

A relationship that began when the West was settled.



BUILDING AMERICA®



It was more than 160 years ago that Abraham Lincoln signed the Pacific Railway Act of July 1, 1862, creating the original Union Pacific. With the historic stroke of a pen, the stage was set for Union Pacific to open the American West to settlers and, in the process, unite a continent.

BUILDING THE RAILROAD

It took an army of 20,000 men, working 12 to 16 hours a day, seven days a week, for six years. They crossed hundreds of miles of desert, pushed into mountains, and forded streams and rivers to connect America by rail.

It was a remarkable feat, as the system was built primarily by hand. With the driving of the Golden Spike May 10, 1869, the route was complete, and a vast, largely unpopulated region was poised for growth.

The transcontinental route heralded the Industrial Revolution and modernized transportation.

Many of the 7,000 communities throughout the railroad's system can trace their origins directly to a Union Pacific depot. Today, our fleet of 7,154 locomotives travels to 23 states over 32,693 miles of track. Union Pacific is a Fortune 150 company with 32,973 employees working, day and night, for the good of those communities, our customers, our shareholders and one another.

TRAINS

Union Pacific Railroad provides Americans with a fuel-efficient, environmentally responsible and safe mode of freight transportation.

Locomotives	7,154
Freight cars	59,189
Customers	10,000

ENVIRONMENTAL BENEFITS

Union Pacific trains moved one ton of freight 454 miles on a single gallon of diesel fuel in 2023. One Union Pacific train can carry the freight of hundreds of trucks, which reduces highway congestion. On average, freight railroads are 3-4 times more fuel efficient than trucks and reduce greenhouse gas emissions by up to 75%, according to the American Association of Railroads.

DISTRIBUTED POWER

Distributed power places locomotives in the middle and/or end of trains rather than having all the locomotives at the front end. This makes trains safer because it reduces the physical forces on the train and makes it less prone to derailments.

FREIGHT AND PASSENGER RAIL

Union Pacific Participates in Passenger Rail

Each weekday, commuter trains carrying passengers travel on Union Pacific rail lines.

Union Pacific is willing to discuss passenger rail proposals using the following key guidelines:

- Safety must be the priority.
- Union Pacific must be able to meet existing customer demands as well as expand freight capacity to accommodate customer growth.
- Passenger growth capacity must be funded by passenger agencies.

WHEELS

More than three-fourths of Union Pacific locomotives ride the rails on 12 wheels and the remainder have 8 wheels. Union Pacific annually replaces more than 3,000 locomotive wheel sets.

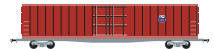
More than 90% of North American rail cars have 8 wheels. To help prevent derailments, Union Pacific annually changes more than 84,000 rail car wheels due to defects such as thermal cracks.

MOST COMMON CAR TYPES

Automobile Racks: Special racks are mounted on flat cars to create an automobile rack. The majority of auto rack cars are now fully enclosed to reduce damage.



Boxcars: Boxcars are generally used for boxed, crated or palletized loads, which must be protected from the weather.



Covered Hoppers: The covered hopper has a permanent roof. Access to the interior is provided through a variety of openings.



Flat Cars: Generally, these cars are used for loads that have special securement needs and either do not require protection from the weather or are protected with covering or wrapping provided by customers.



Gondola Cars: Gondolas are used to ship heavy and bulk commodities like coiled steel. Gondolas can be covered or open, with fixed sides and ends or drop ends, and solid or drop bottoms.



Open-Top Hoppers: Open-top hoppers are used to handle heavy dry bulk commodities which are impervious to weather conditions.



Articulated (Intermodal) Well Cars: Containers are designed to be picked up and placed on these cars as well as truck chassis.



Tank Cars: Used to ship compressed or liquid commodities, the majority of tank cars are owned by non-railroad companies.



The Caboose: As trains became longer, it became more difficult for the conductor to see the entire train from the caboose. Today, the ends of freight trains are monitored by remote radio devices called "End of Train" devices, or EOTs, which Union Pacific began using in 1984.

TRACK

SQUARE MILES

Union Pacific owns slightly more than 1,500 square miles of land.

Types of main line ties	85% wooden, 14% concrete, small amount of composite ties
Standard ties per mile	3,240 wooden ties, 2,640 concrete ties
Miles of bridges	406 miles
Number of bridges	More than 16,900
Types of bridges	45% steel, 41% concrete, 14% timber
Miles of tunnels	61 miles
Number of tunnels	294 locations
Route miles	32,693
Total operated miles (including additional main line, sidings, yards, etc)	52,128
Rail gauge (distance between rail)	56.5 inches
Grade Crossings	Union Pacific has more crossings than any other U.S. railroad, with more than 30,000 active systemwide crossings (12,000 have some type of active warning device).

TIES

SUPPORTING THE COMMUNITIES WE SERVE

Since 1959, Union Pacific's charitable giving programs have helped thousands of organizations achieve their missions. Evolving with the changing needs of the cities, counties and states we call home, the program was redesigned in 2017 and took on a new name – the Community Ties Giving Program. In 2023, we contributed \$22 million to more than 2,500 organizations. From local grants to regional and key partnerships, our philanthropic outreach aligns with Union Pacific's long-standing commitment to building America.

EMPLOYEES

Union Pacific has a diverse and dedicated workforce. Of our 32,973 employees, 85% are represented by one of 13 unions. Additionally, more than 5,358 employees systemwide are involved in one or more of Union Pacific's 10 Resource Groups (RGs), networks of employees helping UP nurture a diverse workforce where all employees can do their best work.

SAFETY IS NO. 1

At Union Pacific, our goal is to be the safest railroad in North America. We are enhancing training, changing our culture, investing in our infrastructure and equipment, and using technology to propel these efforts. In 2023, Union Pacific made significant progress toward our safety goals:

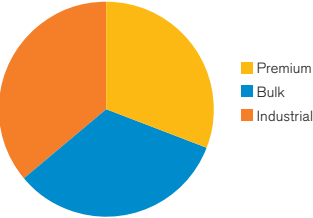
- We reduced year-over-year serious injuries by 15%.
- Our reportable derailment rate declined 6% vs. 2022.
- Over the past 10 years, track-related derailments declined 28%.



BUSINESS LINES

Union Pacific combines an excellent customer experience with innovation, technology and capital investment to deliver the goods American businesses and consumers use daily. We operate competitive routes from all major West Coast and Gulf Coast ports to eastern gateways, connect with Canada's rail systems and are the only railroad serving all six major gateways to Mexico.

ANNUAL 2023 FREIGHT REVENUE PERCENTAGE



BULK

Union Pacific transports the food and energy that fuels the nation. Our Bulk team are experts at providing innovative transportation solutions for coal, fertilizer, fresh and frozen food, and grain.

INDUSTRIAL

Whether you're shipping construction products, industrial chemicals, forest products, metals, petroleum or plastics, Union Pacific's Industrial team offers creative transportation solutions to get products where they're needed, when they're needed.

PREMIUM

Union Pacific's Premium team offers transportation solutions for freight transported in intermodal containers, finished vehicles and automotive parts. Our wide range of multi-modal transportation solutions offer truck-competitive rates and service schedules for domestic and international freight.

2023 FAST FACTS

States	23 states covering the western two-thirds of the U.S.
Total Revenue Carloads	8.1 million
Employees	32,973
Payroll	\$4.2 billion
Community Giving	\$22 million
Capital Program	\$3.7 billion