

U.P.



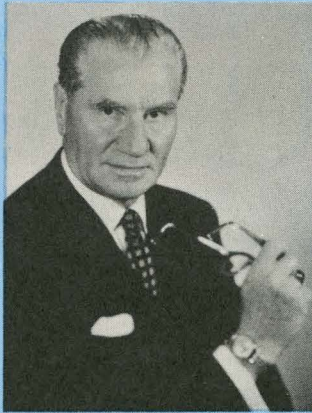
INFO

EMPLOYEES INFORMATION LETTER

FALL SPLENDOR IN THE U.P. WEST



Fall finds the Union Pacific West at its best, as an early frost turns the aspens at the foot of Mt. Timpanogos, near Provo, Utah, into a fiery river.



THE PRESIDENT'S CORNER

In last month's INFO, I talked about some of the exciting things that are happening on the Union Pacific. There are other subjects of equal importance about which I would like to talk now.

We are all directly involved in anything that affects our company—not only are we affected, but so are our families.

Providing service that will equal or excel that of our competition, the pipelines, airlines, trucks, and even other railroads, is far from being a one-man job. At Union Pacific, success in our efforts to provide good service is the direct result of the full cooperation of employees and management. The ability to sell this service depends, to a great extent, on our company's image.

Our company image is an area of mutual interest where all of us can be effective. I admit that there are some matters on which we differ, but that is quite natural. However, the difficulties which we might encounter are really family problems and of course should be discussed at home. I am certain that you all agree that our image is one of our most important assets and I ask you to help in protecting it.

E. H. Bailey

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JOINT AUTO FACILITIES OPENED AT KENT, WASH.



On platform of "Kent Dedication Special" are, from left, J. C. Kenefick, UP; Daniel Ward, director of Washington Department of Commerce and Economic Development; Joshua Green, Seattle banker; B. E. Lutterman, Milwaukee Road vice president, and C. E. Crippen, Milwaukee Road president.

Ribbon cutting and a flurry of colorful balloons marked the official opening of a giant new auto unloading complex at Kent, Wash. J. C. Kenefick, UP executive vice president, joined other rail and government officials in dedication ceremonies attended by 150 business and civic leaders. A special Milwaukee train carried guests to the multi-million dollar facility, 18 miles south of Seattle, for the event which included tours of the auto unloading operations. The 133-acre auto distribution center, jointly owned and operated by Milwaukee and Union Pacific Railroads, is the largest in the Northwest. Over 75,000 new automobiles are expected to be unloaded annually from multi-level rail cars for delivery to dealers.



Overall view of the new auto unloading complex at Kent, Wash.

COULD REDUCE EARNINGS AND LENGTHEN LAYOVER TIME

PENDING HOURS OF SERVICE LEGISLATION WOULD AFFECT WORKING CONDITIONS

The Hours of Service bill (H.R. 8449) as recently passed by the House of Representatives, among other things, would reduce the maximum daily working time of operating employees first to 14 hours and ultimately to 12 hours. It would also require that time spent deadheading to an assignment be included as on-duty time. A similar bill (S. 1938) will soon be considered by the Senate.

The enactment of these bills will not only affect the operations of the railroad but will also affect the working conditions of employees by increasing the layover time at away-from-home terminals and by reducing the earnings of many train, engine and yard service employees. Among other things,

the legislation would:

1. Substantially reduce the opportunities for doubling in yard service;
2. Cause loss of earnings from reduced overtime on many regular assignments;
3. Increase layover time away from home and curtail opportunities for doubling out of away-from-home terminals; and,
4. Result in crews being sent to outlying points much earlier in order to obtain rest before commencing service.

Employees concerned about these matters should promptly advise their Senators before the Senate takes final action on the bill.

COIN SYSTEM — — FIRST PHASE

On October 30, E. H. Bailey announced that the first phase of COIN, in full operation, had proven itself a truly space age management tool.

"We have stepped into the 21st century overnight," Bailey said. "We now have at our fingertips information on the status of equipment, trains and merchandise moving over the railroad that previously took hours and sometimes days to obtain. Everyone from the stockholder to the consumer will benefit from this modern management tool."

An acronym for **C**omplete **O**perating **I**nformation, COIN is an appropriate name for the system since it is a money-saving tool for the railroad and its customers.

COIN continuously monitors operations over UP's entire system through a network of 54 IBM 1050 machines located in 39 yard offices around the railroad. There are 60,000 cars on UP rails at any given time. Every single move by every train and every piece of equipment, loaded or empty, is now recorded on punch cards and fed into the central computer at headquarters in Omaha, at the time the move takes place.

The computer digests the information and stores it in its memory banks where it is readily accessible upon inquiry. At the same time, the computer transmits the information to any of the 134 locations connected to COIN which may have been designated by the location originating the information.

Thus, detailed information on each car in a train departing one yard is transmitted through the central computer to the next yard down the line giving the second yard advanced information on incoming trains while advising the computer of the location of each car in the train.

Tying this whole system together is one of the most advanced and extensive private microwave communications systems in the world. More than 3,194 miles of microwave providing 600 voice channels are already in service on UP and another 413 miles are under construction.

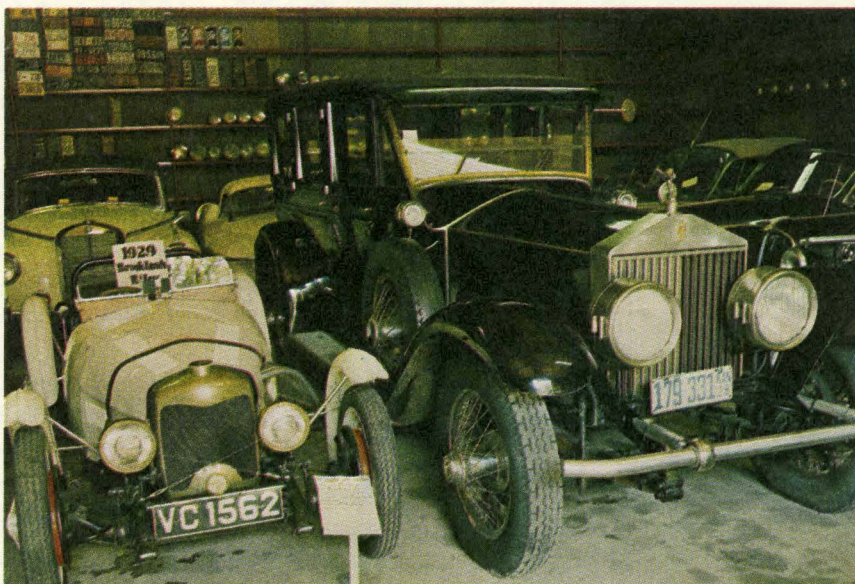
In addition to the transmission of bulk communications and data involved in COIN, the microwave network handles system-wide telephone service plus the transmission of numerous signal impulses for two-way radio, C.T.C. and hot box detection equipment.

INFO VISITS L. L. LACER

The photo to the right features two of Les Lacer's fine automobiles. The machine in the left foreground is a 1929 Brooklands Riley; the large black limousine on the right side of the picture is Lacer's 1928 Rolls-Royce Phantom I. They are both very handsome cars.

In addition to his automobile collection, Lacer has an extensive collection of vintage license plates and hubcaps. A small part of this collection can be seen in the background of the photo to the right, as well as in the background of the photo immediately below.

We think that Les Lacer is well qualified to be featured in the first of INFO's "Interesting Persons" series.

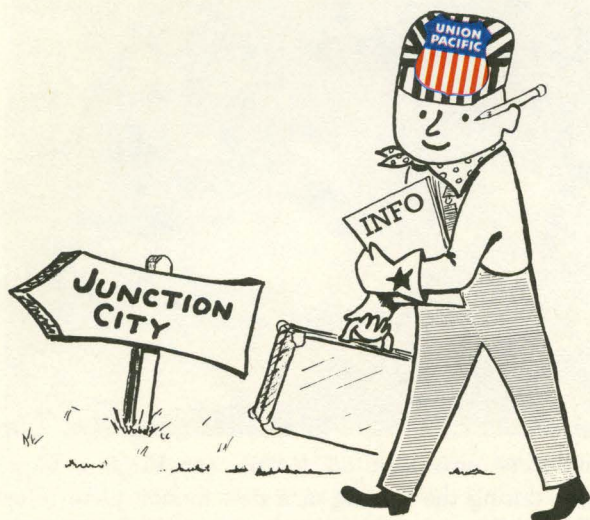


The black limousine in the photo on the left is a 1956 Mercedes-Benz 300. At one time it was used by a general in the army of West Germany. This photo provides another view of the 1929 Brooklands Riley.

The picture below shows Lacer outside one of his garages with a beautifully restored 1956 Mercedes-Benz 190-SL. Les also has a blue 190-SL convertible, which he often uses for transportation.



L. L. Lacer has spent most of his life around Junction City. To nearly everyone in his hometown, he is Mr. U.P.! We'd like to thank Les for giving us the opportunity to take a very brief look at his collection.



Les L. Lacer, UP agent at Junction City, Kansas, is well-known around his home town for a rather unusual automobile that he often drives in parades and for other special occasions—the car is a 1928 Rolls-Royce Phantom I.

What most of his fellow citizens in Junction City don't know is that Les Lacer owns 131 other automobiles, some of which are very notable. This month INFO went to Junction City to talk to Les and to look at his collection of cars.

Just fifty years of age, Les has been collecting cars for twenty years. His first real collector's item was his '28 Rolls-Royce, acquired in 1949, which he drove as a family car for two years. Today, his collection spans the years from a 1919 Ford to a 1967 NSU, the first production car with a Wankel rotary engine.

Lacer is a self-proclaimed Mercedes-Benz fan, with fifteen of them in his collection; however, he says that he has always been fascinated by "the unusual and the interesting."

We think you'll agree with us, Les Lacer's collection of automobiles is both unusual and interesting.

COMMUNICATION BLDG. PLANNED FOR ALBINA

The Northwest link in a space-age communication system serving UP's 9,500-mile rail network will soon be housed in a new building to be constructed at Albina terminal in Portland.

Consolidated in the \$100,000 brick and steel structure will be an array of sophisticated electronic hardware, serving our multi-million dollar microwave radio and communication complex.

In one location will be equipment to operate the CTC system, two-way radio network, computer data channels and the system telephone service. Centralizing the facilities will make operations and maintenance much easier.

A major factor in making the consolidation possible will be computer handling of message traffic. Messages now relayed by teletype for each destination desired will be fed through computer circuits by microwave to the computer center at the Headquarters Building in Omaha. There they will be relayed automatically to as many receiving stations as the sender programs. The computer will also store messages for later transmission if circuits are temporarily busy with other traffic.

A 100-foot tower, complete with dish-shaped parabolic antennas, will be erected adjacent to the new center at Albina between the East bank of the Willamette River and N. Greeley Avenue. From there, microwave will be beamed to the Rocky Point relay station, 20 miles northwest of Portland. Rocky Point will direct the signal eastward to connect with the present system serving the mainline.

OLD TIMERS MEET IN SUN VALLEY

The Union Pacific Old Timers held their annual convention at Sun Valley, Idaho, during September 27-October 1. Over five hundred people were in attendance.

Included in the business conducted was the election of new General Committee Officers. Elected president for the 1970 term was Leonard E. Mills, North Platte. Charles Grow of Glenns Ferry, Idaho, was elected vice president and A. F. Forsgren, Salt Lake City, was elected secretary-treasurer.

Mrs. Troy Rorabough, Evanston, Wyoming, was elected president of the auxiliary, while Mrs. Jack E. Flescher, Omaha, was elected vice president. Mrs. Melvin Hollingsworth, Salt Lake City, was elected secretary-treasurer for the 1970 term.

In keeping with the spirit that there are new and better things yet to come for Union Pacific, the annual theme chosen for the coming year is "New Horizons."

The 1970 convention will also be held in Sun Valley. The dates selected for next year's meet are September 27-30.

EMPLOYEES ON THE JOB



This scene was shot on location at Virginia City, Nevada, during the filming of a new motion picture for the Natural Resources Division. In the scene, from left to right, are Ralph Burrell, motion picture cameraman; Bing Russell (Bonanza fans may recognize him as Sheriff Clem of that TV series); Don Livingston, director; and Greg Lewis, sound recordist. The film, under the overall direction of V. H. Hunter, director of public relations-audio-visual, is about the natural resources of the west.

HAPPY BIRTHDAY U. P. !



T. E. Moore, assistant dean of continuing education at the University of Nebraska at Omaha, and C. D. Mayer, general auditor, prepare to sample the birthday cake presented to the UP management seminar by U.N.O.

On October 14, the University of Nebraska at Omaha presented the Union Pacific Management Program with a birthday cake, honoring both the Golden Spike Centennial and the tenth anniversary of the UP seminar program.

During the past ten years, nearly 2,500 employees have taken advantage of this program. The current session has an enrollment of 385.



Management trainee A. L. Wallace is seen at work on the Omaha United Community Services Appeal. Each year, in support of the local Omaha campaign, UP lends the full-time services of an employee to work as a loaned-executive for the duration of the campaign effort.

JUNIOR OLD TIMERS SEEK NEW MEMBERS

The Junior Old Timers, a social organization sponsored by Union Pacific, is currently seeking new members. The goals of the group, briefly stated, are to better the relationships among UP employees.

Among various activities, each club sponsors an annual charity drive. They also try to hold some sort of monthly social get-together for their members. Highlight of the year for the Junior Old Timer organizations is the annual convention, to be held in Sun Valley, Idaho, in 1970.

If you have ninety days service with Union Pacific, you can qualify for membership in the Junior Old Timers. Dues are \$1.00 annually. Currently, there are active J.O.T. groups in the following UP cities:

In Nebraska: Omaha, North Platte, Hastings, Sidney.

Kansas: Kansas City, Salina, Oakley, Marysville.

Colorado: Denver, Sterling, LaSalle.

Wyoming: Cheyenne, Laramie, Rawlins, Green River.

Idaho: Montpelier, Pocatello, Glenns Ferry, Twin Falls, Nampa.

Oregon: LaGrande, Hinkle, Portland.

Washington: Seattle.

Utah: Salt Lake City, Milford, Provo.

Nevada: Las Vegas.

California: Los Angeles.

Illinois: Chicago.

Way Back When



The Place: Kansas City, Missouri
The Date: July, 1892

ATTENTION!

Jr. & Sr. Old Timers

Sign up now for special European tours leaving Kansas City, June 12, 1970, returning to Kansas City July 4.

Your choice of:

Scandia and Northern Lights Tour
(Price: \$765.00)

or:

European Showcase Tour
(Price: \$620.00)

For further information, contact J. M. Washburn, 719 So. 38th St., Omaha, Nebraska 68105, or on extension 3859 at Omaha.

If you are not receiving **INFORMATION** at your home, we probably do not have your correct address in the master file. Will you then please complete the Address Change Slip and **give it to your supervisor**. He will then make the necessary arrangements to have your correct address forwarded to the proper people in Omaha.

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BIOGRAPHY -- MR. W. P. BARRETT



Mr. Walter P. Barrett, Vice President in charge of rates and divisions, was born in New York City on January 28, 1926. Educated in the New York public schools, Barrett served with the U. S. Navy from 1943 to 1946. He entered service with Union Pacific in 1947 as a stenographer in the

New York traffic office.

In 1951, he transferred to Omaha as secretary to the vice president of traffic. He then served as an instructor in the education bureau before being appointed rate clerk. In 1957, he was appointed assistant general freight agent at Omaha.

Barrett was appointed assistant freight traffic manager in 1960, and then freight traffic manager in 1963. In December, 1968, he was elected Vice

President in charge of rates and divisions.

He is the father of two daughters, Vanessa, age eighteen, and Geraldine, fifteen.

Barrett has studied transportation at New York University, Columbia University, and Northwestern University. He graduated from the Program for Executives, Graduate School Industrial Administration, Carnegie-Mellon University, Pittsburgh, Pennsylvania.

The UP's representative on several inter-territorial rate committees, he is an Interstate Commerce Commission Practitioner. Barrett is a member of the National Committee on Rate and Tariff Computerization, the National Traffic Committee on Data Services, the National Freight Traffic Association, the Traffic Club of New York, and the Union League Club of Chicago.

In Omaha, he belongs to the Omaha Traffic Club, Omaha Athletic Club and the Chamber of Commerce.



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