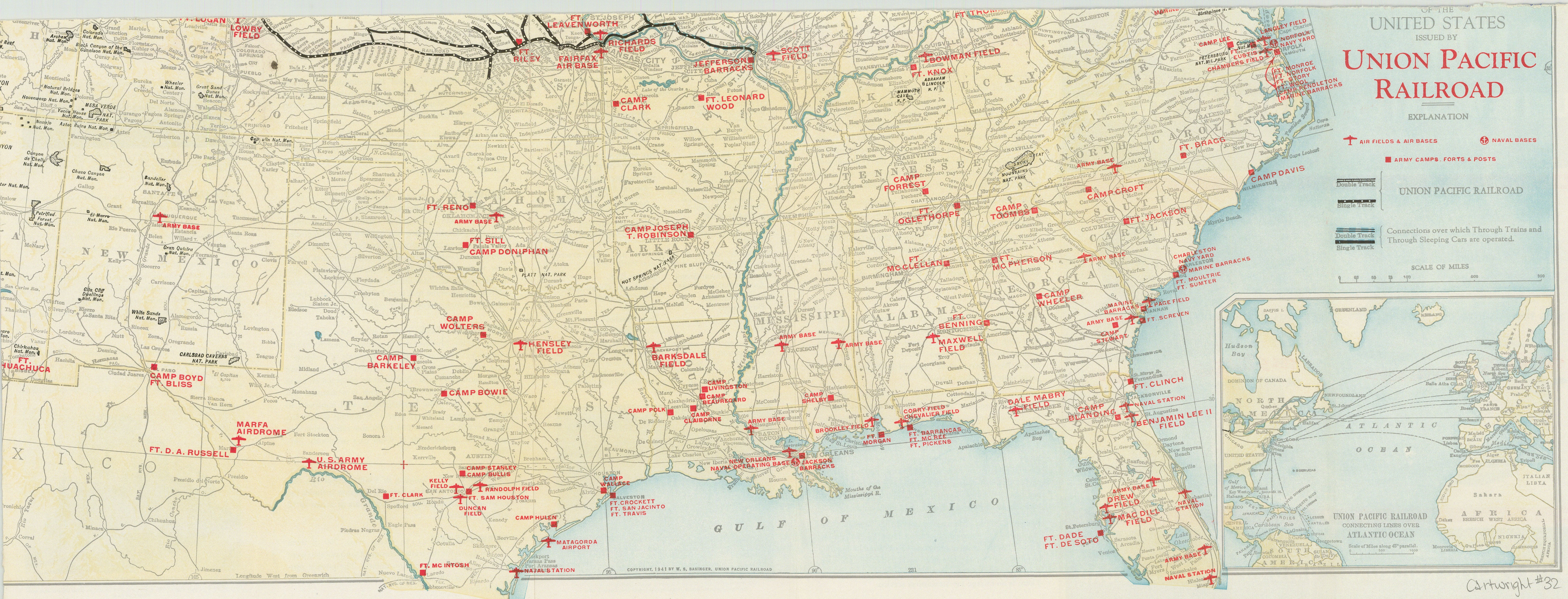


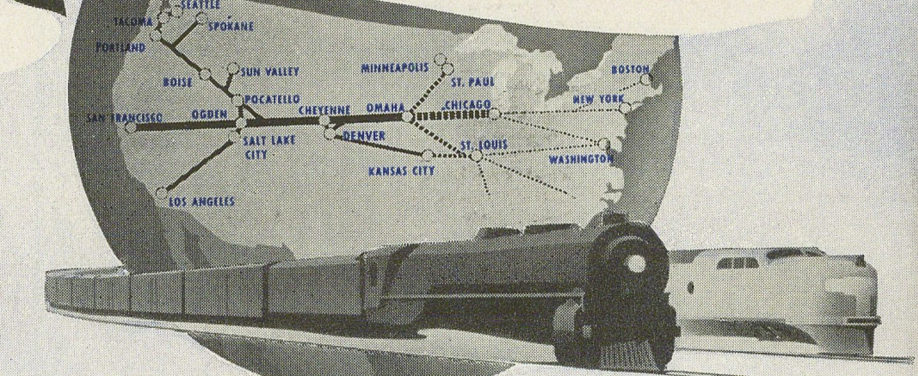


MAP OF THE UNITED STATES *Showing Military Posts*

*The Railroad
Lincoln Planned
for National Defense*

was then - is now

THE Strategic MIDDLE ROUTE



The Progressive
UNION PACIFIC RAILROAD

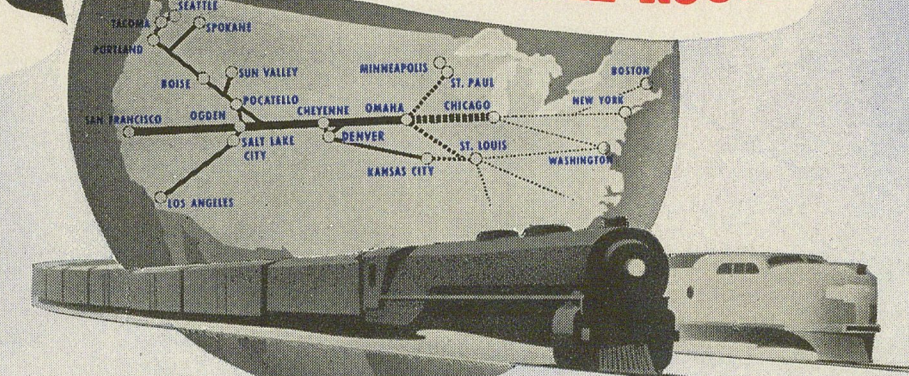
MAP OF THE UNITED STATES *Showing Military Posts*

For travel or freight information call
Howard Blanchard, Washington Representative
300 National Press Building, REpublic 0600

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Strategic Middle Route

When Abraham Lincoln sought a route for a transcontinental railroad to unite East and West, he chose the path first marked by buffalo herds . . . the same Overland Trail followed by the 49ers . . . the direct, middle route across western America. While the Union Pacific was being constructed westward from Iowa, the building of the Central Pacific was proceeding eastward from California. On May 10, 1869, the two railroads met at Promontory Point, Utah, and were joined together with the driving of the famous Golden Spike.

Today, as our National Defense Program speeds ahead, shippers know how well Lincoln planned. Union Pacific is relied upon for fast, dependable transportation of materials required for both National Defense and industry's normal needs. The Strategic Middle Route—the Union Pacific Railroad—offers every advantage of prompt service between the East and the West.

This map shows how the route of the Union Pacific Railroad spreads out like a fan, connecting the Middle East with the entire Pacific Coast, and serving the important western cities and vacation regions. In fact, Union Pacific serves more National Parks and vacation areas than any other railroad.

Anyone interested in visiting these cities, vacation regions, or military locations in the territory served by Union Pacific, has a wide choice of trains and accommodations.

Many points may be reached by time-saving Streamliners . . . by modern Limited trains . . . or by the famous Challengers which offer low rail fares together with a saving in berth charges and meals. For greatest economy, one may travel in up-to-date Coaches equipped with reclining seats designed for day and night comfort.

Registered Nurse-Stewardess service is available on practically all transcontinental Union Pacific trains. Each Stewardess is a graduate nurse from a leading hospital and her services are particularly welcomed by elderly people and mothers accompanied by children. There is no charge for Stewardess service.

Serves all the West

The Union Pacific "fleet" includes these famous trains:

The Streamliners:

"CITY OF LOS ANGELES" (Between Chicago and Los Angeles)
"CITY OF PORTLAND" (Between Chicago and Portland)
"CITY OF SAN FRANCISCO" (Between Chicago and San Francisco)
"CITY OF DENVER" (Between Chicago and Denver)

THE SAN FRANCISCO OVERLAND LIMITED (All-Pullman train—between Chicago and San Francisco)
THE LOS ANGELES LIMITED (All-Pullman train—between Chicago and Los Angeles)
THE CHALLENGERS (Between Chicago-Los Angeles, Chicago-San Francisco, Chicago-Portland)

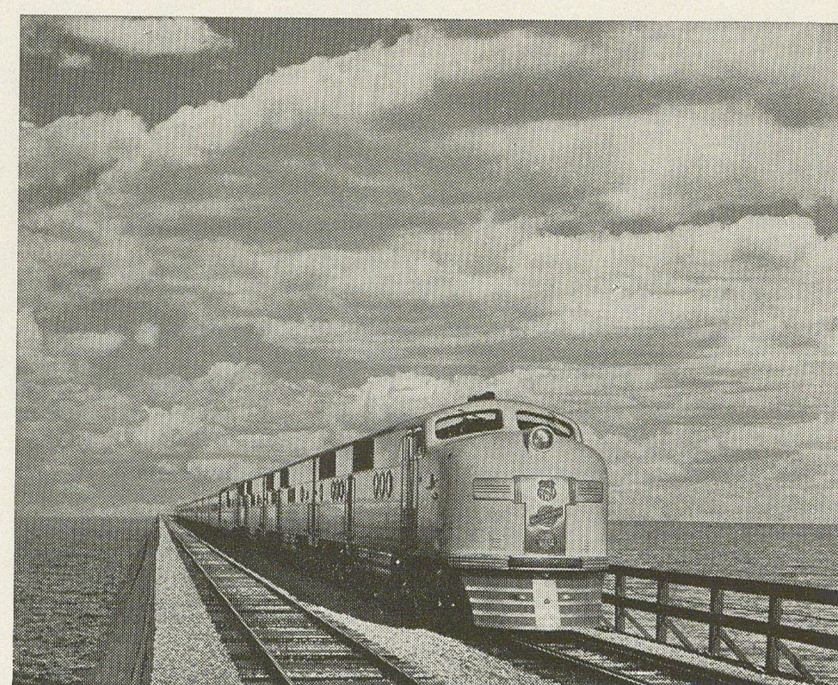
THE PORTLAND ROSE (Between Chicago and Portland)
THE PACIFIC LIMITEDS (Between Chicago-Los Angeles, Chicago-San Francisco, Chicago-Portland) (also from St. Louis-Kansas City to Pacific Coast)

THE PONY EXPRESS (St. Louis-Kansas City to Pacific Coast)

Among the various National Parks and other western vacation regions served by Union Pacific are:

Zion-Bryce Canyon-Grand Canyon National Parks
Colorado Mountain Playgrounds
The Pacific Northwest and Alaska
Boulder Dam
Yellowstone-Grand Teton National Parks
California
Dude Ranches
Sun Valley, Idaho

Our passenger representatives offer their services, without obligation, in helping to plan business or pleasure trips. They will gladly furnish complete information regarding rail fares, accommodations, schedules, etc., together with illustrated literature describing the various regions served by Union Pacific.



The Streamliner City of San Francisco on the famous causeway that carries Overland Route trains across Great Salt Lake, Utah.

A Continuous Building Program

Union Pacific believes that by maintaining a steady program of construction and maintenance it can not only best serve shippers but also play an important part in creating employment.

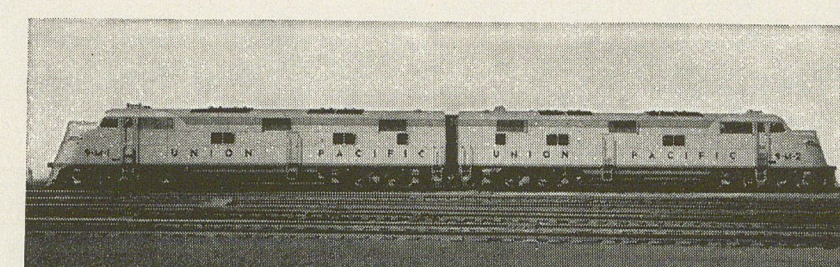
With this thought in mind, the railroad has made large investments in motive power, in various types of freight cars, and in roadbed and property improvements. This vast building plan includes—

LOCOMOTIVES . . . During the period of 1937 to 1939, inclusive, Union Pacific invested over 9½ million dollars in 55 giant locomotives capable of maintaining high-speed freight service over western mountain grades. In 1940 the building program continued, calling for an additional investment of over 5 million dollars for 20 new locomotives surpassing all previous types in size, power and speed. Also during 1941, there will be completed and delivered to Union Pacific 25 modern Diesel-powered switch engines at a cost of 2 million dollars.

REFRIGERATOR CARS . . . The great West, served by Union Pacific, produces vast quantities of fresh fruits and vegetables. These perishables—thousands of carloads—must be transported to eastern markets. So as not to lose their original freshness, they must be protected en route against temperature extremes. This is a man-size job which Union Pacific is particularly well equipped to handle. During 1940-41 over 17½ million dollars has been, or will be, invested in 1,000 new refrigerator cars and in the re-modeling of 4,400 cars previously purchased.

BOX CARS . . . The building of 4,400 all-steel box cars was started in 1937. The 1940-41 program includes the construction of an additional 4,000 cars at a cost of 12 million dollars.

AUTOMOBILE CARS . . . In recent years, 700 of these cars, designed for the transportation of automobiles, were built at a cost of 2½ million dollars. The present program calls for 250 additional cars costing over one million dollars.



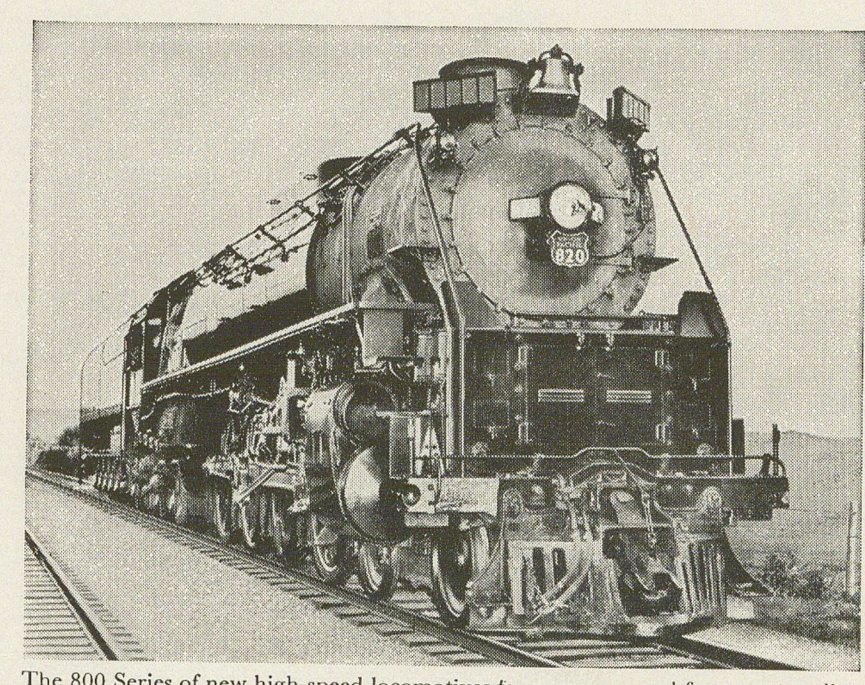
Union Pacific's new 4000 horse-power, Diesel-electric locomotives each consist of two units coupled back-to-back so that they may be operated from the cab at either end. They carry 2400 gallons of Diesel fuel oil, 400 gallons of lubricating oil, 700 gallons of water for engine cooling, 2100 gallons of water for the boiler, used for supplying heat to the train.

OTHER FREIGHT CARS . . . Also under construction are 1,550 freight cars of various types: flats, gondolas, etc. Required investment—approximately 5 million dollars.

In addition to the above, the building program also includes 130 Challenger Merchandise Service cars.

The building of this new equipment, together with roadbed and property improvements requiring an expenditure of 18½ million dollars, places Union Pacific in a splendid position to provide dependable service for shippers during this period of National Defense as well as in normal times.

Union Pacific freight representatives welcome the opportunity to assist shippers in solving their transportation problems. All shipments, large or small, are carefully supervised from point of origin to destination.



The 800 Series of new high-speed locomotives for passenger and fast merchandise service have the power to pull 100 loaded freight cars at a mile a minute. Nearly forty of these Union Pacific rail giants are now in use in both freight and passenger service.