

# FIBER OPTIC FOCUS

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## New Tracks for the Corpus Christi Subdivision

*By: Bill J. Wright*

*Geological detail from Oilshalegas.com*

An underground shale formation crossing Union Pacific tracks in south Texas has recently seen a large scale increase in exploration activities in the never ending search for oil and natural gas.

Recent findings of huge oil and gas pools in the Eagle Ford shale formations have resulted in large scale drilling efforts in and around many of the communities served by Union Pacific's Corpus Christi Subdivision. The Corpus Christi Subdivision, long known as "The Sausage" extends from

San Antonio to Corpus Christi, Texas.

As a result of ongoing exploration efforts large volumes of related drilling and well servicing products have been required in the area, resulting in the construction of a number of new rail served facilities along the Union Pacific route.

Construction of new rail facilities near Pleasanton and George West, Texas required coordination between the railroad, outside engineering firms and one of Union Pacific's fiber optic customers. These efforts resulted

in agreements for the fiber system to be safely protected or relocated, allowing construction of the rail spurs to proceed in a timely manner and providing for a safe environment for the fiber optic cable. Additional railroad facilities are planned for 2011.

The Eagle Ford shale formation is located in several Texas counties beneath the Austin chalk formation at a depth varying from 4,000 to 12,000 feet. It is typically between 250 and 475 feet thick and is considered a source formation for natural gas.



*Fiber Optic Cable Relocation/Protection*

# Positive Train Control To Begin On The Southern Region

On November 16, 2010 the Union Pacific Telecom department held a pre bid contractors demonstration meeting in Ft. Worth, Texas to allow potential bidders to observe the construction methods to be used with a new steel pole designed for the Positive Train Control (PTC) system.

The Positive Train Control System when implemented will provide an additional layer of safety for train operations by having the ability to take control of trains that exceed their authorized limits or speed. The system developed by Union Pacific is called IETMS or “Interoperable Electronic Train Management System” and relies upon a sophisticated radio network

to maintain constant communication with trains.

The new steel pole will simplify and speed construction of the PTC system by eliminating or easing many of the steps previously required by contractors building the antenna systems on wooden poles. Holes and slots in the hollow metal poles allow for wiring connections to be made quickly without drilling. Much of the wiring is concealed within the pole. A number of Union Pacific and contractor personnel were present for the demonstration including Ed Kemp, Union Pacific’s AVP Telecom.

Construction of the IETMS is scheduled to begin on Union

Pacific’s Southern Region this year. Eighteen subdivisions are included in the schedule with emphasis on those routes carrying hazardous materials or passenger trains.

In all approximately 2,258 miles of Union Pacific’s Southern Region track will be under the IETMS umbrella by the year 2013 according to present scheduling estimates. Many of the rails in the Texas and Louisiana gulf coast region will be among the first to undergo IETMS installation due to the large volume of chemical manufacturing in the region.

Other subdivisions scheduled for construction to begin this year include several of those comprising Union Pacific’s “Sunset Route”. The Sunset Route extends from New Orleans, Louisiana to Los Angeles, California. The route is named for the Southern Pacific passenger trains that historically operated over the line known as “The Sunset Limited”. Amtrak now continues the tradition.

Each construction crew installing the IETMS poles will be accompanied by a U.P. Telecom Supervisor who will insure that a railroad “Call Before You Dig” or “CBUD” (1-800-336-9193) ticket is properly in place for each digging location. Union Pacific’s Fiber Optic Group Coordinators will be in place to assist both construction operations and Union Pacific’s Fiber Optic customers when needed.



*Installation crews installing antennas and inspecting metal poles.*



## Argo Receives 30 Year Service Award

Congratulations to Michael (Mike) Argo for his achieving 30 years of continued service at Union Pacific. Mike started his railroad career on January 20, 1981 with the Southern Pacific Transportation Company. Mike was recently presented with his 30 Year Service Award, the Union Pacific Shield. For more than a century the Shield has stood as a symbol of Union Pacific's commitment to building a great company, and a great country. Mike's dedicated time, ideas, energy and loyalty is recognized and appreciated by all those folks that he has come in contact with on our group's behalf.

## Emergency Notifications

When an emergency occurs on Union Pacific right of way, it is important for all responders to follow the proper protocol when responding to the event.

Emergencies on railroad right of way can be of any type. Fire, fiber cuts, vehicle accidents, water or sewer leaks, or train derailments. All however, are railroad related. Any emergency event on Union Pacific right of way must be reported immediately to the Response Management Control Center. The Response Management Control Center or "RMCC" is accessible twenty four hours a day, seven days a week. **RMCC representatives may be reached at 1-888-UPRR-COP or 1-888-877-7267.**

RMCC representatives are adjacent to Union Pacific's Call Before You Dig or "CBUD" center. Any reported emergency on railroad right of way that might require digging will be issued a CBUD ticket number. This includes train derailments and fiber cuts. The RMCC should always be advised of a fiber cut or train derailment in order for a CBUD ticket to be generated, allowing other facilities (i.e. railroad, fiber optics or electrical) to be protected from possible damage from the same source, or personnel making emergency repairs.

A CBUD ticket will also allow the proper railroad authorities to investigate the event and if necessary, involve the railroad police or other authority. It is important to remember that a Union Pacific CBUD ticket will notify the railroads fiber optic

customers only. A state One-Call ticket should also be obtained to protect pipelines and other utilities.

Accidental damage to any fiber system should be immediately reported to the RMCC or CBUD center. Fiber contractors working on Union Pacific rights of way must make notification that they will be on the right of way and state the purpose of their work when obtaining a Union Pacific CBUD Ticket. The Union Pacific Fiber Construction Coordinator for the area should be immediately notified by the fiber system representative as well. Contractors responding to a fiber emergency should not foul the track with men or equipment until a railroad representative is on site. It is the responsibility of the fiber system owner to insure that all technicians and contractors to be working on Union Pacific right of way have been safety trained and are wearing the proper personal protective gear.

Derailments could very well be dangerous to approach. Before approaching a derailment site determine who has been appointed as the Employee in Charge or "EIC" and inform them of your purpose. It is recommended for fiber company representatives leaving the scene of a train derailment to leave contact information with the EIC.

The Employee in Charge in some cases may not be a representative of the railroad. In the event of a chemical emergency a Fire Chief or State Police officer may assume control of the site. Always determine the risks when approaching a derailment site before locating fiber cables or beginning any sort of work.

## Getting the Focus?

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## PLEASE NOTE Recent Phone Number Changes

<b>Construction Coordinator</b>	<b>Voice-Mail</b>	<b>Cell</b>
Mike Argo	402-501-4568	832-984-4406
Tim Neumaier	402-629-2148	520-730-2257
Phil Stevenson	402-501-4570	805-312-6733
Clarence Styvar	402-501-4571	402-203-8732
Don Tobias	402-501-4572	214-707-1271
Steve Waits	402-501-4573	903-235-9604
Steve Hewitt	402-501-4574	503-708-9780
Ron Christiansen	402-501-4053	530-521-1045
Bill Wright	402-501-4575	314-422-3217
Jeff Osthus	402-544-0559	402-312-4999

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