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

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

This edition of Railway features one of my favorite annual events – our Employees of the Year celebration. It is important to take the time to celebrate our successes and recognize outstanding achievements.

In this edition, you can read about the significant contributions made by these employees, who are fostering our safety culture, serving our customers, increasing return through new business and improved efficiency, maintaining and expanding our franchise, and making a difference in the communities we serve.

In addition to celebrating these specific achievements, I’d like to thank the countless employees across our network who are investing tremendous effort to restore our service to a level that our customers expect and deserve. Your dedication, resilience and consistent focus on our vision are what will see us through this difficult time. We know that, after safety, nothing is more important than restoring service and velocity.

So, why are we confident in our recovery in the weeks and months ahead?

- First, we’re putting record amounts of capital into the railroad, with a $5 billion capital plan that includes capacity expansion as well as record maintenance capital. We’ve already cut over about 22 miles of new double track on the Glasgow Subdivision in the heart of the Bakken region, and plan a total of more than 50 miles of new double track there by the end of 2014. We’re also adding capacity, including new sidings and double track, on the Lakeside Subdivision between Spokane and Pasco, Wash. These and many other projects will help relieve constraints across our network over time.

- We are also bringing on a record number of new hires this year – well over 5,000. Our Human Resources team has already on-boarded more than 4,300 new employees, reflecting extraordinary work and focus. These new employees are, from day one, showing a strong commitment to the railroad.

- From a locomotive perspective, we’re acquiring more than 500 new units this year and leasing others to meet additional needs. See pages 18-19 for more on these additions to our locomotive fleet as well as our record overhaul program this year.

Most importantly, we can be optimistic about the future because of our people. Of course, safety is the single most important thing we do, and our safety performance demonstrates our progress in fostering a safety culture of commitment. I am also confident in our ability, together, to restore our service.

Every asset makes a difference, and every decision counts. Thanks for all you do every day to demonstrate your commitment to safety while improving service for our customers.


Carl ice,
President and
Chief Executive Officer
The outstanding accomplishments of BNSF employees from across the system were celebrated April 28 at the 2013 Employees of the Year ceremony in Fort Worth. The annual event is designed to recognize employees who demonstrate BNSF’s Vision & Values through their commitment, leadership, and focus on working safely and efficiently to meet our customers’ expectations.

At the event, BNSF honored 95 representatives from 18 outstanding individual and team achievements selected for recognition; seven Safety Employees of the Year (see page 12); and 36 Best of the Best leaders of teams that showed outstanding safety performance in 2013 (see page 16). The event was also attended by members of BNSF’s Leadership Team, who helped to honor these employees. (To see the full listing of all the Employees of the Year and the wide range of accomplishments, go to: www.bnsf.com/eoy2013.)

“In 2013, we continued to concentrate on our Strategic Focus Areas: people and safety, service, return, franchise and the communities we serve,” said President and CEO Carl Ice, who thanked honorees for their contributions in 2013. “We also achieved outstanding safety performance in frequency and severity. You should be proud of the role you played and know that your contributions made a difference.”
**GE C4 locomotive issue**

When GE delivered a new C4 locomotive type to BNSF last year, **Ryan Baker**, a locomotive engineer who works out of Flagstaff, Ariz., noticed the locomotive lacked quick throttle response and the dynamic brakes didn’t seem to be operating at full capacity. He also recognized it was taking significantly longer for trains to get up to anticipated speeds because of horsepower limitations. When co-workers were noticing the same issues, Baker realized this might be a design flaw and elevated the potential issue to the Locomotive Maintenance and Reliability team in Fort Worth. The team, in turn, reported Baker’s finding to GE. With his input, GE pinpointed, confirmed and resolved the issue.

**Assisting at the scene of a vehicle crash**

Last summer, members of BNSF’s Signal gang from Omaha, Neb., were installing crossing signals at a new railroad crossing in Brainerd, Minn. After working all morning, they took a lunch break and, on the way, drove by an accident just minutes after it occurred. They immediately stopped to render aid.

The one-of-a-kind machine, which lifts track 15 inches per pass vs. the typical 6-inch lift of a tamper, can accomplish in one pass what takes three or more with a standard tamper, greatly improving velocity by shortening the time required for track work windows.

The machine has already been used in areas affected by floods, and will soon be put to work as part of a project to raise track levels along one of the busiest sections of the railroad – on the Devils Lake Subdivision, where the lake is expected to rise 15 feet within the next 50 years.

**Development of track lift machine**

A team from the Work Equipment Shop in Brainerd, Minn., figured out an ingenious way to re-purpose a 10-year-old piece of equipment that was set to retire. With careful planning and a lot of teamwork, these employees saw another purpose for a former tie-replacement machine. They converted it to a track-lifting machine that lifts track higher than tampers currently used on the BNSF system.
Casselton derailment and fire response

On Dec. 30, 2013, a unit crude train struck derailed cars from a passing grain train near Casselton, N.D. This resulted in two locomotives, the buffer car and 20 tank cars on the crude train derailing; 18 of the tankers were involved in a fire. The heroic actions of BNSF personnel who responded to the derailment went far beyond the call of duty. To contain the fire and protect the remaining cars, BNSF crew members separated undamaged equipment from the derailed train and pulled them away from the fire. They located other crew members who had evacuated the trains and transported them to safety. Once the incident had been contained, they provided timely post-accident statements.

Geoff Andersen, engineer, Transportation, Dilworth, Minn.
Bruce Anderson, conductor, Transportation, Dilworth, Minn.
Thomas Cooks, engineer, Transportation, Minot, N.D.
Paul Douglas, road foreman of engines, Transportation, Dilworth, Minn.
Nick O’Connell, trainmaster, Transportation, Dilworth, Minn.
Gary Rosenfeldt, engineer, Transportation, Dilworth, Minn.

Improving capacity and velocity

This 26-person team developed and implemented a train crew familiarization program for an alternate route for rail traffic. As a result, BNSF was able to quickly familiarize more than 300 engineers and conductors to operate over a new route on the Devils Lake and Hillsboro subdivisions as an alternate to the Dilworth, Minn.-to-Minot, N.D., route.

This joint effort between the Twin Cities and Montana divisions included having the superintendent of operations, road foremen and TY&E employees pilot crews during the familiarization and qualification process.

The alternate route provides additional capacity and supports the plan to move westbound traffic over the KO Subdivision while eastbound traffic moves via the Devils Lake and Hillsboro subs.

Scott Boser, engineer, Transportation, Minot, N.D.
Duane Buckley, assistant superintendent, Corridor Operations II, Transportation, Fort Worth
Dave Dannewitz, engineer, Transportation, Minot, N.D.
Ron Davis, engineer, Transportation, Dilworth, Minn.
Mike Lund, superintendent, Operating Practices, Transportation, Minneapolis
Jenny Martin, manager, Crew Management, Transportation, Fort Worth
Mike Propeck, engineer, Transportation, Dilworth, Minn.
Dawn Thompson, engineer, Transportation, Dilworth, Minn.

Heroic efforts following a tornado

On May 20, 2013, a devastating F5 tornado touched down in Oklahoma. For 39 minutes, the tornado carved a path of destruction as it made its way through the heavily populated town of Moore and across the BNSF main tracks.

The damage in Moore and the surrounding areas was catastrophic – claiming 24 lives, injuring hundreds and destroying more than 1,000 homes.

Local BNSF Transportation, Engineering and Resource Protection employees did not hesitate to help with rescue efforts. Under menacing skies, they provided water and first aid to the injured. They helped survivors locate loved ones and search for their belongings. Additionally, they worked diligently to get BNSF track back in working order, restoring train operations in the area.
Safety excellence in 2013

The Powder River Division Safety Coordinator team helped TY&E employees realize an all-time-best division Transportation reportable-frequency ratio of 0.36 and a total injury-frequency ratio of 0.77 in 2013.

In 2012, the Colorado Division was combined with the Powder River Division. While these dynamics might have been challenging, the division had a solid safety blueprint for 2013 that included a focus on risk identification and consistent communication from the site safety teams.

Implementing crude-by-rail tools

As crude-by-rail grows dramatically, BNSF continues to look for ways to meet the needs of a growing customer base while increasing the ease of doing business. These opportunities include improving BNSF customer tools. First-time rail customers need clear and simple descriptions on shipping by rail, and all customers benefit from tools that increase reliability and visibility and improve their planning process with BNSF.

This team researched best practices, including those from the aviation and pipeline industries, to customize and enhance their safety training. Using a cross-functional approach, the Transportation, Engineering and Mechanical teams continue to meet regularly to make sure that safety goals are aligned and lines of communication are open.

Jan Abel, engineer, Transportation, Greybull, Wyo.
Rick Batten, yardmaster, Transportation, Lincoln, Neb.
Pat Engebrecth, engineer, Transportation, La Junta, Colo.
Michael LaCrue, engineer, Transportation, Trinidad, Colo.
Brad Merriman, engineer, Transportation, Edgemont, S.D.
Steve Waller, conductor/division safety coordinator, Transportation, Sterling, Colo.

Gerald Breeden, supervisor, Signal, Oklahoma City
Scott Briggs, special agent in charge, Resource Protection, Haslet, Texas
Michael Orlikowski, terminal manager, Transportation, Oklahoma City
Kellen Smith, manager, Operations Service Excellence, Transportation, Haslet, Texas

Left to right: Kellen Smith, Scott Briggs, Gerald Breeden and Michael Orlikowski

Left to right: Jan Abel, Rick Batten, Pat Engebrecth, Michael LaCrue, Brad Merriman, Steve Waller

Left to right: Jackie Crouch, John Stonecipher, Warrick Nance Jr. and Allison Freeman

Left to right, front to back: Rick Batten, Michael LaCrue, Brad Merriman, Pat Engebrecth, Jan Abel and Steve Waller

Left to right, front to back: Jackie Crouch, John Stonecipher, Warrick Nance Jr. and Allison Freeman

Left to right: Jackie Crouch, John Stonecipher, Warrick Nance Jr. and Allison Freeman

Jackie Crouch, project manager, Service Design
Allison Freeman, senior manager, Service Design
Warrick Nance Jr., director, Service Design
John Stonecipher, consulting systems developer I, Technology Services
Successfully locating crude facility

True Companies, a large crude oil customer, has a significant amount of business originating at Fort Laramie, Wyo. In this location, BNSF was at a competitive disadvantage to an origin site located on the competitor’s line. Over a period of six months, this Fort Worth-based team worked persistently with the customer, as well as internal groups including Economic Development and Service Design, to bring the True Companies business to BNSF.

BNSF successfully secured the business and is now moving unit trains of crude oil out of Fort Laramie for True Companies. This business will bring nearly $2 billion in revenue to BNSF over the next 10 years.

Shane Markham, manager, Sales, Industrial Products
Jesus Uribe, manager, Marketing, Industrial Products

Securing new automotive business

BNSF’s Automotive Marketing team has traditionally faced many challenges in the domestic market, with a competitor having locked up many of the U.S. automotive companies in long-term, multiyear contracts.

This team saw an opportunity to pursue business with Chrysler and began by strengthening the relationship with the automaker. First, they took time to fully understand the automaker’s business and transportation needs. Next, they developed a competitive proposal and began a strategic negotiation. With persistence, creativity and hard work, the team successfully secured a seven-year contract with Chrysler worth $1.5 billion.

Kevin Karkkainen, senior manager, Service Design, Fort Worth
Dan Meyers, director, Intermodal/Automotive Operations Business Unit Operations, Fort Worth
Lindsey O’Connor, project manager, Strategic Studies, Finance, Fort Worth
Laura Pomerville, director, Sales, Consumer Products, Plymouth, Mich.
Cory Thomas, director, Strategic Studies, Finance, Fort Worth
Morgan Weber, project manager, Marketing, Consumer Products, Fort Worth

Slover land acquisition

In a very competitive real estate market, this Fort Worth-based team identified property – 649 acres near Colton, Calif., known as the Slover property – that was available for purchase. For more than two years, the team worked to structure and complete a successful deal, including negotiating terms, incorporating indemnifications, and identifying and mitigating risks associated with environmental conditions and reclamation permitting for the site.

Located near BNSF’s intermodal facility at San Bernardino – a key railroad growth area in the Inland Empire – the Slover property will help protect BNSF’s intermodal franchise in Southern California and position BNSF and its customers for future growth.

Kevin Burrin, director, Finance
Sandra Bye, director, Acquisitions, Finance
Matt Graham, director, Environmental Project Controls, Environmental
John Hovland, director, Marketing Facility Development, Business Unit Operations
SCIG EIR and 50-year lease

In 2000, BNSF started work to develop an intermodal facility near the San Pedro Bay and Los Angeles ports, as part of a long-term service and growth strategy. When a location within four miles of the ports was identified, a complex, difficult and lengthy negotiation was initiated to advance BNSF’s plans to develop the facility.

Employees from Engineering, Service Design and Marketing, along with State Government, Corporate and Public Affairs, all contributed to a multiyear campaign to study and ultimately win approval for this project against the stiff opposition of a small minority.

Thanks in large part to the efforts of this team, the Environmental Impact Report was certified, and a 50-year lease on approximately 100 acres of land was approved by the Los Angeles Port Commission in early 2013 – in a unanimous vote – and by an 11-2 margin by the Los Angeles city council.

This team’s hard work has laid the groundwork for construction of a facility that will enhance BNSF’s ability to handle future rail growth in Southern California.

Left to right, front to back: LaDonna DiCamillo, James Johansson, Lena Kent, Trini Jimenez, James FitzGerald, Ben Murray, Brian Decker and Mark Ganaway

Left to right, front to back: Kristi Radford, Stacey Benningfield, John Barnard, Celeste Holland, Susan Odom, Kevin Pitsch and Kevin Potts

John Barnard, director, Fueling Operations, Finance
Stacey Benningfield, assistant manager, Fuel Management, Finance
Celeste Holland, analyst, Finance
Susan Odom, manager, Contracts & Joint Facility, Environmental
Kevin Pitsch, senior manager, Performance Systems, Service Design
Kevin Potts, senior systems developer II, Technology Services
Kristi Radford, director, Planning & Forecasting, Marketing Support

Leveraging fuel-equalization technology

Over the past several years, BNSF has been adding electronic fuel tank gauges to the road locomotive fleet to enable remote monitoring and reporting of real-time fuel use. This information is important when BNSF locomotives are on the BNSF network and is just as helpful when BNSF locomotives are off property, operating or carrying freight interchanged with other railroads.

This technology is especially helpful if routes changed or fuel was added on route. Each month, BNSF nets the amount owed to other railroads for fuel used in their locomotives operating on BNSF with the amounts they owe us for fuel used in BNSF locomotives operating on their railroads. This is called fuel equalization.

Leveraging the new gauge technology, this Fort Worth-based team developed programs to evaluate fuel equalization for interchanged traffic. Prior to this evaluation, BNSF was paying other roads on average $1 million a month for fuel equalization. As a result of the team’s efforts, the other roads now pay BNSF about $700,000 each month – or a difference of almost $25 million on an annual basis.

Left to right, front to back: Kristi Radford, Stacey Benningfield, John Barnard, Celeste Holland, Susan Odom, Kevin Pitsch and Kevin Potts
Insourcing GE locomotive maintenance

As part of a focus on continuous improvement, BNSF evaluates insource/outsource opportunities. One such opportunity was an agreement that enables BNSF to effectively insource the maintenance of BNSF’s General Electric locomotive fleet.

In just six weeks, this Fort Worth-based team effectively planned, negotiated and completed a $1.8 billion agreement that outlines maintenance material parts pricing and availability, technical support and inventory management support as well as guarantees locomotive reliability. The agreement covers current GE locomotives as well as new locomotives added to the fleet over the next 10 years.

As part of the agreement, the team negotiated significant savings on replacement parts and the option to insource locomotive overhaul and parts remanufacturing, which is estimated to save BNSF more than $275 million over the life of the agreement.

Zachary Abel, attorney I, Law and Corporate Affairs
Steve Brannan, manager II, Mechanical Locomotive Maintenance Contract, Mechanical
David Gelander, director, Strategic Sourcing & Supply
Tim Meyers, manager, Strategic Sourcing & Supply
Abid Raza, project manager, Strategic Studies, Finance
Jim Stenger, director, Locomotive Maintenance & Reliability, Mechanical
Chad Thompson, director, Locomotive Maintenance & Reliability, Mechanical

Implementation of the ClassOne System

This Fort Worth-based Technology Services (TS) team of three implemented a new radio and communication system for dispatchers to use when connecting with trains and employees working along the track. Implementation took more than a decade, but the result is that now there is one voice control system in place for dispatchers – a first for BNSF.

The system – known as ClassOne – is used by more than 100 dispatcher positions in the Network Operations Center in Fort Worth as well as three regional dispatcher offices. The team

Transition rail cost reduction

A team of BNSF employees in Strategic Sourcing and Engineering cut the cost of transition rail by $2 million annually. Transition rail is a specialized type of rail that enables BNSF to connect or transition from one rail size to another, such as connecting older 115-pound rail to newer 136/141-pound rail. BNSF first changed its approach to transition rail sourcing in 2007, by purchasing rail directly and paying to have it machined or milled rather than purchasing the already-milled product from a supplier and paying the markup.

The changes made in 2007 applied to rail for capital projects, which cut the overall cost of the product by 25 percent for transition rail provided to weld plants at Pueblo, Colo., Laurel, Mont., and Springfield, Mo.

The team significantly increased the savings by applying the same process to rail for maintenance or rail replacement projects. Beginning in late 2012, that process was expanded to include the transition rails destined for the material storehouses for field maintenance requirements.

In addition to changing the sourcing process, the team realized additional savings by arranging to transport large storehouse orders by railcar rather than third-party truck-in. In total, the team’s efforts reduced transition rail costs for BNSF maintenance work by about $2 million annually.

Rex Hayter, supervisor, Rail Complex, Engineering, Pueblo, Colo.
Michael McClary, manager, Strategic Sourcing & Supply, Fort Worth
Ace Spriggs, manager, Rail Complex, Engineering, Pueblo, Colo.
the Class I railroads. Subsequently, the team took the lead in working with other Class Is to define standards for a digital repeater system to leverage this capability while enhancing coverage in remote areas.

**Tony Guerrero**, Telecomm maintenance manager II, Technology Services, Los Angeles  
**Bob Leedham**, consulting systems engineer I, Technology Services, Kansas City, Kan.  

**MPLS black hole solution implementation**

MPLS is a protocol that BNSF uses to transmit data from location to location across a telecommunications network. Like its cosmic cousin, an MPLS black hole can swallow large volumes of data, preventing it from reaching its intended destination. These events typically originate on carrier networks connected to the BNSF network and quickly spread. Because alarms are not sounded during a black hole event, the result is typically a widespread outage on the BNSF network that significantly impacts operations.

This cross-functional Fort Worth-based Technology Services (TS) team created a virtual network to simulate black hole events and model potential solutions. Their research enabled them to develop an algorithm that detects, diagnoses and ultimately routes BNSF data around black hole events. Their solution has been incorporated into the network and has already proven effective. Earlier this year, it protected the BNSF network during a 13-hour nationwide outage experienced by a carrier network.

**Richard Farry**, consulting systems engineer II, TS  
**Michael Griffin**, consulting systems engineer II, TS  
**Christopher Rittenour**, senior systems engineer II, TS  
**Don Schroer**, senior consulting systems engineer, TS

**STARC digital radio repeater deployment**

This team implemented an improved voice communication system for BNSF yard operations called the STARC digital radio repeater system that provides increased radio connectivity and improved user flexibility.

The team designed a system using new radios that maximize available radio frequency. They also implemented a new repeating system with the ability to listen to communications and forward them on or “repeat the signal” to radios that were previously unable to hear the signal.

This system now uses the BNSF data network to expand and improve the coverage within a yard electronically, and is the first deployment of a digital yard repeater system across

Left to right: Marcus Clay, Darrell Pointer and Steven Muhr

also implemented this system at 15 yards and worked with the vendor to develop and implement a disaster-recovery system.

ClassOne connects existing radio systems with BNSF’s telecom networks, which allows all call participants to communicate on the same channel. The result is that dispatchers have more flexibility in reroute capabilities, scheduling and functionality. This advanced technology also improves system reliability and availability.

**Marcus Clay**, consulting systems engineer II, TS  
**Steven Muhr**, consulting systems engineer II, TS  
**Darrell Pointer**, consulting systems engineer II, TS

**Left to right: Marcus Clay, Darrell Pointer and Steven Muhr**

Left to right: Tony Guerrero, Bob Leedham and Roy Ward

Left to right: Michael Griffin, Don Schroer, Christopher Rittenour and Richard Farry
Enhanced Safety Training class, including topics such as in-cab communication and job safety briefings.

Eaton is also chairman of the site safety team for the Fort Worth-Madill, Okla., crew base, as well as a United Transportation Union local chairman. He’s the new-hire conductor training coordinator, an Enhanced Safety Training/Approaching Others About Safety facilitator and has assisted the division with developing a new timetable and industry playbooks.

Eaton still spends time on and off trains, talking with others and building relationships, which he believes forms the basis for Approaching Others About Safety. “By building relationships, people are going to be more willing to help each other,” he says. “We’re all professionals and responsible. When we see someone taking a risk, we can make a difference.”

PHILLIP GABEL,
Central Region Safety Employee of the Year

When Amarillo, Texas, Locomotive Engineer Phillip Gabel has an idea to make the workplace safer – or hears one from another employee – he will champion it on the local level. But if the idea is something that will benefit others at BNSF, he’ll elevate it to the next level – up through division channels and eventually to System Safety.

“We have had small victories,” he says of advancing site safety team (SST) ideas.

Gabel and the Trinidad, Colo., SST team that he chairs consider their biggest accomplishment “REACT” (reduce exposure and control train), which reinforces train crew communication. The procedure was adopted by the...
division and is now a system practice that requires a crew to focus on their authority during the last mile of their track warrant control or while traveling on an approach signal. It creates an environment in the cab of the locomotive that allows crew members to be engaged in only the essential tasks related to operating their train safely.

They consider REACT their greatest accomplishment because it is making an impact on other train crews across the entire BNSF network and creating a safer workplace for all employees.

Gabel and the SST also make safety personal. They create personalized vacation and holiday letters that are sent to Transportation employees’ homes before they take time off from work. The idea is to remind employees to stay focused at a time when they may be distracted. The letters were so well-received they have been implemented divisionwide.

The team is also working on a personalized safety vest with a Velcro patch with employees’ first names. The SST presented the idea to the division, and now it’s being evaluated by System Safety. “Having names on the vest is a great way for people to get to know each other, get out of their comfort zone and talk to one another, which is at the core of Approaching Others About Safety,” he says.

Eight years ago, when Gabel first got involved in safety, he did so because he saw the need for engaging people. “That’s what’s hooked me,” he recalls. “Now it’s because we’re talking about safety – and at all levels – more than ever before.”

JASON HARRIS,
Telecommunications Safety Employee of the Year

Like many people at BNSF, Telecommunications technicians interact with employees across multiple crafts, including Transportation, Mechanical, Intermodal and Engineering.

Whenever boundaries are crossed, clear and thorough communication becomes especially important.

Jason Harris, electronic technician, Memphis, Tenn., has learned that it’s always important to be respectful, to put ourselves in someone else’s shoes and to keep lines of communication open. “I’ve had to learn how to be sensitive to our differences – whether related to areas of expertise, cultural perspectives or experience,” he says.

Harris’ approach has been shaped in part by his earlier career with the Air Force as well as his leadership in BNSF’s Memphis Diversity Council, both of which encourage peer-to-peer communication, especially when it comes to safety.

He also works with other employees across a broad region, so when Telecommunications needed employees willing to train co-workers in Approaching Others About Safety, it was no surprise to Greg Johnson, then manager, Telecomm, that Harris volunteered for a job that would take him across the system and out of a comfort zone.

“Jason was one of the first to step up, probably because he has a great ability to network and build bridges. He really sets the model, especially for working with others across departments,” says Johnson.

Regardless of an employee’s craft, Harris says Approaching Others About Safety language is universal.

“We all share a focus on returning home safely – regardless of where we’re from or our craft,” says Harris. “Everybody understands Approaching Others About Safety and knows it is something we should do – especially when you consider that it may take just a few seconds to say something that could save a life or a career.”

Harris frequently mentors those just starting their career, and as he does, he explains that their input is respected. “By bringing in their fresh eyes, they should be approaching us to ask questions, even if it’s about doing something a different way than we’ve always done it,” says Harris.

Approaching Others About Safety is also about reinforcing the positive. “When you recognize safe behavior with something as simple as a ‘thank you,’ the person you’re saying that to will remember,” says Harris.

Eight years ago, when Gabel first got involved in safety, he did so because he saw the need for engaging people. “That’s what’s hooked me,” he recalls. “Now it’s because we’re talking about safety – and at all levels – more than ever before.”

STEVE JEWELL,
Engineering Safety Employee of the Year

BNSF’s Southern Transcon has traditionally been one of the busiest stretches on our network. Helping to maintain a portion of this out of Williams, Ariz., is Signal Maintainer Steve Jewell.

Jewell’s territory not only includes this critical stretch of the Transcon, it also covers the 200 miles of the Phoenix line.

Maintaining signals 24/7 on this territory is a challenge, and that’s compounded by its geographical diversity – going from high desert to pine-forested peaks, from intense heat to snow conditions. Portions have slide fences to warn of rock slides.

But Jewell does an outstanding job, even with this complex and busy territory. Terry Brooks, supervisor, Signals, whose own son and son-in-law also work for BNSF and
operate their trains over Jewell’s territory, expresses his confidence: “I know they’re safe because Steve’s work and safety ethic are incomparable.”

Even among employees in other crafts, Jewell is known for his expertise in identifying and mitigating potential risks. In every decision he makes, he focuses on the personal safety of everyone involved. On more than one occasion, he has stopped work on a project to identify or correct an at-risk condition.

To help those who are new to the territory, Jewell recently created a playbook that includes timetables, track charts, job briefing forms, maps, a copy of track safety rules, contact information and other helpful hints. These are invaluable when workers need information – and need it fast – to safely perform the job.

Jewell was recently asked by the local police and the Grand Canyon Railway to conduct a class on grade crossing safety. Jewell’s efforts may eventually help to protect the thousands of tourists in the Williams area who are unfamiliar with grade crossings and being around track.

And when he’s not helping others, Jewell spends countless hours of his own time analyzing and creating ways to improve safety and reliability.

“I’ve always tried to approach others throughout my career,” Jewell explains. “I see safety as an expectation, an obligation and a way of life.”

**MIKE LUNAK, North Region Safety Employee of the Year**

Grand Forks, N.D., Locomotive Engineer Mike Lunak is a storyteller, but he doesn’t always rely on words to spread a message. He is also a talented graphic designer.

Lunak uses a computer to create storybooks to familiarize train crews with an unfamiliar territory, giving them a picture of how best to operate, and most importantly, how to do so safely. He has also improved the design for the Twin Cities Division’s signal awareness forms.

“We call him ‘Mike the Builder,’“ says Jessie Hoban, terminal manager. “The high-quality storybooks and the signal awareness forms he creates help employees across the division know what to expect, and they are making a safety impact.”

The details of the storybook – which highlight close clearances, every stop, signal and industry on a section of track, and the way the tracks “roll” – are lauded by employees who claim that they are a tremendous help in learning the territory.

“There are a lot of places that a crew might have never been before and that we don’t have GIS (geographic information system) data, so I try to build the storybooks for accuracy and keynote safety areas,” says Lunak, who spent countless hours researching and working with others to collect information.

Lunak credits others for helping him develop the storybooks; each terminal had a point person who worked with him. That person took the storybook draft to the site safety team so everyone got an opportunity to provide input. Once finalized, they are stored for easy access, and as changes are made to a territory, the computer-generated storybooks can be quickly updated and shared.

With signal awareness forms, Lunak finds opportunities to remind co-workers of important safety messages, such as Approaching Others About Safety and reducing risk to exposure.

Outside of work, Lunak volunteers to give Operation Lifesaver presentations in the community. “I enjoy sharing our industry with the public,” he says. “But I make sure that they, especially kids, understand that trains and tracks – what looks like fun – can be dangerous.”

Using his talents – once again – to craft an important safety message.

**JOE SYPAL, Mechanical Safety Employee of the Year**

In 2006, Joe Sypal was a carman apprentice at the Havelock Shops in Lincoln, Neb. His first week in the classroom continues to influence how he approaches the task at hand and his co-workers.

“As I watched and listened, I was so impressed by how the employees leading the class talked about safety. Before joining BNSF, I’d never spent time in a job with that much safety training – and with the leaders genuinely concerned that we got it,” says Sypal.

In the next three years, Sypal would continue his on-the-job training, and eventually join Havelock’s site-safety team. Before long, he was voted by peers to be co-chair, a leadership role in which he hopes he can similarly and positively influence others.
He signed up with the local employee involvement team, which focuses on training and understanding the exposures and risks associated with every task and how to eliminate them. Over time, the program has had an influence on reducing exposures and incidents.

But Thomas wanted to do more for other intermodal equipment operators (IEOs). Today, he is one of Intermodal’s “Train the Trainers” for the Approaching Others About Safety training, which took him to the Memphis, Tenn., Cicero, Ill., and Seattle hubs.

Even though he was a little apprehensive about interacting with people he’d never met, Thomas says, “It’s the right thing to do. There’s a real domino effect when you can get others to understand that safety is a belief – not just checking a box.” He also says Approaching Others About Safety is about building relationships and trust.

Last fall, Thomas was asked to represent the IEO team on a Safety Summit panel – the first time that IEOs were represented at the summit.

In reflecting on the relationships he’s built at Corwith, he says: “They know I’m looking out for them. And they know I know what I’m talking about.”

MATT THOMAS,
Intermodal Safety Employee of the Year

It’s hard not to pay attention to Matt Thomas, crane operator at the Chicago-area Corwith Intermodal Hub. Even he acknowledges that his booming voice is one of the loudest on the ramp. But if it helps co-workers listen to his safety messages, the louder the better, he says.

“It’s one thing to be a talker, but it’s another to make sure people are listening,” says Thomas. “I like to say I talk what I know and I know what I’m talking about.”

What Thomas talks about every chance he gets is safety. “Whether I’m giving instructions or approaching someone about how to do a task safer, I try to deliver the message as respectfully as I can. It’s all in the approach.”

Thomas also leads by example.

Early in his three-year career with BNSF, he saw an opportunity to use his intermodal experience to improve the safety of his co-workers at Conwith. He jumped in and got involved immediately.

“It hit me: What can I do to make us safer? I’d seen guys get injured, and that really had an impact,” he recalls.

BNSF’s 2015 Safety Employees of the Year traveled to Atlanta for recognition as part of the Association of American Railroads Annual Leadership Forum on April 30, serving as BNSF representatives at an industrywide safety event. They were joined by BNSF’s Mark Schulze, vice president, Safety, Training and Operations Support, and Greg Fox, executive vice president, Operations. From left: Mark Schulze, Mike Lunak, Steve Jewell, Matt Thomas, Joe Sypal, Phillip Gabel, George Eaton, Jason Harris and Greg Fox.
Best of the Best Recognition

These individuals are being recognized for their outstanding safety leadership, with work teams that achieved exceptional safety performance in 2013. Each work group was injury-free.

TRANSPORTATION

Jon Bonnar, Terminal Superintendent I, San Bernardino, Calif.
Christopher DeLargy, Terminal Superintendent I, Vancouver, Wash.
Dave DeVault, Terminal Superintendent II, Tulsa, Okla.
Tony Fulton, Terminal Superintendent II, Galesburg, Ill.
Darren Hale, Terminal Superintendent II, Dayton, Texas
Scott Hendrickson, Terminal Superintendent I, Memphis, Tenn.
Kyle E. James, Terminal Superintendent I, Temple, Texas
Keith Miller, Superintendent, Operations II, Wilmington, Calif.
Bret Winters, Terminal Superintendent II, Denver

MECHANICAL

Dave Bertholf, General Foreman I, Seattle
Andy Callahan, Manager II, Service Excellence, Denver
Carlos Canchola, General Foreman II, Minneapolis
Roman Cisneros, General Foreman II, Haslet, Texas
Jack Frank, General Foreman II, Cicero, Ill.
Mike Hale, General Foreman I, Superior, Wis.
Sherwin Hudson, Shop Superintendent I, Lincoln, Neb.
Harold Lederer, General Foreman II, Richmond, Calif.
Denny Luft, General Foreman II, Springfield, Mo.
Aaron Marshall, General Foreman II, Temple, Texas
Dave Moreno, Shop Superintendent I, Havre, Mont.
Jack Murray, General Foreman I, Havre, Mont.
Larry Perez, General Foreman I, Clovis, N.M.
Mark Riley, General Foreman I, Newton, Kan.
Brandon Schwartz, General Foreman II, Seattle
Charles Sherrill, General Foreman II, Barstow, Calif.

ENGINEERING

John Christensen, Manager, Structures, Fort Madison, Iowa
Bill Cruttenden, Manager, Signal, Seattle
Scott Hawthorne, Manager, Roadway Equipment, Kansas City, Kan.
P.J. Lovato, Manager, Signal, Albuquerque, N.M.
Rob Millinder, Manager, Signal, Kansas City, Kan.
Joe Moore, Manager, Signal, Gillette, Wyo.
Paul Robinson, Manager, Signal, Fort Worth
Dennis Skeels, Manager, Signal, San Bernardino, Calif.
Russ Sweet, Manager, Signal, Lincoln, Neb.

TELECOMMUNICATIONS

Greg Britz, Director, Fort Worth
Years of planning and construction came down to one weekend – really just about a day – to move an entire Denver-area automotive facility from one location to another.

The new Big Lift automotive facility in Littleton, Colo., has 2,200 parking bays for holding brand-new automobiles before haul-away carriers truck them to nearby dealerships. The facility opened June 1, but planning began two years ago.

“We looked at our options and no matter what we did, our existing facility at Irondale was not going to satisfy our growing needs in the Denver area. So we looked at other property and found Big Lift, which currently covers 57 acres with an additional 35 adjacent acres,” explains Director Automotive Facilities Dan Meyers.

“The most important part of the project and pulling it off was to have constant communication. Initially it was with the groups that had the most impact from it: Transportation, Automotive Service Design and Automotive Operations,” explains Director Marketing Facility Development John Hovland. “Once we determined this would work, then it was a matter of communicating and coordinating.”

Existing track and room for more made Big Lift an ideal choice. The acreage purchased alongside Big Lift could become an additional 4,000 parking bays.

“Business has been growing by leaps and bounds, and we have more customers we would like to accommodate,” explains Regional Manager Automotive Operations Cleo Childers. “At Big Lift, we can unload twice what we could at Irondale. We can handle 6,000 feet of railcars, or about 750 automobiles, a day at this facility.”

At Big Lift, BNSF coordinates unloading with American Auto Works (AAW), which enables 24-hour, dedicated switching and quicker turnaround for carriers delivering automobiles to nearby dealerships.

Champion Auto Carriers, a leading automotive hauler that delivers vehicles from Big Lift to nearby dealerships, saw immediate benefits of having the new Big Lift facility.

“The maximum capacity of vehicles BNSF can bring in at one time has been great for us,” says Champion Auto Carriers President and CEO Tony Cromwell. “They’re able to do it quicker and more efficiently, getting the vehicles to us faster.”

In the first four days of operations at Big Lift, crews unloaded more than 200 railcars. Meyers estimates that it would have taken seven to 10 days to unload the same number of cars at the Irondale facility. The increased number of parking bays as well as the dedicated switch crew are key to improved velocity at the new facility.

“This really does help our railcar velocity, as well as our customers’ product,” Meyers adds.
Of the record $5 billion capital plan BNSF announced for 2014, $1.6 billion has been allocated for locomotives and other equipment. This includes orders for 500 new locomotives for delivery this year. Through the end of June, 255 of those locomotives have been delivered, bringing the current BNSF-owned fleet to more than 7,300.

“The Mechanical team’s focus is to ensure the availability and reliability of BNSF’s rolling stock, including making sure that we have the right number of new locomotives on order,” says Jeff Wright, vice president, Mechanical and Value Engineering. “Our locomotive team is committed to having units ready for the Transportation team and our customers when and where they are needed.”

Approximately 300 of the 500 locomotives to be purchased this year are being built by General Electric (GE). Through June, GE has delivered 200 of the 300 ordered.

Life of a locomotive

The lifespan of a locomotive is typically 25 to 35 years. During its lifetime, each BNSF locomotive:

- Follows a planned and proactive maintenance schedule when everything from fluids to filters to hardware is inspected and replaced, as necessary
- Will be overhauled several times – a complete makeover – at the Topeka, Kan., Shop, which will complete a record number of overhauls in 2014 (see sidebar)
- Will travel between 3.4 and 4.8 million miles
The GE locomotives are the ES44C4 model, which BNSF uses to run lighter-loading commodities that move at higher speeds, typically intermodal. The units are equipped with additional electronic features that enable the use of distributed power, Trip Optimizer and Expert-on-Alert technology that provides remote diagnostics. Technology supporting positive train control has also been installed in these units.

The remaining 200 locomotives ordered will be built by EMD, a division of Caterpillar. These SD70-Ace and SD70-P4 types are designed to pull heavier-loading commodities – coal and grain – that also typically move across varied terrain and grades at lower speeds. Through June, EMD has delivered 70 units of the 2014 order.

To help meet demand while allowing flexibility to adjust fleet size, BNSF is also leasing locomotives from investment companies, such as CIT Rail and Progress Rail, as well as other railroads.

The new units will also meet or exceed the U.S. Environmental Protection Agency’s current Tier 3 emissions standards. Locomotive suppliers are currently testing Tier 4 locomotive technology.

The cab design on all the new units reflects the input of BNSF’s system cab committee and other train crew employees. That includes customization on the location of switches, and on controls, toilet design and lighting.

The BNSF Mechanical team will overhaul a record 489 locomotives in 2014, supporting the company’s objective to safely ensure the availability and reliability of BNSF’s rolling stock.

“Each BNSF locomotive is overhauled once every five to 10 years, depending on the locomotive type and condition,” explains Curt Meyers, shop superintendent II, Topeka. “During an overhaul, each locomotive is completely dismantled, inspected, cleaned and rebuilt.”

The Mechanical team is focused on turning around the overhauls quickly and efficiently. “Our goal is to ensure that locomotives are ready and in position when our Transportation team needs them,” says Meyers.

What’s in a number?

Every locomotive is assigned a number that is predetermined based on a variety of factors. That information is communicated to EMD and GE to stencil onto each new locomotive.

“When engines are built, they are grouped in blocks of 100 similar types,” explains Bruno Soto, director, Locomotives, Mechanical. “All units of a similar type are consecutively numbered. For example, all BNSF locomotives that are numbered 9000-9099 are locomotives that EMD delivered in 2012. As locomotives retire, the numbers will be reused in blocks of 100 for the next year’s purchases.”

The BNSF Mechanical team to complete record number of locomotive overhauls in 2014
BNSF’s Mechanical team is taking locomotive availability and reliability to a new level with its Locomotive Reliability Advocate Team (LRAT). Approximately 40 Mechanical employees make up the all-volunteer team, each of whom is responsible for regularly gathering locomotive shop employees’ insight, feedback and ideas. With this information, the team collectively develops strategic, cross-shop project plans in support of Mechanical’s vision to ensure the availability and reliability of BNSF’s rolling stock.

“LRAT members regularly meet with their respective supervisors, craft employees and locomotive manufacturers to gather ideas and feedback about BNSF’s locomotive-related projects and current failure trends,” explains Chad Thompson, director, Locomotive Maintenance and Reliability, Mechanical. “The LRAT then meets quarterly at a shop location to bring these ideas and issues to the table for issue resolution or to discuss as potential system projects or communication.”

The reliability team will report up to Steve Harris, assistant vice president, Locomotive Maintenance and Reliability, and chief mechanical officer, South. Harris cites a few examples of the LRAT’s current projects, including:

- Developing a transition plan as BNSF moves increasingly more locomotive maintenance work in-house;
- Improving systems that track and identify the root causes of locomotive failures;
- Enhancing Level 1 locomotive set-out analytics; and
- Developing proactive, condition-based tools and methodologies to increase availability.

“One shop may use a technique that could help another shop,” explains Thompson. “LRAT members help bridge the communication between shops, enhance safety, and ensure that consistent processes and procedures are used across the network. Working in tandem, the team’s ultimate goal is to safely and efficiently extend the life of each BNSF locomotive.”

New features will soon be available on TYE Mobility

Last December, BNSF launched a web-based mobile connection, TYE Mobility, to provide train, yard and engine (TY&E) employees access to information on the go. The mobile-enabled website allows TY&E employees to accept train calls and notifications, update their contact information, layoff, mark-up and access other information.

“We have received a lot of positive, valuable feedback from TYE Mobility users since launching the service,” says Wendy Banister, director, Crew Support. “Thousands of users are logging in every month. We are excited to announce that new features will soon be available on TYE Mobility.”

Banister also notes that her team is interested in additional suggestions. “Employees are encouraged to provide ideas via the ‘Feedback’ button on the main menu screen. Much of our new development is coming from suggestions made by those who are using TYE Mobility.”

Already an extra board standing view (including color coding) has been implemented. Pool board standing, a bump option, receipt of train call alerts via text, and training and certification information are also on track to be released this summer. TYE Mobility has also been updated with a user-friendly “remember me” log-in option and a “coming soon” section.

Employees will still use the mainframe version of TSS to research and submit bid sheets. They will not be able to utilize the website while on duty; as always, employees should remember safety requirements anytime they use a mobile device. At this time, the tool is for TY&E employees only.

About TYE Mobility: TYE Mobility is a mobile-enabled website that allows TY&E employees to access information on any device with an Internet connection. Users can create an app-like icon on their Android, Apple, Blackberry and Microsoft mobile devices for easy access. TYE Mobility is a BNSF-built and approved website that requires users to log in with their ID and password. The site will not install software onto, nor take any information off of, employee devices.
NSF predecessors helped realize the American dream as they built lines from the Midwest to the West. Wherever the railroad went, people — and eventually towns — followed. Many of these cities became thriving railroad centers. Today, they continue to play an important role for BNSF and are home to generations of railroaders and their families. Railway will take a look at the connections we’ve made over the years with some of these communities, as they continue to change and grow with us.
hotels, restaurants and fueling stations. The only oasis of any size for miles in any direction, the town of Winslow bustled. Its airport was designed by aviator Charles Lindbergh and for years was the only all-weather, 24-hour facility between Albuquerque and Los Angeles. (Today it serves private aircraft.)

Then came Interstate 40, which bypassed the entire city and drew motorists off Route 66. By the late 1970s, streets in Winslow that had once seen thousands of vehicles daily were now virtually empty.

SUCH A FINE SIGHT TO SEE

Winslow, however, was passionate about survival. Today, with more than 9,000 residents, the city works to keep itself viable and engaging for citizens and visitors. Some of that interest has come from unlikely sources, including a rock band and a monument to the tragedy that occurred at the World Trade Center.

In 1972, the Eagles recorded the band’s first single, “Take It Easy,” which includes the line, “Standin’ on the corner in Winslow, Arizona.” Today, a big draw for the city’s visitors is that corner in a downtown park, complete with a bronze statue of a musician and a mural of a girl in her flatbed Ford. Perched above on a window sill is an eagle statue.

On the east end of Winslow, where I-40 and Route 66 join, two rusted steel girders from the World Trade Center towers, along with an American flag that once flew at the Pentagon, are the center of a small memorial to the tragedy of 9-11. The words “United We Stand” are at the base.
Also a burgeoning arts center, Winslow is adjacent to a number of large parks and recreation areas, including the Apache-Sitgreaves National Forest, Homolovi Ruins State Park and Clear Creek Reservoir. The Old Trails Historical Museum can also be found here.

While much has changed in Winslow, BNSF and predecessor Santa Fe Railway have always had a strong presence in this town.

POINT OF PRIDE

Winslow is geographically an important point for BNSF, today seeing an average 80 to 100 trains and an occasional peak of 110 in a 24-hour period. Of these, 80 percent are intermodal.

Given the intensity of operations on the Transcon, BNSF people who begin their career at Winslow quickly learn the ropes of railroading. Many go on to become leaders at BNSF, keeping fond memories of this career-launching location.

One of these is Denver Gilliam, assistant vice president/chief engineer, Central Region, whose father worked as a B&B (building & bridge) painter in Winslow starting in 1962.

“I stayed in a camp car along the Transcon with our family during summer breaks and dreamed of the day I would follow in my dad’s footsteps,” recalls Gilliam. That dream came true in January 1981, when he hired on as a trackman at Winslow. Eventually, he would become a crane operator, foreman, track supervisor, roadmaster and general director for the Southwest Division before moving into his current position.

Of his time in Winslow, Gilliam says he found it to be a place filled with great, hard-working people who take pride in their town and the railroad. “Winslow is a special place with special people, which makes the BNSF at Winslow a special place to work,” he says.

John Palacios, director, Engineering Safety, who also hired on in 1981, holds similar sentiments.

“My grandfather, father and several uncles all worked for the railroad out of Winslow. Employment with the railroad was held in high regard, and you had instant respect from the town,” he recounts. “I started as a trackman and held several positions there. Working on the Transcon, it’s very busy and demanding. Having watched my dad and uncles really set the work ethic and engrained pride in me as I saw what I could accomplish through hard work.”

MORE THAN A WIDE SPOT

Founded in 1882, Winslow was originally a division point for the Atlantic & Pacific Railroad, which was building west to California. The line got as far as the state border before becoming part of The Atchison, Topeka & Santa Fe Railway Co. The line from Needles west to Barstow, Calif., which had been constructed by the competing Southern Pacific, was purchased to quickly continue the company’s goal to reach the Golden State.

For the Santa Fe, Winslow was more than just a wide spot on the railroad. The area sits 5,000 feet above sea level. Its undulating profile may look easy to cross but is filled with shallow valleys and peaks that make train handling a chal-
Sudden high water from flash floods and rock slides compound the challenges of operating across this territory.

The Santa Fe originally billed the city as part of a helper district, where power was added or removed. In steam engine days, a 15-stall roundhouse and repair facility stood just to the west of town. The turntable and maintenance building are now all that remains.

The Fred Harvey Company set up food and hotel services in Winslow, building La Posada, “The Inn,” here in 1930. Later, it became part of a Santa Fe dispatching facility. In 1997, it returned to its former glory as a modern, upscale hotel and restaurant, providing a great spot to safely watch the non-stop parade of trains, including Amtrak’s Chicago-Los Angeles Southwest Chief.

A SMALL GIANT

Dion Pacheco, general foreman, Mechanical, and his team of about two dozen employees are rapid responders, working a territory between Gallup, N.M., and Phoenix, Winslow and Williams, Ariz.

“If a train has a mechanical problem – whether it is with a locomotive or a freight car – we’ll dispatch someone to diagnose it,” he says. “If we can take care of the problem on the road, we’ll do it. Otherwise, we’ll bring it back to Winslow for repairs.”

Although BNSF’s Winslow yard is physically small compared with many other terminals on the system, its responsibilities are significant.

Of the more than 525 people working in Winslow, 500 are TY&E (train, yard and engine) employees. Leadership includes terminal trainmasters, division trainmasters, road foremen and similar roles. Filling out the rest of the list are Mechanical, administration, Engineering and Telecomm employees.

Jason Hartwick, locomotive engineer, is one of those train crew employees. Based out of Needles, he hired on a dozen years ago. On this day, Hartwick and the conductor draw a stack train that originated in Atlanta.

The crew heads out to their westbound train that arrived only moments before. Despite being stationed on the railroad at the same terminal for decades, the two have only just met. They check the locomotive’s daily inspection card and conduct a job safety briefing.

Also in Winslow is William “Dub” Ward III, one of two welders assigned here. He was born and grew up in the town. Today, his work takes him between Winslow, Holbrook, and Kingman, Ariz.

“Every day is different,” he says. “For me, work is always outdoors. It’s also about the people you work with. They make it fun to show up and work. It’s always challenging, never monotonous.”

Ward likes Winslow, too, citing the various festivals and the nearby hunting and fishing spots. One of the downsides, he concedes, is the wind.

Perez agrees, adding that wind is a constant source of concern for the railroad. Trains can continue to operate normally in gusts up to 50 mph; above that, crews can expect to be instructed to stop or proceed to the next siding and hold. Amtrak trains must slow down to 40 mph.

As Perez walks back to his office, his telephone rings – again.

“Winslow is an extremely busy place,” he says as he reaches for the receiver. RFW
New Purchasing and Payment Portal now available

The intranet resource will guide employees when purchasing or paying for BNSF-related items, from tools and cleaning materials to company-issued mobile devices and computer accessories.

Do you know the correct way to order tools and supplies, a corporate mobile device, a printer or services to maintain equipment? And do you understand the preferred way to pay for different types of purchases?

BNSF’s new Purchasing and Payment Portal provides a:

- “One-stop shop” for BNSF purchasing and payment needs
- Simple tool to provide clear guidance on purchasing and payments
- Robust links that quickly guide you to forms and applications where purchases should be made
- More comprehensive tool that replaces the current Methods of Purchase Matrix
- Tool to help align business purchasing and payment needs with corporate policies

The new Purchasing and Payment Portal guides users through the purchasing options with a more intuitive, easy-to-use series of menus. The new portal tool, found on the employee intranet, will direct you to the correct purchasing option. It will also help you determine whether the vendor should send you an invoice or if it’s appropriate to use your travel card, Procard or other payment option.

You can access the Purchasing and Payment Portal by clicking on Sourcing Tools under Quick Links on the BNSF Employee Portal. It replaced the Materials and Services tabs.

The direct link to the new Purchasing and Payment Portal will be: [http://employee.bnsf.com/departments/operations/strategic-sourcing/Pages/Strategic-Sourcing.aspx](http://employee.bnsf.com/departments/operations/strategic-sourcing/Pages/Strategic-Sourcing.aspx)
A true patriot

Kenneth Richardson, Chicago mechanical foreman and combat veteran, recently participated in his first Ride2Recovery event. He joined 200 bicyclists on a six-day ride from the Superdome in New Orleans to Tallahassee, Fla.

Ride2Recovery is a nonprofit organization that assists disabled veterans by connecting them with one another and the world outside the battlefield. Its events include a series of noncompetitive bicycle rides throughout the U.S., promoting awareness of what servicemen and women face upon returning home.

Richardson is recruiting employees and veterans to join Project Hero Chicago. The group held its inaugural Honor Ride Chicago on June 8 in Skokie, Ill.

Project Hero’s mission is to make a difference for healing heroes by providing a rehabilitative cycling experience that will impact their lives. Cycling is an activity in which all patients with physical and/or psychological disabilities can participate at their own level.

Competing for charity

Jonna Maly, general clerk, wanted to do something more after seeing the results of the Fill the Train with Food drive, which collected 1,416 pounds of food and 127 pounds of pet food for the Community Food Bank of Fort Worth.

Maly proposed a competition between the Engineering and Finance groups. If each team could collect 1,000 pounds of food in five days, she and Silver Amos, manager, Vehicle Fleet Administration, would provide a taco bar for both groups.

Halfway through the challenge, Gregory Reid, senior analyst revenue management, and John Cooper, supervisor manpower planning, announced that if their respective teams achieved certain goals, they’d shave their heads. Once the challenge was made, activity and donations began to add up.

“It took me putting my head up to be shaved to get people to come out and participate,” Reid says.

Teaming up on art project

A blank wall is now filled with colorful images in the Alliance, Neb., materials warehouse, thanks to local high-school students who were asked to come up with a design for one wall in the facility that would reinforce the importance of safety.

Using plywood and spray paint, a team of six sophomores from the Alliance High School Art Club prepped and painted the 18-by-8-foot mural. Three students created the design and three others implemented it.

“It is important to work locally to involve the community that we support,” explains Steve Trebilcock, chief clerk, Alliance. “We were able to involve these students in the safety culture that we strive to put forward here at BNSF.”

BNSF safety themes can be seen in several elements of the mural, including the words “focus” and “safety” as well as a railroad crossing sign.

In many ways, Maly felt that the competition was a team-building exercise, not only for each group, but for all of BNSF. The groups also learned more about the food bank through the competition.

“We realized the people who run the food bank help set up jobs, guide people to assistance, and help with food stamps and veteran programs,” she says. “They give away movies and bikes at Christmas. They aren’t just a food bank; they’ve turned into a center to help others improve themselves.”

More than 45 people participated in the drive and raised an additional 3,000 pounds of food, 400 pounds of pet food and $1,110 in cash, which the BNSF Foundation matched.

Kenneth Richardson, second from left, helps veterans reunite with one another. The Chicago mechanical foreman organizes bicycle rides to promote awareness for soldiers returning from battle.

BNSF Finance and Engineering group employees donate to the Community Food Bank of Fort Worth.

As a community of more than 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
The BNSF Railway Foundation has awarded scholarships to 48 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.

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 2015-16 will be announced later this year in BNSF Today and in Railway.
Find what you’re looking for. All in one place.

If you are an active employee – salaried or scheduled – or a salaried retiree (with pre-65 medical benefits), visit mybnsf.com, the hassle-free way to find benefits, wellness and retirement information. (Coming soon: payroll-related information.)

Check out the site and you’ll find that it’s:

**Easy.** Access myBNSF from your computer, tablet and smartphone.

**Quick.** Find everything you need in three clicks or less.

**Personalized.** No digging through information that doesn’t apply to you, and you can add access for your spouse, too.