

Key Personnel – David Pettry



904-273-8286

David Pettry

DP@RailroadIndustries.com

Experience

Railroad Industries Incorporated
Senior Associate, out of Reno, NV

2004 - Present

Railroad Industries Incorporated is a worldwide management-consulting firm that specializes in transportation and physical distribution. Work includes branch line analysis, equipment utilization and analysis, development of operating plans, market development, transportation costing, intermodal analysis, merger studies, developing short line railroads, and financial analysis. Mr. Pettry is a Senior Associate with Railroad Industries, Inc., specializing in railroad equipment, maintenance, inspection, and cost analysis, with a strong background in rail engineering and management.

Petry Rail Services, LLC, Partner
Ponte Vedra, Florida

2004 - Present

Mr. Pettry formed this Limited Liability Corporation and uses his skills to help others in the rail industry improve Safety, Quality, and Costs. He provides fact based evaluations and recommendations to give clients high impact results. Mr. Pettry has evaluated the Peru Rail System for FRA (213) Standards and developed the presentation leading to his training of the Management Staff of the Peru Rails System. He also developed and implemented a Short Line course for the B&P Railroad which resulted in their FRA test scores improving in excess of 40%.

CSX Transportation Railroads- Subsidiary of CSX Corp., Jacksonville, Florida

Assistant Chief Engineer – System Maintenance

1999-2004

Assistant Chief Engineer – Production and Programs

1993-1998

Division Engineer – Mobile Alabama

1990-1993

Assistant Division Engineer

1977-1990

As Assistant Chief Engineer for System Maintenance, Mr. Pettry managed a staff of 10, responsible for all maintenance operations. He oversaw the improvement of Signal Switch reliability by 70%, 10 mph speed restrictions on Principal Routes by 90%, reduction of total slow order miles by 60%, and the improvement of relations with the FRA on sensitive maintenance issues. He developed and implemented a cost effective way to remove crushed heads, poor or failed welds, and defective insulated joints. He developed the Track Inspectors Training manual. He also surveyed, organized, and directed the recovery for major hurricane, tropical storm, and other catastrophic events.

Key Personnel – David Pettry

As Assistant Chief Engineer of Production and Programs, Mr. Pettry worked closely with the Sr. Vice President of Engineering and Mechanical, and the Vice President of Network Operations. He was responsible for the development and execution of the yearly Capital budget between \$200-\$300 million. He managed a staff of 38 plus traveling teams of 570-1100 employees. He oversaw the improvement of Safety Performance by 75%, the improvement of Track Curfew processes, the improvement in major tie and curve rail teams over 250%, and the improvement of equipment reliability by 50% while reducing cost by absorbing the Work Equipment Group. Mr. Pettry also developed and implemented cost effective teams for night working.

As the Division Engineer, Mr. Pettry reported to the General manager of Transportation and directed all engineering functions for 3582 track miles across Tennessee, Georgia, Alabama, Florida, Mississippi, and Louisiana; 2 major hump yards; 11 flat switching yards; 70 miles of bridges including 31 drawbridges. He managed 45 managers and up to 760 contract employees. He oversaw the improvement of safety performance by 90%, reduction of slow order more than 60%, and reduction of derailments by 90%. His Division earned the awards of the First Engineering Division with a Safety Frequency Index under 1.0, the First Quality sub-division, and the Best Engineering Division in 1992 and 1993.

As Assistant Division Engineer, Mr. Pettry managed track supervisors and contract employees in West Virginia, Ohio, Pennsylvania, Maryland, Virginia, Washington D.C., and New York. He was responsible for Employee Safety and maintaining safe train operations. He acquired the reputation of a troubleshooter and a leader who was capable of dealing with challenging issues. He accomplished safety improvements that included reducing 1 district from 53 injuries to 0 in two years. He also worked on the 8,300 foot clearance improvement project in a major CSX tunnel and stopped track that caused derailments in Pennsylvania to re-establish Engineering credibility.

Education & Training

A.B. Business Management, Mountain State University

Courses in Railway Engineering, Northwestern University

Courses in Railroad Analysis, Design, and Maintenance, University of Delaware

Leadership Training, Tom Peters

Various courses in Experience Compression Laboratory