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BNSF Performance Measures

BNSF Units* Handled

<table>
<thead>
<tr>
<th></th>
<th>2012</th>
<th>2011</th>
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* Carloads, trailers or containers

BNSF Reportable Injuries

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<td>278</td>
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<td>2011</td>
<td>347</td>
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Got a story idea?
Send story ideas to:
Corporate.Communications@BNSF.com

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 workforce, 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.

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ON THE COVER
A loaded coal train passes by the Yellowstone River west of Shirley, Mont. Photo by Steve Crise.
Our vision is to realize the tremendous potential of BNSF Railway by providing transportation services that consistently meet our customers’ expectations. Our Vision and Values, coupled with our business model and pyramid of success, allow us to serve the needs of our customers and grow our business to the benefit of all of our key stakeholders. Under our business model we grow the business; value our services to address marketplace demands; execute on safety, service and productivity; and as we achieve attractive returns, invest in growth – which starts the cycle again.

To guide our business model, we use our pyramid of success and, in particular, our strategic focus areas and initiatives. In recent months, our leaders looked at organizing our initiatives in a way that helps us accomplish our vision. Our leadership reviewed our key corporate initiatives and grouped them into three categories – enduring initiatives, emerging initiatives and the initiatives that we’re exploring. These categories describe how our initiatives are shaping the future of our company.

Enduring initiatives are those at the core of our business – they reflect who we are and how we measure our performance. Safety is an enduring initiative, of course, and it’s one where we’re making good progress. We are achieving some of our best-ever performance in terms of frequency and severity. However, we have also been impacted by the loss of three colleagues (Tommy Touvell, Jack Gronewold and Jason Lacy) who were fatally injured this year. The most important thing we can do on the railroad is to eliminate the loss of life, and the way to accomplish this is to focus on rules compliance, while we also approach each other about safe as well as at-risk behaviors. In this edition of Railway, you can read more about how we’re emphasizing approaching others about safety.

Like safety, service is an enduring initiative that is strongly embedded in our processes and culture. This focus on good service and cost structure helps ensure that we achieve the growth that is fundamental to our business model. Whether it’s through Best Way or a similar effort, our commitment to efficiently serving our customers will endure. During the first half of the year, our velocity performance was record-breaking in many areas. We did a good job of restoring the network after last year’s flooding. However, in July and August, our performance was not as strong. We recognize this recent slip and will have to work through these challenges. Our customers rely on that consistent, reliable service every day, and we must sustain that momentum and continue to apply our rigorous standards for service.

Emerging initiatives address areas that need more focus and specific attention. These often help us respond to opportunities or shifts in the economy, the marketplace or public policy. An emerging initiative has been to lead the industry in strategic train control. This is a massive, multi-year effort, but this initiative has clearly positioned BNSF as the railroad best prepared to implement key positive train control (PTC) capabilities. Another initiative is cyber security, which recognizes the need to prepare our employees and programs to prevent others from accessing or harming our computer systems.

Finally, the initiatives we’re exploring are those that are less certain or still taking shape, but have the potential to have big, game-changing impacts. An example of this is energy, which impacts so many of the things we do. This initiative brings together interests such as our coal franchise, fuel-efficiency initiatives, alternative fuel technologies and pricing considerations for coal, natural gas and diesel. As an example, this initiative allows us to weight these factors to better plan our coal moves.

All three types of initiatives – enduring, emerging and exploring – help us make our long-term vision for this company a reality. This year, we have made tremendous progress – record-breaking performance, in fact, in several areas. We have accomplished many good things, but we still face uncertainties in the economy and in other areas. Our success, as always, depends on our tremendous resilience and our ability to meet not only the challenges of the moment but to anticipate and build for the future.
Don’t tell BNSF’s Economic Development (ED) team that there has been a recession recently. Their trend line has been positive.

Over the past two years, the ED team, working with customers, has located hundreds of new facilities and prompted plant expansions across the network – generating $1.7 billion in new investments and 4,400 new jobs.

Last year, BNSF attracted 172 new or expanded facilities worth $1.1 billion and involving 2,130 new jobs. This year, some 400 industrial development projects worth an estimated $5.3 billion are under development on the network. These projects pose the potential to create more than 9,600 jobs.

“Even during a downturn in the economy, we have been able to expand and add jobs in the states we serve,” says Vann Cunningham, BNSF assistant vice president, Economic Development. “We’re the guys with the white hats,” he adds, alluding to the stimulus ED brings to communities in which BNSF operates.

**Making connections**

ED’s contributions to the bottom line have grown ten-fold in the past decade, according to Cunningham.

“The work we do is significant, and the growth we bring is derived from purely physical expansion, instead of organic growth,” he says, adding that these results are a testament to the company’s long-term strategic focus. “We’re viewed internally as a development company – not just a railroad with real estate.”

What once used to be about “location, location, location” when attracting customers on or near BNSF track now is about “relationships, relationships, relationships,” he says.

“We’re the railroad’s ambassadors,” says Cunningham. “We have to be able to establish relationships at all levels – from governors to construction companies. And we have to work, as a team, with anyone in the community that ‘touches’ the railroad.”

BNSF’s ED group is comprised of 22 individuals, including 15 ED specialists assigned either geographically or by functionality (unit trains for grain, coal, crude, and sand and pipe).

As the railroad’s ambassadors, they proactively seek new customers by building alliances with local and state economic development organizations and developers, which are some of the first
groups customers contact when they’re considering locating in a particular state.

“We want those organizations to think of us when they get that inquiry,” says Mike Devine, director, ED-South. “We have access to property and resources that we can bring to the customer’s project.”

Forging relationships with companies such as Centerpoint in Joliet, Ill., The Allen Group in Edgerton, Kan., and Hillwood at Alliance, Texas, ensures that developers understand how BNSF operates. They’ll better appreciate rail’s benefits, as well as any limitations – all important considerations in a site selection process.

ED’s energy is also focused on facilitating customer development at BNSF’s logistics parks, the company’s multi-modal facilities that integrate direct rail, truck, intermodal and transload services with distribution and warehousing in one location. In addition to locating rail-served customers to these sites, and because of BNSF’s strength in intermodal, the ED team plays a unique and important role with beneficial owners – the Targets and Walmarts of the world. While the beneficial owners are not directly served by BNSF, the ED team helps them to better understand the value of intermodal and why they want to locate their distribution centers at logistics parks.

It takes a team

Once conversations begin between BNSF and an existing or potential customer, with both understanding each other’s expectations, many “boxes” must be checked before that first carload or train moves.

There are surveys to conduct and agreements to sign, depending on whether the track is on the shipper’s property or BNSF’s. Marketing confirms and analyzes the volumes. Service Design evaluates train service and routing options. Transportation determines if local service needs to be added or if existing service to the area is sufficient. Once design specifications are confirmed, Engineering installs the switches and designs and installs the necessary signal work. Lastly, Customer Support adds all the information needed about that facility to its online databases.

“When we get the ‘go’ from the customer, our job is to help everyone inside BNSF think about what it will take to provide the service a customer will need,” explains Larry Naeger, director, ED-North. “It can take up to 18 months for the whole process.”

Throughout the project, the team helps the customer navigate BNSF’s internal processes.

“It’s really exciting to watch a project go from a green field to a massive operation,” says Naeger, who came from the Industrial Products Business Unit in April. Since then, he and the ED team have been busy supporting the business in and out of the Bakken region in Montana and North Dakota. (See sidebar.)

Growing revenue streams

“Growth for growth’s sake isn’t enough,” says Cunningham. “We want to bring on new customers, but bring them on the right way, which requires balancing and brokering. The decisions our team makes have a long-term impact. If there is a disruption to a customer’s business, it could take millions of dollars to correct. We want to grow the business while protecting the integrity of the BNSF network.”

For the near term, all indicators are good.

“With a strong increase in economic development activities in areas that are strategic to BNSF’s operations, such as the new Toyota Plant in Tupelo, Miss., and the new BNSF intermodal facility under construction in Kansas, we’re definitely seeing signs that the positive trend will continue.”

ED activities also booming in the Bakken

Less than a decade ago, few outside of North Dakota or Montana had heard of the Bakken. Today, the shale formation – one of the largest oil deposits in the country – has been elevated to superstar status thanks to the jobs, housing and commercial development that activity in the Bakken is stimulating.

The Bakken is rockin’, as locals say, and that is equally true for the railroads serving the area. In just one year, BNSF shipments of sweet crude out of the region have quadrupled – from 2,300 unit-train shipments in June 2011 to more than 10,000 carloads this past June.

While BNSF was in the right place at the right time – operating nearly 1,000 miles of rail infrastructure through 16 of the top 19 oil-producing counties in western and central North Dakota – collaboration played an important role in
this growth. One BNSF team that works closely with producers in the region to develop sustainable shipping solutions is Economic Development (ED).

ED helps new or existing customers to expand or develop new rail-served facilities. In the case of the Bakken, that means providing the capacity and flexibility needed to move crude, either in merchandise or unit trains. The team has also been called on to help with site projects related to drilling operations, including sand, cement and other aggregates, and steel pipes for pipeline construction.

The pipeline network is taking time to build and, even when completed, will have limited capacity, so origination facilities for unit trains are a top priority for the team, according to Larry Naeger, director, ED-North.

Working with oil producers, ED, along with others in Marketing, manages the unit-train projects, which can be customized to meet shippers’ needs. Most require building loop tracks about 8,000 feet long to accommodate 100-tank car trains. In many cases, double-loop tracks are needed to load two trains at once.

Properties must have storage tanks and state-of-the-art unloading technologies to fill cars at a rapid pace – handling a 100-car train in less than 24 hours – thus ensuring a pipeline-competitive option. Each unit train holds about 81,000 barrels of crude.

The first BNSF-served facility to open was in Stanley, N.D., in 2009. In late July, BNSF handled the 500th train for that facility. Today there are six additional unit-train facilities in the region, and three more are planned to be added by the end of this year – with another half dozen in various stages of development.

ED is also busy in the region identifying sites for transloading crude oil for merchandise train (carload) service, as well as sites for unloading and storing drilling support and pipeline construction materials. To support the roadwork repair needed due to the heavy truck traffic, ED is also evaluating sites for moving unit trains of aggregates.

“We’ve really had to ramp up our resources to meet demand,” says Naeger. “We knew the area was growing quickly, but we didn’t expect this much this fast.”

In 2010, ED completed 12 projects in the region, including facilities to receive sand (six); merchandise pipe (four); and merchandise sand and crude (one each). Last year, 18 similar projects were completed and 19 are scheduled for completion this year. That’s not counting others in the works in the region, or similar projects under way in the Midwest and the Southwest where fracking operations are beginning. ED is also looking at downstream unloading sites that will be needed for refining the product.

“This is all big and fast,” says Naeger of the building in the Bakken, complicated by the challenges of the weather and the shortened construction period. “We’re pedaling as fast as we can.”

Trainloads of pipe are being transported to the Bakken area in North Dakota for pipeline construction. ED is helping to secure sites for loading and unloading the products moving in and out of the area.

Sand is needed for fracting operations, as are sites for storing and loading the commodity in the Bakken region.
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.

Maintaining more than 32,000 route miles of track is no simple task. BNSF assigns scores of Engineering work gangs to projects based on ongoing maintenance and expansion plans. There are section gangs headquartered in specific locations who handle projects within their assigned territory and production gangs that travel systemwide to work on larger projects. These system gangs specialize in tie production, rail production, undercutting and concrete tie production. BNSF’s 11 tie production gangs play a key role in installing and replacing more than 3 million ties a year. One team that has consistently performed their work safely and productively is TP-06. Here is their story.
Tie Production Gang 06 (TP-06) is unfazed by the summer sun as they work their way north from milepost 133.9 on the Spanish Peaks Subdivision near Pueblo, Colo. It’s early June and the 52 workers started with a job safety briefing at 5:30 a.m. Their goal today is to replace 1,560 ties.

“This gang just gets out of the gate and goes,” says Kenny Hamby, traveling mechanic. “There’s no stopping them.”

The assembly line of workers and machines pushes steadily forward, pulling aged wood ties and inserting new ones in their place. The 32 specialized machines, some in multiples, manned by the skilled operators of TP-06 make the once arduous work as efficient as possible.

Long before the employees and machines arrive at the site, local and system Engineering leaders have established a capital maintenance plan to determine which production gangs will handle each project. The process is involved and takes months of planning. Now, TP-06 in position, a trackman sets out before the rest of the gang and marks the ties to be replaced.

At the head of the line of machines, spike pullers tear spikes from the ties marked for replacement. After the spikes are removed, tie exchangers pull the old ties from beneath the rails. Next, anchor spreaders widen the tie supports to make room for the new wood, followed by tie cranes, one moving the old ties off to the siding and two more placing new ties perpendicular to the track.

Tie replacement depends on geography – curves, weather, grades, etc. – and the amount of traffic on the line. Ties on a heavily trafficked line can last as few as 10 years, those on a light line 50 years or more. This stretch of BNSF track averages about 15 to 20 trains a day. Most of these are empty coal trains and the rest is a mix of merchandise and grain trains. Replacing weathered ties with new provides track stability, ensuring a safe and reliable structure for BNSF train operations.

With the old ties out, it’s in with the new. Up next in the production line are inserters, which slide the new ties beneath the rails. Following is the nipper tamper, compressing the ballast beneath each tie to ensure a solid foundation, adjusting the ties so that they are positioned symmetrically and brushing off stray ballast.

A team of track laborers trails the nipper tamper and places tie plates on the ties. Then tie plate inserters lift the rails and slide the tie plates into position. They’re followed by automatic spike drivers.

Top, a tie exchanger pulls old ties from beneath the rails. Once the old ties are out, an anchor spreader (middle) widens the tie supports to make room for new ties. Next, a tie inserter (bottom) slides new ties beneath the rails.
that drive spikes through the plates and into the ties. Then anchor squeezers clamp the rail anchors onto the ties, and finally the ballast regulator spreads the ballast evenly along the refreshed track.

There are many moving parts, and the experience of TP-06 shows as the gang handles their many tasks expertly. The team works in concert, replacing the ties efficiently and safely with meticulous attention to detail.

TP-06 ends the day at milepost 131.8. Covering two miles in seven hours may not seem like much of a feat, but in that stretch the gang replaced 2,546 ties. That high productivity is not unusual for this team, which began its trek in January at Barstow, Calif. In six months through early June, TP-06 replaced 176,312 ties – more than 21,000 ties ahead of schedule – making them the most productive tie gang on the BNSF system.

But production does not come at the cost of safety. Each day begins with a safety briefing and stretching exercises, then ends with a debriefing. Safety is on the top of everyone’s mind as they perform their tasks.

“Safety first, then quality and production,” says Andy Stangland, assistant foreman, ticking off the goals.

“Communicate, communicate, communicate,” says Roadmaster Chris Jennings of the key to safety on the railroad. “I’m looking out for you, you’re looking out for me, and everyone else is looking out for the both of us. Our job isn’t dangerous – we’re not dodging bullets or pulling people out of fires – but our job is absolutely unforgiving. You quit paying attention for just a few seconds, and you can put yourself and others at risk.”

By early afternoon, it is time for TP-06 to clear the track so that freight traffic can resume. About halfway back to the siding where the machines will be parked, a tie crane blows its water pump and has to shut down to keep from overheating the engine. There is no time to fix the machine. The main priority is to get off the track.

Jennings, Hamby and the rest of TP-06 act quickly. They hitch the next machine in line, a tie inserter, to the crane and run an air hose from the functional machine’s compressor so that both are equipped with brakes. The tie inserter will push the tie crane the rest of the way, and it will be fully repaired once TP-06 is no longer on a live track. Within five minutes, the line is moving again.

This incident illustrates one of the realities of
railroading across a large network: Work gangs such as TP-06 must be relatively self-sufficient. Miles from other BNSF facilities, the 52 members of TP-06 must rely on one another to get the job done, to keep each other safe and to think fast in emergencies.

“There’s no cavalry coming to bail you out when you hit a snag like that,” says Jennings. “You are the solution. You all have to pull together and solve the problem safely...”

The members of TP-06 listen and take notes as Roadmaster Chris Jennings briefs them on the day’s plan.

“The experience of TP-06 definitely makes my job as a mechanic easier,” says Hamby. “They’ve been working with their machines so long that most of the time when they call in over the radio with a problem, they know exactly what’s causing it.”

Once the track is clear and all of the equipment is back in the “hole,” TP-06 gathers for a debriefing. Operators turn in tickets for any maintenance that needs to be performed on their machines before the next day, and the mechanics get to work on the most crucial. Jennings convenes with his foremen to recap the day’s activities and prepare for the next. Tomorrow they will do it all over again.

“Railroading isn’t for everybody,” says Jennings. “We travel Sunday, work Monday through Friday and then try to make it home on Saturday. But we’re out here working hard for honest pay to provide for our families. It’s worth the sacrifices you make. “When you’re out here, these 52 guys – this is your family,” Jennings adds. “I love my job. I wouldn’t do anything else.”

“Safety first, then quality and production.”

– Andy Stagland, assistant foreman

“There’s no cavalry coming to bail you out when you hit a snag like that. You are the solution. You all have to pull together and solve the problem safely...”

– Chris Jennings, roadmaster
Railroading is no different. “At the heart of a culture of commitment lies a willingness to approach others to raise awareness about risks – and to look out for each other in every task, every day, regardless of seniority,” says Greg Fox, executive vice president, Operations. “It will take time to achieve that level of consistency across BNSF, but that commitment is what will help us achieve our vision of an injury-free and accident-free workplace.”

Approaching others about at-risk behavior is nothing new at BNSF and, in fact, it has been identified as one of BNSF’s strengths. But it’s something everyone can and should be doing more often, not only to correct an at-risk (and possibly life-threatening) behavior but to reinforce safe behaviors.

“Addressing safe actions while we perform our daily tasks – in the moment – reinforces what safe looks like,” explains Doug Jones, assistant vice president, Safety and Technical Training. “It also helps us build members of high-performance teams operate in a culture of commitment. Firefighters, pit crews and flight squadrons are a few examples. Their functions and characteristics vary, but one thing they all have in common is that each individual shares responsibility for the safety of the team.”
relationships with each other so that we work in a stronger team environment.”

Approaching others will be especially important going forward as BNSF continues to hire new employees. In fact, more than 25 percent of BNSF’s Operations employees were hired in the past five years. With this demographic change, it is critically important that employees work together to understand the task at hand while providing and accepting feedback around safely completing tasks.

Whether new to BNSF or veterans, employees well know that railroading is driven by rules and procedures focused on ensuring the safety of individuals, co-workers and communities. Re-emphasizing safety processes with one another is not a huge startup effort, Jones adds. “Taking time to pause and discuss how to safely perform a task is something we can accomplish today.”

But this effort does not have to be a formal program or initiative. “When we talk about approaching others, we’re talking about something that is much less formal and something that every one of our 40,000 employees can and should be doing every day,” says Fox. “This effort is all about encouraging those conversations among our work teams, where co-workers approach each other about safe, as well as at-risk, behaviors.” (For techniques on how to approach others about safety, see sidebar on page 13.)

**WHAT CO-WORKERS ARE SAYING**

Here are some comments made by co-workers in the Approaching Others about Safety video, which has been distributed to supervisors for use in safety meetings. You can also view the video on BNSF-TV and on the Safety & Rules and Communications pages of the intranet.

“We need to be able to speak to each other without being scared or overly sensitive if somebody brings something up to you.”
– David Ortiz, extra gang foreman

“Safety is important, so we want to make sure everyone around us is being safe so we can leave at the end of the day.”
– Whitney Bowens, clerk

**The five critical exposures**

Here are the top five exposures that contribute to injuries and incidents at BNSF and the questions to ask to help ensure safe behaviors.

**WALKING – EYES ON PATH**
- Do we look before moving?
- Do we take the safest route?
- Are we distracted by phones, paperwork, excessive items to carry?

**LINE OF FIRE**
- Do we avoid placing our body in a position to be hit, struck or contacted by something if it lets go, shifts, moves, etc.?
- Will a release of energy place our body in harm’s way? Are we positioned where we could be hit or struck by a moving object?

**PINCH POINTS**
- Do we avoid placing fingers and toes in a position that they will be smashed, squeezed or contacted if something lets go, gives way, shifts or moves?

**ASCENDING/DESCENDING**
- When climbing, do we use three points of contact?
- Do we avoid jumping from one level to another?
- Do we take the safest route available to ascend and descend?
- Do we use a device intended for ascending and descending?
- Do we look before stepping down to ensure the path is clear?

**LIFESAVING PROCESSES**
- What are the most critical procedures for the task at hand?
- Do we understand the process and is it being followed?

*NOTE: In the coming months, additional briefing materials and communication will be available on these five areas.*
“If I see somebody doing something wrong, I’m going to step up and I’m going to speak up for safety. I’m going to stop them, and we’re going to talk about doing it the right way and doing it safe.”
– Joe Baragry, assistant section foreman

“If there’s something that I don’t agree with or that’s wrong, we need to talk about it.”
– Chuck Willford, conductor

“If somebody has a better insight on how to do something a little more safely, you have to welcome it.”
– Jack Diaz, trackman

“Any time you have doubts about your train operations, it’s a good idea to say so. I have no problem with somebody saying to me, ‘Hey, are we slowing down? Are we going to be able to stop?’ It always helps to be able to keep your head in the game.”
– Curt Jones, locomotive engineer

“Instead of just approaching another, if you go and get the correct equipment and say, ‘Here, you know, I’m concerned about you slipping and falling and hurting yourself, straining yourself,’ usually, they appreciate that.”
– Brian Husa, machinist

“I’m willing to approach others because this industry is a very unforgiving industry. When metal meets flesh, metal always wins...We all want to be able to go home the same way we came to work to be with our family.”
– Dave Griffin, machinist

“Approaching others is the willingness to speak up about safety; to talk with someone about a safety concern; or to express a concern when we perceive exposure has increased. Approaching others is an important part of building a Culture of Compliance and a Culture of Commitment. As employees, we reinforce compliance and commitment when we take ownership to ensure the safety of others. Here are ways to approach others at work:

- **Reinforce safe behavior:** Recognize when a job is done well. This is a simple thank you, for example, “I appreciate your clear communication over the radio.”

- **Pause the work if necessary:** Ownership of safety for oneself and others means that sometimes you have to take a definitive stand for safety. BNSF encourages you to pause the work if necessary to address an unsafe condition or at-risk behavior that you believe puts someone at peril. Do so respectfully, but do so.

- **Identify risk/exposure:** Be alert and speak up.

- **State your concern:** Express your analysis of the situation in a direct way while owning your emotions about it. “I’m concerned that you’re fouling the track during this move.”

- **State a solution:** “I think it would be safer to finish the task here.”

- **Obtain agreement (or buy-in):** “Does that sound OK to you?”
Grade-crossing safety
Because trains can’t stop quickly

The gates were down, the warning lights were flashing. But the driver ignored the obvious, choosing instead to maneuver his vehicle around the gates and beat the train through the crossing.

Railroaders know what happened next. Trains can’t stop quickly. Train crews, short of blowing the horn, are virtually helpless when drivers fail to yield to trains at crossings. Not only do these reckless drivers put themselves at risk, they also endanger train crews. There’s no winner when a driver tries to beat a train.

Tragically, every day – approximately once every three hours – there are heart-breaking stories of loss at highway-rail grade crossings across the U.S. Adding to the tragedy is that they could have been prevented.

Every year, nearly 700 people are killed trespassing on train tracks or in train-vehicle collisions in the U.S., according to the Federal Railroad Administration. While grade-crossing fatalities have declined 70 percent since 1980 across the industry, too many still occur, mainly as the result of drivers’ poor judgment and risky behavior.

Making a commitment

To continue to reduce these incidents, BNSF invests an average of $95 million annually on a combination of grade-crossing maintenance, technology and safety education programs. These efforts can be bucketed into the “Three E’s”: Engineering, Enforcement and Education (see sidebar).

The combination is working well; BNSF has one of the lowest highway-railroad grade-crossing collision rates in the industry. Since 1995, the rate of grade-crossing collisions at BNSF has declined by nearly 70 percent – from 5.41 per million train miles in 1995 to a rate of 1.65 in 2011 – a significant reduction considering the increases in train and vehicular traffic.

Eliminating crossings is one way to reduce the points where a vehicle can cross in front of a train. The company’s Public Projects team and Field Safety Support (FSS) work closely with communities and property owners in an aggressive initiative to close at-grade crossings. Since 2000, BNSF has closed 5,500 crossings and today has about 25,000 crossings.

“We have learned over time that one way to address grade-crossing safety is to reduce the number of at-grade crossings,” says Lyn Hartley, director, Public Projects. “Since starting this initiative, we have closed more than 3,700 private and nearly 1,800 public crossings. Each closure required careful coordination with the community or land owner to ensure continued access, often at an adjacent crossing. In the best cases, we can redirect traffic to a grade separation, entirely eliminating the need to cross at track level.”

But not all crossings are targets for closure, and BNSF and its employees have long committed to grade-crossing safety on many fronts.
Lifesaving lessons

Grade-crossing safety education is an integral part of BNSF’s outreach to communities. Through Operation Lifesaver (OL), a nonprofit industrywide program established in 1972, trained volunteer speakers provide safety presentations to various groups – including new, adult and professional drivers, school children and others. BNSF, like other railroads, has OL employee and civilian volunteers (about 200 at BNSF).

BNSF’s FSS team, made up of 15 managers and coordinators across the system, shares responsibility for many aspects of the grade-crossing safety educational program.

They also share a passion for their work, says Steve Neubauer, director, Grade Crossing Safety, noting many started as conductors and engineers so they know firsthand the need.

“They do great work and are extremely dedicated to improving awareness of crossing safety,” he says. “About half of their time is spent pursuing private crossing closures. The other 50 percent they join with employees in many departments to educate the public and law enforcement. Most serve on OL boards at the state level as well.”

Thanks, in part, to their efforts, BNSF typically leads the industry. “No other Class I railroad has a lower grade-crossing collision ratio. In fact, BNSF is the only one that has broken the 2.0 mark [collisions per million train miles],” says Neubauer.

Passion is just one trait that defines the FSS team. They also have to be polished presenters, speaking often in front of large groups. And they need to manage numerous activities, such as Officer on the Train, positive enforcements, professional driver training and grade-crossing collision investigation courses.

“There’s no typical day. One day we can be negotiating a crossing closure, the next meeting with a private crossing permit applicant to review the need for a crossing. On our way to the site, we might stop and do a ‘roll call’ [a follow-up visit with law enforcement] while getting mentally ready for a grade-crossing collision investigation class,” explains Denise Gauthier, field safety regional manager, Springfield, Mo., who covers five states.

While the work has its challenges, such as negotiating with a landowner to close a private crossing, there are great rewards, says Gauthier.

“Getting a crossing finally out of the ground is one of the best rewards. I also like building relationships with the community and being able to talk one-on-one with people about the dangers of taking risks around a crossing,” she says. “Very best is knowing that what I had to say might save a life.”

Three E’s in action

Like any safety program, grade-crossing safety is multidimensional and requires the participation of numerous BNSF departments, outside agencies and communities. The three legs of the BNSF grade-crossing safety stool – Engineering, Education and Enforcement – comprise a variety of programs and initiatives.

Engineering out crossings is the ideal, when possible. One by one, BNSF has closed 5,500-plus public and private crossings. While the Public Projects team focuses on working with communities to identify and close public crossings, the FSS team focuses on negotiating the closure of private crossings with landowners. The Maintenance of Way and Signal teams contribute as well to the engineering component by inspecting and maintaining track, signal and grade-crossing warning devices, controlling vegetation along rights of way, and removing crossings after the Public Projects or FSS team has completed its crossing-closure negotiation work.

Raising awareness among drivers and pedestrians of the risks of at-grade crossings with the goal of changing behavior is the mission of OL and FSS. Their Education and Enforcement activities include the following.

Grade-crossing collision investigation (GCCI) courses

Hanging around law enforcers might make even model citizens a little nervous. But it doesn’t bother Randy Wells, FSS coordinator. He’s on a first-name basis with sheriffs, police and other officers of the law across six subdivisions.

Based out of Lawrence, Kan., Wells, originally an electrician, teaches up to 30 GCCI classes a year. “They’re an easy crowd,” he says. “And I like to work with other professionals who are dedicated to safety.”

GCCI courses educate law enforcers about railroad basics and provide refreshers on grade-crossing safety laws.

Continued on next page
The GCCI course is designed to provide officers the basics of railroad operations, information about hazardous materials and, of course, information necessary to investigate a grade-crossing collision. Attendees walk away with knowledge about regulatory signs and traffic control devices at crossings, state and federal motor vehicle codes, and trespasser-related incidents.

“They [officers] don’t always know the dangers or the importance of following grade-crossing safety laws,” Wells says. “They just hear complaints from the public, like about blocked crossings. I try to explain as much as I can to them so they can in turn help explain it to others.”

**Officer on the Train**

During an Officer on the Train (OOT) event, law enforcement officers ride in the locomotive, getting a bird’s-eye view. When they spot a violation, they contact patrol units on the ground to enforce it. The experience also gives them a better understanding of how trains operate.

OOT events are also a great way to build relationships with law enforcement officers and educate them about codes. “Sometimes they’re not aware of all the offenses that they can write a citation for, such as cars stopping on a crossing or trespassers walking across tracks,” says Ronnie Garcia, FSS manager, San Bernardino, Calif., where commuter operations run side by side with freight.

According to Senior Special Agent Scott Rust, San Bernardino, OOT events support Resource Protection’s safety initiatives, such as “zero tolerance” for trespassing as well as motorists’ adherence to railroad traffic laws. “With cooperation from fellow law enforcement agencies that participate in the OOT, we’re providing public awareness about railroad safety. An OOT is an opportunity to educate allied agencies as well as build relationships with the communities,” says Rust.

Sometimes a law enforcement agency will request an OOT event. In other cases, BNSF might approach a local agency in areas where employees have reported incidents of risky driver behavior or where crossing warning gates have been broken.

Garcia also has insights from the Southern California Rail Safety team. The team is made up of rail safety experts from regional railroads. Members collectively concentrate efforts and resources, including rail equipment, for training and outreach.

**Positive enforcement**

The carrot sometimes works better than the stick, which is the idea behind positive enforcement. Rather than receive a citation from police, motorists who observe railroad signs and signals are recognized for good behavior.

“We thank them on behalf of BNSF and Operation Lifesaver, remind them to always expect a train on any track from any direction at any time, and then we give them an OL brochure and a key ring,” explains Paula Thomas, FSS coordinator, Denver. “If kids are in the car, here come the coloring books!”

Most drivers are extremely receptive and appreciate the friendly reminder, she says. The law enforcers who join the effort like it, too, because it breaks up their routine.

“I typically look for industry crossings that have a high amount of semi-truck traffic,” she says of her targets. “But this is a good way to get our safety message out at any crossing.”

When they observe railroad signs and signals, motorists are thanked for their good behavior during positive enforcement stops.

**Professional driver education**

Truck drivers and bus drivers, like other drivers, unfortunately, don’t always look and listen at railroad crossings.

But their actions can have other consequences. Trucks may carry hazardous materials and explosives. Buses, especially school buses, transport other precious cargo.

Tim Stipp, FSS coordinator, Granby, Mo., spends a great deal of time training professional drivers about rail safety. A locomotive engineer, he shares some of his stories with them, including the time his train passed within inches of a propane truck.

“I tell them that it takes a long time to stop and, while that’s happening, we can’t do anything from the train, besides blow the horn,” he says. “And I try to straighten out their misconceptions, such as trains run on a schedule or that they can judge the speed of a train.”

Truck companies and truck driving schools frequently seek out Stipp, who averages at least one professional driver course a week. High turnover in the trucking business keeps him and other FSS coordinators busy, and with school back in session, they’re making the rounds with school bus drivers.

In addition to carrying cargo that can add to the risk, commercial drivers also risk losing their license for at least 60 days should they violate any one of the six highway-rail grade-crossing offenses.
BNSF relies on employees to be the company’s “eyes and ears” when it comes to ensuring the safety and security of the railroad. Here are a few steps you can take to help promote grade-crossing safety:

- **Report unsafe motorists/trespassers:** When you witness unsafe acts by motorists or pedestrians, complete as much of the report as possible and submit. The information is communicated to local authorities responsible for the roadway and law enforcement and is also communicated to state transportation officials for grade-crossing planning purposes. If you do not have such a form, you can find it at [http://bnsfweb.bnsf.com/departments/safety/report_unsafe.html](http://bnsfweb.bnsf.com/departments/safety/report_unsafe.html).

- **Report changes affecting crossing use:** If you see increasing traffic at a private crossing (for example, detour traffic or a new development), report that information to an Operations supervisor or Field Safety Support team member. The information will be communicated to the local authorities responsible for the roadway and police enforcement.

- **Report a crossing that appears to be seldom used:** If a crossing appears to be unused or abandoned, provide information on the location to an Operations supervisor or Field Safety Support team member. Good candidates for closure include those that are redundant, are not designated emergency routes, have low traffic volume or are private crossings that are no longer needed or used.

- **Talk to others:** Share with your family and friends lifesaving safety tips about trains, tracks and crossings. Visit [www.oli.org](http://www.oli.org) for education resources.

With almost 25 percent of the collisions on BNSF involving large trucks, this program is high priority, says Stipp.

**Blitzes**

When rail freight business increases significantly, so too can crossing incidents. That’s the scenario on the Bakken Basin in western North Dakota and eastern Montana, where oil shipments from the shale formations have grown dramatically. Not only has rail traffic increased in the region, but truck and other highway traffic related to the drilling business has also increased. North Dakota has experienced a 50-percent increase in vehicle-train collisions since 2007.

Cheri Bonebrake, coordinator, FSS, Minot, N.D., says that a safety blitz was needed to raise awareness about safe behavior around railroad tracks.

One of the targets was Stanley, N.D. “This is a small community. A few years ago, you could see maybe 100 cars come through the town,” says Bonebrake. “Now, there are closer to 2,000, and many are big trucks.”

In North Dakota, the oil business is booming as is truck traffic. As a result, vehicle-train collisions are on the rise. A recent blitz across the state increased grade-crossing safety awareness.

Increased traffic, new people and the additional trains and tracks demonstrated the need for the blitz, which Bonebrake says was supported by key rail safety partners in the Bakken area as well as across the state.

The five-day blitz, coinciding with International Level Crossing Awareness Day in June, included a wrecked car display, OOT events, positive enforcement and OL presentations. In addition, the communities were blitzed with online ads, billboards and radio public service announcements.

“We reached close to 5,000 people with OL presentations, booths and the wrecked car display, and more than 5 million views when considering online and billboard messaging,” says Bonebrake. “It took a lot of effort by many volunteers, but if we get people to think as they approach a crossing, our mission is accomplished.”

In North Dakota, the oil business is booming as is truck traffic. As a result, vehicle-train collisions are on the rise. A recent blitz across the state increased grade-crossing safety awareness.
Fifty years ago, locomotive manufacturer EMD (Electro-Motive Division, then part of General Motors) introduced GP30, the latest incarnation of the builder’s famous general-purpose (GP) line of versatile four-axle locomotives. From the very beginning, GP quickly morphed into “Geep,” and this model became known as the “Geep 30.”

When the locomotives were first introduced, BNSF predecessors, including the Great Northern, the Chicago, Burlington & Quincy and the Santa Fe, found that the GP30’s agile design performed well on high-speed, long-distance transcontinental trains. As the units aged, they migrated to intermediate trains, working branch lines and in yards.

Today, upgraded and rebuilt with up-to-date components, the GP30s continue to put in a solid day’s work, though now classified by BNSF as GP39-2Rs. And while not considered a heavyweight by today’s high-performance locomotive standards – the GP30 was originally rated at 2,250 horsepower while most modern engines are 4,300 to 4,400 horsepower – these units have staying power in their role in switch and local service.

They also have a distinctive look. Because the builder wanted its new model to look modern with clean lines, EMD turned to the automaker’s Automotive Styling Center. There, stylists created the hump look that turns into a brow over the cab.

The locomotive model was also one of the first diesel locomotives featuring a sealed, airtight, long hood with a pressurized cooling system to keep dust out of the engine and equipment area. Great pains were also taken to design the locomotive for ease of access and maintenance.

Some 50 years later, 43 GP39-2Rs in operation on BNSF still have the original GP30 car body, explains BNSF’s Tom Lambrecht, general director, Locomotives. (They are 2740-2748 and 2800-2834, for those who like to track them.) Twenty other GP39-2Rs were remanufactured from GP30s that had EMD’s later “no-frills” Spartan cab applied at time of remanufacture. “Externally, these 20 units, rebuilt to resemble later models, are not quite as easy to spot as the other 43,” notes Lambrecht.

During rebuilding, all GP30s received updated modular control systems in addition to other upgrades. This allows them to continue to be viable units for BNSF’s intermediate fleet for the foreseeable future, Lambrecht adds.

Despite rebuilding and upgrading, it is surprisingly easy to pick out this locomotive model because it looks like nothing else on the system. Most can be found at work on the eastern part of the system, though some GP30s will occasionally show up in the West.

Some locomotive engineers prefer operating these older units. “Sitting in the engineer’s seat, when you look out the windows or the rear view mirror, everything just feels right,” says locomotive engineer Clarke Sutphin, who works out of the Laurel, Mont., terminal. “If you’re switching cars with a GP30, the throttle response time and the feel of the controls are very good.

“There’s just something about them,” says Sutphin. “When you start out on older locomotives, like I did, you have a soft spot for them.”
ETDs evolve to head of the pack

The flashing electronic device at the end of a train — an end-of-train device (ETD) — serves many roles. Positioned on the rear coupler of the last car on a train, ETDs not only provide a visual indicator of the rear of the train, they monitor important data, including the brake-line pressure. This information is transmitted via radio to the locomotive cab where the engineer can monitor the train. Today’s ETDs can also help to stop the train in an emergency by applying the brakes from the rear end of the train.

ETDs have evolved over time, becoming more technologically advanced and easier to use. At BNSF, by the end of 2012, nearly 1,500 new devices will be added to the current ETD fleet of approximately 3,500. The newest ETDs come with the latest “smart” technology and are lighter, more durable, traceable and have longer-lasting batteries than the current fleet. As these new units enter BNSF’s fleet, approximately 1,100 of the oldest devices will be retired by the end of the year.

Enhancing safety and service

“The new ETDs are a lot lighter at about 20 pounds, versus the old units that weighed about 40 pounds,” says Vince Lamas, a carman at Argentine Shop in Kansas City, Kan., who helped test the new ETDs. “They are also easier to connect and are better from an ergonomics perspective. They have two handles instead of one, and you can check the brake pipe pressure readings now on two screens, instead of one. That means we don’t have to cross the track to view the readings.”

Additionally, when an ETD has not moved for an extended period and its battery is getting low, technology in the new model automatically generates an email to members of the Mechanical and Transportation teams that shows the current ETD location. And GPS technology allows BNSF to locate ETDs that have been interchanged and are operating on other railroads.

“At the end of the day, the goal is to ensure that we have reliable, user-friendly equipment available for operating trains at any given time so we can continue to deliver quality, on-time service to BNSF customers,” says Harry Baldaccini, superintendent, Locomotive Planning, who led the cross-departmental Telecommunications and Mechanical planning team.

A team effort

“Several teams were integral to ensuring that BNSF has the best ETDs available,” adds Baldaccini. In addition to countless employees at Argentine and other facilities who helped test the ETDs, development and testing efforts were led by the Central Repair Facility team at that location. Team members include David Ayers, manager; Chuck Magnuson, consulting systems engineer; and Dave Burgeson, telemetry foreman. They worked for months with Mechanical and Transportation to analyze prototypes, ensure that the ETDs are easy to use and reliable, and perform tests on routes in the area. John Miller, manager, Equipment Operations, Fort Worth, worked on the help desk to ensure that the ETDs accurately communicate with back office systems.

Specifications for BNSF’s new ETDs established by the Telecommunications and Mechanical planning team include that ETDs must:

- Be lightweight
- Be easy to carry
- Use GPS (global positioning system) technology for tracking purposes
- Comply with the latest Federal Communications Commission (FCC) regulation that companies may no longer use wideband radio equipment beginning Jan. 1, 2013. (All new ETDs are on the FCC-mandated narrowband radio spectrum; all bad-order and wideband ETDs will be taken out of service by end of year.)
- Have standardized and simplified internal equipment layout for ease of installation, calibration and repair
- Come with a standardized ETD mount design
- Include a new radio design common to all new ETDs to help simplify supply requirements and lower total cost of ownership
- Include “smart” technology that notifies BNSF personnel if an ETD has been stationary for a period of time or if the battery gets to a critical low point
- Have remote software download technology
- Have low life-cycle cost

Designed to specifications
Many people find that working out with friends can add to the enjoyment or the challenge, whether in simple group activities, like walking and cycling together, or in more extreme sports. The following are just a few examples of creative ways BNSF employees are staying active, together.
Disc golf a great round

Finding time to exercise is a challenge for many, especially employees whose jobs take them away from home, such as those on train crews.

Brad Campbell, a locomotive engineer in Tulsa, Okla., has found a way to stay active wherever he is by playing disc golf, a portable sport much like regular golf.

Instead of hitting a golf ball into a hole, players use flying discs to hit various targets throughout the course.

Campbell began playing six years ago and now meets several times a week with Conductor Mark Searcy and six other BNSF employees to play at their local 18-target course.

The amount of walking due to the large size of the courses makes disc golf a great way to stay fit. “It’s good exercise. It gets you out and about,” says Campbell.

Campbell owns almost 70 discs and carries about 30 when he plays. “Every disc does something different,” he explains. Similar to golf clubs, there are drivers, midrange, putters and other types of discs, each designed for a specific type of shot.

Campbell says accessibility is not an issue. “Believe it or not, there are disc courses everywhere. It’s just a quiet sport that no one ever talks about.” When he first started playing, Campbell searched online for disc courses and discovered 12 in his area.

Campbell also enjoys the sport because of the opportunities for socializing. “Being social with other buddies is pretty fun. We talk about the railroad half the time and golf the other half.”

Although he and his co-workers prefer to keep their games informal, players can also compete in tournaments, which can attract up to several hundred participants. Campbell has played in more than 10 tournaments and notes that it is a sport for both men and women at all skill levels. “My wife can out-throw some of the guys I know,” he adds.

Campbell encourages those interested in playing to search online for nearby courses, buy a disc and start having fun.

Competing for charity

Several BNSF Resource Protection team members out of Cicero, Ill., have a fitness regimen that not only helps keep them in shape but also helps them give back to the community.

“Orange Crush” team members include Chief Special Agent Jeff Savage; Special Agents in Charge Grant Bidwell and Suzanne Jaroch; Special Agents Anthony Rocha and Rush Rudolf; and Senior Patrolmen Angela Ramos and George Lay. The team regularly participates in a variety of charity fitness events.

One of their first events was the 2012 Fight for Air Climb, a 31-floor, 680-step stairwell climb. “We started training a good two months in advance. That was a tough event,” Bidwell says. The experience may have been difficult, but it was rewarding. Not only did the team complete the climb, but members raised $1,700 for the American Lung Association.

The group also participated in the Law Enforcement Torch Run for Special Olympics. Teams from Chicago-area law enforcement agencies usually run one leg through “their” portion of the city. But since the BNSF team does not have a particular jurisdiction, they decided to run three of the legs – about four miles. “Although difficult, it was a lot of fun, and the team felt proud to be part of that organization,” says Bidwell.

Even though their varying schedules make it difficult to meet for a group workout, team members find other ways to motivate each other. They share notes and discuss how they are preparing for upcoming events to ensure that everyone is successful.

Since beginning to participate in fitness events, “everyone’s a little bit more conscious of their wellness and physical fitness level and just making their quality of life better,” says Bidwell, noting that doing these physical activities together has created a stronger bond between employees. “We all have a little bit more in common,” Bidwell adds.

As the team continues to participate in events, more people are taking notice. “We had an additional two members sign up who have never done any of these events before. We’re slowly but surely spreading interest,” says Bidwell.
Training, together

Fitness competitions are a great way to meet other employees who can provide motivation to stay fit, even after the challenge ends. Several Denver employees who participated in a “Biggest Loser” competition earlier this year continue to participate in fitness events together – and improve their personal bests.

Best Way Trainmaster Elizabeth West was one of about 20 who participated in the weight-loss competition that also included other trainmasters, yardmasters and department heads. By the end of the contest, West, a runner, not only lost 25 pounds, she shaved almost an hour off of her half-marathon time.

She credits the other contestants with creating a level of accountability that contributed to her success. “It’s a lot easier if everyone is working toward that common goal of losing weight,” she says.

Working out in a group setting is another motivator. “We all make a point to work out together at a gym...it definitely makes it easier,” says West, who favors running because it’s “one of those activities you can do by yourself or with 100 people.”

Some of the Biggest Loser contestants continue to train and participate in events together. Yardmasters Farrah Howard and Nick Vidaurri and West recently completed the Spartan Race, an intense, military-inspired obstacle course that includes climbing walls and mud pits, among other challenges. Another event was the Bolder Boulder run, an annual 10K race that takes place on Memorial Day. More than 50,000 people ran in the most recent race, including West and five other BNSF employees.

West emphasizes the importance of reaching out to those with similar interests to learn about upcoming activities. She recently moved from Colorado to Fort Worth and has already started searching for opportunities to participate in local fitness events.

Exercise on the ice

Kevin Spudic, a trainmaster who lives in Glasgow, Mont., admits that he “absolutely cannot stand stationary bikes or treadmills.” He prefers to get his cardiovascular exercise by bike riding in the summer, but had difficulty finding a suitable cardio workout to do in cold weather.

That changed in the winter of 2010, when he visited his local ice rink and joined a community ice hockey group. He soon discovered that one of the other players, Dean Vegge, also worked for BNSF. Spudic says he probably would not have met Vegge, a welder, had he not joined the ice hockey group – and the two have become good friends.

About nine other BNSF employees have also joined the community league, though they don’t all practice at the same time due to their varying schedules. Ten other employees also have kids involved in the program.

The group uses limited full contact, but it is still an intense workout. Players rotate between playing and resting about every 10 minutes. “You get one great workout,” says Spudic.

In addition to building friendships with fellow employees, Spudic now feels more connected to his small-town community. “BNSF has a lot of operations in very, very small communities,” says Spudic, who also joined the local volunteer fire department.

“It’s important to give a face of BNSF to the community, especially the small ones.”

For those interested in playing hockey, he suggests looking for nearby ice facilities and asking about opportunities to play. “Don’t be afraid to just go and introduce yourself,” says Spudic.
Wheels in motion

Ray Schneider, a carman in Barstow, Calif., decided to begin a fitness routine after having shoulder surgery last year. “I'm 52 and I was hoping that by now I'd be in shape. It just was time to turn it around,” he explains of his new lifestyle.

His doctor recommended Schneider avoid strenuous exercise during his recovery, so he did what he could, starting with changing his diet. He searched the BNSF Online Wellness Center site for information and tips. The site quickly became a favorite.

Once recovered, Schneider visited his daughter and noticed that she had some bikes. He went for a ride and soon started cycling regularly.

He enjoyed it so much that he would often talk about cycling at work and gradually found other employees who share his passion. He helped form a cycling group by talking to co-workers and local gym members.

“We began by getting a couple guys together, and then we started noticing all the guys with bikes outside of Mechanical,” says Schneider. Today, the group includes about eight members who ride in small groups twice a week.

In addition to getting to know other employees better, Schneider has also lost weight and noticed a significant change in his energy level.

For the past two years, Schneider has co-chaired the health fair at Barstow. His goal is to create buzz around the event and find employees who, like him, can inspire others by sharing their personal fitness experiences.

NOTE: Consult a physician before beginning any exercise or fitness program. Always seek the advice of your physician or other qualified health care provider with any questions you may have regarding a medical condition. (See sidebar.) And visit the Online Wellness Center for tips and resources on starting an exercise program at employee.bnsf.com>employee>wellness.

Left to right, TJ Perez and Ray Schneider regularly ride bikes together and have found other employees around Barstow, Calif., who share their passion.
2013 calendar photos selected

Thanks to everyone who submitted entries and congratulations to the 2013 photo contest winners, whose shots captured the diversity of BNSF’s network and the commodities we handle.

Photographs by the following employees will be featured in the calendar:

- Bruce Barrett, manager, Contracts & Joint Facilities, Fort Worth
- Jesus D. Celis, intern, Engineering Services, Carpentersville, Ill.
- Ed Chapman, director, Hazardous Materials, Fort Worth
- Robert Conrad, locomotive engineer, Springfield, Mo.
- Carey Faulkner, locomotive engineer, Beardstown, Ill.
- Doug Gibson, road foreman of engines, Springfield, Mo.
- Douglas Keder, locomotive engineer, Vancouver, Wash.
- John McGraw, switchman/conductor, Oceanside, Calif.
- Scott Schrage, welder, Engineering, Havelock, Neb.
- Eldon Specht, general director, Technology Services, Fort Worth
- Gregory Weirich, locomotive engineer, Everett, Wash.

The 2013 BNSF Calendar grand prize winner is Randy Nelson, a dispatcher at Fort Worth, whose photo is shown here.

All BNSF employees receive a complimentary calendar, which will be mailed to homes in October. The calendars are also for sale. Visit [www.bnsfstore.com](http://www.bnsfstore.com).

The departmental one-page at-a-glance calendar photo, taken by Locomotive Engineer Hank Graham, is of a double-stack train near Flagstaff, Ariz. It will be available for departmental ordering through Staples in September.

Dispatcher Randy Nelson’s shot of a manifest train crossing the Crooked River Gorge north of Redmond, Ore., won grand prize in the 2013 photo contest.

BNSF gets cracking

It took nearly six months of careful planning and review to move one carload just 167 miles on BNSF in mid-August. But that’s no surprise, considering the size of the cargo: 15 feet wide, 159 feet long and weighing 690,000 pounds – or about what 46 adult male elephants weigh combined.

Originating at Sauder Customer Fabrication in Emporia, Kan., the load – a cracking vessel – moved on BNSF to Wichita, Kan., where it was interchanged with Union Pacific Railroad. Its final destination was a hydrocarbon plant near Medford, Okla., where it will be used in the refining process by ONEOK, one of the largest natural gas distributors in the U.S.

The vessel was loaded on two 12-axle heavy-duty flat cars, called a “bolstered load.” According to Sean Stacey, manager, Industrial Products (IP), the load was restricted to 45 mph and could not meet or pass any other high-wide moves on the route.

Stacey gives credit to several departments that were involved in the safe and incident-free move, including Clearances, Service Design, Engineering, Transportation and the IP unit train desk in the Network Operations Center, as well as others in Marketing.

Loading and securing oversized shipments was the topic of BNSF’s inaugural “Oversized University,” held in late July. Customers received an overview of BNSF and the company’s commitment to ensure capacity, state-of-the-art expertise in technology and safe transportation of oversized freight. Presentations included information about BNSF’s infrastructure, how routes are cleared and the engineering process related to clearances.
These scholars headed for university

Congratulations to the following students, who are now headed for university life. The 39 dependents of BNSF employees, retirees and deceased personnel were awarded scholarships from the BNSF Foundation in recognition of their outstanding high school academic achievements. They will receive a $2,500 scholarship, renewable annually for four years.

The foundation established the scholarship program to recognize and reward outstanding academic achievement and to assist a limited number of college-bound children of BNSF employees with some college expenses.

In addition, Paytin Specht, daughter of Kevin Specht, director, Locomotive Utilization, in Fort Worth, was named a 2012 National Merit® Scholar. She will receive an annual $5,000 grant renewable for up to four years of undergraduate college education from the foundation.

Best of luck to all of the students!

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<th>Student's name</th>
<th>Parent's name</th>
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<td>Manager, Dispatching Practices &amp; Rules</td>
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<td>Kelsey Cole</td>
<td>Donnie Cole</td>
<td>Engineer</td>
<td>St. Joseph, Mo.</td>
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<td>Carrie Cummings</td>
<td>Darryl Cummings</td>
<td>Boilermaker</td>
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<td>Ashley Diggs</td>
<td>Roland Diggs</td>
<td>N.A. Engineer</td>
<td>Texarkana, Texas</td>
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<td>Ashley Fack</td>
<td>Dyke Craig Fack</td>
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<td>Tulsa, Okla.</td>
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<td>Charis Fisher</td>
<td>John Fisher</td>
<td>Clerk</td>
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<td>Laura Fox</td>
<td>Marty Fox</td>
<td>N.A.</td>
<td>Aurora, Ill.</td>
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<td>David Garcia</td>
<td>Anthony Garcia</td>
<td>Director, Technology Services</td>
<td>Belen, N.M.</td>
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<tr>
<td>Brandon Gollhofer</td>
<td>Phil Gollhofer</td>
<td>Switchman/conductor</td>
<td>Fort Worth</td>
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<td>Megan Hardy</td>
<td>Jerry Hardy</td>
<td>Trainmaster</td>
<td>Pasco, Wash.</td>
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<td>Kendra Jacobs</td>
<td>Kenneth Jacobs</td>
<td>Director, Equipment Systems Support</td>
<td>Clovis, N.M.</td>
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<tr>
<td>Ryan Jacobs</td>
<td>Kenneth L Jacobs</td>
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<tr>
<td>Christian James</td>
<td>Jerry Brett James</td>
<td>Engineer</td>
<td>Wellington, Kan.</td>
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<td>Katherine James</td>
<td>Jimmy James</td>
<td>Conductor</td>
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<td>James Jankovits</td>
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<td>Madison Koepke</td>
<td>Steven O’Dea</td>
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<td>McCook, Neb.</td>
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<td>Olive MacGorman</td>
<td>Robert MacGorman</td>
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<td>Chelsie Manton</td>
<td>Tracey Manton</td>
<td>Manager, Roadway Equipment</td>
<td>Fort Worth</td>
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<td>Taryn Norby</td>
<td>Scott Norby</td>
<td>Carman</td>
<td>Havre, Mont.</td>
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<td>Bret Omsberg</td>
<td>Donald Omsberg</td>
<td>Engineer, Engineering</td>
<td>Seattle</td>
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<td>Ave Pagofie</td>
<td>DS Johnson</td>
<td>Conductor</td>
<td>Winslow, Ariz.</td>
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<td>Megan Patterson</td>
<td>John Patterson</td>
<td>Terminal Trainmaster</td>
<td>Galesburg, Ill.</td>
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<td>Ashton Rose</td>
<td>James Rose Jr.</td>
<td>Sheet Metal Worker</td>
<td>Alliance, Neb.</td>
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<td>Austin Scharff</td>
<td>Gerald Scharff</td>
<td>Engineer</td>
<td>Hauser, Idaho</td>
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<tr>
<td>Tess Scott</td>
<td>Randy Valencia</td>
<td>Superintendent, Operating Practices</td>
<td>Kansas City, Kan.</td>
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<td>Justin Sears</td>
<td>Stanley Sears</td>
<td>N.A.</td>
<td>Hickman, Neb.</td>
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<td>Hannah Sieben</td>
<td>Terence Sieben</td>
<td>N.A.</td>
<td>Denver</td>
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<td>Krista Sherfey</td>
<td>Larry Sherfey</td>
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<td>Sidney, Neb.</td>
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<td>Kayla Sherman</td>
<td>Jeffrey Sherman</td>
<td>CTC Maintainer</td>
<td>Sterling, Colo.</td>
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<td>Sean Stewart</td>
<td>Bradley Stewart</td>
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<td>Daphne Tibbetts</td>
<td>Lee Tibbetts</td>
<td>Engineer</td>
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<tr>
<td>Andrea Villavicenicio</td>
<td>Daniel Villavicenicio</td>
<td>Senior Systems Developer II</td>
<td>Fort Worth</td>
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International Scholarship and Tuition Services (ISTS) manages the scholarship program for the BNSF Foundation, including establishment of criteria and decisions on scholarship recipients. Questions about the selection process and criteria should be directed to ISTS at 615-627-9075.

* N.A. - Retired/disabled/deceased/furloughed
Supporting our troops

Kansas City Argentine (Kan.)-Murray (Mo.) employees expressed their support for the military by recently shipping more than 450 pounds of supplies as well as shirts to soldiers stationed in Afghanistan.

In several cases, recipients were family members of employees, and co-workers joined together in support. Machinists Mark and Tex Knight, who are brothers, mailed a T-shirt to their brother Bernie that was signed by employees in support of his deployment to the Middle East. The shirt read “We Proudly Support Our Troops.”

The Knights also sent another T-shirt for Bernie and his comrades to sign and return to Argentine LMIT.

“I did this so people here could see by the signatures that those troops we support are real,” Mark says. “They are brothers and sisters, moms and dads — just as we are.”

Jerry Redman, machinist, assembled care packages of nonperishable foods and personal necessities to send to his son Jeremy, who was deployed with the Army Infantry to Afghanistan in February. Redman started a drive to gather items such as soap, toilet paper, movies and beef jerky to send to Jeremy and other members in his unit because there is not a local market for shopping.

“It has been a good effort,” he says. “It started a little slow, but one day the box was full of donations. The one in the main shop seemed to be constantly full.”

Memphis employees recognized

Memphis Intermodal Facility employees were recognized for their considerable donations to the local United Way agency this past year with an Achievement Award for “Most Improved” in donations.

The total amount, which exceeded $43,000, is nearly triple the amount collected from the previous year’s effort, $14,815. Their previous record was $23,000.

“I’m really proud that we stepped up to the plate,” says Ann Dowdy, clerk. “Hopefully, next year will be bigger and better.”

The increase in donations resulted from a higher-than-average number of Leadership Givers — those participating at a higher donation level. Approximately 60 employees, at all levels, became Leadership Givers this year. Substantial efforts from new hires also contributed.

Carmouche named Woman of the Year

Ida Carmouche, clerk, Houston, was named Woman of the Year a second time by the National Association of Railway Business Women (NARBW). Carmouche’s commitment to charity and community welfare earned her the honor.

“The Houston Chapter membership would not be what it is today without her dedication to the association,” NARBW members said. “It is her outgoing, energetic, fun-loving personality that makes her unforgettable.”

Carmouche is active in Operation Lifesaver, BNSF Law Enforcement Appreciation events and the annual Star of Hope Mission holiday toy drive. She was a founding Gulf Division Diversity Council member and mentors employees.

Carmouche won her first Woman of the Year award in 2009. Last year, she was elected national recording secretary at the 67th annual national NARBW convention.
“I was honored that they thought to give me this award again,” Carmouche says. “I got to walk down a red carpet, and there were cameras everywhere.”

**Carman sings national anthem**

Pairing patriotism with performance, Lincoln, Neb., Carman Daniel Clay sang the national anthem at the July 12 Lincoln Saltdogs baseball game. He has sung the anthem every year since 2008, when he first auditioned.

Clay loves his country and is not embarrassed to say so. He also loves singing, a talent he discovered as a child in his church choir. He has continued to pursue musical performance, including singing at Saltdog games. The team is a member of the American Association of Independent Professional Baseball.

“It occurred to me as something of vital importance,” he says of his pre-game singing. “I felt it was appropriate for me to lend my rendition of the national anthem – it was a message I was trying to send.”

Clay says performing at the baseball games is always exciting and a huge adrenaline rush.

“I always have to battle my nerves prior to performing,” he says. “But once I step down on that field and look around to see friends and family, I settle down.”

He says that when he really feels the crowd during the anthem, he focuses on the flag and everything else fades away.

“I have to block everything out and sing to the flag.”

**150 help at Day of Caring**

Nearly 150 Industrial Products (IP) employees joined forces earlier this summer for the group’s sixth annual United Way Day of Caring in the Dallas-Fort Worth area.

Established by United Way in 1992, the Day of Caring promotes the spirit and value of volunteerism, increases awareness of local human service agencies and schools, and demonstrates what people working together for the community’s good can accomplish.

“Once a year, the IP team brings in geographically dispersed sales and support personnel for a two-day conference,” says Peter Disterlic, manager of sales, IP, Fort Worth. “The day before that conference, our people work in conjunction with United Way to do community service.”

This year, IP employees restored the homes of senior citizens, repaired playgrounds, operated donation centers and provided lawn care for community members.

“United Way made it a point to let us know that it’s one thing to have 150 people out doing community service, but it’s another thing to have 150 people working really hard at it,” says Disterlic. “This is definitely the hardest-working team we’ve been a part of.”

**Trainmaster recognized for commitment to safety**

Kenny Jacobs, trainmaster at Clovis, N.M., has received a BNSF Achievement Award for his contribution to the safety and well-being of the BNSF community as well as his local community.

 Jacobs was nominated for an Achievement Award because of his consistent actions to improve safety and to protect others from injury, both at BNSF and in the community.

During his time off, Jacobs is chief of the volunteer fire department and an emergency medical technician (EMT) in his hometown of Melrose, N.M.

“The railroad is a very good place to work, and the fire department is fun and challenging as well,” Jacobs says.

He first began volunteering for the fire department in 1983 and became fire chief in 2000. Shortly after joining the fire department, he took a class to become an EMT. He has used his skills responding to vehicle accidents and other emergencies, and he helps establish landing zones when emergency helicopters are needed.

Jacobs says his knowledge of the railroad and fire department benefits both entities when a joint effort is needed. “BNSF runs right through our hometown of Melrose. We respond right away to fires and have taken stroke patients off trains. I know what I need to do to protect firemen, and I know what firemen are going to do to help the railroad,” he explains.

**NOTE:** BNSF’s Achievement Award program was developed in 1999 to recognize members of Team BNSF who demonstrate BNSF’s Vision & Values and Evidences of Success and advance the Leadership Model. Scheduled and exempt employees are eligible for an Achievement Award, and any BNSF supervisor may nominate an employee for an award. Additional information about eligibility and a link to the nomination form can be found in the BNSF Achievement Awards channel on the Communications subtab of employee.bnsf.com.
The BNSF Special concluded a historic 2012 in Mandan, N.D., with the 500th tour for employees, family members and the community since its inception in 1997. This year, more than 10,000 rode the train, which visited locations devastated by floods last year.

(Top left) The tour began June 4 in Lincoln, Neb., where BNSF paid tribute to Emily Applegate, 10. Her rapid response this spring helped Raymond Kuehn, a machinist at the Lincoln Diesel Shop. While Kuehn was making repairs to his pickup truck at home, the jack slipped and Kuehn was pinned beneath. Emily heard his cries for help and acted immediately. As a result, Kuehn’s injuries were less significant than they could have been. She is featured with Sherwin Hudson, superintendent, Lincoln Diesel Shop.

(Bottom right) Kevin Booke and Cordell Booke have a lot in common. Both are locomotive engineers for BNSF who were at the helm during the Special’s 500th trip. The most important tie is that they are father and son! They had the opportunity to operate the BNSF Special during the last stop of the year in Mandan. Kevin Booke, left, poses with his mother and Cordell.