



INFO

EMPLOYEES INFORMATION LETTER

U. P. BUYS OIL COMPANIES

On August 28, Union Pacific and the Celanese Corporation announced jointly an agreement in principle for a \$240 million acquisition by Union Pacific of Celanese Corporation's oil subsidiaries—Champlin Petroleum Company and Pontiac Refining Corp.



This is an aerial view of a Champlin gas recycling plant located in Carthage, Texas.

Champlin and Pontiac have a daily crude oil production of about 30,000 barrels a day in nine states and three provinces of Canada. Together, they have a daily refining capacity of 91,000 barrels, and about 1,400 service stations in twelve mid-continent states.

F. E. Barnett, chairman and chief executive officer of UP stated, "This is a significant step in our overall diversification program. It will make Union Pacific a more fully integrated oil company and will complement our petroleum activities."

According to Barnett, Champlin and Pontiac will be operated as subsidiaries of Union Pacific. The headquarters offices of the two companies are in Fort Worth, Texas.

Champlin and Pontiac own two modern, full product line refineries, one at Enid, Oklahoma, with a daily capacity of 36,000 barrels and a second at Corpus Christi, Texas, with a capacity of



A night scene at the modern Champlin refinery in Enid, Oklahoma.

55,000 barrels. They own three natural gas processing plants in Texas, and two in Oklahoma, and have interest in twelve others operated by other companies.

Champlin also owns and operates private crude oil and petroleum product pipeline systems. The company's service station facilities are modern and functional and include regular city stations, truck stops on important highways and truck stop-restaurant combinations.



An example of a Champlin retail outlet. This one is in Oklahoma City.



THE PRESIDENT'S CORNER

I am certain you have all read about the exciting things that are happening on the Union Pacific during recent days.

For example, there was the announcement of the Company's purchase of Champlin Petroleum Company and Pontiac Refining Corporation, as well as the Natural Resources Division participation in the recent bidding for Alaskan oil leases, securing rights worth over \$9 million.

In addition, other announcements were made which will have a direct effect on Union Pacific employes—the 12-story addition to the headquarters building in Omaha and the expansion of our North Platte facility by building a magnificent diesel locomotive shop.

Yes, it can truly be said that great things are happening on the Union Pacific.

E.H. Bailey

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U.P. FOUNDATION MAKES GRANTS

Union Pacific's Railroad Foundation has begun distributing \$215,000 in grants to institutions and organizations in Oregon, Washington and Idaho.

Arthur Z. Gray, Foundation president, gave checks to eighteen recipients at the Foundation's annual luncheon in Portland at the Benson Hotel.

Receiving grants in Portland were Christie School, Jewish Community Center, Parry Children's Center, Portland Children's Center, Tucker-Maxon Oral School, Oregon Colleges Foundation, Reed College, University of Portland, Oregon Museum of Science and Industry, Oregon Symphony Society and four hospitals—Good Samaritan, Holladay Park, Portland Adventist and St. Vincent.

Four hospitals outside of Portland also received grants at the luncheon. They were The Dalles General, The Dalles, Ore.; Cowlitz General, Longview, Wash.; and St. Joseph and Vancouver Memorial, Vancouver, Wash.

Eight other hospitals and a nursing home in Oregon will receive grants this year. They are Holy Rosary Hospital and Presbyterian Nursing Home, Ontario; St. Elizabeth, Baker; St. Joseph and Grande Ronde, La Grande; Pendleton Community and St. Anthony, Pendleton; Good Shepherd, Hermiston; and Hood River Memorial.

Nine United Fund organizations in Oregon will receive grants in their fund drives this fall. They are the Tri-County United Good Neighbors in Portland and other fund groups at Prineville, Bend, Redmond, Hood River, The Dalles, Pendleton, La Grande and Baker.

The Western Forestry Center to be built in Portland and the Indian Festival of Arts at La Grande are also recipients.

This is the tenth year that Union Pacific Foundation has been making grants in the cities located along the railroad system.

HEADQUARTERS ADDITION PLANNED



Plans calling for a multi-million dollar twelve-story addition to the Union Pacific Headquarters Building were announced by E. H. Bailey, president. The new building will rise on a parking lot owned by UP to the east of the present structure which occupies three-fourths of the entire block.

Bailey cited several reasons for the expansion. "As our freight transportation operations have grown and become more centrally controlled, through microwave communication, Union Pacific's headquarters staff has necessarily increased. Also, Union Pacific is investing heavily in an enlarged electronic data processing center for accounting, equipment status data, car reporting and communication which will require more room. We anticipate the consummation of the Rock

Island merger will also create a need for more space in our Omaha Headquarters Building."

UP Headquarters is the largest building in the United States devoted exclusively to railroad offices. The original structure was built along Dodge Street in 1911 and a wing was added along 15th Street in 1929. In 1956 a five-story addition was added along Capitol Avenue to house the computer center and supporting equipment. Into the new quarters will go the third generation of computers now working for the railroad, the most sophisticated type of equipment in use by industry.

Leo A. Daly Company has been named as architects for the project. The Omaha-based architectural firm is now preparing the final design and specifications with construction planned to start sometime in early 1970.

BAILEY YARD TO GET DIESEL FACILITIES



An artist's conception of the new North Platte diesel shop (in the foreground) has been superimposed on a photograph of the existing facility.

Plans for the construction of a new multi-million dollar diesel locomotive maintenance and servicing facility in Bailey Yard at North Platte, Neb., were announced by E. H. Bailey on August 13.

The new complex will be located directly south of the present south diesel fueling station in Bailey Yard on 156 acres purchased earlier this year for that purpose. It will consist of one main work building with approximately 140,000 square feet of floor space, outside locomotive pits and a separate locomotive wash building and drip tracks.

This main running repair facility is designed to be equipped with through tracks to allow units to enter at one end, pass through the various stations for servicing and repair and exit at the other end of the building. This will permit a continuous flow of units through the facility, expediting servicing and maintenance operations.

Current plans call for maintaining a fleet of 400 or more locomotives at the North Platte facility. The complex is designed to service and repair up to 200 units per day. Bailey said we plan to do the annual ICC inspection of a unit in eight hours, completing required inspection and programmed maintenance, or completely overhaul a unit in 24 hours with this new complex.

The running repair facility will incorporate all

the latest improvements to clean and work conveniently on units. Eleven tracks will run through the "L" shaped structure. Each set of tracks will have a specific function with three tracks designated for running repair, two for inspection, four tracks for heavy repair work, one wheel truing track and one material and supply track.

All tracks inside the building, with the exception of the material and supply track, will have under-track pits with elevated platforms between tracks for easy access to all parts of the locomotive at one time.

Also within the main structure will be a two-story service and material area, a locker room and office complex. The entire building will be equipped with adequate heating and ventilation, full industrial lighting and conveniently located sanitary facilities to provide the most ideal working conditions.

When completed, the new facility will centralize the major portion of diesel unit repair and servicing work now being performed at North Platte. A force of approximately 400 or more mechanical people will man the facility on a 24-hour basis in full operation.

Work on the facility will get underway before the end of the year.

CONGRATULATIONS NORTH PLATTE!



What started out as a sad story about a family of nine stranded in North Platte, without money, has a happy ending to rival any that could be manufactured by a Hollywood movie producer.

The story began last December when Menso Geer was laid off a job at a meat packing plant in Cedar Rapids, Iowa, and the family lost their rented home to freeway construction. Unable to find

housing for his wife and their seven children, Geer took his family and set out for California. After arriving there, he was unable to obtain work in construction where he has experience.

After a stint in the fruit fields, Menso was able to save enough money to head back to the Midwest. However, unable to find work along the way, Menso Geer's money had run out by the time he reached North Platte. At the local employment office, he was able to secure a job with the company which is laying a pipeline for UP in Bailey Yard. A \$30 advance from the pipeline company went entirely for food, with nothing left for lodging. Bud Guynan, superintendent of Bailey Yard, noticed the eight hot, tired members of the Geer family parked in their car near the west end of the yards. Upon inquiry, Mrs. Geer explained that she and the children were staying in the car while her husband worked nearby. Further questioning re-

vealed that the family was living in the car because they were unable to afford a place to stay.

From that point on, it was a study in compassion. Shortly after Guynan left, a jug of water was delivered. This in turn was followed by a pot of mulligan stew.

Charles Putman, terminal trainmaster, heard about the family and contacted the Salvation Army who arranged for a night's hotel lodging. A collection was taken up among UP employes and \$125 was given to the family. This took care of the food problem, but there remained the task of locating a landlord who would accept seven children and still be within the budget of a family of nine. The dozens of railroad men in North Platte offered to take care of the first month's rent and utility deposits, plus the necessary furnishings for the home.

What started with a nucleus of UP employes became a town project after an article appeared in the *North Platte Telegram*. Hundreds of people came forward to offer everything from toothbrushes and combs to bicycles, food, clothing, household goods, money, and . . . a home.

We think the good feeling you get inside when you accomplish something like this is pretty well summed up by what nine-year-old Edna May Geer said when the family moved in: "It's pretty inside and it's full of wonderful things."

Of course, the Geers still have an uphill battle before they get back on their feet, but at least now they're on the right track. We'd like to give our first "Tip o' the Hat" to the UP employes at North Platte who were instrumental in this collective good deed.

"INFO" WOULD LIKE YOUR IDEAS

This issue of INFO carries a brief article about the film bureau in the public relations department. The film bureau is just one of hundreds of interesting operations taking place every day in our company. Perhaps Union Pacific has some other area of activity about which you would like to hear. If so, write and tell us about it. We are always happy to receive requests for future articles.

Our address is: INFO, Public Relations Department, Union Pacific, 1416 Dodge Street, Omaha, Nebraska 68102.

Give!!

the

United Way

U. P. MOVIES ARE BETTER THAN EVER!



L. R. Forrest, clerk-motion picture bureau, is responsible for the operation of UP's film library.

The UP public relations department has a motion picture bureau featuring a library with a wide selection of entertaining and information subjects. As a matter of fact, since its rather modest beginning over thirty years ago, it has been in operation continuously—distributing professionally made films to schools, church groups and clubs.

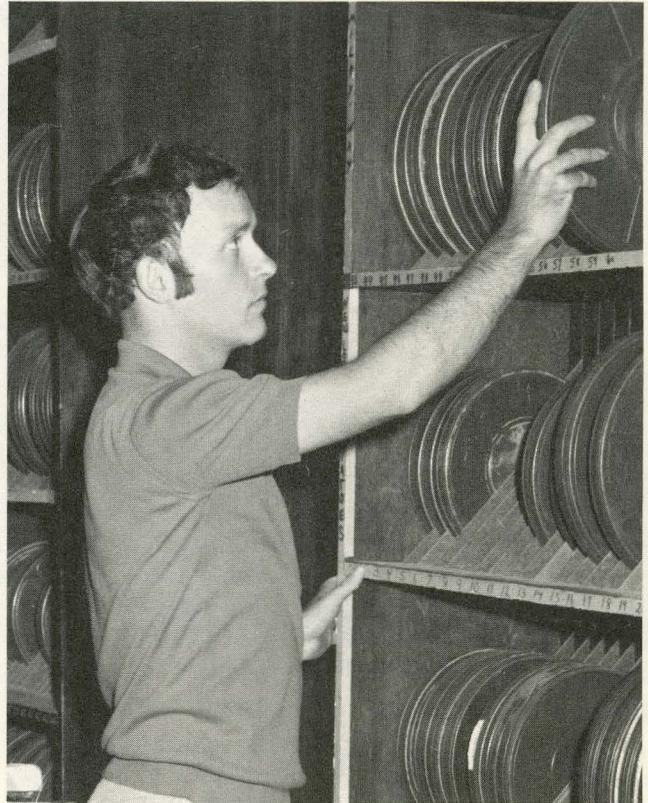
Their popularity has been phenomenal! In 1968 alone, nearly three million individuals attended showings of these films. In addition to this large audience, 900 prints were furnished to various television stations throughout the country, whose total audience can only be estimated. The motion picture bureau carries fifty to seventy-five prints of each film in the library.

Within the last year, seven new 16mm films have been added, bringing the total of sound and color subjects currently available to thirty-nine.

The high quality of these films is borne out by the fact that several have won awards at national and international film festivals. Most recently, the National Broadcasting Company requested permission to use segments from two of our agricultural films in an upcoming special on the Great Plains.

The films are available, free of charge, to anybody who wishes to use them. The biggest users are high schools, colleges, scout troops, and other organizations.

All films should be ordered from: Motion Picture Bureau, Department of Public Relations, Union Pacific, 1416 Dodge Street, Omaha, Nebraska 68102.



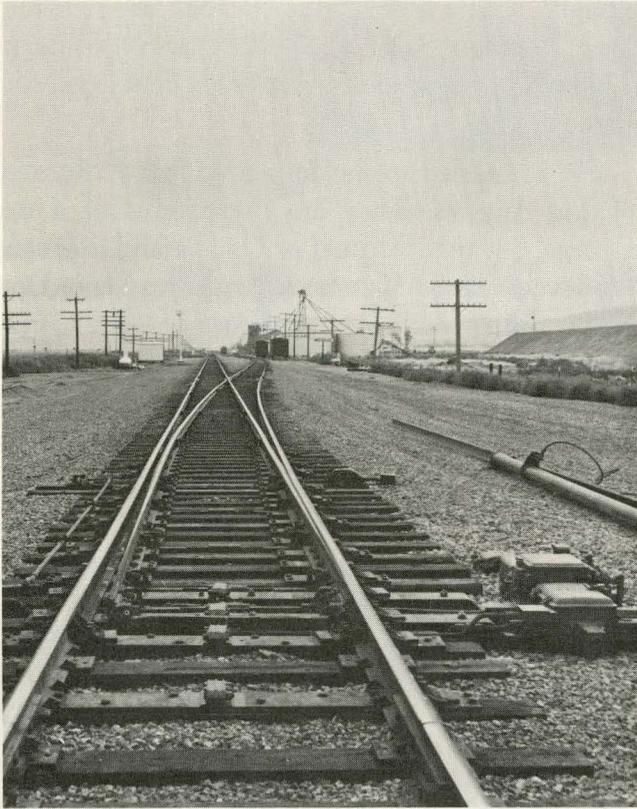
N. J. Cosimano, clerk-typist, is the bureau's handyman, handling booking, filing and other assorted duties.



M. J. Larsen, motion picture technician (seated), cleans and inspects every film after each use. After the print is cleaned and inspected, Cosimano files it away, ready for its next showing date.

When ordering films be sure to include: title, first choice showing date, alternate title and alternate showing date, and the COMPLETE address to which the film is to be sent.

MODERN TURNOUTS WILL SPEED TRAFFIC



This photo of the installation of a new high-speed turnout was taken at Michaud, Idaho.

In keeping with the Union Pacific tradition of ever-improving service, the engineering department has begun installation of new high-speed turnouts at strategic locations on the UP mainline. Known technically as a "No. 20 turnout," the new track work will help speed freight traffic movement.

The new turnouts allow trains to move through them at sixty miles per hour on an equilateral turnout, and at forty miles per hour through the curved leg of a lateral turnout.

Installation is proposed or has been completed at a number of locations, including Michaud, Idaho; Biggs, Oregon; Menoken, Kansas; Gibbon and North Platte, Nebraska; Cheyenne, Laramie, Rawlins and Green River, Wyoming. The future will see the installation and use of many more of these fine examples of modern railroading.

EXPO CAR HAS 500,000th VISITOR

On Monday, September 15, the Golden Spike Centennial Expo Car received its half-millionth visitor.

During a stop at Boise, Idaho, Graig Bates, a 17-year-old student at Borah High School in Boise, became the 500,000th person to view the display.

During the stop at Boise, the train was visited by an enthusiastic crowd numbering 7,728 people.

Way Back When



The Place: Las Vegas The Year: 1906

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City	State	Zip Code

BIOGRAPHY -- MR. N. B. MARVIN



Mr. Norman B. Marvin, Vice President, Sales and Service, was born in Oakland, California, October 25, 1906.

Marvin entered the service of Union Pacific as Clerk-Messenger in the Traffic Department at San Francisco, February 6, 1925, advancing through various positions in both the San Francisco and Oakland offices.

On January 1, 1938, he was appointed Traffic Agent at San Francisco, which position he held until May 1, 1944, when he was transferred to Omaha, Nebraska, as Chief of the Service Bureau. In the ensuing years he held positions of Assistant to Vice President-Traffic, Assistant Freight Traffic

Manager, Freight Traffic Manager, General Freight Traffic Manager-Sales & Service, Assistant Vice President-Sales & Service and on June 1, 1968, he was elected Vice President, Sales & Service.

He is married to the former Mabel J. Bureker of Los Angeles. They are the parents of a son George, 34, with Mutual of Omaha and a daughter Beverly Anne, 30, who is married to Major Don R. Havlu presently with the Army Signal Corps, Fort Belvoir, Virginia. The Marvins have four grandchildren, two residing in Omaha and twin granddaughters in Springfield, Virginia.

Marvin is a member of the American Society Traffic and Transportation, Delta Nu Alpha, Traffic Clubs of Omaha, Chicago and New York, National Freight Traffic Association, Union League Club of Chicago, Omaha Athletic Club and Happy Hollow Country Club.

