Brass Switchkey railnews, V. 22, #27, July 28, 2015. We encourage the input of granger and other railnews; our primary is to share this information. [Dick Wilson, 0=m editor, Omaha] E-mail: wilgramps@aol.com

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Part 3: BNSF and other rail news for June-July 2015 ~ SFN

<> [SPECIAL TRAINS] ~ BNSF hosted the Blue Unit of the Ringling Brothers & Barnum & Bailey Circus. The train ran from New Orleans to Oklahoma City as train J-NWOOKC1-22 departing New Orleans on the 22nd. It arrived in Oklahoma City early on the morning of the 24th. After the circus finished at Oklahoma City on the 28th, it loaded up and departed as train J-OKCSNT1-29 departing early in the morning of June 29th heading for San Antonio, TX. Both of these trains had BNSF 6771 & 7105 leading the train. The 6771 was leading northbound and the 6771 was leading southbound. The train showed 61 cars weighing 4423 tons and was 5400 feet long.

BNSF is in the process of operating their annual Employee Appreciation special across the Northwest this year. It will make stops in Washington, Idaho and Montana. The special started in Everett, WA on June 25th and will continue to operate until July 15th. Other places the train has been include Seattle, Auburn, Vancouver, Pasco, & Spokane, Washington. The train will operate in Montana as well with stops in Whitefish, Glasgow, Havre, & Great Falls. Power for the 15 car train has been the 8023 & 8362 with one of them on each end. The cars are the 66 (Sleeper Cajon Pass), 53 (Power Car Mt. San Antonio), 11 (Diner Fred Harvey), 3 (Business Car Red River), 40 (Bi-Level Coach Fox River), 44 (Bi-level coach Colorado River), 31 (Dome/Lounge Bay View), 45 (Bi-Level coach Powder River), 41
(Bi-Level Coach Flathead River), 4 (Business Car Missouri River), 28 (Lounge Car Mountain View), 448 (SLRG Diner), 51 (Power Car Mt. Rainier), 68 (Sleeper Rollins Pass), & 7 Business Car Santa Fe).

The cars for this train were used for a parked event for corporate relations at Chambers Bay, WA. It was parked near the US Open near Tacoma, WA for the duration of the US Open golf Tournament.

Beginning on July 7th, BNSF is running a Southern Region Inspection Train as the O-RICGAL2-07 between Richmond, CA and Galesburg, IL. The train has BNSF 8233 for power with cars 62 (Sleeper Snoqualmie Pass), 50 (Power Car Stampede Pass), 67 (Sleeper Trinchera Pass), 65 (Sleeper Raton Pass), 60 (Sleeper Stevens Pass), 8 (Business Car John S. Reed) & 32 (Theater/lounge William B. Strong). The train will make stops at night at Needles, Belen, & Wellington.

<>[CAPACITY EXPANSION] ~ The BNSF has added some more capacity in New Mexico on the Clovis sub. The new track over the UP track at Vaughn has been put in service. The most recent phase of the cutover happened on July 6th. When BNSF started this project, there was a single track main line with Carrnerma as the west end of the single track at MP 797.8 and Vaughn on the east end at MP 788.5. There was a siding at Tejon between these two points that has now been taken in with the second main track. On June 8th, the first section of this new main track was put in service with Carrnerma to Tejon being cut in as CTC 2 Main Tracks. The two tracks are in place all the way, but not all of the 2 mains are being used. On the 6th, the new Main 2 was put in service between the new crossovers at Vaughn and the old east end of Tejon. The old track still needs some work so it has been taken out of service for a short time until it will be put in service. The two tracks are actually showing as in service, but the old Main 1 is not being used as of yet for a few miles between West Vaughn and East Tejon. There has also been a new power switch and derail installed at the east end of the Vaughn yard that allows trains to operate through the yard and onto the UP connecting track.

BNSF is getting close to laying rail on the new Main 2 between East Avard, OK and Noel, OK on the Panhandle sub. This will fill in a nice gap in the single track section of the former Santa Fe Transcon. This was a section of single main track between Loder at MP 314.6 and East Avard at MP 335.2. On March 10th, BNSF cut in part of this track from Loder to the new end of two main tracks at Alva at MP 322.8 leaving the single track from Alva to East Avard a distance of 12.4 miles with a 4 mile siding at Noel in this part of the railroad.

BNSF states that by the end of 2015 there will be 7 miles of single track on the Transcon. These 7 miles are all over major bridges. There will be 2.5 miles between Fort Sumner, NM and CP 7197 over the Pecos River,
1.4 miles over the Missouri river between East and West Sibley, MO and the section that will be the latest short single track near Alva, OK over the Salt Fork of the Arkansas River between Alva and Noel. This will be about 3.1 miles and is scheduled to have a second main built in the next 18 months.

Technically, BNSF will still have single track between Ellinor, KS (West of Emporia) and East Jct near Mulvane, KS. BNSF also has a second route that runs via Newton that is a CTC main track as well. BNSF uses this as two CTC routes with sidings so considers it as 2 Main tracks. This is just under 85 miles of two single track main lines with sidings on the Emporia sub and about 106 miles on the route via Newton that includes the Arkansas city and la Junta subs.

For those Santa Fe and BNSF fans, the Santa Fe railway historical and Modeling Society convention in Dallas (Addison) was a good convention this year. For those that couldn’t make it, all I can say is it was fun. Next year is in Wichita and if you can be there, then by all means do so. [THE END].

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July 12-17 train updates short stories ~ fwd SB

<>July 12, 2015 ~ A Union Pacific locomotive caught fire north of Moreno Valley, CA on Sunday, prompting a stop to transcontinental rail traffic. The next Amtrak train schedule to pass there, the Sunset Limited, was scheduled to depart Los Angeles at 2:30 p.m. today and it was not clear how the track problem would affect the train to New Orleans.
<>July 14, 2015 ~ ORANGE PARK, Fla. — Authorities say a 34-year-old woman died after ignoring a railroad track crossing signal and getting hit by an oncoming Amtrak train. The crash happened in Orange Park near Jacksonville on Monday evening.
<>July 14, 2015 ~ BISMARCK, N. D. — Delays in Amtrak service and agricultural product shipping have eased across the Upper Midwest in part because weak oil prices have prompted a drilling slowdown in North Dakota, officials say.
<>July 15, 2015 ~ CULBERTSON, Mont. — Nine cars near the end of a 116-car freight train derailed in northeastern Montana, delaying freight traffic and disrupting Amtrak service between Seattle and St. Paul, Minnesota.
<>July 16, 2015 ~ CULBERTSON, Mont. -- A train carrying oil derailed in northeastern Montana on Thursday evening, just hours after the tracks reopened from another train derailment that occurred Tuesday in the same county. The westbound train derailed about 6 p.m. MDT east of Culbertson, Mont, said BNSF Railway spokesman Matt Jones.
<>July 17, 2015 ~ Amtrak will be operating eastbound through to Chicago today. But chartered buses will be available between Havre or Wolf Point, Mont., to Minot. The westbound Amtrak will also be going through, according to Marc Magliari, an Amtrak spokesman.

July 19, 2015: Shawn Heller report at Vancouver, Wash. ~ fwd GM

On Sunday I did my morning visit to the depot in Vancouver from 9:00am to 10:00am and then came back later from 3:00pm to 5:30pm. I saw 2 MORNING trains and another 8 in the afternoon. The weather was sunny and 97. The VAWBAR had the consist of the day with a CIT Leasing SD60 as one of the DPUs.

--BNSF Yard Power 1599, 1746, 1779, 1948, 2078, 2112, 2236, 2265, 2276, 2339, 2707, 2832, 2925, 2935, 2959, 3156
(MORNING RUN).........................
--BNSF Vehicle Train-EB 4763, 5343
--BNSF M-PASLYD 7854, 4369
(AFTERNOON RUN).........................
--Amtrak Cascades-513 147, 468 (Double header)
--Amtrak Cascades-516 469, Mt. Jefferson
--BNSF H-VAWBAR 6808, 6363, 6178 / DPUs CIT-6017, 7370
--UP Z-BRTM 5133, 5851, 4194
--Amtrak Coast Starlight-14 148, 182, fourteen cars
--UP Vehicle Train-NB 8825, 5057, 4979, 6857, 8946
--BNSF Transfer-SB 2276, 1599
--BNSF Military Train-WB 8011 / DPU 4037

The military train was a weird one. It was about 20 cars long, all DODX flat cars loaded with containers. Notice the 1x1 locomotive set-up too, I’ve never seen a military train like that before. The NB Coast Starlight had two California Zephyr private cars. They caught me by surprise, but I think they were the Silver Rapids and Silver Solarium.

July 19, 2015: trackside Sedgwick, Kansas ~ RHK

On Saturday, July 18, we took a drive to the city of Sedgwick KS to have dinner at Cy's Hof and Horn Restaurant. Afterwards, we were surprised to hear the approach of a BNSF Autorack train at the 4th street grade
crossing. At 5:32 pm, eastbound, BNSF 7630 and UP 6734 roared through the quiet town of Sedgwick with Autoracks. I was in the passenger seat and shot a pair of photos, though they are not great. We also saw a Loram unit parked on a siding near the Sedgwick Elevator. Although the Sedgwick depot is still in town, the windows and door are covered over.

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July 21, 2015: North Texas railnews -- GE units ~ AB

I go by the GE plant every day except Sat. and they are really cranking out the 3900 series. On 7/21/15 I saw 2 new units being tested at Valley View, the 3939 and the 3940, headed southbound headed back to the plant. Also that lead unit in the VV derailment is sitting on the elevator track at Valley View facing north (that's on the East side of I-35). The other 3 units are still at the derailment site and as reported by you are starting to be dismantled by Hulchers and possibly other RR Contractors.

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Current status UP employment reductions and business outlook ~ fwd MP

The Union Pacific Railroad has temporarily laid off 1,200 employees who work in what the industry terms “train, engine and yard.” That’s an increase from 900 furloughs announced earlier this year. CEO Lance Fritz said he hopes that normal attrition will suffice but more layoffs are possible as the railroad confronts sharply lower freight volumes. The plummeting demand for freight hauling is cutting into the sales, profits and share price of the major Omaha employer.

“What I would communicate to our employees is that right now volumes are down and we have to get our costs in line,” Fritz told The World-Herald in early July after the company reported a 7.7% decline in second-quarter profit from last year.

About 85% of the company’s 48,000 workers are represented by unions made up of members who perform on-the-ground work, such as operating trains, maintaining track and repairing locomotives. That leaves about 8,000 workers in management, salaried and office positions. Many of those workers are in the company’s downtown Omaha headquarters. Fritz added that he hoped that normal attrition, such as retirements and other routine separations, will suffice when it comes to getting payrolls aligned with lower freight-hauling demand.

Still, “if we have to, we will do whatever else we need to,” Fritz said about possible job reductions. He said the company’s normal attrition level is about 7% per year, suggesting about 3,360 people leave each year under circumstances other than layoffs. He nor the company takes it lightly when the subject is payroll reductions. He said the company is being “fair,
sensitive and transparent” in reducing the payroll.

The determination to cut costs comes amid a serious drop in cargo. Union Pacific, employer of about 8,000 Nebraskans, reported second-quarter earnings that beat Wall Street expectations by three cents a share on results that included an 8 cent-per-share gain on one-time asset sales. Sales fell 10% to $5.4 billion, lower than Wall Street analyst forecasts of $5.6 billion.

Perhaps more worrisome, freight volumes slumped 6%. Shares fell about 5.7% to $92.12 on the New York Stock Exchange, following a 17% drop so far this year leading up to the earnings announcement.

The obvious biggest falloff in second-quarter shipments came in coal. Union Pacific, a major transporter of coal used to power electric utility plants, saw demand fall as utilities can burn either coal or natural gas. Currently, natural gas, is now cheaper. UP marketing chief Eric Butler told investors and analysts on a conference call that coal accounted for 32% of U.S. electricity generation in the second quarter, down from 39% a year earlier.

All told, Union Pacific’s coal volumes fell 26%. Crude oil shipments dropped 29%, Ag-product cargo declined 7% on lower global demand for U.S. grain, while shipments of industrial products dropped 13%.

The company said it expects weakness in some of those main cargo categories to persist throughout 2015. Chief Financial Officer Rob Knight said the company does not expect to meet or exceed last year’s record earnings of $5.75 a share. The second-quarter earnings included a $113 million one-time gain from selling some real estate in California.

On the earnings, “for the most part there were no real surprises up or down,” said Logan Purk, a transportation industry analyst for wealth adviser Edward Jones. But they looked better on paper than in reality, Purk said, because they included the one-time gain from the real-estate sale.

As the company faces the cargo slump, it also is dealing with sizable regulatory costs. One is called Positive Train Control, a system of sensors, controls and central oversight that can stop or slow a train remotely if danger is detected on the rails.

PTC was mandated by federal law after a fatal collision in 2008 of a Southern California commuter train and a Union Pacific train; Union Pacific was not found to be at fault.

The whole system of wireless sensors, software and other equipment is expected to cost the industry about $20 billion, by some estimates. The railroads will have to pick up the tab for that mandated expense.

CEO Fritz said Thursday that none of the seven Class I freight railroads operating in the United States is even close to meeting the 2015 deadline for implementing PTC across wide swaths of the rail network. He said getting a congressional extension on the timetable is the company’s
biggest regulatory priority. Union Pacific budgeted almost $400 million for PTC implementation in its 2015 capital budget.

Currently, S&P Capital IQ cut its 12-month price target on UP shares to $112 from $137. Analyst Jim Corridore said he didn’t expect demand in key freight categories to rebound in the near-term for Union Pacific, the second-largest U.S. freight railroad by ton-miles.

The following sale books* are EX/LN. Multiple offers consider. Inquire Dick Wilson at wilgramps@aol.com

<=>[Midwestern rails]............................
ARKANSAS VALLEY INTERURBAN: the Kansas electric way (Collins 1999); 61pgs ~ [EX softback $16]
(IC) LIMITEDS ALONG THE LAKEFRONT: IC IN CHICAGO (LIND 1986); 144pgs ~ [LN $29]
(RI) IRON ROAD TO EMPIRE (Hayes 1953) 306pgs ~ [EX $39]
SOUTH SHORE: THE LAST INTERURBAN (1977 Middleton), 176pgs ~ [EX $29]
STEEL TRAILS OF HAWKEYELAND (Hofsommer 2005); 353pgs ~ [LN $45]

<=>[West].............................
COLORADO RAIL ANNUAL #15: Idaho-Montana issue (CRM 1981); 216pgs ~ [EX $25]
LEGENDARY LINE: DURANGO TO SILVERTON a photo album+route map (Smith 2005); 125pgs ~ [EX $29]
(The) LOS ANGELES RAILWAY THROUGH THE YEARS (Easlon 1973); 72pgs ~ [Ex- softback $19]
PACIFIC ELECTRIC RY-pictorial album of electric railroading (Duke 1958); 63pgs ~ [LN $19]
RAILROADS OF THE SANTA MARIA VALLEY--3 CA RR’s--3 diff gauges (Madison 2001); 184pgs ~ [EX $25]
RAILS TO SAN FRANCISCO BAY (Demoro & Sappers 1992); 94pgs ~ [Ex- softback $19]
SHORT LINE TO PARADISE: Yosemite Valley RR story (Johnson 1971); 94pgs ~ [Ex- $19]
(The) STORY WESTERN RR’S (Riegel 1965); 345pgs ~ [EX softback $18]
TICKETS PLEASE--all about California RR’s [Eargle 1979]; 157pgs ~ [EX softback $19]
WESTERN PACIFIC GUIDE TO FREIGHT & PSGR EQUIPT (Eager 2001); 128pgs ~ [LN $35]

<=>[BurRte/BNSF/SFe]............
BORDER TIER RAILROAD: brief history BNSF KC to Baxter Springs (Collins 2003); 48pgs ~ [EX paper $9]
BN 1975-76 ANNUAL (Wagner 1976); 144pgs [some cover wear otherwise Ex- $28 softback]
BURGLINTON ROUTE PASSENGER CAR DIAGRAMS (Ry Production Classics); 192pgs ~ [LN large spiral $49]
DIESELS WEST-Evolution of Power on Burlington (Morgan 1963); 164pgs ~ [LN $32]
EVERYWHERE WEST--THE BUR ROUTE (Dorin 1976); 174pgs ~ [Ex-$25]
HIGH PLAINS ROUTE-history McCook Divn CB&Q (Kistler/Reisdorff 1986); 111pgs ~ [LN softback $29]
(CB&Q) STEAM LOCOS BUR RTE (Corbin & Kerka 1960); 320pgs ~ [EX $35]

<=[CGW--CNW--M&STL]............................
CGW--DEPOTS ALONG CORN BELT ROUTE (Piersen/Huddleston 2004-29 pics by Wilson); 96pgs ~ LN $45
CGW IN MINNESOTA (Bee, Browne, Luecke 1984); 107pgs ~ [EX+ $75]
CGW STEAM CONSOLATION 2-8-0 LOCOMOTIVES (Brown 1977); 80pgs ~ [LN spiral 9-1/4x6 $14]
DIESELS OF THE C&NW (Withers/Strack 1995); 320pgs ~ [LN $45]
C&NW FAREWELL OLD FRIEND 1848-1995 (NWL Swanson 1995); 88pgs ~ [EX paper $12]
C&NW 150 YEARS 1848-1998 (NWL Swanson 1998); 136pgs ~ [EX paper $19]
THE DINKY: NARROW GAUGE IN WISCONSIN (Condon/Feldon/Nickoll 1995); 80pgs ~ [EX softback $19]
C&NW RY 1975-1995 PHOTO ARCHIVE (Jordan 1997); 126pgs ~ [LN softback $19]
C&NW POWER MODERN STEAM & DIESEL 1900 TO 1971 (Dorin 1972); 192pgs ~ [EX $29]
RUN OF THE GE’S--FINAL C&NW MOTIVE POWER ROSTER (CNWHS 1995); 92pgs ~ [LN softback $14]
CStPM&O RY 1880-1940 (Wisc State Hist Soc 1997)128pgs ~ [EX+ softback $19]
FREMONT, ELKHORN & MISSOURI VALLEY (Seidel 1988); 115pgs ~ [LN $65]

[Milwaukee Road]..............................
4 GENERATIONS ON THE LINE: 100 years peace-war-growth (Milw 1950); 48pgs ~ [EX paper $12]
(The) MILWAUKEE ROAD IN COLOR, V.3, Wisc & Mich (Stauss 1997);
128pgs ~ [LN $35]
(The) MILW ROAD PSGR TRAIN SERVICES: Hiawatha-Amtrak-Beyond (Dorin 2003); 144pgs ~ [New $35]
MILWAUKEE ROAD REMEMBERED-fresh look unusual RR (Scribbins 1990); 167pgs ~ [EX $39]

<>[MISSOURI PACIFIC]..................
MISSOURI PACIFIC LINES FREIGHT TRAIN SERVICES & EQUIPMENT (Dorin 2001); 136pgs ~ [LN $39]
(The) MISSOURI PACIFIC LINES IN COLOR (Collias 1995); 142pgs ~ [LN $42]
ROUTE OF THE EAGLES-Missouri Pacific in the streamliner Era (Stout 1995); 128pgs ~ [LN $32]

<>[Southern Pacific]..................
RAILS IN THE SHADOW OF MT. SHASTA (Signor 1982); 262pgs ~ [EX $25]
SLIM PRINCESS: SP narrow gauge (Hungerford 1961); 38pg+1pg farewell supp ~ [Ex- paper 5-1/2x8-3/8 $8]
SOUTHERN PACIFIC REVIEW 1977 (Strapac 1978 1978); 112pgs ~ [EX softback $19]

<>[Union Pacific]....................
EMIL ALBRECHT'S UP SMALL STEAM POWER (Watson & Wagner); 112pgs ~ [LN softback $39]
UP BUSINESS CARS 1870-1991 (Barger signed 1992); 208pgs ~ [LN $35]
UP MOTIVE POWER ANNUAL 1998/1999 (Curlee 1999); 160pgs ~ [EX $29]
MOTIVE POWER OF THE UP (Kravtville & Ranks 1958); 288pgs + 2 insert packages ~ [EX $55]
(UP) NOTHING LIKE IT IN THE WORLD: Transcontinental RR 1863-1893 (Ambrose 2000); 432pgs ~ [LN $15]
UP MOTIVE POWER REVIEW 1968-77 (Wagner/Watson 1978); 210pgs ~ [LN softback $35]
TURBINES WESTWARD (Lee 1975); 184pgs ~ [EX softback $35]
UP COLOR GUIDE TO FREIGHT & PASSENGER EQUIPMENT vol 2 (Schmitz 1996) ~ [LN $39]
UP COLOR GUIDE TO FRT & PSGR EQUIPMENT (Stagner/Yanosey 1993); 128pgs ~ [LN $35]
UP WEST FROM LEAVENWORTH: history (Quastler 1999); 88pgs ~ [LN softback $19]
They have been sitting in the southern New Mexico desert for some time, spread out across some 70 acres like gleaming white pieces spilled out of a giant's Erector Set. Now the gargantuan turbine blades are catching a lift to their final destination in the Midwest to harness the power of the wind.

In all, 288 of the 187-foot-long blades will be carefully loaded onto the Santa Teresa Southern Railroad — a short-line rail service in the Santa Teresa Industrial Park. From there, they will be shipped out via rail over the course of the next few months, wrapping up their journey from their manufacturing source in Mexico, said Arik Kotkowski, business development director for the rail service.

"That is a lot of blades," Kotkowski said of the stored material. "It's a sea of white it's a pretty great project."

It heralds what we will see in ever-increasing numbers as more businesses gravitate to the industrial park to manage the logistics of moving tons of goods and materials through southern Doña Ana County.

This shipment will require a total of eight trains with 36 blades per train. It takes two, 90-foot platforms to carry each blade, he said. The company plans to complete the shipment by October.

Prime Location ... The reason we landed this project in Santa Teresa is because of our proximity to Mexico and the availability of rail-served land in the industrial park," Kotkowski said. "In addition, New Mexico is competitive with El Paso due to the lack of inventory tax which makes it more attractive to store these wind blades here long-term in preparation for their move."

The Santa Teresa Southern Railroad, a subsidiary of Ironhorse Resources, Inc. out of O'Fallon, Illinois, was founded by Jeff Baskett, executive vice president of Ironhorse. It also moves other products such as
grains, scrap metal and fructose corn syrup. It's a vital cog in the growing staging and shipping logistical support industry that has sprung up in the industrial park following Union Pacific's relocation of their intermodal hub to the area.

"Short-line railroads are essential to local economic development, since we are able to provide daily service to smaller businesses and offer a more customized and specialized rail service than the first-class railroads," Kotkowski said. "However, the first-class railroads are not our competitors, we are partners since upwards of 25 percent of rail business originates or has its final destination on a short-line railroad. They need us to manage these kinds of projects, and we need them for the long haul."

Jerry Pacheco, vice president of the Border Industrial Association, agreed that the short-line was a boon to development in southern Doña Ana County. "You are going to see a lot more companies tied to Union Pacific and focused on logistics choose our area in Santa Teresa because it has all the elements modern logistical companies are looking for," Pacheco said.

Pacheco noted that the BIA is constantly seeking to recruit businesses that would benefit from the location and proximity to shipping options. He noted a June write-up in Union Pacific's industry publication touting the region and transportation benefits. "That's a concerted effort by us to reach out to the companies associated with Union Pacific," Pacheco said. "You don't need to be in California. You need to be here to increase your logistical efficiencies."

Part 4: Remembering back to those CGW and UP jobs ~ Dick Wilson

<>June 1957 UP Omaha Shops ~ About this timeframe, I was assigned to work with a locomotive carman in the locomotive shop. The diesel-era was in full swing and they were cutting up steam locomotives outside the building. One of the labor crew on the 4-to-midnight shift had been caught sleeping on the job. It seems he had found a spot to recline behind a storage tank and the only way they caught him is that a foreman climbed on top the tank and lowered a light into the darken area. The fellow got some days off for that infraction but the union saved his job.

<>57-60 UP passenger traffic department. ~ Well, boss Ed Klippel got those new passenger dome cars but traffic continued to drop. When people retired, jobs were not filled in the department. So, obviously the handwriting was on the wall. There were extremely competent people in the area and one rate adjuster, Wally (Walter) Ahlquist eventually became the UP's revenue forecaster. Wally was a graduate of Iowa State University and thus had a background in statistics. When he retired,
he broke in the former revenue forecaster from the WP which by then was merged into the UP. I asked Wally how it went ... he said the fellow was okay but he had been used to working with a 50 million dollar corp revenue and now had to deal with a 500 million corp revenue.

<>August 1966 UP South Omaha depot ~ I was working a UP clerk vacation relief job and Larry was the yardmaster. I knew many people in the area from UP Shop days, UP HQ days, CGW swing-clerk days, etc. which Larry was always surprised at. On this particular day, Milwaukee traffic agent Vern Schroeder stopped by the depot. I knew Vern from years ago when he and his wife rented an apartment from my folks in Council Bluffs. Vern was checking on the status of Milwaukee business in the area and his railroad had a lease on the longest track in the South Omaha yard. Vern asked which track it was and when I pointed it out, he asked which cars were those that were sitting on the track. It turned out the UP crew had dropped several there during a switch move and Vern was not pleased. He lit into yardmaster Larry about who leased that track and Larry had some words to share with me ... its called the trickle down effect and things were not quite the same for the rest of that fill-in duration.

<>August 1974 UP Millard Agency vacation relief. ~ Well, school meetings had started and I was just finishing the last days of my summer UP vacation relief job. On that particular day, I had left the 11-7 night clerk job for the 8:30am school meeting and I was literally dragging after working all night. We were sharing what things we had done that summer and when I mentioned that I had just got off work, the teaching staff stared in disbelief. (I recall running across a former teacher at 3am at the Kellogg's Plant and asked why she left teaching. She said overtime, vacation pay, paid holidays, no lesson plans, not having to work extra-duty assigned jobs and conferences plus starting teacher salaries were so doggone low.) Another reason why I loved that part-time summer job.

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0=epilogue: More articles have appeared re the South Omaha Terminal Warehouse will be closing. This used to be a consistent receiver of sacked feed from Minneapolis via the MNS/CGW. I have started research (time permitting) on a future article on the CGW South Omaha connection. The UP was reluctant toward the Great Western entry.

More Company Store items ... fewer shows and longer distances to travel plus its difficult to carry all those gems unless requested. The next swap meet will be KC August 9th. Reminder that the Iowa Chapter of the NRHS will meet at Carroll, Iowa beginning 8:30am on August 1. The Nebraska-Iowa Railroaders operating sessions are open on Saturdays from 10 to 4 at the Council Bluffs Mall just off the I-80 Madison Avenue exit.
Still experiencing trouble sending and if missing an issue after getting a new one, please request same.