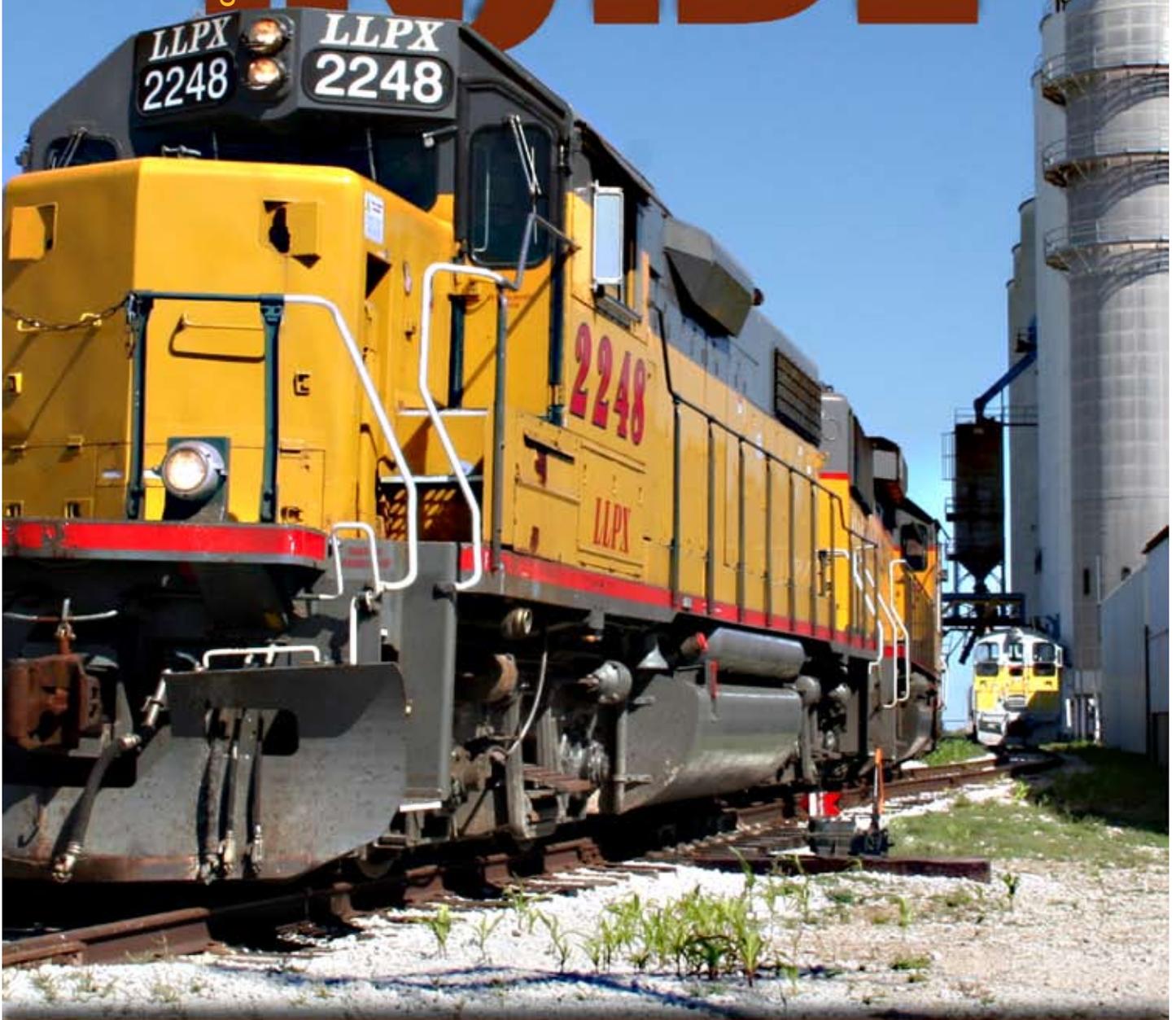


OCTOBER 2007

INSIDE



What's INSIDE

Safety upgrades for DOT apparel • 3

2008 benefit enrollment and change period • 4

Building a better mousetrap • 5 Von and Susie's excellent adventure • 6

Cyber security - password dos and don'ts • 7

Clear Roads • 8 New span parallels Kate Shelley bridge • 9

Joel comes home • 16

New span parallels Kate Shelley bridge



She served us well for more than 100 years. The historic 190-foot high Kate Shelley Bridge on the Union Pacific (UP) Railroad line west of Boone stands as a landmark and historic reminder of a brave teenager a century ago. But time marches on and railroad technology and load weights have changed to the point that the Kate Shelley Bridge is becoming obsolete as a mainline bridge.

A new bridge, now under construction 90 feet north of the old structure, will contain 25 spans on alternating 70- and 110-foot deck plate girders. Of the 110-foot spans, 23 are being reused from an abandoned bridge downstream near Madrid. To support the structure, a total of 60 shafts were drilled up to 10 feet in diameter and 100 feet deep to support cast-in-place concrete piers. Nearly 3 million pounds of rebar and 632 tons of steel cross-bracing and embedded plates will be used with 26,000 cubic yards of concrete for shafts, superstructure and deck panel. A new abutment and track bed will displace more than 480,000 cubic yards of soil. The price tag for the new bridge - \$43 million.

Union Pacific Railroad officials say the new bridge is needed to alleviate a bottleneck on the line that exists because of limits placed on the Kate Shelley bridge. The aging structure is approved for only 286,000 pound gross carload traffic and is limited to two trains at a time at 25 miles per hour. The new bridge will support up to 315,000 pounds gross carload traffic at speeds up to 70 miles per hour on both tracks.

Railroad historians need not fear. Because of its historic significance, the Kate Shelley bridge will not be torn down. UP officials have said it may be placed out of service or possibly used as a siding for the line, but the structure will remain as it has been for 105 years.

Historical significance of the Kate Shelley bridge

(details from the Chicago Northwestern Railroad Web site)

On July 6, 1881, a violent storm washed out a railroad bridge and wrecked the train crossing it. A 15-year-old local girl named Kate Shelley, horrified at the sounds of the train wreck, braved the dark night and fierce elements to run to the railroad station and warn the agent about the bridge collapse and train wreck. Because of Kate's heroics, the agent was able to stop the incoming Atlantic Express and save many lives. The railroad began construction of the high bridge over the Des Moines River about a decade after the incident. In 1903, Kate took a job with the Chicago Northwestern, becoming one of the first female station agents. The high bridge was named in Kate's honor following her death in 1912.