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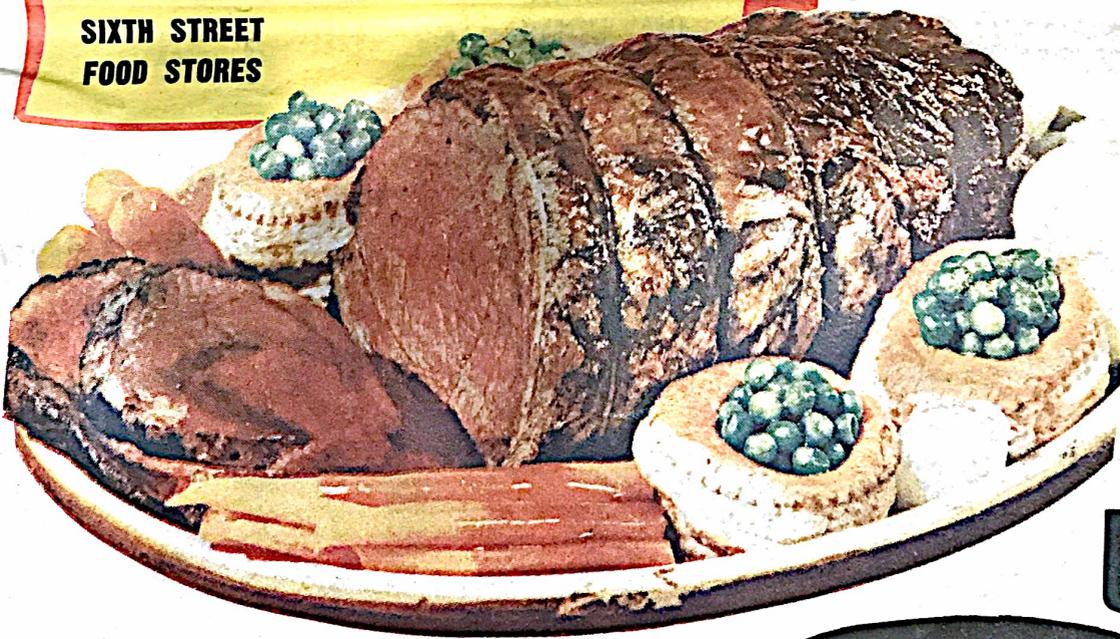
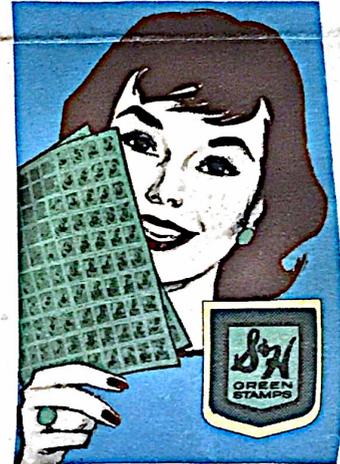
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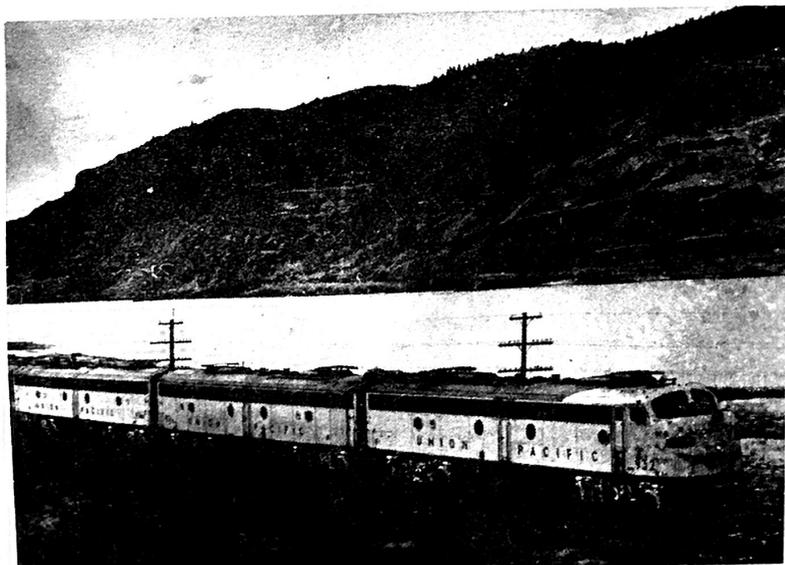
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Coal boom boosting railways

By JAMES SEACREST

"Air Pollution" may be two of the dirtiest words of our time. But because of them, trainloads of low-sulphur content coal, thousands of tons at a time, are a direct help to Nebraska's economy.

No one has yet discovered a large coal deposit within the state's boundaries, but neighboring states of Wyoming and Montana are enjoying a coal boom equal to or better than their recent oil discoveries. And most of the black diamonds mined in Wyoming are moving across the state of Nebraska for distribution via the Union Pacific and Burlington Northern railroads.

Even carload of coal or solid unit-train that moves across Nebraska, means more business for Nebraska's railroads, and that in turn, means more jobs, thus directly benefiting the state.

Omaha-based Peter Kiewit & Son's large construction firm, is in the coal mining business in a big way at several Wyoming locations through various subsidiary companies. Big Horn Coal Company operates a large mine at Kleenburn, Wyoming, right outside of Sheridan on the Burlington Northern Railroad line.

There is also the Rosebud operation at Hanna, Wyoming, on the Union Pacific line. Rosebud is another Kiewit subsidiary. The Hanna mine is the only mine directly supplying coal to Nebraska firms. The rest of the coal moves across Nebraska for distribution in the Milwaukee, Chicago and

Kansas City areas.

Besides other customers, Rosebud at Hanna is shipping 240,000 tons of coal this year to the Omaha Public Power District. OPD has ordered 380,000 tons for use during 1971, making it one of the biggest customers of the Rosebud mine and, without a doubt, the largest single coal user within the state of Nebraska. Iowa Light and Power of Council Bluffs, has a 300,000 ton order for 1971 from Hanna too.

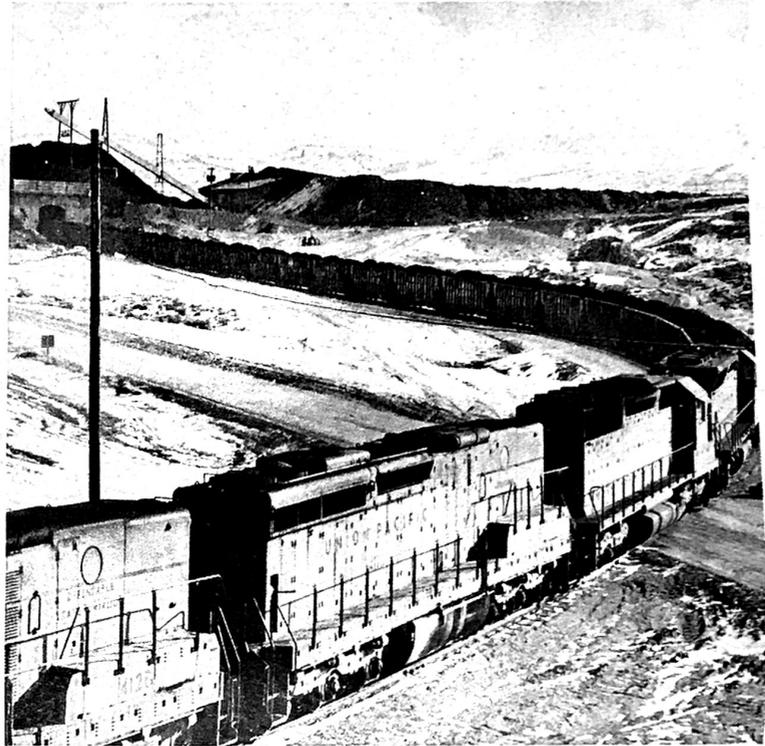
The only other Wyoming coal being used in any great quantity within the state, is some thirty cars of coal per month used to supply heat at the Union Pacific boiler house at their roundhouse in North Platte. This coal also comes from Rosebud.

Located at Hanna is another coal mine run by the Energy Development corporation, a wholly-owned subsidiary of Iowa Public Service, which supplies coal to a steam generating power plant at Sargent Bluff, Iowa, just outside Sioux City.

The coal industry, long overshadowed by petroleum and nuclear power, has been revitalized in Wyoming, Montana and South Dakota by new coal mining operations, with the promise that this is only the beginning of a tremendous surge in demand for low sulphur-content coal that will carry over into the next century. And the supply is almost unlimited.

There were several major coal producing areas in these

Continued on Page 5B



WYOMING MINE — Union Pacific unit-train leaves a Wyoming coal mine heading through North Platte and continuing on to Milwaukee. The Wyoming coal boom has boosted the economy of Nebraska by increasing the number of railroad employees needed to handle the trains (UP Photo).



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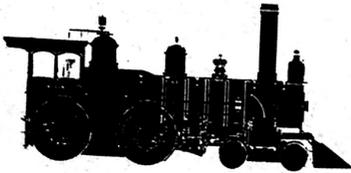
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Wyoming coal passes through Nebraska

Continued from Page 3B

states 15 to 20 years ago, and by far the greatest amount of coal produced at that time was used as fuel for steam locomotives. The Union Pacific once had their own subsidiary coal company, just to provide coal for their steam engines.

But with the advent of the diesel engine, the production of coal virtually ceased in the mid-1950s. Then, a couple of years ago, a combination of several significant problems caught up with the power industry of the United States.

It was announced that the future of natural gas reserves was severely limited. The demand for electric power caught up with the supply, and in some sectors of the United States like the northeast, the demand surpassed the supply.

Power companies across the country found themselves about 10 years behind in planning, building, and putting into operation new power generating facilities.

Then there was the nuclear "Zag". Greatly exaggerated reports of an imminent take-over of electric generation by nuclear power plants had the effect of delaying plans for new coal-fired plants by electrical generation companies.

Although the bugs have now been taken out of the early nuclear generating plants, the environmental problem of how to dispose of the hot water which has cooled the reactors, still is delaying their construction in some areas of the



LOADING DOCKS — Aerial photo of the Big Horn Coal Company at Sheridan, Wyo., shows the tipples and railroad car loading facilities near the huge mine.

Continued on Page 6B



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Demand for low-sulphur coal growing

Continued from Page 5B

country.

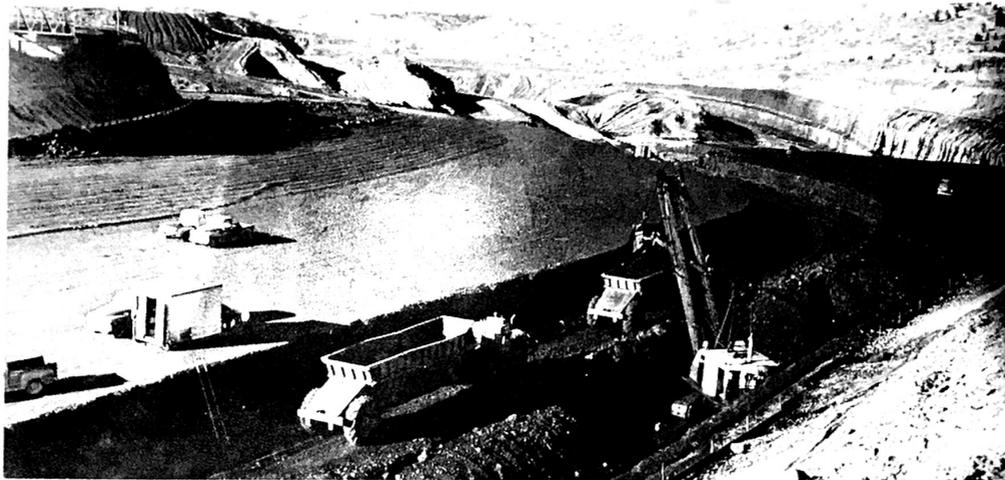
Coupled with today's awareness of pollution, this suddenly brought a large demand for low-sulphur content coal. This is the reason that there has been such a demand for coal from Wyoming and Montana — its low-sulphur content meets new air pollution standards.

Wyoming, along with Montana and South Dakota, are the three western states blessed with an abundance of low-sulphur content coal. And the demand since 1969 has become so great, that for a while there was even a shortage of railroad cars to move the coal.

Two different mining companies are now making preparations to reopen older underground mines to meet the increased demand. Both the Rocky Mountain Energy Company at Rock Springs, and the Energy Development corporation at Hanna are planning to reopen underground mines closed since the late 1950's.

All coal mining currently being done in Wyoming and Montana is "strip" mining as opposed to underground. The earth is stripped away to expose the coal veins, and then removing the coal with a combination of dynamite, motor graders, giant earth movers, power shovels or augers.

Coal veins slant at an angle into the ground, rather than being level straight across. This is true of both underground and above ground "strip" mines. Miners follow the seam until the degree of slant becomes too difficult to work or the vein



OPEN PIT — Coal mining operations at the Big Horn Coal Company, like almost every mine in Wyoming, use the "strip" mining method

whereby strips of coal at least five feet deep are carved from the side of an open pit.

becomes too thin to be economically mine.

Most of the "strip" mines now in operation are simply taking the coal out of the ground from on top of "played out" underground mines.

Frank Lebar, manager of engineering for Rocky Mountain Energy in Rock Springs, Wyo., said, "We don't like to work a coal vein above or underground unless it is at least 5 feet high." He added that "back east, you'll find them working veins 24 to 32 inches high - we just don't find that economical."

The railroads move the coal

by two basic methods. — either by the car-load, or by unit-train.

The Union Pacific and Burlington Northern use both methods. The unit-train, where the cars and locomotives are never uncoupled or switched but instead are operated like a giant conveyor belt, is preferred by the power industry.

The efficiency of moving large volumes of coal point-to-point in high capacity cars, without switching, has allowed the railroads to make substantial reductions in the delivered cost of fuel for the power industry and, according

to the railroads, "is a significant factor in keeping electric rates competitive."

The Union Pacific is involved in one of the longest unit-train coal hauls in the nation — from the Reliance mine operated by Rocky Mountain Energy Co. at Rock Springs, Wyoming, to the Wisconsin Power and Electric company generating plant at Oak Creek, Wisc., just outside Milwaukee.

The 90-car train hauling 9,000 tons of coal per trip, makes the 1,324 mile run every five days on a turn-around basis with the Chicago & Northwestern railroad which forwards the

entire train including locomotives, from Fremont, Neb.

Another long haul on the UP line is coal going by the carload lot from Hanna, Wyo., to Waukegan, Ill., a distance of 1126 miles. This run is also shared with the Chicago & Northwestern.

The majority of Union Pacific - hauled coal moves across Nebraska on the UP mainline through Sidney, North Platte and Grand Island to Fremont. The unit-trains pause along the route only to change train

Continued on Page 8B

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North Platte benefits by new unit-trains

Continued from Page 6B
crews. But other coal in carload lots is switched and classified for further rail movement at the extensive Bailey Yards in North Platte.

The BN is currently running one unit train a week from Kleenburn, Wyo. — just outside of Sheridan, to Havana, Ill. for the Commonwealth Edison Power Company of Chicago. Also, three unit-trains per week of 60 to 65 cars each go from Kleenburn to Kansas City for the Kansas City Power and Light Company. Some additional carload tonnage is

moved eastward across Nebraska from other Montana mines along the Burlington Northern.

All of the BN coal moving across Nebraska comes down the Alliance line, through Broken Bow and Grand Island to Lincoln. As with UP unit-trains, Burlington Northern unit-trains pause only to change crews and bypass the Lincoln hump yard completely.

The Burlington Northern is hauling through Nebraska an average of 18 unit-trains per month for a total of 110,000 tons. According to W.A. McKenzie, Public Relations Manager of the BN's Omaha district office, "About 75 per cent of this coal is moving to Kansas City and the remainder to Havana, Ill."

McKenzie continued, "George Powe, our assistant vice president of Coal Sales in St. Paul, told me that from both Montana and Wyoming we are hauling into the Chicago area alone about 2.5 million tons a year, and that by the middle of this year or toward the end, this will climb to some 3.5 million tons into the Chicago area. Most of this coal will move via our Nebraska lines."

BN officials are so optimistic of additional coal tonnage being moved over their system, that an entirely new Coal and Ore Resources division was added in February to their Natural Resources department.

And the boom has just barely started. Union Pacific headquarters in Omaha reports that its Wyoming coal shipments were up 70 per cent last year over 1969, and they expect a 100 per cent increase in 1971. By 1980, UP anticipates more

than 80,000,000 tons of coal will be leaving Wyoming for various parts of the nation. This compares with a projected total of 3,000,000 tons in 1971.

Frank Lebar, manager of engineering for Rocky Mountain energy in Rock Springs said, "We expect to mine a million tons of coal out of the Reliance Mine along by 1972."

He added, "We know of one bed of proven coal near here with 40 to 50 million tons in a vein five to ten feet in height."

Union Pacific Corporation and Eastern Gas and Fuel Associates announced in April a plan to spend \$10 million to build and develop additional coal producing facilities in Wyoming.

They have formed a new company known as Rocky Mountain Associated Coal Corporation. The new corporation will acquire from Rocky Mountain Energy Co., a subsidiary of Union Pacific Corporation, the Reliance Mine near Rock Springs, Wyoming.

The announcement said that the mine will be enlarged to enable it to produce 1.5 million tons a year. In addition, the new company plans to mine low-sulphur coal throughout the western U.S. for sale in domestic and foreign markets.

Ernest E. Thurlow, Manager of Mineral Development and Eastern Lands for the Burlington Northern, summed up the future for low-sulphur content coal and its transportation across Nebraska in some remarks made to the Billings, Montana, Kiwanis Club.

Continued on 11B



GIANT SHOVEL — Lifting tons of coal out of the ground in one bit requires huge shovels, such as this unit at the Rosebud Coal Operation near Hanna, Wyo. With the increase in coal demand, the number of unit-trains running through North Platte on Union Pacific lines has jumped dramatically and is expected to climb steadily into the 1980s (UP Photo).

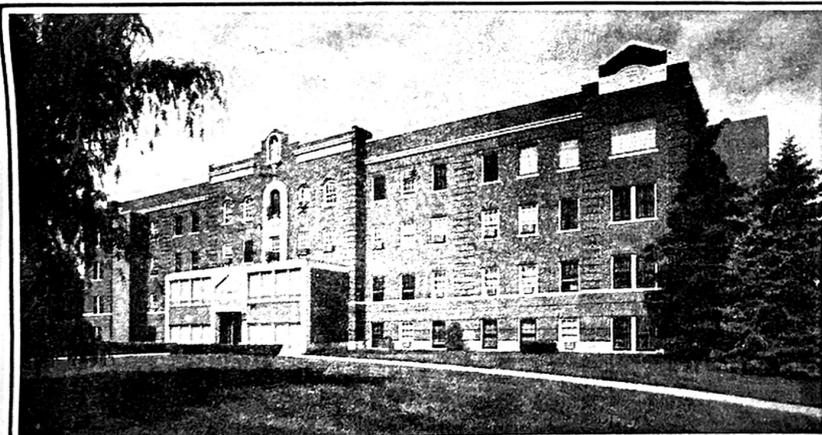
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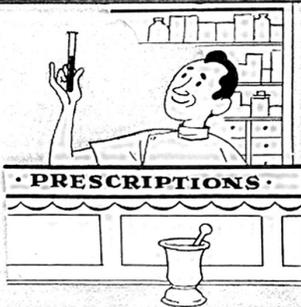
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UP expects unit-trains will increase

Continued from 8B

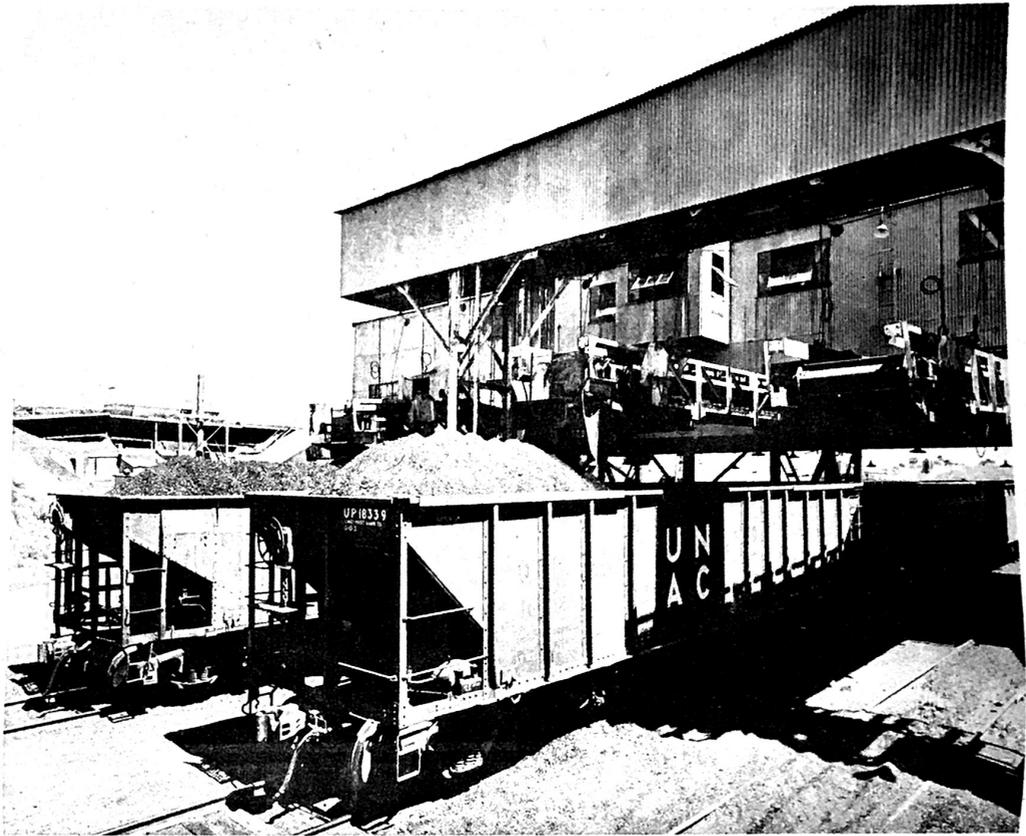
Said Thurlow, "In the final analysis, the economics of removing sulphur from hi-sulphur coal must be balanced against the delivered cost of low-sulphur western coal. This is the immediate opportunity for a major breakthrough for western coal. If this is accomplished, we can look for an annual production of coal from Montana and Wyoming on the order of 10 to 20 million tons per year, or perhaps more, within 5 to 10 years."

Elsewhere, in the same talk, he said,

"The coal resources of these states (Montana, Wyoming, South Dakota) is staggering — in excess of a trillion tons — and when one considers just the presently mineable reserves the figures are very impressive. The Montana Bureau of mines has recently estimated strippable reserves in Montana to be in excess of 22 billion tons. Wyoming strippable reserves just in the northern part of the state have been estimated very roughly at about 12 billion tons."

All of this adds up to the fact that coal is the name of the game. And, in the near future, its supply and demand is unlimited.

The next time you see a solid coal train winding its way through Nebraska corn and wheat fields, remember that the good luck of neighboring states is just beginning to help the economy of Nebraska by providing more trains and more jobs for both the Union Pacific and Burlington Northern railroads.



CAPACITY LOAD — Union Pacific coal cars are loaded at the Rosebud Coal Operation at Hanna before being assembled into unit-trains

which travel across Nebraska to Milwaukee, Chicago, and Kansas City (UP Photo).

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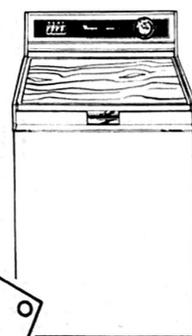
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Steam era another chapter into the past

With the opening of the new diesel shops in North Platte, the era of the steam locomotive is pushed one more chapter into the past.

Nostalgic oldtimers call the passing of the steam locomotives from the American scene the end of an era.

Perhaps it was, but in another sense, it was the beginning of a new chapter of transportation.

Industry leaders call it modernization. The objective, by necessity of vigorous competition, is speed, efficiency, better service and all at lower costs.

American producers demand it and the prize of business success goes to the form of transportation that can produce it best.

Locomotive power has been a key factor in American railroading and the evolutionary process has been

constant.

It started with the patenting of an efficient steam engine by James Watt of Scotland in 1769 and in 1804 the first steam locomotive made its appearance in England. By 1825 there was activity in the United States and in 1829 Peter Cooper's "Tom Thumb" outraced a horse.

American railroading was under way and change became the only certainty.

Union Pacific locomotive history dates from 1865 when locomotive No. 1, a Danforth and Cooke product, was unloaded from a Missouri River steamboat and set on U.P. rails. Its cost was \$15,450 and, at the time, was thing of wonder and beauty.

Given the name "General Sherman," it went to work on the railroad's western construction.

This basic type locomotive of four driving wheels preceded by a four-wheel truck (4-4) popular for 15 years and was in use on the U.P. until after the turn of the century, when it was entirely replaced by a 4-6 type which had been introduced years earlier. The 4-6 was used on branch and local runs as late as 1928 and one engine of this type was found on the Saratoga and Encampment run in Wyoming as late as 1955.

Continually seeking increased power and hauling capacity, the railroad developed larger locomotives through the years which resulted in the basic Consolidation type locomotive which meant the combining of two locomotives and referred to the eight drivers normally used on two engines.

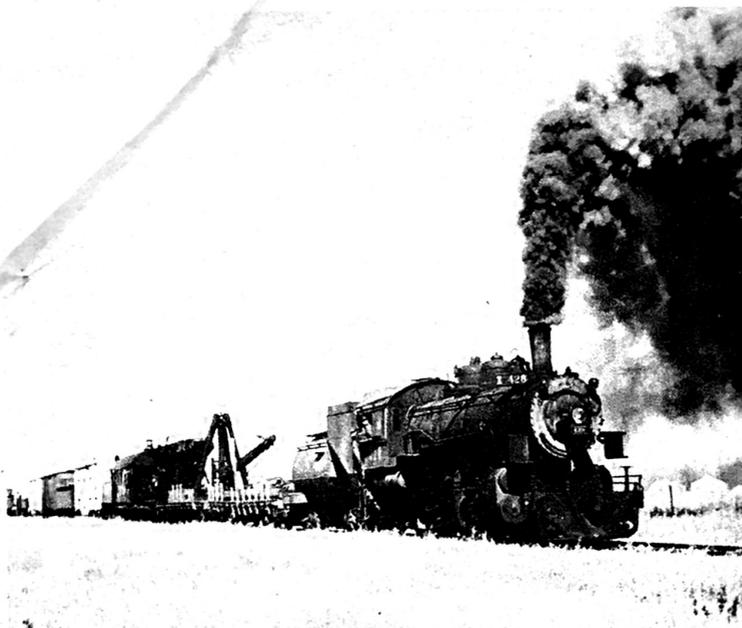
Shortly after the development of the 7000 class Mountain type locomotive around 1922 additional locomotives of this type were purchased to replace many of the other locomotives in regular main line service on U.P.'s eastern and south-central districts.

Other locomotives developed were the 2-8-2-0 articulated type which was really two engines under one boiler with an articulating joint between front and back, a 4-10-2 which was generally referred to as the 9000 class locomotive, which was used extensively until replaced by heavier power.

Two notable drawbacks of steam locomotives, which hastened the development of the diesel-electric, were the nearly insatiable demands for water and the necessity of stopping the engines each day for lubrication and adjustment of bearings and cleaning of fireboxes. The water problem was particularly expensive and troublesome, since in many areas through which U.P. ran it was more difficult to get water to the railroad than to build the railroad into the territory.

Basically, the diesel-electric locomotive uses a high horsepower diesel engine to drive electric generators. Power transmission to traction motors at the driving wheels is accomplished electrically and with extreme smoothness.

While the flashy 800 class Northerns were available for service 93.4 per cent of the time, a full eight hours was allowed for turning and servicing the engines. Diesels, on the other hand, could be operated up to 22 hours a day.



RUNS NO LONGER — Union Pacific Extra 428 leaves Callaway Mar. 1, 1956, on the last trip by a steam locomotive on the Kearney branch. The eastbound work train was photographed by Francis Gschwind of Callaway.

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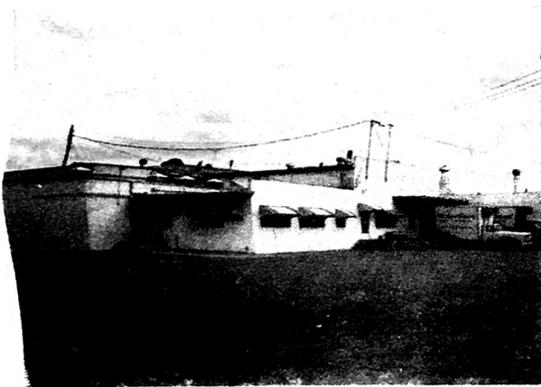
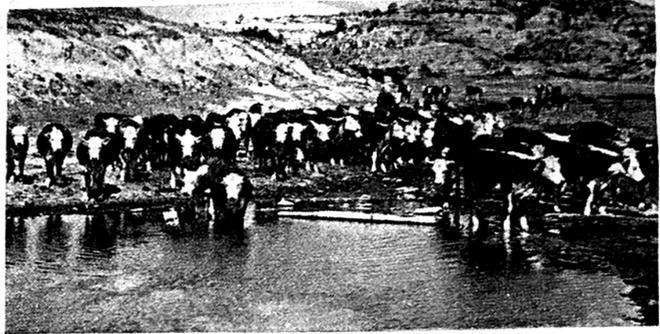
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North Platte: UP tent camp to city

The City of North Platte was born as the result of the projection of the Union Pacific Railroad across the North Platte River in 1866.

Peniston and Andrew J. Miller, having discovered that the site of North Platte was to become a construction camp for the railroad, moved their trading post there from Cold Water on Nov. 9, 1866, and became the city's first settlers.

Shortly thereafter, Union Pacific's Chief Engineer, General G. M. Dodge, laid out the site for the city and log houses and shacks began to spring up.

This was the beginning and the population swelled to more than 2,000 during the period when the construction camp was located there from November, 1866, to June, 1867.

The twin ribbons of steel were

laid into North Platte and ready to operate Jan. 2, 1867.

When the construction camp moved west during the summer of 1867, the population was only about 300 but the railroad made North Platte a division point, built machine shops, a roundhouse and hotel.

The town again began to grow, this time on a more solid footing. Settlers were attracted by the rich prairie soil and the

railroad was prepared to move their products to market.

As the area expanded, the railroad continued to make improvements and additions.

One of the first major improvements on that part of the line was in 1906 when a change in alignment of the track was made at the east end of North Platte. This was done in anticipation of the laying of double track over the bridge spanning

the North Platte River.

In 1910 a second main track was laid through North Platte making a double track main line. The same year a new store house was built.

In 1918 a new passenger station was erected to replace the first little depot that had valiantly served North Platte. This new facility was designed to take care of all the comforts and necessities of the traveling public.

In 1913 a new 28 stall roundhouse was added to handle the greatly increased equipment required to move the expanding rail traffic. In the same year a power house to furnish electric power for all terminal facilities, and a new coaling station were constructed.

In 1927, a great bridge made up of forty 50-foot spans, almost one-half mile in length crossed the North Platte River and was adequate to all the needs of a modern railroad.

Another later improvement was the construction of a viaduct over the tracks at Jeffers Street, providing vehicular traffic with a safe and convenient passage and greatly lowering grade crossing hazards.

A machine and erecting shop was constructed which housed all the modern machinery required to service and repair the railroad's equipment.

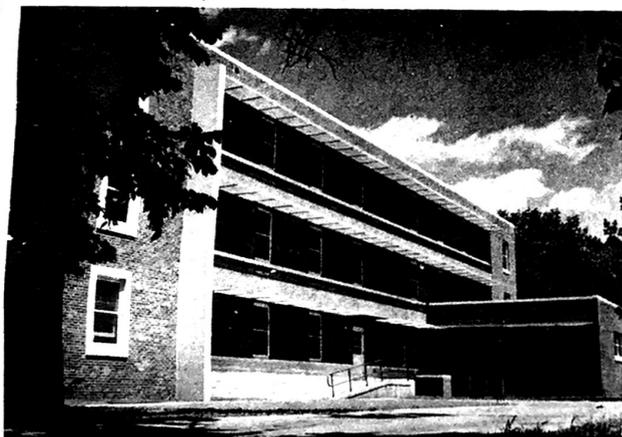
Additional improvements were made down through the years until, in 1948, Union Pacific located a huge retarder yard at North Platte at a cost of \$3,500,000. Five miles in length over-all, the yard contained 51



EARLY NORTH PLATTE — This early photograph of downtown North Platte was taken at the corner of Fourth and Dewey (then Spruce) in 1893. The large building in the center

of the photograph is the first high school in the frontier town. The picture was supplied by Vincent Roddy, 621 West B.

Continued on Page 21B



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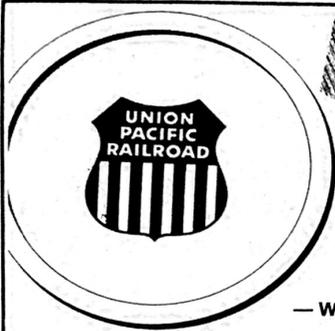
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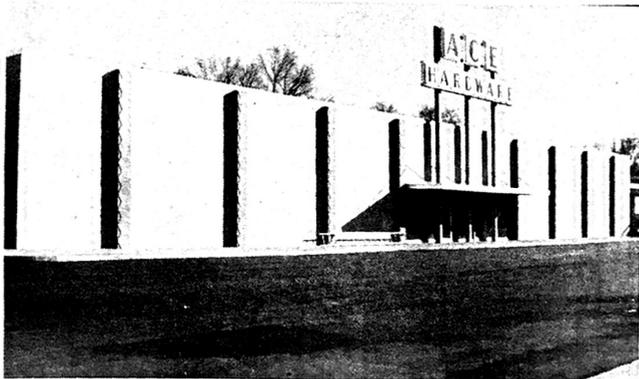


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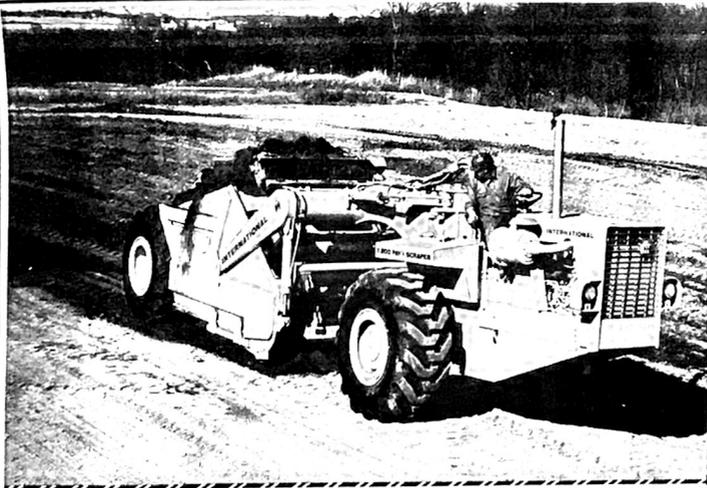
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North Platte

UP contributes greatly to NP economy

Continued from Page 17B

miles of track and was a large efficiency factor in the railroad's operations, since it made it possible to break down freight trains and classify cars for further movement to eastern and western terminals.

In 1949, Union Pacific placed in operation at North Platte the most modern freight station along its 10,000 miles of line. Costing \$750,000, the station was located adjacent to the retarder yard.

The latest improvement is the huge new \$12.5 million classification yard recently completed at North Platte. This facility, built on 800 acres of Nebraska prairie, is one of the most modern rail classification yards in the country.

Nearly 1 million cubic yards of earth had to be moved to build the hump on this ordinarily flat terrain and to level the bowl of the yard to 0.08 per cent grade.

Stadium type floodlights will afford night workmen in the crest area the benefit of over 20 foot-candles of light at ground level with light intensity tapering to a minimum of one foot-candle at ground level in the far reaches of the bowl, enabling the yard to function on a round-the-clock basis.

The new yard will relieve pressure from the present retarder yard and release it to handle westbound classification work only which will reduce overall eastbound transit time, an important factor in today's competitive operation.



YARD DAY CREW — In 1938, these men were among the many working on the Union Pacific passenger yards. In this photograph taken April 24, 1938, the day crew poses proudly. They are, standing left to right, Charles Mead,

Charles "Turk" McNeil, "Shorty" H. Neuman, Fred Weisner, Jim Downing and Vince Roddy. Seated are "Barney" Hasford, left, and Charles Summers.



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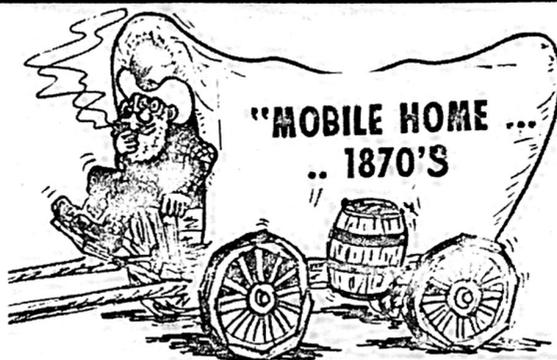
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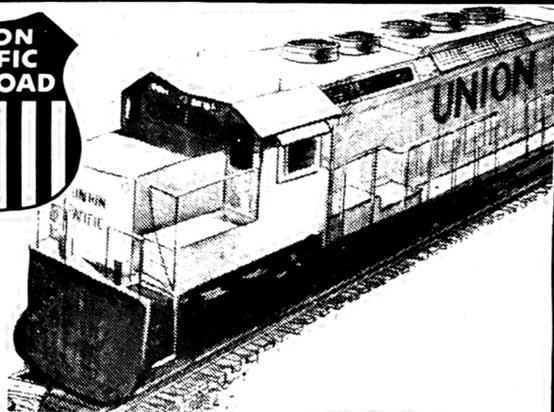
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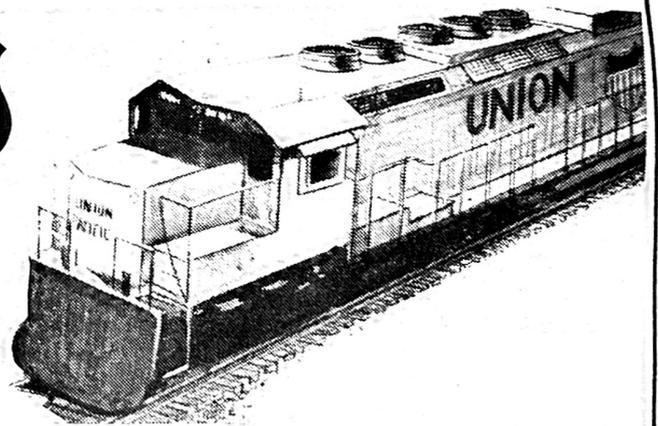
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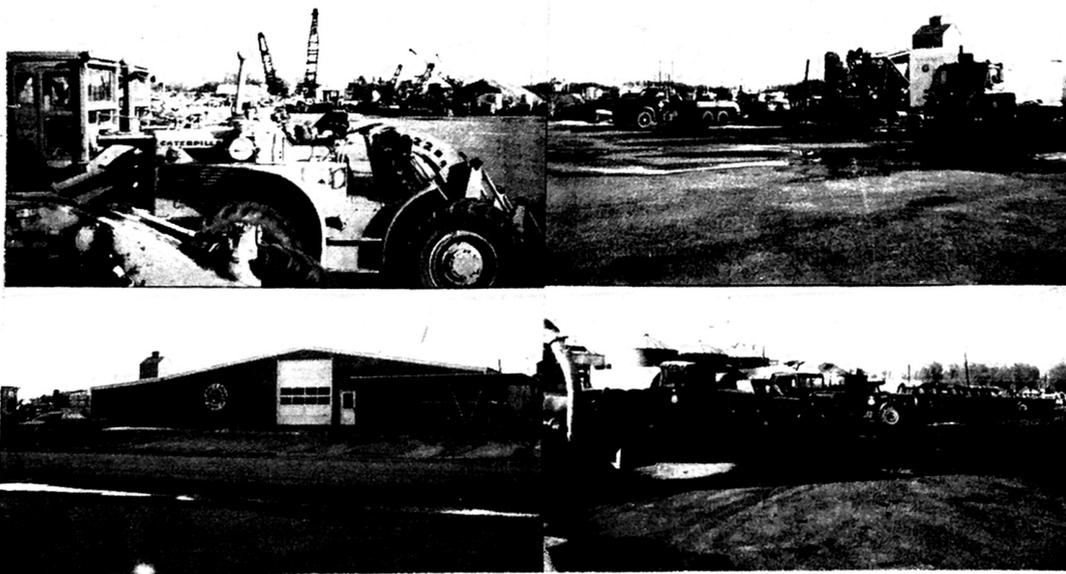
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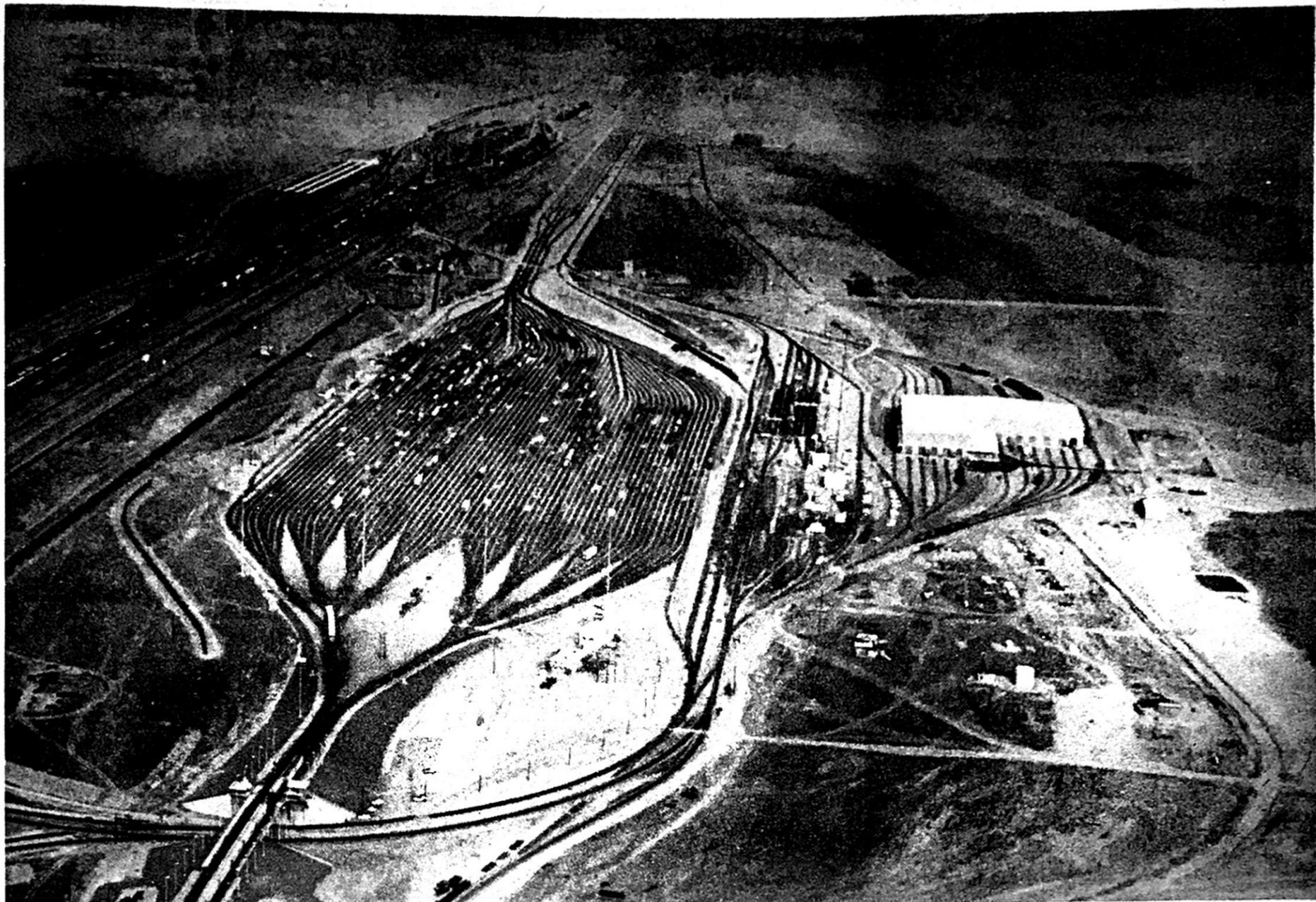
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Through the haze of a hot day on the prairie, the massive Bailey yards stretch for miles. At the extreme right is the new diesel shops, dwarfed in the photo, but actually covering more than

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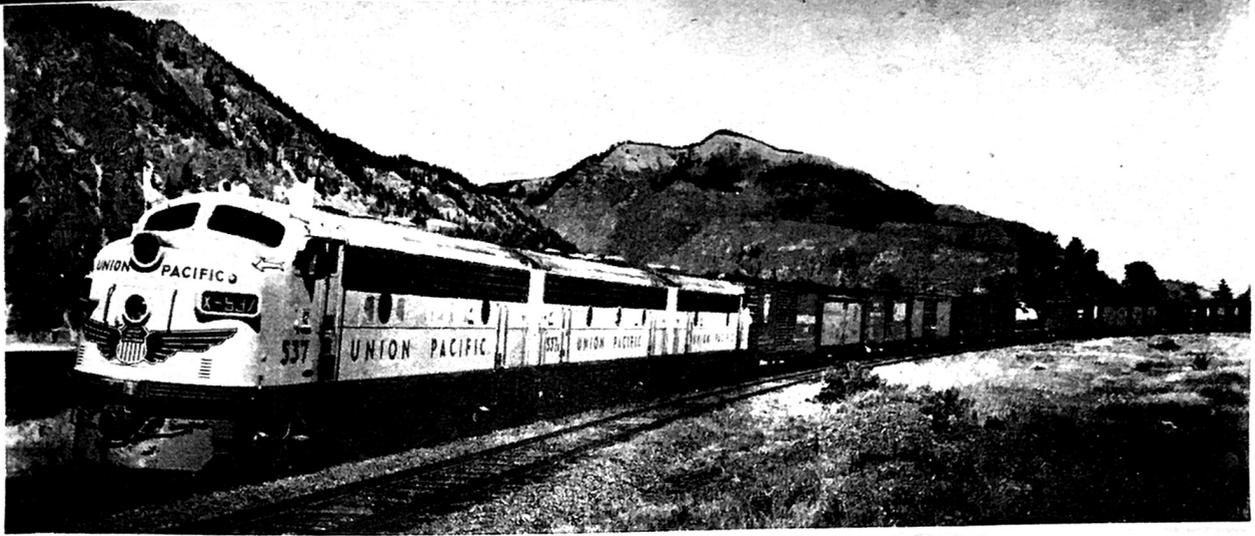


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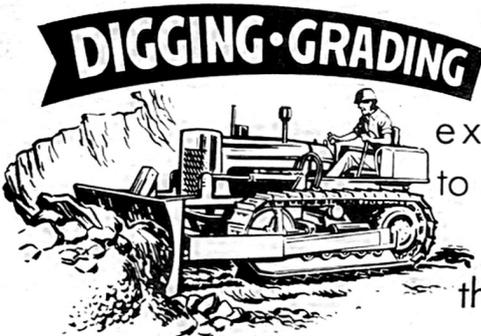
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The Panorama of Western Nebraska Living conveyed by Artist Tom Talbot reveals the changes in life from the early days at Fort McPherson and the laying of the first rails in the Platte Valley Region to present day North Platte; the change from early day settlers transporting freight to present day convenient box cars; The change from Buffalo on the open range to present day Nebraska Beef; and the tremendous change from the Steam Locomotives to the present day Turbine Engines.

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