

# U.P.



# INFO

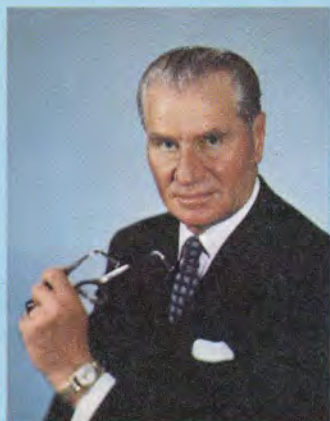
EMPLOYEES INFORMATION LETTER

VOLUME III . . . FEBRUARY, 1971 . . . NUMBER 4



INFO's camera takes you to the crest of a hill overlooking the new Los Angeles retarder yard.





## THE PRESIDENT'S CORNER

*In previous articles I have mentioned that eventually Union Pacific will have this country's most advanced diesel shops at North Platte, Nebraska. The new \$10 million shops, located adjacent to Bailey Yard, will be capable of maintaining 400 or more locomotives. In addition, the complex is designed to service and make running repairs on up to 300 diesel units per day.*

*UP's modern operating practices dictated that North Platte should be the location for this outstanding facility. The pooling of power, run-through trains and other new concepts have made this terminal strategic. Regardless of its origin, destination or even the gateway through which it is interchanged, the majority of freight on our system moves through North Platte.*

*With all of this traffic passing through, the daily concentration of diesel units makes North Platte a superior location for any new servicing facilities. However, more details on this installation will be forthcoming in future issues of INFO. I am sure you will find it as interesting and exciting as I do.*

*E.H. Bailey*

**INFO**rmation is published monthly by the Union Pacific Railroad Company. Address communications to INFOrmation, Personnel Department, 1416 Dodge Street, Omaha, Nebraska 68102.

## ASTRO - PART III "Concluded"

This month, INFO carries the conclusion of the final part of our report on ASTRO (America's Sound Transportation Review Organization). In earlier installments of this series, we examined the problems facing the railroad industry, the cost of nationalization and the public need for an efficient transportation system.

As we mentioned last month, ASTRO recommends a bold program of Federal involvement to insure the viability of the railroad industry. The program contains over 30 specific recommendations directed at four major objectives. Our last article briefly outlined the first two of those objectives, which are stated as follows: A. Government must balance its treatment of transportation, and, B. Regulation should be equal; initiative encouraged.

Now let's look at the last two of those objectives:

As railroad employees, ASTRO is vitally important to all of us. While Union Pacific is one of the strongest and healthiest members of the rail industry, the condition of the rest of U.S. railroads is important to our continued success. Their problems are very much ours, and to date, ASTRO has provided the soundest approach to the solution of these grave difficulties faced by today's railroads.

### C. Fairness and realism should govern rail passenger service.

The rail mode can be a valuable instrument in present and future transportation planning, alleviating automobile, and, in certain cases, airway congestion.

1. Rail commuter operations in major cities must be continued and improved. Government funds should be available for planning efforts as well as for acquiring new equipment and upgrading the fixed plant. State and regional commissions must develop concrete programs for placing essential, but unprofitable, commuter service under public sponsorship.

2. The market for high-speed, medium-distance rail service between Washington-New York and other possible "corridors" should be more extensively explored. The Federal government should finance basic market and technological research, including the cost of preserving service pending the conclusion of further research.

(Continued on Page 3)



# 1971 CAPITAL EXPENDITURES WILL TOTAL \$121 MILLION

John C. Kenefick, chief executive officer of the transportation division, announced that Union Pacific's 1971 capital expenditures program for roadway and equipment will total \$121 million.

Kenefick said the program is down from last year's \$166.9 million investment and reflects the unsettled situation of national rail earnings. He said the figure will be broken down to \$20.4 million for road and \$100.6 million for equipment.

The equipment outlay will go for 75 new diesel locomotives, 2,619 new freight cars, 182 diesel main engines and \$4.1 million of work equipment.

The 75 locomotives ordered are comprised of three groups. One group of twelve consists of 6,600 horsepower EMD DD-40-X (Centennial type) locomotives. The Centennial types are members of the 6900-series. Twenty-three of the locomotives ordered will be 5,000 horsepower General Electric U50-C's; these locomotives bear numbers in the



Forty new G.E. U50-C's are included among the new locomotives on order for 1971.

5000-series. The final forty locomotives consist of 3,000 horsepower EMD SD-40's; other UP locomotives of this type are currently numbered in the 3000-series.

The freight car order will contain 600 high capacity covered hopper cars rated at 100 tons each. The covered hoppers are much preferred by grain shippers over the standard boxcar because of their capacity and ease of loading and unloading.

Other freight cars on order for 1971 include 1,000 70-ton boxcars, 50 feet six inches in length; 100 70-ton boxcars, 51 feet eight inches in length; 50 air slide covered hopper cars of 100-ton capacity; 200 open top hopper cars of 100-ton capacity; 61 solid bottom gondola cars of 125-ton capacity; eight 50-ton gondola cars and 600 mechanical refrigerator cars for Pacific Fruit Express Company.

The equipment order will also contain 50 con-



UP's 6,600 horsepower CENTENNIAL types are the giants of the diesel locomotive world.

tainer chassis used for shuttling containers between West Coast container facilities and the dock areas. This investment reflects the growth in container traffic through UP's Pacific ports.

UP's \$20 million roadway program for 1971 calls for the installation of 820,500 new cross ties, 215 miles of new rail and track surface and lining work on 1,200 miles of track.

## ASTRO -- (Continued from Page 2)

3. In long-distance service, the airways and highways have clear inherent advantages. The operation of long-haul passenger trains under continuing heavy losses has been the single largest drain imposed by government on the rail industry. Properly funded and soundly managed, a Federally chartered rail corporation can become the overdue vehicle to rationalize the intercity rail passenger structure while relieving carriers of their losses.

### D. Railroad management and labor must cooperate.

1. Railroad managers must make a thorough self-assessment of the industry's major shortcomings. In particular, railroads must improve their record for working together on internal problems, using arbitration machinery, wherever possible, to iron out intra-industry disputes.

2. Railroads have not shown a uniform dedication to quality service and customer needs. They must improve their marketing research, concentrate on better techniques for profit analysis, and recruit more aggressively in colleges and business schools.

3. The railroad problem will not be resolved without complete labor-management teamwork. Railroad labor, therefore, must approach the bargaining table with statesmanship in dealing with the need to achieve better use of manpower and to realize the benefits which can result from advances in technology.



Safety is everybody's business—Union Pacific people hear some form of this statement every day and yet the task of developing new methods of promoting safety and involving the employees is a continual challenge in modern railroading.

Operating with the belief that self-action in a safety program produces the best results, modern programs have been put in effect at a number of locations on the UP system. The shops at Albina, Oregon, have just such a program.

The Albina shops employ a total of 261 employees. Of this total work force, approximately 100 men completely rebuild and modernize three cars each day, five days a week. An additional force of approximately 45 men are assigned at Albina to handle an average of seven heavy bad order cars daily, while other forces make light repairs on 25 to 30 freight cars daily.

The increase in production levels at the shop as well as the advent of modern specialized equipment to assist in the work, such as the new 40-ton gantry crane and the Pangborn roto-blast machine, require a modern and efficient safety program.

The safety program in effect at Albina relies on employee involvement with an employee safety representative being the functional agent of the mechanical department gang. This safety representative is chosen from the working force of each gang in the various areas of the shop. He is selected for his ability to communicate with the men, supervisors and labor organizations, as well as his experience in his particular craft or specialty.



Safety in action requires teamwork, which means supervisor-employee involvement. Safety representatives and supervisors shown include (from left, standing): L. G. Malzahn, assistant to manager of safety; J. E. Pickett, master mechanic; D. Cutshall; J. Howard; G. Shupp; J. Eason; and J. G. Sewell, general car foreman; (from left, kneeling) E. O'Rourke; L. Smith; R. Iverson; and L. C. Pitchford, assistant superintendent of safety and courtesy.



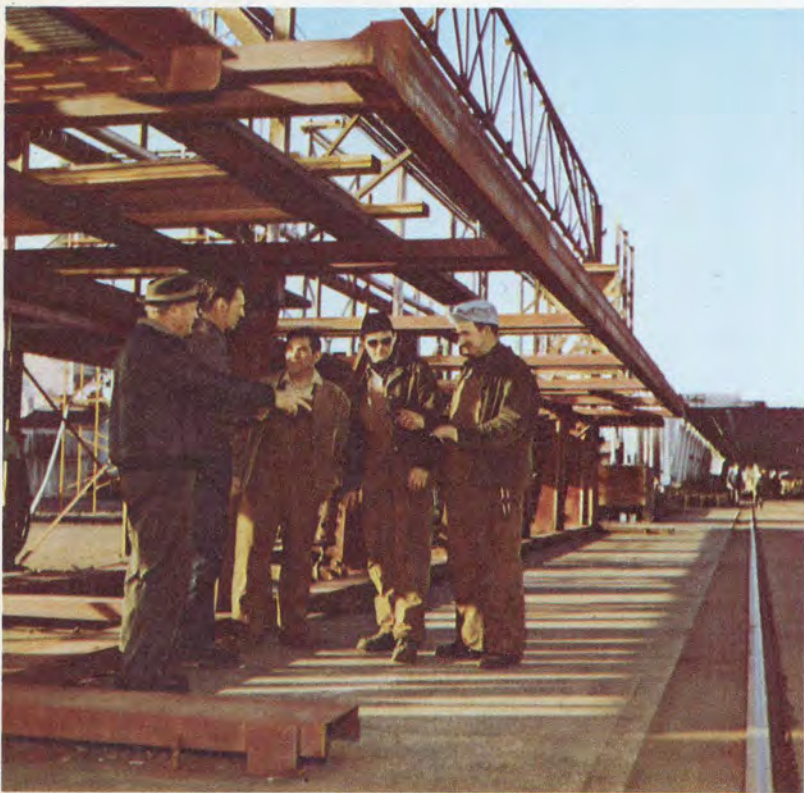
The elimination of safety hazards, such as the accumulation of discarded huck bolt ends (shown above) by encouraging "good housekeeping" is one of the many functions of the safety representatives.



The proper usage and safe handling of tools and equipment is vital in avoiding injuries and accidents. Pictured here at the underframe jig discussing the techniques in safe handling of welding equipment are (from left) D. Cutshall, J. Eason, R. Kopf, J. Heintz, and R. Iverson.



## EVERYBODY'S BUSINESS



Communications is an important component in promoting safety in action. On the ground safety meetings between safety representatives, foremen, and fellow employees keeps the communication line open. Shown here at the side jig (still under construction) are (from left) E. O'Rourke, G. Shupp, G. Schindler, T. Brown, and R. Farmer.

The primary duties of every safety representative are to develop and correct conditions that are unsafe in his particular department, as well as to help supervise, under the direction of his foreman, all new men assigned to the area. The safety representatives, in turn, rely on other employees in specific areas of every department to instruct new employees in the proper performance of their duties, including the safe handling of various types of shop equipment. Each safety representative and his gang is in competition with all other gangs in the shop to develop and maintain the best safety record during the year in order to win the shop safety award.

All safety representatives meet twice monthly with the general car foreman and the safety department. These meetings are held in order to discuss any injuries that may have occurred, as well as general safety matters and shop that may need correction.

The safety program at Albina shops is a good one and is regarded as being successful. Yet we will all agree that one injury is too many. We all have an obligation to ourselves, our families and those who work with us to make and to keep Union Pacific a safe place to work. Safety IS everybody's business!



Outmoded equipment and facilities such as the old scaffolding, a safety hazard, have been replaced by new safe equipment. In the left hand picture safety representative Larry Smith instructs Paul Godsil and Robert Coleman in removing the old scaffold. In the right hand picture safety representative Bud Orr (on stairway) discusses work procedures on the new scaffold with Clyde Henderson and Richard Annis.



## *EAST L. A. YARD PROGRESSES*

August 1 is the scheduled completion date of the new \$2.8 million retarder yard in East Los Angeles, Calif. The new yard, which will be able to handle two to three cars per minute over the crest of its hill, is smaller than either of the retarder yards at North Platte or the one at Pocatello.

Capacity of the new facility's sixteen tracks is listed as 571 cars. The automatic, weight sensitive retarders (the first such on UP) and the electrical equipment for controlling the automatic switches was produced by the General Railway Signal Co.

The switches in the yard will be operated from controls housed in a structure located at the crest of the hump. Small retarders at the end of each classification track will prevent cars from rolling completely through the yard.

Though August 1 is the scheduled completion date, first operations in the yard should begin after June 1.

The new retarder yard is a very important addition to Union Pacific operations in the Southwest. The tremendous increase in traffic both into and out of Los Angeles resulting from increased demands imposed by import-export traffic, as well as



industrial growth in the area, was severely taxing the older yard. This addition to the East Los Angeles facilities will help solve the acute problems of car handling and result in more expeditious delivery of cars to UP customers in Southern California.

## *MANAGEMENT PROGRAM CONDUCTED AT CREIGHTON UNIVERSITY*

In a further extension of training and development programs for employees, Union Pacific has recently established a supervisory management seminar program in cooperation with Creighton University at Omaha.

The first seminar was held January 25-29 and was attended by 25 supervisory employees representing 14 departments. The group spent five days discussing general management problems, and being oriented in up-to-date theory and supervision practice by outstanding professors from Creighton and the University of Nebraska at Omaha.

The program was specifically designed by UP's personnel department in conjunction with Creighton's Center for Management Education to concentrate on practical topics relevant to the railroad industry and to Union Pacific. Many of the general seminars and educational courses offered by various groups and universities often fail to cover the problem areas and special features of our industry. This new seminar program should overcome that difficulty through the use of specific company-related material. Prior to the first seminar, all professors and seminar leaders participating in the program personally visited UP facilities and offices in the Omaha-Council Bluffs area in order to gain even greater familiarity with UP.

The program's content was planned to be academically demanding, and, in addition to the daily eight hours of classes, the participants had outside reading assignments each evening.

UP arranged to conduct four seminars during 1971, one per quarter. The remaining seminars will be held during April, July, and October. As with the first program, all scheduled courses will be held in the Union Pacific Room of Alumni Library at Creighton. The selection of this room proved to be particularly appropriate as the room and its equipment were donated to Creighton by the Union Pacific Foundation.

It is anticipated that the initial four courses will be somewhat experimental and used for developmental purposes. The program will be under continuous review and evaluation for improvement, and, will likely be expanded and extended to include supervisory representatives from throughout the System.



## JULESBURG ACI SCANNER BEGINS OPERATION



To the left is an example of an ACI plate. It contains 13 reflective strips on a black background. The plate is read by the scanner from the bottom to the top. The colored strips convey coded information, identifying the type of car, owner and number. The topmost strip is a validity check digit, a number between 0 and 10 which represents the combination of the preceding strips, permitting the scanner to check its readout.

Union Pacific has taken another big step into the field of electronic operations with the installation of its first automatic car identification (ACI) scanner and computer at Julesburg, Colo.

The scanner is located on the south side of the eastbound main line just west of the depot at Julesburg. It will monitor all eastbound trains headed for Bailey Yard at North Platte, and provide the yard with an advanced list of all cars on incoming trains to be double checked against the advance consist report which normally precedes each train.

UP, along with the other railroads in the United States, began two years ago to label all freight cars with rectangular, color-coded identification plates. The high-speed scanner has the ability to read each plate three times as the train flashes by at any speed up to 80 m.p.h.

A light from the scanner reflects the color code on each plate back into the scanner. It is then fed into a computer housed in a nearby building. The computer deciphers the reflected color code into a car number and ownership and transmits this information over the microwave communications system to Bailey Yard. There, the information comes out on a teleprinter, listing in order the cars which are in the train.

This accurate double check enables Bailey Yard personnel to program the classification and switching of the train before it arrives in the yard.

John C. Kenefick, chief executive officer of the transportation division, said the unit was installed to develop the potential of ACI equipment as well as provide North Platte with a double check on inbound trains.



The new scanner is located just west of the Julesburg station and scans the plates on all eastbound traffic.



The scanners can read the identification plates three times as the train goes by at any speed up to 80 m.p.h.



## EMPLOYEE BOWLS PERFECT GAME

How does it feel to bowl a perfect game? . . . Bob Lukowski, IBM operator in the accounting department at Omaha, can tell you. "I've been on 'cloud nine' ever since," he said.

Recalling that memorable evening, Lukowski said: "I wasn't even thinking about bowling a perfect game, and then I realized I had nine strikes going into the tenth frame. The bowling alley had quieted down, and spectators were gathering around to watch. Then it hit me! My legs felt like rubber from the knees down, and I began to wonder whether I could even keep the ball out of the gutter, much less get a strike. He didn't have to worry, the 10th and 11th balls were "right in the pocket." Strange as it might seem, the jitteriness left him. As he stepped up for the 12th frame, he had the feeling it was now or never. "As soon as I released the ball, I knew it was right, and when everyone started to cheer and pat me on the back, I knew I had it."



Lukowski, whose average is around 200, has been bowling for 14 years. He started when he was nine years old at a bowling alley in Glenwood, Iowa, where he was working as a pinsetter. He now bowls three times a week at that same bowling alley and it seems appropriate somehow that this is where he should attain his perfect score.

Although there is little chance of Lukowski forgetting that evening, the American Bowling Congress is going to present him with a pleasant reminder in recognition of his achievement, a diamond ring with a ruby setting.

## OLD TIMERS SPONSOR TOUR

A tour of nine European countries is being sponsored by John Bourn, president of UP Old Timers' Club #4. The 21-day tour will leave Kansas City June 5th and will include the following countries: England, Belgium, Holland, Germany, Austria, Switzerland, Liechtenstein, Italy and France. There will be complete sightseeing programs and excursions, as well as English-speaking guides in each city visited.

The total price of the tour, including round-trip jet fare, is \$585. However, a deposit of \$100 per person is required by March 15 to hold a confirmed reservation. So, if you're interested, you must act promptly.

Full details can be obtained from your local Old Timers' Club, or by contacting: Carnival Travel Inc., 3701A, Southwest Trfy., Kansas City, Mo. 64111.

## U. P. QUARTET ALBUMS . . .

Due to the overwhelming response to last month's announcement about the forthcoming UP Quartet Album, INFO has been asked to again provide blanks for use in ordering your album. The albums, described in last month's INFO, are 33 $\frac{1}{3}$  r.p.m. stereo records featuring favorite numbers of the Union Pacific Quartet. They may be ordered from the address below at the cost of \$1.00 per album, cash, check or money order (no stamps, please).

If you are employed in Headquarters Building, just drop your order in the building mail.

**IMPORTANT NOTE:** Please type or print when filling out the order blank. It is important that it be legible since it will be used as a shipping label.

*Please type or print—this is your shipping label.*

### Send to:

U.P. Quartet Album  
1416 Dodge Street  
Omaha, Nebraska 68102

Gentlemen:

Please find enclosed \$\_\_\_\_\_ for \_\_\_\_\_ U.P.  
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## RECENT APPOINTMENTS

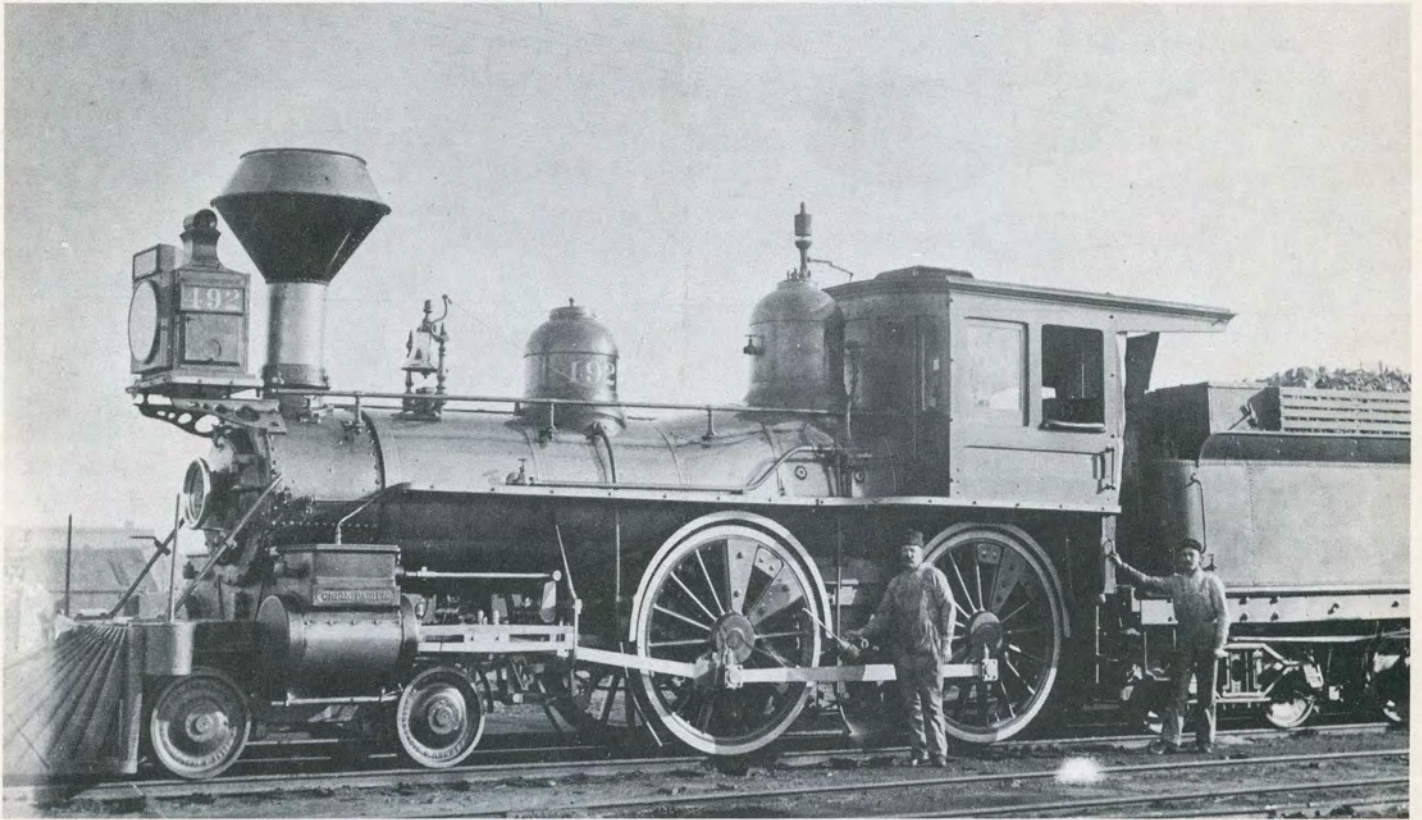
| Eff. Date | Name:             | Position:  | Headquarters:  |
|-----------|-------------------|--|----------------|
| 1/25      | A. M. Underhill   | Director, Business Planning and Analysis . . . . .   | Omaha          |
| 1/1       | W. E. Miller      | Director, Classification Control . . . . .           | Omaha          |
| 2/1       | M. L. Samuelson   | Assistant Superintendent . . . . .                   | Kansas City    |
| 2/1       | J. E. Sanford     | Trainmaster . . . . .                                | Rawlins        |
| 2/1       | J. R. Davis       | Trainmaster . . . . .                                | Pocatello      |
| 2/1       | R. Shumate        | Trainmaster . . . . .                                | Salt Lake City |
| 1/1       | W. B. Burnside    | Station Supervisor . . . . .                         | Albina         |
| 2/15      | J. M. Krier       | Assistant Superintendent, Safety and Courtesy . .    | Cheyenne       |
| 1/1       | R. A. Corso       | Signal Engineer, Eastern District . . . . .          | Omaha          |
| 2/1       | Kenneth E. Bowlin | General Traffic Agent . . . . .                      | Butte          |
| 1/1       | A. J. Johnson     | Assistant General Land and Tax Commissioner . . .    | Omaha          |
| 2/1       | J. P. Healy       | Audit Administrator . . . . .                        | Portland       |
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| 1/1       | G. D. Kaufman     | Manager, Financial/Accounting Systems . . . . .      | Omaha          |
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| 1/1       | R. A. Guinotte    | Manager, Application Programming . . . . .           | Omaha          |
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# Way Back When



The Place: Lincoln, Nebraska

The Year: November, 1893



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