



# NORTHERN RAILS

TWIN CITIES SERVICE UNIT



Gang 2915 employees place new panels on the Albert Lea Subdivision's Ventura Industrial Lead.

Thanks to Gang 2915 employees, train operations along Albert Lea Subdivision's Ventura Industrial Lead will soon be as silky smooth as the products Ventura Foods LLC produces.

Calling themselves the Hill Track Gang, Tim Gustafson, ARSA track supervisor, and Gang 2915 employees recently enhanced the location's track structure by replacing the existing 85-pound rail with a combination of 112- to 115-pound rail panels.

"It will last longer and enhance overall operations," Gustafson said.

In order to maintain quality customer service for one of the largest, most advanced processing plants for margarines, shortenings and oils in the U.S., the gang's employees replaced the sections at opportune times and also performed local main line work to remove slow orders.

Despite facing record heat – which prompted the crew to drink record amounts of water according to Gustafson – Gang 2915 also raised the track bed to enhance drainage.

"It's going to be like brand new track for us," said Conductor Doug Kuhl, who delivers upwards of 10 cars of food grade oils to the facility each week.

As part of the project, a rehabbed switch also was placed on the track leading into Bridon Cordage, which is one of the agricultural industry's leading marketers and manufacturers of polypropylene baler twine. The company produces twine for virtually every type of baling operation in the U.S., Canada and many foreign countries. It also produces a variety of industrial products including cement fillers and a full line of tying twines.

Enhancing operations and track longevity, Gang 2915 employees replace 85-pound rail with a combination of 112- to 115-pound rail panels.

RIISING TO THE  
**TOP**

## From The Desk of Lance Hardisty

Safety continues to be our No. 1 priority. I am again asking for your commitment to work safely so we don't have any personal injury incidents, derailments, decertifiable incidents or grade crossing collisions. In the second quarter, we have had two personal incident injuries. This is equal to the number we had in 2009. In 2010, there have been four as compared to three at the same time for 2009. In reviewing each of the 2010 injury incidents, we could have done something different to prevent them from happening. On the customer side of safety, we continue to

make improvements. Human-factor derailments are down 50 percent compared to last year. That is attributed to the great efforts by safety captains and Total Safety Culture teams.

Public safety continues to be an area of focus. We have had nine grade crossing collisions, compared to eight last year. Our goal for 2010 is 11. I need each individual's help to work with community leaders to help change driver behavior and close redundant road crossings.

By now each of you should have received our Summer Safety booklet. Please

take time to review this with your family. The information will help identify risks and prevent incidents at work and home this summer.

A handful of service units, including Twin Cities, have been selected to participate in the Life Matters wellness program. Through Life Matters, employees are given a coach to help him or her achieve a personal goal. Goals can be physical — such as wanting to lose weight or exercise more — or psychological — like wanting to build self-confidence. After setting a

*Continued on page 2.*

# SABER A VALUABLE TOOL

Likened to cavalry cutlery, a SABER is a valuable tool in the right hands. This year's SABER – Safety and Business Evaluation and Review – swung into action May 25 as Randy Blackburn, Regional Vice President-North, and Rudy Bussard, General Superintendent-Mechanical Maintenance, met with Lance Hardisty, Superintendent-Transportation Services, at the Twin Cities Service Unit's headquarters.

Mike Gilliam, Director-Track Maintenance, also joined Blackburn's group, who reviewed St. Paul Engineering Team's processes, and visited with a South St. Paul yardmaster and St. Paul's Mechanical group. In addition, the group traveled to Mankato, met with Unimin Corporation officials and toured Unimin's new Kasota, Minn., facility.

Two other groups contributed to this year's SABER including David Barnes, Assistant Vice President Operations-North; Bob Resch, Manager-Public Safety; Dennis Bowen, Director-Safety; and Thomas Foxen, Manager-Track Projects, who visited Itasca and Altoona, Wis.; and Steve Lord, General Director-Regional Operations; Mitzy Graybeal, General Director-Operations Support; and Steve Foresman, Director-Road Operations, who visited Des Moines, Eagle Grove, and Mason City, Iowa.

The teams reviewed a variety of processes including yardmasters and MTM's pre-shift safety meetings and perused managers' testing records to assure UP standards.

Providing an outside perspective to enhance processes and/or the physical location,

the group looked for improvement opportunities and sought to uncover Best Practices – items that can be developed and shared with other service units.

While the team uncovered areas for improvement in housekeeping and the bad order process for sand cars destined for Unimin and the other sand facilities, the SABER was a positive experience as its team members positively commented on Twin Cities Service Unit employees' cross-functional teamwork and homespun work ethic. Statements such as "outstanding, much improved, and organized" were repeated by all three groups.

Building upon the positive experience, our continued success depends on our collective efforts to attain zero injuries, zero human-factor incidents and zero de-certifications.

## *From The Desk of Lance Hardisty* Continued from page 1.

goal, participants choose how they would like to have their coach work with them. Some opt to receive regular check-in e-mails and updates, while others request phone calls. Once enrolled, participants have access to a media library filled with educational materials, such as medical information, to help them in their program.

On the service side, business volumes continue to increase for 2010. This is the result of excellent customer service through providing on-time service on the scheduled days with the scheduled cars. Three new customers have started construction of their plants. EOG Resources, a fracturing sand company located in Norma, Wis., will have its facility completed in June 2011. Atlas Resin Proppants, located in Maryland, Wis., will open in November. Another frac sand company will relocate to Valley, Wis., and has begun to design its rail layout. In addition, several more customers are looking to relocate on the Union Pacific. It is the result of the great service that each individual crew supplies to their customers. Our challenge is to continue. This is a great challenge to have.

Engineering continues to work on the 2010 construction projects. The Ventura Industrial Lead upgrade has been completed. This will allow the LTC17 out of Albert Lea to continue providing great service to customers without the risk of a track issue. The switches on the Altoona and Wyeville subs are being installed. In September, a tie gang will install ties on the Wyeville Sub. A tie program is scheduled for the Superior Industrial Lead at the end of July. An additional \$2.5 million has been allocated to Des Moines because of Union Pacific's improved car loadings. With this money, switches will be installed during the third and fourth quarters. Rail also will be installed in Short Line Yard during the fourth quarter. As a result of Unimin's new plant and increased production, 3,000 ties are being installed in Mankato Yard. Ties are also scheduled for the Tara and Fairmont subs for fourth quarter.

We continue to reinvest in our buildings. Already a new roof has been installed in Rolfe, Iowa. Building remodels are being scheduled for St. James and Albert Lea. The Altoona depot is having its bathroom

remodeled. A new building in Des Moines is being constructed, which will allow us to remove four outdated buildings and eliminate everyone from having to cross the yard tracks in front of the fueling facility. In addition, unused structures on the service unit are being removed. An example is the sand tower and lube oil station at Altoona. Still other buildings are marked for demolition this year. Each area on the service unit has completed a clean-up. That goes a long way to help remove the debris that accumulates in the key switching yards. I have seen great improvements during the last four years of the cleanliness of our yards. This just shows the pride and professionalism you have for the areas you work in.

The second half of the year I see safety being our No. 1 priority. Each of you have shown that this service unit is one of safety excellence. I see more new customers locating to the Twin Cities Service Unit. I also see existing customers increase their rail shipments. Both of these are because of your customer commitments. I am confident that the scheduled engineering projects will be completed on time. We will continue to gain engineering projects as the new customers locate to the Twin Cities Service Unit. We will continue to clean up and improve our physical plant. Remember, "If you are unsure or don't know, STOP and ask questions or seek assistance. Safety is our No. 1 priority."

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***"Each of you have shown that this Service Unit is one of Safety Excellence."***

Where others see rocks, Unimin Corporation sees solutions. Union Pacific feels the same way about its ballast-lined rails, which provide solutions for its customers' transportation needs.

Seeing Unimin's need for increased service at its Kasota plant, as it recently added a second plant, UP resumed the third-shift switch engine job at its Valley Park Yard on the Mankato Subdivision.

During the past six months, UP increased the number of cars assigned to

Unimin from 900 to 2,300 in order to meet the company's frac sand-hauling needs, according to Dave Hamilton, Director-Transportation Services.

In addition, a seven-day-a-week turnaround job was created and operates between Valley Park Yard and Kasota.

Due to UP employees' structured operations in Valley Park, employees recently reduced Unimin's car turnaround time by upwards of one day, which Hamilton noted has greatly benefited both parties.

"This is huge as it helps capture more business and enables the customer to increase the volume shipped by its facility," he said. "The Valley Park operation has been instrumental in blending this new traffic into the existing transportation plan and driving the customer's traffic directly toward its destination in a timely manner. They've done an excellent job in making their daily connections."

While frac sand from the Minnesota & Wisconsin River Valley historically has been sent to areas such as Texas, Oklahoma, Colorado and Wyoming, the

product's market has expanded and is now being shipped to locations in North Dakota and Pennsylvania, as well as the Canadian provinces of Alberta and Ontario.

What is frac sand?

Frac sand is mixed with water and then pumped at high pressure into oil and natural gas wells. The slurry of sand and water blasts apart the rock, and then the strong, round sand grains hold open the fractures so the oil and natural gas can make its way to the surface.

Hamilton noted the exciting thing about frac sand business in the Mankato area is not only the demand, but also the consistency.

Dan Sodeman, Mankato, Minn., yardmaster, noted Mankato-area crews now average 70 cars daily and have delivered upwards of 105 cars in one day.

"We're all happy to be making the bottom line a little bigger," Sodeman said. "All of the crews are playing a part."

Due to attrition, as well as increases in business, Hamilton noted Mankato might see the need for additional employees.

Unimin Corporation continues to grow thanks to a rock-solid UP service.

# ROCK SOLID relationship

Union Pacific unloaded the first series of cars May 11 as part of a new servicing agreement for the Ruby Pipeline Project, which runs between Malin, Ore., and the Opal Hub in Wyoming. The agreement calls for the shipment of recycled crane mats from locations on the Twin Cities Service Unit to the project site on the Utah Service Unit.

The mats are constructed of bolted timber

recycled mats will be set in trenches and utilized to support the pipeline, said Steve McGill, Director-Business Development.

"It keeps separation between the pipe and the earth," he said.

While McGill has overseen the unloading process on the Utah Service Unit, Jack Nelson, Director-Business Development, coordinated loading on the Twin Cities Service Unit. The two have worked extensively together and coordinated with Operating personnel to generate the additional business for UP, McGill said. Prior to planning finalization, the directors consulted with Operating employees to determine whether the service was manageable.

"Operationally, we want to make the best decisions, so if you include them on the front end, and they have a hand in the planning and understand the value, it's going to work," McGill said. "The Operating Department really helped coordinate the overall effort. It was truly a team effort. If you can build that bridge, you can do some really great things."

McGill thanked the Operating Department for its swift action to make the service possible.

"If we didn't move quickly, we wouldn't have been able to capitalize on this," he said. "We're trying to help the railroad be more flexible. Our charge is to get the business, and if you come across a barrier, you have enough experience and a strong network to remove those barriers, and that's what we did."

## Going to the mats

From left, Scott Fraser, footboard yardmaster, and Steve Kasten, switchman, stand next to a load of recycled crane mats destined to the Ruby Pipeline Project.

## Veterans honored by Union Pacific

In support of America's veteran, Union Pacific Foundation representatives Lance Hardisty, Superintendent-Transportation Services, and Rob Miller, Manager-Administration, presented a \$2,000 check to the Minnesota Council for Veterans in April.

"I am always touched by the generosity of our donors," said Kathleen Vitalis, Minnesota Assistance Council for Veterans Executive Director. "UP's support is appreciated by so many of our veterans. Thank you for helping us bring these veterans all the way home."

The Minnesota Assistance Council for Veterans is a 501 (c)3 nonprofit organization that has been assisting veterans for more than 18 years, helping 5,200 veterans and their families. It is estimated that 1 percent of veterans residing in Minnesota, or close to 4,100, will experience an episode of homelessness this year.

MACV's mission is to provide statewide assistance to positively motivated veterans and their families who are homeless or experiencing other life crises. MACV accomplishes its mission by providing services directly or in

collaboration with other organizations.

In addition to its administrative location in St. Paul, MACV operates three regional offices located in Minneapolis, Duluth and Mankato. MACV is the only organization of its kind in the state dedicated to serving the needs of veterans. The organization's vision is to be an enthusiastic, proactive champion and national leader creating and supporting alliances and partnerships to assist veterans who are threatened with or experiencing homelessness.

Vitalis noted she looks forward to continuing a relationship with UP as the organizations have a mutual passion to "serve those that first served us."

"Together we will continue to assist these veterans who need our help," she said. "Every community in this state

has veterans in it and service personnel continue to deploy and continue to return home, beginning their journey of reintegration, and the challenges that entails. From WWII veterans to Iraq, the services we provide continue to be needed. And MACV is there with its partners like Union Pacific."

For more information about the organization and its needs visit <http://www.mac-v.org/currentneeds.html>.



Rob Miller, Manager-Administration, and Lance Hardisty, Superintendent-Transportation Services, present the Minnesota Assistance Council for Veterans with a \$2,000 check from the UP Foundation. From left, Miller; Kathleen Vitalis, MACV Executive Director; Jimmy Collier, MACV Regional Director-Metro; and Hardisty.

## Supporting scholarships

UP looks to the future through helping the next generation of railroaders. Lance Hardisty, superintendent-transportation services, and Robert Miller, Manager-Administration, recently presented a \$5,000 check for the Dakota County Technical College Foundation's scholarship program to Trudi Greaves, Assistant Director-DCTC Foundation, and Larry Raddatz, Director-Manufacturing and Railroad.

The scholarships are for women, minorities and veterans enrolled in the school's Railroad Conductor Technology program in Rosemount, Minn. The program prepares students to serve as conductors in the railway industry.

"The program sets up a student to understand the material they're given by any railroad that may hire them," said Erick Carlson, Senior Instructor-Transportation. "It gives them a good foundation and a working understanding of the rules and their applications."

DCTC formed partnerships with Union Pacific Railroad and other regional railroads and short lines to develop a curriculum that puts graduates on the fast track to employment in the industry.

"They get a taste of the railroad life before they actually live it," Carlson said.

Approximately 27 UP employees, past and present, have attended the program. UP has donated to the college the past three years.



Aiding the Dakota County Technical College Foundation's scholarship program, from left, Robert Miller, Manager-Administration, and Lance Hardisty, Superintendent-Transportation Services, present a \$5,000 check from the UP Foundation to Trudi Greaves, Assistant Director-DCTC Foundation, and Larry Raddatz, Director-Manufacturing and Railroad.

## Public education

UP employees partnered June 2 with the Farmington and Rosemount police departments and the Dakota County Sheriff's Office to teach drivers the rules of railroad safety, according to the *Minneapolis Star Tribune*.

The event was part of public outreach by Operation Lifesaver, a national nonprofit that works to end collisions, deaths and injuries along railroads and at railroad crossings.

"This is important," said Dakota County Sheriff Dave Bellows.

While Bellows said there haven't been any recent deaths or injuries at railroad crossings in Dakota County, he has seen people drive around crossing gates and hit the gas to cross the tracks when lights start flashing.

"That's just a disaster waiting to happen," Bellows said.

Twelve to 15 trains daily travel the tracks through Rosemount and Farmington.

UP officials reported the highway-rail grade crossing at County Road 42 in Rosemount is one of the hot spots for reports of broken crossing gates.

During the two-hour event, officers cited three drivers and issued warnings to 10 others who blew past the flashing lights before the crossing gates came down.

"When those lights are flashing, people have to stop," said Mike Koscinski, senior special agent.

In 2009, 15 people were fatally injured and 19 were injured at railroad crossings in Minnesota. That's up from 2008, when there were six people fatally injured and 20 injured because of collisions at crossings or trespassing on railroads.



From left, Tom Useldinger, Keith Yungerberg, Bill Adams and George Zettles tee up to support the Friend to Friend Network.



Showing their perpetual support for their railroad brothers and sisters, from left, Bob Larson, Naomi Deines, Don Hedding and Jim Hughes participate in the Friend to Friend Network's fifth annual event.



From left, Steve Whitney, Bill Tiede, Tom Flatau and Ron Melheim support the network by going to the greens.

# CHIPPING IN FOR CO-WORKERS

Current and retired Twin Cities Service Unit employees took to the greens May 21 to show support for their co-workers and the Friend to Friend Network.

As part of the fifth annual fundraising event, Twin Cities Service Unit sponsored a team and holes at the tournament as several of its employees past and present participated. Union Pacific Employee Clubs No. 76 and 78 also sponsored holes.

Steve Whitney, retired conductor, said he and colleagues are pleased to continually support the network. The Friend to Friend Network has continuously provided support to current and past local employees.

Thanks to employees' contributions, which amount to more than \$35,000 each month, Friend to Friend is able to help more than 70 families monthly. Since its formation in 2004, Friend to Friend participants have donated more than \$1,173,500

to UP families in need.

"It's nice to know there's help out there and people to help," Whitney said.

After an 8 a.m. shotgun start at the Dodge Riverside Golf Club in Council Bluffs, Iowa, 34 teams hit the course for the scramble.

"We've had a wonderful fifth-year turnout," said Bob Resch, Friend to Friend Network committee president.

Sprint once again showed its generosity when the company donated \$17,210 to Friend to Friend. Since Sprint began its partnership with the network, the company has contributed more than \$60,000.

"Friend to Friend is a wonderful organization and Sprint is honored to be partnered with such a worthy cause and good people," said Mari Connor-Haase of Sprint.

The Sixth Annual Friend to Friend Network Charity Golf Tournament will be held May 20, 2011.

*Every day the Friend to Friend Network helps an average of two Railroad families in need. These are active or retired railroaders, their spouses or their children who have suffered a medical-related emergency that required hospitalization or time off work or a dwelling-related emergency following a fire, flood or other weather event that caused them to be out of their primary home.*

*The generous support of thousands of railroad employees and other contributors insures that these families and other like them will receive assistance for medical and dwelling emergencies for years to come.*

*While helping two Railroad families in need every day is a wonderful thing, we know there may be 10 times as many Railroad families across the system who suffer qualified medical- and dwelling-related emergencies that we never hear about.*

*Please help the Friend to Friend Network find these other Railroad families in need by calling in their information. Help from the Friend to Friend Network is just a toll-free phone call away. Calls are answered 24/7 and checks are usually on the way the very next day.*

*Don't let suffering Railroad families near you get overlooked. Call the Friend to Friend help line today: 800-457-7962.*

# Gone the way of the wind ... train

Due to close clearance issues, the first of three wind trains carrying 14-foot-4-inch wide wind tower components departed the Arcola, Texas, Popp Industrial Lead June 15 destined to the Global 3 Intermodal Facility in Illinois.

The successful transfer of wide load merchandise requires the cooperative efforts



of each department, according to Marlin Sanders, Manager-Terminal Operations, Adams and Altoona area. Each plays a vital role in knowing and ensuring the specific measurements at key locations.

During their five to six day journey, the trains travel through Houston, Palestine, Longview, and Marshall, Texas; North Little Rock and Van Buren, Ark.; Coffeyville and Kansas City, Kan.; Missouri Valley, Boone, Nevada and Mason City, Iowa; Albert Lea, St. Paul, and Altoona, Minn.; Adams and Butler, Wis.; and Proviso Yard in order to arrive at Global 3.

The dimensional load, which traveled at a

maximum speed of 45 mph, had the option to be staged at select locations, allowing backlogs of traffic to process and regain fluidity on the intended route.

The 54-car, 5,200-foot train carried loads ranging from 13-feet-5 inches to 14-feet-4-inch wide, necessitating that opposing trains run through sidings, as it held the main line at meeting points.

No meets or passes were allowed where track centers were 13 feet 6 inches or less, and restricted meets/passages were allowed where the track center were 13 feet 7 inches to 14 feet 2 inches.

# Cleaning up

Total Safety Culture I-Team members, safety captains, and Training Board and Engineering Department employees removed countless pounds of debris during a biannual cleaning project in Short Line Yard and the Hull Avenue Industrial Lead.

“The project gets rid of the potential tripping hazards and makes the yard look better,” said Chris Allen, TSC facilitator and locomotive engineer. “Plus, nobody likes trash.”

Allen noted the event was one of the best in which he’s participated, as the teams removed a variety of debris including scrap metal and ties.

“Since the majority of injuries and incidents we have involves walking, we want to do anything we can to minimize the risk,” Allen said. “It sounds funny, but walking is the hardest thing



Showing pride in their workplace, Des Moines’ employees remove potential tripping hazards as a part of a May 4 project.

we do safely.”

The group cleaned Short Line Yard’s 33 classification tracks, as well as its industry, ramp and RIP tracks. They also cleaned 13 tracks at Hull Avenue.

Upon completion of the project, participants were treated to a pork chop cookout.

Allen thanks everyone who participated in the event and is involved in the TSC effort to identify and mitigate potential risks.

## Switching it up

Altoona-area Engineering employees began installation of 13 turnouts on the Altoona and Wyeville subdivisions in June to complete last year’s

133-pound rail project. The 115-pound switches are being removed to standardize rail between Milepost 89.5 to Milepost 118.9

Averaging a switch a week, the team led by Dean Gunderson, track supervisor and ARSA, and Jason Salisbury, foreman, runs a clean operation.

“One of the most important things is cleaning up after you’re done,” Gunderson said. “We haul the old switches out via flatcar and remove everything from ties and spikes to pop cans and gum wrappers from the work site.”

After the four-person extra gang, crane operator, welder and boom truck operator install the switches, Surfacing Gang 3158 goes to work.

“They put the frosting on the cake,” Gunderson said.

During the capital project, employees faced the challenge of avoiding insects such as deer ticks and mosquitoes.

“We must look like 20 T-bone steaks walking down the rail,” he said.

Heavy rainfall also attempted to hamper operations. During their first three installations, the group faced three days of rain.

“We’re tough over here in Wisconsin,” Gunderson said. “We can work in the rain.”

No matter the challenges, employees continue to work incident free.

“They’re one good team,” said Tom Foxen, manager-track projects. “Mr. Gunderson has a great group of people out there and under his leadership they are doing a great job.”

Gunderson credits the team’s success to communication, risk assessment and situational awareness.

“If something doesn’t seem quite right, we call a time-out and get a few more heads over there to figure it out,” he said.

While the old saying notes that two heads are better than one, Gunderson and his team have found that five heads are even better than two.

“If a person takes their time and is cautious, careful and not in a hurry, they can work in almost any condition and not get hurt,” he said. “It’s when you don’t think that things happen.”

Gunderson lauds his co-workers for their commitment to safety and looks forward to completing the projects without incident.

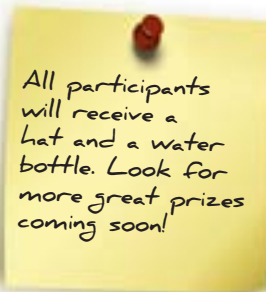
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Look at Nurse Jane’s bulletin board for details and local contact information.

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Thanks to everyone for taking the time to contribute to this newsletter, including, but not limited to, Chris Allen, Brad Bjerk, Erin Conrad, Aaron Evans, David Hamilton, Calli Hite, Rob Miller, Ammie Murphy, Jane Shepherd and Kathleen Vitalis.

# UP Supporting U.S.

Supporting their country's servicemen and servicewomen, Twin Cities Service Unit's employees recently delivered hundreds of Humvees, as well as other military vehicles, to Fort McCoy, Wis. The shipment was from AM General, a heavy vehicle manufacturer based in Indiana best known for the civilian Hummer and the military HMMWV.

Need for military equipment has risen during the past six months at locations such as Fort McCoy; Fort Bliss, Texas; and Fort Sill, Norman, Okla. UP employees have been up to the task, according to Aaron Evans, Senior Business Manager-Military Movement.

"We are making every effort to support

the war fighters," Evans said. "Our crews have done an excellent job."

According to its executive summary, Fort McCoy offers a full spectrum of facilities, ranges, training areas and classrooms to support individual and collective training compatible with environmental standards.

Between 2004 and 2009, 683,825 individuals have trained at Fort McCoy, which has 31 live-fire ranges, 15 of which are automated or instrumented.

In addition to its ranges, Fort McCoy has developed extensive urban training facilities.

The Urban Training Site is the centerpiece of these facilities. It includes an urban



UP supports the U.S. Military in numerous ways, including hauling equipment to training facilities throughout the country.

assault course, two live-fire shoot houses, a fully instrumented 16-building Mobile Urban Training Site-North and a small AAR facility shared with the Range 36 live-fire shoot house. Mobile Urban Training Site-South is a 32-building, container-constructed site that provides mounted and dismounted capability for urban training scenarios.

Fort McCoy also has two fully functional Home Station Training Lanes. Each eight-kilometer HSTL includes overpasses, bridges, canals, urban villages, traffic circles, guardrails and divided roadways.

## Twin Cities Service Unit January 1- June 30, 2010 Key Measure Performance

Key Measures	TCSU	St. Paul MTO Area	Mankato MTO Area	Itasca MTO Area	Adams MTO Area	Mason City MTO Area	Eagle Grove MTO Area	Des Moines MTO Area
Train Plan Compliance	97.75	98.15	•	97.95	•	95.88	96.43	98.18
1st OS Performance	94.12	93.53	•	90.63	•	93.23	96.85	94.80
Road Train Performance	88.10	88.10	88.10	88.10	88.10	88.10	88.10	88.10
United Service Evaluation System - U.S.E.S.	93.62	94.05	93.43	93.65	96.00	94.85	94.18	91.70
Industry Spot/Pull	91.53	92.55	92.93	93.25	92.72	88.53	89.53	90.65
Train Speed	15.70	15.70	15.70	15.70	15.70	15.70	15.70	15.70
Metro Area Locomotive Dwell Time	17.41	17.41	17.41	17.41	17.41	17.41	17.41	17.41
Crew Change Dwell Time	1.29	1.89	•	•	1.50	0.79	•	0.82
QSP202 Production Compliance	■	■	■	■	■	■	■	■
<b>Support Goals</b>								
Freight Car Terminal Dwell Time	20.32	20.08	18.28	25.60	26.33	20.52	19.38	19.27
Re-Crew Rate	2.25	1.95	4.43	•	1.87	1.45	•	6.86
Call Train to Train Departure - CTTD	1.53	1.47	1.96	1.35	1.80	1.58	1.83	1.20

## Twin Cities Service Unit 2010 Key Measure Performance

Key Measures	TCSU	St. Paul MTO Area	Mankato MTO Area	Itasca MTO Area	Adams MTO Area	Mason City MTO Area	Eagle Grove MTO Area	Des Moines MTO Area
Train Plan Compliance	99.00	99.00	•	99.00	•	99.00	99.00	99.00
1st OS Performance	98.00	99.00	•	95.30	•	98.70	98.70	98.70
Road Train Performance	90.50	90.50	90.50	90.50	90.50	90.50	90.50	90.50
United Service Evaluation System - U.S.E.S.	95.20	94.70	94.40	93.50	96.70	97.20	95.60	95.00
Industry Spot/Pull	92.00	92.00	92.00	92.00	92.00	92.00	92.00	92.00
Train Speed	15.10	15.10	15.10	15.10	15.10	15.10	15.10	15.10
Metro Area Locomotive Dwell Time	24.50	24.50	24.50	24.50	24.50	24.50	24.50	24.50
Crew Change Dwell Time	2.15	2.75	•	•	1.50	0.90	•	0.90
QSP202 Production Compliance	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
<b>Support Goals</b>								
Freight Car Terminal Dwell Time	20.00	20.00	20.00	25.00	27.00	19.00	18.00	20.00
Re-Crew Rate	4.40	4.40	4.40	•	4.40	4.40	•	4.40
Call Train to Train Departure - CTTD	1.30	1.30	1.30	1.30	1.50	1.50	1.70	1.00



# National train day

Thousands of Minnesotans – 5,218 according to official counts – gathered May 8 at Amtrak’s Midway Terminal in St. Paul to celebrate National Train Day.

The National Park Service promoted the event as a chance to view the past, present and future of railroading in the Midwest.

It was an educational experience for young and old alike, said Robert Miller, Manager-Administration.

Attendees viewed static displays, operating model railroads and real railroad equipment including the historic business car, several locomotives including UP 4995 as well as a Fairmont A4 Maintenance of Way vehicle.

“Participants were able to get an up-close look at a variety of equipment,” Miller said. “It was a neat experience.”

Children learned about trains by visiting more than 25 exhibits that included an Operation Lifesaver manned by Michael Koscinski, senior special agent; Miller, Donna Naumann, Minnesota Operation Lifesaver Executive Director; Robert Resch, Manager-Public Safety; Kim Wentzlaff and Peter Wentzlaff, conductor.

Presenters informed attendees about highway-rail grade safety and distributed a variety of Operation Lifesaver trinkets to youth, who answered questions from their trivia wheel.

“We challenged them to think about what they would do in a variety of scenarios,” Miller said.

Other booths or displays were hosted by Amtrak, BNSF, Canadian Pacific, Hennepin County Regional Rail Authority, Metropolitan Council-Central Corridor, Minnesota Association of Rail Passengers, Minnesota Commercial Railway, Minnesota Transportation Museum, National Railway Historical Society, New Brighton Connection Modular Model Railroad Club, Ramsey County Regional Railroad Authority, Red Rock Corridor Transitway and the Twin City Model Railroad Museum.

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