The Rocky Mountain Region is off to a great start in 2009. Increased coal loading on Utah Railway, combined work force in the Powder River Basin and efforts to be more efficient helped us come in under budget in January and February.

I want to thank everyone in the region for their continued safety efforts. The Powder River Basin has gone more than 300 days without an HFI. The Utah Railway has had no injuries or HFIs in February, leaving the Rocky Mountain entirely injury-free since Jan. 1. All employees deserve a pat on the back for their efforts, which puts us one step closer to our goal of zero injuries for the entire year.

The Utah Railway management team performed a securement audit and found that all rail cars were secured properly in the rail yard, industries, as well as behind clearance points. Results showed that one derail was not in the derailing position, but it has been resolved. Two derails were added to the Helper yard to protect railcars from entering the mainline.

A monthly audit was also performed by Utah Railway managers at Helper. The audit included rules compliance, securement of railcars and equipment, inspection of tools and housekeeping. Everything met standards. Keep up the good work!

March 9 and 10, the Rocky Mountain Region welcomed Teddy Maybrier, Assistant V.P. of Training, Operating Practices and Security, who taught a class on accident prevention training in Provo, Utah. His presentation provided insight to operations managers from the PRB, trainmasters, locomotive mechanical and MOW employees. It was an excellent refresher for managers who have already attended training and was a useful tool for educating new managers.

I have enjoyed getting out and meeting the employees on the region and look forward to positive changes in the future.

David Leathers
V.P. Contract Coal Loadings
New Managers

Hard work and dedication are paying off for three employees promoted in the Rocky Mountain Region.

Michael Hartman is the assistant manager of operations for NARM, Antelope Mine and Jacob’s Ranch Mine. For 10 years prior to joining the railroad, Hartman was a flight instructor for the U.S. Air Force IFT program. He later became a conductor for CSX Railway and joined Rail Link in March 2008, becoming a locomotive engineer and crew leader at NARM.

Hartman said he misses aviation but really enjoys working in the railroad environment. Occasionally, one can find Hartman guiding a locomotive through the loading process, but most of the time he is working to streamline processes.

“I like that I can come on site at one of our operations and oversee how everything is going,” he said. “If something is wrong, I can help make it better. I’m always trying to improve things and make them safer.”

When not at work, Hartman still enjoys aviation, as well as being outdoors and spending time with his fiancee, Melody.

Richard Trilk was promoted to assistant operations manager, sharing the responsibility of overseeing Cordero Rojo, Belle Ayr and Caballo mines with Barb Warner, who said Trilk has been a vital asset to day-to-day operations.

He joined the railroad in September 2006, working as a crew leader in Cordero Rojo until his promotion. Prior to his railroad career, Trilk manufactured printing ink in Minnesota for 25 years.

“I wanted to work outside,” Trilk said of his move to the mines. “For years I worked in a lab. Now I’m outside and I love it. There’s something different all the time, and it’s challenging.”

Trilk spends his free time enjoying even more outdoor activities, such as hunting, fishing, motorcycling and snowmobiling. He also spends time with his three children, Jessica, 28, Adam, 25, and Jolynn, 18.

Pete Van De Car was promoted to assistant manager of operations Feb. 2, overseeing Cordero Rojo, Caballo, Belle Ayr, Rawhide, Eagle Butte and Buckskin mines.

He joined G&W in 2001 as a utility train operator, which eventually led to several years as a crew leader, before his current assignment.

“I’m enthused about the promotion; it’s a step in a different direction for me,” Van De Car said.

Time management is the biggest challenge he will have to overcome, since he is used to overseeing only three mines. Nevertheless, Van De Car is thrilled with the opportunity to meet so many new people. As assistant manager of operations, he said he will lead by example, show dedication to the company and be safe.

Acting as homework helper, Boy Scout father, bowling cheerleader and swimming enthusiast are just some of the activities that fill Van De Car’s time away from work. He and his wife of seven years, Stephanie, have three children, Kassi, 10; Joshua, 8; and Molli, 4. They are expecting their fourth child in August.

“I really like my job and love what I do,” he said. “And I don’t have any plans on changing.”

Training Helps Employees Achieve Goals

Training optimizes the utilization of resources to help employees achieve G&W goals, as well as individual goals to strengthen skills and performance. Train the Trainer is a field-training course developed by Michael Payne, director of transportation, that was implemented on the PRB system in 2003.

“It has been a huge success,” Payne said. “It has had a large impact and changed behavior everywhere I’ve used it. This program allows people to understand where they’re doing well and where they are not.”

The method is simple. Based on five principles, including prepare yourself and your student, explain everything, demonstrate, observe, and follow up with feedback, Train the Trainer is used to help employees identify key areas of a task they are not doing well. By reviewing their steps, they can figure out where they went wrong and by the end of the day, be able to do something they didn’t know how to do, he said.

“We want to produce good operators that have learned the

Continued on page 7
Congratulations to Antelope Mine’s Jill Anderson, operator, and Patty Nelms, crew leader, who were selected as the Inaugural Crew of the Quarter for Fourth Quarter 2008. With perfect attendance and outstanding records, including zero HFI’s, zero injuries, zero service failures and impressive production records, supervisor Joe Morrow said they deserve the credit.

“They believe in what we’re trying to do and what we’re trying to accomplish,” Morrow said. “They want to get everyone home safely, and they perform their job in the best manner they can.”

The two were selected because of their job performance, their attendance and safety records, as well as general housekeeping of their operations. They received etched Crew of the Quarter glasses, and their names will be added to the Crew of the Quarter plaque.

Anderson said she was surprised and proud to be selected and appreciates being acknowledged by her company for her quality work.

“It’s a stepping stone in my life,” Anderson said. “I hope that we can be a good example for the rest of the crews to follow so they can also get their names on the plaque.”

In June, Anderson will have worked eight years with Rail Link PRB. As a member of the safety committee, She strives to encourage people to work safely.

“I’m pretty strong-minded about encouraging people to keep their heads up,” she said. “We are constantly walking up tracks and around ballast or climbing on and off trains. You have to be aware of what you’re doing at all times and the people around you. It’s teamwork.”

Crew member Nelms agrees.

“You have to be on the same page, do your job briefings, make sure you understand each other and know what to expect from each other to be safe and productive and meet our goals,” Nelms said. “I’m very proud that we were chosen. Both of us are very safety conscious.”

Nelms has worked with Rail Link for four years, is an EMT and a Mine Safety Health Administration instructor. Her primary goal is safety, but Nelms said customer satisfaction is key to Rail Link’s role in the mines.

“We have to impress both the mines and the railroad,” Nelms said. “We work safe so things run well and we can make sure our customers are happy.”

Both women gave credit to members of their G&W team for their success. Morrow is a great manager who goes out of his way for his employees, Anderson said.

Nelms said without the help of the BNSF Network Operations Center in Fort Worth, Texas, things would not run quite as smoothly.

“They are a tremendous help,” she said. “If we need a crew on a train or a train moved right away so we don’t get load-locked, they take care of it.”

A new modular building made its way to Provo Yard in March. Located 30 feet from the existing office, the new facility will house three offices, a conference and training room and a file storage area.

“The move allows us to be closer to operations on a daily basis,” said Scott Tucker, vice president of finance and administration. “We will be able to share information easier, be more efficient as a team and save us money.”

David Leathers, vice president contract coal loadings, Scott Tucker, vice president of finance; and John Cyrus, marketing manager, will make the move early in April.

The training room will be used to train employees on site, instead of at the main office five miles away.

Tucker also sees the move as an opportunity to lessen the load for supervisors as he and others can assist with office functions so supervisors can be in the field with their employees.

“Being in the yard will provide a centralized location with easy access so employees will be able to speak to supervisors and managers,” he said.

David Leathers, vice president contract coal loadings; Scott Tucker, vice president of finance; and John Cyrus, marketing manager, will relocate to this building at Provo Yard.
Rail Link Safety Streaks
Employees Reach Significant Safety Records

Congratulations to Rail Link PRB employees, who have reached significant safety records. As of March 11, PRB Rail Link accumulated 300 days without human-factor incident and 184 days without a personal injury.

“We will pause for the cause and keep going,” said Michael Payne, director of transportation. “Our first celebration will be the six-month mark on July 1. Our goal is to complete an entire year injury-free. If this large group of G&W employees reaches that mark, it will be the first time we’ve gone zero injuries, zero occurrences. It will be a remarkable accomplishment.”

Notable achievements:
Cordero Rojo Mine crews reached seven years injury-free in November and received safety jackets for their accomplishment. Crew members include:
- Derek Anton
- Joshua Baliles
- Brianna Callender
- Chuck Gandara
- John Hockett
- Lyle Holder
- Greg Lingrune
- Pauline Lolley
- Matt Schaefer
- Bruce Standing
- Angella Trujillo
- Pete Van De Car
- Julie Vansickle
- Jeff Workman

Buckskin Mine crews reached seven years injury-free in December 2008 and also received safety jackets. Crew members include:
- Rich Bond
- Merlin Hanzlik
- Lucas Fisher
- Chris Gorta
- Lynn Kelly
- Jim Mathews
- Steve Richards

Richard Thatcher
Joe Morrow, operations manager for southern mines, said following through with job briefings, increased training and the job hazard awareness program are what keep crew members on target. Staying injury-free, he said, is not only important to make sure everyone makes it home after their shift, but also to expand business and demonstrate safety success to gain customer trust. Morrow’s crew at Antelope Mine reached 10 years injury-free in February. Crew members include:
- Jill Anderson
- James Halverson
- Milton Knight
- Jerry Lueras
- Patty Nelms
- Gary Rightmire
- Mike Rowley
- Kay Szramkowski

Safety Teams Divide to Accommodate More Employees

In January, safety teams for the PRB mines divided into northern and southern teams to accommodate more employees and cut down on travel costs.

Safety members will be auditing on-the-job activity. Joe Morrow, operations manager of the southern mines, hopes that with more people keeping an eye on safety, employees will be mindful that they are doing their job correctly.

“Our goal is to reach 100-percent switch compliance by the end of the year,” he said. “Members will be in the yard, auditing switches until we reach our goal. So, instead of having just two sets of eyes on you, there could be 12 that you’re not aware of.”

These peer groups will then mentor and train other employees on working safely.

“We want to get everyone on the same page when it comes to training and safety,” said Barb Warner, operations manager of the northern mines. “Plus, it’s getting our employees involved. We want to provide our customers with the best services, have no accidents and incorporate job hazard analysis training throughout the region.”

Interested in learning more or getting involved? Contact your safety team.

Northern mine safety team members, which meet at Buckskin, include:
- Denny Cogburn, crew leader at Eagle Butte and current leader of the safety team, 307-685-3957.

Southern mine safety team members, which meet at NARM, include:
- Jill Anderson
- Leon Freer

Joe Hinckley, super crew leader at NARM and current safety team leader, 307-358-3304 or 307-351-3304

Josh Horton
- Gennifer Swisher
- Melinda Swisher
- Kay Szramkowski

Utah Railway employees also can learn how to work more safely and voice concerns to peers by getting involved with their safety team, which meets the third Friday of the month at different terminals. Members include:
- Chris Brandon, conductor and current leader of the safety, 801-444-2557 or 801-243-0511.
- Brady Halladay
- Terry Jaramello
- Curt Peay
Look, Listen And Live!

There are about 241,000 highway-rail grade crossings across the United States, and at all these crossings, trains always have the right of way.

But not everyone observes the law.

When a grade crossing incident does occur, it often has drastic consequences resulting in severe injury or death. Vehicles, track and rail equipment can also be damaged.

In 2008, there were 2,373 railway collisions in the U.S.; 286 resulted in fatalities and 913 resulted in injuries. Of them, 12 were in Utah, and four were in Wyoming. Two people died while trespassing in Utah, and four were injured. Two people were injured while trespassing in Wyoming.

Operation Lifesaver is a national, non-profit education and awareness program dedicated to ending tragic collisions, fatalities and injuries at highway-rail grade crossings and on railroad rights of way. The program exists in all 50 states as well as in five other countries.

OL started in Idaho in 1972 in response to frequent rail crossing incidents. Today, the program continues to aim for an injury-free relationship between the railroad and the public.

Currently, 10 OL trainers and 34 presenters work across the G&W system. With a goal of reaching 3,000 people in 2009, G&W is seeking safety-minded individuals to conduct free educational presentations at schools, businesses, industries and community meetings to help eliminate incidents. In January and February, 30 presentations have been made in the Rocky Mountain Region.

Steve Clifton, Utah Railway conductor and Operation Lifesaver presenter, began educating his own children and their classmates about railroad safety nearly five years ago.

“That’s one of the scariest things for me, the possibility of hitting a child with a train,” Clifton said. “These presentations teach kids the dangers that parents don’t teach them. And they do listen and never get tired of it year after year. Many have told me they’ve made their parents stop at railroad tracks instead of running through them like they usually do. Presentations keeps kids safe and me sane.”

Last year, Clifton became a certified Operation Lifesaver presenter and continues to educate school-aged children, including high school students in driver education classes.

To become a presenter, individuals must complete an eight-hour class. Candidates begin the day learning about the program and how to present railroad crossing safety information. By the end of the day, future presenters give a mini-presentation on videotape to test presentation skills. This will be watched and discussed with an OL trainer. After this, candidates must give a presentation within 90 days with a certified presenter observing. Trainers give at least four presentations each year to maintain their presenter certification.

John Cyrus, Utah Railway marketing manager and member of the board of directors for OL, has been giving presentations for more than 10 years. Reaching out to a variety of audiences is not difficult, he said, because the program has specific presentations for different age groups.

“It’s for everybody,” said Darrell Real, state coordinator for OL. “Even if you don’t have rail crossings where you work, everybody will cross one at some point in their travels.”

Not only do collisions affect those involved, they affect the entire community.

If interested in becoming an OL presenter, please contact Darcy Jaimez, manager of administration and regional administrator for OL, at 801-221-7460, or contact your state coordinator: Darrell Real, Wyoming State Coordinator, 307-680-0146, or Vern Keesler, Utah State Coordinator, at 801-310-1035.

Facts From OL

- Be aware that trains cannot stop quickly. Even if the locomotive engineer sees you, a freight train moving at 55 miles per hour, or an eight-car passenger train moving at 79 miles per hour, can take a mile or more to stop once the emergency brakes are applied. That’s 18 football fields!
- There are approximately 200,000 miles of railroad track in the United States.*
- There are approximately 252,000 public, private and pedestrian at-grade highway-rail crossings in the United States. A total of 152,500 are public crossings,**
- In America, approximately every two hours either a vehicle or a pedestrian is struck by a train. That’s 12 incidents each day!
- A motorist is 20 times more likely to die in a crash involving a train than in a collision involving another motor vehicle.
- More people die in highway-rail grade crossing crashes in the United States each year than in all commercial and general aviation crashes combined.
- Nearly 50 percent of vehicle/train collisions occur at crossings with active warning devices such as gates, lights or bells.
- Most crashes occur within 25 miles of the motorist’s home.
- Nearly half of all highway-rail crashes occur when the train is traveling less than 30 mph.
- Railroad tracks, trestles, yards and equipment are private property. Walking or playing on them is illegal – trespassers are subject to arrest and fines. Too often the penalty is death.

Winter Weather Preparedness For Locomotives

As employees worked through cold temperatures, Lee Bogdin, mechanical manager, and his crew in the locomotive department, kept trains on the rails.

“My job is to make sure everything was shoveled, cleaned off and free of slip, trip and fall hazards,” Bogdin said. “We also got fuel and sand trucks out, cleaned switches and crossings and kept things salted.”

The crew also ensured locomotives were prepared to face the elements.

In November, G&W purchased six Kim Hotstarts for the six MK50 locomotives in their fleet. Normally, due to freezing temperatures, locomotives would remain idle when not in operation. The Kim Hotstarts keep locomotive water warm and circulating throughout the system, giving the locomotives an easy start, immediate full power, reduced engine wear, reduced emissions and reduced fuel consumption.

The winter idling period lasts from Nov. 1 to March 31, a total of 151 days. Locomotives use 3.1 gallons of fuel per hour. With the installation of the Hotstarts, 49,691 gallons of fuel will be saved. If fuel were $4.20 per gallon, $208,702.20 would be saved in a year.

Auto Engine Start Stop units were also installed in GP38 locomotives in Provo, Midvale and Ogden, Utah. The AESS units will start the locomotive automatically when a certain temperature is reached to prevent the locomotive from freezing in cold temperatures. These units are used in place of Hotstarts for locomotives that do not have plug-in access to a terminal.

Cause For Celebration

Continued from page 1

recognized for their achievements at the second annual Employee Appreciation Dinner at Boss Lodge in Gillette, Wyo. At least 200 guests enjoyed a prime rib and chicken feast as gift certificates, shirts and coats were raffled. Dave Leathers, vice president contract coal loadings, and Michael Payne, director of transportation, spoke.

“It was absolutely wonderful,” said Barb Warner, operations manager for northern mines, who took the opportunity to honor outstanding crew efforts.
Crews In Control

Darrin Straight’s four-man crew at Powhatan Mine was honored for loading more than a million tons of coal in October. The group averages 700,000 to 800,000 tons a month and ended the year by loading more than 12.4 million tons.

“We’ve got a very good crew, and we’re sticking together,” Straight said of his colleagues, including Locomotive Engineers Dale Hutchison, Bryan Kilburn and John Gatten.

“We have a good work ethic,” he said. “When they come to work, they are there to work and do what it takes to get the job done as long as it’s safe.”

Along with record numbers of coal loaded, the group has an outstanding safety record. Since conception of the Powhatan Mine crew in 2002, the group has remained injury-free, accident-free, has had no lost-time injuries and only two call-offs.

“We are a small crew, but our numbers don’t reflect that,” Straight said. “Powhatan handles more than 12 million tons of coal annually with only four employees. We’re very dedicated, very safety conscious and my crew members are well educated on their jobs and surroundings.”

Taking care of three 65-car trains per day is no easy task. Straight said it is communication that keeps things running smoothly.

“We continuously brief each other, especially when the relieving engineer takes over,” he said. “I also continuously remind them to think before they act. If something comes up that they can’t handle, they can call me. If someone can’t work, then someone steps up. It’s all about communicating with each other.”

Clean Slate

Powhatan Mine Remains Injury and Incident free

Locomotive Engineer John Gatten, who has been a part of Powhatan mine since its beginning in 2002, remains injury-free, incident-free and call-off free.

“I get a good night’s sleep, come to work and make sure that’s what I’m there for,” he said. “You have to have safety in your mind from the moment you get to work until the time you leave.”

Before joining the railroad, Gatten worked as a service technician for a telephone company. A friend mentioned that the railroad was looking for engineers, so he applied.

“I had never been on an engine before in my life but I really like it,” he said. “It’s peaceful. It can be stressful, but not if you know what you’re doing. You have to communicate with the conductor; he is your eyes, and everything will go smoothly.”

When he’s not at the throttle of a locomotive, Gatten spends time with Lisa, his wife of 20 years, and sons Kyle, 16, and Alex, 6.

Training Helps Employees Achieve Goals

Continued from page 2

proper way to do tasks, so they can teach operators behind them,” Payne said. “Every field trainer has two goals. To complete the task while understanding the hazards involved and to recognize the best practice versus their own deficiencies and deviations. It’s high-impact training.”

Candidates are selected for the program by management and begin with a 7.5-hour class. After a week of homework, students are asked to design their own field training exercise and take Payne into the field and teach him.

Pete Van De Car, assistant manager of operations for northern mines, is preparing a lesson on throwing a Racor switch, which he will teach to Payne.

“It’s a really good program,” Van De Car said. “It allows us to utilize more people so that we’re all training in the same way. The program has also reinforced what I’d already been doing and helped with points I’d skipped and had not been doing.”

Prior to joining G&W in March 2008, Payne had worn many hats, including fireman for Penn Central, an Air Force flight officer and a senior director in the U. S. Air Force AWACS program. In 1988, he returned to the operations line squadron and in 1990 served in Desert Shield and in 1991, Desert Storm. He later worked with Conrail, where he became the designated supervisor of locomotive engines. Conrail was later acquired by CSX, and Payne continued his passion for training throughout the merger. He moved on to Norfolk Southern’s training center, where he continued to develop field training techniques, including phase-three conductor training for NS.

He spent some time in operations at Amtrak and then joined CANAC, a training and switching company, a subsidiary of Canadian National Railway, doing consulting and training. The company was later purchased by Savage Services, and Payne became manager of safety and operating practices for the division. His final move before joining the PRB included director of operations for Pacific Harbor Line, a railroad servicing the Ports of Long Beach and Los Angeles.

When he’s not busy training, Payne enjoys golfing, camping, hiking and spending time with his sons Michael, 26, and Corey, 20.
A 3-foot, expandable brake stick is now being tested by transportation crews, eliminating slip, trip and fall risks for employees mounting rail cars. This compact piece of equipment makes it easier to carry than its 6-foot counterpart.

The ‘baton stick’ is still new to the region. Michael Payne, director of transportation, said crews are testing the device to ensure it doesn’t expose employees to additional pinch points. So far, he said, it’s been great.

Prior to this addition, crews were discouraged from carrying the bulky hand brakes on and off trains, and other employees would carry the brake stick to the engine.

“The use of the tool itself doesn’t increase or decrease risks compared to the other, but it allows us to access the tool where we couldn’t have before.”

Smaller Brake Sticks

The Rocky Mountain Region thanks Lynn Kelley, crew leader, for reporting adverse track conditions at Buckskin Mine. While driving around the site, he noticed something out of the ordinary with the track. A closer look revealed that the ties were rotting away. Kelley notified the mine, and the ties were replaced before any problems occurred.

Kelley’s Keen Eyes

The Rocky Mountain Region thanks Lynn Kelley, crew leader, for reporting adverse track conditions at Buckskin Mine. While driving around the site, he noticed something out of the ordinary with the track. A closer look revealed that the ties were rotting away. Kelley notified the mine, and the ties were replaced before any problems occurred.

Lynn Kelley

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