

George Skorney--Union Pacific Railroad, Public Relations Dept.
814 Pittock Block, Portland, Oregon 97205 227-7771

Twenty-five of the world's largest and highest horsepower diesel locomotives head up the list of power units and rolling stock Union Pacific Railroad will buy next year.

Edd H. Bailey, Union Pacific president, said the railroad will spend in excess of \$105 million in 1969 in one of the largest equipment acquisitions in the company's history.

"This is particularly fitting," Bailey said, "since 1969 will be the year of our Golden Spike Centennial. It simply means we're spending a little over a million dollars for every year of our history -- as an investment in the future."

Bailey said the giant new diesels will be called "Centennial locomotives" and have been custom designed for Union Pacific. "We are the only railroad in the world which will have this advanced type of motive power," he said.

Union Pacific mechanical engineers worked with Electro Motive Division of General Motors in perfecting the design and specification for the Centennial locomotive. Each will develop 6600 horsepower, an 1100 horsepower jump over the largest previous diesels. They will measure 98 feet long and weigh 536,000 lbs. Delivery is expected to begin in April, 1969.

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Bailey pointed out that even with the purchase of the Centennial locomotives the largest share of UP's new equipment dollars will be spent on cars. "We'll spend better than 80 per cent of the total on new freight cars," he said.

The railroad will acquire over 4300 new cars next year which would make a train 46 miles long. The new fleet will include some 2000 box cars, 500 flat cars, 400 covered hoppers, 300 open hoppers, 600 gondolas and 500 mechanically refrigerated cars. These last will be leased to Pacific Fruit Express, a subsidiary of Union Pacific and Southern Pacific railroads.

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