens, 2025). While those comments were broader than MOW alone, fatigue is often most visible in the traveling crews and outage-driven roles: people burn out when predictability, rest, and job control erode.

Operators Are Trying To Balance Headcount, Productivity, and Attrition—At The Same Time

In Norfolk Southern’s Q4 2025 earnings call, leadership noted the need to “continue hiring” trainees because of “a fair amount of attrition,” even while expecting net attrition and ongoing headcount efficiency (Motley Fool Transcribing, 2026).

For rail organizations, that tension is familiar: you can drive productivity with better planning and mechanization, but you still need qualified boots on ballast to execute safely and respond to the unexpected.

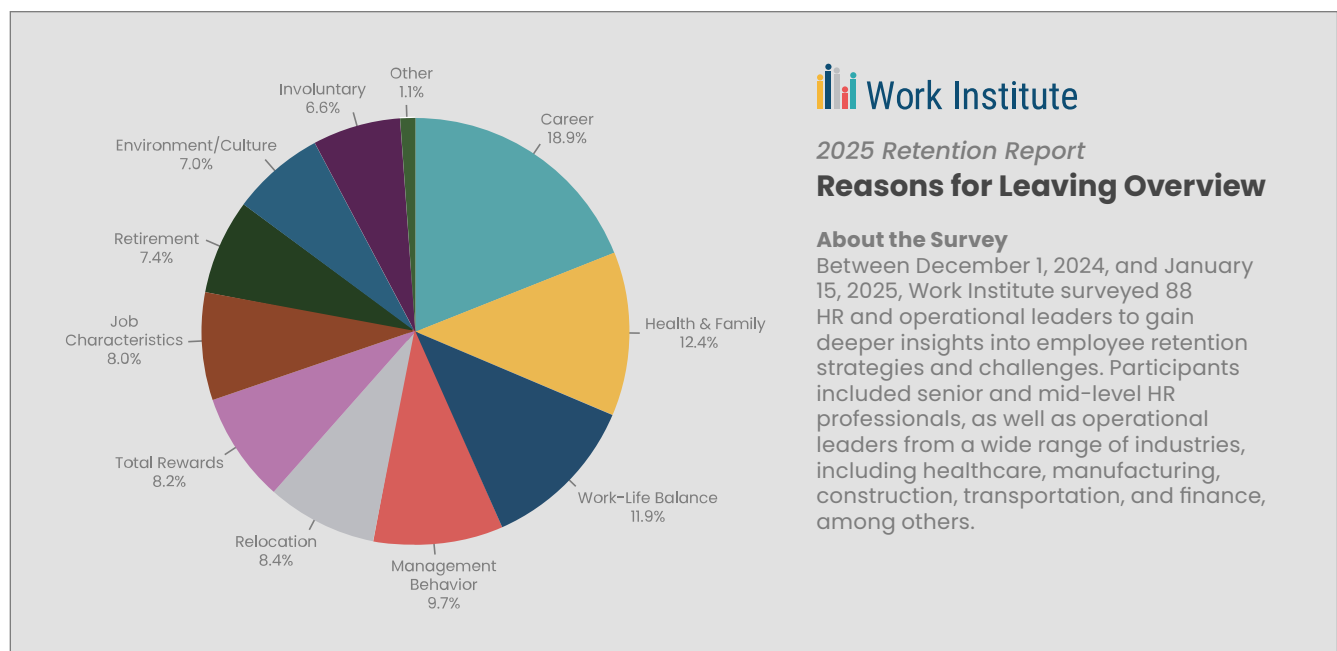
What’s actually driving the qualified labor shortage

The Work Is Specialized, Physical, and Compliance-Heavy

Rail labor isn’t generic construction. Railroads need people who can:

- Perform and document work to railroad and regulatory standards
- Execute under active railroad operating rules (job briefings, foul time protection, on-track safety)
- Use specialized equipment and methods (panel installs, rerailing systems, surfacing/tamping workflows, bridge picks, etc.)
- Work safely in time-constrained outages with live operations and multiple hazards nearby

That narrows the talent pool—and raises the cost of a bad hire.



Competition is not just other railroads—it's anyone paying for skilled field labor

Utilities, heavy civil, pipeline, mining, ports, and industrial maintenance all recruit from the same practical skills base. When those jobs offer:

- More predictable schedules
- Less travel
- Comparable pay and benefits

...rail loses candidates.

Perception and awareness lag the reality of the work

Industry advocates continue to push the “rail is a good career” message (American Association of Railroads, 2024).

But for labor roles, the recruiting message has to be more specific than its a “good job.” Candidates want to know:

- Where they'll work, how often they'll travel, and how schedules are built
- What training looks like and how fast they can progress
- What good performance gets them

What high-performing track organizations are doing now

Rebuild the “deal” for field roles (schedule, travel, and predictability)

If you want to hire and keep laborers, your offer has to include operationally credible predictability within reason. **Emergencies don't follow a schedule.**

Practical moves that work:

- Publish outage calendars 4–6 weeks out for planned work (even if you reserve “flex” windows)
- Use rotations that protect recovery time (e.g., consistent 8/6, 10/4 patterns where possible)
- Standardize travel policies (per diem, lodging, mileage, mobilization pay) so foremen aren't improvising
- Build “no surprises” norms: start time, release time, and rest compliance are treated as production inputs—not afterthoughts
- Given the safety-sensitive and physically demanding nature of railroad work, contractors should establish reasonable, scheduled break and meal practices to reduce fatigue and protect worker health.

This directly attacks fatigue—the same dynamic NS leadership acknowledged at the enterprise level (Stephens, 2025).

Treat foremen and supervisors as retention-critical roles

Most operators underestimate how much turnover is caused by the immediate supervisor. Broad retention research continues to flag management-related drivers as significant (Work Institute, 2025). In track environments, that typically means:

- Poor job briefings and inconsistent work planning
- “Panic scheduling” with no look-ahead
- Inconsistent enforcement of safety and quality expectations
- Weak recognition and feedback loops

Field-proven actions:

Make foreman development a formal program (planning, job brief leadership, coaching, production reporting)

- Trace foreman-level turnover and safety leading indicators (late job briefs, rework rates, near misses)
- Promote based on crew outcomes, not just individual technical skill

Shorten the time-to-competency with structured progression

Laborers stay when they can see the path.

How-to structure:

- Define a skills matrix tied to the work (inspection support, surfacing, welding support, panels, crossings, rerails, bridge picks, etc.)
- Pay for certifications and multi-skill capability (operators, CDL, specific equipment qualifications)
- Use “micro-credentials” so employees earn progress every 60–90 days, not only annually

Plan for surge capacity instead of burning out your core crews

When operators don't have enough internal capacity to train at speed, Cranemasters can stabilize execution without sacrificing standards.

The Cranemasters model is most effective when it's used for:

- **Peak demand**
capital blitzes, multi-division surfacing timeframe
- **Specialized work**
complex track structures, bridge spans, rerails
- **Rapid response**
storms, derailments, industrial incidents
- **Backlog elimination**
crossing programs, tie programs, retarder upgrades, panel and complex diamond replacements



Cranemasters Fits the 2026 Workforce Dilemma

Qualified Crews, Purpose-Built Equipment, and Efficiency

When internal headcount is tight and time-to-competency is long, you can depend on Cranemasters to execute safely, quickly, and get the job done right.

- **Track**
For track repair, maintenance, and track construction, Cranemasters emphasizes experienced crews and “purpose-built equipment” to meet installation, repair, and maintenance needs (Cranemasters, n.d.-a).
- **Derailments**
For emergency derailment response, Cranemasters provides 24/7/365 readiness, site assessment/risk mitigation, heavy-duty lifting, and rapid track and infrastructure repair to restore operations (Cranemasters, n.d.-b).
- **Innovation**
Cranemasters highlights equipment and strategic systems aimed at improving efficiency and safety on high-consequence jobs like bridge span replacement, complex track installation/repair, and routine maintenance—reducing downtime (Cranemasters, n.d.-c).

More than a tactical contractor, Cranemasters is a STRATEGIC PARTNER

Negotiate emergency response terms

Don't wait for the call at 2 a.m. Define mobilization triggers, contacts, and authority levels during your annual planning. Cranemasters' 24/7/365 emergency response supports this approach (Cranemasters, n.d.-b).

Package specialized projects into prescheduled work orders

Examples: large-panel installs, bridge span replacements, rerailing services, retarder installation work—so your internal forces stay focused on core inspections and cyclical programs.

Cranemasters is here to achieve your goals

The fastest way to lose track talent is chronic overtime and unpredictable callouts. Utilizing Cranemasters for surge capacity helps you protect schedules—and keep your best people.

Bottom Line for 2026 Workforce Challenges

The winners in 2026 will be the operators who apply production systems to workforce utilization:

- Predictable rosters + disciplined planning
- Foreman development as retention strategy
- Fast, visible progression for new hires
- Surge capacity partnership with Cranemasters to prevent burnout and protect service

STB leadership is already framing labor adequacy as a prerequisite for growth (Lassen, 2025). The question isn't whether the industry needs more qualified labor. It's whether each operator will build a workforce model that can actually deliver the track time, safety outcomes, and restoration speed that 2026 will demand

Cranemasters is here to keep your rail operations on track.





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A.R.T. at Cranemasters

Spring 2026

How Does Cranemasters Attract • Retain • Train the Industry's Most Skilled Rail Pros? It's A.R.T.

If you've spent any time in the rail industry, you know the truth: finding and keeping skilled people is one of the toughest challenges railroads face today. It's not just about filling roles for day-to-day operations—it's about having enough trained, safety-focused professionals ready to respond when something goes wrong. Derailments, emergency repairs, capital projects, bridge work—these aren't jobs you can staff on the fly.

Over the years, I've watched Cranemasters quietly solve this problem—not with shortcuts, but with a disciplined, people-first approach that's been refined through experience. The result is something rare in our industry: a workforce that is not only highly capable, but consistently ready. And that capability is exactly what allows Cranemasters to deliver faster recoveries, fewer repeat call-backs, and safer, more cost-effective outcomes for customers.

At the heart of it all is a simple idea: if you invest in people the right way, they'll deliver when it matters most.

Why Workforce Readiness Matters More Than Ever

Railroads and industrial track operators are under constant pressure. Staffing is tight. Training takes time. And emergencies don't wait.

Many organizations are forced to make tough trade offs—either carry extra personnel they may not always need, or pull people away from critical daily operations when unexpected work arises. Neither option is ideal. Both can lead to delays, increased costs, and safety risks.

That's Where Cranemasters Steps In

By maintaining a deep bench of trained, certified, and safety-conscious professionals, Cranemasters removes that burden from railroads and industrial track operations. Customers don't have to overstaff or stretch their teams thin. Instead, they gain immediate access to crews who are ready to work—whether it's routine support or high-pressure emergency response.





The Cranemasters Approach: **A.R.T.**

Attract, Retain, Train

What makes this possible isn't luck—it's a deliberate system. At Cranemasters, attracting, developing, and keeping top talent isn't a side effort. It's a core capability. Here's how it works.

Attract: Finding the Right People

Cranemasters doesn't pretend this work is easy—and that's why the right people are drawn to it.

This is a team of professionals who operate like first responders. They travel. They work in all conditions.

They show up when others wouldn't. And the company is upfront about that from day one.

Instead of relying on traditional hiring filters, Cranemasters focuses on what truly matters: capability.

- **Skills-first hiring** opens doors to candidates from diverse backgrounds—military veterans, tradespeople, and hands-on workers who've built expertise outside of traditional paths.
- **Practical assessments** and structured interviews ensure candidates can perform—not just talk about it.
- **Employee referrals** help bring in people who already understand the culture and expectations.

The result? A broader, stronger talent pool made up of individuals who are ready for the realities of the job—and motivated by it.

Retain:

Building Careers, Not Just Jobs

Keeping great people in this industry isn't easy—but Cranemasters has found ways to do it by focusing on what matters most.

Employees are supported through:

- **Competitive compensation and strong benefits**, including healthcare, retirement plans, and travel support
- **Ongoing development** and certification opportunities
- **A culture of recognition and respect**
- **Clear career paths**. Many leaders started in entry-level roles

One of the most telling signs of success is internal growth. It's not uncommon to see someone start in a support role and work their way into leadership or advanced operational positions. That kind of progression doesn't happen by accident—it's the result of intentional investment in people.

Train:

Turning Capability into Expertise

Hiring the right people is only the beginning. What sets Cranemasters apart is how quickly and effectively those individuals develop their skills.

Onboarding

It starts with a focused onboarding experience designed to prepare employees for real-world conditions:

A three-day intensive onboarding program introduces safety systems, operational fundamentals, and required certifications.

Training includes first aid, safety frameworks, driver safety, and rail-specific compliance, along with hands-on exposure to equipment and jobsite conditions.

Training in the Field

Cranemasters has built a culture of one-on-one mentorship, where experienced professionals pass down knowledge directly:

- New hires work alongside seasoned operators and crew leaders.
- Real-time coaching ensures safety principles are applied in live environments.
- Daily briefings and ongoing training reinforce awareness and accountability.

This isn't classroom theory—it's practical, experience-driven learning that builds confidence and competence under real conditions.

And as employees grow, so do their opportunities. With additional certifications and field experience, team members can advance into specialized roles such as operators or emergency response experts.



ONE CM: Operating as One Team

A big part of what makes Cranemasters effective is how its people work together.

Through the ONE CM initiative, the company has created a unified approach across all locations and services:

- Teams collaborate across regions without barriers
- Individuals take ownership of outcomes
- Employees are empowered to grow and contribute

What This Means for Cranemasters' Customers

All of this—the recruiting, the training, the culture—leads to one critical outcome: reliability.

When Cranemasters shows up, they bring:

- Crews who are trained and certified
- Teams that know how to work safely under pressure
- Professionals who can execute efficiently the first time

That translates directly into:

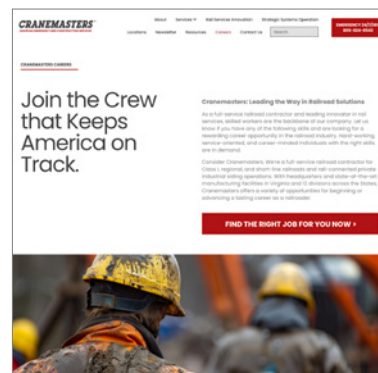
- Faster project completion
- Fewer delays and disruptions
- Reduced need for repeat work
- Lower overall cost of ownership
- Safer operations across the board

In an industry where time, safety, and precision are everything, that kind of consistency makes a real difference.

A Workforce Built to Deliver

Over the years, Cranemasters has built something that's hard to replicate: a workforce system that works. It's built on experience. Refined through real-world challenges. And sustained by people who take pride in what they do.

For customers, it means peace of mind—knowing that when the call comes, the right team is already on the way. And in today's rail environment, that combination is what will keep your rail operations moving forward.



To learn more about opportunities with Cranemasters, visit: <https://www.cranemasters.com/careers/>



The Taneytown, MD Division crews

Mansfield, Connecticut Derailment

Spring 2026

On the morning of February 5, 2026, at approximately 9:08 AM, a freight train traveling from Palmer, Massachusetts to Willimantic, Connecticut derailed near Stafford Road (Route 32) in Mansfield, adjacent to Eagleville Pond and the Willimantic River.



Photo courtesy of The Division of Emergency Management and Homeland Security onsite at the scene

Challenge

The train consisted of approximately 41–43 cars, with 13 cars derailling, several of which overturned. Six of those cars carried liquefied petroleum gas (LPG), and multiple cars came to rest partially submerged in the waterway.

While no injuries were reported, the situation presented significant environmental and safety concerns. Authorities issued a shelter-in-place order within a half-mile radius due to the risk of a potential gas release, particularly because the LPG in this case was not odorized and required sensors to detect.



The physical conditions at the site made recovery especially difficult:

- Railcars were positioned on an embankment directly beside and in frozen water
- The marshy mud field on the other side was covered with over two feet of snow
- Wind chills reached as low as -19°F while snow fell and the crews worked

The sharp incline from the pond to the track bed, where most of the tankers lay on their side, meant that conventional rerailing equipment wouldn't work. Additionally, the presence of pressurized LPG tankers required a carefully coordinated operation to eliminate any risk of tank failure or release.

Solution

Due to the complexity and hazards involved, Cranemasters emergency-trained crews and purpose-built equipment were called in.

That meant the railroad's personnel could continue their daily operations without getting pulled away to handle the derailment.

Cranemasters mobilized immediately. Under the direction of Senior Rerail Manager Buck Nolf, crews and equipment were dispatched from multiple divisions—including Candor, NC; Allentown, PA; and Taneytown, MD—demonstrating the company's ability to respond rapidly across regions.

Equipment deployed included:

- Three Cranemasters 200 RS Super-Duty Cranes
- Three Excavators
- One 850 Bulldozer
- Tank Car Saver
- Fully equipped rigging trucks

Cranemasters Strategic Systems Operation™

Upon arrival, Cranemasters worked closely with incident command, first responders, and environmental officials—including the Connecticut Department of Energy and Environmental Protection (DEEP)—to develop a unified recovery plan.

The execution required precise coordination. Crews operated in extreme cold while lifting 52-foot-long tank cars weighing in excess of 250,000 lbs each. Cranemasters carefully extracted railcars from icy water and unstable ground using 220 RS Super-Duty Cranes and specialized rigging,

Recovered cars were relocated to a cleared section of the adjacent field, where they were set upright with controlled placement for safe access to allow transloading of the LPG into replacement tankers once the blizzard conditions eased.

This method minimized stress on tank shells and ensured no compromise to the integrity of the pressurized vessels.

Despite harsh conditions, Cranemasters crews worked in coordinated shifts, maintaining continuous progress while prioritizing safety and environmental protection.

Result

Initial estimates from authorities suggested clearing the track could take three to four days or longer due to site conditions and the LPG cargo.

However, Cranemasters crews worked from 7:00 AM to 10:00 PM and safely lifted all derailed cars in one day—significantly ahead of expectations.

Key outcomes included:

- Zero injuries among the crews
- No LPG leaks or hazardous material releases
- Safe stabilization of all derailed railcars
- All derailed cars safely extracted before conditions worsened

Following the clearing operation, crews repaired damaged track infrastructure. The track was reopened after inspection and clearance by authorities.

Longer-term recovery operations, including transloading and controlled flaring of residual gas, would ensure complete remediation of the site.

Local officials noted that the incident “could have been a lot worse,” emphasizing how effective coordination and rapid response prevented environmental damage and protected the surrounding community.

Community response reflected those sentiments. Local residents and businesses expressed their appreciation to the crews—an acknowledgment of the professionalism, efficiency, and care taken throughout the operation.

Cranemasters expert crews and unique equipment—designed and built by Cranemasters—delivered a safe, efficient operation under some of the most challenging winter conditions possible.



CASE STUDY

Find This Case Study at:
cranemasters.com/resources



A Cranemasters Journey: From Track Laborer to Track Department Manager

Spring 2026

When Jerardo Garcia joined Cranemasters on May 13, 2019, he started at the ground level as a track laborer. Today, just a few years later, he manages the company's Track Department in Candor, North Carolina—a progression that says as much about Garcia's values as it does about the culture inside Cranemasters.



Jerardo Garcia
Track Department
Manager
Candor, NC Division
Cranemasters, Inc.

Garcia's story reflects the kind of opportunity that still exists in the railroad industry: work hard, learn from experienced people, and grow into leadership.

"I was a laborer for probably three years before I got promoted to supervisor," Garcia said during a recent interview. "I wasn't a supervisor for very long. I got promoted to assistant manager in Merrillville, Indiana... and now I'm here in North Carolina."

That path was not accidental. According to Garcia, experienced leaders at Cranemasters invested time teaching newer employees the craft. He specifically credits mentors like Keith Sears, Bailey Harrell, Shawn Martin, and Andy Novotony for helping him develop both technical knowledge and leadership skills.

That hands-on mentorship is critical in a field as demanding as railroad track construction and repair. Cranemasters crews handle everything from thermite welding and switch replacement to crane rail construction, track alignment, bridge work, and emergency response projects. The company's Track Construction and Repair division specializes in large-scale maintenance, capital projects, new rail construction, inspections, and complex track installations across the country.

"I think it's just having good people in the right positions," Garcia said. "Experienced guys that are willing to teach new guys."

—Jerardo Garcia, Candor Track Department Manager, Cranemasters



Garcia has already worked on some of the company's most challenging projects. He recently managed a crane rail construction job in Newport News, Virginia, where the crew installed 1,100 feet of new crane rail in just 11 days—reopening the track well ahead of schedule. He has also helped lead major rail infrastructure work in Chicago, Detroit, and at industrial coal handling facilities.

The work is intense, often involving long hours, extreme weather, and massive equipment. But Garcia says the reward comes from seeing what the teams accomplish together. "It's hard to believe that we can do that much work in that little amount of time," he said. "You see how fast we get an immense amount of work done."

Despite the demanding environment, Garcia repeatedly emphasized the strong camaraderie among Cranemasters crews. Railroad jobs often require employees to travel and spend long stretches together, creating close bonds between team members.

"We're always together," Garcia said. "We talk about our families all the time."

That sense of teamwork also extends to safety. Garcia described how experienced workers watch out for newer employees, especially those identified by green stripes on their hard hats.

"You see a guy with a green stripe on his hard hat, some of the more experienced guys take that person under their wing and make sure he's safe," Garcia said. "We don't ever want to see somebody get injured."

Garcia himself first came to Cranemasters because of a friendship. He and current manager Bailey Harrell grew up together, played basketball together, and eventually both built careers with Cranemasters.

Today, Garcia says he plans to stay with Cranemasters long term.

"I like what we do. I like the people that I work with," he said. "I think I'll be around for a while."

For Cranemasters, Garcia's journey illustrates something the company has quietly built over decades: a workplace where experienced railroaders pass knowledge forward, where hard work is recognized, and where employees can build lasting careers from the ground up.

Find your new career with Cranemasters:

cranemasters.com/careers/



Skilled Hands Keep America's Railroads Moving

Spring 2026



Aubrey Amadeo, Chief Operating Officer, Cranemasters

America's railroads are among the most powerful engines of economic growth in our nation's history. Today they remain just as essential as they were when the first transcontinental routes were built. In 2023 alone, the U.S. freight rail industry generated \$233.4 billion in economic output and supported nearly 749,000 jobs across the economy, demonstrating the central role rail transportation plays in American commerce and global supply chains (Association of American Railroads, as reported by Railway Age and AAR).

Behind those numbers are people—skilled professionals who keep railroads and industrial track operations running every day. Innovative engineers design cranes and specialized equipment that make modern rail operations possible. Crane operators and crews respond to derailments, infrastructure failures, and complex construction projects, safely lifting railcars, rebuilding track, and restoring service in multi-hazard conditions.

The importance of this workforce goes far beyond individual companies like Cranemasters. Railroads carry more than a quarter of the nation's freight by ton-mile and connect U.S. producers to domestic and international markets, making them a critical link in intermodal shipping and industrial supply chains (U.S. rail transportation data). When a rail line is disrupted, entire industries—from agriculture to manufacturing—feel the impact. Skilled crews who can restore track and operations quickly are vital to keeping commerce flowing.

What inspires me most is the dedication of today's generation entering these trades. Rail work has never been easy. It demands technical expertise, discipline, and an ability to think fast and think safe to solve problems under ever-changing conditions. But it also offers meaningful careers in an industry where every job matters. Each railroad job supports nearly four additional jobs across the broader economy, reinforcing how vital this workforce is to national prosperity (Association of American Railroads).

As the rail network continues to evolve—investing billions in infrastructure and modern technology—the need for skilled engineers, operators, drivers, and laborers will grow. These men and women carry forward the proud tradition that built America's railroads and continues to power its economic future.

Aubrey Amadeo, COO
Cranemasters

Cranemasters Railroad Emergency and Construction Services

Full rail support services with innovative purpose-built equipment and experienced crews ready to deliver safe and efficient solutions:

- Qualified for Class 1 and short line railroad, and industrial siding FRA inspections
- Emergency Derailment
- Bridge Span Replacement
- Complex Track Installation & Repair Switches and Retarders
- Innovative Design
- Crane Manufacturing & Rebuild
- Natural Disaster
- Heavy Equipment Recovery
- Load Adjustment & Transfer
- Rail Car & Locomotive Maintenance & Repair

Cranemasters Operations Centers Nationwide

As a working team of rail services professionals, our available inventory of equipment and crews from our locations can be mobilized 24/7/365.



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