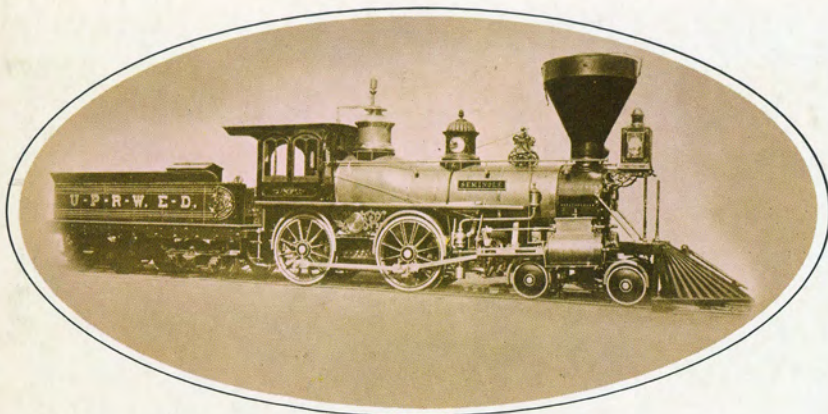




1869-1969
Union Pacific
Centennial



REPORT TO SHIPPERS . . .
Power, Car Fleet, Technological
Advances Demonstrate Dynamic
U.P. Service For Second Century



Union Pacific has invested more than half a billion dollars in new equipment the past five years to meet America's bristling transportation needs . . . and provide better service for you — THE SHIPPER!

*Edd H. Bailey, President
R. F. Pettigrew, V. P., Traffic
Union Pacific Railroad
Omaha, Nebraska 68102*

5000 h.p. diesel freight locomotive.

Lineup of Union Pacific diesel power.



POWER

It takes POWER for dependable service. Union Pacific has that power, not only in the number of locomotives but also in the size of its engines.

The biggest and mightiest steam engine ever built was the famous U. P. "Big Boy." There has been a complete changeover in motive power since then, but Union Pacific still leads the power parade. The largest and most powerful diesel locomotives today are the Union Pacific Centennial engines developing 6600 horsepower.

Union Pacific also is utilizing remote-controlled diesel units in high-speed, through-train operations. The mid-train robot locomotives operate by radio from the lead master unit. Positioning of motive power back in the train results in a distribution of power and greater efficiency.



*The world's largest diesel locomotive . . .
Union Pacific's mighty Centennial Engine.*



*Mid-train robot locomotive . . .
operated through control console in master unit.
(shown above)*



CAR FLEET

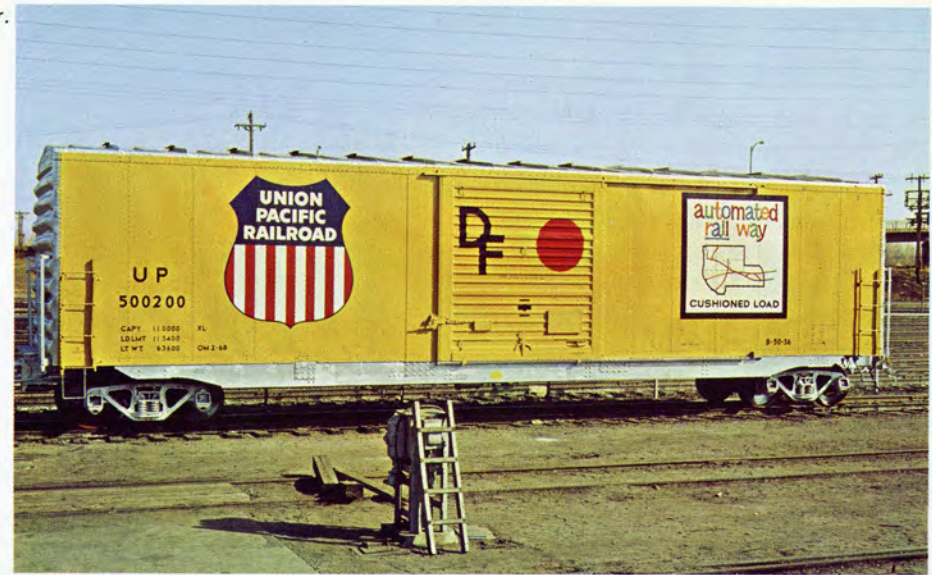
Good service requires adequate car supply as well as power. Union Pacific has one of the world's largest and newest freight car fleets. More than 31,000 new cars were added in the past six years. Union Pacific's leadership is reflected in the average age of all its cars, 13½ years, compared to the national average of 25 years.

This vast fleet offers cars specially tailored to specialized shipping

needs, with many innovations, including: roller bearings, better springing to give lading a softer ride, cushion-type draft gears for gentler couplings, cargo-securing devices for safer loading, extra large doors for quicker freight handling, and many other features designed for safer and faster and better service.

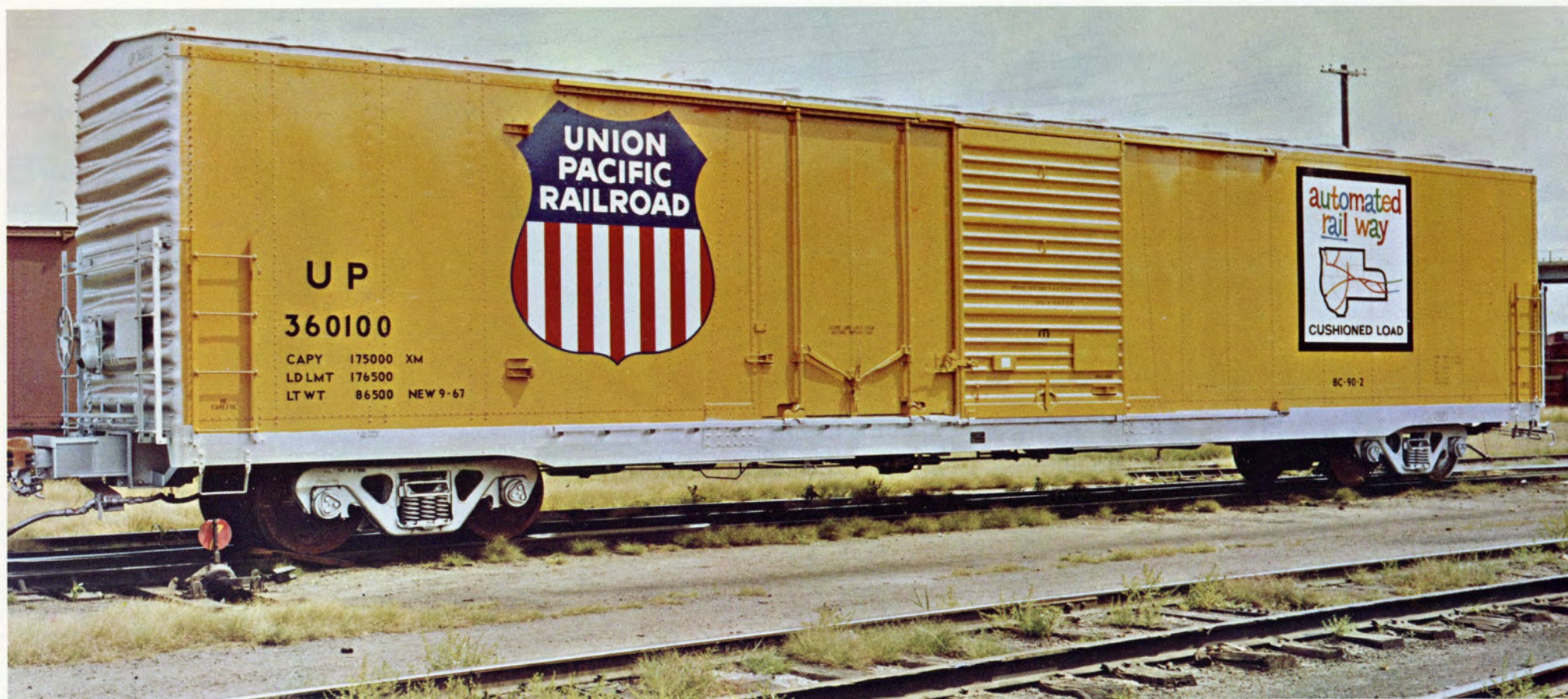
We present some of the efficient new cars in Union Pacific's huge fleet.

Standard box car.



A freight train can be beautiful.





Giant size box car.



From 50 to 86 feet.

They come in "red" too.

Boxcars . . .

Union Pacific has more than 13,000, ranging from 50 to 86 feet, with single and double doors, extra height, extra maneuvering room for fork-lift loading and unloading; new insulated cars to protect against temperature extremes; special fittings to safeguard the variety of loads carried; and hydraulically cushioned underframing for smoother rides.



Covered Hoppers . . .

Available in a variety of capacities and types, including new trough-type loading hatch cars. They provide fast, efficient loading and unloading of dry bulk shipments, including flour, sugar, grains, petrochemicals, and mineral products.

Hatches on covered hopper.



Covered hopper with trough-type hatches.



Covered hoppers.



*Air hose connection for unloading
airslide hopper.*

*Loading corn into trough-type hatch of
covered hopper.*



Open top hoppers.



Open-top Hopper . . .

Open-topped hoppers used for bulk commodity shipping.

Appliance car . . .

High-roof appliance car with 12½ feet interior height and 14-foot-wide door opening. It is equipped with cushioned draft gear to protect lading.

Ore car . . .

An efficient 90-ton ore car.

Appliance car.



Gondolas . . .

There are many types of gondolas, covered and uncovered, for dry bulk products, lumber, aluminum, steel, and countless other commodities. They offer various quick-loading and unloading facilities.

Special wood chip gondola.

Seventy-ton open gondola.



Ore car.



Piggyback flat car.



Bulkhead flat.



Handles high, wide loads.



Exclusive locking device.

Flatcars . . . Many Types . . . Many Sizes . . . Many Uses

Piggyback flatcar, left, packs two new refrigerated semi-trailers. There are all types of trailers, including: flats, open-top, hi-cube, and mechanical reefer trailers.

Bulkhead flats are ideal for handling unitized loads such as wallboard and wrapped lumber, and for pipe and ingots. Open sides permit quick and easy forklifting.

Container-on-flatcar service is one of the newest and most revolutionary traffic developments, particularly in ship-to-shore and land-bridge traffic.

Union Pacific's exclusive tie-down devices offer easier, faster, and safer container handling.

Ample space between containers makes it simple to unload containers with forklift without removing container from flatcar.



Container on flat car.



Convenient unloading.

Some PFE cars are equipped with meat rails and hooks for special handling of meat.



Pacific Fruit Express cars . . .

All-purpose mechanical refrigerator cars can control interior temperature range from 10 degrees below zero to 70 above.

A small 40-ton PFE car.

Large refrigerator cars.





New triple-deck livestock car will transport 40 tons of hogs or sheep.

Tri-level cars . . .

This triple-decker auto rack car is a familiar sight. It will carry 15 new standard-sized American cars and is equipped with cushion draft gears for protection.





Trailer Freight Service . . .

Union Pacific's growing fleet of specially-designed piggyback trailers combines the dependability of rail service with the flexibility of dock-to-dock service to all industries, on or off U. P. tracks.

Hi-cube units specially designed for maximum space loads and extra height items with adjustable tiering and bulkheading, left.

Containers . . .

Change Traffic Patterns

Union Pacific offers fast dockside service at more major West Coast ports than any other railroad. As a landbridge between the Orient and Europe, Union Pacific's transcontinental services can reduce transit time by water as much as 10 days. Union Pacific is a pace-setter in this new and fast-expanding export-import transportation program.

Highly mobile 40-ton gantry crane speedily transfers containers between trains and special highway trailer rigs serving Los Angeles Harbor.



Union Pacific Service Keeps Pace with the Times

*Extensive microwave system
provides instant communication.*

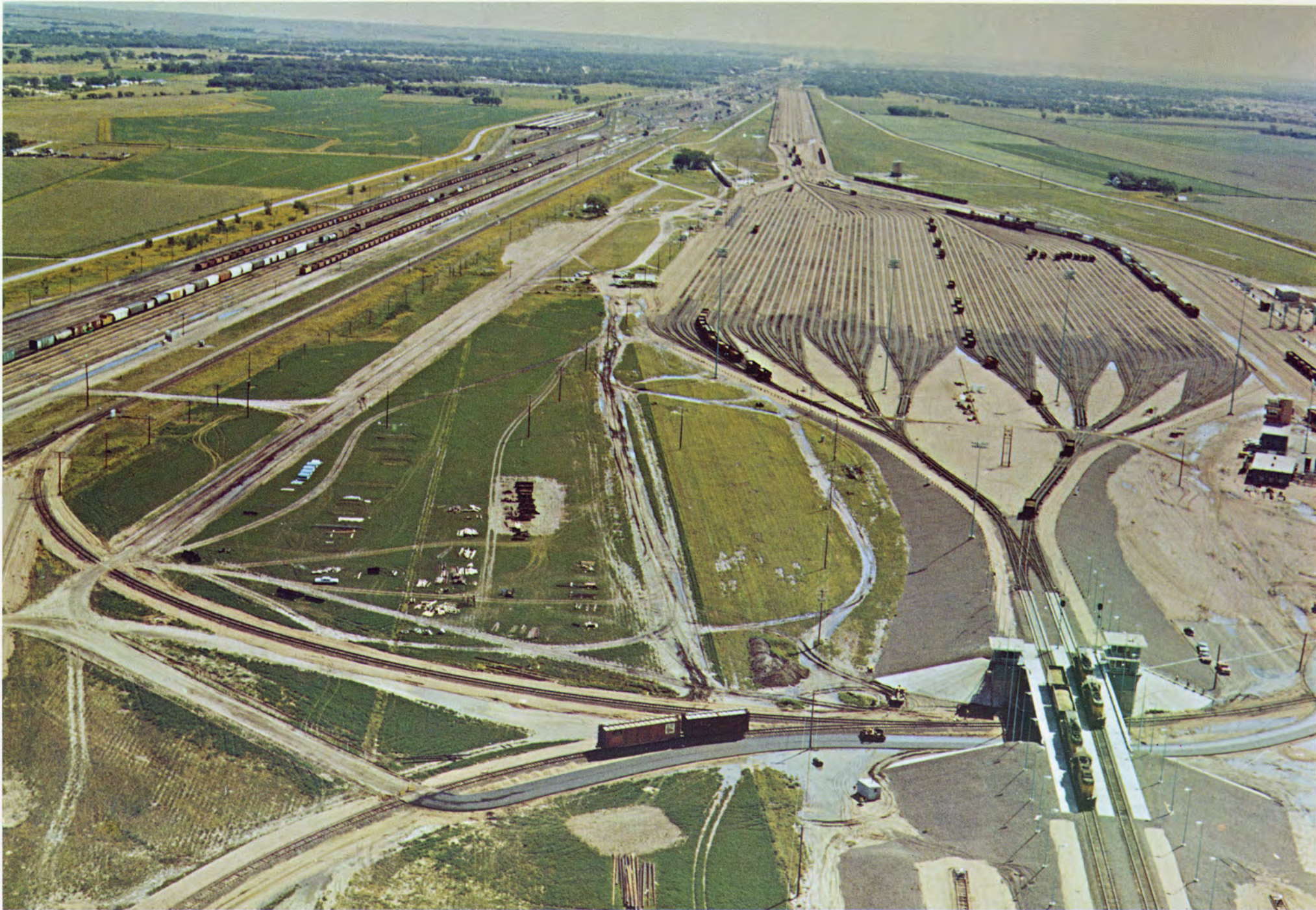


Complete Operating Information (COIN) provides shippers with immediate answers on car locations, routings, and arrivals, every minute and every mile . . . 24 hours a day.



Fast freight moves even faster with Centralized Traffic Control (CTC).

It is people who make a GOOD railroad.



Computerized Bailey Classification Yard in the middle of America at North Platte, Nebraska, makes it possible to block complete trains both

eastbound and westbound for unrestricted flow of transcontinental traffic, improving service for all Union Pacific shippers.



Industrial Site Information . . . Quickly and Quietly

Union Pacific will give you everything you want to know, quickly and quietly, about any industrial site in Union Pacific country. We'll give you the whole, factual story as it really is anywhere in the Union Pacific West. We can pin-point suggested sites to meet *your* specific needs. Just write to . . .

J. W. Godfrey
Chief Executive Officer
Land Division, Union Pacific
1416 Dodge Street
Omaha, Nebraska 68102





Heart Line

**UNION
PACIFIC
RAILROAD**

of America



Offering shippers fast, dependable railroad service.