



North Platte,
Nebraska

Bailey yard



Union Pacific Railroad's Bailey Yard in North

Platte, Nebraska, is the largest railroad classification yard in the world. It was named in honor of former Union Pacific President Edd H. Bailey.

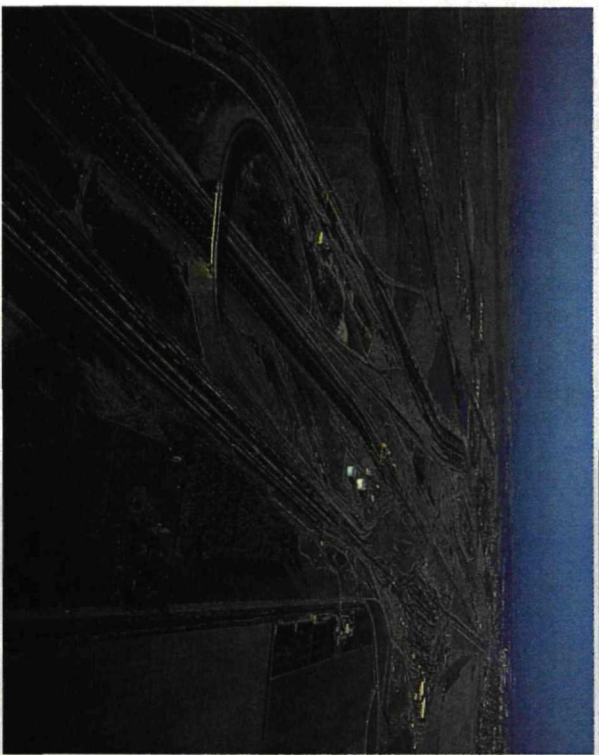
If the University of Nebraska Cornhuskers were to play here, they'd have enough room for 3,097 football fields.

This massive yard covers 2,850 acres, reaching a total length of eight miles, well beyond the borders of North Platte, a community of 24,500 citizens.

Put end-to-end, Bailey Yard's 315 miles of track would reach nearly from North Platte in western Nebraska east to Omaha on the Iowa border along the Missouri River.

Every 24 hours, Bailey Yard handles 10,000 railroad cars.

Of those, 3,000 are sorted daily in the yard's eastward and westward yards, nicknamed "hump" yards. Using a mound cresting 34 feet for eastbound trains and 20.1 feet for those heading west, these two hump yards allow four cars a minute to roll gently into any of

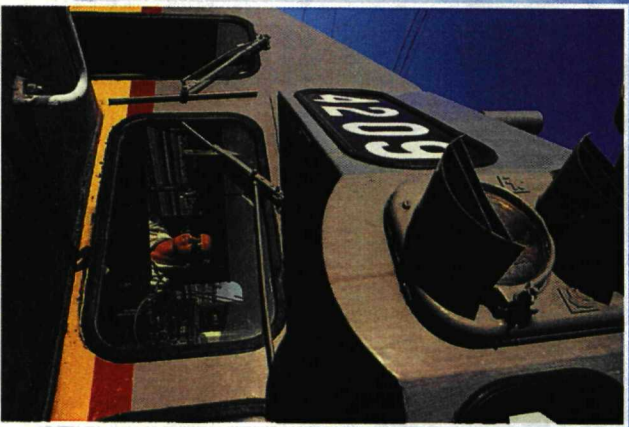


Looking east to overpass, receiving yards, bowl tracks and finally North Platte in far background.

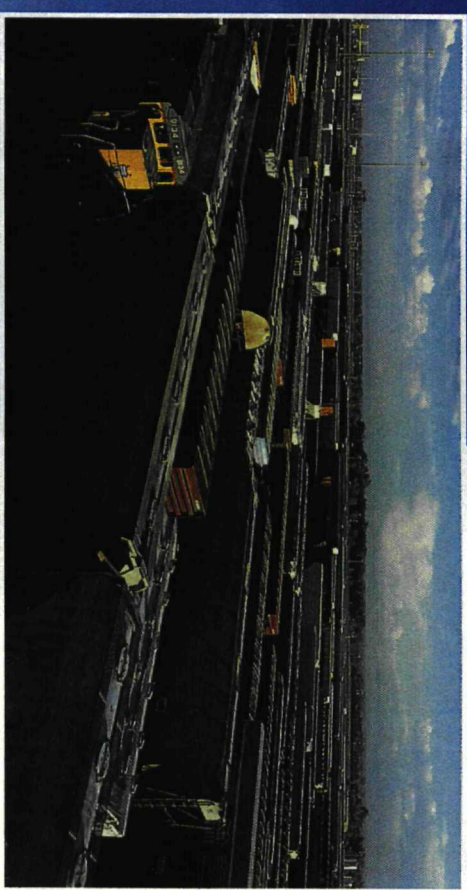
Classification bowls for eastbound and westbound traffic, shown in center and upper left of photo, contain 114 tracks and thousands of cars. Diesel shop at right.

114 "bowl" tracks where they become part of trains headed for dozens of destinations. Together, these two yards have 18 receiving and 16 departure tracks.

This massive yard covers 2,850 acres, reaching a total length of 8 miles.



Engineer Rusty Siegmann looks into afternoon sun as his locomotive switches cars for trains.



Large photo at left shows pulled by gravity into one of in eastbound classification where cars are sorted for m destinations.

In bottom photo, Terry Lally makes sure everything looks good during track maintenance project in yard.

Bailey Yard's goods tell the story of American commerce.

Bailey Yard daily handles an average of 135 trains bound for cities as distant as the East, West and Gulf Coasts of America as well as the Canadian and Mexican borders.

Bailey Yard's goods tell the story of American commerce, for through here pass refrigerators, TV's, coal, automobiles, potatoes, fruit, wine, lumber, corn, sugar, steel, chemicals and hundreds of other commodities used every day. As goes Bailey Yard, so goes the nation, for it is an economic barometer of America.

More than one hundred million dollars has been spent in the modern era of diesel-electric locomotive

power to boost Bailey Yard to position as the world's leading railroad yard.

North Platte is home to Union Pacific employees, including those who work in the yard at shops and those who operate the-road trains.





esides sorting cars to build new trains, Bailey Yard

also accommodates a growing number of "unit" trains which carry only one commodity to one customer.

Seventy per cent of the traffic through Bailey Yard is of this nature.

Up to 32 coal trains originating daily in the Powder River Basin of northeast Wyoming are good examples of unit trains which need only inspecting and quick servicing before continuing. Thus, "run-through" tracks were constructed at Bailey to avoid delays.

Energy growth has also required construction of 10 westbound departure tracks, an 18 track run-through facility and the 18 track spare yard where 1,500 empty coal cars can be stored until needed to fill trains to contract length.

Union Pacific continues to invest heavily in capital projects at North Platte in order to accommodate the demands of our customers. This demonstrates our commitment to customers and the community.



Spike drivers swing those hammers while fixing yard track. In photo

from left: Mario H. Miramontes, Joseph J. Gonzales, Jose L. Rivas, Jose W. Hernandez, Dale E. Hendrickson, and Juan Molina.

Every day, Bailey Yard sorts 3,000 cars; at right is the westbound bowl surrounded by receiving and departure yard tracks.

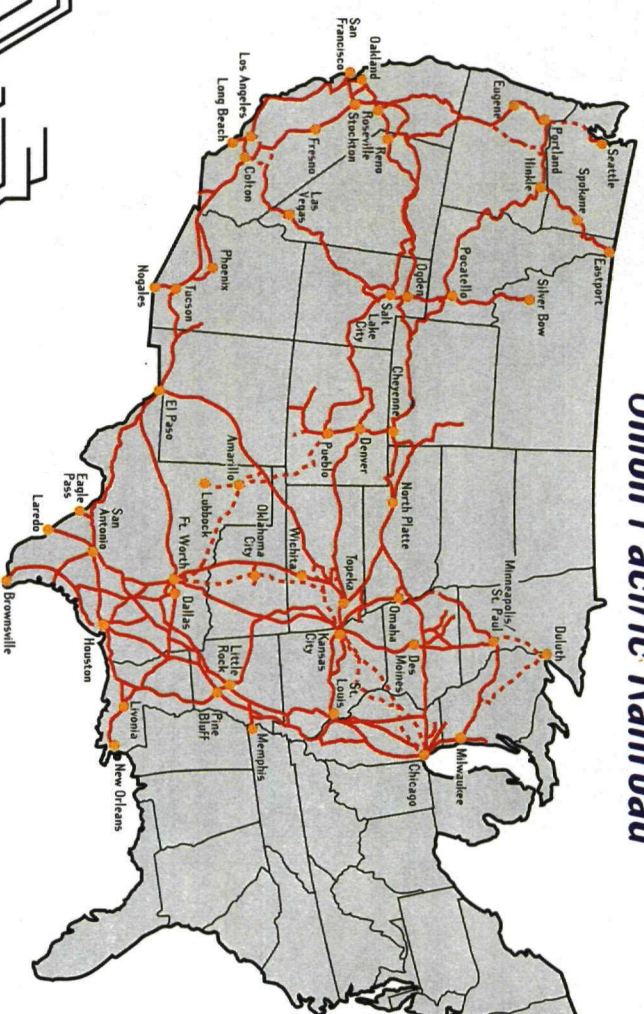
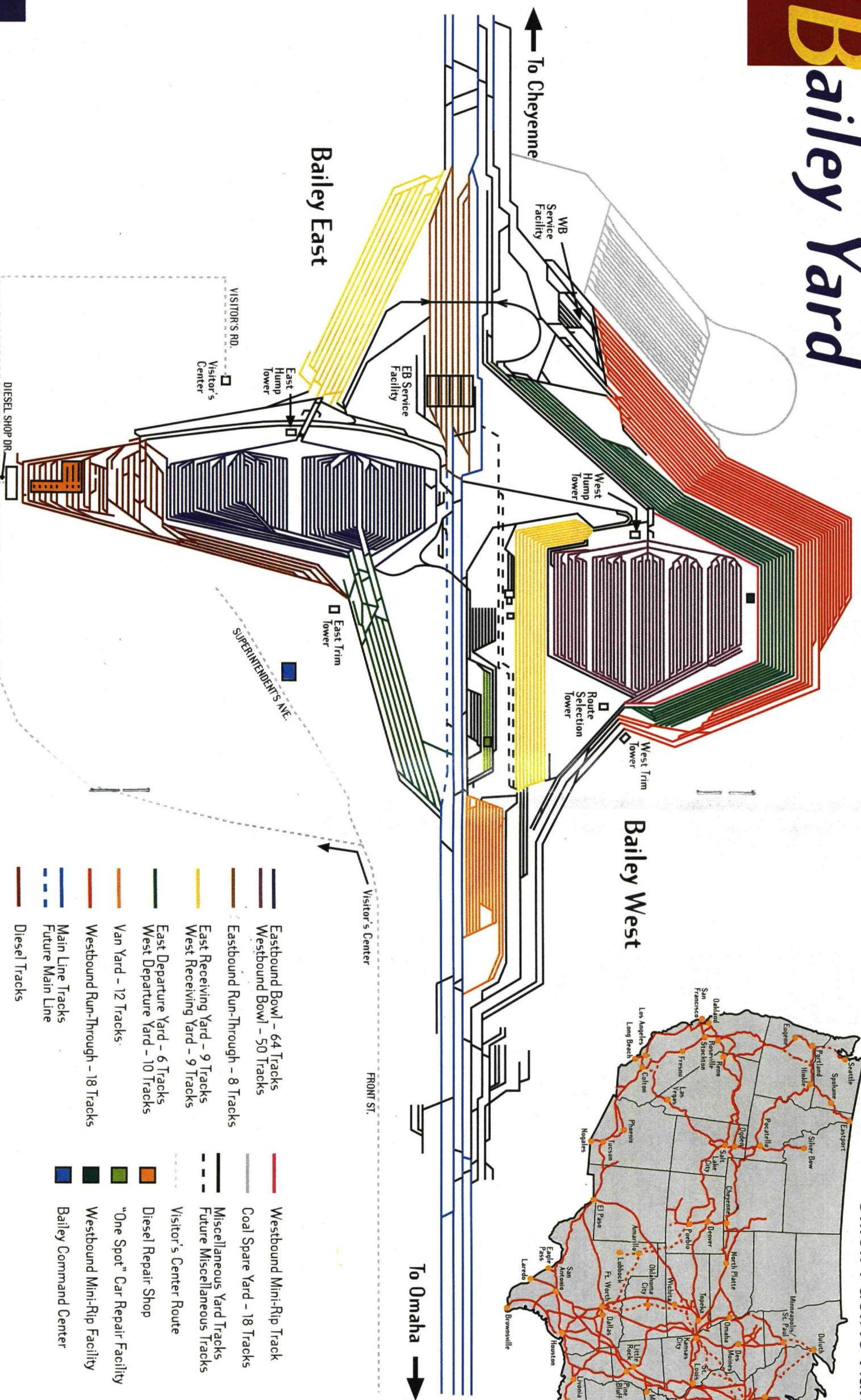


Looking across Bailey Yard are some of the 10,000 cars handled daily.

More than a hundred million dollars has been spent to boost Bailey Yard to its position the world's leading railroad yard.

Bailey Yard

Union Pacific Railroad





New "one-stop" servicing facilities for locomotives (above and lower right) for eastbound and westbound traffic keep trains on the go. These include auto, trailer-container, coal, grain and mixed-freight trains.

Union Pacific continues to invest heavily in capital projects at North Platte.

North Platte's new fueling and servicing

centers at the westbound and eastbound yards cut as many as 12 hours off the time needed to prepare locomotives for departing trains. The 180 service track employees process more than 8,500 engines per month. In an average day, 350 locomotives are serviced.

One of Union Pacific's largest locomotive repair shops is located here. The L-shaped structure is large enough to house three football fields. Nearly 900 employees can repair 750 locomotives monthly, operating 24 hours a day. Eleven tracks, remote-

controlled overhead cranes and elevated work bays help speed the work.

Bailey Yard mechanical forces fill locomotives with 14 million gallons of diesel fuel every month.



At left, Doug Kirts services locomotives with sand.

Welder Bill Freeman, below repairs in shop at Bailey Yard.
Percy Knight stops his maintenance vehicle for a moment.



A car repair facility with three completely equipped "one-

spot" tracks repairs an average of 50 cars daily. The shop replaces 10,000 pairs of wheels yearly and has a fleet of trucks to repair small defects in trains. Its employees do 1,000-mile car inspections. Light repairs are completed in less than an hour so cars can be quickly moved back into trains. The shop can repair 18 to 20 cars per hour, with shifts running 24 hours.



Malcolm Hamff controls all traffic from the Bailey Yard Command Center.

"One Spot" car shop replaces 10,000 pairs of wheels annually.

Union Pacific Fruit Express, a subsidiary of Union Pacific Railroad, maintains a fleet of more than 4,000 mechanical refrigerator cars. At North Platte, loaded refrigerator cars and intermodal equipment are inspected to ensure proper temperature and fuel supply and mechanical units are serviced and repaired. The Bailey Command Center controls all movements through Bailey Yard, utilizing the latest computer-based controls. Bailey is tied to the Harriman Dispatching Center in Omaha, which controls hundreds of inter-city trains operating daily throughout Union Pacific's 23-state system.

Union Pacific employees in North Platte are paid over \$100 million annually. Besides 2,600 UP workers and their families, North Platte is home to 1,500 UP retirees. North Platte and Union Pacific are truly synonymous terms. Bailey's importance was recognized in 1995 when it was entered into the Guinness Book of Records as the world's largest railroad yard.



Ron Cooper repairs a locomotive in the diesel shop.

Bailey Yard shops fix 75 locomotives monthly.

Bob Knoll uses oversize wrenches to fix giant locomotives.



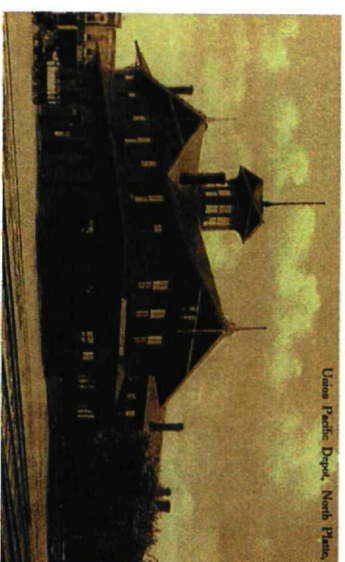
History

Situated along the Great Platte River Road, North Platte was a stopping point for settlers using the Oregon, Mormon, Overland and Pony Express trails in the 19th Century. Then came Union Pacific Railroad when Gen. Grenville Dodge set aside land for a railroad Division Point in August of 1866. It soon became apparent that North Platte was geographically blessed, being the midpoint between Chicago and Salt Lake City as well as the half-way marker between Omaha and Denver.

On December 3, 1866, the first train entered what then was known as a "Hell on Wheels" town filled with railroad construction workers and their tag alongs.

In 1897, E.H. Harriman purchased Union Pacific at auction in Omaha.

In 1910, construction of the second main line commenced through North Platte.



Depot and Hotel

From 1878 to 1913, William "Buffalo Bill" Cody lived and organized his Wild West show from his ranch north of the rail yard. He transported the show via rail and wagon.

On November 17, 1915, the Union Pacific Hotel and Depot burned and was replaced the following year.



William "Buffalo Bill" Cody

In April 1971, the new diesel shop was opened.

From December 25, 1941 to April 1, 1946, the North Platte Canteen located in the passenger depot served more than 6 million members of the armed forces.

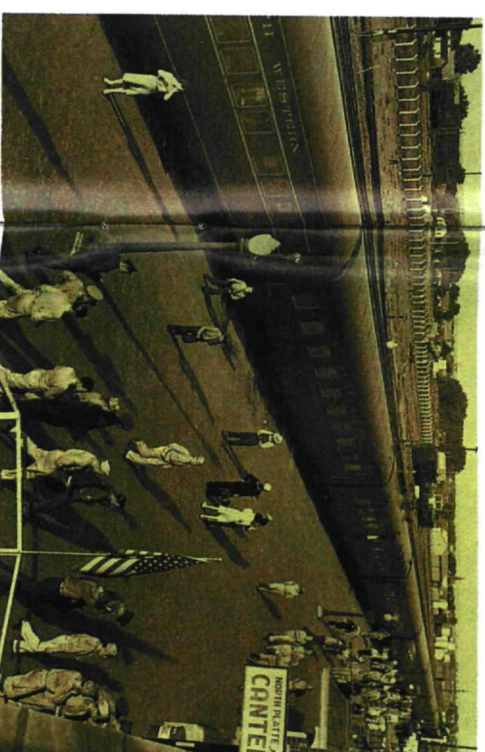
Between 1966 and 1970, the eastbound hump yard and diesel shop were constructed.

In October of 1973, a "one-spot" car repair facility was opened.

Between 1988 and 1991, westbound and eastbound fueling facilities were constructed and a coal yard was expanded.

On November 1, 1973, the passenger depot was demolished and replaced with a historical marker and mini-park in 1975.

In November 1948, the west retarder yard was opened.



North Platte Canteen

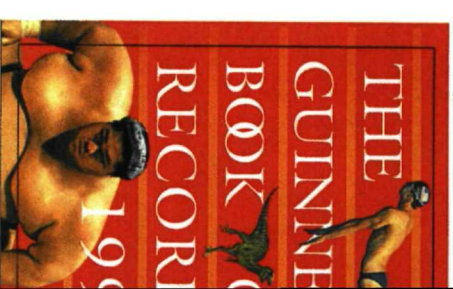
In March 1979, a communication and multi-purpose building was opened.

In 1980, the new westbound hump yard was dedicated.

In 1992, the westbound coal yard was expanded and computer aided dispatching was installed.

In 1995, the westbound facility was the first year E Yard was recognized Guinness E Records as world's largest rail yard.

In 1994, the eastbound fuel facility was opened



1995 Guinness Book of Records

Cover photos: Fueling and servicing tracks handle more than 10,000 locomotives monthly.



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