

Meline accepts intermodal role

Dave Meline said farewell to the Chicago Division recently, taking an assignment as general director hub & facility operations east. Meline, division general manager for a year and half, follows Carmen Iacullo who also received a new assignment. Meline is based at Cicero.

"It was my honor to work with this division," Meline said. "I look forward to working in an intermodal hub assignment."



Dave Meline

Meline said he will miss the Chicago Division Team, although he will continue to work with many of you. "I'll always remember our accomplishments," he said. "Especially finishing first place among 13 divisions in the CIMS measurements in 2002 for safety, service and utilization." He said the injury frequency ratio was reduced from 3.0 to 2.0 upon his departure, calling it "a great Chicago Division team effort."

As director hub & facility operations, he will deal more with intermodal contractors on the eastern half of BNSF.

"The main thing is, I am leaving happy," Meline said. "It has been a pleasure."

Meline praised Bob Lease, his successor. Lease was general director transportation from the Twin Cities Division. "Bob will bring a lot of value to this operation," Meline said. "He will step right in and do well."

ETD damage pinpointed

Thanks to exhaustive work by Galesburg telecommunications personnel, the cause of frequent damage to end-of-train devices has been identified. ETDs across BNSF and the rail industry consistently show similar damage to their

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Bob Lease

Lease takes over top division job

Experiencing a changing of the guard, Chicago Division welcomes Bob Lease as division general manager. Lease arrives from the Twin Cities Division, where he worked as general director transportation. His promotion took effect April 16.

Lease returns to the Chicago Division for the third time, having worked as trainmaster in Beardstown and Cicero as well as manager of operations analysis in Naperville.

Lease joined BNSF as a corporate management trainee in 1978. He held a variety of operating assignments, working in Spokane, Wash., Glendive, Mont., and the North Dakota cities of Dickinson and Beardstown. Lease worked in McCook, Neb., as assistant superintendent transportation; Lincoln, Neb., as superintendent operations; and Kansas City as terminal superintendent.

Lease will be profiled in more detail in the next issue of this newsletter.

Bob McConaughey welcomed

Chicago Division welcomes Bob McConaughey, who joined the team in April as general director transportation. Arriving from Los Angeles, he follows Vickie Chilcutt, who moved to Chicago Transportation Coordination Office.

"I look forward to the challenge that we face as a division in pursuing objectives such as safety, values, service and cost," McConaughey said. "I believe that this division has a lot of talented and caring employees who are willing to participate and work together for the benefit of the BNSF community."

McConaughey joined the railroad in 1978 in Ottumwa, Iowa, on a maintenance gang. When an opportunity arose for him to coach high school wrestling in Alliance, Neb., he secured a job as a switchman there in 1980.

While at Alliance, he worked on safety teams, quality process teams and as quality advisor for the division.

In 1991, McConaughey took a job as terminal trainmaster in Denver. Three years later, he worked at BNSF Technical Training Center in Overland Park, Kan., as manager TY&E training. In 1995, he moved to Amarillo, Texas, as division trainmaster.

His experience on Chicago Division began in 1997 when he came to Galesburg as terminal manager. Two years later, he worked as assistant terminal superintendent in Chicago before his promotion to terminal superintendent in San Bernardino and later, Los Angeles.

McConaughey looks forward to working with Bob Lease,



Bob McConaughey

appointed division general manager April 16. "Mr. Lease brings a lot of experience to our team, allowing employees the opportunity for strong communication and teamwork as we progress forward on the division," McConaughey said. "I look forward to combining our efforts."

McConaughey said one of the division's goals is for the division to not exceed a 1.94 injury frequency ratio. "We can achieve that goal by working together to identify risk, and eliminating or minimizing it in the workplace," he said. "We also need to strengthen our processes in addressing safety items with a combined effort to stop a recurrence. We also aim to increase on-time performance to service the customer as to provide growth for our business while reducing cost wasted on barriers that hamper performance."

"We on Chicago Division need to hold close the values that strengthen an organization," he said. "One of which is committing to one another, our dedication, our honesty, in identifying causes and seeking corrective actions. We, as employees and community members, can and will make a difference."

He cited significant differences between Chicago and Los Angeles. Southern California requires minimal interchange traffic, which contrasts with Chicago. McConaughey was familiar with intermodal facilities on the West Coast, but said ensuring service to the customer through interchange with foreign carriers presents challenges.

McConaughey, 42, and his wife, Judy, married in 1989. They have children Emily, 7; Abby, 5 and Rylan, 3.

Off the job, he competes in Scottish Highlands games, following his family's Scottish heritage.

Upgrade enhances Cicero, Corwith communication

Thanks to an upgraded microwave system, communication reliability and capacity increased between Corwith and Cicero in April. The upgrade provides a more flexible circuit path and presence into, out of and between the terminals, said Jeff Kellogg, telecommunications maintenance manager.

A host of benefits accompany the upgrade, Kellogg said. Information carried on the upgraded system includes video teleconferencing, computer data, dispatcher radios and telephone lines.

"This is an important step in a more secure, robust and viable network for the railroad in this area," he said.

In addition to improving bandwidth between former Burlington Northern and Santa Fe terminals, the new equipment will save money for the railroad by avoiding leased



Photo courtesy Jeff Kellogg

Equipment at Corwith and Cicero supports the new microwave network between those points.

infrastructure from telecommunications companies.

Video teleconferencing will be one of the significant benefits, allowing division leaders to attend meetings with BNSF top managers in Fort Worth without the necessity to travel.

The teleconferencing equipment can be used for training as well, avoiding travel to Kansas City.

Galesburg holds April health fair

A health fair in April drew more than 80 people to the Galesburg yard office for a variety of health information and screenings. Nearly 20 stations provided ample opportunity for employees to learn about their health.

Screenings included cholesterol, vision, blood pressure, safety boots and more. Drawings were held for attendees, with nearly everyone receiving a door prize donated by health fair participants.



Gary Quarterman, conductor, receives an eye test.



Rhonda Quarterman, wife of Gary, conductor, undergoes a pulse oxygen test.



Jerry Stone, locomotive engineer, left, staffs registration desk.

TP07 works division

Thanks to hard work by tie gang TP07, trains between Galesburg and Barstow operate over improved conditions. The system gang of 43 people installed 37,000 ties along 44 miles of track. More ties were installed in Barstow's yard.

The gang began work in Palmyra, Mo., and worked through West Quincy, Mo., on their way to Galesburg. They averaged 2,100 ties a day, said Jerry Heim, assistant foreman.

"It's a good bunch of guys," he said. "I can't

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Gang TP07 installs ties between Galesburg and Barstow.



Tom Schmidt, Carl Sandburg College president, left, Barb Godsil, children's school director and Rick Danielson, terminal superintendent, stand before equipment donated by the railroad. This train-shaped equipment resides in the preschool playground.

Playground equipment donated

Thanks to a recent donation by BNSF, children of students at Carl Sandburg College in Galesburg will have new playground equipment. The railroad donated funds for equipment at CSC Children's school.

BNSF's donation assists in funding two new playgrounds which will become model learning environments. The play spaces are developmentally appropriate for children of all ages and accessible for disabled children as well.

Coupling damages ETDs

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battery boxes.

BNSF owns 6,000 ETDs valued at \$4,000 to \$5,000 each. About 85 percent of repairs made to ETDs result from physical damage, as opposed to electronic malfunctions. Initial theories focused on mainline trains adding cars without removing the ETD.

A.J. Byam, Galesburg electronics technician, worked with Jim Mason, Galesburg carman, to identify the root cause. Mason took charge of a cut of cars for inspection by Byam and others. Instructing telecom workers, he detailed various types of couplers and car coupling procedures.



A.J. Byam



This ETD shows damage evaluated by Byam and others.

The inquiry identified problems resulting from a car with an ETD attached to an E-type coupler coupling with another car equipped with an F-type coupler. A dummy ETD was installed on an E-type coupler and photographed coupling to an F-type coupler. With nearly an inch of slack remaining in the knuckles, there was zero clearance between the adjoining F coupler and the ETD battery box.

"It became obvious what was happening," Byam said. "ETDs were not designed to be used when a car is coupled onto its knuckle, hence the term 'end-of-train device.'"

He took digital photographs of all aspects of the discovery and created a computer presentation illustrating the problem. His presentation was sent to upper management, resulting in system general orders and new rules issued stipulating removal of ETDs prior to coupling. The presentation

went to other railroads as well.

The inquiry was not driven by telecom, Byam said. Operating department officials sought a probe into the matter. Last year, BNSF purchased 50 new-style ETDs which convert trainline air to electricity. As these new ETDs were tested primarily on high-priority Z trains, damage could quickly result in a Z train delay.

Traditional ETDs use a battery, powering the device for hours. Impacted casings caused disfiguring, allowed moisture to penetrate the devices and damage internal electronics. That could take weeks. Newer ETDs, powered by an internal air turbine, function only for a matter of minutes if damaged. These air turbines exist in the frequently-damaged areas of the ETD.

Byam assembled the computer presentation in a few hours, to show operating and mechanical departments what was happening and why.



An extensive probe determined coupling into a car with an ETD installed results in damage to the device. Note the remaining slack in the knuckles after the coupler contacts the ETD.

"We had been saying for a long time the device needs to be removed from the coupler before coupling," he said. "This drives it home."

Last year alone, material to repair ETDs, not accounting for labor, added up to \$1.5 million, Byam said. "Something had to be done," he said.

Carmical thanked for going above and beyond

Brookfield salutes Larry Carmical, brakeman on road switcher R CHI4221, for going above and beyond the call of duty, said Dave Hooten, Brookfield trainmaster.

Carmical was running errands near the Brookfield depot on his rest day March 1 when he noticed the two locomotives on his job were not operating as intended. He went into the yard to inspect the units and discovered vandalism. Apparently, vandals dumped trash on the floor and opened

electrical cabinets, flipping numerous switches.

Carmical notified Hooten at home to inform him of the problem. He volunteered to restart the engines, on his own time, and close up the electrical cabinets. With the temperature well below freezing, Hooten said his actions likely prevented both engines from freezing.

He received a letter of commendation in his personal file and a gift card for his actions.

Dear Chicago Division Newsletter,
On behalf of all the new hire trainees and myself, we would like to take the time to express our deepest appreciation to all the management, staff and crews of BNSF Railway at Cicero and Eola yards for the warmest greetings we received upon our reporting for duty each day the past couple of weeks.

Furthermore, we would also like to thank our trainers, Roy Coan, Gregg Sebban, Willard Buckley and all the crews for their time and patience in training us in the safest approach to the task at hand. When in doubt, take the safe way out! That mentality has been more than obvious to us in the past two weeks.

It is reassuring to know that it appears to be a great beginning to a long, beautiful and enduring relationship of teammates working and looking out for each other.

Bob Dietz, BNSF trainee, Cicero



Trainees thank railroad for jobs

Dennis Fedor, left, Sean Rasmussen, Roger Anderson, Chris Jones, Doug Brunswig, Doug Horton and Dwayne Peterson, trainees, thank Chicago Division for outstanding training upon their employment with BNSF. Not pictured are Tyrone Henderson and Bob Dietz.

David Wherley's death mourned at Galesburg

The family, co-workers and many friends of David Wherley mourn his loss. Wherley, 47, died Feb. 20 in Galesburg. He apparently suffered a heart attack while on duty in the yard.

Wherley joined BNSF as a switchman in March 1999. Prior to coming to the railroad, he worked for the Abingdon, Ill., independent school district.

"He will be missed," said Rick Danielson, terminal superintendent in Galesburg. "He was a quiet person who came to work and did the job at hand, and always stopped by to say 'Good Morning!'"

According to people who knew Wherley, he was active in the Abingdon community, where he was a life-long resident. He also enjoyed working for the railroad, fulfilling a longtime desire.

Wherley is survived by his wife, Jean, and their four children.

Chicago Division and BNSF extends its condolences to Wherley's family, friends and co-workers.



Frank Lawler receives a watch and other gifts upon his retirement April 1. A celebration for the Cicero radio shop foreman took place March 26.

Frank Lawler retires

Chicago Division bids a warm farewell to Frank Lawler, foreman at the Cicero radio shop. He retired April 1.

Lawler's long career, beginning in 1964, spanned the Chicago, Burlington & Quincy, Burlington Northern and BNSF. He retired with a spotless safety record. A celebration March 26 honored his retirement.

Fiber improves communication

Hard work by a variety of telecom employees resulted in significant infrastructure upgrades between Cicero and Western Avenue in Chicago, said Jeff Kellogg, telecommunications maintenance manager in Chicago. The upgrade replaced aging pole line with state-of-the-art fiber optic system.

The project provides a higher level of service and reliability for the Western Avenue yard office as well as Cicero's intermodal facility, automatic equipment identification sites and telephone service to some signal bungalows. Additionally, the upgrade allows for increased bandwidth needs, such as

real-time video and faster computer data.

Kellogg said installation of the fiber was a result of right-of-way agreements. Those agreements allowed for fiber to be run in place of the pole line. Ultimately, Kellogg plans to extend fiber to the 14th St. Coach Yard.

The upgrade ties in with the rest of BNSF's video conferencing network.

Kellogg thanked groups for their



Jeff Kellogg

help including a Kansas City engineering group; Cicero telecom; Savannah outside plant team; telecommunications engineering; Dave Bowatz, manager telecommunications projects in St. Paul, Minn.; Willie Merrill, roadmaster, and his people who aided in flagging; Bill Reckling, supervisor structures, and his employees for their timely execution of creating a location for fiber equipment and Pat Casler, director suburban services as Metra liaison.

He said cooperation of terminal and intermodal groups in Cicero was instrumental, as some tracks were temporarily flagged during fiber installation.

Help available for depression

A counselor received a call from a railroad employee who said he was "down to his last resort." He sounded genuine and serious.

The person said, "I can hardly get out of bed in the morning. All I want to do is sleep 24/7 and when I'm not sleeping, I want to eat everything I can lay my hands on. I'm angry all the time. I lose my temper at work. I yell at my wife and kids. I don't know what's wrong with me. I've never felt this way before. I think I'm losing my mind. A buddy told me he thought I needed help, so he gave me your number. I'm down to my last resort."

Fortunately, he called someone before he got so low that he stopped going to work, or worse, started to think about hurting himself or someone else. He reached out and was referred to local resources for help. He is doing much better today. But, what was happening to this employee? What mysterious illness had him in its grip?

He was clearly suffering from a

form of depression. It is the loss of interest or pleasure in nearly all things. And, yes, even railroaders get the blues.

What causes Depression? Many things that can trigger depression include grief, divorce, illness, job-related problems, financial concerns, family troubles, trauma and a host of other things. Sometimes, it's an accumulation of things that become overwhelming.

What does Depression feel like? In many people there is deep sadness or irritability or both. A person's mood is often blue, sad, hopeless-helpless, discouraged, flat or withdrawn. Although not exclusive to men, many men report increased irritability, responding to events with angry outbursts, blaming or frustration over even minor matters. (Mad covers up sad, so-to-speak).

What do Depressed people think? Extremely negative, guilty and self-blaming thoughts accompany depression. Thoughts of death or even suicide may appear. It must not be taken lightly, but should be considered a serious medical condition.

Are there physical symptoms?

Appetite is usually way up or down. Sleep is affected or disrupted. Depressed people are tired people. Being depressed simply wears you out!

Is there any good news?

YES! Depression is very recognizable and nearly 100 percent treatable. It no longer carries a stigma so you don't have to feel ashamed to reach out.

If you or a family member has any of the symptoms mentioned above, seek help immediately. Start with your family doctor, your minister or your EAP counselor. Don't hesitate. You simply don't have to suffer with this disorder.

Counseling is a proven method that works to alleviate depression. Modern medication also works. Best of all, the BNSF Railway has an Employee Assistance Program specifically designed for railroad families. We can help you. Call 1-800-383-2327 or contact Debra J. Singer, EAP Manager, Chicago Division, 417-829-3917 or 913-551-4470.



A completed installation qualifies this unit as a lead locomotive.



John Blotnick, licensed electronics technician, prepares to remove a Colt control head.

Locomotive radios upgraded

A project undertaken by the Corwith telecommunications team aims to help bring Santa Fe locomotives into compliance as lead engines. The new radios provide more reliable service than the Colt control heads and associated radio equipment could offer, said Jeff Kellogg, telecommunications maintenance manager in Chicago.

Although the change has been ongoing systemwide, it only recently began in Chicago. New equipment, termed 'Clean Cab,' replaces the Colt

systems.

Workers from Argentine Yard in Kansas City assisted Corwith workers, drawing on their experience and skills as the project began.

Kellogg said the work yielded new finds that lead to best practices and likely may minimize train delays in the future associated with head-end displays and VHF radios. He applauded telecom workers on their finds.

"They are really using their heads," Kellogg said. "These people have in-

novative ways of approaching the task and finding issues beyond the control head to prevent delays down the road. I applaud them."

He said the entire Corwith team worked on the upgrade. He thanked Jack Frank, general foreman at Clyde Diesel Shop and his mechanical team for their assistance on the project. Kellogg said without their assistance and skilled craftsmen, it would have been impossible to achieve the accomplishments they did.

Wrights begins fourth railroading generation

When Sean Wright joined BNSF in 2001 at Fort Madison, he became the fourth generation of his family to work for the railroad. Sean and his father, Mike, work for BNSF today.

The family legacy began in 1888 when Forrest J. Write joined at Elmer, Mo., on a track gang. He became a foreman and traveled to various locations on maintenance gangs, including Elmer, Hurdland, Gorin, La Plata and Cardy, Mo.

Next in line, Ola O. Wright joined the railroad in 1923, working in the shops at Fort Madison, known as Shopton among railroaders, and later worked in the track department. On maintenance gangs, he worked as a

track foreman at Wyaconda, Gorin, Revere and La Plata, Mo., and Fort Madison. He also worked as an extra gang foreman.

Mike Wright became the third in line when he joined as a carman apprentice in 1961 at Shopton. After completing his three-year apprenticeship, Mike worked at Marcelene, Mo., until May, 1967 when the shop there closed. Then, he worked in Oklahoma City until 1974 when he transferred to engine service.

Last but not least, Sean joined the railroad at age 30 as a conductor at Fort Madison after teaching vocal music following college. His father said Sean wanted to work for the railroad since he was a child.

April 28 marked a unique day for the father-son team. That was the first day the duo worked together, operating a train from Kansas City to Fort Madison.

Sean's basement overflows with model railroading, illustrating a strong interest in the industry.

"The beat goes on, you could say," Mike Wright said. "It is a family tradition."

Furthering that tradition, Sean's great-grandfather on his mother's side, Fred Fischer, worked for the Santa Fe. Sean's father-in-law, Fred Frazier, retired as a conductor from the Santa Fe in 1987. Fischer and Frazier worked out of Marcelene.

Goodbye Keary Walls

Galesburg bids farewell and warm wishes to Keary Walls, Galesburg assistant terminal superintendent, upon his promotion to terminal superintendent in Tulsa, Okla., March 1.

Keary Walls calls his move to Tulsa a homecoming of sorts. "I return to a division in which I have worked with a lot of the people," he said. "It is kind of like coming home to my family."

Walls coordinates terminal operation to provide optimum and safe utilization of manpower and equipment, as well as provide a transportation service to satisfy customer service objectives. He will monitor terminal performance to ensure a safe, efficient and economical operation.

Walls, 32, joined the railroad in May 1994 in his hometown of Memphis as a switchman. He accepted the job after graduating from Tennessee State University in Nashville with a



Keary Walls

bachelor's of administration degree. Walls follows in the railroad footsteps of his uncle, Bobby Brooks, Memphis terminal trainmaster, with more than 30 years experience.

He entered BNSF's corporate management trainee program in 1998. Walls worked as an assistant trainmaster in Springfield, Enid and was a division trainmaster in Springfield before moving to Galesburg, Ill., to be a terminal manager.

In October 2001, Walls accepted duties as assistant terminal superintendent in Galesburg. "It has been a great experience in Galesburg," Walls said. "I hope they continue to succeed and build on their progress."

Rail fan reports car malfunction

Thanks to a watchful eye by a rail fan, a derailment was likely prevented, said Dave Hooten, Brookfield, Mo., trainmaster.

Kevin EuDaly, a rail fan and resident of Bucklin, Mo., noticed sparks flying from air brakes on H GALBAR1 11 at 10:12 p.m. Feb. 11. He immediately called BNSF's emergency 800 number, 1-800-832-5452 to notify the right people.

Thanks to his call, dispatchers were able to contact the train crew and stop the train. The car was inspected and the problem remedied, likely averting damage to BNSF property, according to Hooten.

Hooten thanked EuDaly with a letter and gift certificate.

Galesburg telecom participates in career fair

Thanks to effort by Galesburg telecommunication workers, more than 850 8th graders at the 2003 Manufacturing Trades Exposition received a view of careers on the railroad. The event, sponsored by Carl Sandburg College, took place March 11-13.

Telecom workers set up a demonstration of automatic equipment identification tags and readers.

"It was a good time," said Mike Hackspacher, electronics technician. "Kids were excited and listened intently. We heard it said that our setup was one of the most popular displays." More than a dozen booths occupied the attention of children.

Busses brought loads of students to the college. Students, in groups of 10 to 15, had 10 minutes to experience each demonstration. Railroaders took them through a series of three stations.

At the first station, they could dial



A.J. Byam



Mike Hackspacher

into a simulated AEI reader site and examine train makeup using a laptop computer. At a second station, children used a hand-held device to scan a tag and examine the readout.

The last station used an HO-gauge model train to illustrate a train passing reader sites. Students saw how readers, located strategically across the system, download information to an AEI database in Fort Worth for use by the railroad and its customers.

The event, held every two years,

aims to help students pick classes in high school that would fit into their career interests. Hackspacher and others emphasized English, math and science courses as key.

Hackspacher was joined by A.J. Byam, Mike Hayes, Kevin Olson and Bryan White, electronics technicians, for the event.

"The most satisfying thing was seeing kids interested in new technology," Byam said. "I liked fielding questions. We could tell we had a booth that interested them."

Your stories welcome

This is YOUR newsletter. Chicago Division News wants to hear from you! All story ideas will be considered, from railroading to off-the-job news like births, deaths, hobbies, etc. Contact Andy Ringsmuth at 8-458-7342 or andy@newslinkinc.com with any ideas or story leads.

Chilcutt, Darin speak at Women's conference

Four dynamic speakers delivered a powerful message at the Second Annual Women's Leadership Conference and Irish Heritage Month event March 19 in Memphis. Two of them represented the Chicago Division.

Bobby Brooks, Memphis Diversity Council co-chair and trainmaster, welcomed everyone to the event, held at the Memphis Diesel Shop.

Everyone has opportunities to succeed regardless of gender, race or any other factor, said Vickie Chilcutt, Chicago Division, then general director transportation. Chilcutt since has been promoted to BNSF's representative to the Chicago Transportation Coordination Office.

"If you treat people with dignity and respect, you will get dignity and respect back," she said.

Chilcutt, who earned a master's of business administration in finance, joined the corporate management trainee program at BNSF. She worked as a dispatcher in Kansas City, trainmaster in Phoenix and terminal manager in Barstow, Calif.

Chilcutt moved to Fort Worth to work in in-service integration. Also, she worked as general director automotives prior to her job as division superintendent in Chicago.

Then, she took responsibilities as general director of transportation for the Chicago Division. Chilcutt accepted an assignment March 24 as BNSF's rep-

resentative to the Chicago Transportation Coordination office.

In addition to Chilcutt, speakers included Faye Barton-Waldon from Kellogg Company; Elizabeth Davin, Chicago BNSF trainmaster; and Racheal Wilkins, Memphis Police Department patrol officer.

Duncan Brown, human resources manager, introduced speakers. "BNSF is committed to recognize and promote women in leadership positions," he said.

Memphis Diversity council members Sara Hoskin and Juan Rivera said the purpose of the event was to honor women and inspire others.

Barton-Waldon talked about how Kellogg's used to have separate departments for women and men when she joined the company 31 years ago. In 1974, the company progressed and she went to a tower job, but none of the men initially would train her. She overcame the obstacle and earned her co-workers respect, she said.

Davin, a Memphis native, joined the railroad in the corporate management trainee program in January 2002. She worked in Birmingham and now works as a trainmaster in Chicago.

Men and women have the same basic goals, Davin said. "We all want



Vickie Chilcutt, BNSF Chicago Transportation Coordination Office representative, left, Elizabeth Davin, Chicago trainmaster, Racheal Wilkins, Memphis Police Department officer and Faye Barton-Waldon, Kellogg Company tower operator, gather in Memphis for a Women's Leadership Conference March 19.

to be respected," she said. "I think BNSF is a great company for men or women."

The daughter of Oscar Wilkins, Memphis diversity council member and mechanical safety coordinator, Racheal Wilkins highlighted her journey. Racheal has been with the Memphis Police Department five years.

The younger Wilkins talked about how physical training challenged her to reach her current level of expertise. However, she sees that men and women are not treated differently and are held to similar expectations. After speeches, guests enjoyed corned beef and cabbage with all the trimmings prepared by Tony Hawkins, carman; Eddie Myers, mechanical safety assistant; and Tony White, machinist.

Torres joins team at Galesburg as ast. terminal sup.

Following the promotion of Keary Walls, assistant terminal superintendent in Galesburg to terminal superintendent in Tulsa, Okla., Galesburg welcomes the arrival of Raymond Torres as assistant terminal superintendent. He comes to the division from Fort Worth where he worked as assistant general superintendent transportation for BNSF South Operations.

Torres joined the railroad in his

hometown of Belen, N.M., in 1978 at age 19, following family tradition. His grandfather was a carman and father a train yard foreman. Torres' initially worked as a clerical operator.



Raymond Torres

"It was a great opportunity for anyone who lives in a small railroad town," he said of joining the industry. "I think Galesburg is similar to Belen. It is bigger, but I see the same work ethic, the same drive and pride in railroading. It gets in your blood."

Torres worked as clerical operator for seven years until his job was consolidated at Topeka, Kan. In lieu of

Casas assigned to Galesburg

Galesburg welcomes the arrival of Eric Casas, train yard foreman. Casas joined Chicago Division Feb. 4, after working as a management trainee since May, 2002.

Casas, 22, graduated from Texas A&M University - Kingsville with a degree in mechanical engineering.

BNSF recruiters spotted him during a career fair at college. Casastraveled to Fort Worth for a second interview and decided to pursue a railroad career.

Casas found BNSF's management trainee program to be interesting and beneficial. He spent six months in Seattle at BNSF's Interbay shop, and trained in Fort Worth prior to his Galesburg assignment.



Eric Casas

"It is interesting so far," he said. "The differences between Seattle and Galesburg are neat."

Casas was impressed with the size of Galesburg's yard and car shop.

"It has a big feel to it," he said. "Seattle's car shop was small compared to this one."

Casas appreciates the mobility associated with his job. With a mechanical engineering degree, he figured he would be working in an office with technical data on tasks such as designing machines.

"It is a big difference," Casas said. "But, I expected it to be a lot different. I do a lot of running around, I don't spend much time at a desk."

Casas' routine has him supervising the rip track, hump tower and trimmer tower as well as checking on cars in the yard or somewhere out on the main line.

A San Antonio, Texas, native, Casas ultimately, he would like to work in Fort Worth applying his technical knowledge to assist mechanical field operations.

As a train yard foreman, he oversees the maintenance and repair of cars and supervises materials within a budget. He also works with a computer system to help control costs.

Iacullo accepts new safety assignment

Chicago Division congratulates Carmen Iacullo, formerly general director hub & facility operations east, headquartered at Cicero, upon his recent appointment to a new assignment. He was promoted to the newly-created job of director system safety intermodal automotive, overseeing safety system-wide in the intermodal department.

Iacullo arrived on Chicago Division in November, 2001, with a long history in the intermodal department. He took on the new job April 28.

His new assignment will focus primarily on intermodal and automotive facilities systemwide, and employees and contractors at those installations. Iacullo will work to enhance safety among employees and contractors at these facilities across the system. He will be headquartered at Logistics Park Chicago in Joliet.

As intermodal business continues to rise, Iacullo said a need arose to concentrate more on intermodal facilities where all teams adhere to established safety processes. Intermodal establish-

ments encompass BNSF mechanical, transportation and maintenance of way departments, as well as numerous contractors.

The new assignment was done to raise the awareness of everyone as to what the safety roles are for the intermodal side, and the varying processes associated with intermodal, Iacullo said.

Safety, training and education will be the top priorities. To supplement those goals, his team will work to recognize good processes and celebrate those people and processes.

"I am very pleased they offered me the job to establish a new group," he said. "I think it is very good. It is a new animal, though." Iacullo said he has always been a safety-minded and process-minded person, and said his career in intermodal should benefit the outcome of his new assignment.



Carmen Iacullo

He aims to ensure the various teams at intermodal installations receive proper training about the facilities. Auditing and safety awareness will be top priorities at these facilities.

The job will be quite an undertaking, he said. BNSF has about 70 intermodal facilities, requiring him to be on the road every other week.

New cameras at Galesburg

In an upgrade to 20-year-old technology, new color video cameras and control stations arrived in Galesburg. The cameras allow yardmasters, trainmasters and others an enhanced view of the yard.

The aging system, installed in the early 1980s, was black and white and nearly impossible to repair, said Rick Danielson, terminal superintendent.

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Torres welcomed to field assignment

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moving, he elected to take an exempt job in Albuquerque, 40 miles north, working in vegetation control for five years.

On the Santa Fe, dispatch centers were consolidated at Albuquerque and three other locations. Torres moved to dispatching in 1989, qualified on 17 of 18 jobs in Albuquerque.

He dispatched until 1992 when he was promoted to manager fuel conservation in Schaumburg, Ill., and later assistant manager locomotive utilization. In 1995, he moved up to director locomotive utilization, covering the Santa Fe.

After the merger with Burlington Northern, he worked in Fort Worth as director locomotives for south operations, including former Santa Fe, former Frisco and the Galesburg ter-

minal. In 1999, he held the same job for north operations, familiarizing himself with former BN lines between Chicago and the Pacific Northwest.

He later worked as assistant general superintendent transportation, Operations North, which oversaw crews, safety, performance, locomotive utilization and interfaced with business units on an hourly basis to minimize train delay. He also worked the same job for operations south.

On March 1, he was offered the job at Galesburg, his first field operating assignment.

"Galesburg is an excellent place to learn," he said. As a hump yard, that lends Galesburg to a complex operation, processing 20 inbound and 20 outbound trains a day, Torres said.

He commented on the challenges offered by Galesburg's volume of trains.

On the whole, upward of 80 trains a day travel through Galesburg with many variables to ensure a fluid operation. He congratulated cooperation between mechanical, operations, yardmasters, trainmasters and chief dispatchers involved with Galesburg.

"I like it," Torres said. "It is a different environment." He did say his early railroad experience benefits him at Galesburg.

Other opportunities include derailment investigation, a large work force and relating with unions.

"You might think of a clerical helper for vegetation as being far removed from this," Torres said. "But there are a number of things I've done in my career that are similar to this new job."

Off the job, Torres enjoys biking, reading and exercising.



New color cameras, monitors and controls significantly aid yard operations at Galesburg.

Cameras aid Galesburg operation

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Yardmasters had been asking for a better system for quite a while, he said.

Six cameras and six display stations make up the system. Each display station has a control pad, which allows the operator to pan and zoom to nearly any spot in the yard. The old system had three cameras and two control stations

with a minimal set of features.

Long-range zoom lenses allow operators to read car or locomotive numbers nearly half a mile away from the cameras. Danielson said the new system functions well at night.

"It is a big improvement over what we had," he said. "It has been a real plus and cost-effective to install."

Carlson joins from West B

Galesburg welcomes Mark Carlson as mechanical car foreman. He joined the division March 7, arriving from West Burlington, Iowa.

Carlson joined the railroad on a bridge and building gang in 1978 in Burlington, Iowa, at age 19. A Burlington native, he said the railroad was the only employer hiring when he needed work. The following year he moved to the locomotive shop at West Burlington as a laborer.

He completed his machinist apprenticeship, becoming a machinist in 1984.

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Mark Carlson

Carlson welcomed

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Carlson later worked as a relief supervisor before taking his first exempt job in 1994 as locomotive foreman.

At West Burlington, he was in charge of the truck shop. He and his workers had a hand in what he called the first rebuild of an SD70MAC truck in the country in 2000. EMD representatives provided material and his workers came up with work processes and designed tooling to rebuild the complex trucks.

Carlson praised Galesburg railroaders. "The crafts are great," he said. "They have been very helpful to me." In making the transition from locomotives to cars, he called his work at Galesburg "real railroading." He appreciates the variety offered at Galesburg as compared to performing similar tasks each day in the back shop environment at West Burlington.

"Every car, every hour, every problem is different," he said of Galesburg. "It is a faster pace, more of a sense of

urgency."

Despite differences between locomotives and cars, Carlson said some similarities exist, particularly

in truck and draft gear work. Computer systems at both locations are similar, and he said his experience with cranes and jacking equipment assisted his transition.

Since his move to Galesburg, Carlson attended training on AAR billing, air brakes and mechanical equipment maintenance system. He will be going to BNSF Technical Training Center in Overland Park, Kan., to learn about derailments and other car-related issues.

Carlson praised Kristin Hric, general foreman, for her emphasis on training. "She places high priority on training, and that is good," he said. "It has really helped me"



Photo courtesy Joe Verne.

Musch begins retirement

Charlie Musch, Beardstown locomotive engineer, and his wife are all smiles as he accepts his retirement gift March 28. He retired March 31 after a 30-year career.

TP07 tie work

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emphasize that enough."

Railroaders replaces switch and mainline ties that were disintegrated in some cases. As of the end of April, the group worked this year injury-free.

Thanks to longer track windows on account of bridge work in the area, much of their work took place in 10-hour days, translating to four-day work weeks. "The guys really appreciate that schedule," Heim said. "It really helps morale."

Following their work on Chicago Division, they headed towards Red Wing, Minnesota.



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