



CLEARING THE LINE

*Season's Greetings from*

# UNION PACIFIC RAILROAD

DECEMBER 1968

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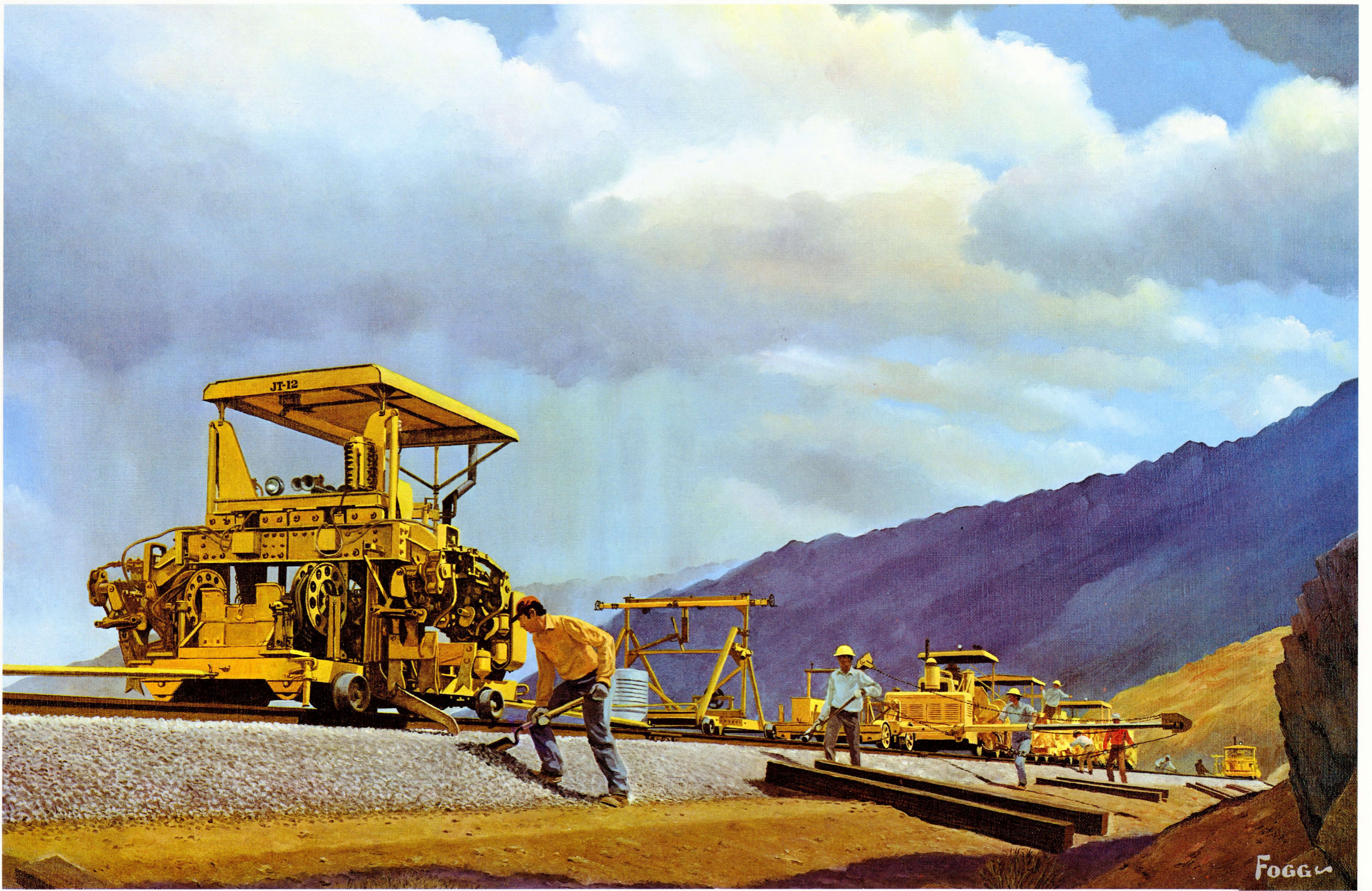
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*Centennial*

JANUARY

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THE "CIRCUS TRAIN" COMES TO NEVADA

# UNION PACIFIC RAILROAD

## 1969

### JANUARY

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### JUNE

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### JULY

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### AUGUST

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KING OF THE HILL

# UNION PACIFIC RAILROAD

## JANUARY 1969

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### DECEMBER

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### FEBRUARY

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FAST FREIGHT FROM DENVER

# UNION PACIFIC RAILROAD

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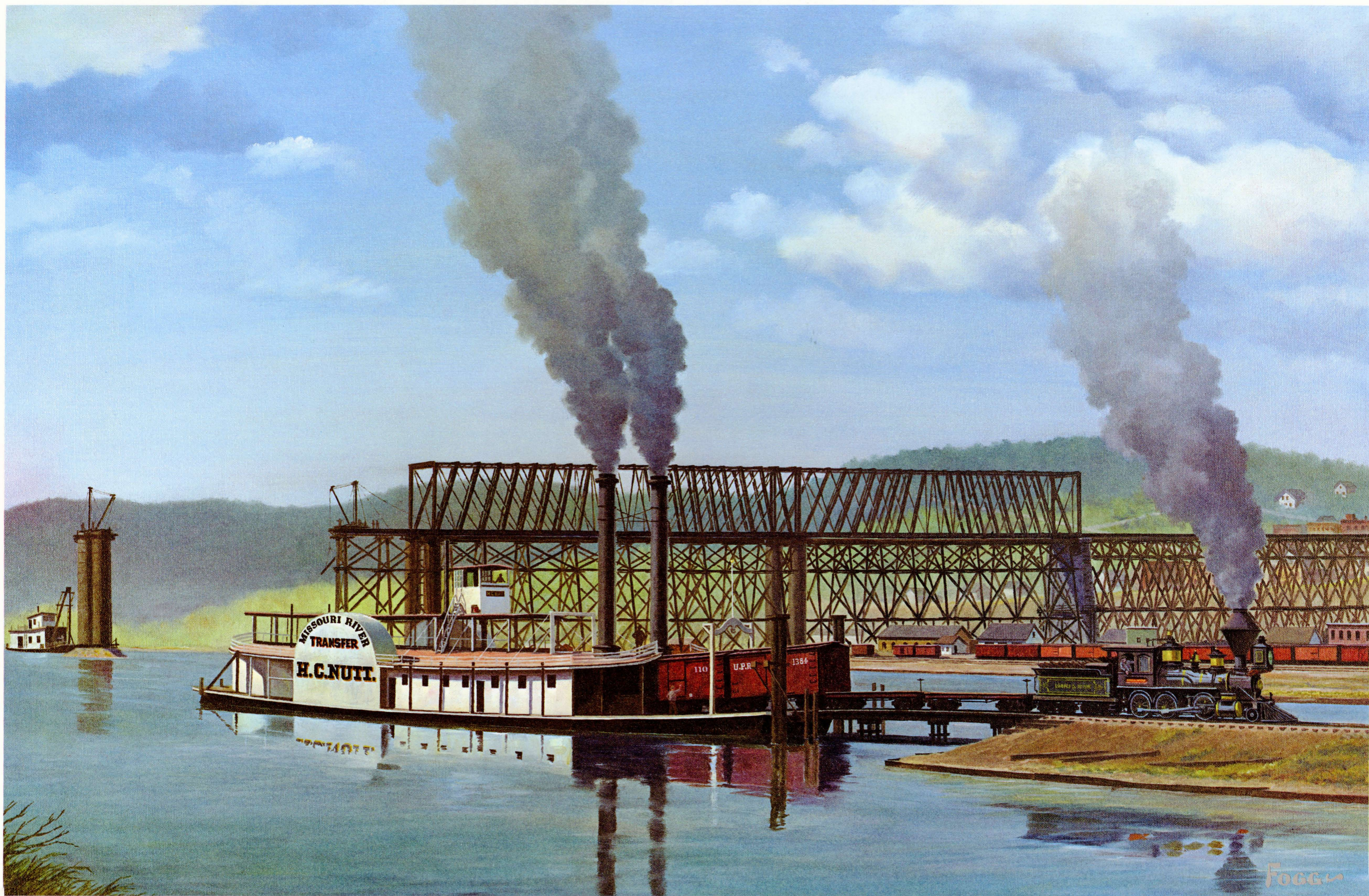
**JANUARY**

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BRIDGING THE MISSOURI RIVER AT OMAHA, 1870

# UNION PACIFIC RAILROAD

## MARCH 1969

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MOMENT OF EXCITEMENT - 1870

# UNION PACIFIC RAILROAD

APRIL 1969

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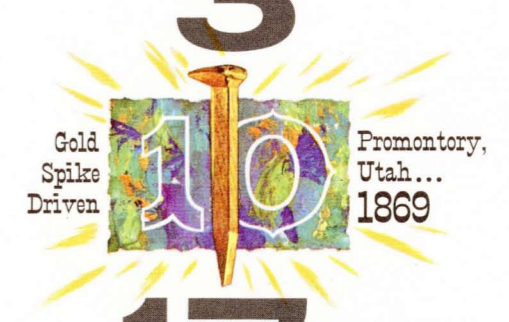


THE GOLDEN SPIKE CEREMONY AT PROMONTORY, UTAH—MAY 10, 1869

# UNION PACIFIC RAILROAD

MAY 1969

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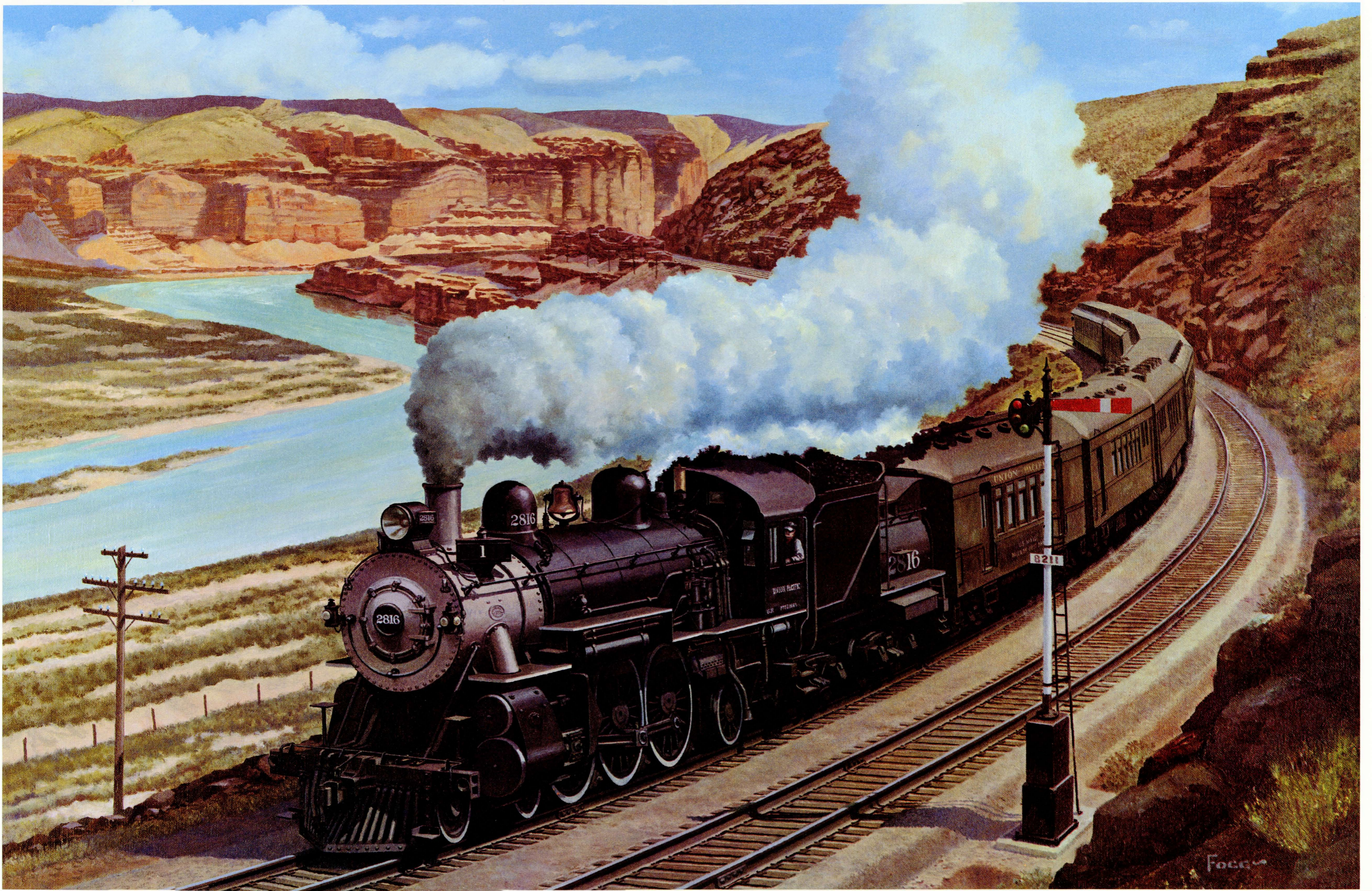
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THE OVERLAND LIMITED OF THE HARRIMAN ERA

# UNION PACIFIC RAILROAD

JUNE 1969

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JULY

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RAILROAD AT WAR, THE STRATEGIC MIDDLE ROUTE

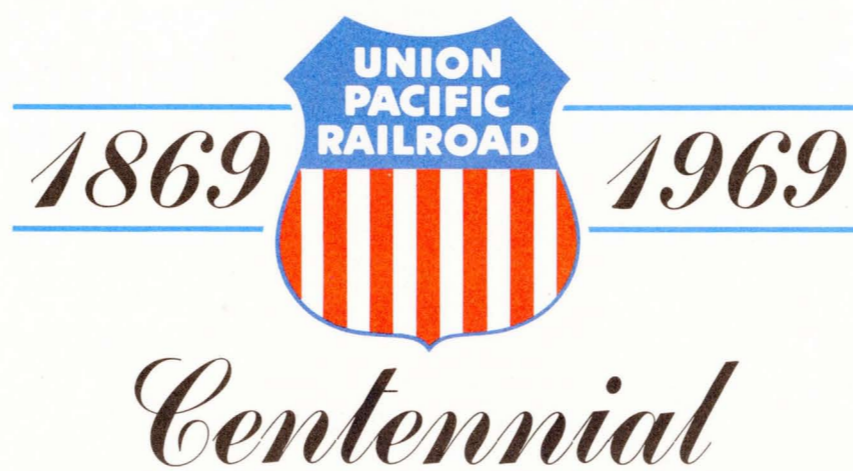
# UNION PACIFIC RAILROAD

JULY 1969

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**JUNE**

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SUNRISE ON A DOMELINER

# UNION PACIFIC RAILROAD

## AUGUST 1969

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### JULY

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BY LAND AND BY SEA

# UNION PACIFIC RAILROAD

SEPTEMBER 1969

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OCTOBER

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# UNION PACIFIC RAILROAD

OCTOBER 1969

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SEPTEMBER

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ORE TRAIN TO GENEVA

# UNION PACIFIC RAILROAD

NOVEMBER 1969

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THE FIRST STREAMLINER, M-10000

# UNION PACIFIC RAILROAD

## DECEMBER 1969

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### NOVEMBER

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### JANUARY

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"PUSHBUTTON" YARDMASTER

# UNION PACIFIC RAILROAD

## 1970

### JANUARY

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### APRIL

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### JUNE

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### JULY

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### AUGUST

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### OCTOBER

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### NOVEMBER

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### DECEMBER

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COLUMBIA RIVER PORTAGE POINT

1869. May 10th. 1869.

**GREAT EVENT**  
 Rail Road from the Atlantic to the Pacific  
**GRAND OPENING**  
 OF THE

**Union Pacific**

**RAIL ROAD**

**PLATTE VALLEY ROUTE**

PASSENGER TRAINS LEAVE

**OMAHA**

ON THE ARRIVAL OF TRAINS FROM THE EAST.

**THROUGH TO SAN FRANCISCO**  
 In less than Four Days, avoiding the Dangers of the Sea!

Travelers for Pleasure, Health or Business

Will find a Trip over the Rocky Mountains Healthy and Pleasant.

**LUXURIOUS CARS & EATING HOUSES**  
 ON THE UNION PACIFIC RAIL ROAD.

**PULLMAN'S PALACE SLEEPING CARS**  
 RUN WITH ALL THROUGH PASSENGER TRAINS.

**GOLD, SILVER AND OTHER MINERS!**  
 Now is the time to seek your Fortune in Nebraska, Wyoming, Arizona, Washington, Dakota, Colorado, Utah, Oregon, Montana, New Mexico, Idaho, Nevada or California.

CONNECTIONS MADE AT  
**CHEYENNE for DENVER, CENTRAL CITY & SANTA FE**  
 AT OGDEN AND CORINNE FOR HELENA, BOISE CITY, VIRGINIA CITY, SALT LAKE CITY AND ARIZONA.

THROUGH TICKETS FOR SALE AT ALL PRINCIPAL RAILROAD OFFICES!  
 Be Sure they Read via Platte Valley or Omaha

Company's Office 72 La Salle St., opposite City Hall and Court House Square, Chicago.  
 CHARLES E. NICHOLS, Ticket Agent.

G. P. GILMAN, JOHN P. HART, J. BUDD, W. SNYDER,  
 Representatives

## UNION PACIFIC HELPS WIN THE WEST!

### Golden Spike Centennial, May 10, 1969

This new and wonderful year of 1969 is the centennial of the Golden Spike ceremony at Promontory, Utah, which marked the completion of America's first transcontinental railroad—an engineering feat watched with awe and wonderment by the entire world. Many said it would never be accomplished. News of its completion, flashed by telegraph, aroused interest around the globe.

In America it was the achievement of a great

dream by men of vision, courage and faith. It was an iron band to tie a war-weary nation together—East and West. It was a major step toward winning the West, making the arduous, lumbering Conestogas obsolete; providing new, fast, comfortable transportation for a new breed of settler to populate the vast western wilderness.

Union Pacific has played an important role, not only in winning, but in building the West.

It is playing an important and essential role today in the flow of commerce through the very heart of America to the Northwest and to the Southwest of our great nation.

Because of this centennial we have departed from the usual in this year's calendar, and have commissioned a collection of original oil paintings telling the story of Union Pacific and the people it serves.

The artist is Howard Fogg of Boulder, Colorado, nationally famed illustrator of railroad subjects. The descriptions that follow summarize his analysis of each scene.

**December 1968—CLEARING THE LINE** This modern monster Diesel-powered rotary snow plow, designed and built by the railroad, is shown clearing the rugged and beautiful West Yellowstone line in Idaho on a 1967 test run.

**January 1969—KING OF THE HILL** No. 4023, one of the "Big Boys"—world's largest steam locomotives, runs westbound over famed Sherman Hill above Harriman, Wyoming on a crisp December morning in 1953.

**February 1969—FAST FREIGHT FROM DENVER** The roar of 10,000 horsepower echoes up to the sun-touched peaks of the Continental Divide as twin mainline freight units head for Laramie out of Denver. Big power, big train, big country... this is mile-a-minute freight, 1969.

**March 1969—BRIDGING THE MISSOURI RIVER AT OMAHA, 1870** This view from the Iowa bank shows the Council Bluffs-Omaha train ferry, H. C. Nutt, unloading at Omaha—with the big railroad bridge in the background, building from the Nebraska bank in 1870.

**April 1969—MOMENT OF EXCITEMENT—1870** Plains Indians, desperate for winter food and hides, have stampeded buffalo onto the tracks and stalled an Emigrant Train. The train crew and passengers exchange fire with the Indians while a settler watches from his sod house in western Kansas country.

**May 1969—THE GOLDEN SPIKE CEREMONY AT PROMONTORY, UTAH—May 10, 1869** A somewhat different view of the completion of the first transcontinental railroad, in an effort to depict the startling vastness and solitude of the wasteland where this significant chapter of history occurred. The time, 2:30 p.m.—the date, May 10, 1869.

**June 1969—THE OVERLAND LIMITED OF THE HARRIMAN ERA** In 1917, a famous train is shown heading west past the spectacular cliffs of the Green River in Wyoming. One of the fast and graceful "Harriman Pacific" locomotives commands this all-Pullman train, hallmark of a half century of opulent rail travel in the West.

**1970 Pad—"PUSHBUTTON" YARDMASTER** Classification yards at North Platte and Pocatello, with their automated hump tracks and car retarders, operate from control towers. They greatly expedite sorting, classifying and quick dispatching of freight traffic over the system.

**On this page—COLUMBIA RIVER PORTAGE POINT** It is 1872. An early spring sun greets a Columbia River steamer approaching Lower Cascade landing and the waiting portage train. A handsome Danforth & Cooke locomotive is ready to carry passengers and cargo past the unnavigable cascades.

**July 1969—RAILROAD AT WAR, THE STRATEGIC MIDDLE ROUTE** The "strategic middle route" took on special meaning during the war years 1941-45! A westbound troop train, powered by one of the great 800 class "Northerns" passes a military freight at Point of Rocks, Nebraska.

**August 1969—SUNRISE ON A DOMELINER** The "City of Los Angeles" has left Las Vegas headed for California. Joshua trees stand silhouetted at the top of the hill as the first rays of an autumn sunrise touch this finest of passenger trains. A desert sunrise from the dome lounge is unforgettable.

**September 1969—BY LAND AND BY SEA** International freight is a growing segment of Union Pacific's business, and containerized freight is receiving world-wide attention. U.P. has specially designed and fitted flatcars to handle this traffic from all major West Coast ports.

**October 1969—CONTAINERS ON THE MOVE** A modern train of containers and trailers headed west by No. 61, world's largest twin-engined Diesel locomotive, passes its eastbound counterpart in colorful Weber Canyon east of Ogden, Utah.

**November 1969—ORE TRAIN TO GENEVA** Headed by modern 5,000 horsepower Diesel units, a solid ore train of taconite ascends a long grade enroute to the U.S. Steel plant at Geneva, Utah—a fine example of a modern Unit Train tailored to a shipper's needs.

**December 1969—THE FIRST STREAM-LINER, M-10000** An historic forerunner of modern Diesel powered Domeliners, the "City of Salina" is on exhibition tour ascending Oregon's Blue Mountains in 1934. A 3500 class "Mailiey" sits on a passing track unaware that 25 years of progress would see the end of steamers in regular service on U.P.

**1969 Pad—THE "CIRCUS TRAIN" COMES TO NEVADA** Modern mechanized track machines, known as "Circus Trains" maintain the highest possible standards of track and roadbed for Union Pacific. No railroad is better than its track! This crew is working near Las Vegas on a hot August day as a cooling desert rain shower approaches.

