

# Union Pacific Terminal Addresses

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## Boone Depot

900 Story St. Boone Iowa 50036 Door Code 52 enter

## Boone Yard Red Shed

513 S Delaware Boone Iowa 50036

## Marshalltown Depot

524 South 3<sup>rd</sup> Avenue Marshalltown Iowa 50158

## Clinton Depot

1400 Beaver Channel Parkway Clinton Iowa 52730

## Des Moines Shortline Yard

2350 East Market St Des Moines Iowa 50317  
Door Code: 2&4 then 3

## Beverly Yard Depot

4900 Edgewood Rd. SW Cedar Rapids Iowa 52404

## Mason City Yard

800 12<sup>th</sup> St NW Mason City Iowa 50401  
Door Code: 2&4 then 3

## Missouri Valley Depot

200 S 6<sup>th</sup> St. Missouri Valley Iowa 51555 Door Code: 4242

## Fremont Depot

10 S Main St. Fremont Nebraska 68025 Door Code: 421

## Eagle Grove Yard Depot

700 N Cadwell Eagle Grove Iowa 50533 Door Code: 515

## Blue Earth Minnesota

703 East 7<sup>th</sup> Street  
Blue Earth, MN 56013

## Iowa Falls Depot

420 Hollis Ave  
Iowa Falls, Ia 50126

## Hull Avenue Yard

1959 Hull Ave  
Des Moines, IA 50313

## Cedar Rapids North Yard

901 4<sup>th</sup> St NE  
Cedar Rapids, IA 52404

## Fort Dodge Depot

2830 14<sup>th</sup> Ave South  
Fort Dodge, IA 50501

# Standard Operating Procedures for Boone yard Switch jobs and Utility

YBO11, YBO41 & YBO61

## Planning

- Check yard line up, coordinate with dispatch and/or manager on duty for work event during your shift. Make a tentative plan and times for each event.
- Plan your switching around yard line up to optimize pickups for trains working on your shift.
- When possible, the local departing the yard takes priority.
- Look for strategic cuts when yarding cars for setouts or terminating trains.
- Plan your work events to be the safest and most efficient way possible.
- When train setting trains. Attempt to keep blocks together that are already on the train.
- Attempt to switch up to work events.
- If possible do not yard cars in tracks 14-18 during evening shift. This will allow YBO31 (west end switch job) to have tracks to work with during their shift.

## Yard blocks

- NPLT (North Platte)
  - ELKH & BRC separate when possible
  - MSCY (Mason city), MSCL (Mason City load) & SSTP (South St. Paul) separate when possible. MSCY & MSCL cars are always allowed in same track.
  - COBL ( Council Bluffs)
  - EGLE (Eagle Grove)
  - DEMS (Des Moines) & MRTN (Marshalltown) Separate when possible
  - L21, LN21, L21M, L21W, BARI, ACOR, BSVY, NS, CS, CP & BO all go to 10 track for 31 job.
  - NW (no way bill) attempt to total trace car to find final destination of car.
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# Timetables and Subdivisions

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## **Council Bluffs Area**

Blair- 0203

Columbus- 0206

Omaha- 0200

Sioux City- 0119

## **Twin Cities Area**

Albert Lea- 0180

Fairmont- 0135

Mankato- 0190

Worthington- 0123

## **Kansas City Area**

Falls City- 0225

Trenton-0078

## **Iowa Area**

Boone- 0106

Clinton- 0100

Fort Dodge- 0138

Jewell- 0129

Mason City- 0110

Perry- 0124

Tara- 0133

## **Chicago Area**

Geneva- 0001

## **Also Service Units Include:**

Great Lakes

Great Plains

Heartland

Chicago Commuter Complex

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## CONTACT LIST

<b>Sr. MTO Pat Wieth</b>	<b>515-351-8635</b>
<b><u>Peer Trainer</u></b>	
<b>Matt Lande</b>	<b>515-236-4118</b>
<b><u>SMART-TD Local Contacts</u></b>	
<b>Local Chairperson Tim Buhrman</b>	<b>515-290-1824</b>
<b>Vice Local Jo Morehouse</b>	<b>515-371-6631</b>
<b>CMS</b>	<b>866-623-4267</b>
<b>Boone On-Duty Manager</b>	<b>402-501-2053</b>
<b>Boone Crew Room</b>	<b>515-433-5757</b>
<b>Boone Red Shed</b>	<b>515-433-5664</b>
<b>Des Moines On-Duty Manager</b>	<b>402-501-2052</b>
<b>Clinton On-Duty Manager</b>	<b>402-501-2047</b>
<b>Mason City On-Duty Manager</b>	<b>641-421-3595</b>
<b><u>Dispatchers</u></b>	
<b>“Spine” Disp. 44</b>	<b>531-210-4044</b>
<b>Mo. Valley-Blairstown Disp. 19</b>	<b>531-210-4019</b>
<b>Blairstown-Clinton Disp. 12</b>	<b>531-210-4012</b>
<b>Omaha Disp. 20</b>	<b>531-210-4020</b>

## Seniority District Terminals

Boone-NZ335

- Road/Yard & Locals

Marshalltown- NZ285

- Yard & Locals

Des Moines- DM255 *Shortline yard & Hull Ave. yard*

- Road/Yard & Locals
- Most yard jobs require RCO

Eagle Grove- DD053

- Road/Yard & Locals

Beverly- NZ220 *Cedar rapids*

- Yard

Clinton-NZ140

- Road (longpool)/Yard & Locals

Iowa Falls -DM182

- Local job 16

Mason City-DM136

- Road/Yard & Locals
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# CLAIMS

Brakemen and conductors in training are allowed by agreement, if not provided by the carrier, for actual, necessary and reasonable travel, lodging and meal expenses incurred during training if required to attend training more than 45 miles from home terminal. The 3 claims available for new hires are for personal auto mileage, actual deadheading time, and per diem allowance.

## PER DIEM ALLOWANCE:

Enter one per diem claim daily when sent away from home for training. "Claiming daily per diem meal allowance while assigned for brakeman or conductor training on (train ID) on (date) as instructed by (manager name)."

## PERSONAL AUTO DEADHEAD:

Enter one deadhead claim each for driving time to and from away from home terminal when sent for training. Do not use circ7 locations, enter city and state. "Claiming \_\_\_ hours straight time for deadheading separate and apart via personal auto from (location) to (location) on (date) for brakeman or conductor training as instructed by (manager name)."

## PERSONAL AUTO MILES:

Enter one personal auto mileage claim each for driven miles to and from away from home terminal. Do not use circ7 locations, enter city and state. "Claiming \_\_\_ miles at current mileage rate account drove personal auto from (location) to (location) on (date) for brakeman or conductor training as instructed by (manager name)."

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JEK

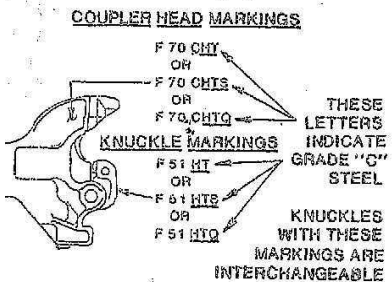
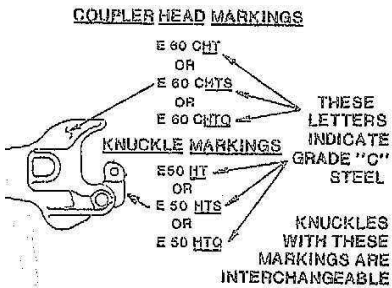


# CORRECT REPLACEMENT OF FREIGHT CAR KNUCKLES

OFFICE OF:  
ASST. VICE PRESIDENT, MECHANICAL  
ST. PAUL, MINNESOTA  
FEBRUARY 1, 1978  
REVISED 3-14-78

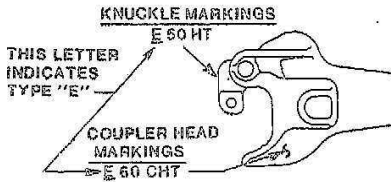
COUPLER ASSEMBLIES MANUFACTURED FROM GRADE "E" STEEL ARE USED PRIMARILY IN UNIT TRAIN CARS AND IN NEWER FREIGHT CARS. THEY ARE SUBSTANTIALLY STRONGER THAN THE MORE COMMON COUPLER MANUFACTURED FROM GRADE "C" STEEL.

COUPLER ASSEMBLIES MANUFACTURED FROM GRADE "C" STEEL ARE IDENTIFIED BY HT, HTS OR HTQ MARKINGS ON THE COUPLER HEAD AND KNUCKLE.

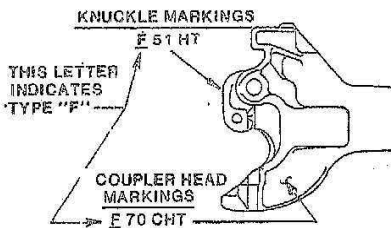


THERE ARE THREE BASIC TYPES OF COUPLER ASSEMBLIES NOW IN USE. LETTER MARKINGS ON EACH COUPLER HEAD AND KNUCKLE IDENTIFY THEM AS TO TYPE:

1. TYPE E IS THE MOST COMMON COUPLER ASSEMBLY AND IS USED ON ALL TYPES OF FREIGHT CARS.

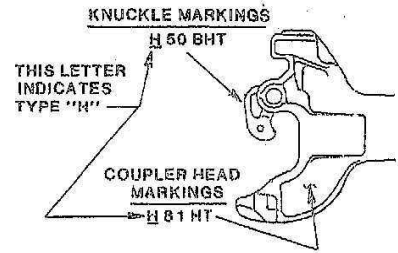


2. TYPE F "INTERLOCKING" COUPLER ASSEMBLY IS USED ON TOFC AND SOME UNIT TRAIN EQUIPMENT.

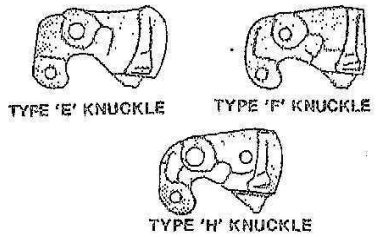


3. TYPE H "TIGHTLOCK" COUPLER ASSEMBLY IS USED ON PASSENGER AND SOME WORK EQUIPMENT.

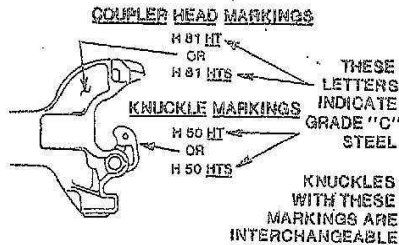
(3. CONTINUED)



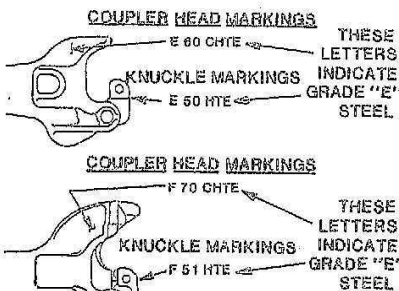
THE KNUCKLES DESIGNED SPECIFICALLY FOR THESE THREE DIFFERENT ASSEMBLIES ARE VERY SIMILAR IN APPEARANCE, HOWEVER THEY ARE NOT INTERCHANGEABLE.



ANOTHER IMPORTANT CONSIDERATION IN COUPLER AND KNUCKLE IDENTIFICATION IS THE GRADE OF STEEL FROM WHICH THEY ARE MANUFACTURED. TYPE H COUPLER ASSEMBLIES ARE MADE FROM GRADE "C" STEEL AND TYPES E AND F COUPLER ASSEMBLIES ARE MANUFACTURED FROM BOTH GRADES "C" AND "E" STEEL.



COUPLER ASSEMBLIES MANUFACTURED FROM GRADE "E" STEEL ARE IDENTIFIED BY HTE MARKINGS ON THE COUPLER HEAD AND KNUCKLE.



MANY FREIGHT CARS WHICH ARE EQUIPPED WITH GRADE "E" STEEL COUPLER ASSEMBLIES WILL HAVE THIS INFORMATION STENCILED ON THE ENDS OF THE CARS.

THE VARIOUS COMPONENTS MAKING UP ANY TYPE OF COUPLER ASSEMBLY HAVE BEEN DESIGNED SPECIFICALLY FOR THAT TYPE OF COUPLER AND INTERMIXING OF COMPONENTS FROM ONE TYPE OF COUPLER WITH THOSE OF ANOTHER CAN HAVE ADVERSE RESULTS.

COUPLER KNUCKLES ARE INTENTIONALLY DESIGNED TO BE THE FIRST COUPLER PART TO FAIL WHEN DESIGN FORCES HAVE BEEN EXCEEDED.

INCORRECT KNUCKLE REPLACEMENT WILL RESULT IN THE FOLLOWING:  
⊗ WHEN A GRADE "E" STEEL KNUCKLE IS INSTALLED IN A GRADE "C" COUPLER BODY, THE COUPLER RATHER THAN THE KNUCKLE WILL FAIL WHEN DESIGN FORCES ARE EXCEEDED.

⊗ WHEN A GRADE "C" STEEL KNUCKLE IS INSTALLED IN A GRADE "E" STEEL COUPLER BODY, IT WILL BE EXPOSED TO EXCESSIVELY HIGH FORCES IF USED IN UNIT TRAIN SERVICE.

WHEN KNUCKLE REPLACEMENT BECOMES NECESSARY, THE COUPLER HEAD SHOULD BE EXAMINED TO ASCERTAIN BOTH THE TYPE OF KNUCKLE TO BE USED AND ITS GRADE OF STEEL.

SHOULD IT BE NECESSARY TO REPLACE A GRADE "C" STEEL KNUCKLE NEAR THE UP END OF A LOADED UNIT TRAIN AND AN APPROPRIATE KNUCKLE IS NOT AVAILABLE IN THE LOCOMOTIVE OR CAROUSE SUPPLY, A GRADE "E" STEEL KNUCKLE SHOULD BE OBTAINED FROM ONE OF THE HEAD CARS IN THE TRAIN AND THIS KNUCKLE REPLACED WITH ONE OF GRADE "C" STEEL. THE DISPATCHER SHOULD BE NOTIFIED SO THAT THE GRADE "C" STEEL KNUCKLE CAN BE