







No chapter in our nation's history is more compelling, more packed with significance for the future than that which ended May 10, 1869, when two locomotives met at Promontory, Utah, linking Union Pacific and Central Pacific railroads. With the joining of the East and West by rails for the first time, a new era was about to begin. As the last few ties were placed and the last two rails laid, the locomotives inched forward. In seven minutes the ceremony was over. Leland Stanford of CP and Thomas Durant of UP had driven the last—and golden—spike into the last tie. A watching telegrapher flashed "Done" to the entire nation and bells rang out in hundreds of cities and towns signaling the historic occasion. In cities across the country, multitudes joined in the excitement, blasting salutes and forming parades, hailing the completion



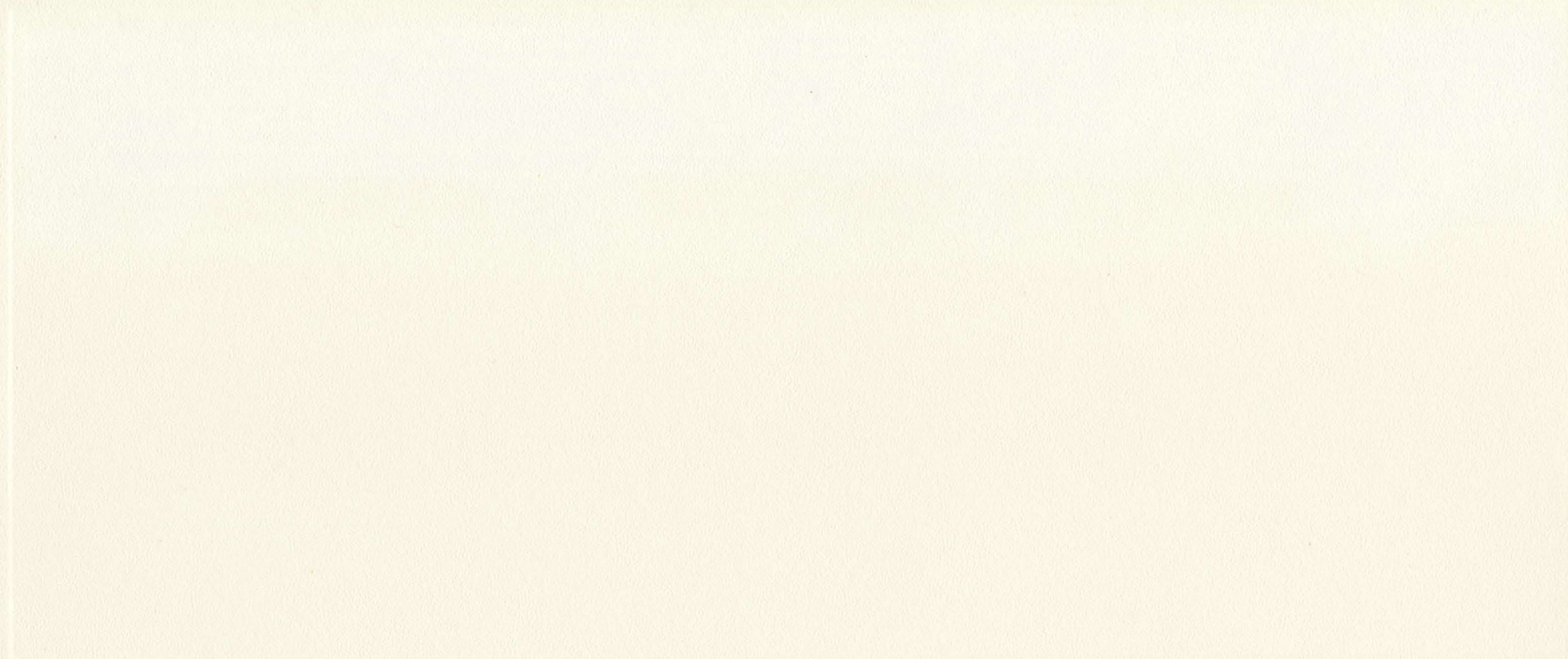
HISTORIC LOCOMOTIVES AND A GOLDEN SPIKE

of the first coast-to-coast railway system which would break the travel barrier and speed the opening of the West. With the passage of time, the two Promontory locomotives have become the stars of that day. In memory of this highlight of American history, Union Pacific Railroad presents these Color-Etch prints of those colorful engines. Both "Jupiter" and No. 119, new in 1868, were known as "Americans" or "Eight-wheelers." Some 20,000 of this type were built; only a few were preserved. Union Pacific's No. 119 was coal-fired, built by Rogers Locomotive Works; Central Pacific's "Jupiter" burned wood, was built by Schenectady Locomotive Works. After the Promontory ceremony, both worked out their days in routine assignments and, alas, were scrapped in the early 1900s.

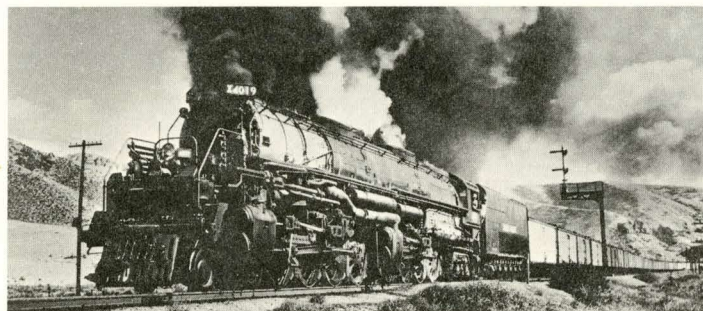
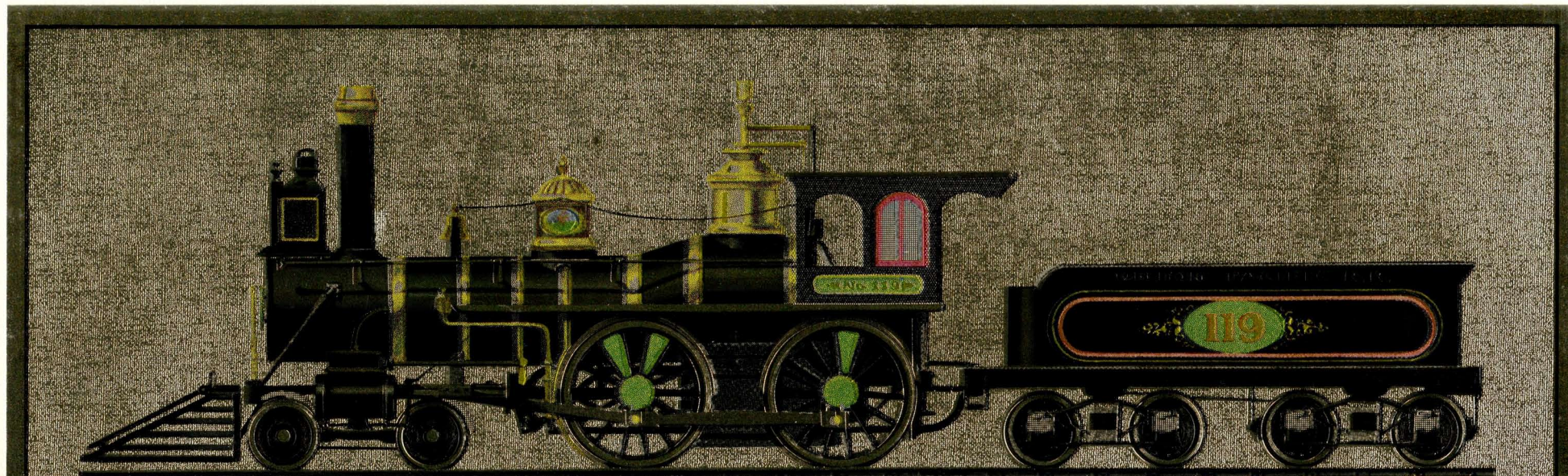












WHEN "BIG BOY" STEAMED DOWN THE RAILS

Today no rails cross Promontory Summit; years ago a shorter route was built. The light track of the 1860s has evolved to a heavy duty highway of steel over which mile-long freight trains hurtle, carrying the goods vital to our economy and comfort. The clicking telegraph is gone; now it's microwave voice communications and remote control train dispatching. The little, smoky locomotives of golden spike days grew to steaming behemoths and even those "Big Boys" are gone; in their place roll efficient and powerful diesel electric locomotives, energy conserving and with a low pollution profile. The railroads that made possible the easy opening of the West continue to serve, helping it to thrive with modern transportation.



SUPER-POWER, EFFICIENT DIESELS MOVE FREIGHT TODAY





UNION PACIFIC NO. 119 1863  
Represented the Union Pacific at the famous Golden Spike Ceremony





