



**U N I O N
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R A I L R O A D**



A B R I E F H I S T O R Y

PRINTED APRIL, 1946
REVISED PRINTING, AUGUST, 1949



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A BRIEF HISTORY

Foreword

Building the Union Pacific Railroad through the wild and woolly west proved to be one of the amazing developments which history records man has accomplished. In compiling material to briefly outline the story of this activity we have used only what we believe to be reliable.

If this is your introduction to Union Pacific history and you want to know more, let us refer you to the bibliography at the back of this booklet or to any public library.



Should you desire additional copies of this little history for yourself or friends, we will be happy to supply them. Just mail a post card to Department of Public Relations, Union Pacific Railroad, Omaha 2, Nebraska.

A Brief History

IT WASN'T LONG AFTER DAWN and a group of railroad workers, dressed in their Sunday best, stood around a 56-foot gap in the single track line.

Nearby, on a siding, was a construction train which had brought them to the scene, and a mile away from the opposite direction a similar train was approaching.

Its engine whistle was blowing but the sound was nearly drowned by shouts of workers who all but covered the train from the pilot (cowcatcher) of the engine to the rear platform of the caboose.

Smoke poured from its diamond stack and two firemen tossed logs into the firebox as the train raced up to the gap in the track and stopped. Its occupants poured off the train shouting greetings to those already there.

May 10, 1869 was becoming one of United States history's most important dates as these workers of the Union Pacific and Central Pacific Railroads gathered at Promontory Point, Utah, to await the arrival of officials of the two railroads, the completion of track over the 50-odd foot gap and the driving of the Golden Spike.

When the spike had been driven, the nation's first transcontinental railroad would be completed, the Union would be linked with the Pacific; California and Oregon would be bound to the Union; travel time from the Atlantic to the Pacific and from England to Australia and the Far East would be shortened.

And most important of all, the nation would be opened to the development which was to make it the most powerful, the richest, the best in the world in which to live.

In addition to the railroaders, other residents of the railway camps were converging to witness the completion of the building of the railroad.

Soon after the work trains had delivered their passengers, a Central Pacific special bringing excursionists from Sacramento pulled in.

This was followed shortly by the arrival of two trains from the east, via Union Pacific; and the fourth passenger train of the day, a special bearing Governor Leland Stanford, of California, president of the Central Pacific, arrived from the west at 11:15 A.M.

Union Pacific officials now on the scene included Thomas C. Durant, colorful vice-president of the company; Sidney Dillon,

chairman of the board of directors; John Duff, another director and later a president of the line; General Grenville M. Dodge, chief engineer; General John C. "Jack" Casement and his brother Dan, track laying contractors; and others.

When their train arrived, Governor Stanford and his group marched over to Durant's Pullman, one of the most elegant walnut masterpieces of the day and the two parties shook hands all around, accompanied by the shouts of those assembled.

1,500 IN CROWD

The air was electric with excitement and tension mounted as the men — and the few women present — realized the hopes and struggles of thousands over a period of years were nearing completion.

The crowd had grown to about 1,500, including four companies of the Twenty-first Infantry, commanded by Major Milton Cogswell.

With the military came the headquarters band from Camp (now Fort) Douglas, at Salt Lake City. And accompanying the Union Pacific group were a large number of Utahans who also brought a band.

Resplendent in the gayest of uniforms, the Utah band was that of Salt Lake's Tenth Ward, equipped with \$1,200 worth of brand new instruments from London.

The two locomotives which had brought up the official parties' trains, Union Pacific's, not named but identified by its number, 119, and Central Pacific's "Jupiter", both polished within an inch of their lives, stood near their respective ends of the gap, a full head of steam up, ready for action.

The guests included bankers and railroad builders from both coasts, workers from all parts of the railroad, civic leaders, newspaper correspondents, camp followers of every description and settlers who had trudged across the nearby countryside for their first look at a locomotive and train.

Brought to the scene in Governor Stanford's private car were the world-famous Golden Spike, the last spike to be driven in



The Golden Spike

the building of the railroad, and the "last tie," into which this spike and several others of precious metal were driven.

Presented by David Hewes, of San Francisco, the last spike was fashioned from about \$400 worth of gold by Schulz, Fischer & Mohrig, San Francisco jewelers, whose bill was \$25.24, including the engraving of 381 letters on the spike at four cents a letter.

AMES' RING IN MUSEUM

At the tip of the spike was a gold nugget roughly the size of the last spike itself. This was broken off and later made into souvenirs of the ceremony, tiny golden spike watchfobs and rings which were presented to Oliver Ames, Union Pacific president; Governor Stanford; President U. S. Grant; and Secretary of State William H. Seward.

Ames' ring and watchfob today repose in the Union Pacific's Historical Museum in Omaha, along with a second ring whose original ownership is unknown, the engraving inside it having worn away.

On the head of the last spike was inscribed the legend "The Last Spike"; on one side, "The Pacific Railroad; Ground Broken January 8, 1863; completed May 10, 1869"; on another side, "May God continue the unity of our Country as this Railroad unites the two great Oceans of the world;" on the third side, "Presented by David Hewes, San Francisco;" and on the fourth, the names of the company officers.

The last tie, which was eight feet long, eight inches wide and six inches thick, was of highly polished California laurel. It was bound with silver and bore a silver plate seven inches long and six inches wide, inscribed with the date of completion of the railroad and the names of the Central Pacific directors.

It was presented to Stanford by West Evans, tie contractor for the Central Pacific.

When Stanford's special had pulled up to the scene, Chinese laborers from the Central's construction outfits had begun leveling the ground in the gap, preparing it for the last tie and the joining of the iron.

On orders from W. B. Hibbard, Western Union superintendent, wires from the nearest telegraph pole (on top of which a nine-year-old boy had perched himself for a bird's eye view of the proceedings) had been run down to a special operator's kit on a little four-legged "deal" table beside the gap.

W. N. Shilling, of the telegraph company's Ogden office, sat

there ready to dispatch a blow-by-blow description of the ceremony to the waiting nation.

FIRST NATIONWIDE "HOOKUP"

A silver-headed spike maul which was to be used in driving the final spikes had been wired so its blows would activate a telegraph key and they would be tapped across the nation, providing what was probably the United States' first nationwide "hookup".

As the Chinese, working on this special occasion in clean frock coats, carried the last rail into the gap and prepared to lay it, an event took place which epitomized the life the construction crews had led.

Photographers for both the railroad companies and other photographers were present.

When the Chinese moved into place with their last rail, someone in the crowd shouted: "Now's the time, take a shot!"

The Mongolians knew very little English, but were thoroughly acquainted with "Shoot" in all its tenses.

They heard the word and saw the camera pointing toward them, dropped the rail like it was red hot and scrambled for cover to the delight of the crowd and the consternation of the officials; but after a few minutes of animated conversation in combination Chinese-pidgin English they were coaxed back and the ceremony proceeded.

The last tie was carried into place by Superintendents J. H. Strowbridge, of the Central, and S. B. Reed, of the Union Pacific, to the accompaniment of more cheers.

The telegrapher had been tapping out messages east and west to impatient inquirers from throughout the country; "To everybody: Keep quiet. When the last spike is driven at Promontory Point, we will say, 'Done.' Don't break the circuit but watch for the signals of the blows of the hammer."

The crowd had been cleared from the south side of the gap and asked to stand back so all might see.

"ALMOST READY, HATS OFF"

Just before noon General Dodge, who had been conferring with Edgar Mills, Sacramento banker interested in the building of the railroad and who was to act as master of ceremonies, lifted



Champagne christening ceremony after Golden Spike had been driven, completing first trans-continental railroad. Locomotive at left that of Central Pacific (now Southern Pacific); locomotive at right, No. 119 of Union Pacific.

his hand for silence and introduced the Rev. Dr. John Todd of Pittsfield, Mass., who led the prayer which formally opened the ceremony.

The telegrapher now tapped out: "Almost ready. Hats off; prayer is being offered." This was bulletined at 2:27 eastern time, in Washington, which would have been within 10 to 20 minutes of 12:30 Promontory time, standard time not yet having been adopted.

All Western Union wires had been cleared for Promontory news and now as each event took place crowds at telegraph offices in all parts of the country were apprised of the fact.

At 2:40, eastern time, the telegrapher bulletined: "We have got done praying, the spike is about to be presented."

The spikes had been brought forward and F. A. Tritle, of Nevada, a commissioner of inspection, presented a spike of silver from the Comstock lodes to Dr. Durant.

Governor Anson P. K. Safford, of Arizona, added a spike of gold silver and iron alloy.

Idaho and Montana furnished spikes of silver and gold and Hewes' Golden Spike and Evans' laurel tie were presented as California's contribution.



Stretch of original track.

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Speeches were made by Governor Stanford, General Dodge and others and the crowd cheered each sentence, then cheered for the Star Spangled Banner, the Pacific Railway, the officers, the men who raised the money, the laborers and the engineers who found the routes.

The telegrapher clicked off: "All ready now; the last spike will soon be driven. The signal will be three dots for the commencement of the blows."

The silver and alloy spikes had been set into holes prepared to receive them and driven by guests. Dr. Durant then was invited to drive Nevada's silver spike and he did so.

The last spike remained untouched. Governor Stanford was to have the privilege of signalling the waiting world that the great moment had come.

STANFORD, NERVOUS, MISSES SPIKE

He stepped forward and, plainly nervous, took the silver-headed maul, inconvenienced by the dangling wires. A hush fell over the crowd and the President of the Central Pacific swung his maul.

He missed!

The maul struck the rail but the telegrapher signalled, "Dot! Dot! Dot!"— Done!

In San Francisco the wires were connected with the fire alarm in the Tower, in Washington with the bell of the Capitol, so that the message echoed from coast to coast and announced the wed-

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ding of the Atlantic and the Pacific.

After striking his blow, Governor Stanford politely stood aside and handed the maul to Dr. Durant, who, also polite, imitated the Governor's blow and struck the rail.

After that, various guests were invited to tap the spike and it dropped into the hole which had been bored for it.

Flashed to the Associated Press and to President Grant was the official announcement:



Stretch of present day track.

"PROMONTORY POINT, UTAH
MAY 10TH

"THE LAST RAIL IS LAID! THE LAST SPIKE IS DRIVEN! THE PACIFIC RAILROAD IS COMPLETED! THE POINT OF JUNCTION IS 1,086 MILES WEST OF THE MISSOURI RIVER, AND 690 EAST OF SACRAMENTO CITY.

LELAND STANFORD
CENTRAL PACIFIC RAILROAD
T. C. DURANT
SIDNEY DILLON
JOHN DUFF
UNION PACIFIC RAILROAD"

The two engines, Jupiter and 119, were unhooked from the trains and, covered with cheering celebrants, advanced until their pilots touched, when bottles of champagne were broken on them and the bubbling wine flowed down over the Golden Spike and the last tie.

The engines backed up to their trains, hooked on and took turns crossing the rails which had joined the gap. The crowd, in the words of one who was there, "Was yelling fit to bust!"

The nation's first transcontinental rail line was in existence! Crews from both the Union and Central Pacific now rushed in, removed the precious spikes and the tie, replacing them with regular materials, but the new tie soon was reduced to splinters by souvenir hunters, as were half a dozen more — and two rails — in the next six months.

SPIKE IN VAULT: TIE BURNED

The Golden Spike was returned to California and today rests in a vault in the Wells Fargo Bank and Union Trust Company, in San Francisco.

The last tie also was returned to California but was destroyed in the fire and earthquake which devastated San Francisco in April, 1906.

On the day following the driving of the last spike, the first train in transcontinental service passed Promontory Point, having left the Missouri River several days previously.

Another train had started from the west coast a few days before and soon would pass Promontory going east.

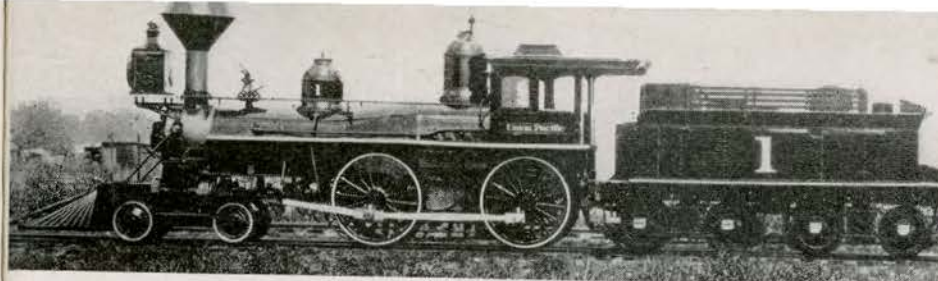
The little tent and shack town which had sprung up near the point of the meeting of the rails had become Queen for a Day, but today the railroad no longer passes this point, having been rerouted when the Lucin Cut-off was built across Great Salt Lake. The rails at Promontory were taken up in 1942 to provide scrap for the nation's war effort and today the place of the meeting of the rails is marked only by a monument. Several of the original iron spikes put in the rail in 1869 are on exhibit in the Union Pacific museum in Omaha.



INTEREST IN THE TERRITORY which was opened to development by the completion of the railroad had begun even before the turn of the nineteenth century, while the nation still was a youngster, and had resulted in 1803 in the Louisiana Purchase.

Under encouragement from President Thomas Jefferson and on authority from Congress, funds for the famous Lewis & Clark Expedition were appropriated and the expedition prepared to leave in the spring of 1804.

Their reports, made when they returned from the territory two years later, prompted civic leaders, writers and adventurers to further exploration and exploitation of the territory.



The "General Sherman", Union Pacific's first locomotive, brought to Omaha by steamboat from St. Joseph, Mo., in 1865.

Business men, too, were interested in the development of this vast and potentially rich territory and in July, 1810, John Jacob Astor, Wilson Price Hunt and Donald McKenzie left Montreal to move into the Louisiana Territory and launch the Pacific Fur Company.

Many others also probed the area and as early as 1819 one Robert Mills of Virginia made to Congress the first suggestion of a "rail way" linking the Atlantic and Pacific Coasts.

Mills' suggestion, incidentally, was made eight years before steam had even been successfully applied to motive power in this country.

In 1842, with the exploration of the territory continuing and knowledge of it growing, one of America's most observing pathfinders, John C. Fremont, traversed the vast region, bringing back a store of important information about the country and the route through the middle of it to the west.

INTEREST HITS HIGH PITCH

Still more suggestions had been made to Congress to act on promoting a railroad to the Pacific Coast, private citizens were endeavoring to arouse public sentiment for such an undertaking, the Mormon people moved into Utah, the Oregon boundary question was settled with Great Britain in 1846, California was acquired from Mexico in 1848, and gold was discovered on the west coast. Arguments for and interest in a railroad to the west coast reached a high pitch.

In 1853 Senator Salmon P. Chase, of Ohio, long a supporter of the Pacific Railroad idea, introduced to Congress and had passed there, a bill providing for a survey of four routes to the Pacific Coast.

The "Big Boy", world's largest steam locomotive, which does the work of two locomotives. The Union Pacific has 25 of them.



All under serious consideration at the time the bill was submitted, the routes were:

(1)— A line from the Upper Mississippi to Puget Sound.
(2)— A line along the thirty-sixth parallel, through Walker's Pass in the Rocky Mountains, to strike the coast at San Diego, Los Angeles or San Pedro.

(3)— A line through the Rockies near the headwaters of the Rio del Norte and Heuferno Rivers, emerging at Great Salt Lake Basin.

(4)— A line along the thirty-second parallel, via El Paso and the Colorado River, to strike the Pacific somewhere in lower California.

At the same time, Jefferson Davis, then Secretary of War, sent five other engineering corps into this field, their reconnaissance to cover five routes extending from the forty-ninth parallel in the north to the thirty-second parallel in the south.

He reported their findings to Congress upon completion of their missions two years later, at about which time Stephen A. Douglas (of the Lincoln-Douglas debates fame) was promoting in Congress a bill which would have provided for three routes to the coast.

Douglas' proposal was defeated, but trunk lines following the routes, North, South and Central, which he proposed, subsequently were built.

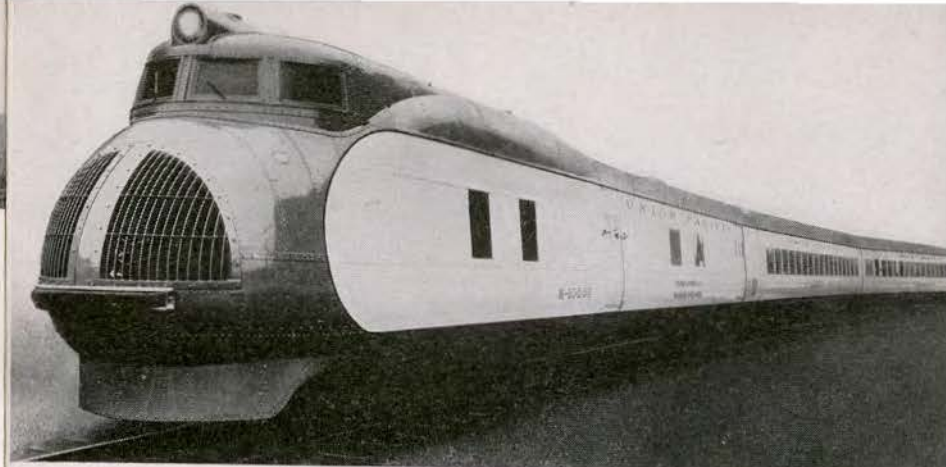
CIVIL WAR SHOWS NEED

With interest thus aroused and most of the nation convinced its future was dependent upon pushing trade routes through to the Pacific (a reason which soon was to become secondary in the arguments for the building of the Pacific rail line) there naturally was a great deal of local and sectional interest in the proposals.

The North — including such men as Asa Whitney, a wealthy New York merchant who, beginning in 1840 and continuing until the road was completed, spent most of his time and money conducting a vigorous campaign for the construction of the railroad — wanted the line to serve that part of the country; the South, of course, wanted the line to have its primary connections in their area. And adding to the sections' inability to agree on this matter was their ill feeling over the slavery question.

So, between 1850 and 1860, while there were thorough inspections of all proposed routes and much research for the building of a railroad, the railway measures failed to pass Congress.

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Union Pacific's, and America's, first streamlined train, the "City of Salina".

On December 20, 1860, the next major move which resulted in the forwarding of the Pacific Railroad idea was made as South Carolina adopted its ordinance of secession. Several of her sister states followed suit, the Civil War began, and a new argument for the building of the railroad emerged.

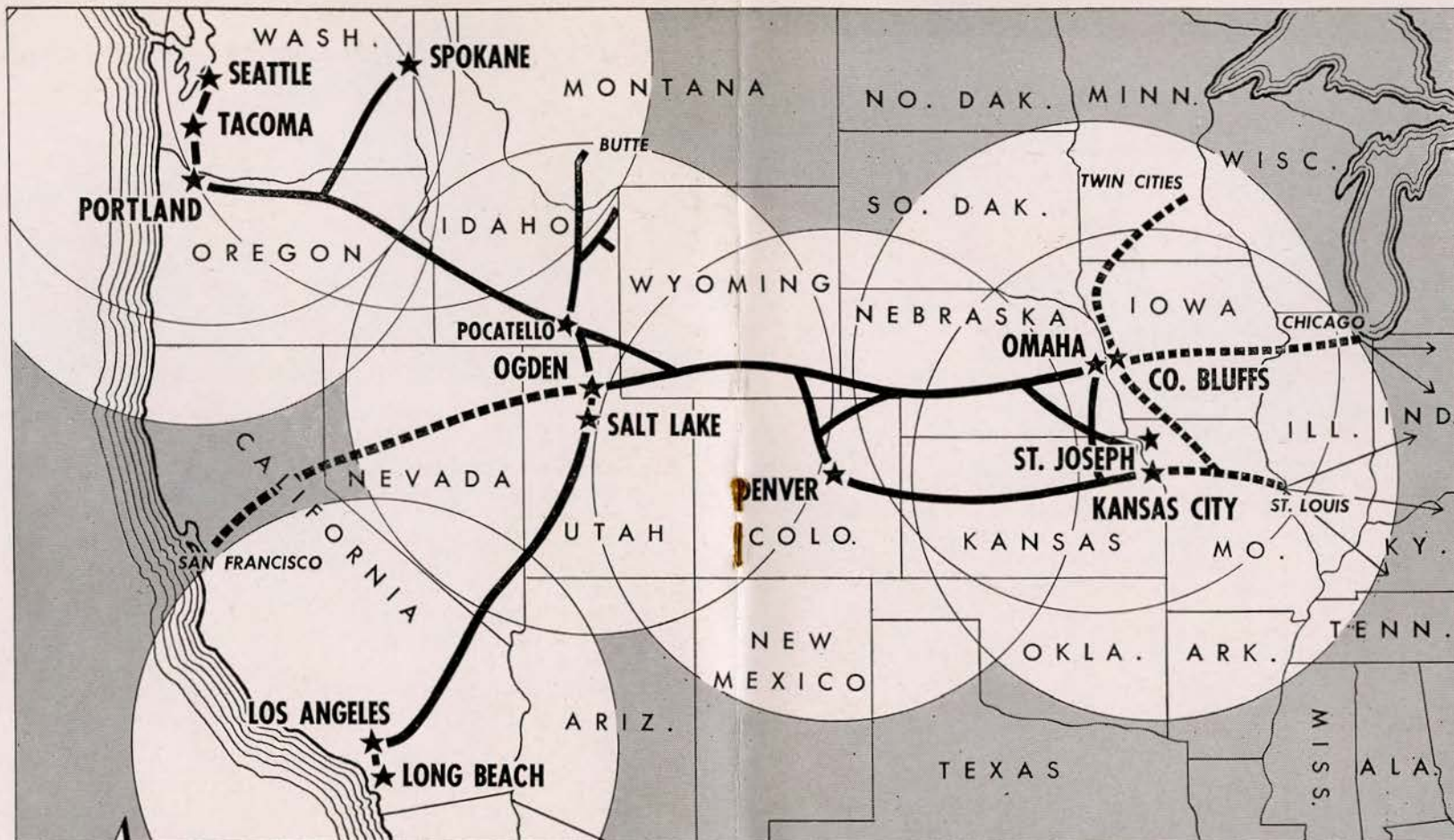
With the nation engaged in civil war, it became clear that the nearly-isolated west coast was extremely vulnerable to any hostile force and the Enabling Act, first of the measures which provided for the actual building of the railroad, was pushed through Congress and signed by President Abraham Lincoln on July 1, 1862, with national defense, rather than trade, the prime influence in getting the job done.

This was the act that created the "Union Pacific Railroad Company," authorized it to "lay out, construct, furnish, maintain and enjoy a continuous railroad and telegraph line, with the appurtenances, from a point on the 100th meridian of longitude west from Greenwich between the south margin of the valley of the Republican river and the north margin of the valley of the Platte in the Territory of Nebraska (near where the present day city of Kearney, Neb., is located) to the western boundary of Nevada Territory."

The act also provided that a connection between a point on the western boundary of the state of Iowa — later fixed by

The Union Pacific's latest 18-car, 6000 horsepower Diesel electric streamliner, the "City of Los Angeles".





Opportunity for Industry

AMONG THE PRINCIPAL INDUSTRIAL TRACTS owned or served by Union Pacific are those located in, or nearby, the following cities:

Omaha, Neb.	Denver, Colo.	Seattle, Wash.
Council Bluffs, Ia.	Salt Lake City, Utah	Tacoma, Wash.
Kansas City, Mo.-Kans.	Ogden, Utah	Spokane, Wash.
(Fairfax District)	Portland, Ore.	Los Angeles, Cal.
		Long Beach, Cal.

As the map shows, all these cities are located on the main-line of the Union Pacific Railroad.

The circles on the map indicate 500-mile distribution areas. In normal times, Union Pacific operates a fast, merchandise freight (L. C. L.) service within these short-haul areas, with door-to-door pick up and delivery service.

These industrial properties are improved and partially occupied by diversified manufacturing and commercial enterprise. Necessary utilities are available and each tract is served by adequate industrial trackage. Whenever required, additional trackage can be provided.

A high type of native-born labor, common and skilled, is — under normal conditions — available in these western states. In this connection, it may be mentioned that during wartime thousands of men in the Armed Forces had their first opportunity to become acquainted with this western territory. Many have decided to resume their peacetime life in America's West. This is re-assurance of a continued amply supply of high quality workers.

President Lincoln at Council Bluffs — and the one hundredth meridian point be established; and it provided for land grants and bond issues which would aid in financing construction of the road.

GOVERNMENT REPAID MANY TIMES

These provisions also were extended to the Leavenworth, Pawnee and Western (now part of the Union Pacific's Kansas division) and to the Central Pacific (now part of the Southern Pacific) which was to build from the west coast to a junction with the Union Pacific at the eastern boundary of California.

There was difficulty in raising enough money to build the road even under these conditions, however; and a later Congressional Act, signed by President Lincoln on July 2, 1864 doubled the grants, liberalized other features of the financing.

Incidentally, unlike the land grants made to many railroads, these were not made with the provision that the railroad must carry government freight and passengers at a special reduced rate. The railroad did, however, carry government freight and passengers at the land grant rates rather than lose the government business and over a period of years repaid the government in reduced rates and fares many times the value of the land which aided in its construction.

(In the fall of 1945 Congress passed a law, signed by President Harry S. Truman on December 12, 1945, effective October 1, 1946, repealing the land grant rate legislation.)

Ground was broken for the construction of the railroad on December 2, 1863 in the Missouri River bottoms, with much ceremony, but it was July 10, 1865 before the first rail was laid (at the same spot) because of the difficulties in financing.

Once started, however, the railroad reached west with amazing rapidity, dragging civilization and the development of the country behind it.

General Grenville M. Dodge, chief engineer for Union Pacific during most of its construction, pointed out: "Every mile had to be run within the range of a rifle," because of the Indians, nor were these the chief problems. (Actually, the Indian problem was confined mostly to the plains).

Ties, about six and a quarter million of them, were needed and most of them had to be shipped in as the soft cottonwood available required special treatment. And it was not plentiful.

Fifty thousand tons of iron rails and their fittings and all bridge and structural supplies also had to be brought in from



Union Pacific train of the 1870's.

the east and there was no railroad built west past central Iowa, necessitating the use of bull team shipments from that point or the routing of supplies up the Missouri River by boat, a slow process shut off periodically by the weather.

30 MILES LAID FIRST YEAR

But by September 22, 1865, just a little more than two months after the first rail was laid, 10 miles were completed and in use and about 20 miles more were completed that year.

During 1866, two hundred sixty miles more were added and in 1867 a two hundred forty mile advance brought the railroad to the summit of the Rocky Mountains, Sherman Hill, altitude 8,247 feet. (Sherman's elevation since has been reduced to 8,013 feet, but it still is the highest point on Union Pacific's lines.)

In 1868, four hundred twenty-five miles more were added and during the first four months of 1869 one hundred twenty-five miles of new construction took the line to Promontory.



THE ACTUAL LAYING of the rail on the Union Pacific was done by hard-working gangs, largely Irishmen, many of whom were Civil War Veterans, and their work and life, less storied than their clashes with the Indians, often were as interesting, or more so.

The track laying gangs working across the prairie were out of bed and had breakfast by the time it became daylight.

So had the graders who'd preceded them laying out the roadbed, the surveyors, who'd preceded the graders, and the bridge-building gangs who were working far enough ahead of the track layers to insure that their work did not have to pause when it came to a river or gully.

Rails were brought up to the end of the line on an open truck car drawn by a couple of horses. As the horses pulled the truck up to the end of the last pair of rails laid, it was stopped, the wheels blocked and the horses unhitched.

Modern Union Pacific passenger train.



A single, small horse then was hitched to the truck, to be used until the rails had been unloaded, a job handled by crews of five men on either side of the truck.

At a word from the foreman each crew seized a rail, pulled it out over the front of the car to its full length, placed it on the ties at the shout, "Down!" from the foreman.

As the rails hit the ties, a man at the far end applied a measure and adjusted the width; and as he completed this work and stood up, the horse moved forward, pulling the truckload of rails over the newly laid rail until he had reached the end of it, where he stopped, more rail was taken off and the process continued until the thirty rails a truck carried were gone.

About two miles a day was the average distance of rails laid.

Close behind the truck of rails came the crews who spiked them down for permanent use.

As the tracks crept across the vast and undeveloped wilderness west of the Missouri River they took with them a town and a gang known as "Hell on Wheels."

WHOLE VILLAGES UNLOADED

This name was popularly associated with the construction crews and their hanger-on friends who arrived on the first train into the new "end of track" towns which sprang up every few miles to take care of various of the workers' needs as the road grew.

When these gangs piled off the train at a new "end of track," they often unloaded whole villages.

Shacks, tents, furniture and personal belongings and even complete weekly newspaper plants were brought in by the gangs, sometimes leaving the town which had been "end of track" nothing but deserted prairie sites with street lines and piles of debris.

Gamblers, saloon keepers and various other gun-toters joined the "Hell on Wheels" aggregation at points along the line, taking advantage of the golden opportunity to help workers spend their hard-earned cash.

And by the time the tracks reached Cheyenne, Wyo., in the summer of 1867, the rougher element constituted no small group.

Finally, their robbing of trainmen and their other depredations forced General Dodge to call on General J. E. Stevenson, commandant at nearby Fort D. A. Russell, (now Fort Francis E. Warren) for help.

General Stevenson and his soldiers ran the entire population out of town to a point about a mile south of there, had a parley

with them and permitted them to return to town only after having made arrangements which would insure a more orderly city.

INDIANS PLAGUE CREWS

Indian trouble, too, still plagued the construction crews near Cheyenne.

In fact, the Indians were responsible for the beginning of the Cheyenne graveyard, according to General Dodge, who related, in his book entitled, "How We Built the Union Pacific," that an Indian band attacked a Mormon grading train and outfit near Cheyenne, killed two men, the first occupants of the city's cemetery.

A few years earlier, Indians attacking a scouting party which included General Dodge, forced the men to retreat over a ridge of the mountains which he named Sherman in honor of his old commander, General W. T. Sherman. Further exploration by General Dodge proved that to be the best way for a railroad over the mountains at that point!

There were a multitude of raids similar to these, engineered by only a few redskins. But over a period of time they cost many lives and necessitated constant vigilance and preparedness.

And then, on occasion, the Indians would marshal a band of several hundred and sweep out of a ravine to attack; murdering, mutilating, or kidnapping and torturing workers, tearing up track, burning buildings, killing stock and tearing down the telegraph wires.

Not as subtle as the fifth columnists of World War II, the Indians nevertheless made "friendly" visits to the white men's camps to look the place over as an aid in plans for a future attack.

At least one of these visits proved helpful to the construction workers, too, according to a story handed down along the railroad.

It was while work on the road was being done near Grand Island, Nebr., and Chief Spotted Tail of the Sioux and 17 warriors rode up and announced they would like to see how the men laid track.

The workers were civil to the Indians, though they were suspicious of them, and when after watching track laying for a while the Indians asked to be conducted through the outfit cars, they were led through four in which one thousand rifles were stored.

As the Indians prepared to leave, they asked to be permitted to carry off a large amount of supplies and when their request was refused, Spotted Tail threatened to come over that night with three thousand braves and enforce his demands.

The section foreman simply placed his doubled fist gently

against Spotted Tail's nose and gave him a good old-fashioned track worker's cussing out.

INDIANS SOAR IN ALL DIRECTIONS

The foreman's attitude and the Indians' recollection of the rifles apparently made temporary pacifists out of them, for the raid never materialized.

But a few miles away, down on what is now the railroad's Kansas division, a raid made to order for a two-reel movie comedy was coming off at about this time.

Steaming westward near Fort Wallace, the engineer discovered that the telegraph wires had been cut — usually a sign that there were Indians ahead, waiting to ambush the train.

And sure enough there were Indians ahead, Cheyennes, and they were waiting to ambush the train.

As the train neared their hiding place, they rose up one hundred strong — fifty on each side of the track — and pulled taut a rawhide rope they'd stretched across the tracks between them to stop the train.

When the locomotive hit the rope the air was full of Indians and they were thrown in all directions. More than a dozen were killed or seriously injured and it was several years before they even attempted to stop a train again in that part of the country.



WHEN THE GOLDEN SPIKE finally had been battered into its laurel tie after the years of building the Union Pacific across the prairies and mountains to its meeting with the Central Pacific, the U. P. consisted of a single line from Omaha westward just a little more than 1,000 miles.

But it began to grow rapidly, absorbing smaller lines, building more trackage, and by 1893 the system had expanded by the addition of main lines and branches to 7,682 miles.

That same year, as the result of its early financial maneuvers, severe competition, drouth, crop failures and the depression after-effects of the panic of 1873, the railroad was unable to meet its fixed charges, and was placed in the hands of three receivers.

The property was sold at foreclosure under order of a federal court November 1, 1897 and title to the property was conveyed to the present Union Pacific Railroad Company.

Soon after this new company was launched, Edward Henry Harriman, one of the participants in the syndicate which had

charge of the reorganization of the railroad, emerged as the dominant figure in Union Pacific's management.

HARRIMAN REBUILDS RAILROAD

The properties of the company were rehabilitated under his direction. Millions were spent for modern locomotives and freight and passenger cars; curves were eliminated and grades cut down; wooden bridges were replaced with steel or masonry; the water supply was systematically improved; yards were enlarged; heavier rail was installed and double tracking was done by the hundreds of miles.

In short, Mr. Harriman put the railroad on a solid foundation and started it on the road to becoming what is today; one of the outstanding railroads in the world which now boasts nearly 10,000 miles of road. This comprises 8,500 miles of single track main line and more than 1,500 miles of double track. In addition there is approximately 4,600 miles of yard tracks and sidings.

In addition to the original line from Omaha west, there is another main line from Kansas City to Denver, Colo., then to Cheyenne, Wyo., where it joins the main line from Omaha and continues west. At Granger, Wyo., one principal division heads northwest toward Portland, Ore., with tentacles of connecting track throughout the states of Idaho, Montana, Oregon and Washington. One of these branches at Shoshone, Idaho, serves famous Sun Valley. At Ogden, another division turns southward to Los Angeles, serving the southern Utah National Parks country (including the Grand Canyon area), southwestward through Nevada at Las Vegas serving mighty Hoover (Boulder) Dam, into the heart of southern California at Los Angeles.

The direct connection to San Francisco is over the Southern Pacific (the old Central Pacific). With other railroads, Union Pacific operates through service to Chicago and St. Louis.

Today's Union Pacific has 1,020 steam locomotives, 528 Diesel power units, more than 49,000 freight cars, 1,265 passenger cars, with 100 sleeping cars and 100 coaches yet to be delivered.

This equipment includes 25 of the well-known "Big Boys", largest steam locomotives in the world, giant 4-8-8-4 mallet types designed by Union Pacific research experts for work in mountain areas, where they do the work of two locomotives.

Weighing nearly two million pounds and 133 feet in length,

these engines are hinged in the middle to enable them to make curves their length otherwise would not be able to negotiate.

For these and for other equipment and maintenance to prepare for and take care of the volume of wartime traffic, the railroad spent \$414,000,000 between 1939 and the end of 1945, when traffic still was heavy despite the end of the war.

The nation's first streamlined train was introduced to the United States in February, 1934, by the Union Pacific. From this beginning, a three-car train which became the City of Salina when it went into service between Salina, Kan., and Kansas City, Mo., the railroad has built its fleet to a total of 17 daily streamliners; 4 "City of Los Angeles" trains, 4 "City of Portland" trains and 2 "City of Denver" trains all operated jointly with the Chicago and North Western Railroad; 4 "City of San Francisco" trains operated jointly with the Chicago and North Western and Southern Pacific Railroads; and 3 "City of St. Louis" trains, operated jointly with the Wabash Railroad.

STEWARDESSES RETURN TO STREAMLINERS

Speedy, luxuriously equipped, these streamliners are part of the finest railroad equipment in the world, which today whisks passengers from Chicago to the west coast in one day and two nights, as compared to seven days and seven nights for the early transcontinental train travelers, completely revolutionizing American train travel.

In 1935, the railroad inaugurated many train service innovations, including registered nurse-stewardess service.

The registered nurse-stewardess service and some of the other extras had to be discontinued during World War II, but early in 1947 stewardesses were returned to the Pacific Coast streamliners.

A research department, established in 1936 and composed of engineering, mechanical, electrical and metallurgical experts, labors continually to keep the railroad's equipment in top shape and there is no improvement or new feature introduced to railroading today that is not being or has not been thoroughly studied by Union Pacific to be used by the railroad if it will maintain or improve the standard of service.

In addition to its highly efficient passenger train service, the railroad maintains lodges, cabins, cafes and cafeterias in beautiful Bryce, Zion and Grand Canyon National Parks (north rim) and operates Sun Valley, the internationally famous all-year recreation and sports paradise in Idaho's Sawtooth Mountains.

Needless to say, the important improvements which it has made in passenger service are but a small part of the Union Pacific's program. Its greatest revenue comes from freight service.

Here, in addition to maintaining a complete service with the most modern equipment, much of it built in the company's own shops, the railroad works with patrons by providing sites for businesses or warehouses, by advising them on any one of thousands of problems which arise not only in the preparing of their products for shipment but in actual production.

Typical of the departments which carry out this task is the agricultural development department — the Union Pacific being the servant of a large part of the nation's breadbasket — which, in addition to its other activities during the last few years, has worked with the railroad's photo department in producing color and sound motion pictures outlining best practices in dairy, potato, livestock production and irrigation. These films are booked all over the United States on application to the agricultural development department. This department also has an agricultural improvement car which tours the railroad as a farm forum center for farmers, vocational agriculture students and 4-H club members. The car and the films are one means of bringing improved agricultural practices to farm people in the railroad's territory.

INDUSTRIAL SITES OFFERED

Industrial sites along its right-of-way are offered to businesses and, all in all, the railroad which was the primary developing agent in the territory it serves, today still is one of its most important citizens, still working to serve and develop that territory, realizing that as this grows and prospers, so will the railroad.

But not only does the company operate its own coal mines at Rock Springs, Wyo.— which incidentally have won a national reputation for safety and efficiency, but also Union Pacific is one of the largest oil producers in California with fields in several areas in that region. Other oil developments are operated in conjunction with other companies in Colorado and other regions.

Union Pacific officers and employes throughout the region of its operations have long taken active part in the civic affairs of their communities.

Generally speaking, about 50 per cent of the company's normal employes own their homes or are purchasing homes.

Company boosters organized the Old Timers' Club (for those with 20 years or more of service) and the Junior Old Timers' (five

years service or more) with chapters in many cities along the line and thousands of members.

One of the leaders in safety among railroads, Union Pacific's zealotness in this respect stems from the insistence of the late E. H. Harriman, and for 19 of the past 26 years Union Pacific has operated with the lowest casualty rate among all class "A" railroads.

In addition, the Union Pacific was awarded the National Safety Council's special wartime award for Distinguished Service to Safety both in 1944 and 1945, and in 1946 it won the E. H. Harriman Memorial Medal of the American Museum of Safety for the eleventh time.

In its Omaha headquarters, the railroad maintains an historical museum where more than 50 thousand people from all over the world visit every year to view the mementoes of the winning of the west which are on display.

The museum's Lincolniana display is considered one of the most complete in the country and there are thousands of other objects such as maps, letters, guns, household articles, pictures, books and Indian objects exhibited there.



HORACE GREELEY said it, but it took two World Wars and the foresighted planning of Union Pacific to bring his advice to jell.

Prompted by increased westward expansion of men who listened to Greeley's famed "Go West, young man," the late E. H. Harriman, as has been pointed out, rebuilt the Union Pacific Railroad shortly after the turn of the century.

Today, because of an ever increasing faith in the continued growth of the west, Union Pacific again is virtually rebuilding—this time under the direction of President Arthur E. Stoddard and E. Roland Harriman, chairman of Union Pacific board of directors—a son of E. H. Harriman.

Already, nearly \$250,000,000 has been authorized for expenditure since V-J Day, for new equipment and fixed facilities to handle the increased flow of passengers, materials and finished products to and from the nation's newest, fastest-growing industrial areas.

With the end of World War II, students of the history of American civilization became increasingly aware of two things:

- (1) American industry, divorced from the overly-populated east, has gone west and could be counted upon to stay there, and
- (2) If that were true, some safe, certain lifeline must be found not only to keep it there but to link it even closer to the populous eastern and midwestern markets.

Union Pacific officials had long planned for just such an eventuality.

LONG RANGE PROGRAM READY

The result was that V-J Day found the railroad ready with a long-range program designed to protect the future of the newly industrialized and increasingly agriculturalized west.

While some railroad critics gave forth with loud ravings about the unprogressive actions of the nation's rail heads, Union Pacific certainly entertained no pessimistic views, and to prove it immediately:

- (1) Ordered an institutional advertising campaign in the nation's trade press pointing out the industrial advantages of the west. (Since V-J Day, more than a thousand NEW industries have been located on U. P. lines).
- (2) Placed orders for additional freight, refrigerator and passenger cars.
- (3) Started a purchase program that in 1948 resulted in complete Dieselization of the railroad's entire main line from Green River, Wyo. to Los Angeles.
- (4) Vigorously renewed a Diesel unit purchasing program with the result that Union Pacific now has 528 Diesel units totaling 737,000 horsepower.
- (5) Began a long-range construction program that already has resulted in completion of two new freight classification yards at Pocatello, Idaho, and North Platte, Neb., to speed the flow of freight.
- (6) Ordered construction of a new tunnel through the Wasatch Mountains at Aspen, Wyo., which eliminates the only section of single-track line between Omaha and Salt Lake City.

- (7) Ordered further centralized traffic control installations to provide faster, safer transportation from coast to coast.
- (8) Instigated a new Livestock Dispatch service eliminating the usual stop for feed, water and rest at Las Vegas, Nevada, and putting livestock into Los Angeles from Ogden, Utah, in slightly more than 30 hours.
- (9) Placed Union Pacific's entire fleet of five "Cities" streamliners into daily service between Chicago and Los Angeles, San Francisco, Portland and Denver and between St. Louis and Denver.
- (10) Insisted that the problem of safer delivery of freight be solved by the employment of a container engineer whose job it is to see that all freight is properly packaged to cut down losses.

NEW SAFETY DEVICES INSTALLED

- (11) Ordered an all-out effort to keep the railroad's services not only abreast of but ahead of continued development of the Pacific Northwest, California, Idaho, Nevada and other states served by the road.
- (12) Demanded that all this be accomplished by an ever-increasing vigilance against accidents through installation of new safety devices and operation of its own exhibition car in which railroaders and the public alike are given lectures on safety and railroad operation.
- (13) Ordered the purchase of new type, high-speed 133 pound rail for use in a continuing program of track replacement of the road's main lines.

That, briefly, is the program of expansion and progress now under way on Union Pacific Railroad.



Presidents of Union Pacific

W. B. OGDEN.....	{ SEPT. 1862 OCT. 1863	NEW YORK
J. A. DIX.....	{ OCT. 1863 JUNE 1869	NEW YORK
OLIVER AMES.....	{ JUNE 1869 APR. 1871	NEW YORK
T. A. SCOTT.....	{ APR. 1871 MAR. 1872	NEW YORK
HORACE CLARK.....	{ MAR. 1872 JUNE 1873	NEW YORK
JOHN DUFF.....	{ JUNE 1873 MAR. 1874	NEW YORK
SIDNEY DILLON.....	{ MAR. 1874 JUNE 1884	NEW YORK
C. F. ADAMS.....	{ JUNE 1884 NOV. 1890	NEW YORK
SIDNEY DILLON.....	{ NOV. 1890 APR. 1892	NEW YORK
S. H. H. CLARK.....	{ JUNE 1892 JUNE 1898	NEW YORK
W. S. PIERCE.....	{ DEC. 1897 DEC. 1897 (ACTING)	NEW YORK
HORACE G. BURT.....	{ JAN. 1898 JAN. 1904	OMAHA
E. H. HARRIMAN.....	{ JAN. 1904 OCT. 1909	NEW YORK
R. S. LOVETT.....	{ OCT. 1909 OCT. 1911	NEW YORK
A. L. MOHLER.....	{ OCT. 1911 JULY 1916	OMAHA
E. E. CALVIN.....	{ JULY 1916 NOV. 1918	OMAHA
C. B. SEGER.....	{ NOV. 1918 JAN. 1919	NEW YORK
R. S. LOVETT.....	{ FEB. 1, 1919 DEC. 31, 1919	NEW YORK
C. R. GRAY.....	{ JAN. 1, 1920 OCT. 1, 1937	OMAHA
W. M. JEFFERS.....	{ OCT. 1, 1937 FEB. 1, 1946	OMAHA
G. F. ASHBY.....	{ FEB. 1, 1946 MAR. 1, 1949	OMAHA
A. E. STODDARD.....	{ MAR. 1, 1949 TO DATE	OMAHA

For Further Reference

ROBERT BRUCE
UNION PACIFIC AND PAWNEE SCOUTS

GRENVILLE M. DODGE
HOW WE BUILT THE UNION PACIFIC RAILWAY

WAYNE GARD
SAM BASS

ZANE GREY
THE U. P. TRAIL

G. B. GRINNELL
TWO GREAT SCOUTS AND THEIR PAWNEE BATTALION

G. R. HEBARD
WASHAKIE

J. R. PERKINS
TRAILS, RAILS AND WARS

E. L. SABIN
BUILDING THE PACIFIC RAILWAY

HENRY KIRKE WHITE
HISTORY OF THE UNION PACIFIC RAILWAY

NELSON TROTTMAN
HISTORY OF UNION PACIFIC

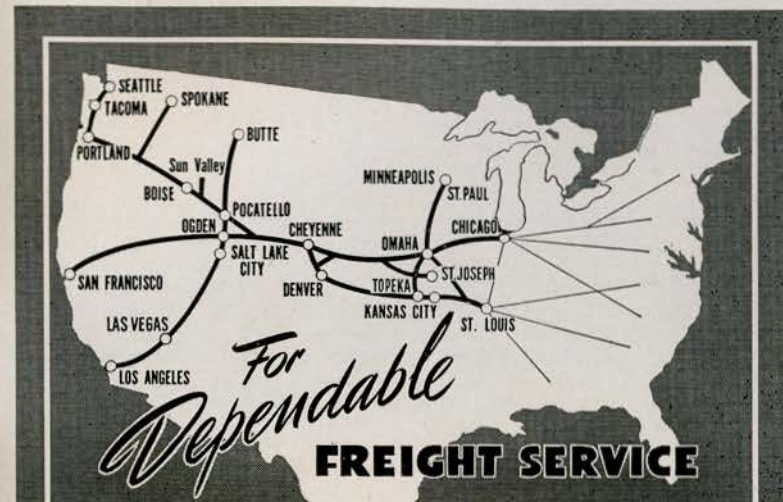
WILLIAM LEE PARK
PIONEER PATHWAYS TO THE PACIFIC

MATTHEW JOSEPHSON
THE ROBBER BARONS

GLENN CHESNEY QUIETT
THEY BUILT THE WEST

ERNEST HAYCOX
THE TROUBLE SHOOTER

SILAS SEYMOUR
INCIDENTS OF A TRIP THROUGH THE GREAT
PLATTE VALLEY TO THE ROCKY MOUNTAINS AND
LARAMIE PLAINS IN THE FALL OF 1866



FOR ALL SHIPPERS—the Union Pacific Railroad provides . . .

A Strategic Middle Route that unites the East with the Mid-West, Inter-mountain and all Pacific Coast states. Modern operating facilities, equipment and motive power include the famous "Big Boys," super-powered locomotives for fast hauling of heavy freight loads over mountain grades.

Union Pacific also has long been renowned for its well-ballasted steel highway, specially constructed for

smooth, safe operation of freight traffic at high speed.

General agency offices are located in metropolitan cities, coast to coast, with a staff of experienced traffic men trained to assist you and other shippers in effectively meeting your transportation problems.

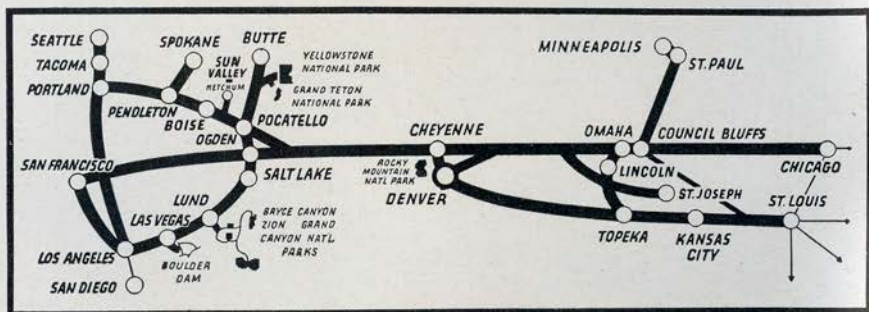
For dependable, on-the-job freight service—

*Be Specific—
say "Union Pacific"*



* Union Pacific will, upon request, furnish information about available industrial and mercantile sites in the territory it serves. Address Union Pacific Railroad, Omaha, Nebraska.

UNION PACIFIC RAILROAD
The Strategic Middle Route



Union Pacific serves all the West — with its ten thousand miles of line and by direct connection with several other fine railroads, the Union Pacific serves the entire West and opens the gateways to the east and the south.

