



You Can Help Reduce Trespassing Deaths

By Gary Voogd, systems consultant

More than 400 people were injured and 500 people killed walking, crossing or playing on railroad tracks in the United States during 2014, according to FRA statistics. In fact, trespassing has become the leading cause of death on U.S. railroads.

Union Pacific fiber optic customers' employees who work around Union Pacific tracks can join the railroad in helping reduce these numbers.

UP, as well as other railroads and Operation Lifesaver, the international organization devoted to reducing the number of casualties along railroad tracks, have become more aggressive in their approach to trespassing. UP and Operation Lifesaver have featured awareness campaigns on their websites regarding the use of tracks as a setting for portrait photography. Recent events nationwide have involved photographers, models, musicians, celebrities, high school seniors, sports teams and even wedding parties.

Many people are not aware that railroad rights of way are private property. Being on or around railroad tracks is often glamorized in television and movies. The proliferation of video on the Internet contains many examples of illegal activity on and around railroad tracks, often with horrific outcomes.

UP employees are instructed to report trespassers on company property to the Response Management Communications Center (RMCC) at 888-UPRR-COP (877-7267), through rule 70.4: Removal of Unauthorized Persons.

"Unauthorized persons or trespassers on company property must be told to leave the premises, unless confronting the person(s) would be unsafe.



A photographer and a family of three are shown trespassing in Lesperance Street Yard in St. Louis. Photo courtesy of Steve Smedley.

"If the person(s) refuse to leave, or if confronting the person(s) would be unsafe, request immediate assistance from railroad police or local law enforcement authorities.

"When possible, railroad police must be advised of unauthorized persons or trespassers on company property."

Train crews often report persons and vehicles on the right of way, even if the people have appropriate personal protective gear.

There are ways fiber optic company employees and contractors can assist UP in reducing trespassing. First and foremost is for employees to notify the regional construction coordinator and the RMCC when they have work to perform on UP's right of way. Second, if you see trespassers on Union Pacific property, please notify RMCC. Even if the trespasser(s) is gone before law enforcement can respond, the report helps UP gather statistics about the problem.

Fiber optic company employees are not encouraged to remove trespassers from company property. If the situation develops into an emergency, it is appropriate to call the RMCC or 911.

Information to provide the RMCC includes railroad location, type of activity witnessed and a description of the trespasser. If it is possible to obtain a photo of the trespasser and activity, it can be emailed to the RMCC.

Gary Voogd worked in the SAFT Group from 1998 to 2008. He returned to the group in 2014 after six years in Engineering. He has been an Operation Lifesaver volunteer presenter since 2001.





Regional Construction Coordinator Brian McCall and his wife, Susan

McCall Joins SAFT Group

Brian McCall joined the Safety, Asset Utilization and Fiber Optic Technology (SAFT) group Feb. 1 as a regional construction coordinator. His territory covers eastern Iowa, Illinois, Minnesota and Wisconsin, primarily working with the crews on

the high-speed rail project from Chicago to St. Louis.

McCall always wanted to work for the railroad. He joined Union Pacific Sept. 6, 1990, with Maintenance of Way out of Brady, Nebraska. Six months later he transferred to the Signal Department and worked in Lexington and North Platte, Nebraska, before taking a Signal gang job in Grand Island, Nebraska. In 1992, he worked in Omaha and five years later became an assistant foreman on the Omaha Signal headquarters gang and then gang foreman. Years later, he joined a zone gang as foreman on a directional boring crew, overseeing four employees for

seven years before taking the SAFT assignment.

“The railroad has treated me well,” he said. “I like trains, and I get to travel. It’s just a part of me.”

McCall appreciates the independence of the job. He coordinates simultaneous projects throughout his territory, including the Illinois high-speed rail project, especially during the summer.

Outside of work, he enjoys time with his wife, Susan, and children, Kristin, 17, and Brandon, 9. They keep their parents busy with sports and other activities. McCall recently attended the 75th annual Sturgis Motorcycle Rally with a friend, driving the 578 miles from Council Bluffs, Iowa.

“I like trains, and I get to travel. It’s just a part of me.”

—Brian McCall, regional construction coordinator

Walker Appreciates New Role

Covering projects in Arkansas, Missouri, Louisiana and southern Illinois, Darren Walker has enjoyed his duties since Feb. 15, when he joined the Safety, Asset Utilization and Fiber Optic Technology (SAFT) group as regional construction coordinator.

Walker joined Union Pacific in June 1996, delivering equipment and material for track repair groups. He has been a safety captain and worked with Union Pacific’s Total Safety Culture process.

An active volunteer for Peer Support and Operation RedBlock since 2001, Walker helps employees during crises, and regarding drug and alcohol abuse.

“I help employees get the help they need if they’re going through a terrible time,” he said.

Walker has been busy this summer giving Operation Lifesaver presentations at Boys Clubs in Little Rock, Arkansas. He has raised railroad crossing awareness through the program since 2000. While he performs contractor safety training, he ties in Operation Lifesaver information.

“We want them to know how to work near the railroad track,” he said. “If we’ve worked together before, they know how we feel about safety.”

Walker enjoys swimming and time with his wife, Kiesha, and daughter, Lauren, 13. He tries to eat healthy on the road, opting for salads and grilled fish.

Since joining the team, he has worked in various locations. He enjoys coming to work and learning about splicing and boring from contractors.

Walker thanks his co-workers for their support in his new role.

“The fiber group has been helpful,” he said. “They made it simple for me to learn. They care about what they’re doing.”



Regional Construction Coordinator Darren Walker and his wife, Kiesha

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Alameda Corridor East Project Coordination Prevents Fiber Disruption

The San Pedro Bay ports are among the nation's busiest — handling 44 percent of the country's containerized imports, 90 percent of California's imports and 75 percent of California's exports. Nearly 60 percent of the containers that travel inland by rail use the Alameda Corridor East (ACE), according to the ACE Construction Authority website.

In 2004, work began to enhance safety at 40 at-grade rail crossings as well as 20 grade separations along the ACE. The projects involve Union Pacific's Alhambra and Los Angeles subdivisions.

Regional Construction Coordinator Phil Stevenson communicates with fiber customers to relocate their systems along the right of way for the construction.

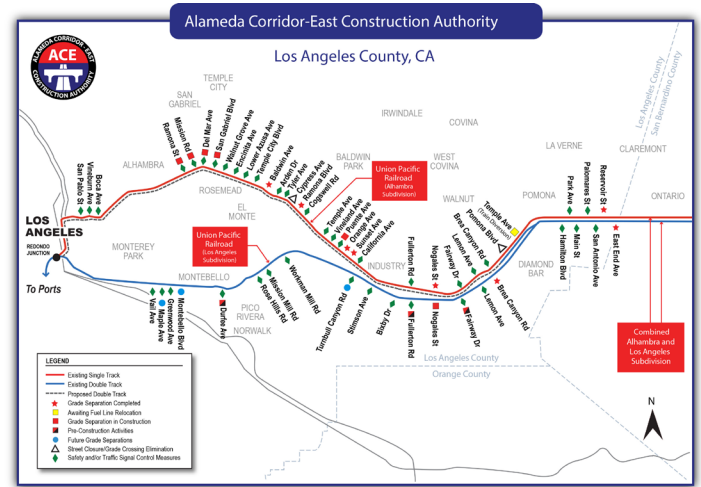
Each relocation plan begins with a meeting with ACE consultants and fiber carriers to develop and coordinate new running lines, which allow the carriers access to their systems while also coordinating with local utilities.

"We meet with ACE representatives, and they coordinate a game plan with an engineering firm to relocate the fiber for proper construction, whether a grade separation or a trench, to move the fiber system out of the way," Stevenson said.

Relocation design plans must be detailed and accurate, creating a plan to satisfy each carrier's concerns and company design requirements. Once designs are approved by Union Pacific, he coordinates flagging for crews and ensures work is done to UP standards.

"We coordinate with them, safety train their contractor and representatives, and make sure everything is safe," Stevenson said. "Safety is No. 1."

He ensures relocation of a fiber system is not in conflict with track, signal or construction equipment, and maintains the safety of the project. Because fiber optics are the first to be relocated to prevent disrupted service, he checks back regularly during construction to ensure the system is still not in conflict. The challenge can be coor-



Alameda Corridor-East Project Area

minating with other agencies and utilities, such as electric, gas, sewer and local telephone companies.

"If someone has a problem or conflict, they come to us and we work with them to move it and find a solution," Stevenson said.

For him, working with fiber optic customers is the easy part. "Our customers are responsive and communicate well with me," Stevenson said. "I have a good working rapport with fiber customers in California, and that is what helps me get a lot accomplished."

Current work includes a grade separation project at Nogales Street on the Los Angeles Subdivision, a grade separation project at Fairway Drive and the San Gabriel Trench, which will lower a 1.4-mile section of the railroad tracks along the Alhambra Subdivision. To accommodate fiber optic relocations, designs must be created to not be impacted by construction of the trench and tie-backs to hold up trench walls.

The ACE projects, once completed, will prevent 221 tons of air pollutants annually, reduce emergency responder and traffic delay, and allow trains to move at faster speeds.



Bob Miller, regional construction coordinator

Miller's Territory Spans Beautiful Scenery

Working in what he considers the country's most beautiful area, Regional Construction Coordinator Bob Miller joined the Safety, Asset Utilization and Fiber Optic Technology (SAFT) group Jan. 16. His territory spans

northern California, Idaho, Oregon, Montana and Washington.

Since joining the team, Miller has worked on several bridge projects. These are different because they require fall protection and, if there's water, a water retrieval plan.

"There are time constraints on bridge projects," he said. "The fiber needs to be out of the way when the bridge construction team

comes to replace it. Scheduling is crucial."

Miller joined Union Pacific in July 2002 as a Telecommunications radio technician, bringing with him 16 years of fiber optic experience.

"I've always liked this type of work, and now I'm back in what was my favorite part of my job," he said.

Miller commends his SAFT co-workers, engineers and fiber optic company technicians.

"I appreciate being part of the team and the support the group had in bringing me up to speed on how Union Pacific operates with fiber companies," he said.

Miller enjoys working outside and seeing projects to completion.

Having grown up in Minnesota, he enjoys snowmobiling and ice fishing. He has a daughter, son and five grandchildren.



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Moser Achieves 30 Years



Regional Construction Coordinator Dave Moser was presented his 30-Year Service Award Aug. 10 by Craig Johnston, director-Fiber Optics and Asset Utilization.

Moser started his Union Pacific career in 1984 as a laborer on a rail plate distribution gang. He transferred to B&B as a carpenter, which he did four years before joining the welding department in 1989. He worked through the ranks from welder to welding supervisor in 1992. In 1998, he was promoted to manager-track welding, a title he had 14 years.

“Dave joined the Safety, Asset Utilization and Fiber Optic Technology (SAFT) group in March 2012,” Johnston said. “We welcomed Dave and his supervisory experience combined with his on-track knowledge to our work group. In particular, his ability to quickly respond to unplanned events in the Feather River Canyon area and other remote locations throughout Nevada and Utah continues to be a valuable asset to our fiber optic customers.”

Moser has lived in the Quincy, California, area for most of his life. He and his wife, Tina, have three children and two grandchildren. He enjoys camping, hunting and, most of all, fishing.

Regional Construction Coordinator Dave Moser, left, receives his 30-Year Service Award by Director-Fiber Optics and Asset Utilization Craig Johnston.