

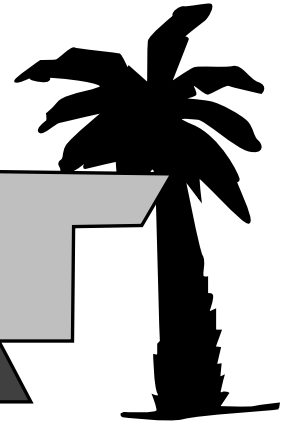
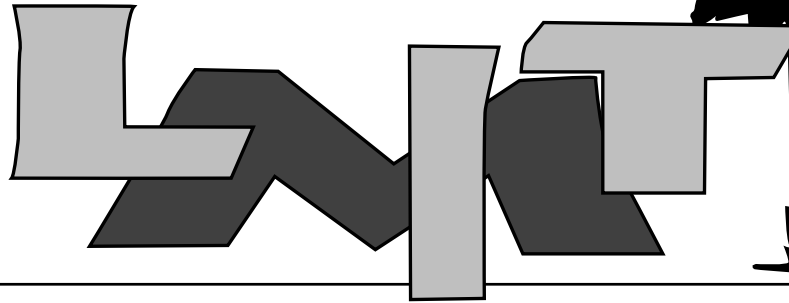
BNSF



July
2003

locomotive
maintenance
& inspection
terminal

Barstow



Shop continues safety streak

Congratulations to all LMIT employees.

You're doing a fantastic job while meeting production goals, and you're doing so safely. Thanks to your efforts, LMIT continues to improve.

As of July 11, no reportable injury had occurred for 226 days.

Some work groups within LMIT exceed that number, according to statistics posted throughout LMIT buildings. First shift employees celebrate 226 days; second shift, 246 days; and third shift, 247 injury free days.

Workers assigned to the LMB mark 247 days injury free. Those working at the DSF reached 247 days on July 11.

The RRB crews total 226 days while shop extension employees have worked 775 days injury free. Outbound freight marks 368 days injury free on July 11.

Safety celebrations will be held later this year to mark these achievements.

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Machine boosts quality

Things are shaking at LMIT thanks to the installation of a new vibrator for eductor tubes.

In a locomotive engine, crankcase fumes are not removed by direct suction as in the normally aspirated engines. Instead a venturi principle is used, commonly called an eductor.

Consequently, carbon particles, like those in normally aspirated engines, become hard, nonporous,

and extremely hot. Those particles, not expelled, adhere to the side of the tube, reducing the diameter and the amount of crankcase gases that can be dispelled.

A new Rampart Vibratory Machine installed the week of July 14 nearly doubles the capacity of the former vibrator, according to Mel Salas, facility supervisor. The new equipment was purchased from the 2003 capital expenditures budget.

The \$21,000 machine, manufactured by Rampart Finishing Equipment



Before and After

A turbocharger eductor tube before and after cleaning. The vibrating cleaner removes built up carbon, resulting in a product nearly indistinguishable from a new one. Cleaning of parts saves half the price of purchasing new ones.

Co., will make cleaning eductor tubes easier, Salas said. The former machine came to LMIT when the San Bernardino shop closed more than 10 years ago.

The process works as follows: Tubes undergo washing in solution which removes oil and scum. Machinists scrape away clumps of carbon by hand. Tubes move to the vibrator which deploys a cleaning solution and hundreds of ceramic pellets, scraping away built-up carbon.

Continued on Page 3

Gauthier awarded for Operation Lifesaver work

Another honor for exemplary service was presented to Denise Gauthier during the Southern California Division safety meeting.

Gauthier, LMIT administrative associate, received recognition for making more than 500 Operation Lifesaver presentations during the past three years. She received a certificate from Ronnie Garcia, manager field safety support for the division.

“Denise goes above and beyond for Operation Lifesaver,” Garcia said. “She continues to make an impact for BNSF and the community.”

Operation Lifesaver is but one of the many hats worn by Gauthier.

A certified grade crossing collision investigation instructor and a first responder instructor, educating emergency and law enforcement personnel on how to approach accident scenes in-

volving trains, Gauthier helped develop a new curriculum for this training to include passenger cars and related equipment to comply with FRA rules on emergency preparedness plans.

In June, 2001, Gauthier was recognized with Operation Lifesaver’s Gold Award for making 130 presentations during 2000, primarily to teenage drivers and professional Department of Transportation drivers. She was honored at that time for training other people to become Operation Lifesaver presenters.

“It’s difficult to find volunteers for Operation Lifesaver,” Gauthier said. “But it’s very rewarding work and if you save even one life, it makes it well worth it.”

Honored with Gauthier for making



Denise Gauthier, LMIT administrative associate, was recognized for making more than 500 Operation Lifesaver presentations during the past three years. Above, she instructs first responders.

more than 500 presentations were Jeff Gomez, carman, and Mario Robles, locomotive engineer, Los Angeles.

Kirk updates shop on periodic inspections

Bill Kirk, California Public Utility Commission inspector, led training in July for LMIT employees responsible for conducting required FRA inspections. He worked closely with machinists David Hawk and Rubén Anguiano who will pass on the training to others at the LMIT.

“The concept for the training is to have everyone on the same page of periodic inspections,” Kirk said.

As part of achieving uniformity, Hawk and Anguiano developed guidelines for teaching FRA inspectors how to conduct FRA inspections. Kirk emphasized their work will not rewrite or amend federal rules and regulations.

Hawk will complete a training manual that can be rolled out to Southern California Division. Kirk hopes it will be adopted system wide.

The guide applies the FRA rule to every aspect of a locomotive inspec-

tion, Kirk said. It affects EMD low-power locomotives used exclusively in switch yards and for local customers. No GE locomotives are involved in the training, Kirk said.

Compliance with FRA requirements involves a review of locomotive brakes, running gear, cab equipment, mechanical and electrical equipment and safety appliances during each inspection. Additionally, inspectors perform load meter tests annually; air brake filters only every two years; and air brakes every three years, Kirk said.

Kirk, author of the well-known



Bill Kirk, center, led training in FRA locomotive inspections at LMIT in July. Kirk worked closely with David Hawk, left, and Rubén Anguiano, right, in developing guidelines for inspectors.

book, “What Every Locomotive Inspector Should Know,” began his railroad career on the New York Central in 1957, moving to Southern Pacific for 36 years prior to joining the PUC in 1992 as a Motive Power and Equipment inspector.

He has one son, four daughters and eight grandchildren.

Lackey memorial nears dedication

A memorial to the late Mike Lackey, general foreman on second shift, nears its dedication. Lackey died Nov. 15.

Upon hearing of his death during a shift line-up, Errol Niedert, machinist, recommended a memorial in Lackey's honor be placed in LMIT.



Mike Lackey
Jan. 18, 1948 -
Nov. 15, 2002

"We want to remember the many contributions Mike made to this shop," Niedert said. "He showed by example what a true friend does for others."

Niedert and Larry Moncreary, machinist, spearheaded efforts for a memorial plaque. Donations from employees reached more than \$400. However, cost of a desirable plaque exceeded available funds by several hundred dollars.

As an alternative, someone suggested acquiring an old railroad bell. The project gained speed when Brandon Mabry, shop superintendent, authorized donation of a bell from Locomotive 1664, a yard switcher.

"Brandon's help and support means a lot, not only for the bell, but also for his caring attitude towards us employees," Niedert said.

Niedert turned out the brass bell

on a lathe to prepare it for buffing by Danny Villalobos. The buffing helps to reduce tarnish, Niedert said.

He built the base for the bell from an oak plank used in a railroad structures project. It includes backing for an inscription bar and grooves will allow a clear enclosure to be placed around the bell.

Because Lackey's contributions to LMIT and the railroad touched so many lives in a positive way, this railroad bell and wood memorial is very appropriate, Niedert said.

Lackey is remembered as a friend and mentor to his co-workers. Friends remember that there wasn't anyone that he didn't have time for and he was never heard to say a bad word about anybody. He showed by example what a true friend does for others, Niedert said.

A native of Cleburne, Texas, Lackey joined Santa Fe in 1971. While working on the railroad, he returned to college at the University of Texas at Arlington, earning a bachelors of business administration with a minor in finance. Upon graduation, he was promoted to management trainee. He next worked in research and development at Topeka as well as stints at San Bernardino, Argentine and Chicago.

In 1976, Lackey worked three months at Barstow, helping set up the yard and improve car repairs. He returned to Barstow in April 1977 when



This brass bell, honoring the memory of Mike Lackey, comes from Locomotive 1664, a yard switcher at LMIT. Brandon Mabry, shop superintendent, donated the bell for the memorial.

promoted to assistant industrial engineer. Eighteen months later, he left Barstow for Gallup, N.M., as assistant supervisor of diesel engines.

He returned to Cleburne in September 1980 and was promoted to general foreman in 1985. In August 1989, he returned to Barstow as general foreman.

"Everybody likes the way the bell turned out," Niedert said. "We're happy to do this in his memory."

The memorial will be placed in the Building 18 lunch room. Niedert and Moncreary hope Lackey's widow, Gail, will be able to attend a dedication ceremony later this year.

DSF receives new vibratory machine

Continued from Page 1

Carbon particles settle to the bottom of the solution tank. When the ceramic pellets break down, new pellets rejuvenate the mix. The solution is changed weekly.

Eductor tubes once were cleaned with a sandblaster which used fine silica sand. For health and safety reasons, this technique was abandoned.

Similar vibrators are in use at Northtown and Interbay shops

Generally, a 10- to 15-day cleaning cycle for eductor tubes is sufficient to maintain peak engine efficiency and reduce risk of fire from sparks, according to machinists.

Vallo's at home on the railroad

A variety of work assignments greet Rodney Vallo. On Fridays and Saturdays, his responsibilities as relief DSF lead man take precedence.

He spends two other days assigned to outbound freight and one day working the DSF ramp. Vallo, machinist, began his railroad career in February 1996 at the LMIT.



Rodney Vallo

"I like working on the railroad a lot," Vallo said. "It's a good life and provides for my family."

Vallo joined the railroad after working as an automobile mechanic in Barstow. He said

the attraction of better pay and benefits for his young family prompted him to apply and follow in his father's footsteps to the railroad.

His father, Floyd, retired from Barstow after 43 years of service.

Married to Kirsten, a Registered Nurse, they have three children, sons Travis, 12, and Zachery, 10, and their daughter, Taylor, six years old.

He spends his off-duty hours with family activities, and enjoys riding his jet ski on California and Arizona lakes.

Drayton a jack of all trades

Retirees at LMIT look forward to their gift produced by Bob Drayton, local jack of all trades. This unsung hero makes wooden plaques to accompany locomotives given to employees upon their retirement.

Drayton, machinist, uses his woodworking abilities to make clocks, something he has done for about five years. His clocks often find their way to a retiree's shelf or mantle.

However, woodworking is only one of Drayton's pastimes. The handyman also enjoys remodeling projects that include wood, plumbing and electrical work.

He operated a motorcycle shop in downtown Barstow for several years and continues his involvement with bikes from his home. He restores and sells motorcycles and recently began restoring old Jeeps.

A machine shop allows him to produce brake rotors and other parts

for himself, co-workers and friends. He uses his lathe to produce mill work as needed.

Having worked at the LMIT as a welder, Drayton specializes in aluminum welding at his workshop.

"Things just keep me busy," Drayton said. "I've no time for hobbies. I just enjoy working with my hands, making things and helping people out."



Bob Drayton

Joining the Santa Fe in Barstow in August 1977, Drayton came to the railroad after four years in the U.S. Air Force. A Vietnam veteran, he served as an automotive machinist at air bases there.

Drayton has two adult sons and a granddaughter that live on the East

Coast. In five years, when he is eligible to retire, he hopes to spend more time with them.

When he needs a break from all his projects, Drayton relaxes by going water skiing on Lake Havesu.



LMIT retirees appreciate the woodworking abilities of Bob Drayton. He makes retirement plaques featuring locomotives and/or rail cars.



Handhelds introduced

Wireless hand-held units introduced at LMIT in June provide new technology to employees.

The units supplement kiosks now in use for Mechanical Equipment Management System.

Symbol 8800 wireless hand-held computers arrived at LMIT in June. The first three units were assigned to the DSF. By Sept. 1, LMIT will have 10 of the wireless units, according to Bobby Villalobos, planned maintenance coordinator.

LMIT will have 10 hand-held units in operation by Sept. 1, said Bobby Villalobos, planned maintenance coordinator. The first three units at LMIT have been placed in use at the DSF.

The wireless units are small enough to easily slip into a pocket, yet they contain the same ease of operation as the kiosks, Villalobos said.

Hand-held units will be in use system wide by the end of the year.

Upgrades improve locomotive wash

Expect to see cleaner locomotives at LMIT thanks to improvements authorized in the 2003 capital budget.

According to Mel Salas, facility



New spinner nozzles were installed at the locomotive wash.

supervisor, modifications to the locomotive wash building equipment were completed July 14. Work performed by contractors was completed within the budget.

Modifications included replacing existing spinner nozzles. The new nozzles will clean the front and rear of a single locomotive or a consist of locomotives, Salas said. A design change, plus the new nozzles, will allow for this.

Changes to pressure valves providing water to nozzles were made on pumps in the adjacent pump house. More than one



Up to 14 new spinner nozzles on each array in the LMIT locomotive wash building, plus changes to water pressure, contribute to cleaner locomotives.

dozen locomotives pass through the wash each shift.

Diesel service facility to get new crane

A new 4-ton crane has been ordered for LMIT diesel service facility, according to Mel Salas, facilities supervisor. It should arrive in September, Salas said.

The crane will assist light repair work, such as air conditioning cooling fans. It will allow work to be performed at the DSF instead of moving a locomotive to the LMB whenever a crane is needed.

Tracks 14 and 15 will be accessible from the crane which will operate on the same rails as the existing sand crane. Anti-collision protection will prevent the two from striking each other, he said.

The new crane will be radio controlled. This will allow operation of the crane from the ground.

The sand crane will be retrofitted to provide radio-control operation.

Factory representatives will install the \$35,000 crane and provide training to BNSF employees, Salas said.



A 4-ton overhead crane will be installed on DSF tracks 14 and 15.

This is your newsletter. If there is a story you would like to see in the Barstow LMIT newsletter, call us. In addition to on-the-job items of interest (retirements, new hires, new technology, service anniversaries, injury free service, etc.), tell us about human interest stories as well (births, deaths, weddings, community activism, hobbies, travel, things your kids do that make you proud, etc.). For coverage of events, contact Don Rabbe at the newsletter office at BNSF 458-7342; bell (402) 475-6397; fax (402) 475-6398; write to 339 South 9th Street, Lincoln, NE 68508; or e-mail don@newslinkinc.com. This newsletter is also available in full color on the Internet at www.newslinkinc.com. Story ideas may be submitted via the Web site as well.

Niedert family share workplace

One of the family names known throughout LMIT belongs to the Niederts. Ray, his younger brother Errol, and their sister, Suzanne, each work in the LMB.

Ray, second shift machinist and lead man at the drop pit, joined BNSF in 1998 following service in the U.S. Army. He recently returned to work following back surgery from injuries sustained while on active duty. He and his wife have been married 15 years and have two sons.

Errol, machinist on second shift, joined BNSF in 1997 after working three years for Union Pacific. Prior to joining the railroad, he served in the U.S. Army and is a veteran of Desert Storm. He and his wife have two daughters and have been married four years.

Suzanne, Ray's twin sister, works



Errol Niedert, left, and his brother, Ray, display a memorial bell for the late Mike Lackey, LMB general foreman. The brothers work second shift at the drop pit and their sister, Suzanne, works as a laborer on third shift.

as a laborer on third shift.

“There are other brothers and sisters,” Ray said with a smile, “but they weren’t smart enough to come to work on the railroad.”



A scenario involving leaking fuel from an above-ground diesel storage tank prompted an emergency response during a facility drill on July 10. Barstow's fuel tanks are surrounded by a dike to capture spilled fuel and stop it from seeping into the ground.

Drill tests response

LMIT employees know how to respond in an emergency. Their training was put to the test July 10 during a Facility Response Drill.

Led by John Chavez, manager environmental operations for Southern California Division, the drill focused on procedures for handling a leaking fuel tank.

Employees were rated on procedures to contain, repair, evacuate personnel and remediation efforts, according to Mel Salas, facilities supervisor.

Kristen Meade, environmental
Continued on Page 8

Bridge work continues near shop

LMIT workers are finding alternative entrances to their workplace as construction continues on Bridge 2.3 on the Cajon Sub, at the west end of Barstow Yard. Workers currently use the Avenue H entrance.

A system B&B gang led by Chris Obmann, foreman, began widening the



Closed for construction, this bridge at the west end of Barstow Yard undergoes widening for a third main line track.

6 Barstow LMIT

bridge in June. Widening will accommodate a third main line for Barstow Yard.

Because of increasing traffic coming off Mojave Sub, from BNSF and Union Pacific, additional track will be laid at Barstow, around the Wye to the Hutt Sub, according to Obmann.

Concrete work will be completed



A system B&B gang readies forms for concrete.

by Aug. 1 and the new line is to be operational by Oct. 1.

Employees undergo health training

Health training at LMIT this summer will benefit each employee. Co-workers received training in defibrillator use in June. First aid and CPR classes will be provided as employee interest dictates, according to Paul Burnau, safety coordinator.

Defibrillator training was conducted by representatives from Compliant Corporation. Compliant is licensed by the Federal Occupational Health Bureau to provide training nationwide.

A total of 27 employees participated in defibrillator training. First shift

participants included: Ron Blankenship, Burnau, Robert Esquibel, Ron Garcia, Denise Gauthier, Brandon Mabry, Larry Peralta, Chris Riley, Martha Rochelle, Leo Ulibarri and Robert Villalobos.

Second shift trainees included: Jesse DeLeon, Lucio Espinoza, Jr., Raylee Greigo, Paul Hensley, Roger Martin, Bob Mott and Lonnie Williams.

Third shift participants were Adam Britt, Tony Castelli, Patrick Chavez, Robert Chellis, Steve Clement, John Moorer, Mark O'Neal, M.S. Sanchez,

Vince Sanchez and Gary Scott.

LMIT has four defibrillator units available. The units can be found in the DSF office, LMB general foreman's office, the west end of the south wall in the RRB and the LMIT terminal building training room.

In addition to providing CPR and first aid training to fellow employees, Burnau and Esquibel will train Barstow Youth Football coaches. They will donate their time, and Brandon Mabry, shop superintendent, donated the training materials.

In need of help? Call OPSTOP

Operation Stop promotes a workplace free from problems associated with use and/or abuse of alcohol and other drugs, thereby promoting a more healthy lifestyle for employees and reducing incidents of workplace injuries and accidents.

Candace Marshall is the Barstow Operation Stop coordinator.

The following hypothetical scenario would be typical of Operation Stop, Marshall said.

Friends or co-workers of a BNSF employee call the Operation Stop Hotline and ask if something can be done about a friend coming to work after radical partying. This occurs often and the co-workers have concerns about their safety and their friend getting fired.

Immediately after the call, Operation Stop organizes a private talk with the employee away from the property.

He/she is unaware anyone noticed their problem or that they were performing in an unsafe manner.

At this time, the employee chooses to make their own decision about whether or not to go through a BNSF Drug/Alcohol Sponsored Program, Marshall said.

It's important to know that employees are ultimately responsible for their own behaviors and work performance. In this case, nothing further is done through Operation Stop.

If this employee decided to go into recovery on their own, their time off would be handled as a "Medical or Personal" Leave of Absence. They have a CLEAR record with NO mention of alcohol or drugs, and NO probation.

Should they be caught by management through a random drug test or an incident, a report must be made which

will appear on the employee's record.

Operation Stop maintains confidentiality and NO report of any kind is made to Management or the EAP manager. Also, Operation Stop does not provide information to co-workers who inquire about the employee's status.

Operation Stop is here to intervene, discuss and assist the employee who needs help. However, it is their responsibility to take action needed to help themselves.

Don't let a friend take chances with their life or the lives of others. You deserve to work in a SAFE environment. Help Operation Stop make that happen.

**Operation Stop Hotline
(909) 386-4477**

Barstow Operation Stop Members:
Candace Marshall
Delfred Hanhaw
Douglas Wooldridge

Your Health Matters program provides valuable information on the Net

LMIT employees may take advantage of service provided by BNSF to assist you in maintaining good health for you and your families.

BNSF is committed to helping you and your families by creating Your Health Matters, a program provided by the Medical and Environmental Health Department of BNSF.

The program provides three steps to optimal health:

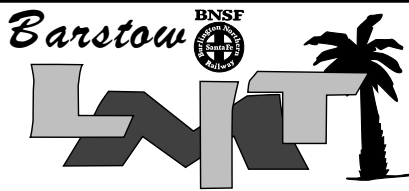
Awareness, allowing you to learn more about the impor-

tance of good health and how attitude and lifestyle impact it.

Assessment, which lets you or your dependents complete a health evaluation, including a health risk appraisal or health survey.

Action, when you use the online tools, including a family health guide, to improve and manage your health.

Your family members can access Your Health Matters on the Internet at www.bnsf.com/healthmatters



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TEAMWORK... EVERY JOB PLAYS AN IMPORTANT PART OF A SUCCESSFUL PICTURE!

Drill tests procedures

Continued from Page 6
 facilitator, monitored the event with Chavez.

The day's drill activities were based on the following premise: it is a hot sunny day with temperature at 100 degrees, 20 percent humidity and northeast winds at 10 miles per hour. The facility is preparing to receive delivery of diesel fuel through the Kinder-Morgan pumping station to the above-ground diesel storage tank A-9 when a flange breaks and diesel fuel begins leaking.

"The event provided us a chance to implement our emergency response procedures and find out what works," Salas said. "It helps us see where more work is needed."

Retirees honored

Three retirees received cakes, well wishes and gifts during a June celebration. Robert Starkey, machinist, top left, admires his cake and retirement gift. Ruben Lara, boilermaker, lower left, and Fermin Maestas, electrician, below, were also honored.

