

U.P. INFO

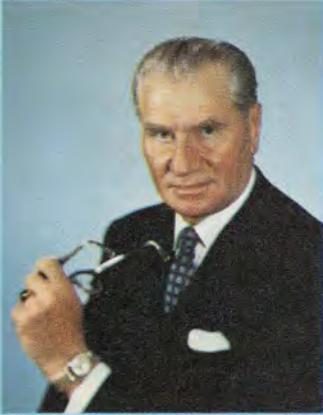


EMPLOYEES INFORMATION LETTER

VOLUME III . . . JANUARY, 1971 . . . NUMBER 3



Union Pacific moves Disney monorails—see Page 2.



THE PRESIDENT'S CORNER

On another page in this issue of INFO you will see an article which announces the availability of a new record album made by the UP Quartet. The announcement gives me an excellent opportunity to use this space to talk about the quartet—my favorite singing group.

The Union Pacific Quartet was formed back in 1939 during the Golden Spike Days' celebration and it has been a going institution for the past 31 years. Although none of the original members is left, the quartet's tradition continues.

Today's group normally entertains in the Omaha area only. It is always in demand for conventions, banquets, business meetings and major UP celebrations.

During 1969, the quartet was sent to various cities on line to help celebrate the Golden Spike Centennial. To borrow an old cliché, the group made a triumphal tour. Two and even three encores were the rule and not the exception.

If you have never heard the quartet, I think this new album will surprise you. If you have heard the group, so much the better, you know what to expect. In either case, this is an excellent opportunity to obtain a very entertaining album.

E.H. Bailey

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ASTRO - PART III

This article begins the third and concluding part of our report on ASTRO (America's Sound Transportation Review Organization).

In the first installment, we discussed some of the problems facing the railroad industry. In the second article we took a brief look at the expense involved in nationalization of the industry. In this issue we will quickly outline two of the recommendations suggested by ASTRO. Part III will conclude next month.

THE PUBLIC NEED:

The public interest requires that tomorrow's railroads be thoroughly modernized—not only to expand their capacity but to improve their performance. However, high quality service is not a companion to a railroad that is impoverished.

Between 1970 and 1980, more than \$36 billion must be spent on plant and equipment. This greatly exceeds the net investment in the railroad industry today. And this projected figure doesn't take into account the effect of any possible future inflation.

These essential programs are clearly beyond reach of today's railroads in the present environment.

At the same time, the public should not have to endure the social and economic costs of a failing rail industry. If railroads cannot meet the demands of the future, the alternative is more slabs of concrete covering more land removed from tax rolls, more crowded highways, greater congestion in the cities, higher consumer costs and greater air pollution.

Because of the alternatives, assistance to the railroads is the best and cheapest transportation investment government can make.

The choice is not whether there will be a rail network, but what kind it will be. The Federal

(Continued on next page)

ON THE COVER:

Mammoth concrete monorails are moving on UP's coast-to-coast service from Tacoma, Wash., to Orlando, Fla., where Walt Disney World is building a new Disney World, scheduled for opening in October, 1971. Concrete Technology, Tacoma, builders of the Seattle World Fair monorail, is manufacturing 337 prestressed concrete rails, ranging from 85 to 110 feet and weighing over 30 million pounds. The production contract is \$1.3 million and the transportation by Union Pacific, Frisco and Seaboard Railroads will cost \$700,000. Six streamlined all-electric trains will be the basic transportation on six and one-half miles of monorail in Disney's 2,500-acre resort area.

ASTRO (continued)

government can nationalize the industry or allow it to operate privately. Either way, money will be needed to buy equipment and improve the physical plant, and as we saw last month, nationalization would be terribly expensive.

Nationalization, with all of its costs and uncertainties, is unnecessary. ASTRO recommends a bold, but much less drastic, program of creative Federal involvement that can insure railroad viability. The program contains over 30 specific recommendations directed at four major objectives. Let's take a look at the first two of those objectives:

A. Government must balance its treatment of transportation.

Railroads are the only mode of general transportation that must provide for both equipment and right-of-way from private sources. They bear the entire cost of building and maintaining the roadway.

Railroad competitors operate on much more favored terms. Federal and state governments have poured over \$340 billion into other forms of transportation. Trucks, buses, airlines and barges all operate on rights-of-way provided by the government. Although some user charges are assessed, in no case do they cover the total cost of the facility.

Despite their importance, railroads cannot survive against such government favoritism.

1. Rail transportation facilities must be exempt from local property taxation. Because state and local governments have depended upon these taxes, the Federal government should reimburse the states for the revenue lost. This is consistent with the tax-sharing concept.

As to other types of state taxes, Congress must, without delay, end the historic pattern of tax discrimination against railroads.

2. Over 5,000 people are killed or injured each year at crossings between highways and railroads. There is already available \$530 million a year in Federal funds to eliminate these safety hazards, but present law does not require those sums to be spent. The Congress should direct that these monies be used. The program should not be restricted as it is now, to so-called "Federal-aid" highways.

3. Present highway trust funds should be merged into a general surface transportation fund to which railroads would also contribute.

The Federal government should be allowed to allocate monies from the fund in recognition of public need. Reduction of air pollution and highway congestion and better land use in cities should be included in defining public need.

Those railroads which desire to improve their rights-of-way, over and above past levels, could draw up to \$400 million annually from the fund.

4. The Federal government should also guarantee loans, up to \$400 million annually, for those railroads seeking to improve their facilities.

5. Rapid tax amortization should be allowed to encourage investment in new technology. And the rail industry's investment in "fixed plant"—grading and tunneling—should be depreciable for tax purposes.

6. Railroads should qualify for Federal assistance after natural disasters, just as the highways which parallel them.

7. Research and development efforts should also be balance among the transportation modes; currently, less than 4 per cent of Federal transportation research is spent on railroads. In cooperation with the railroad industry, the Federal government should develop a ten-year research program with a target of \$100 million annually.

B. Regulation should be equal; initiative encouraged.

Railroads are competitors in the real market place, but are treated as a 19th Century monopoly in the eyes of the law. This results in taxing the consumer with high-cost and inefficient transportation.

1. A new agency should be created to regulate all modes with equality. The promotion of specific modes should be divorced from the regulatory function.

2. The new agency should encourage freedom of pricing as well as experimentation. If lower rates are called for to attract new business or to retain present traffic, railroads should be allowed to drop them to any level which results in improved earnings. If higher rates are required to meet higher operating costs, they should be allowed automatically, up to a maximum of 6 per cent annually.

3. The burden of overlapping state rate regulation should be removed.

4. Except for certain movements of farm products, all commercial transportation rates should be publicly disclosed and price structures brought into the open.

5. The new regulatory agency should be permitted to experiment with free rates on selected commodities to see whether the national interest would be better served with less regulation.

6. The regulatory pace must be stepped up so that day-to-day decisions can be made without awaiting years of uncertainty.

7. Present "hands-off" policies against railroads combining with other modes should be modified. Transportation companies should be intermodal because transportation is intermodal and because shippers will receive better and cheaper service. The new regulatory agency could oversee the crea-

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"INTERESTING PERSONS #3"

"I could talk about my kids forever." That statement should give you some idea of how Jack Orrick feels about his troupe of seasoned performers. Orrick, roadway machinist for UP in Kansas City, began working with young people approximately 15 years ago simply as a hobby and as an outlet for his musical abilities. Orrick played the trumpet in his high school band, and after graduation found that his interest in music had intensified rather than diminished. So, he contacted interested young people through his church. They gathered once a week at his home, sang ballads, played jazz and classical music. As the group expanded, so did the repertoire. After a couple of performances at informal gatherings, Orrick began to receive offers to have his group entertain before various charitable organizations and private clubs.

Performing in public before an audience had an immediate and beneficial effect on his young charges. Heretofore, their practice sessions had been spontaneous affairs with the emphasis on fun rather than perfection. However, as more and more demands were made for them to appear in public, their poise and sophistication increased proportionately. The aggregation became known as "Orrick's Youth Group," and introduced complicated dance routines and intricate drills utilizing a 16-girl dance team attired in luminous outfits with straw hats.

(Continued on Page 6)

INFO VISITS JACK ORRICK

KIDS ARE H

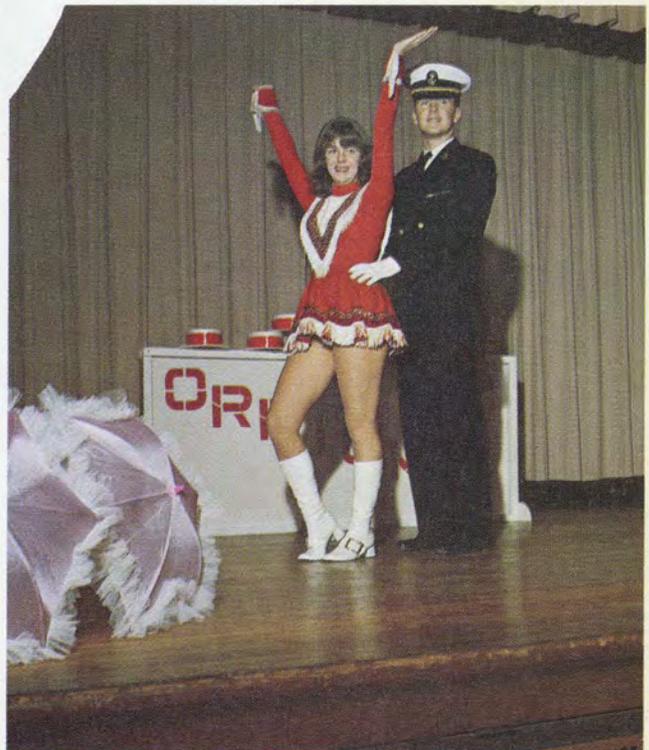


The fine hand of Mrs. Orrick is evident in these pictures, as she designs and makes most of the costumes and props used by the performers.



The girls are well prepared for a specialty number, "Raindrops Keep Falling on My Head."

In photo at left, Jack Orrick is surrounded by his entertainers. Back row (left to right), Terry Tarvin, Vicki Hare, Kathy Hall, Paula Beougher, Dianne Dellich, Tina Baston, Lt. Doug Eikermann, Ann Eikermann. Front row: Marsha Orrick, Lana Williams, Tim Williams, Jack Orrick, Jill Orrick, and Bobby Crane.



The fleet's in! Lt. Doug Eikermann, unable to resist the smell of grease paint and the roar of the crowd while home on leave, performs a number with his sister, Ann.



If you plan to try this one, be sure to have your UPREHA Form I handy.

(Continued from Page 4)

Now in constant demand throughout the year, with December being an especially busy month, they are asked to put on their variety shows at County Fairs, 4-H Club Fairs, orphanages, old people's homes, Shrine Christmas shows and many other functions too numerous to mention. However, two recent performances for the benefit of the Muscular Dystrophy Association of America stand out as good examples of the group's fund-raising abilities. Staged on successive afternoons, they collected the respectable sum of \$2,400, even though one of the shows took place in a driving rain-storm!

Their shows invariably begin on a patriotic theme with "It's a Grand Old Flag," "This Is My Country" and "God Bless America." This is followed by songs from such popular shows as "The Sound of Music," "Mary Poppins," "Hello Dolly," "There's No Business Like Show Business," and "just about anything that happens to suit the occasion."

There is no charge for their performances.

"All we get is what the organization which asks us to perform gives us," Orrick said. "Very little money comes in. What money we do get goes for refreshments after rehearsals, defrays traveling expenses and helps pay for music and costumes."

Orrick is constantly recruiting new talent to take the place of boys and girls who go away to college, get married, or join the service. Orrick says of his group, "Once a member, always a member," and he's serious! Time and again, boys and girls who are married or who have been away to college will return home and do a show with the group. Last month one of his former members, a lieutenant home on leave from the Navy, temporarily rejoined the show and took part in several performances during the holidays.



Curtain calls and applause are welcomed by the tired but happy performers.

We asked Orrick if he thought there was a generation gap. "Gosh no," he said. "Not with my kids, anyway." He says the only time he's really happy is "when I'm working with my kids."

A few years ago, Orrick bought a camping trailer, thinking that he would phase out his youth activities and devote some time to fishing and hunting. "But you know," he said, "I was sitting there fishing and thinking about how much I missed my kids and I found that I wasn't enjoying the camping trip half a much as I thought I would."

When he got back from his trip, he sold the camping trailer and became even more deeply involved with his young musicians and dancers.

Orrick, a jolly man of 46, is quick to point out that to his knowledge none of his young people have ever been in trouble of any kind. He does not take any credit for himself but simply believes that if young people can find a useful outlet for their energy and enthusiasm, you will never find their names on a police blotter.



Whether it's an old-fashioned shimmy or a current rock favorite, the girls become a colorful blur in their fringed outfits.



Why is it the ventriloquist's dummy always seems to get the good lines?

WATER TREATMENT PLANT SLATED FOR BAILEY YARD

Union Pacific is doubling its attack on water pollution in Nebraska with construction of its second waste water collection system and treatment plant in the state in less than a year.

Site of the new plant will be in Bailey Yard at North Platte where it will serve the new multi-million dollar diesel shop complex now nearing completion. UP opened its first water treatment facility in the state during the past year at Omaha, where it serves the road's Omaha shops area.

John C. Kenefick, chief executive officer, said the two water treatment plants will represent an investment by UP of nearly a half-million dollars in anti-pollution facilities in Nebraska alone. Similar projects are either under way or in the planning stages at various points along the system.

The waste water collection system at North

Platte will be made up of over 2,200 feet of pipe ranging from six to 15 inches in diameter. It will gather run-off water and drainage water from the diesel refueling facility, the diesel shop area and the locomotive washing complex and carry it to the water treatment plant.

Oil and other wastes will be separated from the collected water in the plant and the clean water will be discharged into a lagoon within the yard area.

A prefabricated metal building 40 feet by 62 feet by 20 feet high is being erected to house the water treating equipment. It will be fully insulated and heated to prevent freezing. The plant will be completely automatic and will provide capacity for operation without an attendant over weekends.

U.P. QUARTET ALBUM NOW AVAILABLE.

A brand new album of Union Pacific Quartet favorites is now being made available to UP employees. If you are one of the UP family who has never had the opportunity to hear this well-received singing group, now is your chance.

Included among the album's twelve featured tunes are: the quartet theme song, the Happy Wanderer, Centennial Medley, Nothin' Like a Dame, Lida Rose and In the Middle of the House.



This is the color photo which will appear on the jacket front of the new UP Quartet album. From left to right they are: Tom LaHood, tenor, photo dept.; Frank Wees, baritone, engineering dept.; Frank Cool, accompanist, labor relations dept.; Phil Kenny, lead, law dept.; Harold Grau, bass and manager, freight traffic dept., all from Omaha.

The bright, brisk rendition of the tunes in this most unusual album is certain to bring you many hours of enjoyment.

This top-quality 33 $\frac{1}{3}$ r.p.m. stereo recording can be purchased for \$1.00 (one dollar) by using the order blank below.

If you save INFO and don't wish to deface your copy, just send the requested information on a slip of paper to the address printed on the order blank.

When placing your order, enclose \$1.00 cash, check or money order (no stamps, please) per album and allow six weeks for delivery.

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.

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ASTRO (continued)

tion of multi-modal transportation companies on an experimental basis with the power to impose safeguards against possible abuse.

8. Railroads should be given more freedom in pruning branch lines which fail to cover costs.

9. Sound railroad mergers should be decided expeditiously.

Next month's INFO will cover the last two of the major objectives touched upon by ASTRO. The report, itself, is all-inclusive and far-reaching with many detailed recommendations. We will not be able to include all of them in this series but we will cover the highlights. ASTRO, Part III—continued next month.

IDAHO ARCHITECTS LAUD BOISE DEPOT



The Idaho Chapter of the American Institute of Architects has selected the UP depot in Boise as one of the three outstanding buildings more than three years old in the State of Idaho. The other two are the Cataldo Mission in northern Idaho and the old Assay Office in downtown Boise.

A photograph of the depot will appear in the National Registry of Historically Significant Buildings.

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UPREHA HAPPENINGS



Thanks to members of the Federated Shop Crafts No. 105, patients in the UP ward at St. Joseph Hospital in Omaha were able to view the New Year's Day Bowl games in color. On hand for the presentation were Mrs. Moorehouse, Charles Givens, Dr. Connolly, Kenneth Whitmer, Clarence Blocker and William Whitmer. In addition to the color TV, 12 table-model radios were also donated.



Generosity was not confined to in-service employees. Harold Vance, retired upholsterer from the Omaha Shops, here presents a \$200 check to Dr. E. A. Connolly, district surgeon at Omaha. Dr. Connolly said the money will be used to purchase instruments for the laboratory, urology department, and Omaha Shops Dispensary.

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TRAFFIC DEPT. EMPLOYEES ... mighty mites' mentors

Supervising a group of small boys who play ice hockey can be very rewarding, especially if you count bruises as rewards.

Just step into the action, offering a helpful hint, and collect a goose egg on the shin from a little guy who can swing a stick better than he can skate . . . Oops, sorry, Coach! That hurtcha?

For Bill Kerr, coach, and Don Bonta, manager, both clerks in the traffic department in Portland, it's all in the game. And as amateur hockey players themselves, they get used to the "lumps."

During the fall and winter months the two men spend many hours of their spare time providing instruction and encouragement for their team of Mighty Mites (ages 6 to 9), the youngest players of the Portland Amateur Hockey Association.

Over 500 boys in the Portland area participate in the hockey program that offers divisions for players up to Junior A League at age 20. All the players are members of the Amateur Hockey Association of the United States.

Ice hockey has gained much interest in the Northwest during the past decade. Portland squads frequently play teams from Seattle, Spokane and Walla Walla, and often visit cities in southwestern British Columbia, for games with young Canadian hockey clubs.

Both Kerr and Bonta agree that coaching the team is as much fun for them as playing the game is for the boys. Their attitude is typical of numerous UP employes around the system, who give their time, money and effort to aid youth programs and civic activities, toward making their "Hometown, USA" a better place in which to live.



Mighty Mite goalie, Dave Hoover, with a mighty big net to guard, gets set with help from Don Bonta (left), while Bill Kerr (right) coaches defenseman Tony Griffitts.



Bill Kerr, coach, and Don Bonta, manager, hold their team's attention for instructions before practice session.



Boy-sized traffic jams occur often when players dig for control of puck. Coach Bill Kerr (background) follows action closely.

RECENT APPOINTMENTS

Eff. Date	Name:	Position:	Headquarters:
12-21	John H. Dyer	Controller, Land Division	Omaha
1-1	R. L. Richmond	Assistant to Vice President of Operations	Omaha
1-1	J. E. Petersen	General Superintendent	Portland
1-1	C. C. Larkin	Manager, Trailer and Container Operations	Omaha
1-1	E. C. May	Superintendent, Nebraska Division	Omaha
1-1	F. L. Wilson	Manager, Financial Reporting	Omaha



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