

NORTH PLATTE TELEGRAPH

DIESEL SHOPS

OPENING *Edition*

April 22, 1971



Union Pacific colorphoto

This special edition of the North Platte Telegraph takes a look at the new Union Pacific diesel repair shops which officially opened today.

Built at a cost of more than \$10 million, the building houses shops which will employ 550 men on a 24-hour basis, seven days a week.

They are designed to service hundreds of locomotives a day, from minor adjustments to major overhauls.

In little more than a year's time, UP and Morrison-Knudsen Construction Company crews put more than

three acres under roof to create the largest and most modern diesel locomotive running repair facility in the United States.

UP's new diesel shop has been designed and constructed for maximum efficiency and to assure ideal working conditions inside the massive building.

Its close proximity to Bailey Yard, one of the largest and most modern freight classification yards in the country, which was opened in 1968, makes Union Pacific's North Platte complex a unique rail facility unequalled anywhere in the U.S.





We Congratulate

The

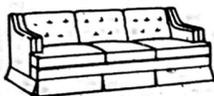
Union Pacific

And All Its Employees

For The All-Modern Diesel Shop

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MAY LIVE IN HOME-
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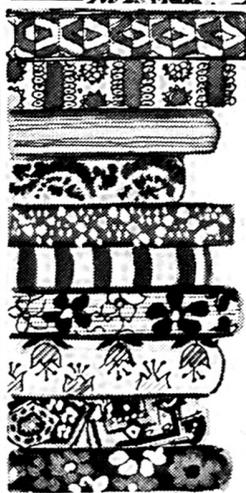
W.J. O'CONNOR



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Full Size
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U.P. SPECIAL

\$16⁸⁸



Diesel shop covers 3 acres

In little more than a year's time, Union Pacific and Morrison-Knudsen crews have put more than three acres under roof at North Platte to create the largest and most modern diesel locomotive running repair facility in the United States.

The task was as enormous as the structure itself with as many as 315 men working at the peak of construction. Nearly three miles of asphalt country road had to be relocated and over 100,000 cubic yards of earth was excavated.

Materials that went into the main shop building included 13,000 cubic yards of concrete, 1,050,000 pounds of reinforcing steel and 2,500,000 pounds of structural steel. The exterior of the building is made up of metal wall panels, insulated against outside temperature variations from minus 20 degrees to 110 degrees.

More than 26 miles of new railroad was built in connection with the facility and nearly eight miles of piping were installed to carry lubricating oil, gas, oxygen, acetylene, treated radiator water, steam, compressed air and other services to the work locations within the shop.

The shop building is an L-shaped structure of 400 by 460 feet maximum dimensions. It is large enough to house three regulation football fields with space left over. It has been designed to service 200 locomotives per day and has a maximum inside capacity of 30 diesel units at one time.

Eleven parallel trackways

reach through the building to provide one track for incoming parts and material, two tracks for inspection work, three tracks for light running repairs, four tracks for component change out and one track for wheel truing work. A total of 22 automatic roll-up doors, 11 at each end of the building, completely close in the struc-

ture. The doors are activated by magnetic proximity devices mounted between the rails that detect a locomotive when it nears a door either from the inside or outside.

Within the building, all tracks except the store department track have under track pits with elevated platforms between tracks to facilitate ready access

to all parts of the locomotives.

Running out across the tracks and beneath them are two personnel tunnels. One tunnel runs across the entire shop from one side to the other while the other crosses only the five tracks on the running repair side of the shop. The tunnels are also utilized for the main piping leads which branch off into

raceways between tracks providing a system of exposed piping for easy maintenance.

Also housed within the diesel shop building is a three-story section for storage, locker room, service, machinery room for steam boilers, air compressors, water heaters, air

Continued on Page 6A



NATION'S LARGEST — Union Pacific's new diesel locomotive running repair facility is the largest in the United States. With as many as 315 men working at the peak of construction,

Morrison-Knudsen Construction Co. crews put more than three acres under roof in little more than one year.

**Brown-Harano
Studio
Congratulates**



**the
on their New
Diesel Shop**

We are proud to offer all types of Photographic Services to you and your growing number of employees

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The Finest
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Wayne's Shoes

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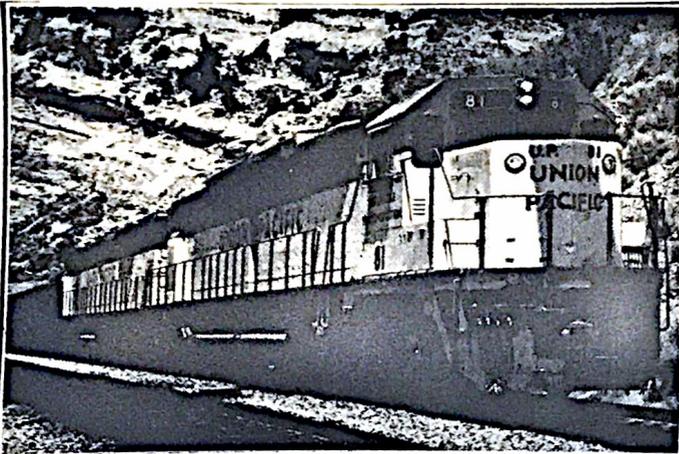
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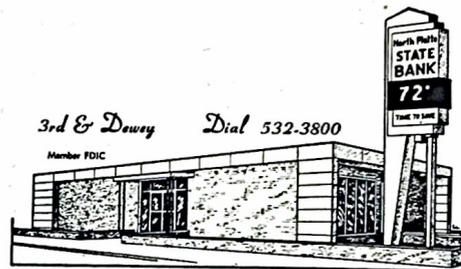


We Do Appreciate
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We Are Grateful To The Union Pacific

For Its Great Contribution To This
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North Platte State Bank

O'Connor Dept. Store

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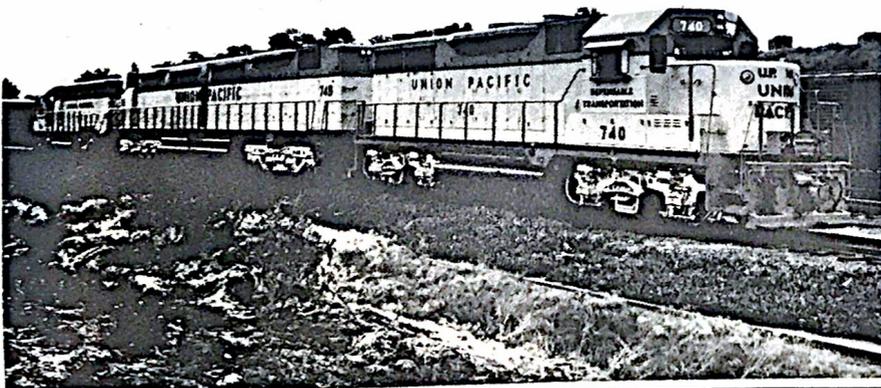
To The Many Employees Of
The Union Pacific That Have
Been Our Loyal Customers
For Years We Say
Thank You

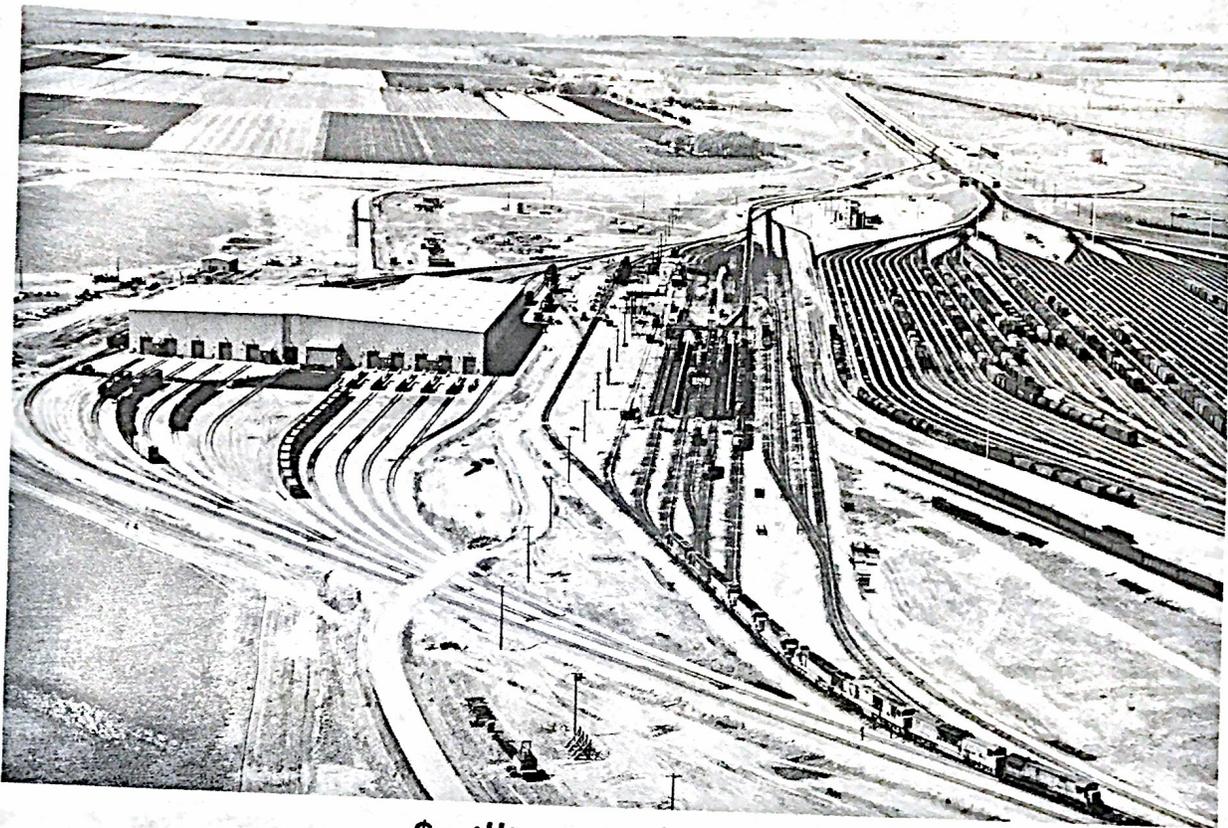
We're Looking Forward To Many More Years
Of Service To You And Your Neighbor.

Congratulations

To The

UNION PACIFIC RAILROAD





\$millions investmet

New UP diesel shop on left lies beside the recently completed Bailey yards. The shop building is large enough to house three regulation football fields with space left over. It has been designed to service 200 locomotives per day and has a maximum inside capacity of 30 diesel units at one time.



MURPHY
 NORTH PLATTE'S
MODERN MUSIC
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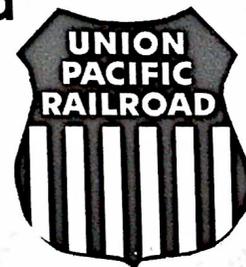
**Congratulates Union Pacific
 On The New Modern Diesel Shops.**

**North Platte's Most Complete
 Music Co. In Western Nebraska**



209 East 6th

Phone 532-2911



Three level part used for offices

Continued from Page 3A

conditioning equipment, etc. and office complex. The locker room provides complete sanitary facilities including showers and dressing areas. In the store department area on the first floor level, unloading docks are provided for receiving both rail and truck shipments.

Located in the ceiling of the shop building are 51 ventilators set with dampers calibrated to change the entire air supply within the shop in just three minutes. Heating for the shop is provided by 17 outside make up heaters and 14 inside unit heaters. The gas-fired heating units produce a combined capacity of 24,550,000 BUT's — enough to heat 260 three-bedroom homes at one time. The heating plant is designed to maintain a comfort range of 60 degrees F inside at a minus 20 degrees F outside.

Complete industrial lighting has been installed to provide 45-foot-candles intensity under and on top of all platforms. Moisture-proof fixtures have been used throughout the building and shock-proof fixtures were installed in areas subject to vibration.

The shop has been equipped with a highly versatile crane system that can pick up a load in one corner of the facility and move it to any place in the shop without setting the load down. This is accomplished by using under-slung type cranes and

Continued on Page 7A



READY FOR SERVICE — UP diesel unit stands ready to be serviced in the new repair shops. All tracks, except the store department

track, have under-track pits with elevated platforms between tracks to facilitate ready access to all parts of the locomotives.

Our "Caps" Are Off To You!



Congratulations on Your New
DIESEL SHOPS

Brase Distributing

Original Pabst Blue Ribbon

219 W. Front St.

532-4239



NP shops mark new concept in repairs

Union Pacific's North Platte diesel shop represents a new concept in diesel locomotive maintenance. It marks the beginning of a radical change in locomotive maintenance operations over the entire UP system.

The shop was built to provide maximum efficiency under ideal working conditions with the overall objective of holding detention time of locomotives to an absolute minimum. It has the capacity to service a fleet of 600 locomotive units per month.

The physical arrangement of the shop has been organized to provide all work locations with adequate electrical outlets, lights, air connections, centralized lube oil, used lube oil and treated water systems. Each location is supported with proper materials handling equipment and point of use storage for frequently used tools and material.

In operation the running repair facility will function as a component exchange shop with repairs to components being made in UP's Omaha shops.

Running through the shop are five 420-foot long working tracks — two assigned to inspection work and three for light running repairs. In addition there are four 210-foot working tracks for changeout of heavy components. A truck

drop pit covers two of these tracks.

A unique dual wheel truing machine that will true two axles simultaneously is also located on this side of the shop. Presently only one wheel truing machine has been installed along with a movable bridgework to accommodate the second machine. This machine is scheduled to be installed in 1972.

Located between the light repair tracks and the component exchange tracks is a ground level support area where material requiring crane handling is stored. Also located in the same general area are the offices, locker rooms, laboratory, lunch room, stores, tool room and boiler room.

The flow movement concept will be utilized in the inspection program. This is the process of moving locomotives through a

line to various work spots where skilled workers, material and tools are located for performing work assigned to the spot.

The 45-day and quarterly inspection line is set up to move every four hours and the semi-annual and annual inspection line will move every eight hours. The 45-day and quarterly inspection line will move during the lunch hour to reduce confusion and lost man hours.

Each inspection line will have five spots. The first, located outside the building, is for work that requires the engine to be running. There will be no engines running inside the building at any time. Locomotives will be moved in, out, and through the shop by an off track — on track vehicle.

Spots two and three have been assigned the major portion of the inspection work. Spot four is a clean-up spot where final

cleaning and washing is performed.

Spot five is located outside the building and is for check-out of the unit under power to assure satisfactory locomotive performance.

Locomotives requiring shopping will be dispatched to either the light repair or the component changeout tracks depending on the type of work required. Generally, work requiring the use of the five-ton or heavier cranes will be spotted on the component changeout tracks, and work that can be handled by the 2½-ton cranes will be spotted on the light repair tracks.

The light repair track adjacent to the north wall has been set up to handle electrical type work, with the other two tracks handling mechanical type work. Similar arrangements have been made on the component

changeout tracks with the two tracks on the north handling electrical work and the other two mechanical work.

Since the diesel shop is a running-repair facility, only minimum capability has been provided for minor repairs to components. Facilities have been provided to test small electric motors, clean and change bearings in small electric motors, fabricate sheet metal and weldments for minor repairs, clean air filters, and check air brake equipment.

Shop area has been provided for an electrical shop, air shop, and a combined welding, boiler, sheet metal, pipe and machine shop.

A cleaning facility for cleaning parts, filters and charging batteries is located outside the main building.

Also located on the outside

Continued on Page 9A

Shop designed for efficiency

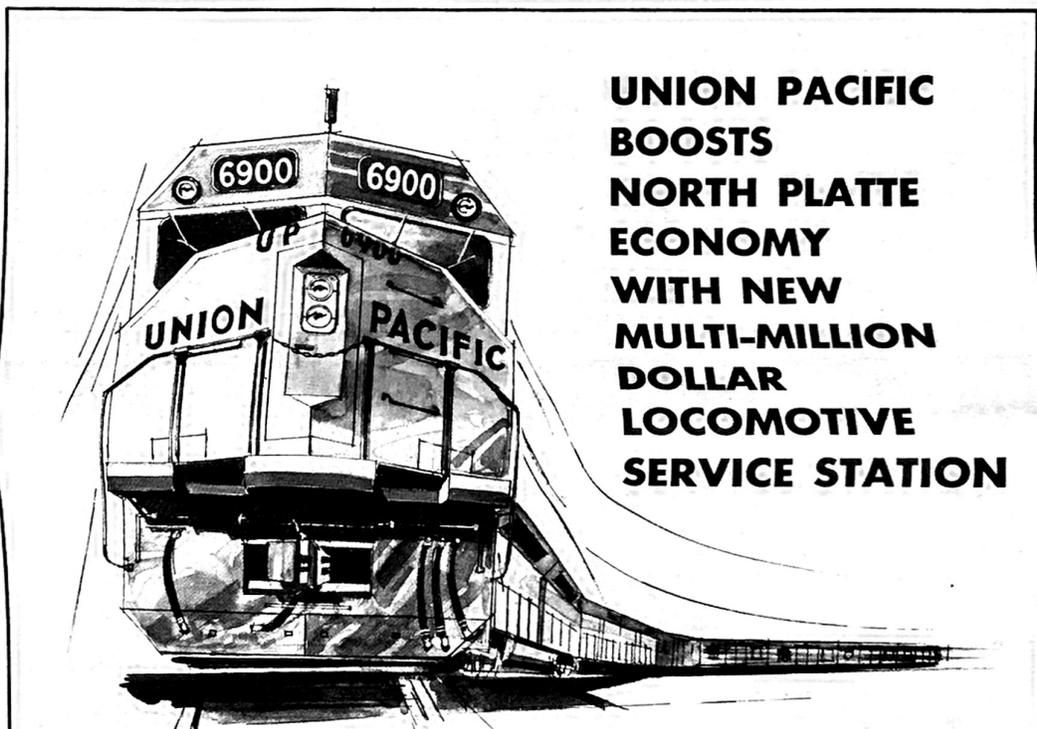
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transfer points. The cranes are radio controlled permitting the user to control the crane movements without following the crane. There are five 2½-ton cranes, two 20-ton cranes, two 10-ton cranes and one five-ton crane for a total of ten hooks. Capacity of the system is 40-tons accomplished by using two 20-ton cranes in tandem.

UP's new diesel shop has been designed and constructed for maximum efficiency and to assure ideal working conditions inside the building. Its close proximity to Bailey Yard, one of the largest and most modern freight classification yards in the country, makes Union Pacific's North Platte complex a unique rail facility unequalled anywhere in the U. S.

Target Date

Plans have been made to finish the Cathedral Church of St. Peter and St. Paul, known as Washington Cathedral, in Washington, D.C., in 1986. The cathedral was opened in 1912.



**UNION PACIFIC
BOOSTS
NORTH PLATTE
ECONOMY
WITH NEW
MULTI-MILLION
DOLLAR
LOCOMOTIVE
SERVICE STATION**

Bailey Yard grows by 156 acres to house Union Pacific's ultra-modern, 24 hour around-the-clock diesel maintenance facility. It is designed to service and repair up to 200 locomotives per day, with a work force of over 400 mechanically qualified people.



YOU ARE INVITED:

The new diesel shop will be open to the public, Thursday, April 22, from 4 to 7 p.m.



Your Good Neighbor

UNION PACIFIC RAILROAD

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North Platte, Inc.

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UNION PACIFIC
And Its
EMPLOYEES

If you are a new employee in North Platte, and are interested in establishing credit here, if you will call us and tell us where you moved from, we will have your credit record transferred here — at no cost to you — so that you will be in a position to obtain credit quickly and easily if and when you want or need it.

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414 East "A" Street
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CONGRATULATIONS
Union Pacific
And
Employees



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NORTH PLATTE, NEBRASKA

50 Attractive Rooms

**Popular Prices
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In
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Air-Conditioned Rooms**

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We Extend A Warm
Welcome To The
Employees Of
This Facility
And Hope They'll
Stop By Soon To
Enjoy Our
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Call in your order

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DRIVE IN**

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— We Look Forward to Serving Your Employees
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**YARD
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"Starting Gate"**



EVERYTHING STARTS at
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When Relaxation Is Your Goal Shop at
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Liquors!

"A REAL WINNER"

The
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AT WESTFIELD SHOPPING CITY
A AND CARR STREETS
FREE PARKING AT OUR DOOR
Bruce Weesner, Mgr.

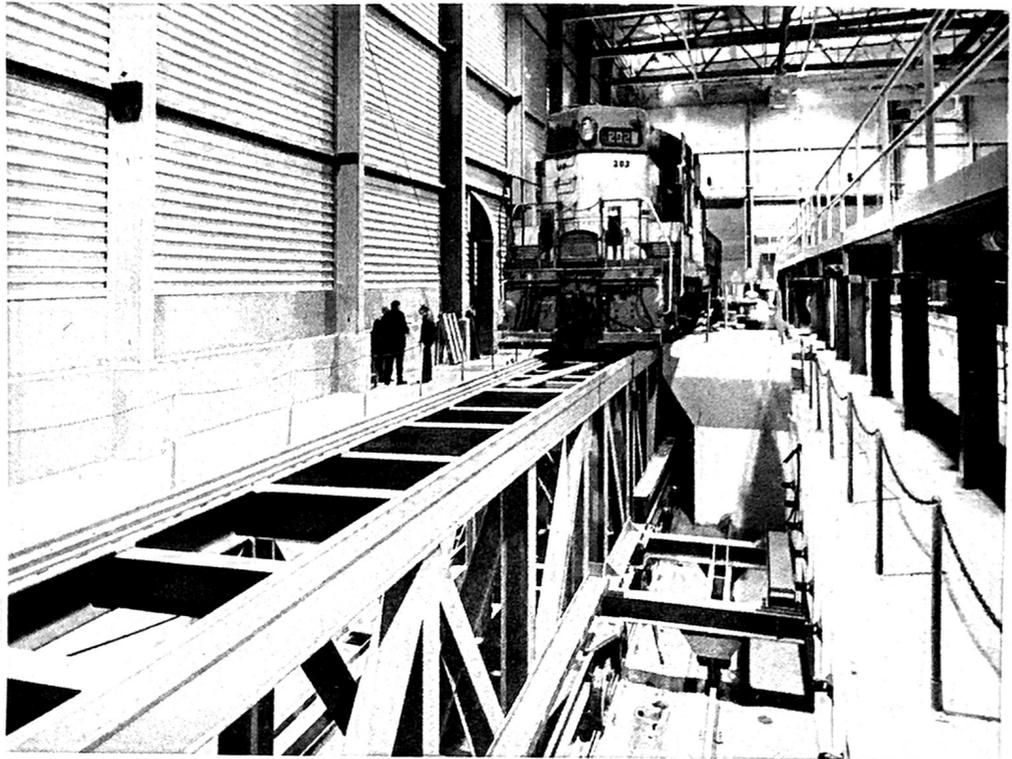
533 men to work at shop during day

Continued from Page 7A

are two load testing facilities with work platforms, inspection pits, utilities and adequate lighting. One is located adjacent to the north wall of main shop building and the other is located on the west side of the component tracks. Each has the capacity to load test two locomotives at the same time.

The new running repair facility will be manned by a work force of 533 men and will operate 24 hours per day, seven days a week, on a three-shift basis.

The road's investment of nearly \$20,000 per man to be employed in the facility has produced the optimum in working conditions for its North Platte mechanical forces.



WHEEL TRUING TABLE — Workers prepare a diesel to undergo repairs on a unique dual wheel truing machine that will true two axles simultaneously. Currently, only one wheel

truing machine has been installed along with a moveable bridgework to accommodate the second machine. This machine is scheduled to be installed in 1972.



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is Eating Out Together
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HOME OF FRIENDLY
DINING**

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Childrens Playground...

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Pizza-Hot Dogs-Hamburgers-

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Crosser Distributing Co.

"Bob Geiser"

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NEW DIESEL
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Inn®
Highway 83 South**

**North Platte
Nebraska**



Support facilities complement new shops

In conjunction with Union Pacific's new North Platte diesel shop, the railroad has constructed two major support facilities and a third is under way to round out the project.

They include a four-track locomotive fueling and servicing facility, a fully automatic waste water collection system and treatment plant and a two-track, automatic locomotive washing facility, now under construction.

The fueling complex is located directly northeast of the main shop building. It consists of four 500-foot long service tracks equipped with two servicing manifolds, inspection pits and two gantry type sanding cranes.

Each servicing manifold serves two tracks and carries fuel, oil and water the length of the facility. Service outlets are located every 15 feet for a total of 34 along each manifold. Fuel can be pumped at the rate of 1,000 gallons per minute from either manifold.

The dual sanding crane system provides one crane to serve two tracks on both sides of the facility. Both cranes can take on sand from domes located at either end of the 500-foot long pad. They then travel up and down the tracks sanding locomotives where they are spotted. Four dispatch tracks with crossovers round out the complex.

Under construction directly west of the fueling facility is the new locomotive washing facility

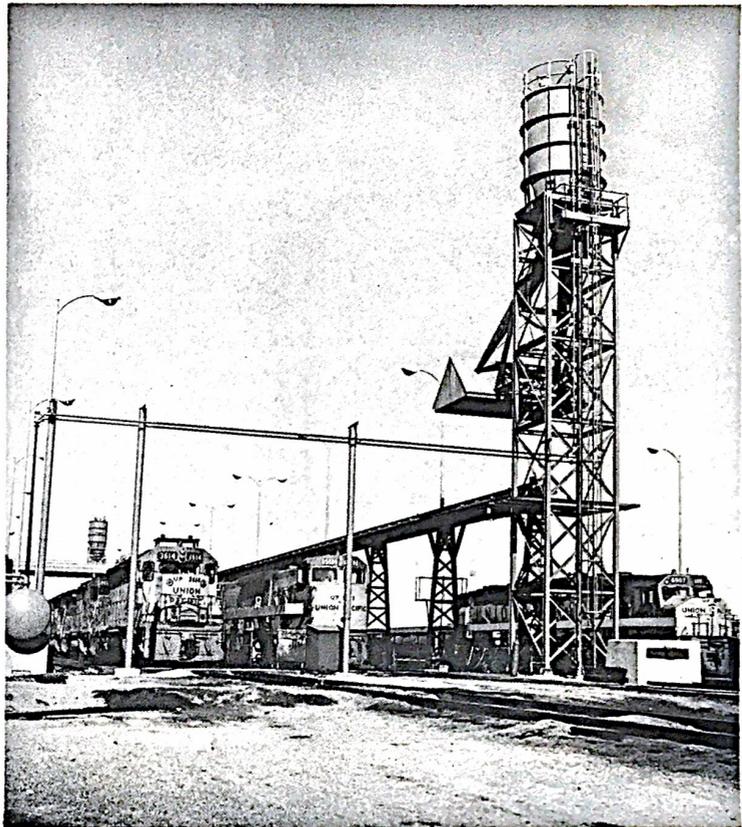
which will have a capacity of 200 units per day when completed. A 100-foot by 60-foot steel framed building with insulated metal skin will house the washing equipment. Two washing tracks will run through the building and extend into double drip tracks approximately 200 feet in length on the east end of the building. A concrete apron through the building and along the drip tracks will catch all run-off water.

The locomotives will be washed in a sequence of four steps and will move through the facility at the rate of 88 feet per minute.

Already completed and in operation is a waste water collection system and treatment plant serving the entire complex. The waste water collection system is made up of over 2,200 feet of pipe ranging from six to 15 inches in diameter. It gathers run-off water and drainage water from the diesel refueling facility, the diesel shop and the locomotive washing complex and carries it to the water treatment plant.

Oil and other wastes are then separated from the collected water in the plant and the clean water is discharged into a lagoon within the yard area.

A prefabricated metal building 40 feet by 62 feet by 20 feet high houses the water treatment equipment. It is fully insulated and heated to prevent freezing. The plant is completely automatic and provides capacity for operation without an attendant over weekends.



REFUELING — New fueling facilities are located directly northeast of the main shop building. It consists of four 500-foot long service tracks equipped with two servicing manifolds, inspection pits and two gantry type sanding cranes.

Telephone Answering Service



532-6110

Elsie McGovern extends

Congratulations
to the
Union Pacific

on the completion
of a New

Diesel Shop

— The Telephone Opens
your World of Business —

908 East E North Platte

THE BAREFOOT EXECUTIVE



— AND —



SALUTE THE



On The Opening
Of Their Great
New Facility!



"Still Winning
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Congratulations!

North Platte's
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VISIT US SOON!

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Congratulations
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We Salute You



America's

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Drink!!



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 And The
EMPLOYEES



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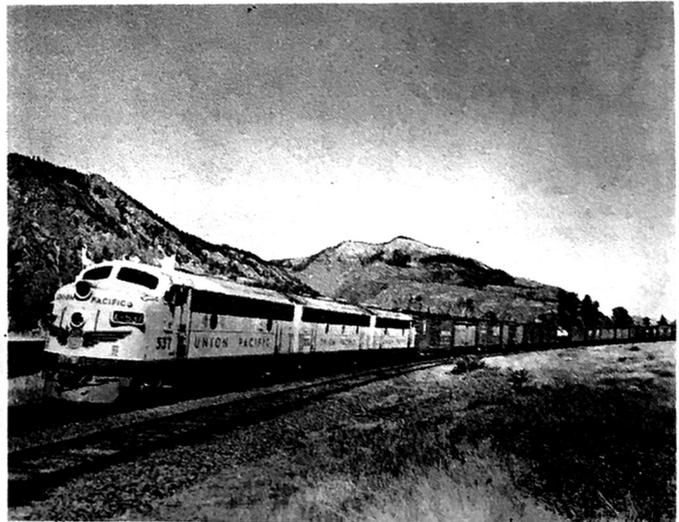
MOBILE MANOR, INC.

"Bob" Hunter, Mgr.

1907 W. 14th

532-6683

Congratulations To The Union Pacific
 On Their New Diesel Shop



We Welcome All The New U.P. Families To North Platte....

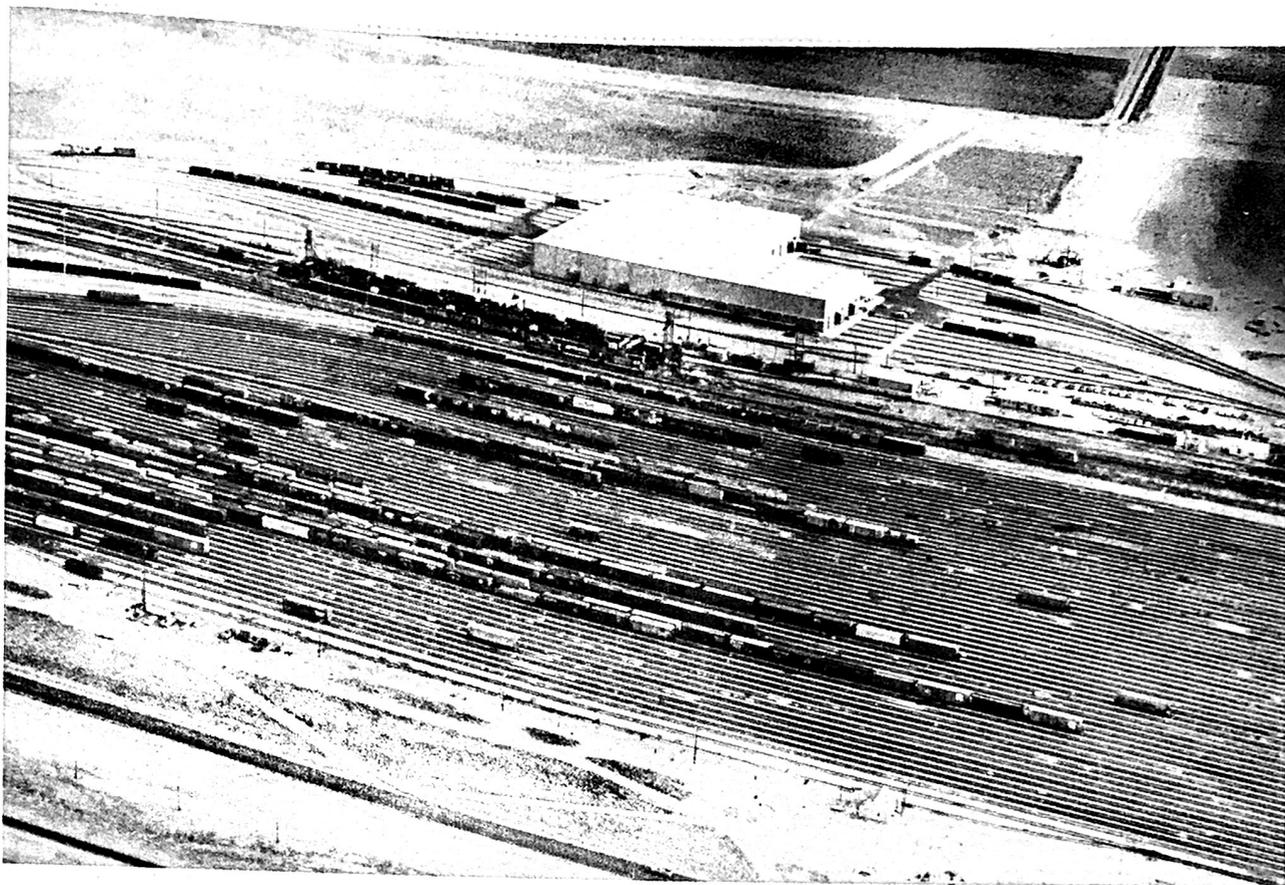
Stop Out And See Us Soon

601 So. Dewey...

532-3900



PLENTY OF FREE PARKING



Miles of track

More than 26 miles of new railroad was built in connection with the new UP diesel repair shop and nearly eight miles of piping were installed to carry lubricating oil, gas, oxygen, acetylene, treated radiator water, steam, compressed air and other services to the work locations with the shop.

Congratulations

To the Union Pacific and many devoted employees on the dedication of your new Diesel Shop.



OUR SPECIALTY

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OURS are BETTER!

Whether you want a full course dinner or just a snack, we give you the same delicious food ... and prompt service.

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**NEW
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Golf is a Great Way to get
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For the Finest
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FRANK'S



SERVICE

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on Their New

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depend on....

Stop and see us!

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John's
Repair Shop

Automatic Transmission
Service and Parts

314 West Front

is now observing

43 years of

Service to

this Community

We extend

Congratulations



on a step forward in
progress, on the com-
pletion of a Modern,
New

Diesel Shop

The
Office Bar

Extends

Congratulations

To The



On Their New

Diesel Shops

Drop By "THE OF-
FICE" soon and relax in
the friendly atmos-
phere.

517 North Dewey
North Platte

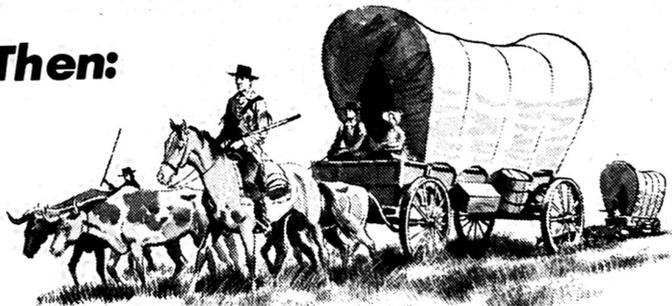


A Modern Home Overnight
In The 1970's

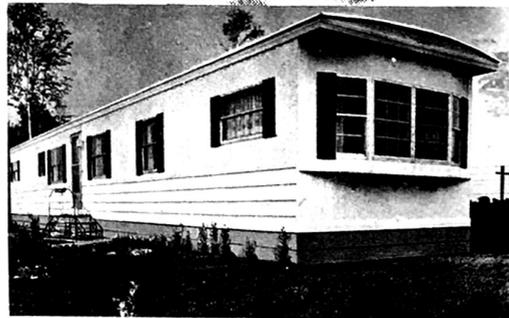
We Congratulate The
Union Pacific on This
Modern New Shop.

We Welcome All The Employees
In This Community.

Then:



AND



NOW:

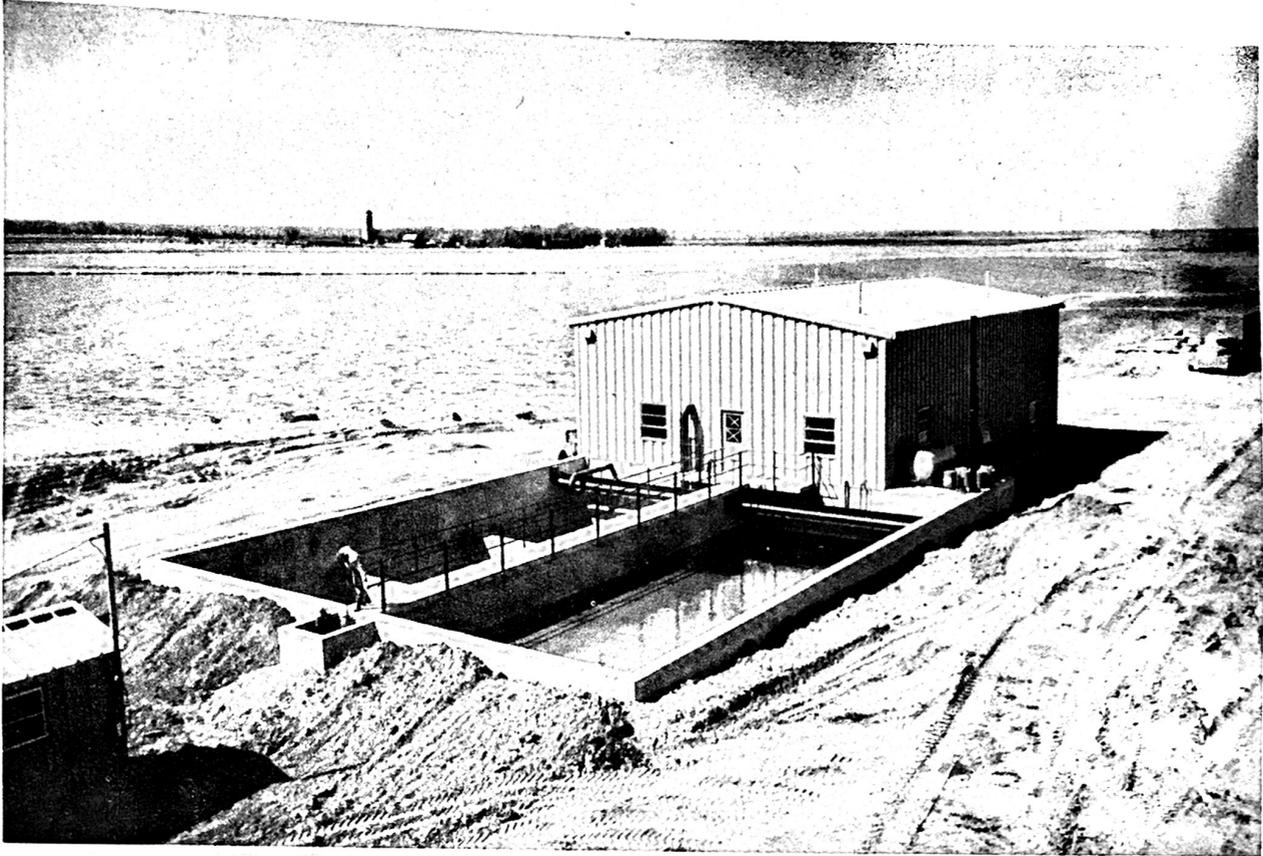
We Can Show You How You
Can Stretch Your Housing Dollar
Beyond Compare ...
With A Spacious Mobile Home.

McKAY MOBILE HOMES

Just 5 blocks East of Gibson's on Hwy. 30
North Platte

2302 E. 4th

532-9140



Water treatment plant

Already completed and in operation is a waste water collection system and treatment plant serving the entire complex. It gathers run-off water and drainage water from the diesel refueling facility, the diesel shop and the locomotive washing

complex and carries to the water treatment plant. Oil and other wastes are then separated from the collected water in the plant and the clean water is discharged into a lagoon within the yard area. (UP photo).

Congratulations
Union Pacific



On the Completion
Of a New

Diesel Shop

— We use only Quality
Products to keep your car in
top shape. See us --

We care about your car.

ROWLANDS
66

Keeps 'em Rollin'
201 South Jeffers

Congratulations



**On Your New
Diesel Shops**

We welcome old &
new employees to
visit our store soon.

We offer complete shoe
repair service and carry
hundreds of Top Brand
Boots.

DON'S
SHOE SERVICE

Bob Helzer, Owner
116 East C No. Platte

CONGRATULATIONS
To The
UNION PACIFIC



From
**CEDAR
BOWLING**



300
LOUNGE



COLONEL SANDERS' RECIPE
Kentucky Fried Chicken

A long way from Promontory Point, Utah

The Golden Spike which marked the linking of the Union Pacific and Central Pacific Railroads was driven into the ground at Promontory Point, Utah, more than 100 years ago.

Union Pacific diesels, most of which will be repaired at the new shops at North Platte, now cover the distance from the Missouri River to the West Coast far more rapidly than the first train to cross Promontory Point on May 11, 1869.

But May 10, 1869, the day the last spike was laid, still is among the most famous dates in railroad history.

It wasn't long after dawn and a group of railroad workers, dressed in their Sunday best, stood around a 56-foot gap in the single track line.

Nearby, on a siding, sat a construction train which had brought them to the scene and a mile away a similar train raced toward them.

Its engine whistle was blowing but the sound was nearly drowned by shouts of workers who covered the train from the pilot ("cowcatcher") of the engine to the rear platform of the caboose.

Smoke poured from its diamond stack and two firemen tossed logs into the firebox as the train raced up to the gap in the track and stopped. Its occupants poured off the train shouting greetings to those already there and the train side tracked.

May 10, 1869 was becoming one of United States history's most important dates as these workers of the Union Pacific and Central Pacific Railroads gathered at Promontory Point, Utah, to await the arrival of

officials of the two railroads, the laying of track into the 50-odd foot gap and the driving of the Golden Spike.

When the spike had been driven the nation's first transcontinental railroad would be completed, the Union would be linked with the Pacific, California and Oregon would be bound to the Union, travel time from the Atlantic to the Pacific and from England to Australia and the Far East would be

shortened.

And most important of all, the nation would be opened to the development which was to make it the most powerful, the richest, the best in the world in which to live.

In addition to the railroaders, others, "denizens of the railway camps," were converging there to witness the completion of the building of the railroad.

Soon after the work trains had delivered their passengers, a

Central Pacific special bringing excursionists from Sacramento pulled in.

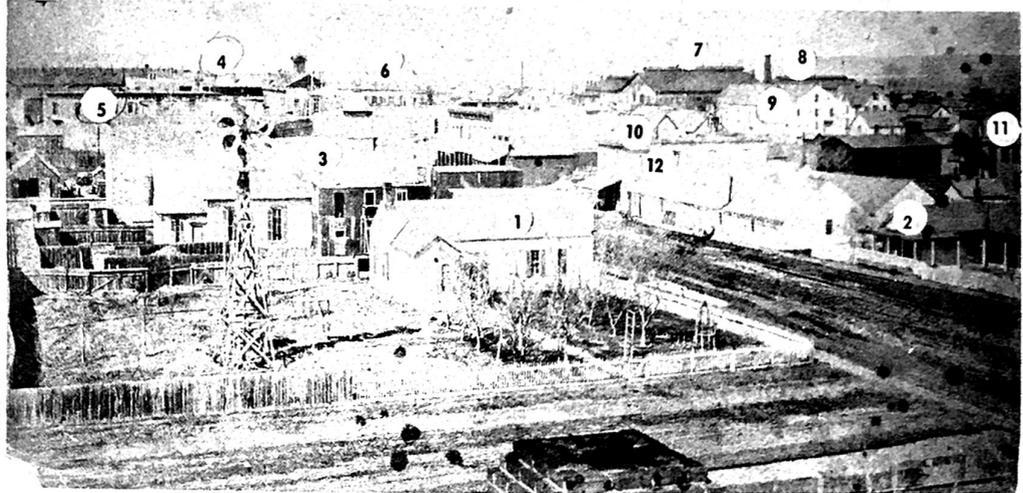
This was followed shortly by the arrival of two trains from the east, via Union Pacific, and the fourth passenger train of the day, a special bearing Governor Leland Stanford of California, president of the Central Pacific, arrived from the west at 11:15 a.m.

Union Pacific officials now on the scene included Thomas C.

Durant, colorful vice-president of the company; Sidney Dillon, chairman of the board of directors; John Duff, another director and later a president of the line; General Grenville M. Dodge, chief engineer; General John C. "Jack" Casement and his brother Dan, track laying contractors; and others.

When their train arrived, Governor Stanford and his

Continued on Page 17A



FOURTH AND DEWEY — Looking north from the top of the first Lincoln County Courthouse, which later burned down, this photograph shows the corner of Fourth and Dewey (then Spruce) as it appeared in 1893. The orchard in the middle is where O'Connors Drug Store is now located. The identifiable structures are 1)

Gilman's house, grandfather of Rich Birge; 2) Brodries house; 3) Baptist Church; 4) UP depot which later burned down; 5) UP Hotel; 6) UP roundhouse; 7) UP shop; 8) UP store house; 9) Lloyd Opera House; 10) livery stable; 11) Halley rooming house; 12) McDonald's Store.

CONGRATULATIONS



UNION PACIFIC



The Beer that made Milwaukee Famous

ARROWHEAD DISTRIBUTING

—SCHLITZ BEER—

North Platte

Fred Sieman

532-3522



Congratulations UNION PACIFIC on your NEW DIESEL SHOPS

We are proud to have been of service to so many of the Union Pacific Employees throughout the past 20 years.

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EVERY INSURANCE NEED**

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- * Fire
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Equipment
Co.**

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RAY MAXWELL

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North Platte

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*"If Its
Electrical"*

—Call Snell

- Industrial
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Since 1941



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2102 W. Front

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Congratulations

To The

UNION PACIFIC

For Its

**NEW MODERN
DIESEL SHOP**



**BRAKE SERVICE-
EXPERT RECAPPING-
WHEEL ALIGNMENT-**

Have Our OK Undercar Specialist

Put Your Car- Pickup- Or Truck

In Peak Driving Condition.

IF YOU NEED NEW TIRES

SEE US FOR

B.F. Goodrich

Lifesaver RADIAL



TIRES

NEAL CRUISE

1203 N Jeffers

532-5523



**IS PROGRESSING with North Platte,
With Their All New Diesel Shop**

Tomahawk's Barn Store

Extends Heartiest Congratulations...

To The UNION PACIFIC RAILROAD



**The Newest Convenience
Store In North Platte...**

(Corner Of Buffalo Bill & Front Street)

WELCOMES

**ALL THE RAILROAD EMPLOYEES
TO STOP IN AND SEE THEM!**

TOMAHAWK'S BARN STORE

Self Service Gasoline

Chinese shied away from photo ceremony

Continued from Page 17A

The Mongolians knew very little English, but were thoroughly acquainted with "shoot" in all its tenses.

When they heard the word and saw the camera pointing toward them, they dropped the rail like it was red hot and scrambled for cover to the delight of the crowd and the consternation of the officials; but after a few minutes of animated conversation in combination Chinese-pidgin English the workers were coaxed back and the ceremony proceeded.

The last tie was carried into place by Superintendents J. H. Strowbridge of the Central and S. B. Reed of the Union Pacific, to the accompaniment of more cheers.

The telegrapher had been tapping out messages both east and west to impatient enquirers from throughout the country; "To everybody: Keep quiet. When the last spike is driven at Promontory Point, we will say, 'Done'. Don't break the circuit but watch for the signals of the blows of the hammer."

The crowd had been cleared from the south side of the gap and was asked to stand back so that all might see.

Just before noon General Dodge, who had been conferring with Edgar Mills, Sacramento banker whose firm was interested in the building of the railroad and who was to act as master of ceremonies, lifted his hand for silence and introduced the Rev. Dr. John Todd of Pittsfield, Mass., who had come to lead the prayer which would formally open the ceremony. The telegrapher now tapped



EAST AND WEST MEET — Perhaps A. J. Russell's most famous photo is this one taken on May 10, 1869, as Union Pacific and Central Pacific locomotives touched pilots and were christened with bottles of wine while cham-

pagne was exchanged. Shaking hands in center are UP Chief Engineer Grenville M. Dodge (right) and CP Chief Engineer Samuel S. Montague.

Continued on Page 21A

UP schedules \$8.5 million in rail work

Union Pacific Railroad will spend \$8.5 million in 1971 for rail replacement and track maintenance work in Nebraska, John C. Kenefick, UP's chief executive officer has announced.

The program scheduled to begin in May calls for replacement of 72.23 miles of main line with new 133-pound continuous welded rail. Strings of the new rail measuring 1,440 feet will be installed at various locations between Elkhorn and Grand Island, replacing present 131-pound rail.

Also scheduled is the replacement of 55.08 miles of branch line track on the Stromsburg branch and 1.50 miles of yard tracks in Omaha and North Platte with secondhand 131-pound rail.

The gangs will replace 130,500 ties and approximately 202,300 cubic yards of ballast will be used in resurfacing and lining 347.00 miles of track in Nebraska.

Kenefick said this part of a \$31 million track maintenance program scheduled throughout the system this year.

Noting the high cost of track maintenance work, he said, "In spite of such costs, the continuing year-by-year program designed to keep UP's track and roadbed in perfect condition is vital to an operation geared to provide the finest service in the country."

STUBBS TOWEL AND LINEN SUPPLY

1214 Reid
PHONE
532-4860



Extend

Congratulations

To The

Union Pacific

On The
Completion of a

**New
Diesel Shop**

We now serve the
Union Pacific with
Industrial Towels



Our Hat's Off
To

**UNION
PACIFIC**

Railroad

Congratulations . . .

On the Completion
of the New
Diesel Service
Facility in North Platte

We are proud to have been associated with
Union Pacific as a customer and tenant for 90
years.



101 W. Front St.

North Platte

CONGRATULATIONS UNION PACIFIC
ON YOUR NEW DIESEL SHOPS

GAMBLES SPECIAL PURCHASE!



**Guaranteed High Quality Retread Tires
at an Unbelievably Low Price!**

ALL THESE
SIZES
600-650x13
700-735x14
750-775x14
800-825x14
850-855x14
Tubeless
Blackwalls

**ONE
LOW PRICE**
WHITEWALLS \$12⁴⁴
In These Sizes
700-735x14 800-825x14
750-775x14 850-855x14

GUARANTEE
Guaranteed without limit as to months or miles against defects in workmanship and materials, and against road hazard damage except repairable punctures. Adjustments pro-rated on treadwear basis.

Now! Get quality-built retread tires at this low, low price! Their high quality rubber wrap-around safety tread is bonded to sound tire bodies. Built-in traction grippers. Fully guaranteed to give dependable service!
2-3540

Hurry in While Stocks Last!

CONGRATULATIONS
To The
UNION PACIFIC
and the Employees
For the
NEW DIESEL SHOP



For Relaxation After all Day at the Job—Shop at North Platte's handiest Place To Buy Liquors or your favorite beverages....

**By the Carton or Case
Plenty of FREE PARKING**

We Invite Everyone To Stop In to Get acquainted....
After May 1, when we open....

John Pearson

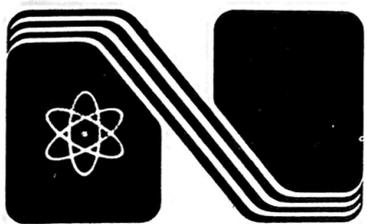
**PEARSON'S
PACKAGE STORE**

(Formerly Jones' Package Store) 120 N. Jeffers 532-6255

PROGRESS

We Congratulate You For Your New Diesel Shops. . .
Its That Kind Of Progress That Will Help North Platte And The Great State Of Nebraska Grow!

**Power And Water For
A Greater Nebraska**

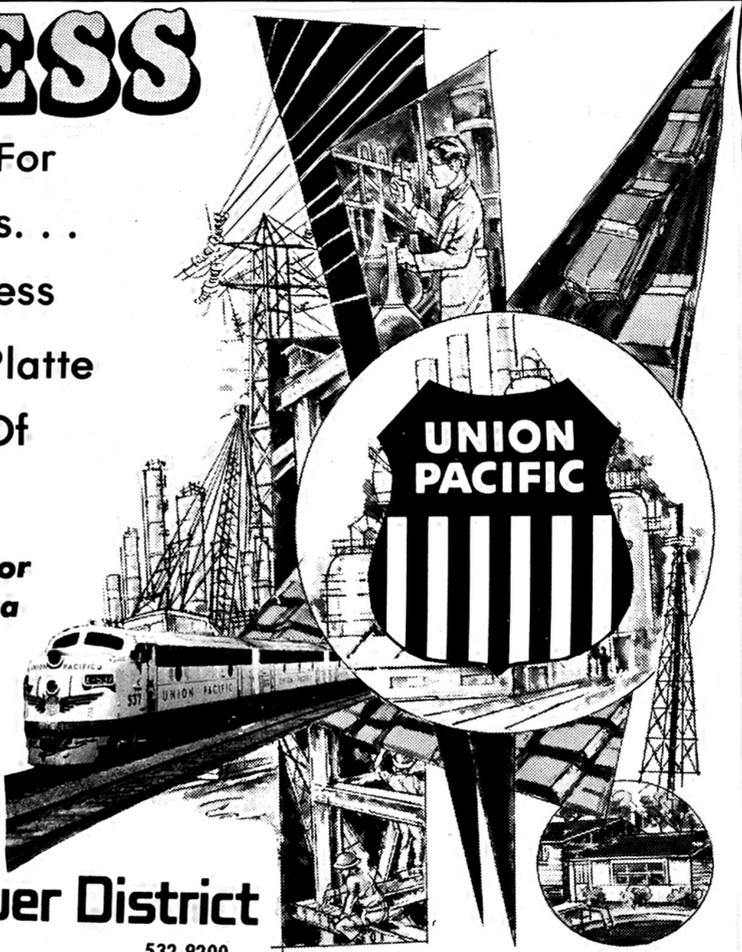


Nebraska Public Power District

116 No. Dewey

North Platte Office

532-9200



National historic site marks famed spike

Continued from Page 19A

out: "Almost ready. Hats off; prayer is being offered." This was bulletined at 2:27 eastern time, in Washington, which would have been within 10 to 20 minutes of 12:30 Promontory time, standard time not yet having been adopted.

All Western Union wires had been cleared for Promontory news and now as each event took place crowds at telegraph offices in all parts of the country were apprised of the fact.

At 2:40, eastern time, the telegraph operator sent the bulletin: "We have got done prying, the spike is about to be presented."

The spikes had been brought forward and F. A. Tritle of Nevada, a commissioner of inspection, presented a spike of silver from the Comstock lodes to Dr. Durant. Governor Anson B. K. Safford, of Arizona, added a spike of gold silver and iron alloy.

Idaho and Montana furnished spikes of silver and gold and Hewes' Golden Spike and Evans' laurel tie were presented as California's contribution.

Speeches were made by Governor Stanford, General Dodge and other and the crowd cheered each sentence, then cheered for the Star Spangled Banner, the Pacific Railway, the officers, the men who raised the money, the laborers and the engineers who found the routes.

The telegrapher clicked off: "All ready now; the last spike will soon be driven. The signal will be three dots for the commencement of the Blows."

The silver and alloy spikes had been set into holes prepared

to receive them and driven by guests. Dr. Durant then was invited to drive Nevada's silver spike and he did so.

The last spike remained untouched. Governor Stanford was to have the privilege of signalling the waiting world that the great moment had come.

He stepped forward and, plainly nervous, took the silver-headed maul, inconvenienced by the dangling wires. A hush fell over the crowd and the President of the Central Pacific swung his maul.

He missed. The maul struck the rail but the telegrapher signalled, "dot! dot! dot!" — Done!

In San Francisco the wires were connected with the fire alarm in the Tower, in Washington with the bell of the Capitol, so that the message echoed from coast to coast and announced the wedding of the Atlantic and the Pacific.

After that, various guests were invited to tap the spike and it dropped into the hole which had been bored for it.

Flashed to the Associated Press and to President Grant was the official announcement:

"PROMONTORY POINT,
UTAH
MAY 10TH.

"THE LAST RAIL IS LAID!
THE LAST SPIKE IS DRIVEN!
THE PACIFIC RAILROAD IS
COMPLETED! THE POINT
OF JUNCTION IS 1,086 MILES
WEST OF THE MISSOURI
RIVER, AND 690 EAST OF
SACRAMENTO CITY.

LELAND STANFORD
CENTRAL PACIFIC
RAILROAD

T. C. DURANT
SIDNEY DILLION
JOHN DUFF
UNION PACIFIC
RAILROAD."

The two engines, Jupiter and 119, were unhooked from the trains and covered with cheering celebrants advanced until their pilots touched, when bottles of champagne were broken on them and the bubbling wine flowed down over the Golden Spike and the last tie.

The engines backed up to their trains, hooked on and took turns crossing the late but not lamented gap. The crowd, in the words of one who was there, "was yelling fit to bust!"

The nation's first transcontinental rail line was in existence.

Crews from both the Union and Central Pacific now rushed in, removed the precious spikes and the mahogany tie, replacing them with regular materials, but the new tie soon was reduced to splinters by souvenir hunters, as were half a dozen more — more two rails — in the next six months.

The Golden Spike was returned to California and today rests in a vault in the Wells Fargo Bank and Union Trust Company, in San Francisco.

The last tie also was returned to California but was destroyed in the fire and earthquake which devastated San Francisco in April, 1906.

On May 11, 1869, the day

following the driving of the last spike, the first train in transcontinental service passed Promontory Point, having left the Missouri River several days previously.

Another train has started from the west coast a few days before and soon would pass Promontory going east.

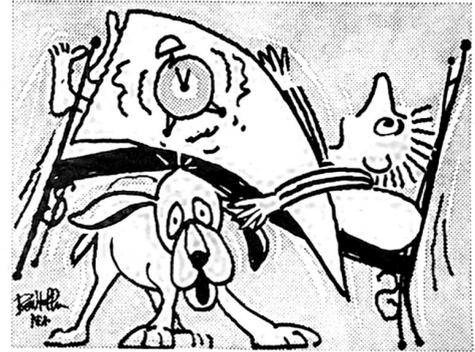
The miserable little tent and shack town which had sprung up near the point of the meeting of the rails had become Queen for a Day, but today the railroad no longer passed this point, having been rerouted when the Lucin Cut-Off was built across Great Salt Lake.

The rails at Promontory were taken up in 1942 to provide scrap for the nation's war effort. Today the place of the meeting of the rails has been designated



the Golden Spike National Historic Site by Congress and is administered by the National Park Service, U. S. Department of the Interior. The site contains 2,169 acres, including approximately 15 miles of the old railroad right-of-way.

DID YOU FORGET ??



DAYLIGHT SAVING TIME begins at 2 a.m., Sunday, April 25. Turn clocks ahead one hour.



**Congratulations
Union
Pacific**

And

**Morrison-
Knudsen**

And The
Employees and
Their Families

Local And
Long Distance



Exclusive Mayflower
Agents

Cohagen Mayflower

Transfer & Storage
600 E. Front
Phone 532-1265

Congratulations



on the completion of a New

Diesel Shop

Progress
for our Community



from the
**House
of
Spirits**

FREE ICE
with your Beer

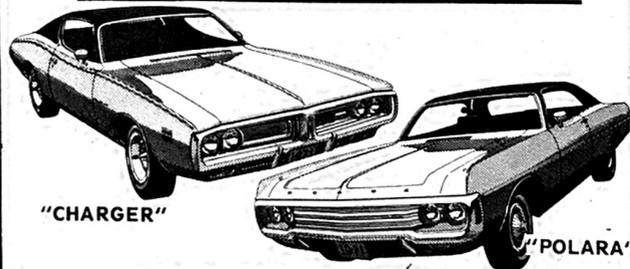
Phone 532-5161

1015 South Jeffers
Herman Zona
Owner-Operator

**BRINK DODGE
CONGRATULATES**
The
UNION PACIFIC

AND ITS EMPLOYEES
FOR THIS

NEW MODERN DIESEL SHOP



"CHARGER"

"POLARA"

YOU CANT AFFORD NOT TO BE DODGE MATERIAL



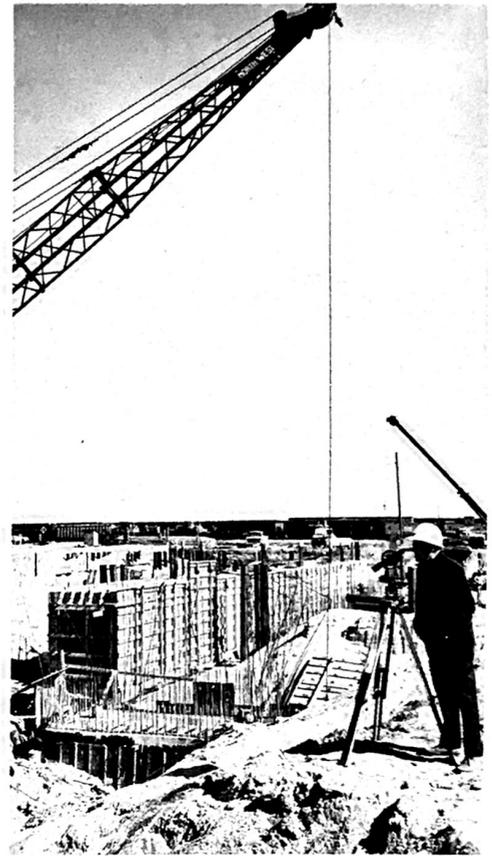
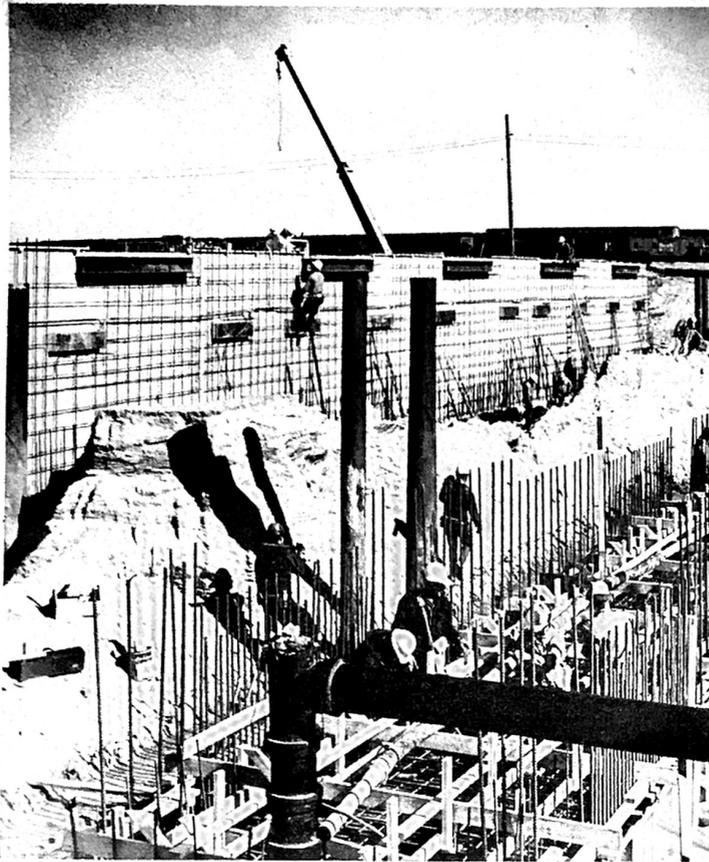
You All Come to the
Home of the
"Nearighted Appraiser"
For the

Best Deal
and
Biggest Selection
of

NEW AND USED CARS OR TRUCKS
See one of the Good Guys — Toots, Jim, Ed, or Joe

BRINK DODGE

315 East 4th Phone 532-5920 North Platte, Nebr.



WORK FINISHED — Their work completed, Morrison-Knudsen Construction Co. workmen are no longer on the job. They built the three-acre diesel repair shops in little more than a year. A foreman, right, lines up a beam in March, 1970 and in the

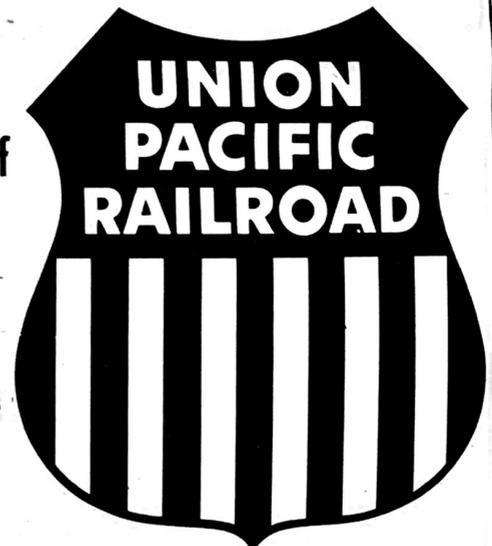
photograph on the left, taken exactly one year ago, indicates the massive job which still confronted construction crews. The track level is indicated by five steel I-beams set horizontally at top of concrete foundation.

"Congratulations"



To:
The "King Of
Railroads"

From:
The "King Of
Beers"



WHEN YOU SAY "BUD" You've Said It All



Central Distributors, Inc.

912 E. Front St.

532-4186

130 families moving; housing needed

A total of 130 families will be transferred to North Platte by the Union Pacific Railroad to work at the new \$10 million diesel repair shops.

William Fox operations vice president and John Godfrey, chief executive officer in charge of land development, have met with Mayor Robert Phares, member of the city council and North Platte Chamber of Commerce to request cooperation by the city in assisting in locating housing for the families.

Phares has stated the city will work with the North Platte Development Corporation and the Chamber of Commerce to try to locate housing as it did with Consolidated Freightways, which recently transferred 138 families to North Platte.

The 130 families will arrive at different intervals between the opening of the diesel shops and Sept. 1.

And while many people are considering the increased payroll for the city, taxes play an important roll.

In addition to furnishing North Platte daily with among the finest freight service to be found anywhere, Union Pacific continues to contribute to the economy of the area through the form of taxes paid to the city as well as the county and state and wages to its employees.

For example, in 1967, Union Pacific paid taxes in the amount of \$230,657 to Lincoln County, and \$10,592,000 in wages to about 1,300 North Platte employees.

Beig will head UP shops

When the new Union Pacific diesel repair shops open, Elmer C. Beig will become the first superintendent of shops for the railroad in North Platte.

Beig, who was named to the post in November by Frank D. Acord, general superintendent of motive power and machinery for the railroad at Omaha, will be in charge of more than 500 men who will be working at the new shops.

Since coming to North Platte in 1970, Beig has supervised the diesel locomotive servicing and maintenance work now being performed in the present facilities.

Beig will be in charge of a building large enough to house

three regulation football fields with space left over. It has been designed to handle 200 locomotives per day with an inside capacity of 30 diesel units at one time.

A native Nebraskan, Beig attended the University of Omaha. His service with UP began at Los Angeles, Calif., in 1947. He transferred to Las Vegas, Nev., as general foreman in 1953; to Salt Lake City, Utah, as general electrical foreman in 1958, and to Omaha as general electrical foreman in 1959.

He had been supervisor of electrical design and maintenance at Omaha since 1968 before moving to North Platte.



ELMER C. BEIG

Faster, better service for shipper

The addition of the new North Platte diesel shop and support facilities to Bailey Yard gives Union Pacific Railroad a unique service facility geared to provide faster and better service for shippers coast to coast.

The method of operations on Union Pacific have undergone drastic change over the past five years. Today coast to coast trains crisscross the country with Bailey Yard their only major stop.

Other run-through agreements with connecting railroads which allow locomotives of one railroad to run through to destinations on another line have made North Platte the focal point for a tremendous volume of transcontinental traffic.

Time is a valuable commodity and fewer stops and the absence of switching of both locomotives and cars enroute has helped speed up schedules over UP's central route.

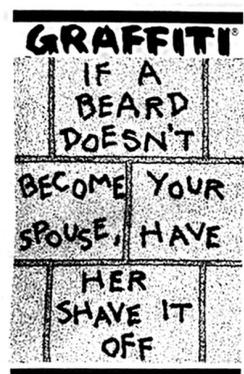
Trains are made up and pre-blocked with a minimum of lost time through Bailey Yard's automatic switching system. They operate directly through to destinations on the West Coast and to distant points throughout the east and southeast far from UP trackage.

These modern operating practices dictated that North Platte should be the location for this new running repair facility. Nearly all traffic on UP, regardless of its origin, destination or gateway through which it is interchanged, passes through North Platte.

The daily concentration of motive power at North Platte bringing in trains and moving out others made this city a superior location for such a servicing facility.

UP's investment of \$22

million at North Platte has given the road the most modern and complete facility in the country for handling high speed rail freight traffic and has insured North Platte's strategic importance for years to come.



FUNNY BUSINESS

By Roger Bollen



Congratulations

On Your Fine New Facility In North Platte



We Are Proud To Have You In Our Community.

For The Finest Refreshments Served in a Friendly Atmosphere

It's

THE ALAMO BAR

210 East Front Adam & Veneta Howat Phone 532-9958

— Owner

★ Packaged Liquors

★ Mixed Drinks

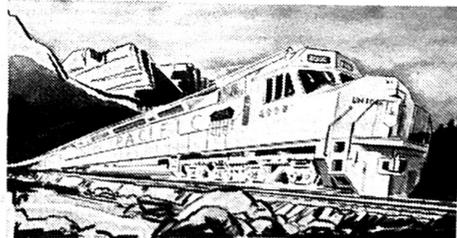
★ Beer

... Always Remember

When It's Time For Refreshments

Meet Your Friends At

The ALAMO



We Congratulate The
UNION PACIFIC
For This Modern Diesel Shop



We Spiff Up Your Car...

Body dents, or your drab, worn car can look like new when we give it a complete paint job. All Work is guaranteed.

EXPERT BODY WORK

MAX FOGLAND

NORTH SIDE BODY SHOP

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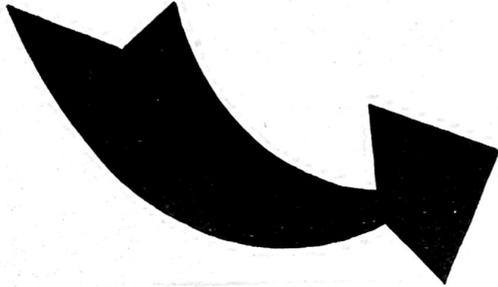
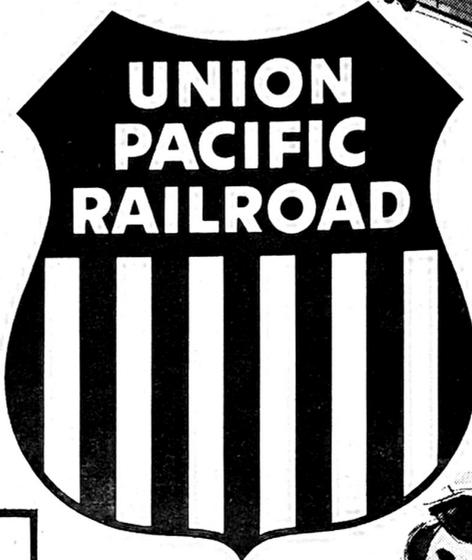
Dial 532-2587

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FURNITURE

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North Platte, Nebr.
532-7500



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ARE OFF
TO THE**



**DIRECT FACTORY
TO CONSUMER!**



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No middle man or jobbers. We buy at their prices and pass the savings on to you. Now you can save the middle man's profit when you buy at Whitaker's.



Carload buying and cost cutting handling methods means you will save on every item in the store. Every price tag has our low direct to consumer price. Solid carloads are received at Whitaker's each week. You buy direct from our showrooms or warehouse at fabulous savings.



Whitaker's Nation wide volume buying and volume sales keeps prices way down. Compare for yourself! Now everyone can afford famous brand name furniture and carpeting for their home.

**ON YOUR OPENING
OF THE ALL NEW
DIESEL
SHOPS!**

**Another Tremendous
Asset to the
North Platte
Area!**



WHITAKER HAS NEARLY \$500,000 WORTH OF FINE
FURNITURE QUALITY FURNITURE AND
AND CARPETING FROM WHICH TO SELECT.

WHITAKER WHITAKER'S PRICE IS GUARANTEED
FURNITURE TO BE THE LOWEST OBTAINABLE.
FURTHERMORE, IF ANY IDENTICAL
ITEM CAN BE PURCHASED FOR LESS
WITHIN 30 DAYS AFTER DELIVERY
ANYWHERE IN THE MIDWEST . . . AT
ANY STORE, DISCOUNT HOUSE, OR
WHOLESALE OUTLET . . . THE
DIFFERENCE PLUS 10 PER CENT WILL
BE REFUNDED.

WHITAKER GUARANTEES YOUR COMPLETE
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...OR YOUR MONEY PROMPTLY
REFUNDED.

WHITAKER DELIVERS YOUR PURCHASE
FURNITURE ABSOLUTELY FREE ON SCHEDULED
DELIVERY ROUTES. GUARANTEED IN
PERFECT CONDITION!

WHITAKER GUARANTEES YOU THE EASIEST
FURNITURE CREDIT TERMS ANYWHERE . . . TAKE
UP TO 36 MONTHS TO PAY!