

U.P.



INFO

EMPLOYEES INFORMATION LETTER

EXPO TRAIN BEGINS TOUR



The Golden Spike Centennial Expo Car is a rolling museum. It carries a unique collection of exhibits, linking the past with the present.

If you live on or near the main lines of Union Pacific, the Centennial Expo Train will be coming your way. Recent issues of INFO have made mention of this train and especially the "Golden Spike Centennial Expo Car."

The Expo Car officially opened its doors on Tuesday, March 4, in Los Angeles. Starting from Los Angeles, the train has begun its system-wide tour. The itinerary for the month of March, as well as the tentative itinerary for April, is listed at the end of this article.

A visit to the Expo Car will be both entertaining and enjoyable. One wall area of the car will feature a display of model cars and locomotives which depict the evolution and progress of UP equipment from 1869 to 1969.

Sixteen large display cases include artifacts and other information pinpointing significant periods of UP history and development,

progressing from the original surveys to the present day.

The display cases were designed and built under the direction of UP's Public Relations Department by the professional display staff of the Nebraska State Historical Society in Lincoln, Nebraska.

The cases treat a wide variety of times, places, things and people right up to and including the new technology of railroading. The Golden Spike Centennial Expo Car, complete with the accompanying display, will be well worth your time. Be certain to watch for it in your community. Help Union Pacific celebrate the one hundredth anniversary of the driving of the Golden Spike.

MARCH ITINERARY

(Car will be open from 10:00 a.m. to 5:00 p.m. daily):

- 4—Press Preview
- 5-9—East Los Angeles, Calif.
- 10-12—Lakewood, Calif.

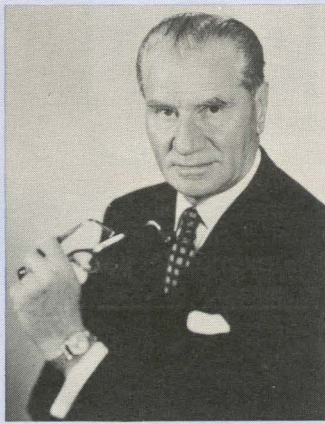
- 13-15—Glendale, Calif.
- 16-18—Anaheim, Calif.
- 19-20—Pomona, Calif.
- 21-23—Riverside, Calif.
- 24-26—San Bernardino, Calif.
- 28-30—Las Vegas, Nev.

APRIL ITINERARY

This schedule is tentative.

(Car will be open from 10:00 a.m. to 5:00 p.m. daily):

- 3—Baker, Ore.
- 4—LaGrande, Ore.
- 5—Pendleton, Ore.
- 6—Hinkle, Ore.
- 7-8—Yakima, Wash.
- 9—Kennewick, Wash.
- 10—Walla Walla, Wash.
- 11-12—Spokane, Wash.
- 14—The Dalles, Ore.
- 15—Hood River, Ore.
- 16-19—Portland (Albina), Ore.
- 21—Kelso, Wash.
- 22—Centralia, Wash.
- 23—Aberdeen, Wash.
- 24—Olympia, Wash.
- 25-28—Seattle, Wash.



THE PRESIDENT'S CORNER

On February 25, I accepted an award from the Douglas/Sarpy County (Nebraska) Red Cross Chapter in behalf of Union Pacific and its employees. The plaque was in appreciation of our support of the Red Cross, its programs and services.

While this award provides special recognition of civic support of a particular kind, at the same time it is a reflection on a large number of community-minded, civic spirited UP employees.

Perhaps you participate in some program in your community. In any case, I am certain you know that fellow employees are involved in Junior Achievement, Scouting, YMCA or YWCA, and other youth development programs. UP employees are active members in numerous civic organizations as well as church and charitable groups. They also serve as state legislators, county commissioners and in a variety of other state and local governmental posts.

This civic dedication on the part of many employees is one of the important reasons that Union Pacific is a good neighbor in the many communities in which it operates or maintains offices.

E. H. Bailey

INFORMATION is published monthly by the Union Pacific Railroad Company. Address communications to INFORMATION, Department of Public Relations, 1416 Dodge Street, Omaha, Nebraska 68102.

U.P. AWARDED GOLD SHOVEL

On February 13, E. H. Bailey, president, accepted the Gold Shovel Award of the Los Angeles Area Chamber of Commerce for UP's recent multi-million dollar investments in Southern California's economic growth.

UP is the 30th firm to receive that area's highest economic development award since it was begun in 1957.

Chamber of Commerce president John V. Vaughn pointed to UP's investments totaling \$26,300,000 just since 1965. Industrial land holdings are now in excess of 2,350 acres in Los Angeles, Riverside and San Bernardino counties.

UP pays some \$4.5 million in taxes to Southern California's governments each year. 1968 payroll for UP's 2,500 California employees was over \$20 million.

Vaughn said, "One measure of Union Pacific's economic importance to Southern California is the fact that in the past 24 months, more than 100 manufacturing plants have been built or expanded along UP lines."

In accepting the award, Bailey said the Company's investments in California have been in all three divisions and more expansion is on the way.

"We are convinced," he said, "that Southern California will continue to grow and prosper, and we'll be doing our best to accelerate it."

1969 CALENDARS AVAILABLE

A limited number of 1969 Union Pacific calendars has been made available to UP employees and their friends. The calendars, illustrated by Howard Fogg, will some day probably become collectors' items.

If you, your friends or family would like to receive copies of the 1969 Centennial Year calendar, please send your request, which must include name, address and ZIP CODE to: CALENDARS, Advertising Department, Union Pacific Railroad Co., 1416 Dodge St., Omaha, Nebraska 68102.

The supply is limited and distribution will be made on a first come first serve basis.

The easiest, surest, safest, tax advantage-est way to a brighter, happier, richer future.

Each Union Pacific employe not now participating in the Payroll Savings Plan for purchasing Savings Bonds is now being offered that opportunity.

Payroll Saving is easy and automatic. Simply decide how much

you wish to put aside on pay day, then fill out a payroll deduction authorization. In seven years, the bonds will pay back \$4.00 for every \$3.00 you have saved—more if you hold them longer.

If you already participate in Pay-

roll Savings, you are eligible to purchase the higher paying Freedom Shares. Freedom Shares yield 4.74% when held four and one-half years to maturity.

Over 13,000 UP employes buy bonds. Are you one of them?

WHY I BUY BONDS



Amedeo Colistro, Machinist, Portland (Albina), Oregon:

"I am a firm believer in the savings bond campaign, and think the payroll deduction plan is an excellent way to save money, which some day can be used to pay for or make the down payment on a home, car or any other large purchase."



R. E. Cramblit, Engineer, Cheyenne, Wyoming:

"I purchase bonds because they're a part of my retirement plans."

Anna H. McKay, Clerk, Pocatello, Idaho:

"I've been buying bonds since 1943. I think they are a good way to save money. Once you buy a bond, you don't feel like cashing it."



Larry H. Goergens, Gang Foreman, Portland (Albina), Oregon:

"I have been taking out U.S. Savings Bonds since 1954. We are looking forward to traveling and other enjoyments that we may not have been able to afford without this extra savings."



A. J. Rodzinak, Switchman, Cheyenne, Wyoming:

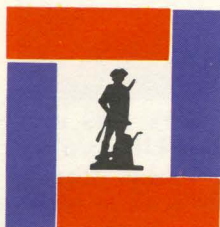
"The bonds I purchased help put my son through veterinary school. I'm still managing to put away a little bit each month."



Joe Kortum, Clerk, Pocatello, Idaho:

"I have been buying bonds for years. Most people pay their bills first when they get their paycheck. I'd rather pay myself first, then pay the bills. Buying bonds is a good way to do it."

THE PAYROLL SAVINGS PLAN



JOIN TODAY!



EMPLOYEE AUTHORS BOOK



Barry Combs, director of public relations at Omaha, is the author of a new pictorial history of the UP construction era.

Barry Combs, UP's director of public relations at Omaha, has written the text and captions for *Westward to Promontory*, to be published in April by American West Publishing Co. The book is a collection of photographs by pioneer photographer Andrew J. Russell that graphically tell the story of the building of the first transcontinental railroad from Omaha to Promontory.

The photographs, coupled with Combs' explanatory captions and introductory text, record Union Pacific's construction during the months leading up to May 10, 1869 and the driving of the Golden Spike.

A large-format book, *Westward to Promontory* uses a special engraving process to reproduce Russell's finely detailed pictures. Combs has done considerable research on the history of Union Pacific and has written a number of articles.

The publishers are offering the book either singly or in combination with a companion work, *High Road to Promontory*, by George Kraus, which tells the story of the building of the Central Pacific. The single book price before May 10 is \$8.85. The price of the combination is \$15.70. After May 10, the prices will be \$10.75 and \$20.25, respectively.

The book is available from American West Publishing Co., 577 College Avenue, Palo Alto, California 94306.

DISTRIBUTION OF SERVICE AWARDS BEGINS



J. F. Menous (left) receives his retirement pin from E. L. Cochran, General Storekeeper. Menous, who retired as Assistant General Storekeeper with over fifty-one years service, is among the first UP employees to receive their service awards. He received his retirement pin at a Safety Department dinner on February 27, at Store #2, Omaha.

Distribution of the retirement and fifty-year awards began in February. Presentation of the various other awards will begin as soon as supplies are available.

McCREA OPENS EXPO TRAIN



Joel McCrea, star of Cecil B. DeMille's 1939 epic, "Union Pacific," and his son Jody helped UP open the Centennial Expo Train on March 4, at East Los Angeles. They are accompanied by the Centennials, all of whom are UP employees—more about them next month.

COMPUTER TAPES GIVEN TO HANDICAPPED



Ardell Eiben (left), manager of electronic data processing operations at Omaha, presents the first rolls of computer tape to George Martin, Ray Moulis and Dean McDermott, representatives of the State Services for the Visually Impaired.

Several hundred visually handicapped students will be learning their lessons in the near future from audio tapes originally designed for electronic data processing, thanks to UP.

The tapes—2,000 in all, with an original value of approximately \$78,000—were donated from UP's stock of computer tapes to the State Services for the Visually Impaired in Nebraska.

Carl D. Mayer, general auditor, explained the computer tapes are ideal for audio recording and far surpass the average commercially produced audio tape.

The computer tape, one-half inch wide, will be processed at the Western Electric Co. of Omaha in order to provide the standard one-fourth inch audio tape width. After processing, approximately six million feet of audio tape will be available on a state-wide basis for use by blind students from grade school to college level.

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.

BIOGRAPHY--MR. G. L. FARR



Mr. G. L. Farr, Vice President-Labor Relations of Union Pacific, was born December 30, 1919, in Pocatello, Idaho.

In June, 1937, Mr. Farr went to work for Union Pacific at Pocatello. Since that time, he has spent the major portion of his career in the labor relations field. He was appointed supervisor of wage schedules at Salt Lake City on March 1, 1950, and was promoted to Assistant to Vice President-Labor Relations at Portland, April 1, 1956.

He was transferred to Omaha, June 1, 1961, as Manager-Labor Relations. On June 1, 1965, he was elected Vice President-Labor Relations.

Mr. and Mrs. Farr, the former Maude Ann Jones of Lava Hot Springs, Idaho, are the parents of a son, Dan, 29, an architect with John Morse and Associates in Seattle, Washington.

Mr. Farr is a member of the Church of Jesus Christ of Latter Day Saints, the Union League Club of Chicago, the Plaza Club of Omaha, and Ak-Sar-Ben. He has studied at the University of Nebraska at Omaha.

DID YOU KNOW . . .

Union Pacific is a big, big taxpayer. In 1968, UP contributed \$24,527,313 in state and county taxes in the thirteen states of the Union Pacific West.

UP's federal tax bill was \$40,629,966. Total taxes paid last year: \$65,157,279.

ADDRESS CHANGE SLIP

Name: (First and middle initial)		(Last)
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COIN SYSTEM ON THE AIR

The COIN System is now operating throughout the Union Pacific. You say, "What is the COIN System and what makes it tick?"

For those of you who have not been involved in COIN, let us explain. COIN is an acronym meaning Complete Operating INformation. It is a computer-based information system to provide needed intelligence concerning the whereabouts of cars on the system.

In 1965 the COIN Committee was formed with members from the Operating, Transportation, Traffic and Accounting Departments. It was charged with designing an information system to serve the basic needs of those departments which consisted of advance consists of trains, customer car tracing, empty car inventories and car accounting.

IBM 1050 machines were located in 38 yards on the system and 53 teletypes were placed in traffic and other offices throughout the country. These machines are all connected and communicate with the two IBM 360 computers in Omaha.

People in each of these locations were trained to use the machines to tell the computer what is happening to freight cars and locomotives. The computer then advances consists, informs traffic

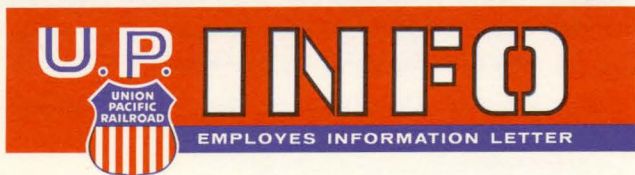
offices as to the whereabouts of shippers lading and records statistical information for the Accounting Department.

Flocon, for Flow Control, a department within the Transportation Department, uses computer generated information to monitor and direct the flow of empty equipment.

That briefly answers the question, "What is COIN?" As to what makes it tick—People. Management, COIN and Quality Control people and Programming Specialists started this system, but the people who really deserve the credit are the people in the field.

Those who have expended much energy in entering the data and mastering the manual of instruction are the ones who make the system work and they are to be commended for a job well done.

Will COIN change? Yes, the system is flexible and can be modified and adjusted as the needs arise. Already, changes in procedures are being studied with the idea in mind to improve and expand the system to the end that it will enable the system to better serve Union Pacific and its patrons.



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