

Centennial

UNION PACIFIC RAILROAD'S 6900'S



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.

No. 6946 was selected for donation to the City of Portola in California for display by the Feather River Rail Society. No. 6944 was designated to join Big Boy No. 4006 in St. Louis, Missouri, at the National Museum of Transport. No. 6922, although still in service in 1984, was promised to the City of North Platte, Nebraska, for future display once it is retired.

In addition Union Pacific has retained the original locomotive, No. 6900, for historical purposes.



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



**UNION PACIFIC
SYSTEM**

Union Pacific Railroad
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