



**UNION PACIFIC  
SYSTEM**

**NEWS  
RELEASE**

Union Pacific Railroad  
Missouri Pacific Railroad

Union Pacific Railroad  
Public Relations Dept.  
1416 Dodge Street  
Omaha, NE 68179  
(402) 271-3475

Missouri Pacific Railroad  
Public Relations Dept.  
210 North 13th Street  
St. Louis, MO 63103  
(314) 622-2233

FOR IMMEDIATE RELEASE:

ST. LOUIS, September 17 -- The Union Pacific System today presented the largest diesel-electric locomotive ever made to the National Museum of Transport.

County Parks & Recreation Director Wayne Kennedy accepted the gift from Stuart Symington, Jr., Union Pacific vice president and general solicitor.

Symington also presented a framed photograph of the locomotive and a new lease for the land occupied by the museum. The land is leased from the railroad for \$1 a year. The 39-acre setting for the museum at 3015 Barrett Station Road is on the original line of the pioneering Pacific Railroad, which later became the Missouri Pacific Railroad. Missouri Pacific is now part of the Union Pacific System.

The locomotive, Centennial No. 6944, was one of 47 Centennials built exclusively for the Union Pacific Railroad between 1969 and 1971. The name "Centennial" was selected to commemorate the 100th anniversary of the driving of the Golden Spike on May 10, 1869, an event which marked the completion of the first transcontinental railroad.

The 6,600-horsepower Centennials stretch more than 98 feet, weigh 270 tons, and have a top speed of 90 miles an

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hour. Until recently, Centennial 6944 was in service on the Union Pacific, and other Centennials remain in service today.

Centennial 6944 will join another giant at the National Museum of Transport. The other giant, an earlier gift of Union Pacific, is Big Boy No. 4006. The Big Boys were the largest steam engines ever built.

Symington made the presentation in ceremonies on the museum grounds this morning. He noted that the museum "is moving ahead, even as the transportation business moves into a new era."

He praised the museum for having "the most outstanding and comprehensive collection of locomotives in the country." The museum has 65 locomotives, the oldest one built in 1858.

The St. Louis County Department of Parks & Recreation took over administration of the museum earlier this year. The museum itself dates back to 1944.

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**Union Pacific Railroad's "Centennial" diesel-electric locomotives top a list of adjectives in railroading that add up to one word: "big."**

The Centennials are the largest diesel-electric locomotives ever built. They stretch more than 98 feet, pack 6,600 horsepower, weigh 270 tons, and run as fast as 90 miles an hour.

They were built only for Union Pacific Railroad. The name "Centennial" was selected to commemorate the 100th anniversary of the driving of the Golden Spike on May 10, 1869. The locomotives were numbered in the 6900 series to mark the '69 dates.

The first Centennial, No. 6900, was delivered in time to participate in the Golden Spike Centennial celebrations in May 1969.

Altogether 47 Centennials were constructed by Electro-Motive Division, General Motors Corporation at a cost of more than \$500,000 each. The last one, No. 6946, was delivered in September 1971.

The Centennials, designed for high-speed freight serv-

ice, featured many new engineering advances. They represented a new generation of motive power that could travel farther with less maintenance than older locomotives.

By mid-1980 the Centennials had been so successful they had run up an average of nearly two million miles apiece. Because of their high mileage and increasing maintenance needs, the Centennials were stored as a national recession reduced rail traffic.

In March 1984, economic recovery brought a demand for more power on Union Pacific, so 25 of the Centennials were selected for return to service, causing a sensation among railroad buffs who regard the locomotives with the same admiration accorded Union Pacific's giant "Big Boy" steam locomotives 30 years earlier.

Because of their fame, Union Pacific System has set aside some of the Centennials for preservation.

## Vital Statistics

Unit Numbers . . .	6900-6946
Builder . . . . .	Electro-Motive Division General Motors (EMD)
Years Built . . . . .	1969-1971
Model . . . . .	DD40X
Engines . . . . .	(2) 16-645 E3A
Horsepower . . . . .	6,600
Traction Motors . .	(8) D-77X
Tractive Effort . . .	136,000 lbs. at start 19,800 lbs. at 90 mph
Gear Ratio . . . . .	59/18
Top Speed . . . . .	90 mph
Maximum Loaded Weight . .	540,000 lbs.
Width . . . . .	10'4"
Length . . . . .	98'5" over couplers
Height . . . . .	17'3" track to over horn
Cylinders . . . . .	32
Fuel Capacity . . . .	8,200 gallons
Lube Oil . . . . .	395 gallons per engine
Cooling Water . . . .	300 gallons per engine
Maximum Track Curvature . .	19.4 degrees
Cost Each . . . . .	More than \$500,000

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*Supporting the* NATIONAL MUSEUM OF TRANSPORT