

TERMINAL COMPANY

NEWS

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Wichita Terminal Association employees raise the track above ground level. From left are Laborer Matt Jacobs, Track Supervisor/Tamper Operator Jason Smith, Section Foreman Royce Franklin and Truck Driver/Laborer Terry Shine.

Continuous improvement in Wichita

Wichita Terminal storage tracks are undergoing significant upgrades thanks to local Maintenance of Way employees.

Section Foreman Royce Franklin, Laborer Matt Jacobs and Truck Driver/Laborer Terry Shine are responsible for the work. They added new ties and ballast to facilitate drainage.

Franklin does more than supervise. He gets down on the ground, does the work and provides direction as needed.

He noted that although the three have taken on such work in the past, they still prevent complacency by holding regular job briefings.

Franklin, Shine and Jacobs maintain the WTA's 10 miles of

track in north Wichita, while also co-maintaining track with larger railroads downtown.



Section Foreman Royce Franklin and his team complete upgrades on Wichita Terminal storage tracks.



Franklin gets the job done



Royce Franklin, Wichita Terminal Association section foreman

After seven years as Wichita Terminal Association section foreman, Royce Franklin knows what needs to be done and how to do it.

He started as a laborer in 2005 and became a foreman within two years.

Franklin holds job briefings, sets up protection for his work zone and ensures team members understand their tasks. For example, he checks derail protection with red flags or a locked-and-tagged switch lined against the movement of trains.

His favorite part of the job is rebuilding track.

“When you work with new material and blueprints, it goes together seamlessly,” Franklin said.

He works safely for many reasons.

“I have people who have families they need to get home to,” Franklin said. “It falls on me to make sure they get there.”

He stays out of harm’s way so he can enjoy time with his own children, Royce Jr., Coda and Angelique. In one weekend, he may attend 10 or more softball or baseball games.

“My kids are my life,” Franklin said. “I’m going to be there.”

Reynon stays under the radar

Since joining the Central California Traction Company team, Tara Reynon has shown that she has what it takes to juggle a variety of tasks and customer demands, all while keeping a busy office running smoothly. It’s no surprise to discover that she is successful balancing her busy life outside the office.

“My family is active,” she said. “We enjoy biking, hiking, going to the beach and taking the dogs to the park. My husband and I both play softball and coach our daughter’s softball team. They went 14-0 this season.”

Recently, Reynon, her husband, Kyle, and 6-year-old daughter, Mia, welcomed a couple of additions to their family — a black lab/pit bull/terrier mix named Yona, and shepherd husky mix named Micco.

“My husband and I are both Native American, and we picked the name Micco because it means chief,” she said. “He’s only four months old and already 65 pounds. He definitely has a big personality.”



Mia Reynon, 6, celebrates a winning softball season.



Tara Reynon and her husband, Kyle, enjoy quality time together fixing and restoring cars.



Operations Supervisor Tara Reynon and her husband, Kyle

At home, Reynon and her husband enjoy working together on cars and are in the middle of restoring a 1972 Chevrolet pickup.

“My husband is my best friend, and we love spending time together,” she said. “I’ve always been a tomboy and never super girly. I enjoy getting under the hood and helping Kyle with the restoration. It’s a fun project we can work on together.”

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 David Aragon, Jeff Davis, Dave Dyer, Tara Reynon and Dave Wolter.



Longview Switchman Jeff Davis fires up a steam locomotive in Chelatchie, Wash., that he helped rebuild and return to service.

Davis paints, works with trains

Jeff Davis fondly recalls photographing Portland & Western Railway No. 1853 with his father as it switched cars at a St. Helens, Oregon, lumber mill. A love of the railroad and its past era served as inspiration for him to join the industry.



Jeff Davis, switchman

A native of Longview, the switchman followed in the footsteps of his grandfather, who worked as a car inspector for Union Pacific in Wyoming. Davis worked for Grand Canyon Railway and other excursion carriers before joining Longview Switching.

“It was something I’d always wanted to go after,” he said. “Things in my life just needed to fall into place to make it finally happen. This is where I want to stay.”

Davis also inherited his father’s love of model trains. He has about 250 locomotives, most of which are painted to represent nearby railroads. He encourages others to view his work at <https://www.facebook.com/Thundermtlocoworks>.



Longview snags Solvay

Longview Switching acquired new business from soda ash producer Solvay in January.

“It’s a nice addition to our customer base to ensure a stable work demand for our crews,” said Dave Wolter, Longview Switching general manager. “It gives everybody job security and helps one of our owner railroads grow.”

The soda ash arrives in Longview via Union Pacific. Longview Switching then

brings the railcars to Kinder Morgan, which unloads the product onto ships at the Port of Longview. In 2014, Longview Switching expects to move 400,000 tons of soda ash, used in soaps and plastic products.

Wolter won’t settle for just one new customer.

“We’re always looking for new customers,” he said. “We’re here to help them. That’s our main purpose.”



Dave Wolter, Longview Switching general manager



Dave Wolter, Longview Switching general manager, with his 2012 Yamaha Raider SCL



Wolter sits on his 2005 Bourget Fat Daddy Chopper. His 2004 Honda Goldwing sits in the background.

In a world of his own: Dave Wolter

Dave Wolter literally takes the road less traveled. He doesn’t ride his motorcycle much on the interstate since he prefers to take in the scenic countryside.

One of his favorite routes passes through the Columbia River Gorge, where hills surround him on each side.

Also an avid reader, Steven King, Dean Koontz and John Grisham are a few of Wolter’s favorite authors. He reads around 50 books per year on his iPad, on which he has 1,800 titles stored.

“I’ve always read,” he said. “It takes me outside my normal life and lets me see creativity in other parts of the world. I like that.”

The Camas, Washington, resident became Longview Switching general manager in October.

“The highlight is getting to know the employees and seeing their dedication to their jobs,” Wolter said. “It’s refreshing to see the pride they have in their jobs.”



David Aragon, locomotive engineer, chats with Katy Spencer, clerk.

Spencer the adventurer

Clerk Katy Spencer is the kind of person many don't soon forget. The 10-year employee serves as the "information hub" on the night shift and relays everything from superintendent to the crew. She monitors the radio so she always knows where they are and stays alert so the lines of communication stay open.

"I can tell you almost to the minute how long it's going to be for an employee to switch an industry," Spencer said.

Communicating with others has been a longstanding tradition in her life.

In the early 1980s, Spencer ventured to Ireland and England for a month with a few friends and a thousand dollars. She ate a lot of cornflakes when she got home, but said the connections she made with people there was more than worth the temporary financial shortage afterward.

"I think people are interesting," she said. "Everybody's got a story."

Spencer loved the culture and people she met along the way. She remembers her friend telling her to stop walking down the street and smiling at everyone. But, that's just the way she is — friendly, and loyal.

Staying in touch matters to her. She still has friends from kindergarten and gets together with a group of them every summer for a swimming party.

Spencer also has a creative side. She started writing poetry when she was 12. She shares her love for words with her granddaughter, Abby, who is a freshman in college.

As open as she is with others, she does like to keep her writing private. It's her way to satisfy her appetite for adventure.

"I can be anywhere as long as I've got a pen and a piece of paper," Spencer said.



Katy Spencer, Wichita Terminal Association clerk

Aragon lives his dream

As a child, Locomotive Engineer David Aragon played with fire trucks and trains, dreaming of working with each later in life.

After serving 20 years with the Wichita Fire Department, Aragon joined the railroad in 2008 as a conductor.

"I'm living the dream," he said.

Aragon also served as an emergency medical technician and trained newer colleagues to respond to a range of incidents.

After a year as conductor, he joined Wichita Terminal Association as a switchman before starting in his current role as an Extra Board locomotive engineer.

"I like pulling all that weight because it's kind of like when you were hooking up train cars as a kid," Aragon said. "Now, I'm doing the real thing."

He believes good communication ensures everyone is safe and sound. When the foreman says to back up four cars to joint, for example, Aragon repeats his instruction. When the foreman gives him a car count, he also repeats that. Listening carefully matters, he said.

"They have to know that I heard them and have the brakes on, and that the reverser is centered and I'm aware they're going in between," he said.

Off the tracks, Aragon works on hot rods. He built a 1965 Ford Mustang in high school and later restored a 1957 Chevrolet pickup; he now focuses his attention on a 1948 model.

He also built his own house and woodworks for his family and friends. He especially enjoys building cabinets.

Aragon enjoys time with his stepdaughter, Rebecca, and spoiling his grandchildren. He'll take them for a ride in his truck or to a concert. They're going to Mötley Crüe in July.

Many co-workers and friends from Wichita Terminal attended his 50th birthday party.

"We're small, so we all know each other," Aragon said. "It's like a family."

The Outdoorsman

Switchman Adam Marcil always is moving around in the yard and wouldn't have it any other way.

"I love being outside, and we all get along," he said.

Marcil loves a Mother Nature office so much, most of his job experience has involved outdoor work. Prior to joining Longview Switching Company in 2006, he worked in a saw mill.

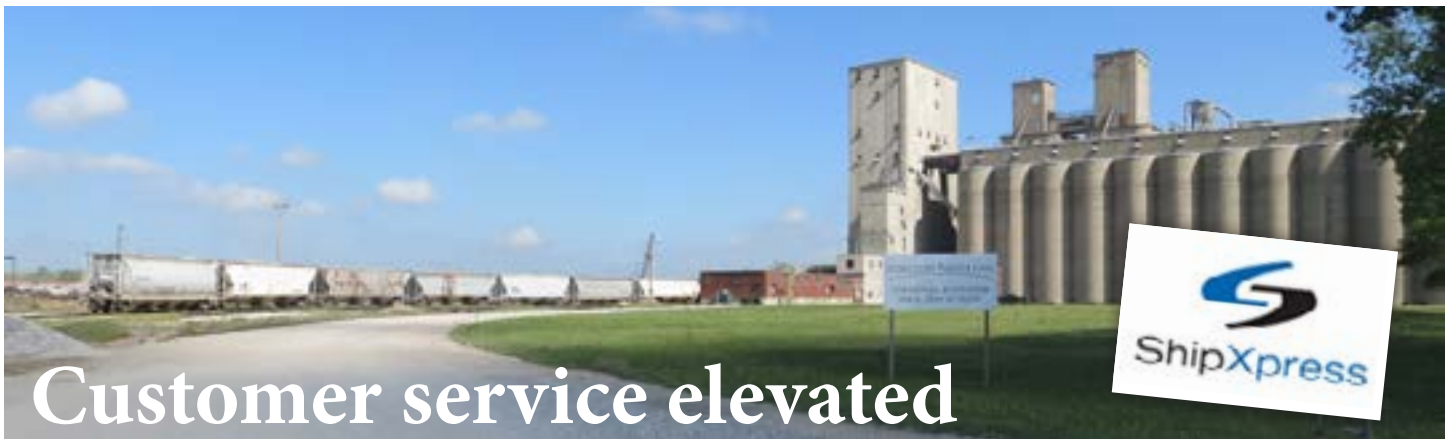
The railroad move has benefitted his life off the job. He gets to be home every night with his children, Ryan, 12, and Kaylee, 4. And, he lives close to work.

"I'm here to stay," Marcil said.

If he is indoors, the Castle Rock, Washington, native probably is watching the Seahawks.



Adam Marcil, switchman, loves working outside.



Customer service elevated

Wichita Terminal Elevator

An old customer is being taken care of in a new way.

Wichita Terminal Elevator has been using the new ShipXpress customer request program, now found on Wichita Terminal Association's website.

Previously, customers would call, email or fax that their cars were empty, said Simon

Walbruch, superintendent. Now, customers can see right away which cars they have on-line as well as order them to spot and build their releases.

Carlos Alvarado, Wichita Terminal Elevator lead man, said the program is working well because it tells them how many cars they have in the inventory. WTA's customer

service also has been superb, he added.

"They help us with questions we have regarding ShipXpress and are very friendly," he said.

The elevator primarily stores wheat for Horizon Milling, which processes it into flour. WTA moves approximately 80 cars per month for them.

Safety in a snap from Simon Walbruch



May 1 marked 687 straight days of safe work for Wichita Terminal Association employees.

A safety record starts with a mindfulness of one's personal safety, said Simon Walbruch, superintendent.

"Ask, 'What's the safest route that I can take?'" he said. "If something's not right, am I letting somebody else know so we can take care of it? It comes down to whether or not you are watching out for others."

Key elements to their safety record success include thorough job briefings and situational awareness, Walbruch said.

Personal protective equipment, such as reflective safety vests and hearing protection, plays a big role in keeping employees free from danger, says Wichita Terminal Association Superintendent Simon Walbruch.



Simon Walbruch, Wichita Terminal Association superintendent

Hartsoch reflects

After seven years as operations manager with Longview Switching, Ivan Hartsoch knows what's going on. He oversees the crews and yardmaster, plans work, performs operations testing and manages the safety program.

He's proud of the crews.

"We have crews who are safety conscious," Hartsoch said. "They watch out for each other."

He joined the railroad more than



Longview Switching Yard

20 years ago as a switchman and served as a yardmaster and locomotive engineer before taking his current role. He enjoys the multitude of personalities he encounters each day.

"I've learned you have to work with each person differently,"

Hartsoch said.

His goal for 2014 is the same as every year: zero injuries. Another important aspect of the work, though, is taking care of the customer.

"I like to show customers that we care," Hartsoch said.

Smith brings positive attitude to Portland

Roundhouse Foreman Keith Smith once worked for a manufacturer of rocket and missile propulsion systems. Nevertheless, he always wanted to work for the railroad.

"I wanted to do what I wanted to do before I retired," Smith said. "For me, it's a dream job working on locomotives."

He joined Portland Terminal eight years ago as a switchman, and his positive attitude hasn't faded. He likes to watch the sun rise from the platform of the locomotive.

"If you enjoy your job, it makes it easy," Smith said. "I'm not even close to being burnt out."

His safety advice: take care of your eyes.

"Wear your safety apparel, even at home," Smith said. "It's well worth it."

Away from work, he camps and travels with his wife, Lynn. They visited England, Ireland and Scotland this past fall. The couple have children, Clark, Kristen, Molly and David.

Smith also fishes in the mountains and likes to eat the trout he catches.



Keith Smith, Portland roundhouse foreman

"Go after what you want in life," he said. "Don't undercut yourself. The only thing that's holding you back is yourself. People can do miraculous things. If you keep plugging away, you'll get what you want."

Traphagan embraces the elements

Simply being outside — be it hiking, camping or shooting guns — makes



No matter the weather, Portland Terminal Switchman Travis Traphagan loves being outside.

Travis Traphagan happy.

The Reedsport, Oregon, native likes the outdoors even when it's rainy. Maybe it was his eight years as a U.S. Army Ranger stationed in Fort Benning, Georgia, followed by another four years with the 158th Infantry Brigade at Camp Shelby, Mississippi. He deployed to Iraq from 2003 to 2004 and to Afghanistan twice between 2005 and 2006. He returned to Iraq once more in 2009 to teach marksmanship.

Traphagan joined Portland Terminal in October for a promising, long-term career

that allowed him to be where he loves to be: outdoors.

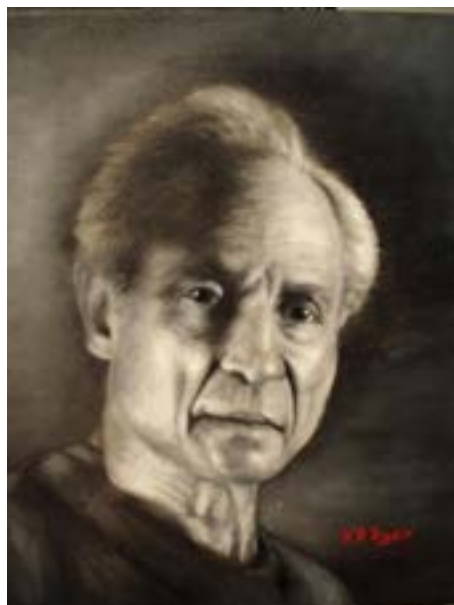
He embraces all the elements.

"Since I've been here we've had 4 to 5 inches of snow, pouring rain and below freezing and hot temperatures," Traphagan said. "It's a rewarding job because I like being outdoors, and there's a great group of people who work here."

In addition to hiking, camping and fishing in the Siuslaw River with his family, he hopes to someday climb to the crater of Mt. St. Helens.



Dave Dyer, Portland Terminal welder/operator



Dyer's painting "Stan," is a portrait of an artist friend back east.



One of Dyer's favorite paintings, "Ice," shows a young blonde girl from Iceland with eyes that have an icy glaze.

Dave Dyer: A man of brush and bow

Portland Terminal's Dave Dyer serves as welder and operator, but his duties extend past his job titles.

He performs maintenance on frogs, switch points and rail ends, not to mention the measurements to ensure the parts fit. He welds, cuts, measures and drills the holes on the rail end for the joint bars.

After working in truck loading facilities and sawmills, Dyer began his railroad career 12 years ago as a sectionman. Now one of a six-person Maintenance of Way gang, he said it's good to get everyone trained in all jobs so when they

get the opportunity to move up, they can do so. Since they're a small gang, he said teamwork is essential.

Away from work, he enjoys painting and other forms of art.

Dyer watched his mother paint when he grew up. When she gave him all of her paint and brushes when he was 18, he stayed up all night and painted "Untamed," inspired by a picture he saw in a magazine.

"I liked the skin tone and the hands," he said.

Most of Dyer's work is portraits, but he also enjoys dabbling in wildlife

paintings. He prefers oil-based paint, but some are done in pastels and others pencil.

Once he starts, he can't stop and loses track of time.

Dyer's talents don't end on canvas. An archer, he won the Oregon Bow Hunters State Championship in the silver senior category. A former bow hunter himself, he picked up the hobby about 10 years ago and often shoots for hours after work.

He and his wife, Debra, also enjoy fishing in nearby rivers and lakes. His son, Devin, is in the Navy Reserve.

CCT wins Fast Track Award

Central California Traction received the Fast Track Award in 2013 for being a rail industry leader and having excelled in the marketplace.

In order to run more than 500 carloads of hazardous material annually, CCT uses the RailConnect Transportation Management (TMS) Toxic Inhalation module. The technology allows automated reporting on railcar locations, shipment information and emergency response instructions for its railcars.

CCT also uses the RailConnect TMS Work List module to make more than 1,400 work orders and work group instructions each year. This allows train crews to automatically show railcar placement information and eliminate manual yard checks. CCT also uses the program for reports, car storage charges and monthly car counts.

In its eighth year, the Fast Track Award, sponsored by GE Transportation Optimization Solutions, honored 19 customers who use their software and solutions



to drive innovation and operating excellence.

Railroads, rail shippers, terminal operators and logistics service providers who use GE software and solutions are eligible for the award.



The CCT HazMat Training prop car



Dave Buccolo, general manager, teaches Stockton and Lodi area first responders during an April TRANSCAER event in Stockton, California.

Buccolo recognized

TRANSCAER, the Transportation Community Awareness and Emergency Response organization, has awarded Dave Buccolo and the Central California Traction Railroad the National TRANSCAER Achievement Award. Buccolo, CCT general manager, received the award at the AAR/Bureau of Explosives HazMat Seminar's opening session May 20 in Addison, Texas.

Portland Terminal's simple purpose

A lot goes into the work performed on Portland Terminal's 43 miles of track in order to serve customers.

"Our primary job is switching railcars," said Blaine Dymock, manager of administration.

When switching for our railway customers, Portland Terminal runs two train crews per shift — one primary to the hub and the other with manifest cars in the yard.

After the hub pulls the containers off for delivery, Dymock said Portland Terminal moves segmented cars around so they get where they need to go.

The terminal also has cars destined for Everett and Pasco, Washington, which is why they break those carloads apart in the yard.

"It's a constant shift in cars," he said.

While they have many customers, Dymock said they always want more.

"We would love to see more industries, but a lot of it is economy dependent," he said.

At the end of the day, Portland Terminal serves a simple purpose.

"Our job is not to wave a flag," Dymock said. "Our job is to switch cars."



Blaine Dymock, Portland Terminal Railroad manager of administration

Portland Terminal switches railcars for customers.

