# DOWNLOAD PDF BURLINGTON NORTHERN SANTA FE

## Chapter 1 : Burlington Northern Santa Fe, LLC - Wikipedia

*BNSF Railway's first-in-the-industry Tribal Relations program seeks to build and strengthen ties with the many diverse tribal nations on BNSF's network, and to foster within BNSF a greater cultural understanding of these tribal nations, their rights and governance, cultural resources, and other crucial issues.*

Merging Burlington Northern, Inc. With more than 44, employees, the Burlington Northern Santa Fe Railroad transports large amounts of coal, grain, chemicals, forest products, metals and minerals, consumer goods, and automobiles. Early History Burlington was founded in in the small town of Aurora, Illinois, and its early fortunes were linked with the burgeoning midwestern railway industry and the growing nearby city of Chicago. In the years from to , swarms of settlers began to push west, lured by vast tracts of arable land and the promise of gold in California. By Illinois had already become the largest grain producer in the nation, requiring links with established eastern markets as well as with developing western settlements. In Chicago had not even a single mile of railroad, but by it had become the railway capital of the United States. It authorized 12 miles of track to connect with the Galena Railroad. The Aurora commissioners immediately issued stock, selling more than a quarter of the total issue in nine days, and elected five members to its board of directors with Stephen F. Gale as its president. Construction of the Aurora Branch progressed swiftly. By August 27, , six miles of rail were laid; by October 21 of the same year the fledgling railroad began regular service to Chicago. The company encountered stiff competition from the beginning. In the U. Eager to promote the railroad industry, the Illinois legislature in turn granted numerous charters to new rail firms during its first session of  Potential routes then crisscrossed the state, some quickly materializing and threatening to cut off or supersede the Aurora Branch. To safeguard their young firm, Aurora directors moved to consolidate with three other new lines: The move was financed by eastern interests bent on profiting from the developing Illinois railroad industry. In January Boston financiers bought enough stock to elect John W. Brooks, who represented Boston interests, to the Aurora board. John Brooks in turn persuaded John Murray Forbes, the leader of the Boston group, to fundthe consolidation. In the respective charters were amended to accommodate the territorial changes, and the Aurora Branch officially changed its name to Chicago and Aurora Railroad Company. Eventually, Northern Cross, which extended southwest from Galesburg, Illinois, joined the group. By the various segments of the system had been united into a single corporate entity under the control of the Chicago, Burlington and Quincy, which became the parent company. In the first few years presidents rapidly succeeded one another. In director Elisha Wadsworth followed Gale as president, but exactly a year later, Gale was re-elected to succeed Wadsworth. In an easterner, James F. Joy, was elected president, reflecting the enlarging interests of the Boston financial group in the future of the company. In John Van Nortwick became president, holding the post until , the longest term of any president to date. Van Nortwick guided the firm through the financially rocky years of the late s. With Boston capital supplementing local dollars, the railroad had established a solid financial footing by  The panic of , however, wiped out earlier successes. Wheat and corn crops were abnormally small in and , providing little for railroads to haul. Revenues in were only 60 percent of what they had been in  Bonds and a mortgage were issued to cover outstanding bills. A portion of the income from these sources, however, was earmarked to repay old bonds. By fiscal year total revenues were up 38 percent. During the war years the company doubled its supply of freight cars and improved its roadbed, track, and terminal facilities in Chicago, Aurora, and Galesburg. Revenues and profits increased with the traffic. Expansion and improvement continued in the postwar years. Technical improvements kept pace. In the firm laid its first steel rails, replacing iron ones. During the s and s the route was expanded in Iowa, Nebraska, and Illinois, and preparations were made to reach farther toward the Pacific. The push west generated intense competition among railroad companies. Although revenues increased 2. Following him, James Walker was elected president in and Robert Harris became president in  As the railroad industry expanded in the s, it also experienced increased government regulation and labor unrest. Such laws fixed passenger fares and freight rates, providing that the latter be based on distance rather than the quantity or nature of the commodity shipped. In the Supreme Court ruled in favor of Iowa. This suit was only one of many of the Granger cases. Together, these cases established the precedent of government intervention in and regulation of businesses that provided public services. In Chicago, President Harris discontinued freight service but kept passenger lines open. His disagreement with Harris over labor relations provoked corporate struggles that eventually moved Harris to resign. John Forbes , the eastern financier who had funded the original Aurora Branch, took over as president in  Remaining in Boston, he joined forces with Perkins, who became the western partner in this two-man leadership team. Together, Forbes and Perkins developed a highly efficient corporation. In Forbes resigned and let Perkins take over as president. These years were punctuated by ongoing contests both with the government and with labor. The early and middle s were years of general economic improvement with small fluctuations. In and company engineers improved the air brake, previously devised by Westinghouse for use on heavy freight trains. The better brake allowed higher train speeds and the railroad instituted its fast mail coach in  In general technical developments permitted rapid expansion. In Burlington completed a through line to Denver and, in , to St. Labor finally capitulated to management, but not without damage to the company. After the hugely successful , fiscal year was disastrous. Freight revenue dropped by more than 17 percent from the previous year, while operating expenses increased by the same percentage. Perkins was concerned about increasing government regulation. In President Cleveland signed the Interstate Commerce Act, a measure that Perkins strongly opposed as a restraint to the continued viability of the railroad industry. This time, the U. Supreme Court decided in favor of the railroads. In the s circumstances coincided that reversed the financial successes of the s. Increasing competition and regulation, economic depression following the panic of , and rising taxes combined to decrease net income for the eight years following ; during those years it was only 60 percent of what it had been from to  From to new acquisitions fell well behind the national average. In John Forbes died, closing the founding era. In Perkins financed the purchase of most of the companies, greatly simplifying the corporate structure of the Burlington system. Hill, chairman of the Great Northern Railroad a controlling voice of the Northern Pacific, were both looking longingly at the entire Burlington network. Although Perkins completed the negotiations for sale, he resigned from his post in January  Harris continued as president, and the entire firm simply became one efficiently functioning unit of a larger system. In Harris resigned and was followed by Darius Miller. From to , trackage increased by 1, miles,  These years made up the last great period of expansion; in the firm reached its peak mileage. Financial performance during this period reflected smooth and steady development. Both freight and passenger revenues climbed during the prewar period but more steeply in the earlier than in the later years. By total revenues were up  In the same period, operating expenses also increased. Because Hill had modernized track and physical plant after the acquisition, expenses showed a  After , however, the effect of modernization was reflected in reduced operating expenses. By the increase over was only  In traffic, revenues, and operating expenses all increased. When the United States declared war in , the U. The board monitored the flow of rail traffic and managed railroad personnel to maximize efficiency for the war effort. In late , however, the government took complete control, regulating compensation rates as well as traffic flow. Each railroad was guaranteed an annual compensation equal to its average annual operating income for the three years ending June 30,  The act modified what had been a policy of encouraging competition among railroads; passage of the new plan permitted any mergers or acquisitions that met Interstate Commerce Commission ICC standards for approval and exempted railroads from antitrust laws to the extent necessary to permit these combinations. The law gave railroads broad leeway in devising policies generally, although the ICC had the final say in how the companies carried out these policies. In the ICC rejected the proposal, and the group remained in its original configuration. The number of locomotives and cars actually decreased. Carrying capacity increased, however, because of technical improvements. Williamson was chosen to replace him as president. Soon afterward the stock market crashed.

## Chapter 2 : BNSF Railway Foundation - Home

*BNSF is one of the biggest railroads in North America, operating in 28 states in the western two-thirds of the U.S. and three Canadian provinces over a 32,mile rail network. Today's BNSF is the product of nearly different railroad lines that merged or were acquired over the course of years.*

Where it is feasible, a syllabus headnote will be released, as is being done in connection with this case, at the time the opinion is issued. The syllabus constitutes no part of the opinion of the Court but has been prepared by the Reporter of Decisions for the convenience of the reader. See United States v. After she complained, her immediate supervisor was disciplined for sexual harassment, but she was removed from forklift duty to standard track laborer tasks. She filed a complaint with the Equal Employment Opportunity Commission EEOC , claiming that the reassignment was unlawful gender discrimination and retaliation for her complaint. Subsequently, she was suspended without pay for insubordination. Burlington later found that she had not been insubordinate, reinstated her, and awarded her backpay for the 37 days she was suspended. The suspension led to another EEOC retaliation charge. A jury awarded her compensatory damages. The Circuits have come to different conclusions about whether the challenged action has to be employment or workplace related and about how harmful that action must be to constitute retaliation. The anti-retaliation provision does not confine the actions and harms it forbids to those that are related to employment or occur at the workplace. The language of the substantive and anti-retaliation provisions differ in important ways. The anti-retaliation provision has no such limiting words. This Court presumes that, where words differ as they do here, Congress has acted intentionally and purposely. There is strong reason to believe that Congress intended the differences here, for the two provisions differ not only in language but also in purpose. To secure the first objective, Congress needed only to prohibit employment-related discrimination. Thus, purpose reinforces what the language says, namely, that the anti-retaliation provision is not limited to actions affecting employment terms and conditions. Nor is it anomalous to read the statute to provide broader protection for retaliation victims than for victims of discrimination. Congress has provided similar protection from retaliation in comparable statutes. The anti-retaliation provision covers only those employer actions that would have been materially adverse to a reasonable employee or applicant. The Court refers to material adversity to separate significant from trivial harms. Robinson, supra, at  The standard is phrased in general terms because the significance of any given act of retaliation may depend upon the particular circumstances. Almost every job category involves some duties that are less desirable than others. That is presumably why the EEOC has consistently recognized retaliatory work assignments as forbidden retaliation. Here, the jury had considerable evidence that the track laborer duties were more arduous and dirtier than the forklift operator position, and that the latter position was considered a better job by male employees who resented White for occupying it. Based on this record, a jury could reasonably conclude that the reassignment would have been materially adverse to a reasonable employee. Burlington also argues that the day suspension without pay lacked statutory significance because White was reinstated with backpay. The significance of the congressional judgment that victims of intentional discrimination can recover compensatory and punitive damages to make them whole would be undermined if employers could avoid liability in these circumstances. Any insufficient evidence claim is unconvincing. White received backpay, but many reasonable employees would find a month without pay a serious hardship. White described her physical and emotional hardship to the jury, noting that she obtained medical treatment for emotional distress. An indefinite suspension without pay could well act as a deterrent to the filing of a discrimination complaint, even if the suspended employee eventually receives backpay.

## Chapter 3 : BNSF Railway - Wikipedia

*The BNSF Railway Company is the principal operating subsidiary of parent company Burlington Northern Santa Fe, LLC. Headquartered in Fort Worth, Texas, the railroad's parent company is a wholly owned subsidiary of Berkshire Hathaway, Inc. [3].*

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## Chapter 4 : Burlington Northern Santa Fe Railway | calendrierdelascience.com

*Burlington Northern Santa Fe, LLC operates as a holding company. The Company, through its subsidiaries, provides railroad system, as well as transports containers.*

## Chapter 5 : BNSF Railway (BNSF) | Metra

*BNSF Railway (BNSF) From * - Select - Aurora Route 59 Naperville Lisle Belmont Downers Grove Fairview Ave. Westmont Clarendon Hills West Hinsdale Hinsdale Highlands Western Springs Stone Ave. LaGrange Road Congress Park Brookfield Hollywood Riverside Harlem Ave. Berwyn Lavergne Cicero Western Avenue Halsted Street Chicago Union Station.*

## Chapter 6 : Contact Us | BNSF

*Contact Us At BNSF, we are committed to providing you the information you need to make informed transportation decisions. If you would like more information on any of the subjects contained in this section, please feel free to contact us.*

## Chapter 7 : Burlington Northern and Santa Fe Railway

*Burlington Northern Santa Fe Corp. is a holding company. The Company, through its subsidiaries, is engaged primarily in the freight rail transportation business. The company operates various.*

## Chapter 8 : BNSF Railway Map - ACW Railway Company

*BNSF got one more 3GS21C-DE from NRE during November -- the that is rebuilt from a former Santa Fe SD The BNSF computer shows this engine rebuilt from former BNSF , but that core was actually used for the*

## Chapter 9 : BURLINGTON N. & S. F. R. CO. v. WHITE

*BNSF Map This is an interactive system map of the Burlington Northern Santa Fe (BNSF) Railway, a class I rail carrier along the western half of the United States. It shows transportation routes spanning over 32, miles.*