

# TERMINAL COMPANY NEWS

MARCH 2015 | ISSUE 5

## Portland Terminal set to use **UPGRADED TAMPER**

Portland Terminal Railroad Company Maintenance of Way employees are pleased with their latest equipment upgrade.

A truck specifically built to carry track equipment brought the 2008 Jackson 6700 tamper from Texas to the Pacific Northwest the first week of March.

It replaces a 1979 Jackson 6300 tamper.

“We needed a machine that was reliable for our gang,” said Blaine Dymock, manager of administration and finance. “We did a lot of research, watched the market and knew exactly what we wanted.”

PTRC presented their research to the board, which decided the machine fit the company’s needs.

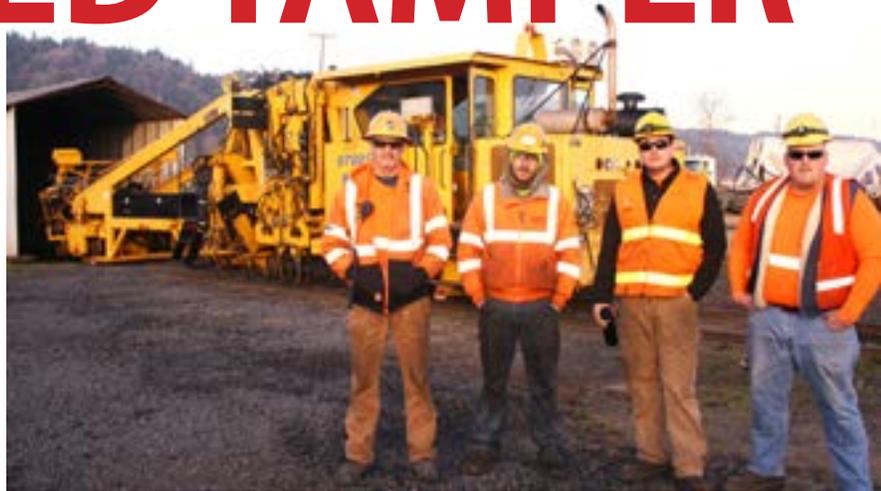
A BNSF Railway mechanic conducted a 150-point inspection, identifying items that needed improvement. The tamper now is ready for work.

“We already have 19 spots to work on,” said Colin Johnson, track maintenance foreman.

The new machine has a modern digital cockpit with hydraulic controls. The cockpit has heat, air conditioning and greater visibility, which the operators appreciate.

“It is not cramped,” said Kenny Aurand, machine operator.

Instructors worked with machine operators for a few days to familiarize them with the tamper.



Maintenance of Way welcomes a new tamper. From left are Dave Dyer, welder/operator; Pete Niiranan, welder/operator; Corey Barrett, truck driver; and Kenny Aurand, machine operator.



Cockpit of old tamper



New tamper arrives



Loading the old tamper



Unloading the tamper



# CCT handles long rail for UP

The Pacific Spike LRC480, also known as long rail carrier 480, braves the Pacific Ocean when transporting 20,000 tons of 480-foot segments of rail from Japan to Stockton, California. Her first trip was in December. Upon arrival at the Port of Stockton, The Pacific Spike's crew uses her three cranes to move the rail from her decks onto four sets of shuttle cars.



Cargo Hold and Rail shuttle car set



Rail Landing on Shuttle cars and MV Pacific Spike

points across the Union Pacific system. They will send 45 to 50 of these trains this year.

The beauty of the new rail lies in its length. Previously, 80-foot rails were welded together 17 times to form a 1,440-foot length. Now, the 480-foot rail is welded twice before transport. This system reduces maintenance costs and results in stronger rail, Buccolo said.

CCT employees work with UP to coordinate the vessel-to-plant shuttles and the inbound and outbound welded rail trains. They also inspect and perform air tests on the welded rail trains for UP. The additional work resulting from this process enabled CCT to hire a new train service employee.

The project worked with the Port of Stockton to lease the land for the building of the rail plant and the storage tracks. They also upgraded the dock where they receive the rail and upgraded 1.1 miles of CCT tracks from 75-pound to 136-pound rail.

"This allows the rail trains to move safely in and out of the port," Buccolo said.

Central California Traction crews take these shuttle cars from the dock to the new Union Pacific rail welding plant about a mile away. At the plant, they use their new crane with magnets to lift bundles of five rails each and place them in storage bays.

The unloading process takes two weeks. Once completed, the Pacific Spike sails back to Japan for more. Since December, 40,000 tons of rail have shipped.

Six shipments — 120,000 tons of rail in all — are expected in 2015, according to Dave Buccolo, CCT general manager

Before unloading, CCT crews and Holland Services, the rail plant welding crews, conduct a job safety briefing. As they unload, they update the briefing for each move to the rail plant.

Holland Services began welding the rails together the week of March 23. CCT employees load these rails onto trains built exclusively for welded rail and take them to

## Crew praised for VIGILANCE

Jan. 23 was a day of surprises for Chris Dunsmoor.

He was working on the 1500 switching crew at Longview Switching Company when he and his co-workers observed a white pickup waiting for his locomotive to pass. The truck caught their attention because it was loaded with railroad ties. Because the location is close to a refuse site, Dunsmoor often sees people scavenging.

"But never a truck loaded with railroad ties," he said.

The crew gave a detailed description of the truck to the yardmaster: two occupants in a white, mid-1990s Chevrolet Silverado pickup with a canopy and its tailgate down. They were unable to read the license number, as the plate was bent and dirty.

The yardmaster conveyed their description to Special Agent Ronald Rose. The Longview Police Department responded without success.

However, he felt the crew deserved the On Guard Award for their description and awareness.

"I've been in law enforcement 25 years and you cannot get better than that," Rose said. "The description was good. If it was there, we would have found it. They even said why they could not get a clear license plate number."

## Braks: healthy lifestyle means more energy

Ask a dozen personal trainers for the secret to a healthy lifestyle and they likely will give a dozen answers. Since making his health a priority, Paul Braks has discovered that success boils down to a balanced diet, exercise and accountability.

"Get a cookbook is the best advice I have," said Braks, a Portland Terminal Railroad Company locomotive engineer on the split-shift.

Braks finds it easier to stick to a healthy diet by setting aside one day to cook and prepare meals for the rest of the week. He also has exchanged soda for water and counters fast-food cravings by eating protein.

"It's not just about eating healthy; you

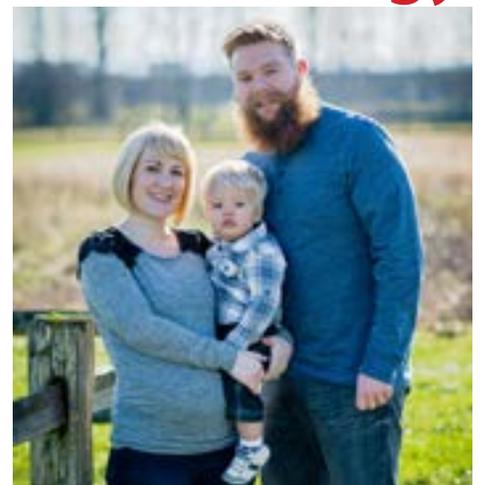
need to go to the gym, too," he said.

Braks lowered his weight by practicing jiu-jitsu and mixed martial arts. He has competed in three tournaments, placing in two.

His success also can be attributed to his wife, Christina. He said the two hold each other accountable to ensure they have a long future with their family, which includes Parker, 2, and a second child due in April.

Braks reaps the benefits of his healthy lifestyle at work.

"The healthier you eat, the better you feel," he said. "You're not lethargic and have more energy, especially when working the night shift."



Healthy eating and exercise are a winning formula for Locomotive Engineer Paul Braks and his wife, Christina, to ensure they have a long future with their son, Parker, and a second child due in April.

# Robinson teaches teamwork through youth sports

Justin Robinson, Wichita Terminal Association switchman, always has had a love for sports. He played multiple sports growing up, but baseball was his favorite. Along the way, he became a die-hard Kansas Jayhawk fan.

Now married with two children, Robinson sees the benefits of sports in a new light.

“In life, everything is about being a team in the end,” he said. “Whether it is in your marriage, at work or with friends.”

Robinson said sports teach good teamwork to his children, Braden, 12, and Bailey, 7, while helping them have fun and be active.

“It gets the kids in a group setting working together,” he said.

Robinson hopes the skills they learn will forever impact their lives.

He has helped coach Braden’s football, basketball and baseball teams several years. This year he will be his baseball team’s head coach.

“I love coaching,” he said. “All sorts of kids want to be on your team. It is a way of getting to know people. By coaching, I meet the kids Braden is hanging out with and get to know their families.”

Robinson joined Wichita Terminal Association three years ago and remains its newest employee. He likes being a switchman because he gets to determine the best, most efficient way to put trains together.



Switchman Justin Robinson with his wife, Lacy, and their children, Braden and Bailey



Switchman Justin Robinson leads his son, Braden, on the football field.

## Cleek impressed with safety atmosphere

Alex Cleek, Portland Terminal Railroad Company switchman, started his career in July. He enjoys building trains almost as much as he enjoys his co-workers.

“The people make the job,” he said. “This is the best group of people I have worked with. We crack jokes while we are working and keep it a light environment.”

The importance placed on safety impressed him.

“Everyone works safely,” he said. “It is nice to work in a mature environment in which no one is pushing you to move

faster or take shortcuts.”

Cleek previously worked at Alcoa Inc. in Wenatchee, Washington. The aluminum produced there shipped via rail, which sparked his interest in the railroad. Once his girlfriend, Natasha, recorded an offer to play collegiate soccer in Portland, he took the opportunity to apply.

Cleek enjoys hunting, camping and fishing. Cannon Beach, Oregon, is his favorite destination. He owns an on-line apparel store and is a fitness model involved with the National Physique Committee.



Alex Cleek, switchman, enjoys heading to Cannon Beach, Ore., in his customized truck.

This newsletter appears under direction of the shop director. For news coverage, contact Kristine 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 kristine.bennier@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, Dave Aragon, Dixie Bailey, Paul Braks, Alex Cleek, Jeff Davis, Blaine Dymock, Matt Jacobs, Justin Robinson and Terry Shine.



Sparks fly as Welder/Operator Pete Niiranen welds rails in Portland.

## Niiranen found his passion early in life

Pete Niiranen took up welding in high school when he needed another elective class. He excelled, becoming the first student of Portland's Oregon City High School to become certified in the trade before graduating.

For six years, Niiranen has applied his skills as a Portland Terminal Railroad Company welder. He also serves as backup machine operator.

He enjoys welding at home, too.

"It is relaxing and helps me stay focused and have something to look forward to," Niiranen said.

One of his favorite projects was a sand rail he built with his father.

"It came as a kit," Niiranen said. "We built it from tubes to a full car in six months."



Pete Niiranen, welder/operator

## Millennium Bulk appreciates good service

Millennium Bulk Terminals in Longview, Washington, appreciates the work Longview Switching Company provides.

"We are demanding," said Dixie Bailey, transportation manager. "We ask a lot."

Millennium Bulk unloads coal cars from Wyoming and ships it by truck. The company also loads covered hopper cars with aluminum ore, which is sent to Alcoa Inc. in

Wenatchee, Washington.

Longview Switching Company switches for Millennium four times weekly.

"We have to ask for special switches a lot, and they are very accommodating," Bailey said. "They are easy to contact and great to work with. We want them to know how much we appreciate them. They do a wonderful job."



Using "BOB," a 16-pound sledgehammer, helps Truck Driver Corey Barrett stay fit.

# Barrett convinced of gym membership's benefits

Staying fit motivates Corey Barrett, Portland Terminal Company truck driver. It also influences his selection of hand tools.

Shortly after he began working on the railroad two years ago, he adopted "BOB." He gave the 16-pound sledgehammer a new paint job to further distinguish it.

"I started using it because no one else typically did," he said. "I also wanted to work out at work."

His early days on the railroad challenged Barrett physically — especially the muscles below his knees.

"I needed the muscle development to accomplish things in a timely fashion," he said.

When not at work, Barrett takes full advantage of the free gym membership the railroad offers its employees. He goes to the gym four or five times a week.

"We need to protect our bodies from anything happening," he said. "If we want to work here for a long time, we need to take care of our bodies by taking advantage of what the company offers us."

Barrett moved to Portland from Indianapolis in 2012 for its outdoor opportunities. He and his fiancée, Litxia, enjoy hiking. His favorite hikes include Dog Mountain and Large Mountain, which are along the Columbia River Gorge.

## Good communication keeps Wardle moving forward

Throughout his 35-year career with Longview Switching Company, one of Bob Wardle's favorite parts of the job has been walking the track as a utility foreman.

"I enjoy the exercise," he said. "I keep in shape."

Wardle conducts air tests and railcar inspections. As he works his shift, he regularly communicates with other crews to ensure his protection. He also uses blue flag protection to signal when he is between cars.

On Saturdays, Wardle serves as a Longview yardmaster.

Working safely is important to him, as he wants to stay healthy throughout his career so he can enjoy retirement.

Wardle is well-known among his co-workers for reporting problems in a timely fashion, ensuring parts are purchased, repairing rubber hoses and seeing that air compressors are serviced.

"He goes above and beyond the regular duties of a utility foreman," said Ivan Hartsoch, operations manager.



Ensuring proper maintenance is a high priority for Bob Wardle, utility foreman.

Wardle and his wife, Torry, have children, Kristina and David. Outside of work, he enjoys fishing and clam digging.

## Building, parking lot upgrades in process



New parking lot stripes are part of a fresher, cleaner look at Portland Terminal.

Along with warmer temperatures and sunny skies, spring brings building upgrades to Portland Terminal Railroad Company.

Updates already completed include wireless Internet service throughout the building, door locks, new windows, additional trash receptacles and fresh parking lot stripes.

By June, the entire building interior will be installed in the crew room. The

Maintenance of Way team will benefit with a canopy to shield themselves from rain while welding, as well as a rail link to hold rails in place in perfect 1-inch increments during the process.

"We're not going to Band-Aid problems," said Val Shultz, general manager. "We're looking to reduce potential risk. You have to plant the seed and watch it grow."

# Davis enjoys steam locomotives

Steam locomotives fascinate Jeff Davis, Longview Switching Company switchman. For the past 11 years, he has volunteered to work on various units, including a Crossett Western No. 10 for the Chelatchie Prairie Railroad and a Baldwin 2-8-2 90-ton logging Mikado for the Chehalis-Centralia Railroad & Museum.

One of Davis' most impressive projects remains the No. 10.

"We took an engine that was in pieces, made new parts and reassembled it in less than four months," he said.

Davis worked three to four days a week, compiling almost 500 hours on the engine.

His interest in the railroad began with his grandfather, who worked as a car mechanic in Laramie, Wyoming.

Years of experience have taught Davis much about safety and customer satisfaction. He said safety begins with taking time to think.

"If things go wrong, you need to stop and think about them before you try to fix them," he said.



Switchman Jeff Davis, right, takes a break from updating a steam locomotive alongside other volunteers.



Jeff Davis, switchman, enjoys working on steam engines.

## Hartsoch designs enhanced air compressor system

An air compressor for testing air brakes, built by a Longview Switching Company employee, is more environmentally friendly and easier to maintain.

Ivan Hartsoch, operations manager, built an air compressor that has longer stainability and can work for 24-hour service. In addition to breaking down occasionally, the other units went through a gallon of oil a week and failed to hold pressure for long.

"We went through three because they were not designed properly," he said. "We did it 'Longview Switching style' and designed it so we had what we needed."

The new compressor runs on electricity rather than diesel fuel and does not use oil. The tank also is twice the size of the others and holds greater pressure. It can serve five or more trains while the other compressors could only manage two. This all reduces the environmental impact of the unit.

"The new air compressor has paid for itself in the three years we have had it," Hartsoch said. "We are taking good care of it so it will last for a long time."



Longview Switching's current air compressor (top) has proven to be more environmentally friendly and easier to maintain than its predecessor (below).



# Terminal track enhanced



The new track is raised 12 to 18 inches.



Original location of switch

A recently completed track project at the Port of Longview has enhanced safety and stability on a high-volume section of rail that serves Export Grain Terminal.

Longview Switching Maintenance of Way employees built a new switch, added new ballast and heavy-duty rail while raising the rail 12 to 18 inches during a two-day project.

“The crews say it rides as smoothly as glass now,” said Ivan Hartsoch, operations manager.

The project prepares the track for increased business, he said.

## Safety focus, enjoyment mark Shine’s work



Truck Driver Terry Shine with his wife, Marietta, their children and grandchildren

With more than 20 years of railroad experience, Terry Shine still is passionate about his responsibilities as a Wichita Terminal Association truck driver.

“I love coming to work to build switches and panels,” he said. “We have a great crew. Anyone we work with says we do a great job.”

Shine knows that a team effort makes for a job well done. He makes safety the priority in everything he and his fellow employees accomplish.

“Make sure you wear safety glasses,” he said.

To remain physically fit and ready for work, Shine lifts weights every other day.

He and Marietta, his wife of 21 years, have four children and five grandchildren. Shine enjoys family time, fishing and camping.

## Wichita crew avoid hazards with regular briefings

Matt Jacobs, Wichita Terminal Association machine operator, works safely for his family. His life was changed dramatically when his son, Levi, was born 18 months ago. He loves every minute he spends with him and his wife, Kristi.

Jacobs’ family ties help him maintain focus at work, where his maintenance crew uses portable derails to protect the track around job sites. Employees remain mindful of potential hazards.

“You need to always watch, listen and pay close attention to your surroundings,” he said.

Jacobs’ duties include building new switches on the north end of the yard. He enjoys the challenge of building them from blueprints.

His crew joins other departments for job briefings, reviewing safety issues and discussing protection location and the plan for the day.

“We are good friends,” Jacobs said. “We joke around, but when the time comes for it, we are serious.”

Machine Operator Matt Jacobs works safely for his wife, Kristi, and son, Levi.

**“You need to always watch, listen and pay close attention to your surroundings.”**

– Matt Jacobs, machine operator



# Aragon drives tribute to wife's memory

An LS1 Corvette engine gleams in Dave Aragon's 1948 Chevrolet Fleetmaster. The newly rebuilt show car belonged to his late wife.

"Her dad got it for her as her first car," said the Wichita Terminal Association Extra Board locomotive engineer. "Thirty years later, I did some work for him and asked for that car as payment. I finished it as a tribute to her."

Aragon rebuilt the car from the ground up. After four years of work, the finished product is exactly what he wanted.

"Working on them is like therapy: getting out there, welding and getting them to look nice," he said. "I like

Dave Aragon shows off his restored Chevy Fleetmaster.



making them go fast."

Aragon enjoys showing off his hot rod at shows, including one in Tulsa, Oklahoma, in February.

The five-year employee has learned that communication is the key to safety.

"Being a good engineer means you communicate well," he said. "I always repeat what people tell me so they know I know what they mean. Their safety is in my hands, and they need to know that I understand."



Dave Aragon's 1948 Chevrolet Fleetmaster awaits restoration.



Dave Aragon spent four years restoring the Fleetmaster, which was his late wife's first car.

## Portland Terminal safety committee

# UP & RUNNING

Portland Terminal Railroad Company has introduced a safety committee that will keep the lines of communication open and focus on what matters most.

The committee includes one representative from each department and meets the second Wednesday of every month for a roundtable discussion. Meeting minutes are posted so employees can read them and suggest future topics for discussion.

In addition, one meeting each quarter will feature industry speakers, such as Union Pacific carmen, to share best practices and lessons learned.

Safety enhancements already have been made, including solar-powered lights on stop signs that will blink at night and in fog, and gang locks on all intermodal access. In addition, white rubber reflectors will be installed at clearance points so employees can stop cars without looking at the side of the rail.

"We are not going to compromise," said Val Shultz, general manager. "If something is unsafe, we won't do it."



Solar-powered lights on stop signs are one result of Portland Terminal Railroad safety committee decisions.