Our Vision is to realize the tremendous potential of BNSF Railway Company by providing transportation services that consistently meet our customers’ expectations.

EVIDENCES OF SUCCESS

We will know we have succeeded when:

- Our customers find it easy to do business with us, receive 100-percent on-time, damage-free service, accurate and timely information regarding their shipments, and the best value for their transportation dollar.
- Our employees work in a safe environment free of accidents and injuries, are focused on continuous improvement, share the opportunity for personal and professional growth that is available to all members of our diverse work force, and take pride in their association with BNSF.
- Our owners earn financial returns that exceed other railroads and the general market as a result of BNSF’s superior revenue growth and operating ratio, and a return on invested capital that is greater than our cost of capital.
- The communities we serve benefit from our sensitivity to their interests and to the environment in general, our adherence to the highest legal and ethical standards, and the participation of our company and our employees in community activities.
Confidence in facing the challenges and opportunities of 2014

Let me begin by thanking all BNSF employees for the incredible time and energy invested in recent months in working to meet customers’ expectations and ensure safe production. In 2013, BNSF absorbed more than 50 percent of the rail industry’s unit growth. We all know the challenges as volumes surged, velocity declined and a series of severe weather events further had a detrimental impact on our customers. Through it all, as always, I have been so impressed with and proud of people across our company for their resilience, optimism and dedication to our customers.

As the year unfolds, we must focus our time and energy – without exception – on working safely and providing the high level of service that our customers have come to expect from us. What that means is in everything you’re doing every day, make sure you’re doing something that improves our operation. If a train is holding, make sure you move it as soon as possible in order to take advantage of all the capacity we can. If a locomotive is sitting idle, make sure you take advantage and use it. If you are a rapid responder, make sure you get in position as quickly as you can. All of us, one step at a time, in everything we do, need to make sure we advance our operation. Every asset makes a difference, and every decision counts.

As always, we begin with safety. In 2013, we achieved very strong safety performance; in fact, we had our record best safety performance on several measures. Although injury rates increased in some areas in the early weeks of 2014, we are still tracking close to our target. On April 17, a tragic event in Klamath Falls, Ore., had a deep impact on all of us, when Mechanical Supervisor Emery Connor was killed in his office by another employee. A loss like this is felt throughout the BNSF family, and we extend our deepest sympathy to Mr. Connor’s family, friends and colleagues.

Together we are working to achieve our safety vision, including eliminating all fatal and life-changing injuries. This year we are again devoting time to training around Approaching Others About Safety. You will learn more about how you can help to build a culture of compliance and commitment that supports proactive safety through job safety briefings and safety contacts. Nothing is more important than going home safely at the end of every workday.

On pages 18–21, you can read more about the winners of our 2013 Safety Bell Awards. These divisions, shops and other work teams truly modeled the way with their safety performance last year. In service, we know our performance is falling short of customers’ expectations and our own high standards. Several factors have contributed. In the pages ahead, several other members of our Executive Team also help explain the factors that contributed to these service challenges, the impact of those challenges on BNSF and our customers, and the measures we are taking to improve service and velocity.

In terms of performance, our company vision will be realized when we consistently meet our customers’ expectations. This includes improving velocity and asset utilization and reducing dwell time – and doing it safely. We thank the countless teams working around the clock under extreme conditions to improve velocity. It will take our collective and sustained effort to achieve the level of service that meets our customers’ expectations.

We recognize that improving capacity is part of the solution, and we have announced a record $5 billion in capital commitments for 2014. More details are provided in the pages ahead and the article and map illustrating our capital commitments (pages 10–11). We also expect to hire 5,000 employees this year, at a rate well ahead of attrition. (See related story on page 9.)

We have tremendous opportunities and many challenges in 2014. I am confident that, as always, we’ll face the year with the tough-minded optimism that is a hallmark of our culture at BNSF. We appreciate all you are doing to focus on safe production and meeting customers’ expectations. Your contributions and commitment are essential to our success.
BNSF faced numerous service challenges in the fourth quarter of 2013 continuing into early 2014. What contributed to these challenges and how are we responding?

A: Several factors contributed to our service challenges. In 2013, BNSF absorbed about 400,000 of the added 800,000 new units in U.S. rail volume growth. Our volume increases were due largely to strength in domestic intermodal and crude-by-rail, and coal volumes were also up considerably over 2012. Our ag volumes were down most of 2013, but we saw a sudden and stronger than expected surge in grain shuttle demand late in the year.

Through the first three quarters of 2013, we managed the growth, even as we added capacity under increasing volumes. We started to lag in the fourth quarter, which was when both our crude-by-rail and agricultural traffic surged. The number of coal sets, which had peaked mid-year, also continued at high levels. High volumes hit our North Region in particular, where we are constrained for capacity.

To compound the volume growth impacts, we also experienced the worst winter weather the U.S. has seen in decades – with extended periods of record low temperatures and heavy snowfall impacting many parts of our network, but especially the North Region. BNSF Operations employees worked under incredibly challenging conditions and showed tremendous dedication.

In the immediate term, BNSF has “over-sourced” the railroad with people, locomotives and operational management, including around-the-clock command centers at key locations. Over the longer term, we must continue to expand capacity, and we have announced another record year in capital commitments for 2014. Our plans include lengthening sidings and adding 66 miles of double track on the North Region. We will increase terminal capacity, add 500 new locomotives and expand our equipment fleet, while we continue to improve our existing infrastructure. We expect to hire 5,000 employees this year, at a rate well ahead of attrition. These investments will help, but each of us has a role in improving velocity.
As an organization, we are building a culture of compliance and commitment. What does this mean, and how do we measure our progress? How does Approaching Others About Safety help us build that safety culture?

A: This year, we are continuing to foster a culture of compliance and commitment at all levels. As we’ve said many times, compliance – or following the rules – is the price of admission. It is a basic expectation for everything we do. With a culture of commitment, we go beyond a focus on the rules to integrate safe production into all our routines, actions and activities, as we each identify exposure and minimize risk.

Our record safety performance in 2013 is an important indicator that we are doing the right things to improve safety. Approaching Others About Safety provides us with the tools and processes that will help us more fully realize a culture of commitment. By speaking up about safe as well as at-risk behaviors and by being open to feedback, we can each take ownership of our own and our co-workers’ safety. Exposure-based job safety briefings, which are part of our Approaching Others About Safety training this year, are a key tool to help us do this.

We need to continually remind ourselves that no production goal, no deadline and no metric is more important than going home safely at the end of the workday.

What are some of our other major Marketing initiatives for this year?

A: Our immediate focus across the railroad is improving service to meet customer expectations and our own high standards, and communicating our commitment to our customers. Without exception, that is where we need to focus our time and energy.

At the same time, we cannot lose sight of the importance of improving the overall customer experience. Efforts continue on our initiatives to streamline and improve the pre- and post-sales processes. We are also working to implement new digital and mobile technologies to improve our customers’ experience – including a new customer relationship management tool and an improved customer portal that offers a customized dashboard.

We expect to hire more than 5,000 people in 2014, most of them in Operations. How are we preparing for this workforce transition? What are the characteristics of a changing workforce?

A: The plan to hire a record 5,000 people this year is a testament to our commitment to safely meeting our customers’ service needs. We’ll be hiring across all crafts and regions, and our focus is especially on the North, where we’ve seen the most dramatic surge in volumes. In fact, in the first four months of 2014, our plan is to add 380 new employees in the North, as we also bring in managers from across the network to help improve fluidity.

Given the capacity constraints on some parts of our network, are we still pursuing volume growth?

A: Growth definitely brings challenges when it comes faster than expected or before we have additional capacity in place. At the same time, growth supports investment – without growth, we wouldn’t have had a $4 billion capital program in 2013 or a $5 billion capital program this year.

We are not “walking away” from business or “de-marketing” business. Some railroads have used that strategy in the past, but that’s not our approach. Growth is good, and it helps drive our success as a company. We need to plan for it, manage it and be sure that it is profitable. We are communicating with our customers about our circumstances and the service performance they should expect, while we work to ensure that we understand when and where they expect volume increases. We are also adjusting our Transportation Service Plan offerings, where appropriate, to best utilize capacity.

As winter weather events get behind us, we will focus on accommodating growth opportunities as best we can while making the investments that ensure over the longer term that we can provide service that meets our customers’ expectations and supports our need to grow.

Executive Vice President
Operations Greg Fox
This influx of new employees has implications across our company. For instance, our plan to hire more than 2,500 new conductors will exceed both attrition and the rate of volume growth, increasing our total headcount in Transportation by nearly 1,000. We will train about 6,600 Transportation people in the classroom this year, including new hires as well as current employees due for rules recertification training. We have doubled the size of that instructional staff to meet the training needs for 2014.

At BNSF, we are fortunate to have so many employees who want to spend their entire careers with this company, and we’ve also had a significant influx of new employees in recent years. As always, it’s so important that our leaders model the way and help to communicate our Vision, Values and culture across our organization, as we also encourage new perspectives and ideas.

What are some of the steps we are taking now to improve service and velocity? Are we making additional plans for the long term? What can employees do?

A: First, I would like to thank the women and men of BNSF. All of our teams are spending an incredible amount of time and energy dealing with the challenging operating environment we have faced over the past several months. The pressures are tremendous, and I am continually impressed by how BNSF people consistently take on adversity and challenge with optimism. This attitude is energizing and enables us to accomplish great things.

We’ve talked before about flawless execution, and what that really means is making every decision count. When we make the most of every asset on the railroad – each locomotive, each railcar, each train, each siding – we advance and improve our velocity at the same time.

In the weeks ahead, we expect that service levels on our South and Central regions will steadily rise as weather conditions improve and we bring on more assets and people. On the North Region, the challenges may be more sustained, but we have targeted a substantial portion of our record capital investment toward adding capacity on the North. We expect to see incremental improvements throughout the year, especially as new capacity is added.

What are our challenges and opportunities at the state and local level to growth?

A: One core tenet of BNSF’s business model is growth, which is necessary to remain competitive and deliver value to our owners. Our commitment to growth is reflected in our capital spending; last year, we spent $4 billion on maintaining and growing our network, and this year we plan to spend a record $5 billion. One of the key elements of our growth strategy is being smart about how and where we spend our capital to add facilities, track and equipment.

While we are committed to growth, building new facilities and expanding our markets can be difficult. One example is the challenge we face in the Pacific Northwest regarding the export of Powder River Basin coal. Another is the recent attention crude-by-rail has received from community groups and public officials.

Despite the environmental benefits of rail, we have even experienced opposition to intermodal facilities, particularly in Southern California. Everyone wants more rail, but they are not so eager for the facilities to handle that traffic. My team has spent the past few years helping BNSF permit and construct new projects like Tower 55, Kansas City Intermodal Facility, the Gateway Pacific Terminal and SCIG (Southern California International Gateway).

We’ve learned from these projects that we can only grow if the communities we operate in allow us to grow. Building and maintaining strong community partnerships are integral parts of our Vision & Values. The challenge is being able to effectively engage with our community stakeholders, help them understand what we are doing and why it’s important, and respond to any concerns.

Executive Vice President Law and Corporate Affairs Roger Nober

BNSF plans to spend approximately $1.6 billion on locomotive, freight car and other equipment acquisitions in 2014.
or questions. All issues start in a local community, so the more responsive and engaged we are with communities, the better we can foster that understanding and create an environment where communities are more likely to support our plans to bolster economic growth.

Q: What are the public policy and regulatory issues we are watching closely this year?

A: Public policy and regulatory issues have a big impact on BNSF. In past years, we have focused on economic policy, but in the wake of recent crude transportation issues, rail safety is front and center in the public debate. Safety is a value at the foundation of everything we do, and we appreciate a discussion about safety.

We carefully monitor topics being considered by safety regulators, like the Federal Railroad Administration (FRA) and National Transportation Safety Board. We also try to ensure our involvement in discussions about improved safety so we can encourage safety measures that also support efficiency. Lots of interested people have different ideas about how to make our fundamentally safe industry even safer, and that produces very spirited and engaged debate. Everyone at BNSF should feel comfortable that our company is a leader in taking steps to improve the already safe movement of crude-by-rail.

At BNSF, we are proponents of balanced economic regulation and recognize that we can play an important role in shaping the economic regulatory system of the future. Because our economic health is closely tied to that of our customers, we also closely monitor regulations, including environmental and trade regulations and policies that may impact our customers’ ability to operate and compete.

Regulatory issues extend beyond rail-specific matters. We transport close to 10 percent of the crude oil produced and more than 10 percent of the coal mined in the U.S., and environmental groups have focused very sharply on railroads’ place in the supply chain for these commodities. As a result, we find ourselves on the front lines of the global climate change and energy policy debate. Organizations that oppose the use of fossil fuels attack all parts of the supply chain, including rail. We are working to be part of a balanced discussion over developing and using all energy sources.

Q: The rail industry’s 2015 deadline for installing positive train control (PTC) is approaching. What are the latest developments in the regulatory environment on PTC – and what does that mean for BNSF and the industry?

A: BNSF has been a leader in the development and implementation of PTC, and we believe strongly in its importance for improving safety.

However, the industry will need to overcome some regulatory challenges if we are to implement this important technology by the deadline.

Almost six years after the FRA established the requirements for PTC’s implementation, the agency still hasn’t established final regulations that tell operators what the system should look like and do. PTC implementation is a huge engineering endeavor for BNSF, and the regulatory delays make it difficult to be optimistic about meeting the deadline.

One recent regulatory obstacle is the Federal Communications Commission’s decision to implement a process that calls for Native American tribes to evaluate whether any PTC tower installation impacts a historical or culturally significant site. We engage with and respect the Native American communities across our network, but we believe this requirement will significantly hamper our ability to meet the PTC deadline.

Q: As you take on the new role of chief financial officer, what are your key objectives?

A: One of our objectives is to continue to focus on financial stewardship across the organization. Every employee at BNSF is a steward of the company’s resources, and we all make decisions every day that affect BNSF’s balance sheet and our ability to reinvest in the business.

In Finance, we want to provide tools and training to help leaders across the organization approach spending decisions with a holistic view – not just asking “do we still have dollars in the budget?” but asking whether the expenditure really is the right one and whether the timing is optimal. Tom Hund, who...
But we also have some challenges. The service issues we experienced in 2013 impacted our customers, first and foremost, but the issues also impacted us financially. We needed to operate with more assets—e.g., locomotives, railcars—and add overtime and people to handle the freight and maintain the assets; and we lost ground in efficiency. Improving service in 2014 will also help improve our productivity and financial results.

We spent a record amount of capital in 2013 to maintain and prepare the railroad for growth, but we have not been able to keep pace with the significant volume increases we have experienced. As highlighted below, we will spend another record amount of capital in 2014.

**Q:** How does BNSF measure its financial success? What are the focus areas for 2014, including planned capital commitments?

**A:** Our BNSF business model tells the story: it’s about growing our business, getting value for the service we provide, executing in safety and service, and operating efficiently through productivity improvements. If we do this well, we will have the financial returns that allow us to reinvest in growing our business—i.e., reinvesting in our people, infrastructure and communities. To be successful, we must have all four areas working together.

Our focus in 2014 will be to continue growing our volumes and revenue, while also executing on that growth with strong service and sustained safety performance as well as efficient execution. This will be key to helping us realize value.

In terms of capital commitments, we’ll be investing record amounts to maintain and expand our network in 2014. Those dollars reflect our commitment to serving our customers and ensuring that we have the capacity we need to safely and efficiently handle continued growth.
Spread the word:
It’s a great time to “climb aboard” at BNSF

BNSF is planning a record hiring year for 2014, due to continuing volume growth, another record capital plan and attrition. In fact, BNSF expects that more than 5,000 new employees will be hired across all departments and crafts.

In the past, current BNSF employees have provided some of the best leads for potential new hires, and BNSF people have another great opportunity to direct friends and family to current job openings posted at www.bnsf.com/careers.

Members of Team BNSF enjoy a number of benefits, including:

- a diverse workforce
- competitive pay and benefits
- a safe, professional work environment
- advancement opportunities
- a company with a long, rich heritage in American history
- a career of challenging and meaningful work

BNSF also offers a wide range of career opportunities to match all types of experience, training and education. For example, BNSF provides job training for new hires into conductor-trainee positions.

Train, yard and engine (TY&E) candidates are needed in all locations, but especially on the Twin Cities, Montana and Powder River divisions. Those with skilled crafts, such as welders, electricians and journeymen, are needed in all locations.

Here’s a view by craft of where future BNSF employees are needed this year:

- Conductor trainees: Approximately 2,500 positions
- Engineering: More than 1,500 positions
- Mechanical: 850 positions
- Dispatchers: 80 positions
- Intermodal: Approximately 140 positions

Telecommunications and clerical positions are also available.

BNSF continues to offer a $5,000 employee-referral bonus for hard-to-fill scheduled positions in the Bakken Shale region. The positions include those at BNSF’s facilities in North Dakota and Montana. For program details, guidelines and eligible locations, log in to employee.bnsf.com and search “Employee Referral Program” in the “all sites” search window. If you have questions about the program, please email staff.recruiter1@bnsf.com.

BNSF also offers a wide range of career opportunities to match all types of experience, training and education. For example, BNSF provides job training for new hires into conductor-trainee positions.

Train, yard and engine (TY&E) candidates are needed in all locations, but especially on the Twin Cities, Montana and Powder River divisions. Those with skilled crafts, such as welders, electricians and journeymen, are needed in all locations.

Here’s a view by craft of where future BNSF employees are needed this year:

- Conductor trainees: Approximately 2,500 positions
- Engineering: More than 1,500 positions
- Mechanical: 850 positions
- Dispatchers: 80 positions
- Intermodal: Approximately 140 positions

Interactive BNSF Career Site now available

External applicants interested in a career at BNSF can now experience an enhanced and interactive website at www.bnsf.com/careers. Enhancements include:

- Social media links: Applicants and employees can share BNSF’s posted career information on Facebook, Twitter and LinkedIn.
- Interactive job search map: Users can select a location preference on an interactive map before drilling further into job details.
- Email alert functionality: Applicants can set up email alerts if they are interested in a specific job type or location.

The site also includes new career-specific employee testimonial videos and in-depth information about each job opportunity at BNSF. Employees can easily share these videos with friends and family by clicking an email option.
BNSF’s capital commitment plan for 2014 is approximately $5 billion, a new single-year record. The 2014 plan is an approximately $1 billion increase over the 2013 capital spend.

The largest component is the $2.3 billion planned for work on BNSF’s core network and related assets. BNSF also plans to spend approximately $1.6 billion on locomotive, freight car and other equipment acquisitions. In addition, the program includes about $200 million for continued installation of positive train control (PTC) and approximately $900 million for terminal, line and intermodal expansion and efficiency projects.

Many of the 2014 line- and terminal-related projects listed below will support velocity improvements and add capacity to handle volume increases related to the energy business and other commodities that move on these segments.

**Major line and terminal projects by region, route and subdivision (sub)**

**North Region**
1. Bellingham Sub: two staging tracks, one power switch
2. Devils Lake Sub: three siding projects
3. Dickinson Sub: four siding tracks
4. Fallbridge Sub: two siding projects
5. Forsyth Sub: six siding projects
6. Glasgow Sub: six double-track projects
7. Hillsboro Sub: four siding projects

**Central Region**
8. Jamestown Sub: one siding project plus CTC (centralized track control) across subdivision
9. Lakeside Sub: five double-track projects and one siding project
10. Zap Sub: one siding project
11. Noyes Sub: interchange tracks and siding project

**South Region**
12. Hannibal Sub: one siding project
13. River Sub: one double-track and one siding project
14. Sioux City Sub: one bypass track and one siding project
15. Barstow Sub: one siding project
16. Fort Worth Sub: completion of the multi-year Tower 55 project
17. San Bernardino Sub: one grade separation project

**Terminals**
18. LaCrosse, Wis.: continue double tracking and signaling improvements through terminal (project started in 2013)
program planned for 2014

**Bridges**

Construction work is underway on some of the largest bridges on BNSF, including:

- **Fallbridge Sub**: Bridge 24.8 over Washougal River in Camas, Wash.; replacement of river bridge will take more than two years to complete due to the permitting and right-of-way constraints

- **Mendota Sub**: Bridges 106.58 and 110.26 near Princeton, Ill.; replacement of both double-track bridges is being combined as one project

- **St. Joe Sub**: Bridge 160.76 in Tecumseh, Neb.; replace bridge across North Fork of the Nemaha River

- **Lafayette Sub**: Bridge 32.06 in Des Allemands, La.; major work to the moveable bridge that crosses Bayou Des Allemands

- **New Westminster Sub**: Bridge 129.3 near Colebrook, B.C.; continue work from 2013 on bridge over Serpentine River

**Additional Marketing Projects**

The 2014 capital plan includes $164 million for additional marketing-related projects.

- **Intermodal Facility Expansion**: Railcar loading/unloading track, support track and/or parking expansions at the following locations: Alliance (Haslet, Texas); Cicero, Ill.; Phoenix; Spokane, Wash.; South Seattle; Stockton, Calif.; St. Paul, Minn.; and Willow Springs, Ill.

- **Automotive Facility Expansion**: Railcar loading/unloading track and/or parking expansions at the following locations: Albuquerque, N.M.; Houston; Portland, Ore.; Richmond, Calif.; and San Diego, Calif.

- **Customer Access Projects**: Projects supporting the development of new and/or expanded access to rail-served customers, primarily supporting the Industrial Products and Ag business units.

In addition, several 2013 expansion projects are scheduled for completion in the second quarter of 2014, including the Front Range Automotive Facility at Big Lift (near Denver) and expansion of the Pearland (Houston) Intermodal Facility.

---

2014 capital maintenance by the numbers

Just what does it take to perform all the capital maintenance planned for 2014? Here’s a snapshot of what the Engineering team will undertake this year and some of the materials that will be needed:

- **950** miles of rail relay
- **3.6 million** ties
- **650** miles of undercutting
- **4,900** miles of shoulder ballast cleaning
- **8,500** track miles, division surfacing
- **4,900** track miles, high-speed surfacing
- **229** bridge projects
Operating a railroad requires many moving parts and people in a wide variety of roles. The vital contributions made by BNSF people in jobs across the railroad are the topic of this Railway series. Whether you’re new to the railroad or a veteran, these “who we are and what we do” stories are designed to bring a greater appreciation of the work and of those doing the work as well as to demonstrate our mutual interdependence.

The 32,500 route miles on the BNSF network cross hundreds of local, county and state jurisdictions along the way. Helping to patrol our community is the BNSF Police Team, which is active in all forms of police duties. From analyzing statistical data to discovering crime trends to combating trespassing and cargo thefts, their job is to guard BNSF’s resources – people, property and freight – and enforce the laws protecting these.
Railroads have had police teams almost from the beginning, dating to the late 1800s, as boomtowns sprang up along the tracks, especially in the western U.S. after the discovery of gold in California. Law enforcement officers were scarce in these fast-growing towns, and outlaws saw rail shipments as an easy, lucrative target.

Outlaws such as Butch Cassidy and the Sundance Kid and their “Hole-in-the-Wall Gang,” Jesse and Frank James, and the Dalton Gang made quick work of both freight and passenger trains. Railroad companies responded by hiring their own police officers – called special agents by the western railroads – to protect passengers and property.

Today, railroad police continue to have an invaluable impact on the safety and profitability of our business. At BNSF today, there are nearly 200 commissioned police officers in three groups: police, homeland security and special investigations.

A SPECIAL PROFESSION

“To become a special agent at BNSF requires a minimum of 18 months’ public policing experience. Most of our special agents spend years in public law enforcement before joining the railroad,” says Duwayne Pennington, assistant vice president, Resource Protection. “Though their experience serves them well, policing the railroad is a unique, highly specialized task.”

Railroad police have federal interstate authority, granting them jurisdiction nationwide.

Special agents undergo rigorous training upon joining BNSF and maintain their edge with frequent training throughout their career. BNSF Police have 23 safety leaders and 16 certified firearms and defensive tactics instructors spread across the network. Both groups are retrained yearly and train other special agents year-round.

“Shooting paper targets [as part of firearms training] has its place,” says Monte Zillinger, director of training, Fort Worth. “But we want to go beyond that to decision-based training. We place our officers in scenarios unique to the railroad and train them to respond appropriately.”

Many officers also receive additional external training, often at prestigious facilities. For example, five BNSF police leaders have graduated from the FBI National Academy in Quantico, Va., over the past decade.
A UNIQUE CHALLENGE

Mike Spagnolo, special agent, Chicago, is like many BNSF special agents in that he worked a full career in law enforcement before joining the railroad. “During my time with the Berwyn Police (a suburb of Chicago), BNSF track ran through my territory,” says Spagnolo. “I’d had the opportunity to get involved with Operation Lifesaver, and I knew that BNSF would be a great place to continue policing.”

Today, Spagnolo is part of a three-person investigation team that handles high-priority cases in Chicago. The city is often seen as the hub of the North American rail system, and railroads operate an average of 500 freight trains in the greater Chicago area each day. Because of the scope and complexity of freight, passenger and commuter operations in Chicago, 20 BNSF special agents are stationed in the city and its outlying suburbs.

“Preventing burglary is a top priority,” says Spagnolo. “Chicago has a considerable number of interchange and set-out points. Highly organized gangs target freight at those locations. They attempt to steal anything from televisions to vacuum cleaners to shoes.”

Gangs have developed sophisticated tactics in their attempts to steal valuable freight. Typically, a lone trespasser will approach a stopped train to identify a cargo container believed to hold high-priced items. Once they break into the container, they contact others via cellphone or radio. Often, a vanload of burglars will appear and unload as much as they can – all in a matter of minutes.

“It’s great when our officers are able to catch the bad guys, but our primary objective is to keep everyone on or around our railroad safe and to maintain velocity. Our customers don’t care about arrest rates; they care about velocity. Preventing crimes is the best way to ensure timely shipments at competitive rates.”

Woody McLain
Chief of Police, Fort Worth
“Many of BNSF’s tracks in Chicago are adjacent to the highways,” explains Spagnolo. “Another tactic we’ll see is a thief will pull his vehicle off to the shoulder as if the vehicle is broken down, and a scout will make his way onto railroad property. We do catch them in the act, often through interagency sting operations, but much of our effort focuses on preventing the crimes from happening.”

Typically, an offender must first trespass to begin a crime against railroad property. BNSF Police enact preventive measures such as high-visibility patrols and steep fines to deter would-be trespassers.

“It’s great when our officers are able to catch the bad guys,” says Woody McLain, chief of police, Fort Worth, “but our primary objective is to keep everyone on or around our railroad safe and to maintain velocity. Our customers don’t care about arrest rates; they care about velocity. Preventing crimes is the best way to ensure timely shipments at competitive rates.”

Thanks in large part to the vigilance of the BNSF Police, total claim payments due to theft have dropped nearly 40 percent since 2009.

**SPECIAL INVESTIGATIONS**

Special Investigations is a small team that specializes in high-priority, sensitive cases. These agents are former public law enforcement investigators with extensive, varied backgrounds at outside law enforcement agencies.

“Much of what we do is to investigate potential fraud or theft perpetrated by employees, contractors or vendors,” says Briant Thomas, chief special agent, Special Investigations, Fort Worth.

Sometimes potential crimes are brought to Special Investigations by other departments such as Corporate Audit and other Operations departments. Special Investigations also carries out a series of regular audits on its own, looking for discrepancies that may indicate a crime, such as inconsistencies in mileage reimbursements or vendor invoices.

The dogs, most often German Shepherds, are bred and selected by a renowned service dog trainer who trains the canines in patrol tactics and then turns them over to BNSF K9 handlers to train. Many have special skills in either explosives or narcotics detection.

“Many dogs can be trained to patrol or sniff for explosives,” explains Luis Mares, deputy chief of police, El Paso, Texas. “But selecting a dog for both patrol and detection narrows the field – it takes a higher level of breeding and training. We tend to use German Shepherds because they are a great all-around breed that can be trained to perform a variety of tasks well.”

The canines’ acute sense of smell is honed to detect not only explosive and narcotic odors but also the scent of a human. This ability alerts their handlers to trespassers sooner than the officer alone may have been able to detect offenders.

“Just the presence of a canine can help you when on patrol,” says Mares. “People respect the dog, and that respect can defuse potentially aggressive individuals. At the same time, you are more approachable because people love service animals – they’re a great icebreaker.”

To become a K9 handler, police officers undergo 10 weeks of training with their new partner before going out on patrol. After their initial training, officers maintain a daily training regimen and are required to re-certify twice a year to show that they have total control of their dog.

“The dogs live with their handlers,” explains Mares. “We build a kennel at the officer’s home and they get a purchasing card to take care of the dog. Most canines continue to live with their handler after they are determined to be too old for service and retire. They become a part of the family.”
“Just because the numbers don’t add up, doesn’t mean a crime has taken place,” says Thomas. “Mistakes happen, computer systems malfunction and clerical errors occur; oftentimes, we are looking at a coaching opportunity or identifying processes that could be improved.”

**REINFORCING HOMELAND SECURITY**

The role of railroad police has expanded greatly since the early days. Homeland Security is a group that stepped into the spotlight after September 11, 2001.

“Before 9/11, we were the Crime Prevention team,” says Chuck Matthews, general director, Homeland Security, Fort Worth. “Our key role was designing facilities that met a certain standard for security. In 2001, the world as we knew it changed. BNSF took the initiative to repurpose our group with a national focus on critical infrastructure.”

Homeland Security identifies BNSF’s vital structures and facilities, such as bridges, and implements the best security standards available to protect them.

“We believe in supplementing the simple, proven methods of crime prevention with new technologies,” says Matthews. “BNSF’s On Guard program is truly foundational. We encourage BNSF employees and contractors to be on the lookout for suspicious activity and practice the three R’s: recognize, record and report.” (See box at right.)

A crucial component in the security of BNSF’s network and surrounding communities is the Resource Operations Call Center (ROCC) and the Resource Operations Technology Center (ROTC).

Located at BNSF corporate headquarters in Fort Worth, the ROCC is staffed by BNSF police officers 24/7. ROCC officers are responsible for protecting the campus, but the majority of their time is devoted to fielding phone calls from the BNSF emergency line. Advanced systems and technologies allow them to address a myriad of emergencies effectively.

Located in Topeka, Kan., the ROTC is staffed around-the-clock by special agents who monitor the thousands of alarms and security cameras located across the network as well as the facility access card system. ROTC officers assist with electronic investigation processes by providing information such as records of building entry or security camera footage.

“We have dedicated, talented officers and cutting-edge technology in our operations centers and across our network,” says Matthews. “But it is the BNSF employees in the field, those who work safely and call when something seems wrong, that enable us to have a meaningful impact on the safety of our co-workers, our customers’ cargo and the communities we serve.”

**ABOUT ON GUARD**

BNSF employees are asked to report suspicious persons or acts across the BNSF system. To recognize those who help protect BNSF’s resources, people and facilities, BNSF has an “On Guard” program. Examples of On Guard behavior include reporting security violations; checking someone’s identification, such as official credentials; preventing “tailgating” through secured doors or areas; going beyond the job to check security of trains, loads or facilities; reporting trespassers; and reporting crimes in progress on BNSF property.

To report all suspicious activities, individuals and trespassers, call (800) 832-5452.
Mobile devices – laptops, tablets, smartphones and non-smartphones – connect everything with everyone and in just about every place. They are changing how we access information and solve problems – and most of us are doing it with a variety of devices.

As a result, the mobile information space is evolving at a rapid rate, and BNSF is evolving right along with it by providing an array of applications (apps) to users, including customers and employees.

While cross-functionality in the app world isn’t a reality – yet – BNSF software developers have worked to make these proprietary apps as multiplatform-friendly as possible. (A quick check of your device’s specs will confirm usability.)

Here are a few of BNSF’s most popular mobile apps.

### MyApprovals

Launched this past October, the MyApprovals mobile app has received strong reviews from hundreds of users. The app allows authorized approvers to quickly process several types of finance-focused requests, including invoices, procard expenses, Capital Project Approval Requests (CPAR), Authority for Expenditures (AFE), Authority to Pursue Dispositions (APD), Authority to Pursue Transactions (APT), Controlled Uses (CU) and job/salary changes. MyApprovals is supported on BNSF-provided devices, including iPhone 5Cs, Windows Phone 8 and BlackBerries (Z10 and Q10, as well as Curve and Bold with a minimum OS version 6.0). Users participating in the Employee-Owned Mobile Device program may also download this app.

### TYE Mobility

This popular mobile-enabled website allows train, yard and engine (TY&E) employees to easily and quickly access job-related information. With it, they can accept train calls and notifications, update their contact information, layoff, markup and access other information. While it doesn’t replace the mainframe version of TSS, TYE Mobility does grant employees mobile access to key information between their call time and on-duty time, gross earnings information (816), earned/taken vacation and personal leave day information via any web-enabled device. New functions such as board standing information and a bump option are currently being tested, and other functions are in the works and will go live as they are completed. Future development includes training and certification and ability to get a call alert via text.

### Signal Remedy

Signal Remedy, the mobile app interfacing the Signal Operations Center (SOC) Trouble Ticket System, provides 1,200-plus Signal employees with near-real-time signal-related service interruption information. The app improves trouble-ticket handling efficiency by reducing the time required to accept, update and close tickets, also reducing SOC call volume. In addition, field personnel also have the ability to update and view call status, Hours of Service and contact information, as well as “search” tickets. Future enhancements, among others, include ticket creation and dispatch system communication.

### Mobile Docs

Although still in the pilot stage, this app is expected to be a very popular option. Tentatively called Mobile Docs, it will enable users to download the latest rulebooks and other rules-related documents and updates directly to their mobile devices. The long-term goal is to move train crews and other employees a step closer to a paperless environment, while remaining in compliance with Federal Railroad Administration requirements to carry updated copies of applicable rulebooks and other documents. The launch date will be set after the pilot is completed. Stay tuned for the latest developments.

**Editor’s Note:** There are many other apps in use by BNSF people as well as more under development. Railway will continue to highlight some of the more universal apps as they are rolled out. If you have a suggestion for or a question about BNSF mobile apps, please contact MobileAppServices@bnsf.com.
Safety Bells recognize top safety performances across system

In 2013, BNSF continued to improve on our best-ever safety performance with an overall injury-frequency ratio of 1.08. Additionally, our injury-severity and reportable rail equipment ratios were also lower than where we finished in 2012. Individually and collectively, these metrics are important because they reflect a move toward BNSF reaching a vision of an injury- and accident-free workplace.

To recognize work teams that demonstrate the “best of” in safety, BNSF annually presents Safety Bell awards. A team of executives delivers the bells, which come from locomotives that were once in service on BNSF or a predecessor railroad.

Safety Bell awards for 2013 were presented to the following teams in these categories:

**Best Division Frequency** Powder River Division
**Best Transportation Frequency** Powder River Division
**Best Mechanical Frequency** (tie) Lincoln, Neb., Diesel Shop and Corwith (Chicago) Locomotive
**Best Engineering Frequency** Telecommunications

*Frequency: Federal Railroad Administration-reportable injuries per 200,000 hours worked.*

**Best Rail Equipment Incidents Ranking (based on derailment statistics):** Northwest Division

Congratulations to all BNSF employees on their commitment to safety, and especially those who earned Safety Bells.
Not one but two bells are proudly on display at the Alliance, Neb., office of the Powder River Division. But they won’t be there long. Division leaders plan to take the bells on tour, making sure all employees get a chance to share in the honor and pride that come with these awards.

And it’s a big division to cover. In 2012, the Colorado Division was merged into the Powder River, nearly doubling the size. While the dynamics of merging two into one might have been challenging, the outcome – two top awards – demonstrates that the division had a solid safety blueprint and a collective goal of bringing home the bells. (The last time the division won a bell was 2011.)

“Steve Nettleton [general manager] and his team really helped pull the two divisions together as one,” says Michael LaCrue, locomotive engineer, and one of the BLET (Brotherhood of Locomotive Engineers and Trainmen) safety coordinators, adding how much more difficult that could have been given the floods the division experienced last summer and the additional business handled throughout the year.

Says Nettleton of bringing the two together, “We started by aligning our initiatives around risk identification, then we left it up to the safety committees to roll out what those risks are and how to mitigate so that everyone got the same information.”

During the transition, the division leaders also encouraged the continued partnership between labor and management. “We want no barriers to pulling together. People know who their safety coordinators are and work with them and the local chairmen,” says Nettleton. “As managers, we can set the goals, but these guys have to be in the field dis-

persing information, moving minds and being change agents.”

The division’s UTU (United Transportation Union) safety coordinators – Steve Waller, conductor, and Pat Engebrecth, locomotive engineer – agree that consistent messages as well as a willingness to innovate are keys to success.

“The managers give ownership to the safety committees – those who live it day in and day out,” says Engebrecth.

“We own it,” says Waller, adding that the training they create and conduct is often outside the box. “Our training is high level. We use a lot of resources, including information from the aviation and pipeline industries, and customize as we can. This made it easier for us to transition into Approaching Others About Safety training.”

According to Josh Bahruth (formerly the division’s safety manager and now terminal manager, Tulsa, Okla.), the teams put out a quality product. “From the conversations they have on the materials, especially Approaching Others About Safety content, they know the topics that need to be covered and how best to deliver them.”

And what works well for one terminal or site safety team is good for all. Mike Sickler, general director, Transportation, cites the example of sending a letter to employees’ homes as summer approached and vacations began. “We had each site safety team send a signed letter to their respective peers, saying, ‘We want you to stay focused so you can enjoy your vacation.’ Then they did this again during the holidays.”

What works well for Transportation is also being shared with the division’s Engineering and Mechanical teams through partnership goals. “We have meetings where all departments are represented to make sure our goals are aligned and the lines of communication are open,” adds Nettleton.

Those teams, along with the Transportation employees, will share in the pride of seeing the Safety Bells as they are taken to events such as town hall meetings and Family Days across the division in the months ahead. “We want families to see the bells, too, to drive home that our company cares about its people,” says Sickler.

With the merging of the two divisions behind him, Nettleton notes, “We worked through some tough and difficult engagements, but we came together and did the right thing, pulling in the right direction because our folks are all going home safe at the end of the day.”
Succeed. We don’t take shortcuts,” says Hinrikus, noting that doing the job right extends to training. “We don’t just put in a video and walk away. Especially with new hires, we make sure to get them involved in the training. Then we mentor and watch out for them.”

With Phase 2 of Approaching Others About Safety training underway, Hinrikus says he and the other safety trainer will carry on in similar fashion as Hughes and Hansen, teaching from the heart. “We want to keep it real,” says Hinrikus.

Sharing the Safety Bell with the Lincoln Shop is Chicago Locomotive, comprised of three facilities. (The bell will be in Lincoln initially before spending the latter part of the year in Chicago.)

Hughes and Hansen are now retired, and David Hinrikus is safety coordinator for the shop. He recognizes that he has some big shoes to fill, but that the shop’s peer-to-peer safety culture is well-ingrained.

“Gary and Al planted the seeds, and the bar is now set high. Today, we have a lot of pride and want the shop to succeed. We don’t take shortcuts,” says Hinrikus, noting that doing the job right extends to training. “We don’t just put in a video and walk away. Especially with new hires, we make sure to get them involved in the training. Then we mentor and watch out for them.”

With Phase 2 of Approaching Others About Safety training underway, Hinrikus says he and the other safety trainer will carry on in similar fashion as Hughes and Hansen, teaching from the heart. “We want to keep it real,” says Hinrikus.

Sharing the Safety Bell with the Lincoln Shop is Chicago Locomotive, comprised of three facilities. (The bell will be in Lincoln initially before spending the latter part of the year in Chicago.)

Hughes and Hansen are now retired, and David Hinrikus is safety coordinator for the shop. He recognizes that he has some big shoes to fill, but that the shop’s peer-to-peer safety culture is well-ingrained.

“Gary and Al planted the seeds, and the bar is now set high. Today, we have a lot of pride and want the shop to succeed. We don’t take shortcuts,” says Hinrikus, noting that doing the job right extends to training. “We don’t just put in a video and walk away. Especially with new hires, we make sure to get them involved in the training. Then we mentor and watch out for them.”

With Phase 2 of Approaching Others About Safety training underway, Hinrikus says he and the other safety trainer will carry on in similar fashion as Hughes and Hansen, teaching from the heart. “We want to keep it real,” says Hinrikus.

Sharing the Safety Bell with the Lincoln Shop is Chicago Locomotive, comprised of three facilities. (The bell will be in Lincoln initially before spending the latter part of the year in Chicago.)

Hughes and Hansen are now retired, and David Hinrikus is safety coordinator for the shop. He recognizes that he has some big shoes to fill, but that the shop’s peer-to-peer safety culture is well-ingrained.

“Gary and Al planted the seeds, and the bar is now set high. Today, we have a lot of pride and want the shop to succeed. We don’t take shortcuts,” says Hinrikus, noting that doing the job right extends to training. “We don’t just put in a video and walk away. Especially with new hires, we make sure to get them involved in the training. Then we mentor and watch out for them.”

With Phase 2 of Approaching Others About Safety training underway, Hinrikus says he and the other safety trainer will carry on in similar fashion as Hughes and Hansen, teaching from the heart. “We want to keep it real,” says Hinrikus.

Sharing the Safety Bell with the Lincoln Shop is Chicago Locomotive, comprised of three facilities. (The bell will be in Lincoln initially before spending the latter part of the year in Chicago.)

Hughes and Hansen are now retired, and David Hinrikus is safety coordinator for the shop. He recognizes that he has some big shoes to fill, but that the shop’s peer-to-peer safety culture is well-ingrained.

“Gary and Al planted the seeds, and the bar is now set high. Today, we have a lot of pride and want the shop to succeed. We don’t take shortcuts,” says Hinrikus, noting that doing the job right extends to training. “We don’t just put in a video and walk away. Especially with new hires, we make sure to get them involved in the training. Then we mentor and watch out for them.”

With Phase 2 of Approaching Others About Safety training underway, Hinrikus says he and the other safety trainer will carry on in similar fashion as Hughes and Hansen, teaching from the heart. “We want to keep it real,” says Hinrikus.

Sharing the Safety Bell with the Lincoln Shop is Chicago Locomotive, comprised of three facilities. (The bell will be in Lincoln initially before spending the latter part of the year in Chicago.)

Hughes and Hansen are now retired, and David Hinrikus is safety coordinator for the shop. He recognizes that he has some big shoes to fill, but that the shop’s peer-to-peer safety culture is well-ingrained.

“Gary and Al planted the seeds, and the bar is now set high. Today, we have a lot of pride and want the shop to succeed. We don’t take shortcuts,” says Hinrikus, noting that doing the job right extends to training. “We don’t just put in a video and walk away. Especially with new hires, we make sure to get them involved in the training. Then we mentor and watch out for them.”

With Phase 2 of Approaching Others About Safety training underway, Hinrikus says he and the other safety trainer will carry on in similar fashion as Hughes and Hansen, teaching from the heart. “We want to keep it real,” says Hinrikus.

Sharing the Safety Bell with the Lincoln Shop is Chicago Locomotive, comprised of three facilities. (The bell will be in Lincoln initially before spending the latter part of the year in Chicago.)

Hughes and Hansen are now retired, and David Hinrikus is safety coordinator for the shop. He recognizes that he has some big shoes to fill, but that the shop’s peer-to-peer safety culture is well-ingrained.

“Gary and Al planted the seeds, and the bar is now set high. Today, we have a lot of pride and want the shop to succeed. We don’t take shortcuts,” says Hinrikus, noting that doing the job right extends to training. “We don’t just put in a video and walk away. Especially with new hires, we make sure to get them involved in the training. Then we mentor and watch out for them.”

With Phase 2 of Approaching Others About Safety training underway, Hinrikus says he and the other safety trainer will carry on in similar fashion as Hughes and Hansen, teaching from the heart. “We want to keep it real,” says Hinrikus.

Sharing the Safety Bell with the Lincoln Shop is Chicago Locomotive, comprised of three facilities. (The bell will be in Lincoln initially before spending the latter part of the year in Chicago.)

Hughes and Hansen are now retired, and David Hinrikus is safety coordinator for the shop. He recognizes that he has some big shoes to fill, but that the shop’s peer-to-peer safety culture is well-ingrained.

“Gary and Al planted the seeds, and the bar is now set high. Today, we have a lot of pride and want the shop to succeed. We don’t take shortcuts,” says Hinrikus, noting that doing the job right extends to training. “We don’t just put in a video and walk away. Especially with new hires, we make sure to get them involved in the training. Then we mentor and watch out for them.”
Because Telecom employees often work alone and sometimes in remote locations, it’s harder for them to do job safety briefings as part of a team. So before the technicians or maintenance managers leave for a job site, they will brief with the foreman at the shop or with another employee. Then, as they begin their work, they are asked to remember to look for changing conditions and to be aware of their surroundings.

As new people come on the team, they spend an average of three months working with seasoned employees to learn the ropes, including understanding the need to identify risks and exposures.

“The main thing we tell them – and all our employees – is to be proactive in identifying and addressing risk and exposure and to never compromise on safety,” says Grissum. “There’s nothing we do that is worth putting yourself and others at risk.”

Northwest Division

Best Rail Equipment Incidents Ranking

When Daryl Ness came to the Northwest Division as general manager last year, he asked supervisors to focus on building relationships and opening lines of communication. While he

concedes there is no “magic bullet” to earning a Safety Bell, that emphasis may have helped the division net a first-ever Safety Bell.

“We have a lot of challenges on the division, including heavy traffic, two mount-

tain grades, a lot of water and snow,” says Ness. “We also have a lot of new hires. So that’s why we’ve made communication the No. 1 driver. Approaching Others About Safety training has really helped teach people not just how to talk to each other, but also why it’s important.”

Taking the time to talk has meant that there is better awareness. In the yards or on the road, that has helped the division reduce both human-caused incidents as well as derailments.

“We set goals, we spent a lot of time talking about how to achieve those – and in some cases, to exceed them,” says Ness. “And all while train miles were up by almost 3 percent for the year.”

Ness credits Engineering for an exceptional job of maintaining the railroad, especially with the precipitation common to the region as well as resulting mud-slides. He also gives Mechanical a tip of the hat for its processes and technologies for preventing derailments.

“We don’t try to accomplish goals all by ourselves, so we share our [Transportation] objectives with others and we have an effect,” says Ness. “It boils down to relationships. You’re going to have challenges wherever you go; they will just be different challenges. Talking about those as a team – and people making the right decisions – is what makes the difference.”

A thumbs up from Terminal Superintendent Benjamin Marx of the Northwest Division, which achieved its first Safety Bell ever.
Over 130 children entered this year’s Safety Drawing Contest – with artwork that demonstrated their artistic skills and their commitment to safety. Sponsored by Safety, the contest was open to children, grandchildren or other dependents of BNSF employees and retirees. The theme was “Returning Home Safely.”

GRAND PRIZE WINNER: August VanCleave, 15,
grandchild of Kevin Piper, locomotive engineer, Lincoln, Neb.
The grand prize winner received a $100 gift card, and $50 gift cards went to each of the category winners.

Mark Schulze, vice president, Safety, Training and Operations Support, says he was pleased with how well the submissions demonstrated the importance of safety.

“At BNSF, nothing is more important than our employees and workers returning home safely at the end of the workday. One way employees are helping to achieve this is through their commitment to Approaching Others About Safety,” he says.

Congratulations to the winners, and thank you to all the entrants.

Ages 3 and younger: Lotus Fraizer, 3, daughter of Paul Fraizer, locomotive engineer, Pueblo, Colo.

Ages 4-6: Everett Sullivan, 6, son of Mike Sullivan, conductor, LaCrosse, Wis.
Ages 7-9: Beau Kunkel, 9, son of Bret Kunkel, conductor, Brookfield, Mo.

Ages 10-12: Vanessa Villanueva, 12, daughter of J.A. Villanueva, locomotive engineer, Clovis, N.M.
Ages 13-15: Aubrey Smith, 13, grandchild of David Smith, locomotive engineer, Amarillo, Texas

**Employees take icy plunge for Special Olympics**

Sioux City, Iowa, employees plunged into the icy waters of Lake Kampeska in Watertown, S.D., to help raise money for Special Olympics. The fifth-annual event had a state-record 243 jumpers and raised $80,000.

Team Twin Cities South, comprised of Don Dugan, trainmaster; Paul Carlson, trainmaster; Bob Holsinger, conductor; Sean Kilcullen, superintendent operations; Shawn Koppelman, road foreman of engines; Leo Mikkelson, locomotive engineer; Troy Shatswell, conductor; and Rob Skuza, terminal manager, raised an estimated $15,000.

BNSF was a corporate sponsor of the event; the BNSF Foundation contributed $5,000.

“Special Olympics is a fantastic organization and a great way for us to give back to the communities where we work and live,” Skuza says. “It was a cold, windy day, and we jumped into water that was 34 degrees, but we survived and we did it as a team.”

**Employee applies safety in community, work and home**

From car wrecks to medical emergencies to structure fires, Amarillo, Texas, Locomotive Engineer Larry Yaws serves his community as a member of Potter County Fire and Rescue.

“We probably get between 400 and 500 calls a year,” he says. “I might go a week without getting a call, and then get three or four calls in a day.”

Yaws joined the department seven years ago and holds the rank of lieutenant. He said he and his fellow firefighters are all there for the same reason: they want to help people.

“A first-time jumper, Mikkelson says entering the water brought back images of the movie “Titanic.”

“But I only had a few seconds of cold and would do it again in a heartbeat,” he says. “There were so many people at the plunge, and they all had positive attitudes. It was quite an event.”

Team Twin Cities South was top fundraiser for the Watertown event.

Special Olympics South Dakota provides year-round sports training and competition in a variety of Olympic-type sports for children and adults with intellectual disabilities.

**Coming together through cars**

In the chill of a North Dakota winter, Jim Myers, locomotive engineer, and Loran Fearing, conductor, are thinking about warmer days, when the two can again spend time tinkering with their street rods, preparing for their annual fundraiser to benefit local charitable organizations.

Originated in 1981, the Prime Steel Car Club is comprised of 24 Grand Forks area members. As co-founder, Myers’ desire to spark camaraderie among gearheads is exceeded only by his club’s charitable contributions.

“We have an annual fundraiser that has raised more than $100,000 since the club began,” he says. “Each show is a two-day indoor event in April, with our 32nd upcoming.”

Geared toward street rods, customs and classics, each exhibition boasts about 90 cars.

“Whether it be about gearhead stuff or going on a first date in a 1931 Model A, cool cars are conversation starters,” Myers says. “Hospitality is a big part of our shows, as is giving back to the community.”

“Special Olympics is a fantastic organization and a great way for us to give back to the communities where we work and live,” Skuza says. “It was a cold, windy day, and we jumped into water that was 34 degrees, but we survived and we did it as a team.”

**Larry Yaws, locomotive engineer**

**Employee applies safety in community, work and home**

From car wrecks to medical emergencies to structure fires, Amarillo, Texas, Locomotive Engineer Larry Yaws serves his community as a member of Potter County Fire and Rescue.

“We probably get between 400 and 500 calls a year,” he says. “I might go a week without getting a call, and then get three or four calls in a day.”

Yaws joined the department seven years ago and holds the rank of lieutenant. He said he and his fellow firefighters are all there for the same reason: they want to help people.

“A first-time jumper, Mikkelson says entering the water brought back images of the movie “Titanic.”

“But I only had a few seconds of cold and would do it again in a heartbeat,” he says. “There were so many people at the plunge, and they all had positive attitudes. It was quite an event.”

Team Twin Cities South was top fundraiser for the Watertown event.

Special Olympics South Dakota provides year-round sports training and competition in a variety of Olympic-type sports for children and adults with intellectual disabilities.

**Coming together through cars**

In the chill of a North Dakota winter, Jim Myers, locomotive engineer, and Loran Fearing, conductor, are thinking about warmer days, when the two can again spend time tinkering with their street rods, preparing for their annual fundraiser to benefit local charitable organizations.

Originated in 1981, the Prime Steel Car Club is comprised of 24 Grand Forks area members. As co-founder, Myers’ desire to spark camaraderie among gearheads is exceeded only by his club’s charitable contributions.

“We have an annual fundraiser that has raised more than $100,000 since the club began,” he says. “Each show is a two-day indoor event in April, with our 32nd upcoming.”

Geared toward street rods, customs and classics, each exhibition boasts about 90 cars.

“Whether it be about gearhead stuff or going on a first date in a 1931 Model A, cool cars are conversation starters,” Myers says. “Hospitality is a big part of our shows, as is giving back to the community.”

**Larry Yaws, locomotive engineer**
Remember to make your Safety Recognition Program award selection

Employees who worked injury-free and worked at least three consecutive months in 2013 are eligible to select an award item from the enhanced Safety Recognition Program. Eligible employees received an email in early February regarding their award; informational catalogs were also mailed to employees’ homes.

Employees must take action to make an award selection; please note:

- Awards can be redeemed by phone, mail, fax or via the Safety Recognition Program website: www.bnsfsafetyawards.com.
- Some awards have a selection deadline.
- Items from the gift category can be selected until the end of Dec. 31, 2014.
- If no award selection is made by Dec. 31, 2014, an employee’s award will automatically roll over.

Employees who roll over an award may combine awards to select a gift item with a higher value. Alternatively, two awards may be redeemed for any combination of two items from the first gift level, including one or both safety plates.

Awards can be rolled over for up to three years before they expire.

Questions about the Safety Recognition Program should be directed to the customer service team at 800-795-0443 Monday through Friday from 8 a.m. to 5 p.m. Central Time or bnsfawardsupport@partnersnpromo.com.

2015 CALENDAR PHOTO CONTEST
DEADLINE IS JULY 1, 2014

Good seasonal shots are needed for the 2015 BNSF calendar, so grab your camera and get snapping! The deadline for submissions is Tuesday, July 1, 2014. Up to three entries per employee will be accepted. The contest is open to current BNSF employees only.

KEEP IN MIND:
- Photos must include a BNSF train with the “swoosh” logo and paint scheme.
- For each submission, remember to send an entry form, color printout of the image and an electronic copy of the photo on a disk or USB drive.
- High-resolution images (at least eight megapixels) are required; camera raw or TIFF files are preferred.
- Pictures should be in focus and employ a horizontal format.
- Employees can submit up to three photos for consideration.
- Pictures may include BNSF employees at work.

Winning photos will be selected based on composition, color, quality and uniqueness. They will also highlight each season and feature BNSF’s broad geographic coverage and the many commodities we handle.

Watch BNSF Today for full details about the contest. Information, including the entry form, can also be found on the Communications page of the BNSF portal or here: www.bnsf.com/2015-calendar-entry

ENTRY FORM
(One form per photo entry. Limit three entries per employee.)

Name: ________________________
BNSF Job Title & Location: ________________________

Employee ID: ________________________
Address: ______________________________________
City: ________________________ State: ____________ ZIP: ____________
Work Number: ________________________ Home Number: ________________________
Work Email: ________________________ Home Email: ________________________
Photo Description/Location: ________________________

Mail form(s) with entries by July 1, 2014, to:
BNSF Calendar Photo Contest
Corporate Relations
BNSF Railway
P.O. Box 961057
Fort Worth, Texas 76161-0057
We need good shots for the 2015 calendar, so get your camera, get outside and get snapping! The deadline for submissions is July 1, 2014. The contest is open to current employees, who can submit up to three photos. For more information on the contest, including the entry form, see page 27. This information can also be found on the Communications page of the BNSF employee portal.