

Union Pacific Headquarters Located in Fine New Home



OMAHA BUSINESS MEN CALL ON PRESIDENT MOHLER



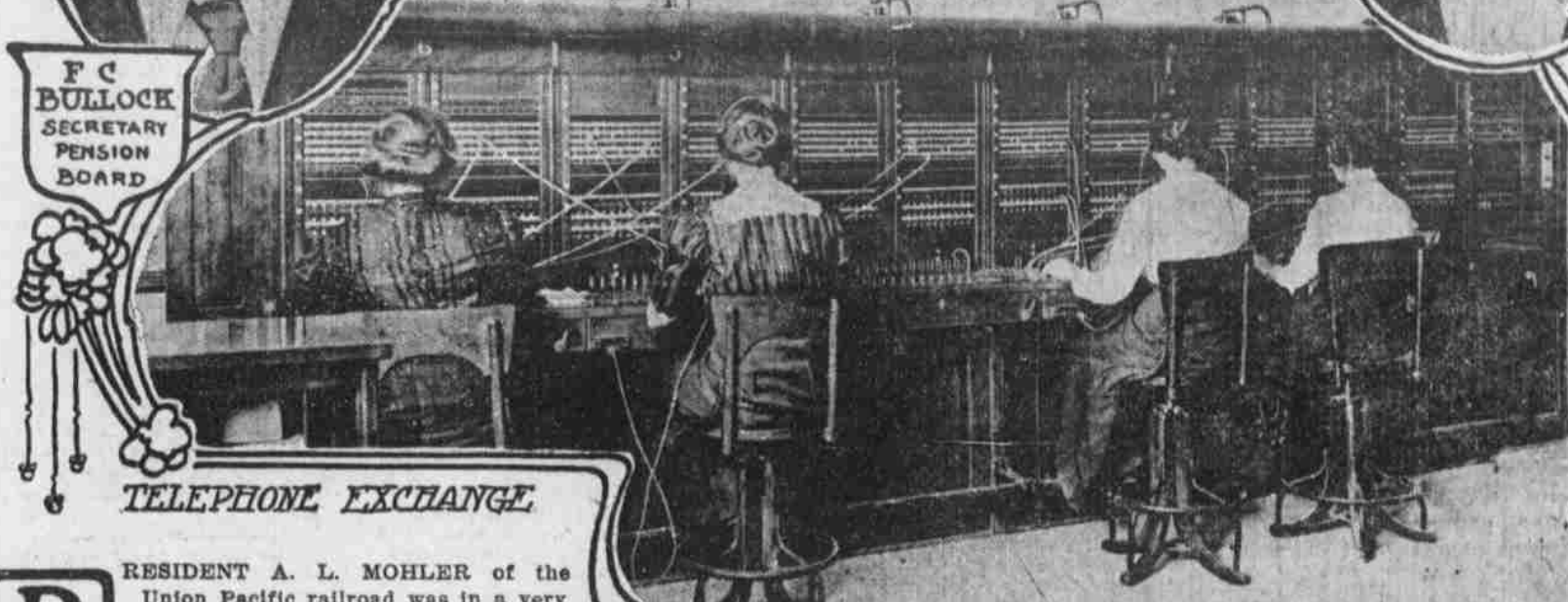
F. C. BULLOCK
SECRETARY
PENSION
BOARD



ROBT. A. REED



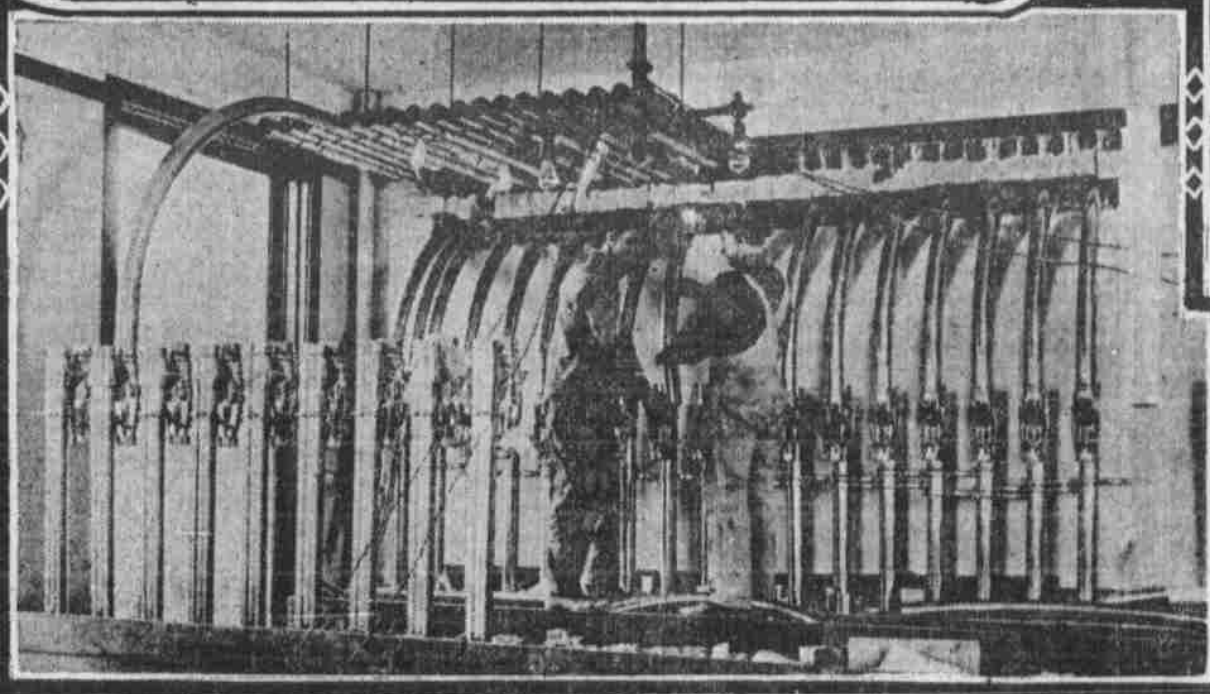
C. S. STEBBINS
ASSISTANT
TO THE
AUDITOR



TELEPHONE EXCHANGE



TELEGRAPH SWITCH BOARD - ONLY ONE IN THE COUNTRY



PNEUMATIC TUBE TERMINAL

PRESIDENT A. L. MOHLER of the Union Pacific railroad was in a very happy humor Monday of last week. He had been about the first man of the general staff of the road to get settled in his office in the new headquarters building at Fourteenth and Dodge. This office is in the southwest corner of the twelfth floor, where the cooling south and west breezes can head in very readily in the sultry summer time.

Mr. Mohler brought to the new office his old desk, which he refused to have replaced by a new one, and he felt immediately at home, except for the decorations of the said desk. These consisted of several large and fragrant bouquets of roses and chrysanthemums, sent in by Omaha friends. It was plain to be seen the man behind the plain working desk was a trifle distraught about the flowers; but it was equally plain he was tickled to get settled down in the magnificent new headquarters building. He wore a smile that caught the visitor infectiously, and entered into details about the equipment of the new building with happy enthusiasm. While he probably did not give the matter much attention, he had other cause for deep satisfaction. It is something out of the ordinary, even in these days, for the handy man in a country station to work "up the line" to the position of boss of one of the greatest railroad systems in the world in an ordinary lifetime. And Mr. Mohler did not begin railroading at Galt, Ill., until he was a stout and well grown lad; nor is he anywhere near the retiring age yet. Hard work and incessant application to duty has agreed with him, physically and mentally, to that extent that he is today about as typical and "fit" an example as can be found of the railroad major general who "camps on the job" and enjoys the wrestle with new problems every day in the year.

In the hour after lunch Monday a troop of the leading men of the Omaha Commercial club invaded the new building for a social call on President Mohler and his staff. Headed by President Cole, the Commercial club men paid their compliments as friends and admirers of the president and his assistants, and as patrons of the road congratulated its officials on the new epoch marked by recent promotions and the occupation of the headquarters building in the business center.

Earlier in the day President Mohler had laughingly refused to have his picture taken at his desk in the new office; but when The Bee caught the whole bunch together and demanded surrender he very readily gave in to the inevitable. He had started to escort the visitors through the building, explaining its features as they went, but returned to the office to make the photographer happy.

"Tom" Orr, assistant to the president, has his office next to that of his chief. Naturally, the eternal fitness of things about Union Pacific headquarters would not wear the proper look without the presence of Mr. Orr. He was graciously personified on moving day, and found little time to sit at his desk in the pursuit of business. He assisted everybody as well as the president to make the occasion one of pleasant remembrance, which isn't usually the case when anybody is moving. Mr. Orr had called to his aid all the genial of joy and had banished to the refrigerating plant in the basement all the gobins of gloom and had the freeing fluid turned on them. It may sound undignified to speak of Mr. Orr as "Tom," but that is the term familiarly

used by the men of the Union Pacific's big staff, just as President Mohler is "the old man" now to all those who count themselves parts of the system. In both cases the appellations mean a great deal more than formal words could possibly mean.

The trio of men whose faces appear separately above, Messrs. F. C. Bullock, C. S. Stebbins and William G. Reed, can stand as examples of the policy of the Union Pacific to hold in its employ as long as they will stay men who are competent and faithful.

Mr. Stebbins, now assistant to the auditor, began with the company in October, 1870. He was in the accounting department seventeen years, then secretary to the general superintendent for two years, and served in the passenger department for fifteen years, the last seven as general ticket agent. For the ten years prior to June 1, 1911, Mr. Stebbins was assistant to the general auditor of the Union Pacific system and the Southern Railway company. He recalls that when he began service with the company the general passenger agent had in his office three men, a boy and a girl. In the Union Pacific headquarters at that time less than 100 people handled all the business. Today, in the new headquarters, more than 800 people are employed. When Mr. Stebbins went on the payroll there was only one shorthand writer in the company's employ. S. Warren Chase, now of New York, was the chicken track expert, "but he was very seldom called on," said Mr. Stebbins. "The department heads hadn't mastered the knack of dictation in those days, and longhand letters were the rule."

When another story was added and an addition built on the north, increasing the size of the building probably one-third," Mr. Bullock, by the way, is a brother of a former governor of Georgia.

It was interesting to listen to Messrs. Stebbins and Bullock reminiscing about the aspect of Omaha when they first began their daily trips to Ninth and Farnam. The present Bailey house was then known as the Wyoming house, and the Cozens house of famous memory was located a block farther south. The last named hostelry was built in sixty days by the cyclonic George Francis Train. "The story goes," said Mr. Stebbins, "that coming down to breakfast in the Herndon house one morning Train was irritated by a draft from a window. He declared Omaha needed a new hotel anyway and before noon ground was broken on a site opposite the Catholic Cathedral of St. Philomena. He finished the structure in sixty days and named it after a famous hotel at West Point, N. Y. It was about that time business houses began to be erected above Ninth on Farnam, but for some time afterward Ninth street still retained the distinction of being the main business thoroughfare of Omaha."

Both of the veterans agreed that the old headquarters could be put in the class of lucky buildings. They could not recall that fire had ever threatened the building, nor had any bad accident ever occurred in it since the Union Pacific took possession in 1869.

Mr. Reed, now on the pension roll, spent almost half a century on the active roll of the road, beginning in the operating department and winding up as caretaker of the vaults wherein the records were kept.

Many comparatively young men now at the head of various departments have been with the Union Pacific from twenty to thirty years. Typical of this class are Messrs. Sheldon and Nichols of the telegraphic department, both of whom have grown from boyhood to early middle age in the company's employ; and several of the operators, one a woman, have served with them for twenty years or more.

Mr. Sheldon is now superintendent of telegraph and telephone and Mr. Nichols chief clerk.

Donald B. Allan, a storekeeper for the road, was born in the old headquarters building, while his father was proprietor of the Herndon house, and a nephew of Mr. Allen, Robert E. Johnson, has been in the employ of the freight auditor for ten years past. As a matter of fact, in every office almost, throughout the building, are heads of departments and clerks who have grown gray in the service. Dr. Osler's theory of the limit of a man's usefulness doesn't "go" with the Union Pacific. While they can do their work acceptably, they are kept. After a certain period of years in the service, if they have reached a certain age, they can go on the pension roll and receive a percentage of their former pay for life.

Where every modern feature of the latest design has been provided, it is difficult to pick out any one for particular mention, but as trains are the part of a railroad in which the public is peculiarly interested, some details of the telegraph department will be worth reading. It is installed on the fourth floor, with twenty-three operators now at work. Approximately 9,000 separate messages are handled every day by the telegraphers in the headquarters office. Necessarily, then, a very large proportion of the wires making up the total of nearly 35,000 miles of telegraph circuits and approximately 8,000 miles of telephone circuits on the Union Pacific center in this office. Wires enter the building in twisted pair cables in underground conduits and the exposed wiring in the office is all laced openwork, in accordance with the latest modern method. Approximately 40,000 feet of wire were used in making connections throughout the office, of which about 25,000 feet are in conduits under the floor.

The switchboard, a Union Pacific special design, something on the order of a telephone switchboard, is different in many ways and more modern than anything of the kind heretofore placed in service. It has a present capacity of forty wires and is fully equipped with volt meter, millimeter, wheatstone bridge, galvanometer, telephone set, etc., for the testing and measuring of wires and circuits. The cords and plugs are on the telephone order, instead of peg plugs, or wedges, as ordinarily used in telegraph switchboards. There are four sets of telegraph instruments with a telephone set conveniently arranged in connection with the board for testing. The circuit designs in the board, and in connection with multiplex and other telegraph tables, are special and in advance of previous practice. A coil rack of special design has been provided for equip-

ment used in connection with simultaneous telegraph and telephone service on the same wires, which cares for this equipment in a most up-to-date manner.

A wire distributing frame is also of special design, to take care, in a comprehensive manner, of all the incoming wires in cables and the distribution to the switchboard, lamp panel and tables. This frame has an ultimate capacity for 700 pairs of wires.

A lamp panel of slate, a Union Pacific design, has a capacity for seventy multiplex circuits. The main dynamo currents for operation of the multiplex circuits feed through the lamps connected with this panel for the purpose of protection in case of overload.

Provision has also been made, through special relay equipment installed on the lamp panel, for distribution of time signals, with capacity for equipment of 114 wires for this service. Through this equipment the naval observatory time signals from Washington, D. C., are distributed upon every circuit and to every office on the road at 11 a. m., central time, each day. By these signals the standard clocks, from which trainmen and others in the service regulate their watches, are regulated at all the different division and district terminals on the road.

The designing and installation of this splendid telegraph plant is an achievement reflecting much credit on J. B. Sheldon, superintendent; A. O. Nichols, chief clerk, and John Hilbert, who was actively in charge of the work.

In a corner of the main operating room of the telegraph department is the pneumatic tube terminal. This system, comprising two and three-quarters miles of three-inch brass pipe, was furnished by a Chicago firm. Donald C. McLaughlin superintended the work, but a genius in pneumatic engineering, Frank Novak, executed the plans. The distribution of mail and telegrams throughout the building will be accomplished by means of this pneumatic tube system. Vacuum power will propel articles through the tubes at the rate of ninety feet per second, the vacuum force of each tube being about five-horse power.

Thirty-five departments will be reached by the pneumatic tube system, and it is hoped by this means to get an almost instantaneous distribution of telegrams and important mail. Inter-office messenger service will be practically eliminated by this means.

Many a good sized town that feels a trifle proud of its telephone system has a less pretentious plant (Continued on Page Four.)