

U.P. to Erect Huge Shop On S. L. Site

**Diesel Project Due
For Early Start;
\$5.6 Million Allotted**

Trib 10-14-57
Union Pacific Railroad Co. will begin immediate construction of a huge \$5,600,000 main Diesel repair shop in Salt Lake City.

Plans for the construction project were announced Saturday at the company's Omaha headquarters by P. J. Lynch, vice president of operations.

The new shop, to be used for repair and maintenance of Diesel power and gas turbine electric locomotives, will be located on 9th North between 5th and 6th West Sts. A round-house, which now occupies the site, is being dismantled.

Vital Link

Although the new installation is expected to employ a large number of skilled technicians and workmen, company spokesmen said the exact extent of personnel expansion could not be determined at present.

The repair shop will serve as a vital link between the company's midwest and far western transportation system. The road has been converting a large number of its locomotives from steam to Diesel and electric power during recent years.

Company officials said the new building will include all modern equipment and will extend approximately 410 ft. in length by 162 ft. in width. The building's design will include two wings, one 220 ft. long by 102 ft. wide. The second wing will measure 303 by 80 ft.

Concrete Planned

Construction will be of reinforced concrete, also utilizing concrete and glass blocks. The structure will include five different elevations, ranging from 25 to 65 ft. in height.

A main feature of the shop will be a 250-ton overhead crane. The device will be capable of lifting the largest Diesel unit now in use by the line and the even heavier gas turbine locomotives.

Design for the building calls for installation of a 90-ton drop pit to be used for removing a complete truck from under the Diesel units. It also will have seven servicing tracks, equipped with elevated platforms at engine-floor level and depressed pits below the tracks.

CONSTRUCTION

U.P. Plans \$5.6 Million Diesel Repair Shop

Work is scheduled to begin before the end of October on a new main diesel repair shop for the Union Pacific at Salt Lake City, Utah. The structure has been estimated to cost \$5.6 million. It will be erected on the approximate site of an engine house now in the final stages of dismantlement.

The building will include all equipment and machinery necessary for maintenance and repair of both diesel and gas-turbine-electric locomotives. The main structure will be 410 feet by 162 feet and there will be two wings, one 220 feet by 102 feet and the other 303 feet by 80 feet. The building will have five different elevations ranging from 25 feet to 65 feet in height. It will be built of reinforced concrete, concrete blocks and glass blocks.

Basic shop equipment will include a 250-ton overhead crane capable of lifting the gas-turbine locomotives (which are heavier than present diesel units) and a 90-ton drop-pit table. There will be seven servicing tracks equipped with elevated platforms at engine floor level and depressed pits below the tracks.

U. P. Work Third Done On Diesel Repair Shop

About one-third of the work is complete on the Union Pacific Railroad Co.'s new main Diesel repair and maintenance shops at 9th North between 5th and 6th West Sts., it was announced Saturday.

The \$5,600,000 facility—newest and most modern of its type in the nation—is being built by Union Pacific with its own crews and engineering staff, under direction of W. C. Perkins, Omaha, Neb., chief engineer for the line.

Resident engineer is W. N. Stockton.

Difficult Project

These officials reported that 98 per cent of the foundation work on the structure was completed. In a building of this size and for the purposes it is to be put to, the foundation work is among the most difficult tasks in the construction.

Some 5,800 cubic yards of concrete have been poured to date. Erection of structural steel for the reinforced concrete, concrete and glass block building is scheduled to commence next month. The edifice will be completed in 1954.

Main building, served by seven tracks, will be 410 feet long and 162 feet wide. Two wings adjoin the central structure. One wing will be 220 feet long and 120 feet wide, while the second wing will be 303 by 80 feet.

Five Elevations

Interior of the shops will have five different elevations, varying between 25 feet and 65 feet in height. A 250-ton, overhead crane—one of the largest in the area—will be installed for lifting of Diesel and gas turbine units from locomotives. The shops also will be equipped with a 90-ton "drop pit table" for removing the trucks from locomotives.

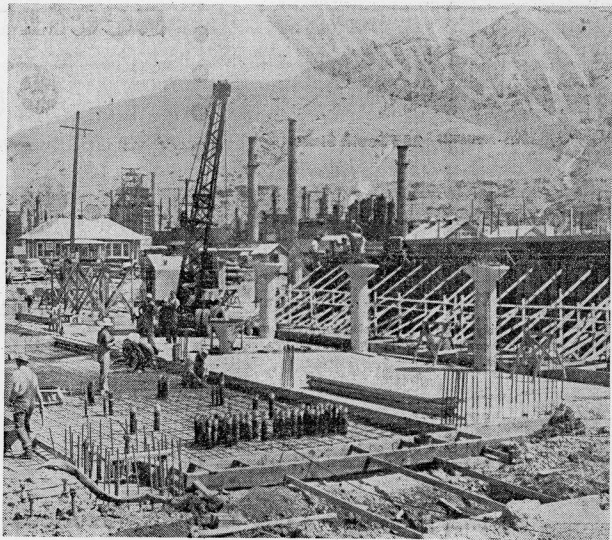
The seven service tracks will be on elevated platforms with depressed pits between the tracks. In short, through efficient design, there will be no way in which repair workers cannot "climb" over, under, through or in the big locomotives.

Serve Entire Road

The shops will serve the entire railroad, which recently completed dieselization of its operating divisions west of Green River, Wyo.

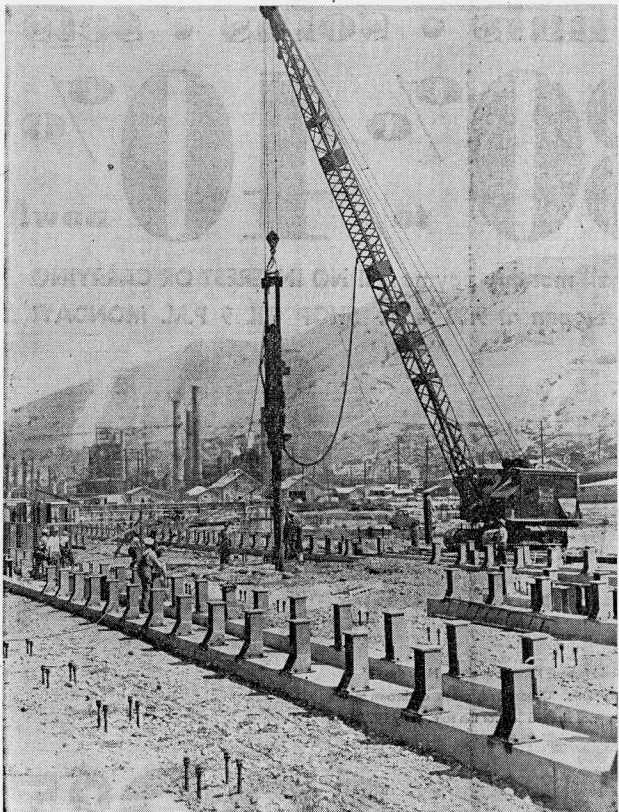
On second floor of the structure will be service stores and offices of the repair and maintenance shop.

Salt Lake Tribune,
July 26, 1953



Union Pacific, doing its own work, has poured some 5,800 yards of concrete to date at its

big new Diesel shops under construction at 9th North and 6th West Sts., Salt Lake City.



Steel pilings are rammed into earth at site of Union Pacific Railroad Co.'s new \$5,600,000

main Diesel repair and maintenance shops Under construction at the line's North Yards.

Work 45% Complete On U. P. Diesel Plant

Union Pacific Railroad Co. Saturday reported its \$5,600,000 diesel repair center at North Yards in Salt Lake City is 45 per cent complete.

The facility, one of the most modern of the type in the rail industry, should be in operation by the end of 1954, according to resident engineer W. N. Stockton.

Steel work currently is being erected.

Exterior of the structure will be of aluminum siding over reinforced concrete and block glass.

Salt Lake Tribune,
November 29, 1953

The main building is 410 feet by 162 feet. Two wings adjoin it. They will be of 303 feet by 80 feet and 220 feet by 120 feet.

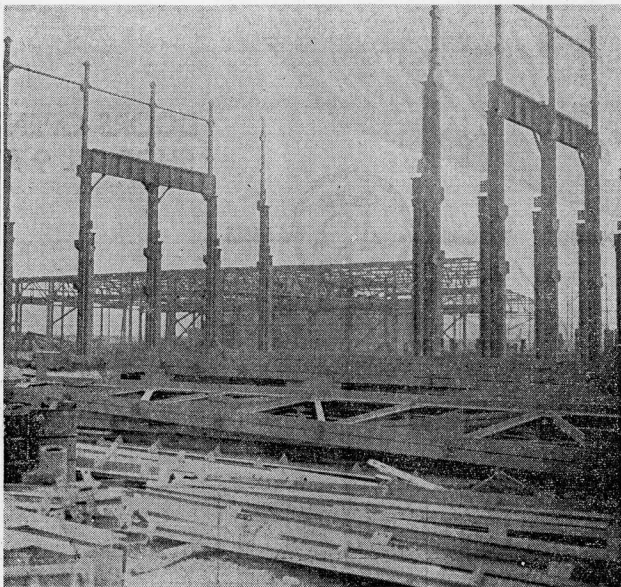
This structure serving gas turbine and diesel engines on the U. P. system will be equipped with one of the largest overhead cranes in the Intermountain region.

With 250-ton capacity, the unit will be able to swing about an entire locomotive.

The shops also will contain a 10-ton crane, two 20-ton cranes and one 35-ton crane.

Union Pacific is building the big plant itself. It is presumed that several hundred persons will be employed at the facility. However, the firm says that no accurate count can be made at this time on potential employment.

Seven sidings will accommodate locomotive traffic through the repair shops. There are some five different elevations in the shop, including a 90-ton "drop pit table" which will permit repairmen to check a locomotive from just about any angle.



Union Pacific Railroad Co. is about 45 per cent along on its big job of building a \$5,600,000

Diesel repair shop in the firm's North Yards at Salt Lake City. Completion is aimed at 1954.

U. S. Okehs \$332,500 Purchase for U. P.

A certificate of necessity authorizing purchase of \$332,500 in machinery for Union Pacific Railroad's \$6,000,000 diesel shop was issued Wednesday by the Office of Defense Mobilization in Washington, D. C.

The certificate provides that 50 per cent of the cost may be written off under the rapid tax amortization program.

U. P.'s new shops, now under construction in northwest Salt Lake, are expected to be completed in 1955.

Meanwhile, Union Pacific's movement to complete dieseli- zation of its line was accelerated Wednesday by placement of the largest single diesel locomotive order ever given one firm by a railroad. The order was for 205 units, 190 of them freight loco- motives, at a total cost of \$35,769,410.

Upon completion of delivery, expected June 1, the railroad's main line between Omaha and Pacific Coast will be completely dieselized for through traffic, according to U. P. Pres. Arthur E. Stoddard. Deliveries will start in early January.

The order was placed through the Electro-Motive Division of General Motors Corp., which also plans to build a main- tenance plant in North Salt Lake in 1954.

**Deseret News,
December 30, 1953**

Diesel Shops Take Shape In S. L. Yards

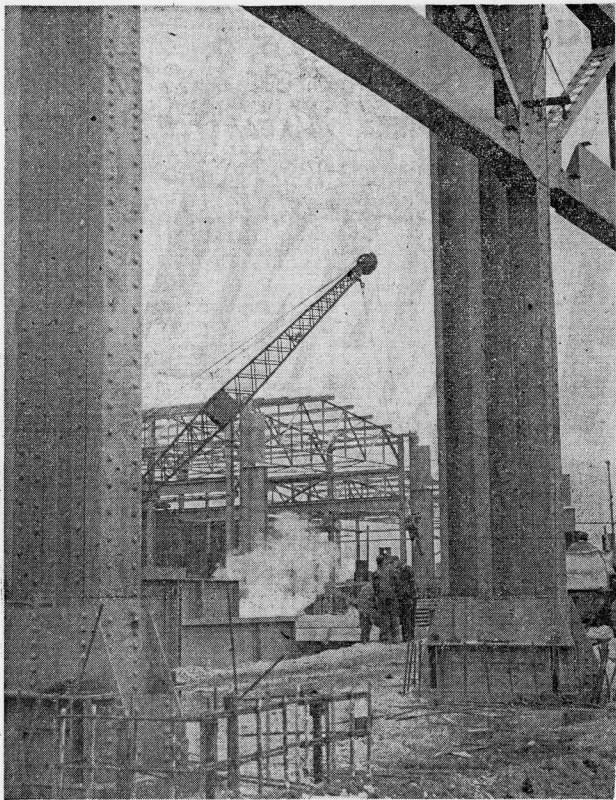
Erection of steel work on Union Pacific Railroad Co.'s new \$5,600,000 Diesel repair shop in the North Yards in Salt Lake City is nearing completion.

The entire huge structure, which will service main-liner Diesels of the railroad, is 47½ per cent finished. It will be in operation by end of 1954.

W. N. Stockton, resident engineer, said the facility would boast of some of the largest crane equipment in the West.

The main building will be 410 by 162 feet. Two wings, 303 by 80 feet and 220 by 120 feet will jut from this structure.

The exterior will be in aluminum siding and block glass.



Union Pacific Railroad Co. is nearing completion of massive steel work at new multi-million-dollar Diesel repair shops in the company's North Yards at Salt Lake City

Salt Lake Tribune,
April 4, 1954

U. P. Workers Setting Up Huge Crane

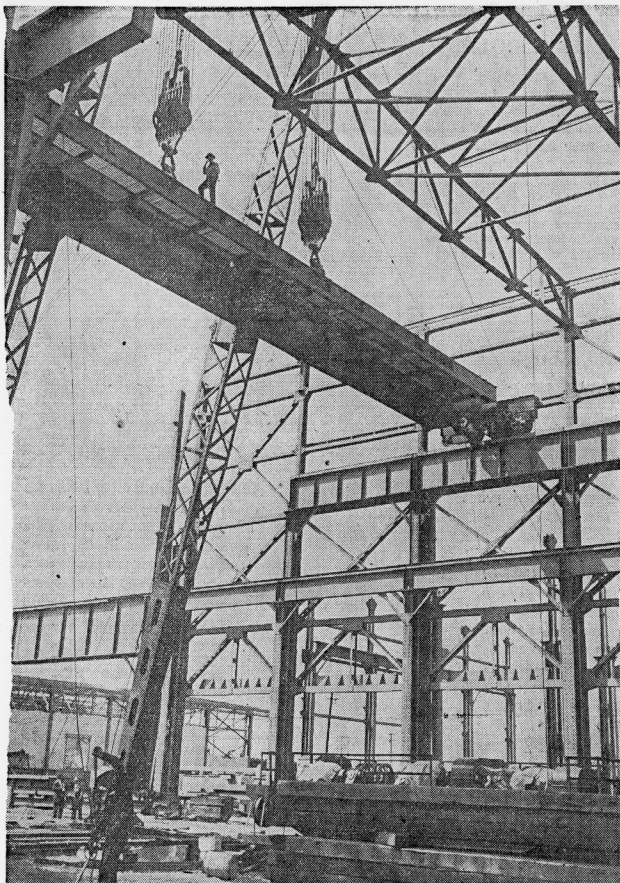
Tr. 6-4-4-54
A gigantic, 300-ton overhead crane was being heaved into place Saturday as work continued on Union Pacific Railroad's \$5.6 million Diesel repair shop at the North Yards in Salt Lake City.

The North Yards are located at approximately 12th North and 3rd West.

The huge crane was lifted in four sections, each weighing approximately 55 tons. When assembled and outfitted with its tremendous chains, hooks and pulley gear, the mobile behemoth will weigh 300 tons and will be able to lift a 300-ton Diesel locomotive up and place it in any part of the room.

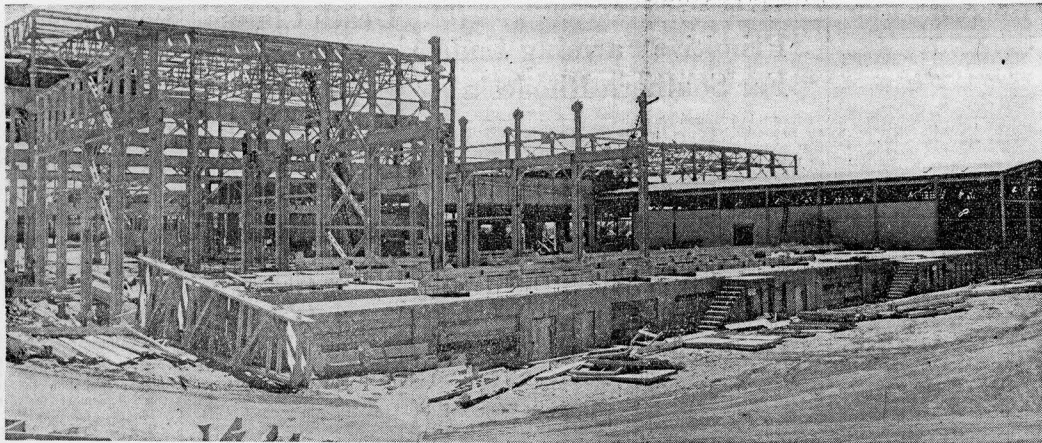
Two smaller cranes, with capacities of 35 and 10 tons, also are being installed at the shop, which is scheduled for completion by the end of the year.

The shop will be used to service the main-line Diesel engines of the railroad.



A 55-ton section of a giant 300-ton overhead crane is here being set in place at

Union Pacific Railroad's \$5.6 million repair shop under construction in Salt Lake City.



New Industry Rising on Utah Skyline

Significant changes are being carried out in Utah's industrial skyline.

Two major projects in the Salt Lake Valley this week were "showing their steel work."

And excavation is well ahead on a third in North Salt Lake.

Utah Power and Light Co. reports it is 17 per cent complete on its \$16 million, No. 3 unit at the Gadsby steam electric plant in Salt Lake City.

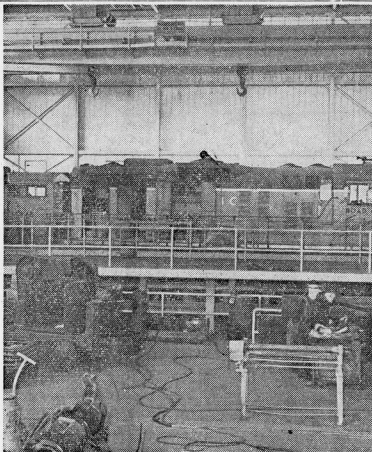
Union Pacific Railroad Co. is 70 per cent finished on a \$5.6 million Diesel repair facility in the North Yards here.

And excavation is being completed and pouring of footings is under way at the new Diesel

Union Pacific Railroad Co. Saturday reported that its \$5,600,000 Diesel repair shops in the North

Yards at Salt Lake City were 70 per cent complete. U. P. figures they will be in use late in 1954.

This big construction project is just one of many going ahead in the Salt Lake Valley area.



Facilities for the largest and smallest Diesel track units on the U.P. line are provided in the spacious repair shops.

U.P. Crews Push Completion Of S.L. Diesel Repair Plant

The Union Pacific Railroad Company's \$5.6 million Diesel locomotive repair shops in the north yards at Salt Lake City are nearing completion.

By the end of April, it is anticipated that several hundred employees will be at work at the huge new structure—one of the largest building projects in Salt Lake City in recent years.

Company officials said Saturday that the plant is 87½ per cent complete.

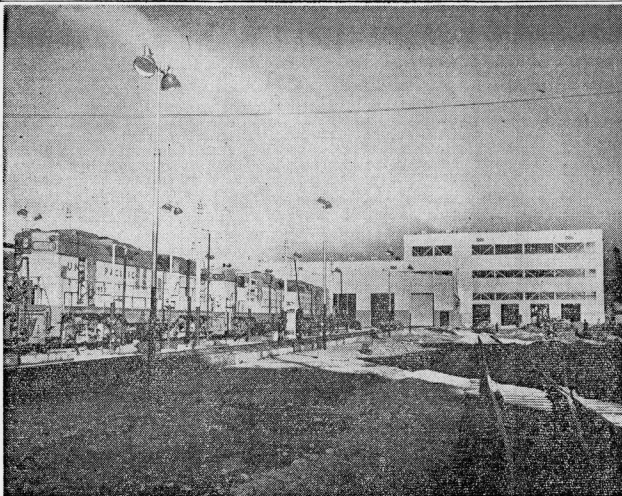
It has been two years in construction. Union Pacific Railroad Co. engineers are overseeing the erection. Line employees are building the structure.

When completed, the repair shop will boast one of the largest crane's in the region.

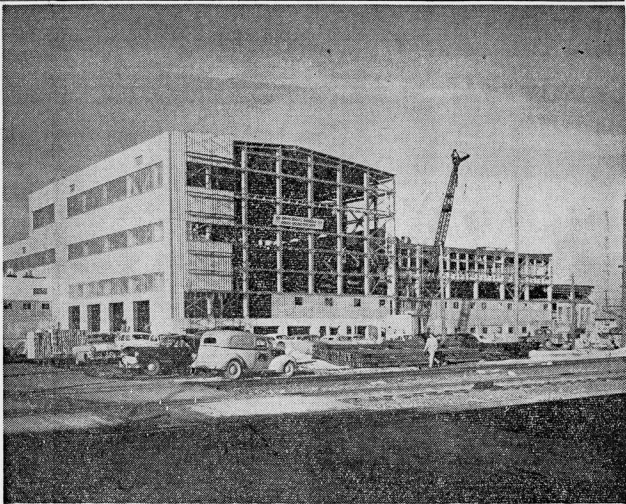
Exterior is in aluminum siding and block glass—a feature to increase light in working areas of the repair facility.

The main building is 410 by 162 feet. Two wings are 303 by 80 feet and 220 by 120 feet respectively.

Main line Diesel locomotives running from Omaha, Neb., to Los Angeles, will be repaired at this plant.



The Union Pacific Railroad Co.'s big Diesel repair shops at North Yards, Salt Lake City, is rapidly taking shape. Partial use of facility is apparent with units in line outside shop.



Exterior of the Diesel repair shops is of aluminum and block glass—the latter material providing ample light for several hundred workmen who will be employed in the facility.

UP AND DOWN THE STREET

Union Pacific Unveils \$6 Million Salt Lake Repair Center Aug. 2

By Robert W. Bernick
Tribune Business Editor

Union Pacific Railroad Co. on Aug. 2 will dedicate the most modern Diesel repair and maintenance facility in the nation at its North Yards in Salt Lake City.

And in this much-boasted atomic age, it is fitting, perhaps, to note that railroad transportation industry is among the single-largest—if not the largest—private employers in Utah.

Union Pacific alone has more than 5,000 persons on its payrolls in this state.

Thus the addition of a six million dollar Diesel plant here on the main lines of U.P., employing another 400 persons, is a contribution of strategic importance to the economy.

Union Pacific officials said Saturday that the new facilities will add in the "neighborhood of \$1,800,000 annually to payrolls of the community."

And that will bring the total yearly payments to employees of the line in this state to 24 million dollars.

(Employees in Salt Lake City alone now will number 2,000—with an annual payroll of 12 million dollars.)

Participating in dedication of this unique advance in railroad engineering at the North Yards will be Arthur E. Stoddard, Omaha, Neb., president of the rail

Other speakers will include Gov. J. Bracken Lee and Mayor Earl J. Glade.

Gus P. Backman, executive secretary of the Salt Lake City Chamber of Commerce is scheduled master of ceremonies and Richard W. Maycock, president, Salt Lake Rotary Club, and Frederick R. Hinckley, president, Salt Lake City Chamber of Commerce, will be presiding officers.

The Chamber of Commerce and the Rotary Club will jointly sponsor a community luncheon at noon the day of the dedication at Hotel Utah.

U.P. OFFICIALS SAID FRIDAY that Salt Lake City was selected as site for the U.P.'s "newest and major Diesel repair and maintenance shop because of the city's central and strategic location and its excellent labor market, permitting erection of the shop by the company's own engineering department."

(Construction was under direction of W. C. Perkins, Omaha, chief engineer and former district engineer at Salt Lake City, and R. M. Brown, Salt Lake district engineer. William N. Stockton, Salt Lake City, was resident engineer in actual charge of building.)

The new plant will handle all types and classes of maintenance and repair, running from light servicing to complete heavy shop overhaul of Diesel motive power units and gas-turbine electric locomotives.

The U.P. announced that the shop will be under the jurisdiction of the line's operating department, headed by Elgin Hicks, Omaha.

Immediate supervision will be directed by D. S. Neuhart, Omaha, general superintendent of motive power and machinery. He is a native of Salt Lake City.

E. L. Neeley, mechanical superintendent of the Union Pacific's south-central district, will be in charge of the facility here.

Equipment in the new shop includes an over-head traveling crane of 270-ton capacity—the largest such locomotive installation in the west.

IT IS CAPABLE OF LIFTING the largest Diesel owned by U.P. as well as the even heavier gas-turbine electric locomotives. Some 25 of the latter are in freight service between Ogden and Cheyenne, Wyo. Each weighs 551,000 pounds or 275.5 tons and is 83 feet 6 1/4 inches long.

They generate 4,800 horsepower.

The new shop also has a 90-ton drop table for removing the complete truck from under any Diesel unit. Seven elevated servicing tracks are equipped with elevated platforms at engine floor level and depressed pits below.

Additionally, the shop has "wheel-truing" equipment, per-

mitting alignment and repair of wheels on both Diesel units and gas-turbines without removing the wheels from the locomotives.

OVERHEAD AND PORTABLE CRANES used for handling material are equipped with two-way radio communica-

tion from a central station in the shop foreman's office which also contains a loudspeaker system for paging.

Surmounting the huge building, with five different roof elevations, is the largest reflective sign ever constructed. It has an overall length of 96 3/4 feet and features a Union Pacific Shield in red, white and blue colors. On each side are a domeliner passenger train and a freight train in color.

The new multimillion dollar plant has been more than four years in construction. Some 2,000 tons of structural steel and 1,600 cubic yards of concrete went into the facility.

Glass block is used extensively in construction, permitting a wide area of light to enter the plant.

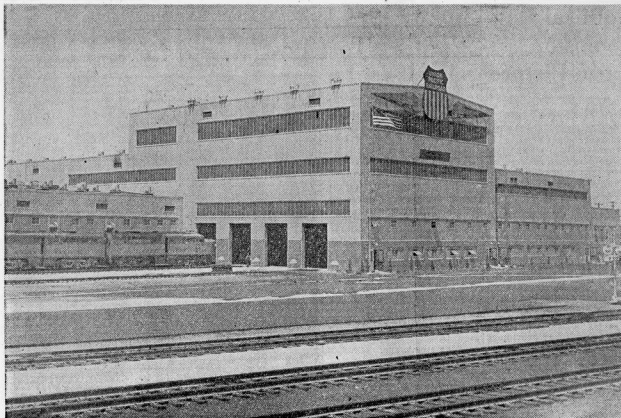
Main building is 424 feet long and 162 feet wide. It has two wings, one 264 feet long and 104 feet wide and a second 324 feet by 80 feet.

The structure is between 32 and 77 feet in height, depending on which of the five roof elevations is taken.

Floor area is 144,000 square feet, making it the largest Diesel shop under cover in the United States. Incidentally, it is also the largest steel-insulated building of any kind in the world.

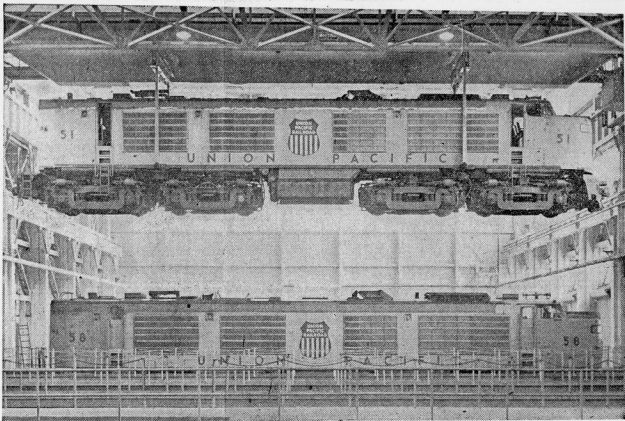
The 2.8 acre structure is surrounded by three quarters of an acre of land which has been planted to grass.





Formal opening of this six million dollar diesel locomotive maintenance and repair shop of Union Pacific Railroad Co.

in Salt Lake City will be held Aug. 2. The giant facility will employ 400 men, add 1.8 million dollars to pay roll.



The powerful crane in the new Union Pacific diesel shop is tested by lifting a 551,000-lb. gas turbine electric loco-

motive. The crane, officials of the company said, is believed to be the largest railroad traveling crane in West.

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Salt Lake Telegram

Speaking of Business

U.P. Officials Wait Diesel Shop Opening

By JACK E. JARRARD
News Business Editor

A substantial addition to another major industry in our town will get its formal welcome at opening ceremonies Tuesday.

That's the day the UNION PACIFIC RAILROAD will open its six million dollar diesel locomotive maintenance and repair shop in the North Yards of the railroad.

The CHAMBER OF COMMERCE and ROTARY CLUB are jointly sponsoring a community luncheon in the Hotel Utah. An inspection of the new shop will follow the luncheon for invited guests.

Rail officials said that chartered buses will provide transportation to and from the shop and that private automobiles will not be permitted to enter the shop area.

This new shop will employ around 400 men, adding about \$1,800,000 to the annual payroll of U.P. in the state and city. Utah employees of the U.P. will number more than 5,000 with an annual payroll of more than 24 million dollars.

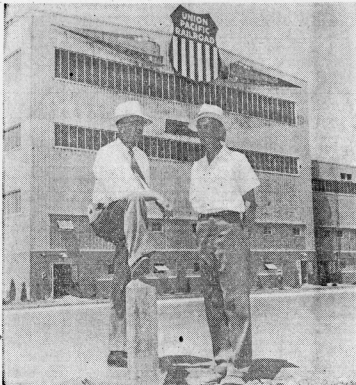
Employees in Salt Lake will be increased to more than 2,000 with an annual payroll of nearly 12 million dollars.

There's going to be some speechmaking at the luncheon Tuesday. On the agenda—with Gus Backman of the Chamber officiating—are Arthur E. Stoddard, Omaha, U.P. president; Gov. J. Bracken Lee and Mayor Earl J. Glade. Frederick R. Hinkley, chamber president, and Richard W. Maycock, Rotary president, will be the presiding officers.

Rail officials say the new shop is the most modern Diesel repair and maintenance shop in the nation.

E. L. Neeley, a native Idahoan, will be the mechanical superintendent in charge of the installation. William N. Stockton, Salt Lake City, resident engineer, was in charge of actual construction.

The shop construction got under way on Dec. 27, 1951.



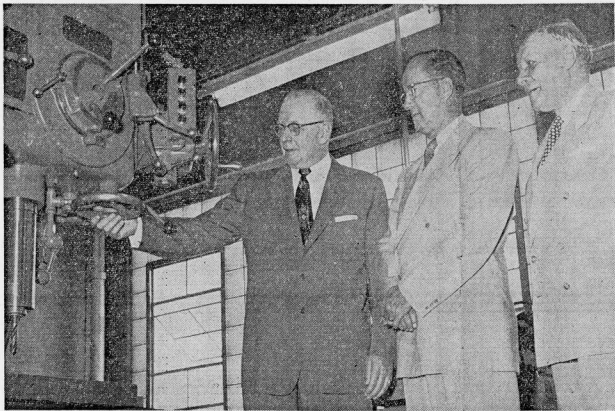
DISCUSS OPENING—E. L. Neeley, left, mechanical superintendent in charge of new Union Pacific six million dollar diesel shop, and William N. Stockton, resident engineer in charge of construction, talk over opening ceremonies of the road's shop to be held next Tuesday.

The Salt Lake Tribune

Radio-TV Log
Page 29

Salt Lake City, Utah — Wednesday Morning — August 3, 1955

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Arthur E. Stoddard, left, president of Union Pacific Railroad, explains to Gov. J. Bracken Lee and Mayor Earl J. Glade

the intricacies of one of the hundreds of heavy machines in use at the company's new six-million-dollar Diesel repair shop.

President of U. P. Opens \$6 Million Shop in S. L.

Salt Lake Tribune,
August 4, 1955

Leaders Inspect Rail Plant To Pace Growth of Region

One of the nation's leading railroad executives returned Tuesday to Salt Lake City and the scene of an earlier triumph of which he said: "I am proud of that achievement."

Arthur Ellsworth Stoddard, 60, president of Union Pacific Railroad Co., was greeted by nearly 425 business and professional men attending a luncheon at Hotel Utah and later headed a group of nearly 350 who visited the railroad's new six million dollar Diesel locomotive maintenance and repair shop in North Salt Lake.

"This turnout indicates you are definitely interested in growth of your area," Mr. Stoddard said.

The man who started his railroad career at the age of 11 as a water boy for a section crew predicted a bright future for Salt Lake City and Utah. He assured that development would be paced by his company and added:

"That's the End of the Line"

"Whenever we stop building, that's the end of the line. We love Salt Lake City because it is always looking for something bigger and better.

"I have faith in the growth of the country, this part in particular, and we are building for the future. It is gratifying to see the interest you have in future expansion of things good for your territory.

"Such interest is probably one of the reasons that influenced founders of Union Pacific to incorporate in Utah. Leaders of the railroad probably felt it would help develop people such as you and that you, in turn, would help develop the railroad."

During his brief talk the U.P. president recalled that he was here shortly after the turn of the preceding decade to form the Utah Division of Union Pacific. The division was created in

August 1941.

"Salt Lake City always has been home to Union Pacific and I assure you it always will be," Mr. Stoddard continued. "You are growing so fast we have to hurry to keep up with you. It seems not too long ago that it became my job to establish the Utah Division. This was done by taking part of the system in California and part from Idaho and combining them with the Utah system.

'One of the Best

"The Utah Division is one of the best of the Union Pacific System. I am proud of the part I had in forming it. It is not only one of the top divisions but it has the advantage of being geographically and strategically located. I will not say that we'll bring everything (in the way of future development) here, but I will say that we'll get things of the future around close to you."

Referring to the new Diesel plant, which to the veteran railroad executive must be a far cry from the Frisco Lines shop where he started as an apprentice in 1915, Mr. Stoddard said the shop might be a trifle larger than needed at this time.

"But we also might have to expand it in the not too distant future," he said. "About 300 are now employed there and it is expected the number will be expanded to 450. Some 4,000 Diesel and gas turbine electric locomotives go through the shop every month. In addition, the plant, which is equipped with every modern machine for servicing, maintaining and repairing modern transportation units is capable of handling 20 Diesel locomotives a month for complete overhaul."

Officials Visit

Gus P. Backman, executive secretary, Salt Lake City Chamber of Commerce, who introduced Mr. Stoddard complimented the U.P. president on the type of administrative and executive personnel assigned to the area.

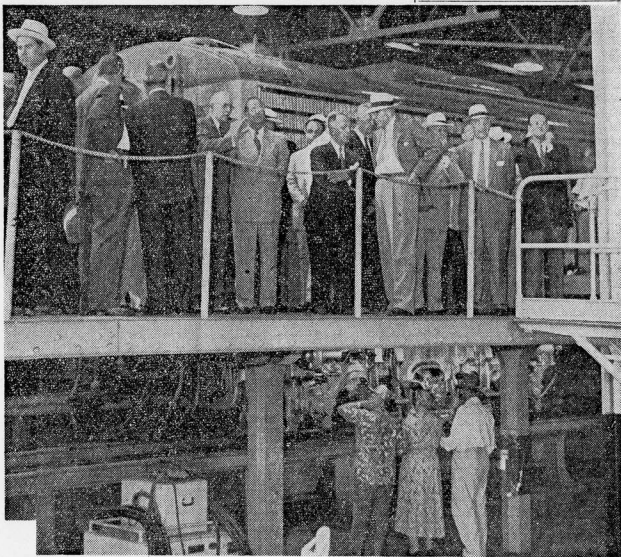
Gov. J. Bracken Lee and Mayor Earl J. Glade welcomed Mr. Stoddard and several members of his administrative staff who accompanied him here for the formal opening.

Gov. Lee speaking for the people of the state said he was "grateful to Union Pacific as a great builder and its addition of nearly two million dollars annually to the Utah payroll through the new facility."

Members of Salt Lake Rotary Club and Chamber of Commerce, sponsors of the luncheon and shop tour, expressed amazement over the plant equipment as they saw an overhead crane pick up a gas turbine electric locomotive weighing more than a half million pounds and move it about the vast shop which has 144,000 square feet of floor space.

The Salt Lake Tribune

Salt Lake City, Utah — Wednesday Morning — August 3, 1955



Hundreds of Salt Lake business and professional leaders took part in inspection as

Union Pacific Railroad's new shop formally opened Tuesday. Area payrolls enlarged.

The Salt Lake Tribune

Friday Morning, August 5, 1955

Utah Industrial and Railroad Milestone

Formal opening Tuesday of Union Pacific's new \$6,000,000 diesel locomotive maintenance and repair shop in Salt Lake City marks another milestone not only in industrial development here but in the development of railroad motive power.

The huge plant itself, covering nearly three acres of ground and with 144,000 square feet of floor space, now employs more than 300 men and will, according to Arthur E. Stoddard, U.P. president, who was here for the plant opening, soon be expanded to employ perhaps 450.

This means a new payroll in the neighborhood of \$1,800,000 a year, further extending the already considerable contribution of this Utah-incorporated railroad to the economy of the state by bringing total Union Pacific employment in Utah to more than 5,000, and total payroll to more than \$24,000,000.

The new plant, which complements the recently opened plant of the General Motors Electromotive Division at North Salt Lake, will handle all kinds of maintenance and repair of diesel and gas-turbine locomotives. It will do the heavy overhaul on such equipment over a large part of the Union Pacific system, although major work

on the eastern section will continue to be done at Omaha and light servicing will be continued at Green River, Wyoming, and Pocatello shops.

Union Pacific explains the choice of Salt Lake City for this major repair shop as due to its "central and strategic location and its excellent labor market"—reasons frequently cited for the industrial development which is becoming more and more characteristic of the state.

In addition to the importance of this plant in relation to Utah industrial development, it has much significance in the development of railroad motive power. Union Pacific today, said Mr. Stoddard, has more than 1,100 diesel locomotives of all types, most of which will be serviced or overhauled here. While U.P. still operates a few steam locomotives, no more steam units are being bought and the railroad will be wholly converted to non-steam power in a few years.

Union Pacific is not, however, wholly committed to diesels. In the last few years it has been experimenting with huge gas turbine locomotives of 4,800 horsepower, weighing 275 tons. It now operates 25 of these in freight service on one of the busiest stretches of railroad in the world—the main line from Ogden to Cheyenne, where normal traffic is 100 to 150 trains a day. This 482-mile stretch, says an article published recently in Diesel Progress Magazine, "has become the laboratory for world motive power" as a result of the testing of steam, diesel and gas turbine equipment in an endless parade of locomotive efficiency.

U.P. figures show the steam locomotive hopelessly outclassed in this competition. Diesels and gas turbines run neck and neck, although the latter is circumscribed by the high cost of idling, which requires that the turbine locomotive pull full loads at top power output as many hours a day as feasible. The possibility that some day cheaper powdered coal might provide fuel for the turbine locomotive is, however, a factor to be considered.

But as of today railroad motive as well as Utah industrial history is being made in connection with the establishment of this huge diesel and gas turbine shop in Salt Lake City—and as President Stoddard said, the only regret anyone can possibly have is the replacement of the romantic old locomotive whistle by the "diesel horns squawking in our ears."

12-19-55

12/19/55

D9 DESERET NEWS**Salt Lake Telegram****FINANCE-INDUSTRY-C****BUSINESS BIOGRAPHY**

U.P. Diesel Repair Shop Keeps Trains Rolling Over Western Rails

By JACK E. JARRARD
News Business Editor

One of the major additions to Utah's heavy industry is in full operation keeping the freight and passenger trains rolling in and out of the "Center of Scenic America."

That is Union Pacific Railroad Co.'s \$6 million Diesel locomotive maintenance and repair shop which was formally opened and dedicated only last August.

This huge, new building on the northern outskirts of Utah's capital houses men and equipment which keeps the powerful locomotives of U.P. in top condition.

It complements another similar shop built and operated by Electro-Motive Division of General Motors. While G.M.'s giant shop, also dedicated this year, repairs all components of Diesel locomotives for all railroads in the West, U.P.'s handles only its own.

The new shop employs about 400 men, adding in the neighborhood of \$1,800,000 to the annual payroll of Union Pacific in Salt Lake City and Utah. Utah employees of U.P. numbers more than 5,000 men and women. Employees in Salt Lake City number more than

2,000 now with an annual payroll of nearly \$12 million.

In U.P.'s new shop is a huge overhead traveling crane which can lift 270 tons with the ease of a boy lifting a sandwich.

The largest Diesel the U.P. has, and even the heavier gas-turbine electric locomotives can be hoisted into the air.

The building also has a 90-ton drop table for removing the complete truck from under any Diesel unit, seven elevated servicing tracks equipped with elevated platforms at engine floor level, and depressed pits below the tracks.

In addition the shop has wheel-truing equipment which permits the truing of wheels on both Diesel units and gas-turbine without removing the wheels from the unit.

Skilled men handle the intricate machine tools which assures top mechanical performance of any of the giant locomotives, as they haul freight trains loaded with raw materials and manufactured goods to the markets of the nation.

These pictures show some of the operations which go on day and night in the new U.P. Diesel repair shop, one of the latest additions to our industrial economy.