

# TERMINAL COMPANY

## NEWS

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Matt Wilson, Brookville Equipment Corp. field service technician, trains CCT employees and ensures gensets run correctly.



The gensets feature CCT's decals.

CCT adds two gensets to its fleet.

## CCT welcomes gensets

Two Tier 4, ultra-low-emission genset locomotives joined Central California Traction's fleet of eight locomotives in April. They used the Carl Moyer Grant, which is supported by San Joaquin Valley Air Pollution Control District. The grant pays 85 percent of new technology that reduces air pollution in the valley. It is part of the clean diesel assistance funding program.

The engines came from Brookville Equipment Corp. in Pennsylvania. Since 1920, Brookville has specialized in small locomotives for mining or tunnelling, rail freight and passenger transportation

industries.

"These engines use 58 percent less fuel and 98 percent less pollution," said Dave Buccolo, general manager. "They are the most environmentally friendly locomotives available."

The new locomotives will provide enhanced service, Buccolo said.

"They are more fuel efficient with less pollution, which helps the community around us," he said.

To assist with training and ensure the locomotives are working at their highest potential, Matt Wilson, Brookville field service technician, stayed on site six weeks.

### Gensets: Quick Facts

- Twin Cummins 600-horsepower, six-cylinder engines mated to three-phase marathon alternators
- State-of-the-art locomotive control systems
- Touchscreen interface
- Instant diagnostics to improve fuel efficiency and enhance traction and engine control
- 26L locomotive air brake system
- Automatic engine start and stop
- D78 traction motors mounted on each two-axle truck
- Wide cab design with a sideways-stationed operator control stand for efficient multidirectional operation
- Heavy duty, FRA-crashworthy welded frame



Celebrating 100 Years of Service

1905



2005

"Ship Traction for Quick Action"





# Portland Terminal Railroad serves Owens Corning

Whether looking for specialty, architectural or simply traditional roofing shingles, Owens Corning has it all. Started in 1938, the company now employs 15,000 people, spans 26 countries and has been a Fortune 500 company 60 consecutive years. For five years, it has been listed in the Dow Jones Sustainability World Index. They excel in their three businesses: insulation, roofing and fiberglass composites.

Their plant in Portland, Oregon, focuses strictly on high-quality roofing. Portland Terminal Railroad performs an essential role in this endeavor by supplying the granules and loading out boxcars of shingles.

“They do a good job,” said Ralph Turley, Owens Corning raw material coordinator. “If we need something, they always try to get it to us right away.”



Swanson Bark & Wood Products Inc. ships recycled wood products throughout the United States and abroad from its Longview, Wash., plant via Longview Switching Company.

# Longview Switching supports Swanson Bark and Wood

Swanson Bark & Wood Products Inc. take wood waste and make it useful. Founded in 1928, the company turns broken tree limbs into mulch or custom soil blends and turns used wood into playground material or bedding. The company’s 84-acre plant in Longview, Washington, employs about 120 people.

Approximately five years ago, it joined forces with Longview Switching Company to ship products by rail, and thereby increase customer outreach. Switching occurs twice a week depending on the season.

“The use of rail has expanded our footprint,” said Anthony Brocato, Swanson Bark general manager. “We

are relatively new to rail, and Longview Switching Company has done an excellent job of keeping an open line of communication with us.”

Brocato said Ivan Hartsoch, operations manager, has been exceptional in explaining more efficient practices and educating the company on rail safety and regulations.

“It is more of a partnership,” Brocato said. “Its crews always seem to strive to do things better and will ask how they can help us do things better.”

Brocato appreciates the crews’ communication, which keeps any surprises to a minimum. Longview Switching Company keeps Swanson Bark informed of any changes or potential delays.

# Mettler family loving Portland

About a year ago, Jay Mettler, fresh out of the U.S. Army, and his wife, Amy, were living in his native Illinois. As they looked for a place with more opportunities, the Pacific Northwest won. She had grown up there. Jay had applied for railroad jobs but had not heard back yet. They decided to move regardless.

“On our way out here, I received the call back for a strength test evaluation,” Mettler said. “The following week, I was offered a role as sectionman at Portland Terminal Railroad.”

His father had worked 34 years for BNSF Railway as a shop mechanic. The two would spend Saturdays together at the shop while his dad worked overtime finishing projects.

Years later, Mettler finds it special to be following in his father’s footsteps. He likes that he understands his dad more and what he used to talk about.

The sectionman’s military career began with the U.S. Marine Corps in December 2000. He was deployed three times with the USMC, and then joined the Army in 2006.

Mettler’s military background helped him appreciate promptness and developed his ability to learn quickly on the railroad.

“In the military, you don’t have a lot of time to learn,” he said. “It also taught me about physical fitness and helps me stay healthy and fit for my job.”

Mettler and Amy have children, Kat, 18; Spencer, 14; Aryannah, 10; Tristan, 9; and Levi, 5. They have all loved the move. He explained that the variety and accessibility offered in Portland made the transition good.

“Everyone is doing well adjusting to the atmosphere and Portland mentality,” he said.



The Mettler family, from left, includes Levi, Jay, Kat, Tristan, Aryannah, Spencer and Amy.



A BNSF Railway oil train passes east of Wishram, Wash.

# Johnson captures the moment

While Eugène Atget sought to preserve 19th-century Paris through his photography, Colin Johnson enjoys preserving simple railroading moments with his pictures. A track maintenance foreman, his love for photography began as a teenager. He started with a Pentax Spotmatic camera with screw mount lenses.

A couple years ago, he bought his latest camera, a Canon EOS 5D Mark III. He uses a wide spectrum of lenses and enjoys testing the camera's settings.

Johnson enjoys taking pictures of trains on short lines.

"I like taking pictures in obscure places and places with beautiful scenery," he said.

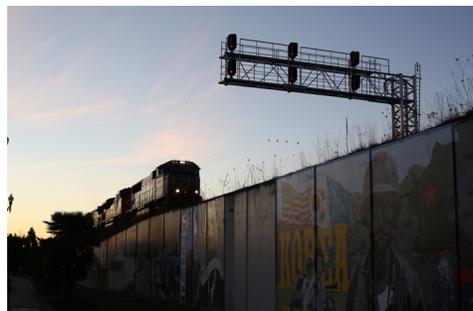
Johnson celebrated 35 years with Portland Terminal Railroad in January.



A BNSF train is caught in downtown Vancouver, Wash., fog.



A Union Pacific train reflects in the Columbia River east of Cascade Locks, Ore.



A train crosses over Remembrance Wall in Vancouver, Wash.



A UP train makes its way through downtown Portland, Ore. Union Station is on the left and Broadway Bridge is on the right.

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](mailto: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, Kris Burstall, Colin Johnson, James Mahon, Jay Mettler and Kevin Rickman.

# Night crew emphasizes communication, planning

Wichita Terminal Association's night crew operates seven days a week. Members rotate days — five on and two off. Due to this rotation, the three-person crew consists of various people throughout the week. They perform most of the switching for WTA, taking out their customers' loads and providing them with empties for the next day's work.

Sam McHatten, foreman; Dave Aragon, locomotive engineer; and Bobby Stahl, helper, work Tuesday nights. All three have worked their careers reportable injury free. They agreed that communication is essential to their work.

"McHatten gives me all the information — what we are doing, where and how far we are going, and who is watching the shove," Aragon said.

McHatten tries to think of what he would like to know as an engineer.

"Even when working with experienced people, we still communicate like we are new on the job," he said.

Stahl, who was trained by McHatten five years ago, explained that his colleague is good at communicating tasks and explaining the work. While performing

ground work, they watch out for each other. This includes checking cheat sheets for any errors.

"One wrong move could cost us five moves to undo," Stahl said. "As foreman, Sam has a lot on his mind. Sometimes I catch things, and he's always willing to listen to me."

"It's like driving somewhere," McHatten said. "I may pick a road to take, but you might know a more efficient way to go."

Aragon strives to give them the smoothest ride he can. He emphasized their need to be organized because unlike the Union Pacific yards in which he previously worked, WTA does not have a standard yard but stretches across the city. Advanced planning is necessary to be efficient and safe. They liken it to a game of billiards. McHatten explained that in pool, one has to set up his or her next move. The same is true for this railroad pool; each switch sets up the next move.

"We also might come up with a plan that the engineer is not comfortable with," McHatten said. "In that case, we discuss the situation as a crew and do something different."

They are unanimous in saying that working with one another is the highlight of each shift.

"The people you work with are what make a job good," Stahl said. "If you have a good crew, the attitude is good. You look forward to helping each other and are ready to go that extra mile."



From left, Wichita Terminal Association's Dave Aragon, locomotive engineer; Bobby Stahl, helper; and Sam McHatten, foreman, agree that communication is vital to safe switching.

## Ukena moves from horses to iron horses

A self-declared jack-of-all-trades, Travis Ukena, locomotive engineer, grew up farming. He broke his first horse in high school and pursued horse training professionally two and a half years. It is a game of patience, he said.

"You have to wait on the horses to do what they are supposed to do and reinforce that behavior," he said.

Ukena started by saddle breaking horses for pleasure riding, and then moved on to harness training for carriages. He built his first carriage from scratch, incorporating a combine header and pickup truck parts. He even made his own brake system for it.

Through the years, he enjoyed riding his horses out on Gypsum Hills Trail Ride in Kansas, and helping friends rope on the ranch if needed. He continues to help on his friend's 8,000-acre ranch by driving his 3,000 head of cattle.

In September 2006, Ukena followed in his father's footsteps by joining Wichita Terminal Association. His big focus for working safely is communicating, and he always tries to improve his communication.

Outside of work, he enjoys time with his wife, Wendy, their five children and granddaughter.

Travis Ukena, locomotive engineer, joins WTA after breaking horses for a living.





Wade Draper, master mechanic, builds his own service truck.

## Draper part of solution

On his first day in the U.S. Army, 17-year-old Wade Draper was told to, “be part of a solution, not part of a problem.” That advice still drives him.

As the contract mechanic at Central California Traction, he solves problems every day. He maintains and repairs equipment, company vehicles and locomotives. He is a certified Cummins engine mechanic, and is ready for the new genset locomotive engines.

Draper not only works for CCT, but also the Port of Stockton and local customers. He receives calls for help from the Bay Area, Baker’s Field, NASA and Marines, to name a few.

“I never know what I am going to get tangled up in,” he said.

While people come to him daily with problems, Draper finds that few consider solutions to them. For him, helping people understand how to be responsible and proactive about caring for their equipment is important and goes back to his motto. He appreciates the people he works with at CCT because they are willing to work through the problem.

“CCT has been good to me,” he said. “The railroad has been good to me, and we get the job done.”

“Wade is a great asset to the CCT,” said Dave Buccolo, general manager. “Prior to coming to CCT he had never worked on a railroad. He is now a real railroader, and his motto fits the CCT.”

Draper also is a master fabricator who can build just about anything. He built his own truck two years ago. He replaced the original bed with a custom-built one containing compartments for his tools. The truck has two air compressors: one inside its own compartment and the other is in the bed. The truck also has an 8,000-pound crane lift. It measures 21 feet, but was carefully constructed to fit weight regulations.

“I needed a truck to fit the industry,” he said. “This holds everything I need when I go out to fix things.”

Draper and his wife, Amy, are celebrating their 26th wedding anniversary this year. They have children, Sara, Justin and Matt.

“Nothing is more satisfying than starting and completing a project with professionalism,” he said. “It is important to be professional about your work.”

## More building upgrades in Portland

Portland Terminal Railroad continues with its building enhancements. The entire interior of the building, from offices to crew room, sports a new light blue selected by Tania Byron, manager of finance. The painting took a week and a half, and included the inescapable hassle of moving everything away from the walls and back again.

Blaine Dymock, manager of administration, estimated the building had not been painted since the 1970s. He thought

the painters did a good job of preparing and cleaning the walls before they began.

Dymock and Ray Niiranen, manager of yard/industry maintenance and operations, also took three days to replace the dropped ceiling tiles. Now, the tiles are all one color. In the crew room, they painted the metal ceiling a light off-white.

“Everything looks fresher and feels nicer,” Dymock said. “It helps people feel more comfortable in the building.”

## Mahon takes on switching

Julius Caesar wrote “I came, I saw, I conquered.” For James Mahon, it was more like: “I heard, I applied, I accepted.”

The history buff, who enjoys comparing and contrasting the Roman republic with the U.S. republic, started working for Portland Terminal Railroad this year. His Army friend, Locomotive Engineer Ryan Brandt, had encouraged him to join the railroad for some time. Mahon is now the railroad’s newest switchman.

“I am having a ball,” he said. “You have to keep your head on a swivel, but it is a fun job.”

Mahon loves the physical aspect of his work and being outside in the weather. Riding and working around the trains thrill him. He enjoys learning more about his job as he is allowed to take on new responsibilities.

“There is nothing like riding a train at night,” he said.

Outside of work, Mahon stays active by running, biking and weightlifting. He also enjoys reading. History is his favorite subject, but he also enjoys science fiction and keeping up to date on current events.

He comes from a military background. He started in the Marines and is currently in the Army Reserve. Born in La Grande, Oregon, he has lived in Portland the past 25 years. He earned his liberal arts degree from Portland State University.

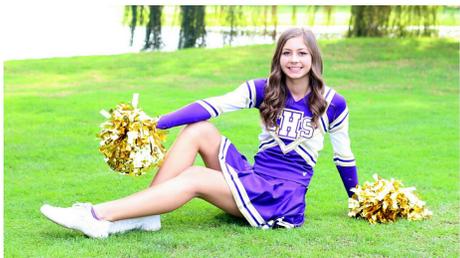


James Mahon loves his work as a Portland Terminal Railroad switchman.

# Sports keep Rickman family moving



The Rickman family plans their vacations around their sporting events. From left are Amanda, Kevin and Ashleigh.



Amanda Rickman cheers for Escalon, Calif., High School.



Straight-A students, from left, Amanda, Robby and Ashleigh Rickman excel in their different interests.

Hobbies are fun, but sharing those hobbies with family transform them into something special. Kevin Rickman's passion for sports and excellence has been taken up by his children, Robby, 17; Amanda, 14; and Ashleigh, 13.

The Central California Traction locomotive engineer is a huge sports fan. He played football and baseball growing up and later coached youth football. Today, he enjoys watching sports. He follows the Oakland Raiders and San Francisco Giants, but he most enjoys watching his children play.

Robby plays baseball for Escalon, California, High School. Also part of a traveling club, he and his family enjoy spending their vacations in some of the different locations. Amanda cheerleads for Escalon High School and participates in gymnastics. In the past, she enjoyed softball, volleyball and

dance. Ashleigh also dances — tap, jazz and hip hop. She started tennis eight months ago and remains an avid reader.

"I think sports are important because they teach life lessons: winning, losing, being a part of a team, working through conflict and working together," Rickman said. "My kids work hard, and all of them are straight-A students."

In 1993, he became a third-generation railroader. His grandfather started his career in 1936; his father in 1963. Two of his cousins, an uncle and his godfather also railroad.

A CCT employee 15 years, Rickman loves his job.

"CCT is like a family," he said. "It is a great place to work. We all look out for each other."

Any spare moment finds Rickman golfing, trout fishing or camping, especially at Blue Lakes.

## Rickman's son pursues dream

Now a high school junior Robby Rickman started his baseball journey with T-ball at 5. He joined a competitive traveling team when he was 12.

Robby pitches for Escalon, California, High School's baseball team and NorCal Baseball, which take him throughout California, Nevada and Arizona. He just started the recruiting process for college.

He practices pitching year-round, except for a month break after traveling

season. Starting in September, he starts up again with lessons to increase his velocity and arm and shoulder strength.



Robby Rickman pitches for Escalon, Calif., High School.

# Fights with the weather

While California struggles with drought, Wichita Terminal Association Maintenance of Way postponed work on the new switch at Elevator Terminal Yard due to heavy rainfall. The first half of May brought nearly 4 inches of rain. The ground where the switch will be built turned into mini-lake about 5 inches deep.

"We could keep building, but it is better if we postpone and wait for the soil to drain out again," said Jason Smith, track supervisor.

While they wait, they cross-leveled the track north of 29th street. They put in a 3-inch grade so the rail had the correct angle around the curve.

**Top:** The puddles slowly diminish where the new switch in Elevator Terminal Yard will go.

**Bottom:** Matt Jacobs, machine operator, builds up the shoulder along newly cross-leveled track.

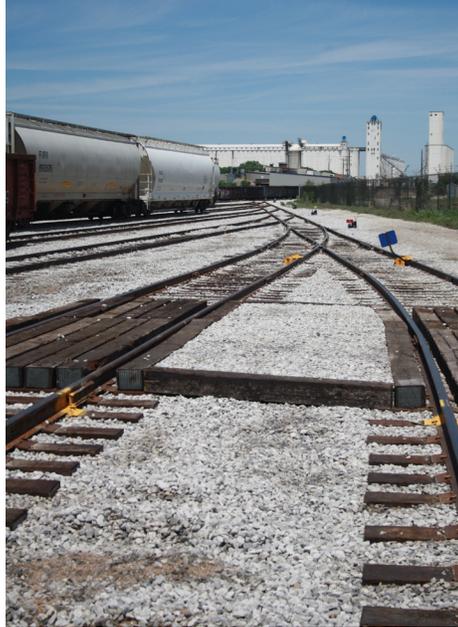




WTA Maintenance of Way forces continue replacing switches in their track rehabilitation project.



The ballast has to be raised about 2 feet to meet Class 1 standards. This picture shows the difference between the original, which is in front, and the rehabilitated.



Completed switches took custom work to fit correctly.



According to a 1917 article, the elevator, which gave Elevator Terminal Yard its name, was the largest elevator in the country at the time.

# Wichita track rehab continues

After years of the lead being the only Class 1 track through Wichita Terminal Association, Maintenance of Way forces continue rehabilitating the side tracks to Class 1 standards. The project began a year and a half ago. Currently, the Elevator Terminal Yard is the biggest priority. To make it Class 1, they have raised the ballast by about 2 feet, replaced ties and are rebuilding the switches. Also, they are leveling the yard from one side to the other.

For Matt Jacobs, machine operator, building the switches from blueprints is the most rewarding part of the project.

“There is a lot of custom work required for these switches to fit correctly in the space,” he said.

The work done by this crew of four is impressive, according to Royce Franklin,

track foreman. The scope of the undertaking and tools at their disposal are a challenge they relish.

“I know I have a crew that cannot be matched by any other crew for speed and efficiency,” he said. “That is how confident I am in my crew and their abilities.”

“We have finished bits and pieces of this project through the years,” said Jason Smith, track supervisor, “but this year we are actually connecting them.”

The goal for the project is to have good, well-built tracks to minimize potential incidents, according to Simon Walbruch, superintendent. They are moving to a proactive versus reactive approach.

They already have seen an impressive reduction in derailments.

## Fun history facts about Elevator Terminal Yard

A newspaper article from Jan. 10, 1917, calls the elevator next to Elevator Terminal Yard the “finest equipped and largest grain elevator in the country.” It goes on to explain that the 27 large tanks hold 2 million bushels, and the 50 smaller tanks hold 250,000 bushels. The mill was equipped with the “most up-to-date elevator machinery” and was capable of unloading and reloading 100 cars of grain a day. It was constructed in one year between September 1916 and September 1917 and consists of 3,000 tons of cement.

## A glimpse at Longview Switching Company’s history

Northern Pacific and Great Northern merge into Burlington Northern, which gives Burlington Northern 50 percent, Union Pacific 25 percent and Milwaukee 25 percent.

The Milwaukee Road sells its portion to the Burlington Northern and Union Pacific in equal amounts. Therefore, Burlington Northern obtains 62.5 percent of the assets and properties and 150 shares of stocks while Union Pacific obtains 37.5 percent of the assets and properties and 150 shares of stocks.

1930

1970

1971

1984

Northern Pacific, Great Northern, Union Pacific and Milwaukee Road purchase Longview Portland and Northern Railroad in Longview, Washington, for 25 percent apiece. The four railroads retain LP&N to perform switching.

LP&N terminates its services. Burlington Northern, Union Pacific and Milwaukee Road create Longview Switching Company. The three railroads own and operate the company.

# Thoughts for Father's Day

With Father's Day just around the corner, Wichita Terminal Association employees consider the joys of fatherhood and great father figures who helped them succeed.

## **Bobby Stahl, helper, father of three, grandfather of one**

What is the greatest part of being a dad? "Teaching your kids right from wrong and watching them teach other people."

## **Terry Wylie, switchman/conductor, father of four**

What was the best advice your dad gave you? "To respect your elders."

What is the greatest part of being a dad? "Watching your kids achieve their goals."

## **Travis Ukena, locomotive engineer, father of five and grandfather of one**

What was the best advice your dad gave you? "If it isn't broken, don't fix it."

What is the greatest part of being a dad/grandpa? "Seeing your kids either succeed or do good at what they want. The best part of being a grandpa is you can choose what time you spend with them."

## **Terry Shine, truck driver, father of four and grandfather of nine**

What was the best advice your dad gave you? "My dad always told me that if I was ever going to get married, I needed to be grateful to my wife and be able to take care of my family."

What is the greatest part of being a dad? "I love being a dad to my kids: raising them, teaching them things, hanging around with them and just being with them. The best part of being a grandpa is I can send them home when I'm done."

## **Matt Jacobs, machine operator, father of one**

What was the best advice your dad gave you? "When I was little and got hurt, he used to look at it and remind me that it was a long way from my heart. It helped me learn that we can get injured, but the heart is where you really get hurt."

What is the greatest part of being a dad? "For me, it is the surprises and amazement. Every day he does something that blows my mind. It is the laughter, too; my wife and I laugh a lot now. He has brought a lot of joy to our family. There is a lot of pride in being a dad."

## **Royce Franklin, track foreman, father of three**

What was the best advice your dad gave you? "He taught me that any job can be accomplished with hard work."

What is the greatest part of being a dad? "Watching my children grow up and implement the lessons they have been taught."



Bobby Stahl, helper



Terry Wylie, switchman/conductor



Royce Franklin, track foreman



Travis Ukena, locomotive engineer



From left, Terry Shine, truck driver; Matt Jacobs, machine operator; and Jason Smith, track supervisor

## **Jason Smith, track supervisor, father of three**

What was the best advice your dad gave you? "The importance of being a simple man."

What is the greatest part of being a dad? "Just that: being a dad and everything that comes with it."