**BNSF Performance Measures**

<table>
<thead>
<tr>
<th>BNSF Units* Handled</th>
<th>2013</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coal</td>
<td>1,469,355</td>
<td>1,434,047</td>
</tr>
<tr>
<td>Agricultural Products</td>
<td>628,093</td>
<td>674,827</td>
</tr>
<tr>
<td>Industrial Products</td>
<td>1,246,606</td>
<td>1,109,847</td>
</tr>
<tr>
<td>Consumer Products</td>
<td>3,308,775</td>
<td>3,180,856</td>
</tr>
<tr>
<td>System</td>
<td>6,652,829</td>
<td>6,399,577</td>
</tr>
</tbody>
</table>

*Carloads, trailers or containers

<table>
<thead>
<tr>
<th>2013 BNSF Velocity Performance</th>
<th>Quarter-to-date through Sept. 4, 2013</th>
<th>3rd Qtr. Goal</th>
<th>Actual QTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locomotives miles per day</td>
<td>308.4</td>
<td>281.5</td>
<td></td>
</tr>
<tr>
<td>Agricultural car miles per day</td>
<td>190.8</td>
<td>157.1</td>
<td></td>
</tr>
<tr>
<td>Merchandise car miles per day</td>
<td>152.1</td>
<td>147.5</td>
<td></td>
</tr>
<tr>
<td>Coal car miles per day</td>
<td>337.1</td>
<td>284.7</td>
<td></td>
</tr>
<tr>
<td>Intermodal transit days</td>
<td>3.84</td>
<td>4.04</td>
<td></td>
</tr>
</tbody>
</table>

- Locomotive data is measured as miles per day.
- Agricultural, Merchandise and Coal active car cycle data is measured as miles per day on the BNSF system.
- Intermodal average transit days = Average time between cutoff and deramp or interchange delivery (transit time starts at cutoff or first train departure if cutoff is after first train departure). The measure weights average trailer and container transit times. With this measure, the lower the number the better.

**BNSF Reportable Injuries**

<table>
<thead>
<tr>
<th>Year-to-date through Aug. 28, 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
</tr>
<tr>
<td>2012</td>
</tr>
</tbody>
</table>

- BNSF Foundation donates $10,000 to support creation of Red Cap exhibit
- BNSF’s firefighting railcar a ‘pond on wheels’
- BNSF moves mammoth Mammoet crane
- BNSF offering $5,000 employee referral bonus
- 2014 BNSF calendar photos selected
- 2013-2014 BNSF Railway Foundation Scholarship winners named

*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 sensibility 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.

**Follow BNSF**

Facebook: [Link]
Twitter: [Link]

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25 2013-2014 BNSF Railway Foundation Scholarship winners named
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**BNSF Reportable Injuries**

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<td>2012</td>
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</tbody>
</table>
Doing the right thing, safely and efficiently

Safety is at the foundation of everything we do at BNSF. We not only talk about the importance of a culture of compliance and commitment, we put it into action every day.

In recent months, we have set several safety records. June 2013 was our best month ever for employee safety, with an injury frequency ratio of 0.57. And in late July, we completed a year without a fatality, the first time we’ve gone a full 12 months without a fatal injury. Looking at our progress, we can celebrate the fact that we are making strides toward our vision of an injury-free and accident-free workplace.

While we are encouraged by this trend, however, we know how unforgiving the operating environment can be. We continue to experience serious incidents that change lives and show that we are accepting too much risk in our everyday tasks. In July, we had two serious incidents – a switchman at Wellington, Kan., suffered a double amputation after he was struck by an empty double-stack railcar, and a machine operator on a tie production gang on the Twin Cities Division sustained crushing injuries to his hand, requiring extensive surgery and amputation of two fingers. We believe these accidents were preventable and that we have the right processes in place to run this railroad without serious injury or loss of life.

Our focus on Approaching Others about Safety is a key line of defense that will help us get to the next level of safety. The purpose of this training is to help workers become confident and effective when speaking to one another about safety and focus on our critical and primary exposures. Participants learn the importance of providing positive feedback to safe behaviors and encouraging discussion when someone puts himself or herself at risk. More than 25,000 BNSF employees have been trained in this program so far this year. In 2014, we will reinforce concepts taught this year, while addressing generational/seniority differences on the job, as well as further exploring how to respond when approached.

We are also making progress in operational safety. For the first half of the year, our reportable train accident rate improved by 3 percent, compared with 2012. But serious derailments and accidents still occur.

The recent tragedy in Lac Mégantic, Quebec, has focused public attention on the safety of moving certain commodities by rail. Our thoughts and prayers continue to be with the residents of Lac Mégantic and others who were affected by this tragedy.

As a result of this incident, on Aug. 2, the Federal Railroad Administration (FRA) issued an Emergency Order and Safety Advisory regarding the movement of flammable liquids, including crude oil and ethanol. The changes described by the FRA were expected and are consistent with our ongoing multilevel risk-reduction program. At BNSF, we have always handled some commodities with extra precautions to further reduce risk, including stringent requirements related to key trains that carry hazardous commodities.

In response to the Emergency Order, we are building on the rigorous measures we already have in place, adding some operational requirements related to key train identification, movement and securement. These changes took effect Sept. 1, and employees across the network are receiving more information through safety and rules briefings and other communication.

In our Vision & Values, we describe the importance of “striving to do the right thing, safely and efficiently.” Each and every day, nothing is more important than returning home safely to our loved ones – and operating safely through the communities we serve. Thank you for all you do to meet our customers’ expectations and advance our safety vision.

Greg Fox, Executive Vice President, Operations
Keeping BNSF safe and (cyber)secure

Information is power, as the saying goes. Information can also be about money - and security - which is why it's so important to be sure information doesn't get into the wrong hands, including those of cybercriminals.
The costs of cybercrime today are staggering. The annual cost to corporations is estimated to be around $226 billion, according to a Congressional Research Services study, and other reports estimate the cost to individual consumers at another $110 billion globally in 2012.

The rate of cybercrime is equally alarming. The increase in malicious web links – including those emails that pop up from friends or acquaintances with an obscure link in the message – is up by 345 percent since 2008, according to IBM’s Institute for Advanced Security.

Surprisingly, hackers spend an average of 243 days on a victim’s network before they are even identified, according to a recent study by Mandiant, a provider of corporate cyber security systems.

And networks aren’t the only place hackers can infiltrate. The significant rise in the use of smartphones increases the potential risk. The cyber security firm Websense predicted this year that hackers will increase the use of social engineering lures to obtain user credentials on mobile devices, and the number of malicious apps that slip through validation processes will increase.

“If you look at the trends and the surveys about cyber security, it’s enough to keep anyone up at night,” says Eldon Specht, general director, Technology Services (TS) at BNSF. “Whether they are targeting organizations or individuals, these criminals do not need to be physically close to their victims to commit a crime. Technology allows these criminal activities to easily cross multiple state and national borders. They can be carried out automatically, at high speed and by attacking a vast number of victims at the same time.”

Unfortunately, no one is immune from these modern-day bad-guy attempts, which have actually been able to breach networks at some of the largest organizations, including Aetna, Charles Schwab, Google, Wells Fargo, Cornell University – even the U.S. Department of the Treasury and the Department of Defense.

What kinds of information do cybercriminals want? While cyber attacks were initially a concern for governments and financial and security companies, everyone is now a potential target. Personal information, such as user IDs, phone numbers, Social Security numbers, full names, dates of birth – even a mother’s maiden name – are increasingly valuable, as this data can be monetized quickly and at low risk. Some cybercriminals attempt to steal intellectual property from corporations, while potential terrorist organizations seek secure information about critical defense, financial, energy or transportation infrastructure. Other hackers are simply vandals, enticed by the technological challenge of disrupting lives or networks.

**Routing out the worms**

BNSF is not immune to these attempts. Among the most common attempts is criminals trying to trick users into giving up user IDs and passwords, or getting them to open an attack vector via email phishing or thumb drives. According to TS, there are more than 200 million intrusion attempts on our BNSF network per month. More than half (52 percent) of the attempts originate in the U.S.; 20 percent are from China; and 5 percent each from the United Kingdom, Canada and France.
“We are very successful in blocking the attempts made against us,” says Specht. “We receive about 20 million emails each month that are known spam or malware, and we block about 17 million of these. Even though we block a high percentage, some spam still gets through our security systems as new viruses are created every day.”

Because some of these viruses and malware may make it onto BNSF’s network, we depend on employees to help protect the network and our data. It’s also a reason why BNSF has made cyber security one of its key corporate initiatives for 2013.

“We are trying to elevate a wide focus on cyber risk for all employees at BNSF by increasing awareness and education on best practices. It is not just a Technology Services initiative,” says Specht. (See sidebar.)

Putting people to the test

The weakest link in the fight against cybercrime is people. “Attackers can be patient and persistent. Unfortunately, many of them have a talent for deceiving people. They are social engineers capable of hacking at all levels of an organization,” says Specht. “Researchers have determined that 55 percent of stolen access is due to people having easy passwords.”

To test BNSF’s security, TS routinely commissions a team of social engineers and “white hat” hackers to try to “crack” our system. This team reviews individual employee security practices as well as network strength.

As part of the test, telephone calls are made on BNSF company lines with the caller seeking BNSF logon IDs and passwords. Emails are also sent with a fake website name “phishing” for responses, and USB devices are randomly dropped in various BNSF office locations. The results from the last audit were rated “fair” or “satisfactory,” with breaches in all three audit categories, including several of the USB devices being inserted into BNSF computers and employees giving out their logon IDs and passwords.

“Giving out passwords is truly unacceptable,” says Vice President Technology Services and Chief Information Officer Jo-ann Olsovsky. “By doing so, employees increase the security risk to BNSF. And while the audit firm rated us as satisfactory when it comes to ‘phishing’ attempts, we encourage employees to look closely at links. If you’re not expecting a link from someone you know, don’t click on it. Even if it is from someone you know, read the link. Hackers can be very creative by changing just a letter in a company name to look like it is legitimate when it is not.”

And when it comes to USB devices, discard those that aren’t yours and never pick up a device and plug it in. Viruses are routinely spread by USB devices.

Protecting personal information

Individual employees often send their own personal information, such as credit card numbers and driver’s license numbers, via email onto the Internet. Occasionally, BNSF departments may also store or transmit some employee personal information for reporting purposes. To help protect individuals and departments, all BNSF workstations are now monitored to detect if employee personal information is transmitted outside of BNSF. The technology, however, is only enabled for detecting, not blocking, the transmission, since some employee personal information is needed for legitimate business purposes.

Protecting personal information is paramount. If you identify processes where personal information such as Social Security number or date of birth are used, work to eliminate those completely or replace them with your “B” (employee) number or the last four digits of your Social Security number, for example.

“The risks are very real, and we all play a role in reducing it. When online, remember to stop and really think about the information – your personal and BNSF data – before acting. Then connect responsibly,” says Olsovsky.
BNSF leverages many technological solutions to help protect BNSF computing environments. However, simple solutions that every member of the BNSF team can implement are often the most effective. Follow all BNSF security policies and these simple security practices below to protect yourself and BNSF.

**WHAT YOU CAN DO**

**DO:**
- Understand our company policies
- Create a strong password; use an acronym, initials or a phrase with combinations of letters and numbers
- Lock (Ctrl-Alt-Del) your computer (as well as your phone or tablet) if not in use
- Use secure remote access (Junos Pulse/VPN) while on hotel and other public networks
- Question the need for confidential personal information and shred, delete or destroy any information you don’t need
- Use caution in your web surfing habits (how you connect, where you connect, what you click on, what you plug in)
- Send any suspicious email messages to the spam mailbox
- Use only secure websites (https or Lock symbol) for online transactions

**DON'T:**
- Give anyone your password — **No one at BNSF has a reason to ask for your password, including the Help Desk**
- Share passwords, reuse passwords or use the same password across websites, especially banking sites
- Email confidential information over the Internet (Social Security numbers, credit card info, DOB, etc.)
- Connect unapproved BNSF devices to our network
- Download software unless approved
- Open attachments or click links in suspicious or unexpected email messages
- Take BNSF devices when you travel abroad unless absolutely necessary; if you do need these devices, advise TS when you return

**IMPORTANT REMINDERS FOR ALL COMPUTER USERS**

- **Who do I call for help?**
  **Call the Help Desk** – 817-593-4357 (593-HELP) or 800-435-7649

- **Other resources**
  **Spam Mailbox** – spam@bnsf.com; use this mailbox should you receive a suspicious-looking email by forwarding the email in question. The sooner TS is notified, the better to block malware from getting into BNSF’s system.
  **Security Mailbox** – security-team@bnsf.com; use this mailbox should you have other cyber security issues or questions, for example, if you need help protecting personal information being exchanged with business partners or if you think you got pulled into a bad site that may have infected your machine with malware. Again, the sooner TS knows about the breach, the sooner it can stop the spread of malware once inside the network.
Every day, the people of BNSF demonstrate our Vision & Values through a commitment to integrity and compliance to rules and laws. Our commitment has provided BNSF with a reputation of integrity that is recognized by our communities, customers and employees. We need everyone’s assistance to help protect this reputation from the few individuals who may not subscribe to our commitment.

Whether it is a simple scheme or a sophisticated web of deception, fraud not only impacts the company’s bottom line, it can also severely tarnish our reputation. BNSF’s Code of Conduct and Vision & Values guide how we do business and make it clear that, as part of the BNSF community, we are all expected to adhere to the highest legal and ethical standards. Our Corporate Audit Services (CAS) team is also tasked with preventing and detecting fraud. Railway asked Dave Stropes, vice president, CAS, about fraud and what employees need to know about it.

Q: What is fraud, exactly?
A: It is theft through the use of deceit, basically doing things that benefit you, and not always a direct exchange of money. For example, accepting extravagant gifts and entertainment from a vendor in exchange for business is considered fraud. Falsifying or inflating numbers that will make you look better is fraud. Not accurately reporting your time is fraud. Reselling company supplies or equipment, submitting a bogus receipt or misusing a fuel card are other examples.

Q: Is fraud a big problem at BNSF?
A: No, it’s not. We have five to 10 issues of fraud come up a year. It’s clear that the majority of our employees are proud to work at BNSF and try to do the right thing. People are paying attention, and when they see something that is not correct, they tend to report it. Our Vision & Values and Code of Conduct guide us to do the right thing. We also have good controls in place to help us prevent and detect fraud.

Q: So if it’s not a big problem, why is it important to talk about fraud?
A: Although we only have a few instances every year, we have a responsibility to ourselves, each other, our families and our communities to ensure that BNSF and all of its employees consistently model the highest legal and ethical standards. Each of us needs to lead by example.

Also, fraud is something every business must consider, because a few “lost” pennies here or there may snowball into huge losses. If someone is stealing from or cheating BNSF, they’re hurting all of us.

Fraud can damage our reputation as well. A highly publicized case could hurt our business with new or existing customers, affect our interactions with state and federal agencies, or impact our ability to recruit employees.

For all of these reasons – and, most importantly, because it’s simply the right thing to do – we each have a responsibility to watch for and report fraud.

Q: What does CAS do to prevent fraud?
A: BNSF has many controls in place, such as expense report and timesheet approvals that are reviewed. CAS regularly evaluates these controls to make sure they are working well and effectively. For example, there was a time that any vendor could be added to our list of vendors. Now, we have a much more rigorous process for adding vendors.

Many of our auditors are Certified Fraud Examiners (CFEs). They are focused on fraud and work with other departments and agencies to audit, monitor and analyze. They know what indicators to look for, including where there may be weaknesses in the systems. A lot of software is available now to help them make a computerized analysis.

Our team also depends on calls from the BNSF Hotline. Many of the tips we receive on the Hotline are related to fraud, and all of them are investigated, some with the help of our Resource Protection team.
What can I do to help prevent fraud?

A: We should all know the proper procedures to perform our jobs. We each have a responsibility to learn what these are and help fellow employees understand why the processes are set up the way they are. For example, if your job includes approving time, payments, goods received, work performed by a vendor, etc., you are being asked to confirm that the transaction actually happened. Don’t be a “rubber stamper.” Take the time to ensure that the transaction is legitimate and for valid business purposes. If something doesn’t seem right, ask questions or discuss it with your supervisor.

Many times detecting fraud can be as simple as someone noticing something out of the ordinary. Our people are our best defense against fraud. If something just doesn’t “seem right,” take the time to ask questions or call it to your supervisor’s attention.

Finally, if you think someone is contemplating fraud, have a conversation with that person. Help him or her to understand that fraud hurts all of us.

What can I do if I see fraud being committed?

A: The first thing to do is to do something. By not reporting, you’re saying it’s OK. If you suspect fraud has occurred, talk to your supervisor or Human Resources representative. You can also call the Company’s Chief Compliance Officer at 817-352-2352.

Finally, you can call the BNSF Hotline at 800-533-BNSF (2673). The Hotline doesn’t take the place of talking to a supervisor, but it provides another way to express concerns about actions we believe are inconsistent with our commitment to safety, integrity and compliance.

When employees call the Hotline, they can give their name or remain anonymous. The line is operated by an independent third party, is manned 24/7 and available in multiple languages. The caller will be asked to provide as much information about the concern as possible. Once all the information is given, the employee will be given a case number should he or she want to call to check on the status.

Employees can report their concerns without retaliation, and those implicated in an allegation have the presumption of innocence.

We encourage everyone – employees, contractors and vendors – to use the Hotline and do the right thing for the right reason.

“Our Vision & Values and Code of Conduct guide us to do the right thing. We also have good controls in place to help us prevent and detect fraud.”

Dave Stropes, Vice President, CAS
BNSF’s automotive business

NOW IN THE FAST LANE
Every 15 seconds a new car or truck is loaded onto a BNSF automotive train. That equates to more than 2 million vehicles per year — a number that continues to grow. The average age of a vehicle on the road in the U.S. is 11.4 years old (the highest ever on record), and car and truck sales are now accelerating as the economy and consumer confidence strengthen.

“Growth in BNSF’s automotive segment is the result of pent-up demand due to an aging vehicle fleet and attractive financing and incentives for buyers,” explains Dave Fleenor, assistant vice president, Consumer Products-Marketing. “The automotive supply chain is also shifting, and more automobile manufacturers are building new facilities in North America. This shift in the supply chain has also resulted in new business for BNSF.”

Vehicle manufacturers cite many reasons they’re building here. Foremost, auto dealers prefer the shorter supply chain and lower transportation costs realized when manufacturers’ plants are located in North America. Secondly, the value of the yen has appreciated in recent years, which makes it favorable for them to build facilities in North America. Additionally, as wage gaps have narrowed between Asia and North America, it has become more cost effective for manufacturers to do business within the U.S. and Mexico, both of which have become major players in the auto manufacturing business.

“BNSF’s automotive business has seen units increase approximately 50 percent since 2010,” says Fleenor. “As new auto manufacturing facilities are built across the country and in Mexico, BNSF is proactively identifying new business opportunities in areas that represent new growth for the company.”

Automotive Facility Network

To ramp up, BNSF is investing about $140 million in capital this year specifically dedicated to the automotive business, including the purchase of 1,000 new railcars. The investments will expand current facilities or go to build new automotive distribution centers to support the anticipated growth in BNSF’s automotive business. A new Denver-area distribution facility (Front Range) is scheduled to open in November and will expand BNSF’s footprint from 17 acres to 92 acres. The company has also significantly expanded its automotive facilities in Kent, Wash., Joliet, Ill.
BNSF is acquiring 1,000 new bi- and tri-level auto railcars, the largest investment in automotive equipment by any railroad.

(Logistics Park-Chicago), San Bernardino, Calif., and St. Paul, Minn. (Dayton’s Bluff).

The purchase of 1,000 new bi-level and tri-level auto railcars in 2013 represents about 20 percent of all new fleet additions this year. This is the largest investment in automotive equipment by any railroad.

**DILWORTH PICKING UP SPEED**

One place where the rebound in traffic is clearly affecting business is at BNSF’s Dilworth, Minn., automotive facility. For the first time in 10 years, the company is handling new Ford and General Motors (GM) business this year into Dilworth. Just two years ago, BNSF did not have any automotive business through the facility; in 2013 alone, Dilworth will handle approximately 30,000 new GM vehicles and 20,000 new Fords. Interestingly, most of the new business is made up of trucks and utility vehicles en route to the Bakken Shale region, another rapid growth area for BNSF.

Although the “Big Three” automakers – Chrysler, Ford and GM – continue to build automobiles in Michigan, the supply chain has shifted, and auto production is much less concentrated than it once was. There are many more players in the auto business, and several are choosing to locate new plants or expand existing plants in the South and Midwest, where BNSF has a stronger presence or connections. For example, Toyota has moved the production of its Corollas that are destined for Mexico from Canada to its Tupelo, Miss., location, which is served by BNSF. These types of developments mean that BNSF will most likely see increased traffic, either directly or through interchange.

**CLEARING THE ROAD**

To ensure that everything runs smoothly with these high-value goods, BNSF has a dedicated network using unit automotive trains or automotive mixed with intermodal traffic.

“This way we optimize our routes across the system, and we’ll continue to do so to handle the increased demand,” Fleenor explains. “BNSF has grown alongside the automotive industry in the Southeast, where we operate a key route into and out of the Birmingham [Ala.] facility. As a result, customers can streamline their transit and logistics.”

All BNSF vehicle business headed east interchanges through Memphis, Tenn., Birmingham or Chicago. Major customers include Honda, Hyundai, Kia, Nissan, Toyota, Subaru, Ford, Volkswagen, Mercedes and Mazda.

**STAYING AHEAD**

Mexico and the U.S. will continue to be the finished vehicle growth areas for the foreseeable future.

Within the U.S., significant projects are under construction for automotive and vehicle parts production in the Southeast, with new and expansion projects in southeastern states currently totaling more than $4 billion.

Mexico plant investments are directed toward finished vehicle production and assembly plants, with nearly $3 billion in projects currently under construction, and another $1.3 billion currently in planning stages. In fact, Mexico’s annual auto production is expected to reach 3.48 million vehicles by 2015, up more than 1 million from 2011. The vast majority of the vehicles manufactured in Mexico are destined for the U.S.

“BNSF is focused on expanding capacity where this growth is occurring,” says Vann Cunningham, assistant vice president, Economic Development. “We work actively with states, utilities and other economic development organizations to identify suitable sites that offer new automotive manufacturing facilities a significant competitive advantage.”
Among the growing automotive business are new trucks and utility vehicles, en route to the Bakken Shale region.

REDUCING CONGESTION

BNSF uses its El Paso, Texas, international gateway as its primary route to move automotive traffic from Mexico to points in the U.S. BNSF recently teamed with the Texas Department of Transportation to complete a second access track that connects the El Paso Yard and the International Bridge to Mexico. This line increases BNSF’s throughput while reducing automotive rail traffic delays up to 50 percent.

BNSF has also supported improvements on Mexico’s side of the El Paso-Juarez gateway. In a collaborative project, Mexico’s Federal Department of Transportation, the city of Juarez, the state of Chihuahua and Ferromex are constructing five grade separations to reduce train-vehicle congestion and improve rail’s capacity to accommodate international trade. One grade separation in Juarez was completed last year; two more are currently under construction. With these investments in place, the track is available 15 hours a day, instead of the previous nine hours per day. And, with the completion of all Juarez grade separations, the El Paso-Juarez gateway will be able to operate 24 hours a day.

In late 2012, BNSF also installed a southeast “wye” at Belen, N.M., to allow more efficient connections for Mexico traffic moving between BNSF’s Transcon route and the El Paso Subdivision.

“Although much of BNSF’s recent growth in the automotive industry is a result of increased demand, we continue to gain market share because of our service offerings and adequate railcar supply, and because our employees quickly address any issues that arise during shipments,” says Steve Bobb, executive vice president and chief marketing officer. “This is a huge compliment to everyone involved in BNSF’s automotive business.”

Note: BNSF’s automotive business team handles the finished vehicles business, while vehicle parts that move in containers or trailers from parts manufacturers are part of BNSF’s intermodal business.

“ALTHOUGH MUCH OF BNSF’S RECENT GROWTH IN THE AUTOMOTIVE INDUSTRY IS A RESULT OF INCREASED DEMAND, WE CONTINUE TO GAIN MARKET SHARE BECAUSE OF OUR SERVICE OFFERINGS AND ADEQUATE RAILCAR SUPPLY, AND BECAUSE OUR EMPLOYEES QUICKLY ADDRESS ANY ISSUES THAT ARISE DURING SHIPMENTS.”

—STEVE BOBB
Executive Vice President and Chief Marketing Officer
myBNSF.com
Your go-to spot.

MYBNSF has all your benefits, wellness and retirement information in one easy-to-access place. It’s part of the new way we’re getting information to you. We know you’re busy. So, we’ve made it easier than ever for you to find what you’re looking for and get on with your life.

Take a look at everything myBNSF has to offer.

WE ARE BNSF.
Finding what you need.
IT’S THE WHOLE PACKAGE.

Welcome to the new, hassle-free way to find benefits, wellness and retirement information.

Get started.
Go to myBNSF.com or access myBNSF through the intranet. Log in using the same information you use to log in to your computer at work — your B ID and password. Don’t know your login info? No problem. Call the Help Desk at 817-593-4357.

Get information fast.
myBNSF brings benefits, wellness and retirement information right to your fingertips. Log in from your computer, tablet and smartphone.

See personalized information.
Each page contains content specific for you. No digging through information that doesn’t apply to your life. Don’t worry — the site is secure, so your information won’t be shared with anyone. Be sure to always log off, since personal data will be on the site.

Give your spouse access.
Does your spouse help make health and benefit decisions for your family? Grant him or her access to the site by clicking on Manage Spousal Access from the login page or the header of each page on the site. Your spouse will see a special “spousal view” so no personal information will be shown.

Share your story.
myBNSF gives you the opportunity to get involved by sharing your story and photos. Tell us how a BNSF benefit or wellness program has made your life better, and you might see your story in the spotlight.

Find everything in one place.
myBNSF is easy to navigate and designed to get you where you want to go quickly. Find everything you need in three clicks or less. Find it even faster using the search feature at the top of every page.
At BNSF, we honor the commitment of the men and women of our armed forces. BNSF is consistently identified as a top employer for U.S. military veterans and since 2005 has hired more than 5,000 veterans.

There are many parallels between veterans and railroaders; both often work outdoors, in a physical environment, and are on the go. The work style is similar as well, with those in the military trained to be mission-focused and safety-minded, and to strive for excellence.

“We value the skills that those with military experience bring to our organization,” says John H. Wesley III, manager, Military Staffing. “The military candidate embodies the core competencies essential at BNSF: leadership, teamwork and the ability to perform safely in a fast-paced, dynamic environment.”

Here are the stories of just a few BNSF employees who have served or are serving our country as well as our company.
Alisha Dale’s career was inspired by her grandfather’s experience in the Navy and with another railroad. “I’m from Des Moines, which has a strong rail history. I learned about BNSF through a friend who said she really liked it, so I decided to apply as well.”

Dale has been working at BNSF since 2012 and enjoys the opportunities to gain new experiences. “Conductors in our area go to different grain elevators and industries all the time. Every trip, you learn something new. It’s a good learning experience, even when the trainee program is over.”

As she moved from the military to the railroad, Dale noticed a strong focus on safety and teamwork in both. “In the military, the focus was on the proper use of weapons. Obviously there aren’t any weapons at BNSF, but we have safety training and always have to be aware of potential dangers. It’s also important to watch out for your crew. You’re assigned to a unit in the military and have to learn how to talk issues out. Being on the road now, crews have to communicate well with each other so trips go smoothly.”

Although she volunteered for deployment on multiple occasions, she has been stationed in Iowa and Illinois as a cook. “I also took on other soldiers’ roles when I had time,” Dale says. “Sometimes I was functioning on only three hours of sleep, so I’m grateful for my job now with BNSF!”

While working in the yard in Chicago, Dale met several other military personnel from each branch and noticed groups of veterans working there. “Being military at BNSF, we know we’re supported. I’m glad to know that if I get called up from the Reserves to serve that my managers will work with me.”
solve to find solutions. In fact, he found many similarities between the military and the railroad.

“They function in much the same way, and there is a clear chain of command. I believe that good leaders in the military make sure their ‘guys’ come first. I’ve seen many leaders at BNSF do the same.”

Fuelling also appreciates BNSF’s efforts to be a military-friendly work environment, noting there is a willingness to work with those called for Reserve duties. “Everyone I deal with is very considerate and open toward those with military backgrounds. Many supervisors here are veterans, and it’s nice to have that shared understanding.”

JOSPEH FUELLING
Manager, Safety, Springfield Division; served as a Reserve member of the Army National Guard from 2001 to 2006

Initially, Joe Fuelling looked to the military as a means to get out of the small town in which he grew up and to see more of the world. “If you were to talk to my high school classmates, I would not be one they would identify for management in the military – or a railroad, for that matter,” Fuelling says. “I grew a lot personally through my military experience.”

During the years he served, Fuelling was deployed both in a stateside mission as well as to Iraq. He eventually earned the E-5 Sergeant ranking.

Fuelling most enjoyed his position as a squad leader in the Army. Developing and molding young soldiers and teaching them best practices was a rewarding, yet demanding job. He was grateful for the chance to show the new forces what it means to be a good leader.

While overseas, Fuelling first learned of job opportunities with the railroad through a friend. After returning home from Iraq in May 2006, he went through training with the National Academy of Railroad Science and was hired by BNSF as a yardmaster. He eventually moved to a manager role in Safety.

Fuelling sees his current position as being similar to his role as a squad leader in that he is able to build relationships, provide feedback, help others and problem-solve to find solutions. In fact, he found many similarities between the military and the railroad.

“They function in much the same way, and there is a clear chain of command. I believe that good leaders in the military make sure their ‘guys’ come first. I’ve seen many leaders at BNSF do the same.”

EUGENE GREEN
Coach cleaner, BNSF’s 14th Street facility in Chicago; served in the Army from 1966 to 1969

Immediately after high school, Eugene Green joined the Army to do meaningful work, travel and experience different people and cultures.

“It was great for a young person to have that chance to see how others live while serving your country, and being constructive is a special thing,” he says.

Green served for three years during the build-up to the Vietnam War and was deployed to Germany.

After his military service, Green worked at a steel mill in Chicago in 1970. Over several years, he worked in steel, lumber and even video game production. In 2000, Green applied to work at BNSF through a reference from the Veterans Administration (VA).

“I wish I had known about this job sooner. I love the camaraderie here. It is a great place to work and is really my ideal job. Employees here have many opportunities to grow, and BNSF is concerned for its people,” Green says of the 14th Street Mechanical facility, which helps maintain Metra’s passenger rail equipment.

While adjusting from life in the Army to a civilian job took some time, Green noticed that he worked better in a very structured environment. His decision-making and organizational skills had also improved.

Today, the organizational skills developed in the military still benefit him, as does a constant awareness of surroundings, safety, expediency and teamwork, he says, adding that members of his team and their foremen always look out for each other.

Green likes that BNSF goes out of its way to recruit military veterans. “As a matter of fact, we just got a couple of new employees here who just finished their military training. That training makes a difference in how they approach a job, which is especially beneficial on the railroad.”

DOUGLAS MAINES
Telecommunications technician, Seattle; served as chief petty officer for the Coast Guard and in the Reserves; combined service from 1979 to 2006

Douglas Maines joined the service after earning his associate degree in business, mainly for the career opportunities and benefits. After eight years in active duty, Maines spent the rest of his service in Seattle, with a deployment to the Middle East in 2004.
He was particularly impressed with the youngest soldiers there. “They were the most dedicated group of people I’d ever seen. I was proud to be associated with them,” he recalls.

“I think deployments are always harder on the family left behind. Soldiers know that they’re all right, but the families don’t, until they get a phone call. Having a cell phone handy, I could call my wife in the morning on my way from the barracks. It was a surreal experience to be so far away and hear her voice.”

After moving to the Reserves in 1987, Maines learned about a job with a BNSF predecessor railroad through his VA representative. He started work as a signalman and moved to Telecommunications three years later. His current position is similar to his military role, working as a technician with radio and fiber optics.

“I enjoy customer service and making people happy,” Maines says. “If I can fix a problem, I’ll do it on the spot. It reminds me of the Coast Guard, in a way – helping the people right in front of you.”

*SAM RUTHERFORD*
Dispatcher, Fort Worth; served in the Navy from 1968 to 1972

Samuel Rutherford enlisted in the Navy, where he served as a radioman, working with transmitters, receivers, radio telephones and classified information. As a dispatcher today, he continues to send and receive information as part of his duties.

“I requested the Navy because it would provide me with a good deal of civilian-based knowledge. I work at BNSF now because of the related work I did in the military,” he says.

Rutherford was deployed during Vietnam in 1969 and again to the western Pacific in 1972. After leaving the Navy, he attended college, worked as a police and fire dispatcher, then joined the railroad as a telegrapher and dispatcher, working in Pasco, Wash., and Seattle until BNSF built its campus in Texas in 1995.

“Growing up, one of my best friend’s parents worked for a regional railroad,” says Rutherford. “We would frequently visit the depot, and after high school I worked two summers on the section crew, repairing and building track. It was easy going back to the railroad environment after the Navy because I had practical experience and knew the culture.”

When comparing his jobs, he notes shared aspects, including the necessity for good communication, a certain amount of pressure, challenges to keep the mind sharp and the chance to know he’s doing something important.

“In the military, you have discipline, and the railroad realizes that. It’s a good fit and makes sense.”

*KEITH THOMAS*
Signal supervisor, Aurora, Ill.; served in the Marines for 20 years

After some time in college, Keith Thomas signed on with the military in hopes of achieving a greater level of discipline. Through the years, he learned that discipline – as well as a series of new skills. As a Marine, Thomas worked as a tank mechanic and aviation electronics technician.

Thomas was deployed several times, first in 1991 during the Gulf War, participating in Operations Desert Shield and Desert Storm, and later in overseas tours between major conflicts. These placements often pulled him away from family. “I missed a lot of important moments in my kids’ lives during deployments, like taking their first steps. Many times I got secondhand information, like a photo, instead of being there to see it myself.”

After retiring from the Marines in 2006, Thomas attended a job fair in hopes of finding a position in aviation. “I tried the big aircraft companies, but they just took my résumé and didn’t give me a second thought. Even with many years of experience, they didn’t care enough to take interest in me.”

Thomas was passing BNSF’s booth when a recruiter stopped him to talk about job opportunities. After some encouragement, he applied for a position online.

“Sending that application in was by far the best decision I could have made. I’m very happy here.”

Due to his past leadership experiences and problem-solving aptitude, Thomas was hired as an experienced first-line supervisor. He was able to quickly learn the technical side of the railroad and transitioned into work at BNSF smoothly.

“I’m very fortunate because I know many middle-aged people like me who have worked multiple jobs over their career,” says Thomas. “I’ve had the great experience of having only two, and I have loved them both.”
Decades ago – during the height of passenger rail – when weary rail travelers disembarked from trains, the first person they were likely to be greeted by was a Red Cap.

Set apart by the signature red hats they wore, Red Caps were to railroad stations what Pullman porters were to the passenger trains of the 19th and 20th centuries. (Both could be considered forerunners to today’s Sky Caps, who provide a similar service in airports. Amtrak continues to use Red Caps in large metropolitan areas.)

In addition to greeting passengers and managing baggage to and from the train, Red Caps frequently went above and beyond their normal duties to provide services for rail travelers and to help them feel comfortable.

Recently, the BNSF Railway Foundation donated $10,000 to help establish a lasting tribute to the Red Caps. The donation to Rondo Avenue Inc. will help with the creation of permanent exhibits in the recently renovated St. Paul, Minn., Union Depot and in the Minnesota Transportation Museum. The contributions of the Red Caps will also be recognized by the naming of the Red Cap Room at the Depot, which is a conference room overlooking the concourse that will be rented for social events.

The room’s unveiling kicked off the annual Rondo Days festivities, which are sponsored by Rondo Avenue Inc., a St. Paul organization that strives to maintain and enhance the spirit of the Rondo community, where many of the African-American Red Caps lived and raised families.

Red Caps were the basis for a growing middle class in the Rondo neighborhood. Some used the wages they earned as Red Caps to pay for college. Today, many prominent St. Paul citizens had fathers or other family members who were Red Caps.

“The Red Caps were renowned for their excellent service, which was underscored by their kindness and eagerness to help travelers,” said Marvin Anderson, co-founder of Rondo Avenue Inc. “Despite the perception that their job was menial, these men worked with dignity. They were committed to public service and took pride in the accomplishments of the community as a whole. The Red Caps were an inspiration for generations of us who grew up in Rondo. We were determined to live our lives in accordance with their values.”

Rondo Avenue Inc. was founded in 1982 with the aim of bringing back a sense of community, stability and neighborhood values to the old Rondo community. More information about Rondo Avenue Inc. can be found at www.rondoavenueinc.org.
With operations across much of the dry West, BNSF sometimes encounters fires on or near the right of way. Although measures have been implemented to prevent fires, they can and do occur – from lightning strikes, trespassers or other sources.

In the event of a right-of-way fire, BNSF employees should fight a fire only if properly trained and equipped, and if judgment dictates they can do so safely. Employees may also contact local firefighters to coordinate a concerted effort.

But BNSF also has another firefighting “weapon” in its arsenal – specially equipped “fire trains” available, when needed, as an effective and innovative approach to fighting fires. In 2007, the Northwest Division helped engineer this unique concept for fighting fires along the BNSF right of way and today has two firefighting trains – one based out of Spokane, Wash., and the other out of Wishram, Wash.

While the two consists vary slightly, the equipment is similar. The Spokane train is made up of two tender cars, a fire car and a caboose that serves as command center. The tender cars contain thousands of gallons of water, and the fire car is equipped with aqueous fire-fighting foam. An onboard generator in the caboose provides power for the cars and can also be used to power work lights, radios and other emergency equipment.

The wishram train, built in 2008 by Vancouver, Wash., Mechanical, houses its generators, pipes and pump systems under three tank cars. It also has a caboose that is equipped with a tie spray bar and water cannon, and acts as the command center when called into service. This train was built to protect the Fallbridge and Oregon Trunk subdivisions.

According to Dan MacDonald, director, Maintenance, for the division, an extra pump and injection system were recently added to the Wishram train. “We now can ‘foam’ ties or a bridge with this train. This protects the track structure much more effectively than plain water,” says MacDonald, who credits Vancouver Mechanical for all the enhancements.

Several times already this year the Wishram train has been put to use. Completed in the fall of 2007, the Spokane train saw action its first day in service. “We were just putting the final stenciling on when it was called down to California, where a wildfire was headed toward a wooden trestle on our right of way,” recalls Mechanical Foreman Ryan Risdon, Pasco, Wash., himself a volunteer firefighter. “The system is a boon to firefighters because there is no need to run hose. You can spray a huge water stream right from the deck of the car. We can reach about 300 feet up an embankment.”

The equipment is also useful after fires have been put out. “Not only can it be used to fight fire directly, or to refill equipment, but we use it to spray down the right of way to prevent flare-ups after the fire has been contained,” says Risdon. (Several water-filled tank cars have been strategically placed on the Northwest Division and are equipped with the proper connections so firefighters can refill their equipment or rig hoses directly to the cars.)

“This special train allows us to get water into spots where fire departments traditionally cannot,” says Mechanical Foreman Victor Ahlf, Spokane. “It’s like having a pond on wheels.”

So far, the firefighting equipment has been dispatched to help fight fires in Washington, Idaho, Oregon and Colorado.


For the Spokane, Wash., “fire train,” platforms were constructed on either end of the fire car. Each platform is equipped with a water cannon fed by three large tanks.
Earlier this summer, BNSF began the process of moving a Mammoet industrial crane from the Port of Houston to Ponca City, Okla. The crane will be used at the Phillips 66 refinery there for six to eight weeks this fall to change out two massive coke drums used in oil refining.

Designed by Mammoet, a leader in the heavy lifting and heavy transport industry, this is one of the world’s largest module cranes. It is so large that it takes two months to build and another two to disassemble. The boom length alone of this superstructure is 587 feet – almost twice the height of the Statue of Liberty.

The 4,000-ton crane was transported in 196 intermodal units, including flat racks, open top/side containers and closed containers. The containers are engineered to carry a specific component of the crane and are designed to handle more weight than traditional intermodal containers.

“Our biggest challenge was trying to put a new transport situation into practice fairly quickly,” says Sean Stacey, marketing manager, Industrial Products. “This move was unlike any other we have managed. We were required to think outside the box when we already had a learning curve.”

Conference calls involving at least 20 BNSF departments were necessary to arrange and prepare for the move. “We initially thought this process would be cut and dried, but we learned a great deal through the experience,” says Stacey. “The experience provided a great opportunity for Industrial Products and Consumer Products to use their expertise while working together on a unique project.”

A continued partnership with Mammoet may result in fine-tuning of the transport process, and Stacey notes that BNSF could potentially transport similar machinery up to five times per year.

“Any time we can make rail work for a customer is another chance for us to grow the business while we keep more trucks off the road and provide cleaner, more effective transport,” says Stacey.
BNSF is offering 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 and at the taconite facility in Allouez, Wis.

“This BNSF's business in the Bakken region has grown significantly in the last 12 months, and we expect it to continue to grow at a strong pace for the foreseeable future,” notes Riz Chand, vice president, Human Resources. “This type of growth — in a market where BNSF-quality talent is in low supply — presents some challenges. This year we need to hire more than 450 scheduled positions in the region to ensure that we can meet our customers’ expectations. By offering this sizeable referral incentive, we are asking current BNSF employees throughout the system to connect the best-qualified people to BNSF so we can continue to bring the best talent into our company.”

Employee referrals must meet specific terms and conditions outlined in the Employee Referral Program guidelines found on the portal, including:

- The applicant must apply for the specific position online at bnsf.com/careers before the BNSF employee submits the online Employee Referral Form. Employee referrals will not be considered unless the referral applies to a specific job posting.
- A referral is not a guarantee of employment.
- BNSF will pay the full referral bonus once the new employee has completed the required Technical Training Center (TTC) course for the position. If TTC training is not required, the bonus will be paid after six months of employment.

For program details, guidelines and eligible locations, log in to employee.bnsf.com and search “2013 Employee Referral Program” in the “all sites” search window.

If you have questions about the program, please email staff.recruiter1@bnsf.com.
CONGRATULATIONS TO THE 2014 CALENDAR PHOTO CONTEST WINNERS, WHOSE SHOTS CAPTURED THE BEAUTY OF BNSF’S NETWORK AND THE DIVERSITY OF COMMODITIES WE HANDLE. THANK YOU TO EVERYONE WHO SUBMITTED ENTRIES. PHOTOGRAPHS BY THESE EMPLOYEES WILL BE FEATURED IN THE 2014 PHOTO CALENDAR.

Trevor Attwood, supervisor, Structures, Fresno, Calif.
Ed Chapman, director, Hazardous Materials, Fort Worth, Texas
Robert Della-Pietra, road foreman of engines, Chicago
Keelan Kindt, electrician, Douglas, Wyo.
Jeff McFadden, conductor, Winslow, Ariz.
Todd Michel, conductor, Winslow, Ariz.
Scott Schrage, maintenance welder, Lincoln, Neb.
Ted Smith-Peterson, switchman, Stockton, Calif.
Mark Steenwyk, locomotive engineer, Kansas City, Kan.
James Tylick, terminal manager, Kansas City, Mo.
Shawn Varner, conductor, Alliance, Neb.

Two winning entries, including the grand prize-winning shot shown here, were submitted by Ted Smith-Peterson, a switchman in Stockton, Calif. Robert Della-Pietra, road foreman of engines from Chicago, also submitted two winning entries.

All BNSF employees receive a complimentary calendar, which will be mailed to homes in October.

The photo that will be featured on the one-page At-a-Glance calendar was taken by Locomotive Engineer Carey Faulkner. His photo is of a coal train near Lowder, Ill.
The BNSF Railway Foundation has awarded scholarships to 41 dependents of BNSF employees, retirees and deceased personnel in recognition of their outstanding high school academic achievements. Each high school senior 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.

### STUDENT’S NAME
Matthew Arnold  
Kaylyn Barrett  
Collin Bentley  
Natalie Brin Jones  
Kaitlyn Chapman  
Lydia Clark  
Derrick Cleveland  
Ellery Cushman  
Mason Donnell  
Jonah Erickson  
Alexa Gomez  
Zachary Grunder  
Gregory Hamilton  
Jaime Hay  
Tristen Head  
Bethany Heiden  
Megan Hite  
Lauren Hudak  
Tyler Jones  
Remick Kawawaki  
Kacie Kerlee  
Alyona Kutsar  
Gillian Madden  
Devon Mauch  
Zachary Melvin  
Cheyenne Morris  
Matthew Mullins  
Austin Peters  
Larissa Price  
Kristen Robinson  
Joelle Sandberg  
Barbara Senger  
Joseph Shelley  
Lucas Shurson  
Jessica Smith  
Cole Sogge  
Curran Stack  
Jaycie Sward  
Trey Turley  
Andrew Wolf  
Sydney Zetterberg

### PARENT’S NAME
Mark Arnold  
Jim Barrett  
Gary Bentley  
Patrick Gray  
Hal Chapman  
Kevin Clark  
Don Cleveland  
Greg Cushman  
Robert Mark Donnell  
Roger Erickson  
William F. Gomez  
Robert Grunder  
Philip Hamilton  
Jolyn Hay  
Rodney Head  
Jeffrey Heiden  
William Allen Hite  
Trent Hudak  
Ted Jones  
Keith Kawawaki  
Shawn Avants  
Ivan Kutsar  
Bryan Madden  
Anthony Mauch  
Wesley Melvin  
Edward Morris II  
David Mullins  
Phillip George Peters  
Beau D. Price  
Michael Robinson  
Timothy Sandberg  
James Senger  
Michael Shelley  
John C. Shurson  
Samuel T. Smith  
Chad Peterson  
Thomas J. Steck Jr.  
Stephen B. Sward  
Shawn Michael Turley  
Billy Wolf  
Steve Zetterberg

### PARENT’S TITLE
Consulting Systems Developer  
Manager II, Telecommunications  
Road Foreman of Engines  
Trainmaster  
Conductor  
Machine Operator  
Director, Industrial Hygiene  
Locomotive Engineer  
Carman  
Locomotive Engineer  
Locomotive Engineer  
Switchman  
Machine Operator  
General Clerk  
General Clerk  
Track Supervisor  
Mechanical Foreman I  
Director, Engineering Services  
Conductor  
Locomotive Engineer  
Claims Representative  
Machinist  
Senior Manager, Homeland Security  
Telecom Maintenance Manager  
Switchman  
Machinist  
General Construction Supervisor  
Telecom Electronic Technician  
Director, Locomotive & Air Brake Systems  
Consulting Systems Developer I  
General Clerk  
Conductor  
Conductor  
Assistant Director, Public Projects  
Locomotive Engineer  
Conductor/Training Conductor  
Switchman  
Locomotive Engineer  
Locomotive Engineer  
Carman  
Machine Operator

### WORK LOCATION
Fort Worth  
Fort Worth  
Spokane, Wash.  
Spokane, Wash.  
Needles, Calif.  
Fort Worth  
Lubbock, Texas  
Springfield, Mo.  
San Bernardino, Calif.  
Lubbock, Texas  
Lincoln, Neb.  
Springfield, Mo.  
Kansas City, Kan.  
Fort Worth  
Ottawa, Kan.  
Lincoln, Neb.  
Kansas City, Kan.  
Lincoln, Neb.  
Vancouver, Wash.  
Fort Worth  
Vancouver, Wash.  
Cicero, Ill.  
Gillette, Wyo.  
Springfield, Mo.  
Kansas City, Kan.  
Lenexa, Kan.  
Minneapolis  
Havre, Mont.  
Fort Worth  
St. Paul, Minn.  
Mandan, N.D.  
Clovis, N.M.  
San Bernardino, Calif.  
Gillette, Wyo.  
Dilworth, Minn.  
Kansas City, Kan.  
Alliance, Neb.  
Phoenix, Ariz.  
Mandan, N.D.  
Kewanee, Ill.

International Scholarship and Tuition Services (ISTS) manages the scholarship program for the BNSF Railway Foundation, including establishment of criteria and decisions on scholarship recipients. Questions about the selection process and criteria should be directed to ISTS at (855)670-ISTS (4787).

Information about applying for the BNSF College Scholarship Program for 2014-15 will be announced later this year in BNSF Today and in Railway.
As a community of 40,000 members, each of us can make a significant difference in the places where we live and work. Giving back – with our time, our donations and our talents – not only improves our collective community, it models the way for others to follow. Here are some of the stories of BNSF people who are doing the right thing and setting an example for all of us.

**Modeling the Way**

**Locomotive engineer a ‘point of light’**

Jude Quinn, a locomotive engineer based in Topeka, Kan., was honored at the White House at a reception hosted July 15 by President Barack Obama and former President George H.W. Bush to recognize Points of Light Foundation honorees.

Quinn was honored for his work as co-founder of SilverbackKS, an organization focused on providing services to the underprivileged and coordinating volunteer services.

Quinn grew up in the Chicago area and moved to Topeka about five years ago. “I did not grow up here, so I didn’t have any friends,” he says. “So I started joining a few community groups and volunteering.”

He quickly realized that his schedule as a locomotive engineer would prevent him from making regular commitments on a weekly basis. And when he realized his growing circle of friends faced the same challenges, he and two of those friends organized SilverbackKS to help coordinate the needs of community agencies and volunteers. SilverbackKS monitors the needs of local organizations and communicates those needs to a network of people who volunteer when they can, giving options to those who can’t commit to a set schedule.

One example of a SilverbackKS project is delivering meals at a homeless shelter. “We found out that the homeless shelter didn’t provide lunch on Sundays – only breakfast and dinner,” Quinn says. “A local church wanted to provide lunches to people who needed it, so now the people at that church regularly prepare 100 box lunches on Sunday that we deliver to people at the homeless shelter.”

The Daily Points of Light Foundation was created under the leadership of former President George H.W. Bush and has continued under the Obama administration.

**Combining fitness with a cause in Fort Worth**

Every month, Rick Wilson, director, Port Business Development, helps coordinate a Century of the Month ride – a group bicycle ride in the Dallas/Fort Worth area hosted by Bicycles, Inc.

In July, in celebration of the Tour de France and to promote FitWorth, Fort Worth Mayor Betsy Price combined her sponsored Tour de Fort Worth with the Century ride, and was joined by many BNSF employees. About 250 people from the Fort Worth/Arlington area participated.

A lunch after the ride benefited the American Diabetes Association and the National Multiple Sclerosis Society.

Wilson has been organizing Century of the Month events for about 10 years. Bicyclists can ride 12 miles to 102 miles during these rides.

**Employees assist in neighborhood cleanup**

For the past three years, BNSF Memphis, Tenn., employees, other citizens and police officers, as well as local youth, have teamed up to clean up the neighborhoods near BNSF’s Yale Yard.

Charles Esaw, locomotive engineer, and Luke Roberson, conductor, were among the recent volunteers. The litter they targeted included debris that collected near tracks.

“Everyone welcomed us and was happy to see us there,” Esaw says.

The team spent half a day cleaning, and volunteers hope that keeping the area clean will help restore a sense of pride in the area.
“It helps that we are participating every year because we’ve been able to keep it up, and it’s stayed fairly clean,” Esaw says.

“This outreach gives us a better rapport with the community,” Roberson adds. “They see us helping.”

**Boy Scouts, food bank benefit from fundraiser**

“One person, one dollar and one idea can make a difference,” says Rose Oman, administrator, Structures, who helped with a recent fundraiser that raised $575 for the local food bank and Boy Scouts in Marceline, Mo., and involved employees from the Chicago and Kansas divisions.

Oman and John Montgomery, Brookfield Subdivision trainmaster, believe charity and stewardship go hand in hand.

“With your organization, it’s not just a divisional thing; we are one railroad, and everybody works together,” Montgomery says.

**Pedaling for philanthropy**

Vern Obregon, Birmingham, Ala., conductor, has dedicated years of his life to cycling and takes every opportunity to pair that love with helping others. With each pedal stroke, he hopes to inspire a donation for those in need as he bicycles at locations across Alabama.

“I do the events to help folks out as they need it, and it benefits me, too, because it’s something I like to do,” he says.

Obregon’s most recent donation challenge was part of the second annual Bo Bikes Bama, a charity bike ride in Cordova, Ala., that supports Alabama towns devastated by the tornadoes of April 27, 2011. An F4 tornado damaged BNSF track and trains as well as downtown Cordova.

Singleton drove 52 miles to West to deliver BNSF’s contributions of a pallet of water and four boxes of crew packs, including hand sanitizer, trash bags, hand wipes and paper towels. He also gathered clothing and other toiletry items from his home.

“There were a lot of glass-related injuries. I just wanted to help other people,” says Singleton, who thanks the division for the donations.

**Fundraiser helps local softball team**

“Fundraiser helps local softball team”

It was Lincoln, Neb., railroaders versus the Lincoln Dominators – a team of 16-year-old girls – on the baseball diamond to raise funds for the girls’ team.

Fundraiser helps local softball team

Anyone could sign up, donate and play in the game. The team was made up of railroaders of all crafts.

“Many of the railroaders who played said it was the funniest fundraiser ever,” says Ben Cross, sheet metal worker and the fundraiser’s organizer.

Cross reported that the railroaders came out winning one game of the doubleheader.

The game raised $452.50 for the team – enough to take the girls to an out-of-state tournament later this year.

Snacks and sandwiches were sold to raise additional funds.

“The girls said they wished that every team they played was as much fun as the railroaders,” Cross says.

Parents of the girls have asked Cross to organize this event annually, and he hopes to continue the games in the future.
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