

# TERMINAL COMPANY NEWS

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## Experienced, safe and effective

From left, Rick Harris, track foreman with 36 years of railroad experience; Moises Solorio, track laborer with 26 years of railroad experience; Jorge Gomez, track laborer and equipment operator with 20 years of railroad experience; Leo Torres, track laborer with 26 years of railroad experience; Gabriel Alvarez, track laborer and equipment operator with 15 years of railroad experience; Jerry Martinez, manager of track, equipment and facilities with 37 years of railroad experience; and Tereso Ibarra, track laborer and equipment operator with 25 years of railroad experience

**T**he first transcontinental railroad's final spike was driven in Promontory, Utah, in 1869. By combining the seven Maintenance of Way members' total years of service — 185 — their railroad experience goes back 40 more years to 1829.

As of Nov. 19, the Central California Traction crew had worked 2,855 days reportable injury free — more than seven years.

Jerry Martinez, manager of track, equipment and facilities, said their suc-

cess is no accident. He and his team comply with federal and state safety laws and job brief every morning.

"I'm confident in my team," he said. "Our main priority is to be safe."

Tereso Ibarra, track laborer and equipment operator, agrees.

"We have the right to be safe," he said. "We always are thinking of safety first."

Leo Torres, track laborer, thinks about

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## Stahl communicates, focuses on tracks

Bobby Stahl puts on his game face when he steps on Wichita Terminal Association property.

“You’ve got to have your head in the game,” he said. “You flip the switch and you’re in railroad mode.”

The focused mentality pays off for the Extra Board switchman/foreman, who has worked without a reportable injury since joining in 2010. For the safe work environment, Stahl credits communication, a skill he honed while serving in leadership roles in concrete plants.

“I learned that you have to know what everybody’s doing and find where they’re coming from,” he said.

When not at work, Stahl stays busy with his wife, Jenifer, and children, Braxton, Blazee and Jenessa. Jenessa is married to Jim, and they have a son, Waylon. He also spends time on his farm in Newton, Kansas; builds motors and race cars; and drag races. He owns five cars, including a 1969 Outlaw Camaro.

“I spend a lot of hours working on the cars to ensure they’re going to do what they need to do,” he said. “When you go to the line, you need to drive it. If the light comes on and you don’t take off right away, you’re going to lose. You snooze, you lose.”



Bobby Stahl, Extra Board switchman/foreman, sits next to his wife, Jenifer, while his daughter, Jenessa; son-in-law, Jim; and youngest daughter, Blazee, gather around.



Braxton, son of Bobby Stahl, Extra Board switchman/foreman



Waylon, grandson of Bobby Stahl, Extra Board switchman/foreman



Bobby Stahl, Extra Board switchman/foreman, owns a 1979 Chevy Short Bed 4x4. He reads his 1967 Chevy 2 Nova Outlaw for a race. He drag races with his 1969 Outlaw Camaro.



Bobby Stahl, Extra Board switchman/foreman, and his family enjoy time at the lake.

## Wiese wields switching experience as yardmaster



Portland Terminal Yardmaster Jim Wiese plays an important role in communicating with BNSF and Union Pacific. The switching crews build outbound trains and process inbound trains for Class 1 railroads.

“It’s like a video game in a sense,” he said. “Every day is a little bit different.”

Through his 20-plus years of Portland Terminal service, Wiese has enjoyed the people on his team and the Class 1 railroad partners.

He began his railroad career in 1990 as a switchman in Vancouver, Washington. He joined Portland Terminal in 1994 as a switchman. In 1998, he was promoted to yardmaster and now works the day shift.

Wiese’s switching background has benefited him in his role as yardmaster.

Jim Wiese, yardmaster, puts safety first.

“When you start from the ground up, you know what crews are doing,” he said.

Wiese ensures the safety and well-being of the train crews by encouraging them to take breaks when it is hot and ask questions if there is any doubt when making a move.

“Safety first,” he said. “It is better to wait than do something you’re not sure of. It takes time to get comfortable.”

Wiese and his wife, Lesley, have been married 18 years. They enjoy time with his stepdaughter, Megan, and her husband. The family also enjoys golfing and traveling. Their favorite travel spots include Cannon Beach, Oregon; Las Vegas; and Mount Hood.



Ben Fewell, brakeman, appreciates the family-like environment at work.

## Fewell builds a career on **safety**

After sitting behind a computer for six months designing roof trusses, Ben Fewell realized office life wasn't for him, so he pursued a railroad career.

"There are nice, beautiful cool spring days, and I stop and think, 'This is one of those jobs kids dream about,'" he said. "I've found the career that I want to spend the rest of my life doing."

Now a YPS-03 brakeman, Fewell joined Central California Traction in 2007. He appreciates the priority each team member places on safety because it means he gets to go home to his wife, Katie, and children, Miles, 9, and Elise, 4.

"If we're not going to stop, take care of and analyze situations, no one will do it for us," he said. "I work safely because I want to go home to my wife and kids. I also want to be able to continue to make a good living."

The close-knit group also helps Fewell keep his mind on the task at hand.

"The culture here is like family," he said. "We care about one another. You can't spend this much time with everyone and not care."

## Experienced, safe and effective

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safety every morning before coming to work. He focuses on doing his best for the company and his co-workers.

Moises Solorio, track laborer, said the group follows the rules and makes the workday fun.

"We are happy at work because we all get along," he said.

Gabriel Alvarez, track laborer and equipment operator, said they view themselves as a family.

Rick Harris, track foreman, worked 34 years in the railroad industry before joining the team two years ago. He said the on-track safety program, regular job briefings and camaraderie have helped him adjust.

"I was welcomed wholeheartedly," he said.

As for the safety record, Harris attributes it to the team's knowledge.

## Heinzman thrives in problem-solving

Longview Switching Yardmaster Casey Heinzman spends his time assembling what can be likened to a giant moving puzzle.

"We will get 100 cars and have to switch them into different tracks to build trains," he said. "We have to figure out the most efficient and safe way to complete the task. We're orchestrating how the yard is being used."

A native and resident of Kelso, Washington, Heinzman joined the railroad in 2006 as a switchman. He also is qualified as a locomotive engineer.

"It's kept me busy," he said. "It's hands-on. I enjoy being outside and all aspects of the job."



Casey Heinzman, yardmaster

Heinzman holds a bachelor's degree in criminal justice and an associate degree in flight technology. He worked three years as a juvenile probation officer and spent time as a commercial pilot.

Now with the railroad, he has learned the importance of safety on the job.

"We have safety briefings beforehand so we can name possible risks," Heinzman said. "You have to keep your head on a swivel and not become complacent. You don't want to cut corners."

Completing his responsibilities safely ensures he can go home to his wife, Nicole, and children, Oliver, 8, and Elliot, 7. He coaches his children's baseball teams and has served three years as a football official.

"There's no better seat than right there," Heinzman said.

Heinzman also enjoys cheering on the Portland Winterhawks, and hunting in Montana and Wyoming with friends.

# Martinez makes his mark

It's no surprise why the Central California Traction Maintenance of Way team brims with positivity. Its leader, Jerry Martinez, manager of track, equipment and facilities, does the same. He said the trickle effect starts with Dave Buccolo, general manager.

"He gives us a lot of green lights for the work we do," Martinez said. "When you have a boss like that, you work well."

He feels fortunate to work with the MOW group.

"I have a good crew," Martinez said. "Everybody does everything here."

He and his team maintain more than 350 miles of track. They also build new track and perform derailment cleanup.

Martinez began in 1977 as a CCT track laborer. After 17 years, he became a signal maintainer and mechanic. He then started as an assistant foreman before becoming foreman.

"I was in their shoes," he said. "That's why I try to be a good boss every day. We're family."

In his free time, Martinez plays lead guitar and sings with his band, Los Gallos del Norte. The band plays cumbias such as "Sergio El Bailador" and "La Bamba," and música norteña, such as "La Puerta Negra," "Seis Pies Abajo," "Chappara de Mi Amor" and "Tragos de Amargo." Martinez still plays select events, but not near-

ly as much as he did for 20 years. Back then, he played different night clubs on weekend nights. He started playing when he was 10 years old, and hasn't stopped. After performing for more than 27 years with his band, he's learned plenty about music.

"Music takes away my stress," he said. "It's good. You can play it by yourself."

He and his wife, Teresita, go to the gym every day. They've been running for years. They have children Alan, Jerry Jr., and Marlene and five grandchildren who Martinez loves to spoil.

"You have to be a grandparent so you can learn to be a real father," he said. "I'm a spoiled grandpa. They call me 'Pa,' and they call my wife 'Ma.'"

On the job, Martinez is the go-to guy. He is the first one called when there's a derailment. If not supervising track work, he's working on locomotives or troubleshooting electrical equipment.

He brings a good attitude every day because he wants to.

"If your mentality always is positive, not negative, it's better," Martinez said. "The company needs you. This company gives me the money to support my family. I should do whatever I can to make the company more money."

He always leads by example by wearing his PPE. When he wakes up, he's al-



Jerry Martinez, manager of track, equipment and facilities

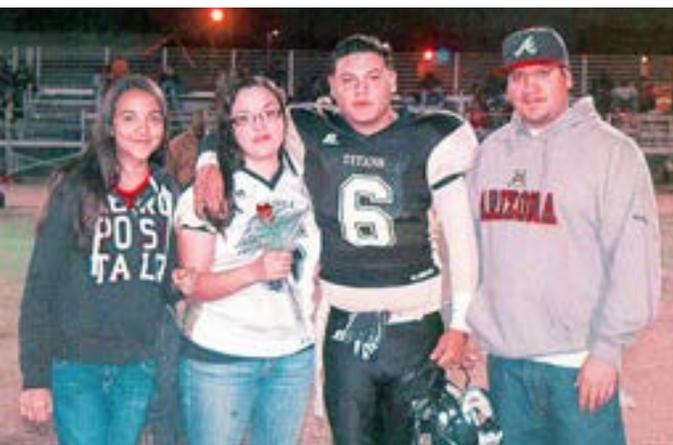
ready thinking of who will work where on his team.

"If you plan it, you can do anything," Martinez said. "You can divide your time, but if you don't plan it, you're not using your time well."

Being a short line railroad, he realizes everyone has to pitch in at times. It doesn't matter that he's got 37 years of seniority; he's not above sweeping or cleaning the bathrooms in addition to his regular work inspecting the main line.

"A job is a job," Martinez said. "I don't care what job I do. I'm happy in my job. I love it."

# Sanchez aspires to reach goals



Conductor and Locomotive Engineer Mark Sanchez, right, with his family, from left, daughter Maya; wife Marlene; and son Mark Jr.

Mark Sanchez is a man with goals. When he goes home to his wife, Marlene; son, Mark Jr.; and daughter, Mya, he aspires to be a good father. When he goes to work, he aims to be a good employee.

"I start thinking about safety when I put on my glasses and boots," he said. Sanchez's attitude toward safety comes naturally.

To keep himself in shape, he hits the gym before going to work. He does a well-rounded workout to help him in his fitness goal, which he believes will help him become a more efficient employee.

The conductor and locomotive engineer comes to work looking to ensure everything runs smoothly.

"I come in, start the engines, inspect them, and check the lights and brakes," Sanchez said. "I always ensure the engines have enough water and oil."

The job requires patience and close attention, and his co-workers help him focus.

Away from work, Sanchez enjoys time with his family.



From left, Wes Hill, locomotive engineer; Craig Krueg, conductor; and Ben Fewell, brakeman

# Getting the job done

Central California Traction employees impact the lives of others by serving customers such as Best Logistics, Buckeye, CALAMCO, Cargill, NuStar and Wilmar on the YPS-03. This includes Ben Fewell, brakeman; Wes Hill, locomotive engineer; and Craig Krueg, conductor.

“We do what the other crew can’t,” Hill said. “We’re the clean-up crew. We switch cars in the yard and serve customers.”

As a whole, CCT train crews have worked more than 400 days without a reportable injury and are approaching 1,500 days without a lost-time incident.

To work safety, Fewell, Hill and Krueg follow the rules so they can go home the same way they came to work. The team communicates regularly to ensure that happens.

“Maybe I’ll see something he doesn’t see or vice versa,” Hill said. “We bounce ideas off of one another.”



Employees wear Central California Traction-labeled PPE.

## Hill keeps learning

Wes Hill started with Central California Traction in 2006. The Stockton, California, native likes the city because of its character. As a child, he remembers seeing trains on TV and around town, but never fathomed working for the railroad.

“I never thought I’d ever be on the railroad,” he said. “Now I’m running the engine. That’s cool.”

The injury-free locomotive engineer likes the job’s variety and camaraderie.

“Every day is not the same,” Hill said. “We’re a cohesive unit. It’s a mixture of business and fun. We’ll joke with each other, but when it’s time to work, we get started.”

Since he works the same job, Hill focuses on preventing complacency. A veteran locomotive engineer told him, “Keep your head on a swivel.” He uses that advice to return home to his family and keep his co-workers safe. He pays attention and listens to the radio because conditions can change in an instant.

He and his wife of four years, Brandi, have children, Katie Franco, Levar Miller and Tony Miller.

“My kids think I’m a rock star,” Hill said.

He and his sons have a guys’ day out, in which they go to the movies, the park or another spontaneous location. He likes watching “The Blacklist” with his wife.

## Keefe quick with a calculator

Math may not be every person’s strong suit, but Sandra Keefe was drawn to the field because of its defined parameters.

“With numbers, it’s either right or wrong,” she said.

Keefe, who studied accounting and business administration at Butler Community College in Andover, Kansas, has been in the accounting field since 1983.

She joined Wichita Terminal Association in November 2008 and serves as accounting clerk. She oversees financial transactions, accounts payable, and receivable and payroll.

“I look forward to coming to work,” Keefe said. “You know everyone you work with because there aren’t thousands of employees.”

A Whitewater, Kansas, native, she enjoys time with her husband, Russ, and children, Shaun, 10, and Seth, 9. She cheers on her children in football and basketball, and watches movies, including “The Blind Side” and “Remember the Titans,” which are family favorites.

Sandra Keefe, accounting clerk, keeps her hands busy with Wichita Terminal Association numbers.





Andrew Clark, welder helper



Sectionman Jeremiah Mettler, left, and Welder Helper Andrew Clark perform on-track maintenance in Portland.

# Clark changes roles in Portland Terminal

Looking for a change in his railroad career, Andrew Clark joined Portland Terminal Maintenance of Way as a welder helper.

“I’m more of a fix-it-type person,” he said. “The MOW schedule is family friendly.”

He followed in his father’s footsteps when he joined the railroad. His father, Roger, was a mechanical foreman. Clark

joined as a switchman about 10 years ago.

Before the railroad, he spent eight years in the U.S. Navy as a chaplain’s assistant. During his service, he traveled around the world, including Australia, Singapore and Thailand. He continues to serve in the Reserves.

In all of Clark’s roles, safety has played an important role. This includes looking out for one another and having

safety precautions, such as derails, locks and lookouts, in place before beginning a job.

He and his wife, Jodi, recently celebrated nine months of marriage. Outside of work, he enjoys time with Jodi, woodworking, repairing small engines, and landscaping water features, ponds and fountains. He also is remodeling his home and is active in his church.

# Wagoner focuses on family

Portland Terminal Locomotive Engineer Rob Wagoner knows the importance of expecting the unexpected while operating along his line.

“You always need to know where the person you’re working with is,” he said. “You don’t want to start making movements if you’re not sure where they are.”

Wagoner delivers cars to industries and ensures they are sorted for their next stop.

Communication also plays an important role in creating a safe workplace.

“If you’re not sure, ask,” Wagoner said. “It’s better than taking a chance.”

He joined the railroad in 1996 as a switchman. After nine years, he was promoted to locomotive engineer. He has worked his career without a reportable injury, and he has seen changes in the industry through the years.

From the Portland area, Wagoner served four years in the military before joining the railroad. He learned important lessons during his service, which he has been able to apply to the railroad and life.

“Don’t sweat the little stuff,” he said. “Focus on things that matter, like family. I spend a lot of time with my kids.”

Wagoner and his wife of 23 years, Kristie, have children Alex, Bobby and Jack. As a family, they go camping. Their favorite spot is Fort Stevens, a state park near Astoria, Oregon. They ride bikes on the beach, and the children can play at the fort. They also travel often, heading east to Mississippi, and he visited Las Vegas twice in 2014.

When not traveling, his sons keep the family busy with their baseball and football games.

Rob Wagoner, locomotive engineer



# Novoa continues family tradition

Before Erik Novoa followed the family tradition of railroading, the conductor took a few detours. Then, he joined Central California Traction in May 2007.

He served in the Marine Corps as an assault amphibian crewman, transporting infantrymen from boats to the beach in amphibious assault vehicles.

After completing his service, Novoa worked as a gold miner in Nevada.

“The problem is that the gold isn’t like you’d think,” he said. “We’d have to move mountains to get a few ounces.”

After that, Novoa attended the Modoc Railroad Academy to learn railroading basics.

“I’ve always been around trains,” he said. “My grandmother’s father was a coal miner, and her husband’s father was a civil engineer on the railroad. They helped forge one of the biggest coal-hauling railroads in the states: Norfolk and Western Railway.”

The transportation industry fits the Ohio native, who looks forward to gaining more experience as a locomotive engineer. Then, Novoa wants to help train others.

“I like switching cars; it’s constantly solving problems and riding out on the main line,” he said. “I love being in train service, and I’d love to do this for the rest of my career.”

Novoa also appreciates his co-workers, many of whom have worked alongside him for years.

“If somebody sees something that might make for a potential hazard, we stop and talk about it,” he said.

Working safely means Novoa gets to go home at the end of his shift to his wife, Trista.



Erik Novoa, conductor, likes switching cars because he enjoys solving problems.



As winter approaches, employees wear winter boots and ensure walking surfaces are secure.

## Average January low temperatures

Winter’s here, and the key is preparation. Layering clothing, wearing PPE and holding job briefings help ensure a safe winter for everyone.

Here are the average lows in January systemwide:

- Central California Traction Company: 38 F
- Longview Switching Company: 35 F
- Wichita Terminal Association: 22 F
- Portland Terminal Company: 36 F

Source: U.S. Climate Data

## Stock a winter emergency kit

- Shovel
- Windshield scraper with a brush
- Flashlight with extra batteries
- First aid kit
- Pocket knife
- Energy bars and other snacks
- Water
- Matches and candles
- Blankets or sleeping bag
- Tow chain or rope
- Road salt, sand or cat litter for traction
- Booster cables
- Emergency flares and reflectors
- Cellphone adapter to charge phone
- Needed medications



Now is the time to stock the vehicle with a winter emergency kit.

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This newsletter appears under direction of the shop director. For news coverage, contact Alan at the newsletter office by phone at 402-475-6397, fax 402-475-6398, mail information to 2201 Winthrop Rd., Lincoln, NE 68502-4158, or email alan.thompson@newslink.com. This material is intended to be an overview of the news of Joint Facilities. If there are any discrepancies between this newsletter and any collective bargaining process, insurance contracts or other official documents, those documents will govern. BNSF/UP continues to maintain and reserves the right, at any time, to alter, suspend, discontinue or terminate all plans and programs described in this newsletter. This newsletter is not an employment contract or any type of employment guarantee. By submitting photos, you state that you are the sole author of the photograph and control all rights for its use. Any employee who submits a photo retains all rights to the photo. By submission you give Corporate Relations a perpetual license to use your photo and to sub-license the same for use by third parties. Thanks to everyone for taking the time to contribute to this newsletter, including but not limited to, Craig Krueg, Mark Sanchez, Bobby Stahl and Michael Vilarino.

# CCT, Transload Solutions benefit from relationship

According to Gary Alegre, Transload Solutions president, the company's success depends on reliable service from Central California Traction.

"We get daily switches on time from CCT," he said. "The service has been the reason for our success."

On its website, Transload Solutions claims to be the "source for all your rail to truck transfer, warehouse, bulk and liquid storage needs." Essentially, it manages transloading from the railcars to the trucks and into customers' facilities.

Customer products come to CCT from Class 1 railroads. Transload Solutions handles ingredients, such as flour, sugar, plastic pellets and brewer's malt. It has a food-grade facility, ensures railcars are fumigated, and offers covered warehouse storage and certified truck scaling.

"It's been a great, mutually beneficial relationship for more than 20 years," said Michael Vilarino, Transload Solutions vice president.

If anything comes up, CCT and Transload Solutions collaborate to resolve it quickly.

"That's the biggest asset of all," Alegre said. "When we have problems with a customer, we sit down with the CCT team and get it figured out."

He added that orchestrating railcar inventory is crucial



**Above:** Transload Solutions has a 100-railcar spot in Port of Stockton.



**Left:** Transload Solutions offers 120,000 square feet of covered storage with truck and rail access in Port of Stockton.

because of the many food-grade customers that receive just-in-time inventory. Customers include Anchor Brewing Co., Cargill, General Mills, Lagunitas Brewery Co. and Mission Foods.

Dave Buccolo, CCT general manager, likes to give business back when possible. Transload Solutions hauls its ballast rock for track work.

For years, both CCT and Transload Solutions have learned to count on each other, trusting that the work gets done safely.

"Every message Dave leaves me says 'stay safe' at the end," Vilarino said, "even his texts."

Buccolo added that customers and safety are top priorities for CCT.

"When a shipper has a car that is a critical need, CCT ensures that it gets spotted on time and without incident for the customer," he said.

## Instrument of change

Change drives Craig Krueg's life. The Central California Traction conductor always looks for ways to change for the better.

After years of different jobs, he found a place to stay when he joined CCT eight years ago.

"It's like a family here," Krueg said. "People know your name."

Though comfortable, he continues to seek professional and personal improvement opportunities. This includes working to complete his business degree.

To stay active, he goes to the gym with Conductor and Locomotive Engineer Mark Sanchez. The two encourage each other while lifting or eating more balanced diets.

Though Krueg has been lifting

weights since he was 15, he recently began taking a more proactive role in maintaining his health.

"I try to eat healthy and lead a healthy lifestyle," he said. "You learn new things, and you make your own meal plan."

Krueg enjoys cooking on the weekends to supplement his workouts.

At work he ensures that he and his co-workers stay safe. Safety briefings make that task attainable, but he advises everyone to remain alert.

"You need to be aware of your surroundings," Krueg said. "You do what you know you can do."

Along with yard work, lifting with Sanchez and cooking, he enjoys time with his girlfriend, Samantha, and his Ameri-



Conductor Craig Krueg, with his girlfriend, Samantha

can bulldog, Buddha. All the while, he continually looks for change.

"You always should be progressing," Krueg said. "You shouldn't do less."