

July 20, 1955

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Salt Lake  
diesel shop  
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FOR AM PAPERS OF SUNDAY, JULY 24.

UNION PACIFIC RAILROAD'S \$6,000,000 DIESEL LOCOMOTIVE MAINTENANCE AND REPAIR SHOP WILL BE OPENED FORMALLY TUESDAY, AUGUST 2.

IN CELEBRATION OF THIS MAJOR ADDITION TO THE ECONOMY OF SALT LAKE CITY AND UTAH, THE CHAMBER OF COMMERCE AND ROTARY CLUB WILL SPONSOR JOINTLY A COMMUNITY LUNCHEON IN THE LAFAYETTE ROOM OF THE HOTEL UTAH AT 12 NOON. AN INSPECTION OF THE NEW SHOP IN THE NORTH YARDS OF THE UNION PACIFIC WILL FOLLOW THE LUNCHEON. BECAUSE OF LIMITED PARKING FACILITIES THE INSPECTION WILL BE CONFINED TO THOSE IN ATTENDANCE AT THE LUNCHEON. CHARTERED BUSES WILL PROVIDE TRANSPORTATION TO AND FROM THE SHOP. PRIVATE AUTOMOBILES WILL NOT BE PERMITTED TO ENTER THE SHOP AREA.

THE SHOP WILL EMPLOY APPROXIMATELY 400 MEN, WHICH WILL ADD IN THE NEIGHBORHOOD OF \$1,800,000 TO THE ANNUAL PAYROLL OF THE UNION PACIFIC IN SALT LAKE CITY AND UTAH, BRINGING UTAH EMPLOYEES OF THE UNION PACIFIC TO MORE THAN 5,000 WITH AN ANNUAL PAYROLL OF MORE THAN \$24,000,000. EMPLOYEES IN SALT LAKE CITY ARE INCREASED TO MORE THAN 2,000 WITH AN ANNUAL PAYROLL OF NEARLY \$12,000,000.

SPEAKERS AT THE LUNCHEON WILL INCLUDE ARTHUR E. STODDARD, OMAHA, PRESIDENT OF THE UNION PACIFIC RAILROAD, GOVERNOR J. BRACKEN LEE, AND MAYOR EARL J. GLADE. GUS P. BACKMAN, EXECUTIVE SECRETARY OF THE CHAMBER, WILL BE MASTER OF CEREMONIES AND RICHARD W. MAYCOCK, ROTARY PRESIDENT, AND FREDERICK R. HINCKLEY, PRESIDENT OF THE CHAMBER, WILL BE PRESIDING OFFICERS.

THE NEW SHOP, LOCATED APPROXIMATELY ON 8TH NORTH STREET BETWEEN 4TH AND 5TH WEST STREETS, IS THE MOST MODERN DIESEL REPAIR AND MAINTENANCE SHOP IN THE NATION. IT WILL HANDLE ALL TYPES AND CLASSES OF MAINTENANCE AND REPAIR FROM LIGHT SERVICING TO COMPLETE HEAVY SHOP OVERHAUL OF DIESEL MOTIVE POWER UNITS AND GAS-TURBINE ELECTRIC LOCOMOTIVES.

OPERATION OF THE SHOP IS UNDER THE JURISDICTION OF THE RAILROAD'S OPERATING DEPARTMENT, OF WHICH ELGIN HICKS, OMAHA, IS VICE PRESIDENT IN CHARGE OF OPERATIONS, AND IMMEDIATE SUPERVISION IS CONTROLLED BY D. S. NEUHART, OMAHA, GENERAL SUPERINTENDENT OF MOTIVE POWER AND MACHINERY, A NATIVE OF SALT LAKE CITY.

E. L. NEELEY, AS MECHANICAL SUPERINTENDENT OF THE UNION PACIFIC SOUTH-CENTRAL DISTRICT, WILL BE IN CHARGE OF THE NEW DIESEL SHOP. MR. NEELEY, A NATIVE OF IDAHO WHO ENTERED UNION PACIFIC SERVICE AT POCATELLO IN 1922, RECENTLY SERVED AS MECHANICAL SUPERINTENDENT IN OMAHA BEFORE HIS RECENT TRANSFER TO SALT LAKE CITY.

SALT LAKE CITY WAS SELECTED AS THE SITE FOR UNION PACIFIC'S NEWEST AND MAJOR DIESEL REPAIR AND MAINTENANCE SHOP BECAUSE OF THE CITY'S CENTRAL AND STRATEGIC LOCATION AND ITS EXCELLENT LABOR MARKET WHICH PERMITTED CONSTRUCTION OF THE SHOP BY THE COMPANY'S OWN ENGINEERING DEPARTMENT UNDER THE DIRECTION OF W. C. PERKINS, OMAHA, CHIEF ENGINEER AND FORMER DISTRICT ENGINEER AT SALT LAKE CITY, AND R. M. BROWN, SALT LAKE CITY, DISTRICT ENGINEER. WILLIAM N. STOCKTON, SALT LAKE CITY, WAS RESIDENT ENGINEER IN CHARGE OF ACTUAL CONSTRUCTION.

UNUSUAL EQUIPMENT IN THE NEW SHOP INCLUDES AN OVER-HEAD TRAVELING CRANE OF 270-TON CAPACITY, THE LARGEST LOCOMOTIVE HANDLING CRANE IN THE WEST. THIS CRANE IS CAPABLE OF LIFTING THE LARGEST DIESEL THE UNION PACIFIC HAS AND THE EVEN HEAVIER GAS-TURBINE ELECTRIC LOCOMOTIVES. UNION PACIFIC OPERATES 25 OF THESE IN FREIGHT SERVICE BETWEEN OGDEN AND CHEYENNE, WYO. EACH OF THESE GAS-TURBINES WEIGHS 551,000 POUNDS, OR 275.5 TONS, IS 83 FEET  $6\frac{1}{2}$  INCHES LONG AND HAS 4800 HORSEPOWER.

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-TURBINES WITHOUT REMOVING THE WHEELS FROM THE UNITS.

OVERHEAD AND PORTABLE CRANES USED FOR THE HANDLING OF MATERIAL ARE EQUIPPED WITH TWO-WAY RADIO COMMUNICATION WITH THE CENTRAL STATION IN THE SHOP FOREMAN'S OFFICE. THE SHOP IS ALSO EQUIPPED WITH A LOUD SPEAKER SYSTEM FOR PAGING.

THE LARGEST REFLECTIVE COLOR SIGN EVER MADE HAS BEEN SPECIALLY CONSTRUCTED FOR THE NEW BUILDING AND HAS BEEN INSTALLED. THE SIGN HAS AN OVERALL LENGTH OF 96 FEET NINE INCHES AND FEATURES A UNION PACIFIC SHIELD 24 FEET <sup>HIGH</sup> IN RED, WHITE AND BLUE. ON EACH SIDE OF THE SHIELD ARE A DOMELINER PASSENGER TRAIN AND A FREIGHT TRAIN IN COLOR. FLOODLIGHTS WILL ILLUMINATE THE SIGN.

CONSTRUCTION STARTED DECEMBER 27, 1951 WITH ALL WORK IN CHARGE OF RESIDENT ENGINEER STOCKTON, UTILIZING THE PERSONNEL OF THE COMPANY'S OWN ENGINEERING AND MAINTENANCE OF WAY DEPARTMENTS. PRELIMINARY WORK CONSISTED OF THE DRIVING OF MORE THAN 3200 PILES 35 TO 50 FEET IN LENGTH IN ORDER TO SUPPORT THE BUILDING AND THE HEAVY MACHINERY REQUIRED FOR THE SHOP OPERATION. MORE THAN 2000 TONS OF STRUCTURAL STEEL WERE USED AND 1600 CUBIC YARDS OF CONCRETE HAVE BEEN POURED. PRINCIPAL MATERIALS USED INCLUDED REINFORCED CONCRETE, CONCRETE BLOCKS, GLASS BLOCKS, STRUCTURAL STEEL AND ALUMINUM SIDING.

THE MAIN BUILDING IS 424 FEET LONG AND 162 FEET IN WIDTH WITH TWO WINGS, ONE 264 FEET IN LENGTH AND 102 FEET IN WIDTH, AND THE OTHER 324 FEET BY 80 FEET. THERE ARE FIVE DIFFERENT ROOF ELEVATIONS RANGING FROM 32 TO 77 FEET IN HEIGHT. IT IS THE LARGEST DIESEL SHOP UNDER COVER IN THE COUNTRY, AS WELL AS THE LARGEST STEEL-INSULATED BUILDING OF ANY KIND. THE SHOP HAS A FLOOR AREA OF 144,000 SQUARE FEET AND THE GROUND OCCUPIED BY THE BUILDING IS 2.8 ACRES. AMPLE PARKING AREAS FOR EMPLOYEES HAVE BEEN PROVIDED. A SIXTY-FOOT FLAG POLE HAS BEEN ERECTED AND THREE-FOURTHS OF AN ACRE HAS BEEN PLANTED TO GRASS AND SHRUBS.

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DIRECTOR OF PUBLIC RELATIONS  
SALT LAKE CITY, UTAH  
72055.

1955

Union Pacific Railroad's \$5,000,000 diesel locomotive maintenance and repair shop will be opened formally Tuesday, August 2.

In celebration of this major addition to the economy of Salt Lake City and Utah, the Chamber of Commerce and Rotary Club will sponsor jointly a community luncheon in the Lafayette room of the Hotel Utah at 12 noon. An inspection of the new shop in the north yards of the Union Pacific will follow the luncheon. Because of limited parking facilities the inspection will be confined to those in attendance at the luncheon. Chartered buses will provide transportation to and from the shop. Private automobiles will not be permitted to enter the shop area.

The shop will employ approximately 400 men, which will add in the neighborhood of \$1,800,000 to the annual payroll of the Union Pacific in Salt Lake City and Utah, bringing Utah employees of the union pacific to more than 5,000 with an annual payroll of more than \$24,000,000. Employees in Salt Lake City are increased to more than 2,000 with an annual payroll of nearly \$12,000,000.

Speakers at the luncheon will include Arthur E. Stoddard, Omaha, president of the Union Pacific railroad, Governor J. Bracken Lee, and Mayor Earl J. Glade. Gus P. Backman, executive secretary of the chamber, will be master of ceremonies and Richard W. Maycock, Rotary president, and Frederick R. Hinckley, president of the chamber, will be presiding officers.

The new shop, located approximately on 8th North street between 4th and 5th West streets, is the most modern Diesel repair and maintenance shop in the nation. It will handle all types and classes of maintenance and repair from light servicing to complete heavy shop overhaul of diesel motive power units and gas-turbine electric locomotives.

Operation of the shop is under the jurisdiction of the railroad's operating department, of which Elgin Hicks, Omaha, is vice president in charge of operations, and immediate supervision is controlled by D. S. Neuhart, Omaha, general superintendent of Motive Power and Machinery, a native Of Salt Lake City.

E. L. Neeley, as mechanical superintendent of the Union Pacific South-Central District, will be in charge of the new Diesel shop. Mr. Neeley, a native of Idaho who entered Union Pacific service at Pocatello in 1922, recently served as mechanical superintendent in Omaha before his recent transfer to Salt Lake City.

Salt Lake City was selected as the site for Union Pacific's newest and major Diesel repair and maintenance shop because of the city's central and strategic location and its excellent labor market which permitted construction of the shop by the company's own engineering department under the direction of W. C. Perkins, Omaha, chief engineer and former district engineer at Salt Lake City, and R. M. Brown, Salt Lake City, district engineer. William N. Stockton, Salt Lake City, was resident engineer in charge of actual construction.

Unusual equipment in the new shop includes an overhead traveling crane of 270-ton capacity, the largest locomotive handling crane in the west. This crane is capable of lifting the largest diesel the union pacific has and the even heavier gas-turbine electric locomotives. Union Pacific operates 25 of these in freight service between Ogden and Cheyenne, Wyo. Each of these gas-turbines weighs 551,000 pounds, or 275.5 tons, is 83 feet 62 inches long and has 4800 horsepower.

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-turbines without removing the wheels from the units.

Overhead and portable cranes used for the handling of material are equipped with two-way radio communication with the central station in the shop foreman's office. The shop is also equipped with a loud speaker system for paging.

The largest reflective color sign ever made has been specially constructed for the new building and has been installed. The sign has an overall length of 96 feet nine inches and features a Union Pacific shield 24 feet high in red, white and blue. On each side of the shield are a domeliner passenger train and a freight train in color. Floodlights will illuminate the sign.

Construction started December 27, 1951 with all work in charge of resident engineer Stockton, utilizing the personnel of the company's own engineering and maintenance of way departments. Preliminary work consisted of the driving of more than 3200 piles 35 to 50 feet in length in order to support the building and the heavy machinery required for the shop operation. More than 2000 tons of structural steel were used and 1600 cubic yards of concrete have been poured. Principal materials used included reinforced concrete, concrete blocks, glass blocks, structural steel and aluminum siding.

The main building is 424 feet long and 162 feet in width with two wings, one 264 feet in length and 102 feet in width, and the other 324 feet by 80 feet. There are five different roof elevations ranging from 32 to 77 feet in height. It is the largest diesel shop under cover in the country, as well as the largest steel-insulated building of any kind. The shop has a floor area of 144,000 square feet and the ground occupied by the building is 2.8 acres. Ample parking areas for employees have been provided. A sixty-foot flag pole has been erected and three-fourths of an acre has been planted to grass and shrubs.

Director of Public Relations

Salt Lake City, Utah

72055



UNION PACIFIC RAILROAD COMPANY  
Department of Public Relations & Advertising  
10 South Main Street  
Salt Lake City, Utah 84101  
Phone: 363-1544



*March 27, 1973*

FOR IMMEDIATE RELEASE:

A major expansion and modernization of Union Pacific Railroad's diesel locomotive repair facility in Salt Lake City has been announced by John C. Kenefick, president of the railroad.

Work will begin immediately, he said, with completion expected late next year. Cost of the project will exceed \$3 million.

Construction in the project will include:

- A 58- by 400-foot diesel locomotive servicing facility, with adjoining office, locker room and washroom facilities.
- An 80- by 100-foot extension to the west bay of the existing diesel locomotive repair shop and raising the roof of a 60- by 80-foot area of the existing bay.
- A 30- by 140-foot canopy at both the north and south ends of the west bay of the repair shop.
- A 10- by 200-foot load test platform immediately outside the west end of the repair shop.
- Relocation or new construction of almost six miles of track in the shop area.
- Two new parking areas and a pedestrian overpass for employes.

The Salt Lake diesel locomotive repair shop is one of two major shops on the Union Pacific system where heavy repairs to locomotives

are performed, and it also handles locomotive servicing and refueling. The new diesel servicing building will permit the servicing and light or running repair activity to be done in a facility separate from the heavy repair shop. Two tracks will run through the 400-foot length of the structure, with each track having inspection pits and refueling and sanding facilities. Offices, an oil laboratory, and locker room and washroom facilities will be located in a 16- by 203-foot building attached to the servicing shop.

The 80- by 100-foot addition to the west bay of the existing diesel locomotive repair shop, and raising the roof over part of the existing bay, will provide additional facilities for that bay as well as increasing the work area. Three tracks running through the bay will be extended, complete with inspection pits beneath the tracks and elevated platforms between the tracks to provide easy access to all parts of the locomotive. Two overhead cranes will be installed in the bay and a single-axle drop table will be built to serve all three tracks for changing out wheel and axle assemblies on the locomotives.

Canopies 30- by 140-feet long will be installed at both the north and south ends of the shop's west bay to provide protection from the weather for locomotive cleaning and testing. Outside the west end of the shop a 10- by 200-foot testing platform will be built, complete with drop pit, cranes and other related equipment.

The present Salt Lake City diesel locomotive repair shop was opened in 1955 and cost some \$6 million to construct. With a floor area of 144,000 square feet, at the time it was built it was the largest diesel shop under cover in the nation, as well as the largest



steel-insulated building of any kind. Extensive washing, refueling and servicing facilities for the locomotives were located outside the main shop building.

Expansion of the facilities is part of a complete restructuring of the railroad's locomotive maintenance operations which has been under way during the past two years. Formerly, heavy repairs, running repairs and servicing were handled at a number of points on the railroad. Under the new arrangement heavy repair work is concentrated at Salt Lake City and North Platte, with servicing and light repairs done in new facilities at strategic points around the system.

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