

# U.P.



# INFO



## EMPLOYEES INFORMATION LETTER

# THE NATION UNITED BY RAIL

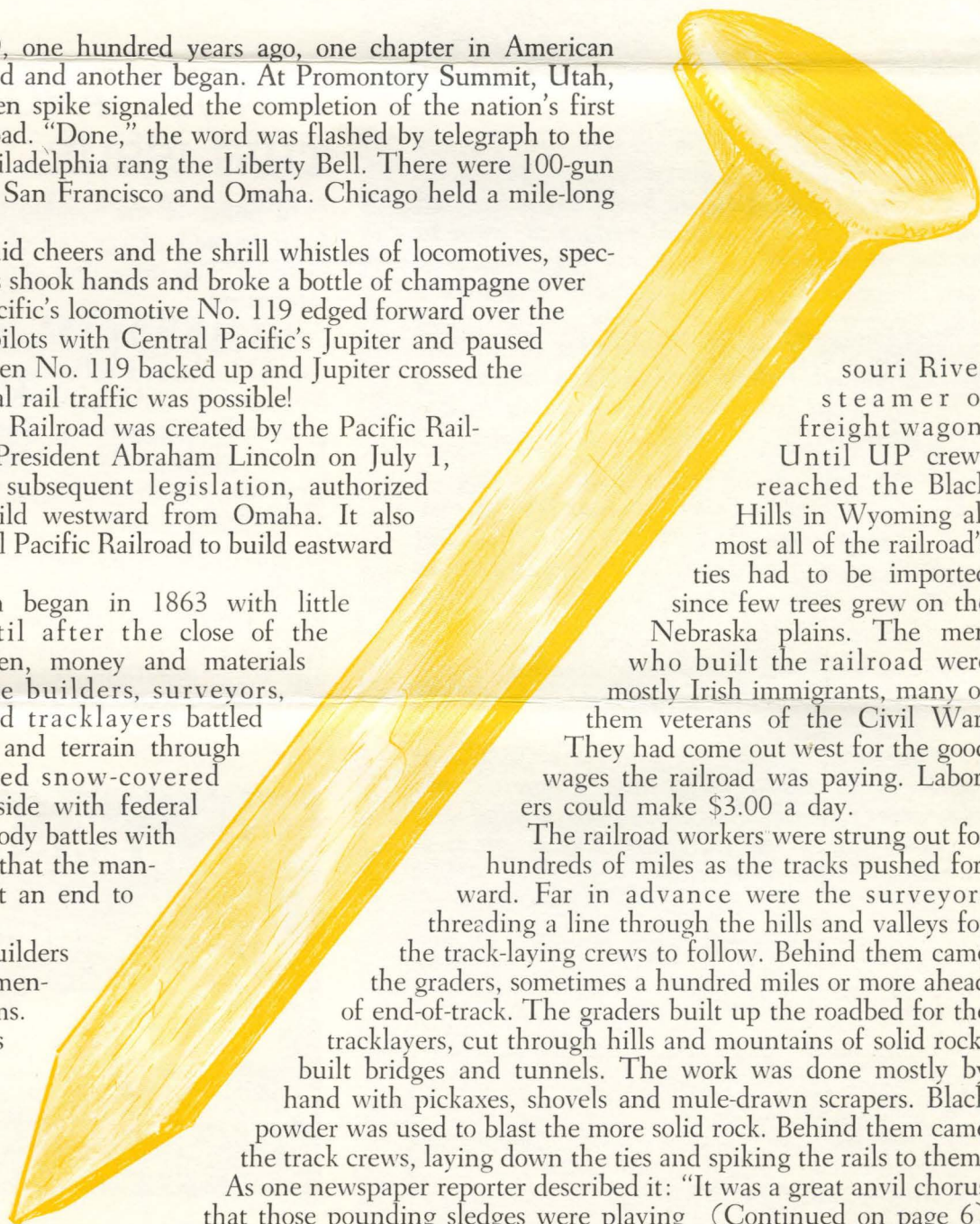
On May 10, 1869, one hundred years ago, one chapter in American history came to an end and another began. At Promontory Summit, Utah, the driving of a golden spike signaled the completion of the nation's first transcontinental railroad. "Done," the word was flashed by telegraph to the rest of the nation. Philadelphia rang the Liberty Bell. There were 100-gun salutes in New York, San Francisco and Omaha. Chicago held a mile-long parade.

At Promontory, amid cheers and the shrill whistles of locomotives, spectators and participants shook hands and broke a bottle of champagne over the last tie. Union Pacific's locomotive No. 119 edged forward over the gold spike, touched pilots with Central Pacific's Jupiter and paused for picture taking. Then No. 119 backed up and Jupiter crossed the spike—transcontinental rail traffic was possible!

The Union Pacific Railroad was created by the Pacific Railroad Act, signed by President Abraham Lincoln on July 1, 1862. This act, and subsequent legislation, authorized Union Pacific to build westward from Omaha. It also authorized the Central Pacific Railroad to build eastward from Sacramento.

UP construction began in 1863 with little progress made until after the close of the Civil War when men, money and materials became available. The builders, surveyors, engineers, graders and tracklayers battled extremes of weather and terrain through arid plains and rugged snow-covered mountains. Side by side with federal troops they fought bloody battles with Indians who realized that the man-made iron trail meant an end to their free way of life.

Union Pacific's builders had to deal with tremendous logistical problems. Until 1867 there was no rail connection with Omaha from the East and ties, rails, locomotives and cars had to be brought in by Mis-



souri River steamer or freight wagon. Until UP crews reached the Black Hills in Wyoming almost all of the railroad's ties had to be imported since few trees grew on the Nebraska plains. The men who built the railroad were mostly Irish immigrants, many of them veterans of the Civil War. They had come out west for the good wages the railroad was paying. Laborers could make \$3.00 a day.

The railroad workers were strung out for hundreds of miles as the tracks pushed forward. Far in advance were the surveyors threading a line through the hills and valleys for the track-laying crews to follow. Behind them came the graders, sometimes a hundred miles or more ahead of end-of-track. The graders built up the roadbed for the tracklayers, cut through hills and mountains of solid rock, built bridges and tunnels. The work was done mostly by hand with pickaxes, shovels and mule-drawn scrapers. Black powder was used to blast the more solid rock. Behind them came the track crews, laying down the ties and spiking the rails to them. As one newspaper reporter described it: "It was a great anvil chorus that those pounding sledges were playing (Continued on page 6)

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## THE PRESIDENT'S CORNER

*The Golden Spike Centennial is over. The long-awaited celebration has run its course. Many, many UP employes worked long hours to make certain that this huge birthday party would be a grand success.*

*The event proved to be an interesting study in contrasts. In the Salt Lake City station on that morning of May 10, we had No. 8444 poised and ready to pull a special excursion train to Ogden, while on a nearby track sat a string of new, heavy-duty freight equipment. There were older people, moved by the sights and sounds of long ago. The younger people were excited by the noise and anticipation of the impending ceremony. Salt Lake City that morning held a cross-section of Americans and Americana.*

*For most people, the focal point of their attention was the past one hundred years or so, yet there was something in the atmosphere that wouldn't let you forget that we were about to embark on what may prove to be the most important decades in Union Pacific history.*

*It is a good thing to stop and reminisce about the past so long as it does not interfere with our view of the future and that we don't lose sight of those fundamentals of business management which have helped bring this Company into prominence. With these thoughts in mind, our second one hundred years should be as great as the first.*

*E. H. Bailey*

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## REGISTRATION STATEMENT EFFECTIVE MAY 2

On May 2, it was announced that the registration statement covering the exchange offer of the Union Pacific Corporation, a new holding company, being made to the holders of Union Pacific Railroad Company common and preferred stock became effective that date. A prospectus will shortly be mailed to Union Pacific stockholders.

The offer is scheduled to expire at the close of business on June 16, 1969.

## A NOTE ABOUT THIS ISSUE

In honor of the Golden Spike Centennial, we have devoted a large part of this issue to historical material. We hope that you find the information interesting.

The photos on page four of this issue are from the A. J. Russell collection now in the Oakland Museum in Oakland, California. Using the wet plate collodion process, Russell provided an important photographic chronicle of Union Pacific's westward expansion during the construction years of 1868-69.

The historical photos in this issue are included in the book, *Westward to Promontory*, by UP's Barry Combs. As mentioned in the March, 1969 issue of INFO, this book is available from American West Publishing Co., 577 College Avenue, Palo Alto, California 94306 at \$10.75 per copy.

This month... Every month

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# Centennial News

## IN SPOKANE . . .

. . . the locomotive bell had been clanging all morning when an 80-year-old man walked up to the red and black engine and asked the small boys if he could try his hand at the rope.

The old man pulled on the rope stoutly a few times and the look in his eyes went back many years.

"I used to fire an engine not much different from that."

This one-time fireman was among the throngs of people who visited our Golden Spike Centennial Expo Train in Oregon and Washington in

April on the train's second month of touring the UP System. Actual attendance counted by the electronic eye on the Expo Car was 91,757, a record that the other divisions will find hard to beat.

The highest one-day count so far was 5,902 at Olympia, Wash., the state capital. The Expo Train was parked in the heart of that city.

In a letter to E. H. Bailey, president, John P. Thomson of Spokane wrote: "This was a great day in Spokane for many of the veterans of the 'good old days,' who paid nostalgic respect to objects dear in their memories. It was a great day for the kids also—to experience realism in the things they see so often on movie and TV screens."

## EXPO TRAIN ITINERARY

### JUNE 16 - SEPT. 3

June 16.....	Marysville, Kans.
June 17.....	Fairbury, Neb.
June 18.....	Hastings, Neb.
June 20-21.....	North Platte, Neb.
June 23.....	Cozad, Neb.
June 25.....	Lexington, Neb.
June 27.....	Kearney, Neb.
June 29-30.....	Grand Island, Neb.
July 2.....	Central City, Neb.
July 4-6.....	Omaha, Neb.
July 8.....	Fremont, Neb.
July 10.....	Schuyler, Neb.
July 11.....	Madison, Neb.
July 12.....	Columbus, Neb.
July 14.....	Ogallala, Neb.
July 16.....	Julesburg, Colo.
July 18.....	Sidney, Neb.
July 19.....	Kimball, Neb.
July 21-23.....	Ogden, Utah (Pioneer Days)
July 25-27.....	Cheyenne, Wyo. (Frontier Days)
July 29.....	Laramie, Wyo.
July 31.....	Rawlins, Wyo.
August 2.....	Rock Springs, Wyo.
August 4.....	Green River, Wyo.
August 6.....	Evanston, Wyo.
August 8.....	Greeley, Colo.
August 10.....	Fort Collins, Colo.
August 12.....	Sterling, Colo.



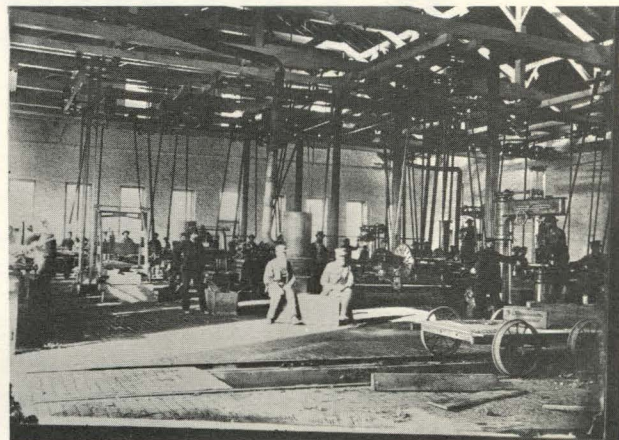
School children leave the Golden Spike Centennial Expo Train after a visit at Kelso, Washington. The Expo Train was seen by throngs of Oregon and Washington pupils. Teachers said the train was an excellent lesson in history and railroading.

August 14.....	Oshkosh, Neb.
August 16-17.....	Gering, Neb.
August 19.....	Osceola, Neb.
August 21.....	David City, Neb.
August 23.....	Beatrice, Neb.
August 24.....	Sabetha, Kans.
Aug. 25.....	Hiawatha, Kans.
Aug. 26-27.....	St. Joseph, Missouri
Aug. 29-Sept. 3.....	Lincoln, Neb. (State Fair)

## Scenes from the Iron Trail



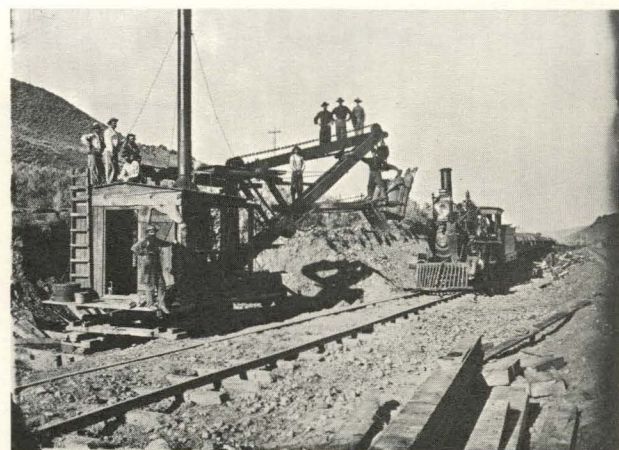
Sherman, looking west. At 8,242 feet, Sherman was at the summit of the Black Hills of Wyoming and the highest point on the UP. Named for William Sherman, the tallest Union Army general, it perches 33 miles west of Cheyenne.



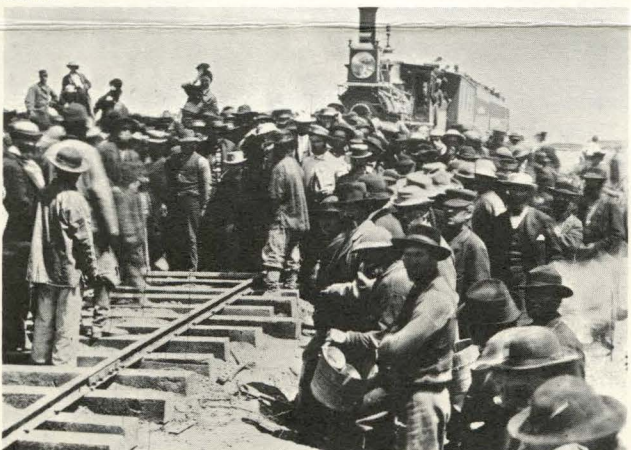
Interior, Laramie machine shops. Here drills, lathes and other machines were powered by leather belts that ran to the ceiling where they were turned by driveshafts, powered in turn by the central plant, a steam engine.



Fill work at Bitter Creek. Through Wyoming the hills had to be cut down and the valleys filled in. Fills were built from both sides of the valley at once as this picture shows.



Steam shovel at Hanging Rock, Echo Canyon. No. 143, hauling ballast to fill in around ties and widen embankments, and the steam shovel pose with their crews.



The last rail. Moments before this picture was taken, Central Pacific's Chinese workers laid the actual last rail on the east side of the track and drove a few spikes at one end to hold it in place. It was this rail which was then gripped by the Golden Spike.



East and West meet. After the last spike was driven at Promontory, the locomotives of Union Pacific and Central Pacific were moved forward until their pilots touched. Shaking hands in the center of the picture are UP's Grenville M. Dodge (R) and CP's chief engineer, Samuel S. Montague.

# BIOGRAPHY -- MR. J. C. KENEFICK

Mr. John C. Kenefick was elected Vice President in Charge of Operations on May 1, 1968. Kenefick came to Union Pacific with an impressive background in railroading.



Kenefick held a number of positions in the oper-

Kenefick began his railroad career in 1946 as a special apprentice with the New York Central. From 1947 until 1952, he worked in UP's mechanical and operating departments. He was with the Denver & Rio Grande Western from 1952 to 1954 and again joined the New York Central in 1955.

ating department of the New York Central and was appointed Assistant Vice President-Operation in 1965. He was named Vice President-Operation in 1966 and Vice President-Transportation of the Penn Central, effective with the merger of the New York Central and the Pennsylvania Railroad on February 1, 1968. He served in that capacity until coming to UP later that year.

He was born on December 26, 1921, at Buffalo, New York, the son of John L. and Charlotte Kenefick. Raised and educated in Buffalo, Kenefick graduated from Princeton University in 1943 with a B.S. degree in Engineering. He was an officer in the U.S. Naval Reserve from 1943 until 1946. In 1950, he married the former Catherine Lynch of Omaha. Mr. and Mrs. Kenefick are the parents of a daughter, Mary, 17, now attending Duchesne Academy in Omaha.

## NEW VISITOR CENTER AT PROMONTORY



A view of the entrance to the new Visitor Center at the Golden Spike National Historic Site. The site at Promontory is easily accessible by paved roads from Brigham City, Utah.



A view of the entire Visitor Center facility at Promontory. A major part of the Centennial Celebration took place at this location.

### DID YOU KNOW . . .

*Every month Union Pacific contributes \$110.55 per employe to provide each of its employes with hospitalization, health and welfare benefits, and unemployment insurance.*

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## THE NATION UNITED BY RAIL (Continued from Page 1)

across the plains and mountains, in triple time: three strokes to the spike; ten spikes to the rail; 400 rails to the mile; 425 miles in 1868 on the road to Promontory and the completion of the great work of the age . . ."

The tracklayers had their own construction train that pushed ahead with them at the end of track. In it were sleeping cars, kitchen cars, water and blacksmith cars and a thousand rifles just in case. Construction base towns were set up every hundred miles or so and when the next one was founded the last one would usually perish. Even so, many present-day communities along Union Pacific got their start from this moving "Hell-on-Wheels": North Platte, Julesburg, Cheyenne, Laramie, Rawlins, Green River, and others. Gamblers, tavern-keepers and assorted hangers-on followed the Irish track crews from one town to the next.

By the winter of 1866, UP crews had reached and founded North Platte. Twelve months later they were wintering in Cheyenne, and the next winter they didn't stop. In 1868 they battled their way through snow and ice in the rugged Wasatch

Mountains of eastern Utah. By spring they were free and clear and racing toward the meeting with Central Pacific at a windswept and desolate place called Promontory Summit, north of the Great Salt Lake.

There, at 12:47 p.m. on May 10, 1869, the great national enterprise was completed. At the last minute delegations from the two roads had worked out a suitable ceremony. Four ceremonial ties had been pre-drilled with four holes to receive the spikes so they would not be damaged in driving. Among the four spikes was the now famous golden spike donated by Californian David Hewes. The other spikes included another gold one from California, a silver one from Nevada and a tri-metal one of iron, silver and gold from Arizona. These were all placed in their holes. Then, and only then, the actual last spike was driven. It was an ordinary iron one. For the ceremony, it had been rigged with a telegraph wire, another wire had to be attached to the sledge. As the blows commenced, the circuit was completed and word was flashed to the waiting nation—"Done."



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