

# U.P.



# INFO

## EMPLOYEES INFORMATION LETTER

## EMPLOYEES TO BE GIVEN AWARDS

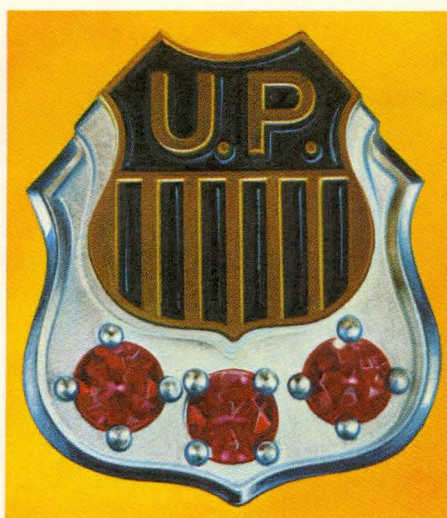
Union Pacific employees will be receiving service awards beginning early in 1969. Planned as part of the Company's celebration of the Golden Spike Centennial year, the program is designed to provide each qualifying employee with a symbol of company recognition. The award will also indicate years of service or retirement.

The new awards, combination tie tack-lapel pin for men and brooch arrangement for women, will feature a U.P. shield as well as various jewel arrangements.

E. H. Bailey, president, said "Each qualified employee has earned the right to wear the award as a loyal and valued member of the Union Pacific family."

Presentation of the awards will begin in the near future and will be completed by the end of 1969.

The emblems are of modern two-piece design and are created from 10K yellow and white gold. They are studded with full cut diamonds,



This is an example of a 30-year award set with three rubies.

\* \* \*

rubies or emeralds depending upon the amount of service represented. The retirement pin will be distinguished by being created entirely from white gold, with three diamonds in the area below the shield.

The new U.P. service award is not just an "off-the-counter" product, but rather is the result of carefully prepared designs created by skilled craftsmen whose sole func-

tion is to design recognition emblems for industrial use.

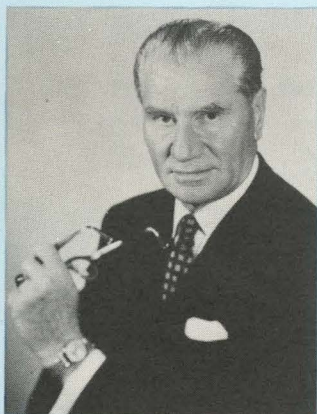
This is an award Union Pacific employees can wear proudly; it symbolizes their years of loyalty and service.

### Award Descriptions:

- 1 year —Black embossed 10K yellow gold shield.
- 5 years—Yellow and white gold two piece award.
- 10 years—Award set with one emerald.
- 20 years—Award set with one ruby.
- 25 years—Award set with two rubies.
- 30 years—Award set with three rubies.
- 40 years—Award set with one diamond, two rubies.
- 50 years—Award set with two diamonds, one ruby.
- Retirement—All white gold award, set with three diamonds.

## 1869 — Golden Spike Centennial — 1969





## THE PRESIDENT'S CORNER

*The beginning of a new year is always most exciting for me, and I am sure that you share with me in this feeling. It is also a good time to reflect back on our past experience, take advantage of the knowledge we have gained, and apply this knowledge in seeking the attainment of our future goals.*

*We are confronted with stiff competition from every angle, and our success depends on our ability to perform a reliable and efficient service to customers. In my travels over the railroad and meeting with officers and employees, I am enthused by the pride these people take in their work and by their loyalty to the Union Pacific.*

*The concerted effort of management and employees has earned us the respect of our customers. Satisfying customers is contagious and can only result in more business—all to the benefit of the Union Pacific family.*

*E.H. Bailey*

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## UNIT TRAIN BEGINS OPERATION

Wednesday, December 4, Union Pacific, Rio Grande and Santa Fe railroads began operation of a unit train which will transport 700,000 tons of Utah coal annually to the Kaiser Steel Corporation's works at Fontana, California.

The train, operating on a 96 hour cycle, will operate 336 days per year and will handle 8,400 tons of coal on each 806 mile trip from mine to steel works. This schedule includes loading the train, making the loaded run to Fontana, emptying the cars by rotary dumper and returning the empty train to Sunnyside, Utah.

The Rio Grande will handle the train from Sunnyside to Provo, Utah. Union Pacific will then operate the train from Provo to Barstow, California. The final leg of the trip will be operated on the tracks of Santa Fe under an operating arrangement.

Union Pacific and Rio Grande will each provide two 3,600 horsepower SD-45 locomotives to power the train. Special 100-ton cars have been ordered but initially the train will be operated with leased cars.

The consist of the train will be fixed at 84 cars plus a caboose. The order of 100 cars will provide 16 standbys which can be substituted for any cars needing repairs.

## "INFO" WELL RECEIVED

We are happy to report that INFORMATION Newsletter has had a very satisfying reception among Union Pacific employees. We have received quite a few very complimentary letters as well as a number of suggestions for future articles.

We welcome all correspondence, both complimentary and critical. If you have any comments, criticisms, requests or tidbits of useful information please feel free to send them to us. We read all of our mail with great interest.

Again a reminder, if your INFORMATION Newsletter is not correctly addressed, please fill in the Address Change Slip and give it to your supervisor. He should then submit your change of address on Form 977A to the Auditor of Miscellaneous Accounts at Omaha.



## RAILS TAKE OVER SLEEPING CARS

(Reprinted from AAR Information Letter)

CHICAGO—Beginning next year (1969), the nation's railroads will start operating the sleeping cars that for years have been handled for them by the Pullman Company.

G. W. Bohannon, president of Pullman, said the railroad sleeping car business has declined so much that the railroads still operating passenger trains decided to take over the operations themselves.

Mr. Bohannon said that after January 1 his company will confine its activities to maintaining the sleeping car fleet for the railroads and providing the sheets and towels for the cars.

The railroads bought the Pullman Company in 1947 from Pullman, Inc. A total of 51 railroads hold stock in the Pullman Company, with 31.57 percent of the total stock owned by the Penn Central. The Southern Pacific, the Union Pacific and the Santa Fe own more than 20 percent together.

Under an operating agreement that Pullman has had with the railroads since 1949, it has been reimbursed for its operating deficits by the roads operating Pullman sleeping cars in scheduled service.

Mr. Bohannon said the company's revenues this year are down about one-third from last year, and last year they were down about one-third from what they were in 1966.

## CENTENNIAL MEDAL COINED

In commemoration of the 100th anniversary of the joining of the East and West via rail, the U. S. Congress authorized the striking of special medals for the Golden Spike Centennial Celebration Commission.

The medallions, designed by Frank Gasparro, engraver with the U. S. Mint in Philadelphia, depict the engines Jupiter and No. 119 nosing together on the obverse side. The reverse side shows a section of rail bearing the dates 1869 and 1969 with a railroad spike separating them.

The medallions, coined at the Philadelphia mint, are available in two sizes, 1-5/16 inch and 2 1/2 inch diameters. Bronze versions are \$2.50 and \$7.50 each. The larger size is available in silver alloy at \$25.00.

All orders should be addressed to Field Headquarters, Golden Spike Centennial Celebration Commission, Room 2419, Federal Building, Ogden, Utah 84401.



OBVERSE



REVERSE

## BIOGRAPHY—MR. D. F. WENGERT



Mr. D. F. Wengert is Assistant Chief Executive Officer—Transportation Division of Union Pacific. He was born in Austin, Minnesota, September 14, 1905. He received his first taste of railroading in 1923 when he started with Southern Pacific as a brakeman at Roseburg, Oregon.

In 1924 he began his Union Pacific career as a

brakeman at Las Vegas, Nevada. He has worked continuously for Union Pacific since then, moving through positions of conductor, trainmaster, terminal trainmaster, assistant superintendent, superintendent, general superintendent and general manager. Mr. Wengert was named Vice President in Charge of Operations, July 1, 1964, and was elected Assistant Chief Executive Officer—Transportation Division May 1, 1968.

Mr. Wengert is a member of the Presbyterian Church, Elks Club, Masonic Lodge (Scottish Rite, Shrine and Jesters), and the National Defense Executive Reserve.



# CENTENNIAL 1969

1969 is a big year for Union Pacific. As nearly everyone knows, May 10 marks the Golden Spike Centennial. In order to help celebrate the occasion, Union Pacific has planned several events for which to watch. At this time, space limitations allow us only to touch upon some of the highlights of the coming year. However, later issues of INFO will cover some of these events in detail.

The Company has built, and is presently equipping, a rolling centennial showcase. The "Golden Spike Centennial Expo" car will be touring the entire U.P. system during 1969. Later issues of INFO will carry an itinerary so that you will know when to expect the Expo Car in your area.

The Expo Car will be traveling in the company of four modern flat cars on which will be mounted two antique steam locomotives, replicas of the Golden Spike engines; a vintage box car; a crane car; a coach and a blacksmith car. This centennial train will be at Ogden, Utah, during the May 10 celebration at Promontory. A visit to the Expo Car and its companion rolling stock would be enjoyable and educational for the entire family.

Union Pacific is producing a centennial motion picture which will be released early in 1969. The

film will be a documentary history of Union Pacific and the part it played in opening the great American West.

Additionally, U. P. will operate steam powered excursion trips between Salt Lake City and Ogden starting May 10 and continuing for approximately one week, depending upon the patronage. The train will be powered by No. 8444, U.P.'s old 800 class steam locomotive.

As mentioned in last month's INFO, 1969 will see Union Pacific introduce a new series of diesel locomotive, to be known as the Centennial Locomotive. U.P. together with Electro-Motive Division of General Motors designed the locomotive which will be the world's highest horsepower diesel.

U.P.'s 1969 calendar is a special edition in honor of the Centennial. It features reproductions of oil paintings commissioned by the Company from the noted illustrator, Howard Fogg. To date, the calendar has proved very popular.

These are just a few of the things planned to help make 1969 a very special year for Union Pacific.

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