

# Pride of the Northwest



APRIL | 2012



Sustaining progress

Page 3

Team Pasco sweeps yard

Page 7

Apple Tree crossover project bypasses landmark

Page 10

Spokane Telecomm moving information

Page 12

**UNIQUE  
INDIVIDUALS  
COME  
TOGETHER AS  
ONE**

Pages 4 & 5

Members of Rail Production Gang 12 stay aware of their surroundings as a train passes by on the main line.



# UNIQUE INDIVIDUALS COME TOGETHER AS ONE

What makes RP12 unique?

Is it the equipment they use on a daily basis, such as the rail heater, swingmaster or spikers? Perhaps it's the territory the gang works, all of Washington; south towards Klamath Falls, Ore., and into Northern California; east toward Whitefish, Mont.

According to Roadmaster Lane Kawaoka, it's the people who make RP12 unique.

"Everyone has a unique role and brings something different to the team," he said. "It's a great bunch, and I enjoy being a part of it."

RP12 has a core nucleus of 15 employees. They share their knowledge and experience with employees who make up the remainder of the approximately 40-employee crew.

"We have an experienced team," said Tim Sullivan, group operator and four-year team member. "We teach new employees what we can and communicate what's going on."

Aaron Rise, sectionman with one year of experience, appreciates every tip.

"There's a lot of knowledge out here, and a lot of experienced employees are willing to answer questions," Rise said. "They're really helpful."

To start 2012, RP12 worked north from Vancouver to Tacoma. They spent time replacing rail on Spokane Subdivision. On March 20, the team replaced 3,000 feet of rail from Milepost 68.0 to Milepost 70.5, just outside of Spokane's Yardley Yard. On a typical day, the gang covers about 4,500 to 5,000 feet.



Continued on Page 5

RP12 employees fill in spike holes.

## Are you ready for Operation Roadcheck?

Operation Roadcheck is a 72-hour inspection blitz June 5-7 during which federal, state, county and local law enforcement conduct as many vehicle and driver roadside inspections as possible. Through this concerted effort, they will measure railroad industry performance.

### What will officers look for? What is the inspection process?

Officers will look for violations of the motor carrier safety regulations. The officer will decide whether to conduct a "driver-only" or a complete vehicle and driver inspection. Driver-only inspections take as little as 15 minutes; complete driver and vehicle inspections can take up to an hour. The officer can decide to change the inspection from a "driver-only" to a complete inspection if he/she observes something or suspects that there may be more problems.

### Driver inspection

The officer will ask the driver about products carried, origin and destination, last rest period, etc. The officer also will assess the driver's condition (i.e., is the driver fatigued?) and the driver's ability to speak and understand English.

The officer will check the driver's documentation, which includes the following:

- Driver's license (for class, endorsement, validity)
- Medical card (current and valid)
- Logbook and supporting documents (to verify driver is not beyond hours of service)

### Vehicle inspection

The officer will make sure the vehicle is in good condition and meets the requirements in Part 393 (parts and

accessories necessary for safe operations). The inspection includes checking various aspects of the vehicle, with more than half of violations related to:

- Lights
- Brake components
- Tires
- Cargo securement

Anyone who drives a BNSF motor vehicle is encouraged to prepare now for the inspection. The violations above are those most commonly cited during roadside driver and vehicle inspections. By being aware and gaining control of these typical issues, employees can help improve their individual compliance and BNSF's compliance as a company.

As always, please comply with all applicable Federal Motor Carrier Safety Act rules and regulations.





From left, Eddie Taylor, 3/4 Machine Operator, and Aaron Rise, Sectionman, look out for one another.



From left Justin Marshall, Saw and Drill Operator; Rick Bagwell, Machine Operator; and Jarret Phillips, Field Supervisor, make safety a top priority every day.



From left, Brett Jackson, Rail Grinder, is convinced he's learning from the best of the best when he works with Abel Rodriguez, Welding Foreman.



From left, Lane Kawaoka, Roadmaster; Danny Cameron, Sectionman; Marcus Moran, Sectionman; Tim Young, Sectionman; and Tim Sullivan, Group-5 Operator, bring something unique to RP12.

Continued from Page 4

Every employee has a specific task to do, as they remove old rail and replace it with new. The gang first knocks off the anchors, pulls spikes and lifts old rail to the side. Employees use a saw head to smooth each tie before new rail is placed into the plates. New rail is then welded using a Holland weld, then a rail gauger ensures the proper 56 1/2-inch width between rails.

"They do that every three ties," Kawaoka said.

A rail heater then is used to stress and de-stress the rail.

"We heat the rail to 95 degrees every 200 feet," said Jeff Kolloen, heater operator.

Anchor machines lock rail in place, followed by a spiker. Finally, employees grind welds to within 5,000ths of an inch.

"We look for cracks in the weld at that time too," said Abel Rodriguez, Welding Foreman.

While every employee brings something unique to the team, it's exactly that: a team.

"Everyone has their job to do, but we have to put it all together to be successful," Kawaoka said. "They work well together as a group. At the end of the day, we can look back and be proud of what we've accomplished."



“Our supervisors are great. They give us the tools and motivation we need to get the job done safely.”

— Jeff Kolloen  
Heater Operator