

TERMINAL COMPANY NEWS

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Johnson works behind the scenes

Portland Terminal Track Maintenance Foreman Colin Johnson ensures track remains in top-notch shape. He looks for spots in need of repair, orders material and oversees the Maintenance of Way Department. They replace ties and rails, conduct routine maintenance and handle derailments.

All of it takes collaboration.

“We work with the yardmaster to work around trains,” he said. “They cooperate by holding train traffic to allow us to finish our job.”

This January marks Johnson’s 35th year with Portland Terminal. His railroading career began in 1978, and he joined Portland Terminal in January 1980 as a laborer. From there, he became a truck driver and then backhoe driver. He was promoted to track maintenance foreman in 2000.

Outside of work, he enjoys time with his wife, Sandy, and his family, including nieces and nephews. He also travels across North America. Born in the U.S., he grew up in Saskatoon, Sas-

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Colin Johnson, track maintenance foreman



Welder Helper Andrew Clark, left, works with Sectionman Jeremiah Mettler on Portland Terminal tracks.

Small numbers don’t stop Portland Terminal’s Maintenance of Way crew from cranking out big results.

Led by Colin Johnson, track maintenance foreman, the team installed 37 new ties before spiking the track in August after a derailment.

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After placing derails Portland Terminal Maintenance of Way employees work together to replace rail.



WTA employees rehab track

Since Jason Smith, track supervisor, started in 2002 as a Wichita Terminal Association laborer, he's seen plenty of change, one of the greatest being the railroad's continual emphasis on track rehabilitation. He and his crew have rehabbed more than 2,838 feet of track this year.

Without the team completing their task, the railroad would not move like it does, he said. They keep the track at Class 1 standards. He remains optimistic about the progress yet to be made.

"We raised one of the tracks so they are on the same profile level," Smith said.

Additional work included building switches in North Terminal Yard near the Wichita Terminal Elevator.

Proactivity now will pay off later, said WTA Superintendent Simon Walbruch.

"If we minimize derailments, we minimize interruptions," he said. "That helps us give customers timely



From left, Terry Shine, truck driver; Royce Franklin, track foreman; Matt Jacobs, track laborer; and Jason Smith, track supervisor

and consistent service."

While Smith coordinates maintenance, his crew deserves credit for the physical work.

"Every day they do fast, good and safe work," he said.

Smith is joined by Royce Franklin, track foreman; Matt Jacobs, track laborer; and Terry Shine, truck driver.

2014 Wichita Terminal Association track progress

- 2,838 feet of track rehabbed.
- 1,309 feet of rail upgraded.
- 1,752 ties installed.
- 2,838 tons of rock added.
- Bring 10 of the 30 excepted tracks to Class 1 status by the end of 2014.

CCT works toward new record

It's no surprise that Central California Traction employees are accumulating more and more injury-free days. They marked 420 days without an FRA reportable injury as of Sept. 19.

"We're working toward a new record by making every day a safe day," said Dave Buccolo, general manager.

"Family and Co-workers: Why I Work Safe Each Day" serves as the CCT's 2014 safety slogan.

Wilson Jr. gains serious yardage

Brakeman Paul Wilson's son has been tearing up the football field, passing for more than 800 yards and rushing for another 200 in the first three games of the season.

A senior at Downey High School in Modesto, California, Paul Wilson Jr. plays quarterback for the Knights.

The elder Wilson works safely so he can go home to his family and watch his son play football.

Paul Wilson Jr. prepares to throw a pass while playing for the Downey High School Knights.



The beat goes on

Traffic moving through the yard is beautiful to Brakeman Paul Wilson. The cars ebb, flow and come together with a definite percussion that resonates with the music lover.

“My favorite part of the job is switching the yard,” said the father of two. “We have to go there and line up the cars that we’ll be delivering.”

Before working for Central California Traction, Wilson worked for himself as a contractor for furniture companies. He brings insight from his previous experiences. While working in the yard, he emphasizes the importance of safety.

“Know where your team members are all the time,” he said.

Away from work, Wilson pursues his musical passion as an amateur rapper. He keeps his lyrics clean and says that rap is like poetry to him. The raw feeling of music appeals most to him.

“There are smiles and cries in music,” he said. “It’s life. Sometimes you’re happy and sometimes you’re sad.”

When Wilson writes a new song, he draws from his emotions. Though he doesn’t perform anymore, he said writing new music allows him to express himself.

He also enjoys watching his boys play sports. He said both sons show athletic promise, and he looks forward to a future of watching them grow.

“If I could have a goal, it would be to see them through college sports,” Wilson said. “Both have a good chance.”



Brakeman Paul Wilson, right, with his family



Track Supervisor Jason Smith with his wife, Breanna, and daughters, from left, Lyla, Aubree and Orianna.

Smith stays positive

He does a bit of everything. Whether it’s inspecting track, performing minor track and switch maintenance, or serving as derailment response, Jason Smith, track supervisor, remains positive.



Jason Smith, track supervisor, references the rule book.

After starting as a laborer in 2002, he became track foreman in 2005 and took his current role in 2006.

When not coordinating maintenance or re-railing cars, Smith enjoys time with his family.

The Wichita native has been married 11 years to Breanna. They have daughters Orianna, 4; Lyla, 2; and Aubree, born Aug. 17.

Fatherhood is Smith’s favorite.

“It’s one of the greatest joys I think anyone could have,” he said. “I like watching them grow and learn. There’s no experience like it.”

Another highlight of being a father includes his children’s individuality.

“You get a different kid every time,” Smith said. “As they grow up, they take on different personalities. It’s entertaining.”

He has worked more than four years reportable injury free and knows staying safe is a matter of following the rules.

“Do your job how you’re supposed to, and everything should follow suit,” Smith said. “Anticipate a train on any track from any direction at any moment.”

He feels fortunate to work for Wichita Terminal Association.

“I feel blessed to have a good job and to be able to take care of my family,” Smith said. “It’s a good company.”

Bryan brings laughs to the team

Where do cows go on a first date? To the moo-vies.

Tania Bryan, manager of finance, learned this line from her daughter, Sabah. She enjoys lighthearted moments with employees and brings energy and experience to her role.

“My favorite part of the job is interacting with employees and helping them,” she said. “I like the satisfaction of getting them their paycheck. We joke around often.”

Jokes aside, Bryan takes her work seriously. She began her career in 2001, and after two years in the Philippines, rejoined the Portland Terminal team this year. She works on the management team with Blaine Dymock, manager of administration; Ray Niiranen, manager of yard industry maintenance operations; and Val

Shultz, general manager, and appreciates their camaraderie.

“We are a family,” she said. “We get along and have each other’s back.”

The team’s success depends on everyone’s contribution. Bryan believes three things are important in any job: be on time, be responsible and have a good work ethic. She looks forward to a long career with her team.

“I love everybody here,” she said. “I want to stay here until I retire.”

Outside of work, Bryan enjoys adventures with her daughter. She adopted Sabah, 6, as a baby from Ethiopia. They made a trip to Ethiopia this past year and continue to travel together.

“She’s my mini me,” Bryan said. “We like to go to the coast and movies. She also enjoys cartoons, thrift shops and garage sales.”



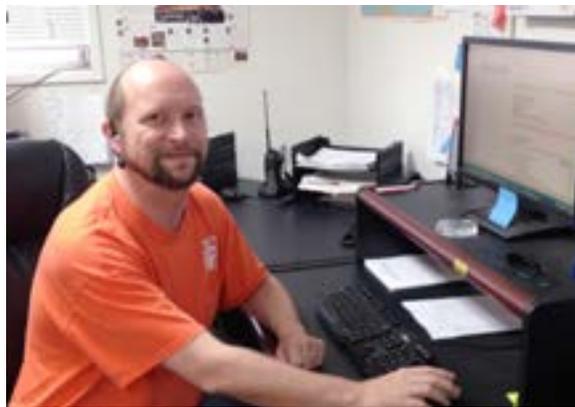
Tania Bryan, manager of finance, always has a smile for fellow Portland Terminal employees.

Grigsbay finds the right fit

Richard Grigsbay never saw himself working around the railroad in any capacity. Now as manager of operations and administration, he can’t see himself ever wanting to leave Central California Traction.

Before coming to the railroad, he held jobs ranging from fast food to cattle ranching. Then he started working as a railroad liaison. That career led him to CCT.

“All my life, I had dead-end jobs,” Grigsbay said. “When I was offered this, the light came on.”



Richard Grigsbay, manager of operations and administration

Originally hired as a clerk in 2002, he has been involved in operations since 2005.

Coming to work in the morning is cause for excitement, and Grigsbay thinks highly of the people he works alongside.

“I would put my crews against any,” he said. “My team is the cream of the crop. They come in here and get work done in a professional manner.”

With 12 years of experience, Grigsbay knows it is easy to become comfortable at work, but he advises against complacency.

“Safety is No. 1,” he said. “Above all, you want to go home every night. Things can get repetitive, but you have to keep paying attention.”

The relationships Grigsbay has built with customers and co-workers make him happy to be a part of the team.

“I always say I’ll leave when they drag me out kicking and screaming,” he said.

Safety is no joke

Rick Parker is the 8 a.m. shift Longview Switching conductor. He started in 2007 as a brakeman and can work both jobs since everyone is cross-trained.

Before the railroad, the Chehalis, Washington, native worked as a restaurant manager. He prefers the hours, benefits and camaraderie offered by his current career. He considers Adam Marcil, brakeman, and Phil Collette, locomotive engineer, his friends.

“We joke to pass the time,” Parker said. “We get along great.”

But when it comes to safety, there’s



Rick Parker, Longview Switching conductor, likes to joke around, but when it comes to track safety, he’s nothing but serious.

no kidding around. Parker stays safe with awareness and concentration.

“You have to be aware of your surroundings,” he said. “Think about the job you’re doing and don’t have your mind someplace else.”



Blaine Dymock, manager of administration

Dymock transfers military skills to role

Since joining Portland Terminal five years ago as a yard clerk, Blaine Dymock has noticed similarities between his new profession and his 21-year Air Force career.

“In the long run, the goal is that everybody goes home in one piece and is good to work the next day,” he said. “You can’t look at it as ‘it’s not my job.’ What somebody else does or doesn’t do can affect you.”

Manager of administration since October 2012, Dymock spent much of his time in the Air Force aboard combat rescue helicopters. He served in Iraq and Saudi Arabia and was stationed at bases in Florida, Japan and New Mexico.

One of the most memorable moments of his career occurred while he was serving at Eglin Air Force Base. When two crew members were forced to bail out of a fighter aircraft 70 miles off of the coast, Dymock helped locate the men floating on rafts.

“We got them back safely, and that was a special thing,” he said. “Anytime you’re flying, safety is a top priority. You can’t pull off to the side of the road.”

In addition to his time in the service, Dymock gained experience in the lumber industry, an area he was familiar with thanks to a father who purchased a mill and built it up through the years.

Now in the transportation industry, he oversees tasks, such as contracts, inventory control and compliance issues. He encourages co-workers to keep safety and teamwork as top priorities.

“Everybody’s got a job to do out here,” he said. “They’re responsible for the other people with them.”

When not at work, Dymock and his wife, Sylvia, who served six years as a historian with the Air Force, enjoy traveling.



Terry Wylie, switchman, likes to stay busy on and off the tracks.

Wylie passes on advice

Whether it’s switching cars or building his own shed, Terry Wylie gets the job done. The switchman wields 38 years of railroad experience and has been with Wichita Terminal Association since 1981.

He goes to the flour mills, putting cars together before delivering them to Class 1 railroads.

He’s always been a switchman. The Wichita native started in 1975 as a Rock Island Railroad switchman. He also worked for BNSF and Union Pacific. Wylie’s not going anywhere else — yet.

“It’s more laid-back,” he said. “I’ll be here two more years.”

Wylie began working in restaurants and meat packing and manufacturing plants before he landed a job with the railroad at age 18.

“It seemed like the place to stay for a good retirement,” he said.

Wylie has worked reportable injury free his entire career, so he knows how to work safely.

“You’ve got to watch what you do out

there,” he said. “Get through the day safely so you can get home to your family.”

One main challenge has been the snow since it slows him down. But like any challenge, it’s easier when you’re part of a team.

“WTA is like a family,” Wylie said. “Everybody works together, and we try to do what we’ve got to do the best we can.”

He and his wife, Anita, enjoy time with their children, Tara, Taylor, Tessa and Trey. The family enjoys going to El Dorado Lake to camp and fish. On his past trip, Wylie hooked about 10 15-pound catfish.

“It was a lot of work cleaning them, but it was worth it,” he said.

Wylie plans to paint his house and fix his sister’s house in his spare time. He reflects on his time with WTA in a positive way.

“It’s given me a great life and supported me and my family,” he said. “I wake up and say, ‘I wonder what today’s going to be like.’ I like my job.”

BACK ON TRACK

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“We have to work together to get this track back in service so trains can keep moving,” he said.

Johnson plans behind the scenes for the on-the-ground crew: Kenny Aurand, assistant foreman; Corey Barrett, welder helper; Andrew Clark, welder helper; Michael McGuire, truck driver; Jeremiah Mettler, sectionman; and Peter Niiranen, welder and backhoe operator.

Before work begins, the team puts derailed cars in place for protection and tracks time on the main line next to their work site. Johnson said these are critical safety actions.

The team worked together to spike ties and install plates before tamping the track so train traffic could resume.

SAFETY NEVER ENDS

When Kevin Garcia steps foot on railroad property, safety is his highest priority at all times.

“Safety doesn’t start,” he said. “It never ends. You have to be aware of situations around you. You have to follow the rules. They’re there for a reason, and they’ll protect you. You have to work together, trust in each other and pay attention.”

The locomotive engineer joined Central California Traction in 2004. He also is qualified as a conductor and brakeman.

Before the railroad, Garcia worked in the construction industry as a journeyman/carpenter. He also enjoyed work as a professional paintballer in his 20s, a hobby he discovered during a work bonding activity.

“We went and played one day, and I got hooked,” he said. “I’ve been able to travel doing paintball.”

Now with a wife, Lisa; children, Ja-



Kevin Garcia, locomotive engineer

son, Chris, Curtis, Eric and Nicole; and six grandchildren, the Newark, California, native and current Manteca resident still enjoys staying active.

Garcia rides his 2006 Harley-Davidson Softail to work and dreams of crossing the Sturgis Motorcycle Rally off his bucket list, which he describes

as the “pilgrimage of riding.” He also attends all Oakland Raiders’ home games and travels to as many away games as he can. He’s cheered the team on at locales including Illinois, New York, Tennessee and Texas.

“I’m still debating on where to go this year,” he said.

Ready for anything

When Lacy Robinson embarked on a railroad career, she knew exactly what to expect.

Her brother and uncle both work for Union Pacific in Wichita, and her father retired from UP in 2013 as a mechanical foreman after nearly 40 years of service. In addition, her husband, Justin, works as an Extra Board switchman.

“I’m familiar with the railroad scene,” she said. “I like doing computer work and being able to get out and walk the track to check the order of cars.”

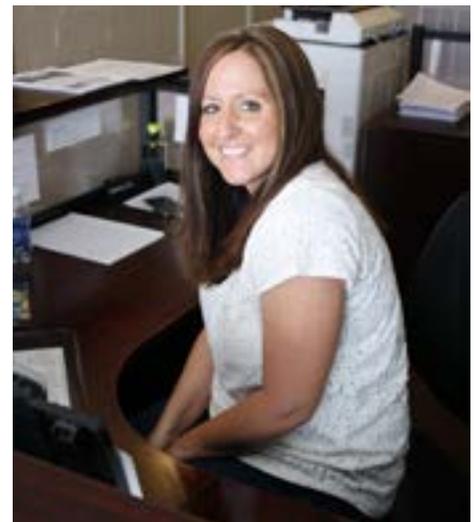
Robinson, who currently serves as a clerk, joined the Wichita Terminal Association in 2011 on a part-time

basis before becoming a full-time employee in August 2013.

She’s responsible for tracking car movement, providing customer service and communicating daily with BNSF and UP representatives.

“There are different questions every day,” Robinson said. “You never know what you’re walking into. I carry my steel toe boots in my car in case an opportunity presents itself.”

To prepare herself for her shift, she works out early each morning to relieve stress and start the day anew. When she comes home, she enjoys time with her husband and children, Braden, 11, and Bailey, 6.



Lacy Robinson, clerk, feels at home with Wichita Terminal Association.

Johnson works behind the scenes

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katchewan, and likes to return to Canada, including trips to Alberta, British Columbia, Nova Scotia and Quebec.

Johnson also takes photographs of trains as a hobby, particularly historic ones.

“I’ve always been interested in trains,” he said, “especially pictures of short line railroads.”

Oliver carries mindset to another track

Longview Switching Switchman Jason Oliver has an important reason to work safely: his children.

His daughter, Kurstin, 13, and son, Landon, 7, keep him busy, and he needs to be healthy to stay on pace with them.

“You have to stay alert and pay attention,” Oliver said. “You have to follow the rules to go home safely.”

That is a lesson he learned during his 11 years racing in motocross. He raced at an amateur level, and in 2003, he competed in the World Off-Road Racing Championship, an endurance race.

During that time, Oliver grew to appreciate and understand the importance of safety.

“I always had the mentality that when I went out on the track that I could get hurt,” he said. “I’m not invincible. I always keep it in the back of my mind when I’m on the tracks.”

That insight into safety has enabled Oliver to work his railroad career without a reportable injury.

Having spent most of his life living in Kelso, Washington, he joined Longview Switching in October 2003 after moving to Kalama, Washington. He continued a family legacy by joining. His father, Jerry, works for the railroad, as did his grandfather. Before the railroad, Oliver worked at a sawmill in Kalama.

With his children, Oliver enjoys riding quads on the sand dunes and



Jason Oliver, switchman

fishing. He frequents the Kalama River, where he likes to drift fish, often catching steelhead trout.

“I like to fish to clear my head,” he said.

Bailey tackles challenges daily

Tosh Bailey enjoys what comes with being a Longview Switching relief yardmaster.

“It’s a challenge,” he said.

Bailey covers the desk when the other three yardmasters are off. He enjoys the relief shift because it works well for him and his son, Gage, who recently turned 12.

Challenges come in many forms. For example, if a train crew runs the danger of dead-heading or has to wait before moving, he

has to make quick decisions. He also ensures that the Union Pacific train that originates in Longview meets the weight and length requirements for its journey.

Managing challenges like these has taught Bailey important skills. For one, he has learned to be patient and prioritize. Those same lessons apply to helping him and others work safely.

“You have to be patient,” he said. “Don’t get in a hurry. You don’t want to break any rules.”

Bailey joined the railroad in 2002 as a switchman. He went on to hold an engine job for several years before being promoted to yardmaster. Before joining the railroad, he worked in a lumber yard in Kalama, Washington.

Outside of work, he enjoys time with his son, friends and girlfriend, Tonia. He plays video games, such as “Battlefield” or “Destiny,” and he helps a friend fix computers.

Bailey likes to go on long drives. Recently, he went on a seven-hour drive in his 2011 BMW 328 around Oregon, traveling down the Pacific Coast on Highway 101.

He also shoots and watches movies and TV. A fan of science fiction and good comedies and dramas, his favorite movies include the Star Trek and Indiana Jones sagas. His favorite TV shows are “Frasier” and “Game of Thrones.”



Tosh Bailey, relief yardmaster

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 Simon Walbruch and Paul Wilson.

Time on the tracks speeds by for McGuire

Michael McGuire starts his day at 4 a.m. with The Oregonian's sports section and coffee with cream and sugar. The Portland Terminal truck driver doesn't like to rush.

"I get my head in the game," he said. "As an assistant foreman, it is important to have a plan. The most important part is ensuring everyone works safely. No one has been hurt on my watch, and I want to keep it that way."

McGuire previously served as assistant foreman. He started in his current role to prepare for retirement. He has a 36-year, reportable injury-free career and followed his father, James, to the railroad. His father worked as a red cap, or porter, at Portland's Union Station.

"My dad told me to latch onto experienced employees, listen and learn," McGuire said. "I now take other employees under my wing. I want everyone to be safe and go home at night."

Safety remained a priority in McGuire's many railroad roles, including laborer, truck driver, welder helper, welder, backhoe operator, assistant foreman and substitute foreman. His favorite role was assistant foreman, in which he supervised crews and monitored train activity.

"I loved building the track, working with employees and fixing derailments," he said. "I had my crew's lives in my hands."

McGuire appreciates the camaraderie he has built with employees through the years. His gratitude also stems from a positive perspective and strong work ethic.

"I never had a minute that I didn't want to come to work," he said. "I've met great people, learned a lot and appreciate the opportunity to work here. I was happy when I began my career, and I'm going to be happy when I leave."

Away from the track, McGuire remains passionate about safety. He educates his four children and 17 grandchildren about train safety.

"I tell all my grandkids not to play around the tracks and to be aware of their surroundings," he said. "It's a matter of being focused."

McGuire and his wife, Charmilee, have been married 36 years. They married the same year he joined the railroad. In retirement, he looks forward to family barbecues, more time with his grandchildren and trips to Alabama to visit family.

From the railroad to retirement, his life outlook remains the same.



Michael McGuire, truck driver, will continue to be safe in retirement. The career reportable injury-free employee reminds his four children and 17 grandchildren about staying safe on a regular basis.

"Enjoy life to the fullest," McGuire said. "Do something you enjoy and you will be happy there. My 36 years with the railroad went fast."

Collette here to stay

Locomotive Engineer Phil Collette joined Longview Switching in 2005 after serving as a Mt. Rainier Scenic Railroad mechanic and fireman.

He previously donned a dry suit and dove into potable water tanks, which he cleaned and repaired from the inside. He did so encapsulated after being sprayed down with a chlorine mixture.

When not sorting inbound cars and preparing them for the industries in town,

Collette tears through dunes in his sand-rail. He drives out several times during the summer to reunite with a group of hometown friends.

"If you don't pay attention, it can get dangerous because sand's always changing," he said. "You have to watch your speed and pay attention to what's ahead of you."

Collette enjoys his comical co-workers, but when it comes to safety, everyone

is serious.

"Everyone's strict about following safety rules," he said.

The job security, good benefits and retirement plan make Collette set on staying with the railroad until retirement.

"My friends and family are here," he said.



Phil Collette, locomotive engineer

WTA employees surpass two years reportable injury free

Aug. 27 marked 805 days reportable injury free for all crafts of the Wichita Terminal Association. Employees received jackets celebrating the two-year mark June 12.

"The jackets are a token of appreciation for everyone's efforts at the WTA. It is through pride and professionalism that we are continuing to work injury free," said Simon Walbruch, WTA superintendent.

He also created a Wichita Terminal Association Facebook page, which will be updated regularly for both customer and employee benefit and is linked to the WTA website.

"It's informational and allows us to keep up to date on what is going on at the WTA," Walbruch said.



Employees received new jackets to celebrate two years reportable injury free.