

2011 Track Renewal Train Fast Facts – Springfield and Joliet Subdivisions.



The 2011 Track Renewal Train work on the Springfield and Joliet Subdivisions will begin near Elkhart, Ill. in early April and proceed north to Dwight, Ill. This is the second year of the first step in the overall effort to build the new high speed route between Chicago and St. Louis.

The project includes removing and installing more than 190 miles of new rail – from Pueblo, Co -- and nearly 250,000 concrete ties -- made in Tucson, Ariz. Crews also will spread more than 600,000 tons of rock ballast – Gads Hill, Mo., and Ironton, Mo. -- to reinforce the roadbed, renewed the roadway surfaces – fabricated in Omaha, Neb. -- at 92 crossings and install 11 switches – with metal castings made in Decatur, Ill., and assembled in Cheyenne, Wyo.

Union Pacific is using a modern track renewal train, the TRT 909, which installs rail and concrete ties in one pass. The TRT can install up to 5,000 ties in a twelve-hour day. The track renewal train is nearly one-half mile long and consists of locomotives, several support cars, the track renewal machine itself and about 30 rail cars, with each car capable of carrying 210 concrete ties. Three sets of gantry cranes move the concrete ties forward for the TRT to drop into place and the machine then threads the new rail onto the ties. The old wooden ties are picked up and loaded onto railcars for movement to a facility for sorting. The old rail is threaded out as the machine works its way down the track and is picked up to be recycled.

There will be over 800 persons, consisting mostly of Union Pacific employees supporting the TRT operation, working on this project in the State of Illinois in 2011. Upon completion of the TRT 2011 work, both contractors and Union Pacific employees will construct various facets of new track along this corridor in 2012 through 2014.



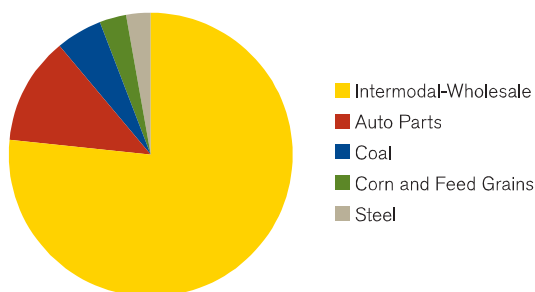
Track Renewal Train Fast Facts – Springfield Sub. (cont.)

Union Pacific in Illinois

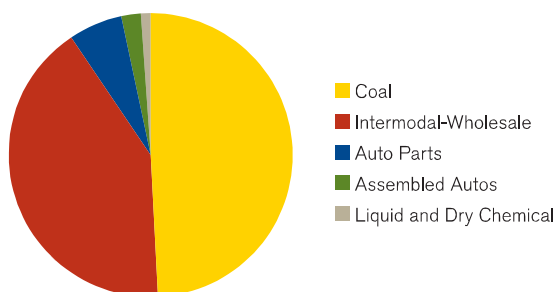
2010 FAST FACTS

Miles of Track	2,201
Annual Payroll	\$296.1 million
In-State Purchases	\$1.5 billion
Capital Spending	\$216.7 million
Employees	3,822

TOP FIVE COMMODITIES SHIPPED IN 2010
(BY VOLUME)



TOP FIVE COMMODITIES RECEIVED IN 2010
(BY VOLUME)



Union Pacific plays critical role in world's largest rail center

The world's largest rail center calls Chicago home, making Illinois a key state for UP. Main line tracks from St. Louis cross the southern portion of the state to reach Chicago, and the east-west transcontinental main line across Illinois terminates at Proviso Yard in the Chicago suburb of Northlake. Proviso is also home to Global II, the largest of UP's four major intermodal terminals in the state, handling 299,000 container lifts annually.

Global I is in downtown Chicago on South Western Avenue. Global III is in Rochelle, and the fourth terminal is on the south side of Chicago at Dolton. Last year, Union Pacific completed a nearly \$370 million state-of-the-art intermodal terminal in Joliet. The facility created more than 8,500 jobs and increased the railroad's international and domestic container capacity, while importing rail efficiencies throughout the Chicago region, the nation's largest rail center.

Major commodities transported by Union Pacific in Illinois include corn, soybeans, automobile parts, finished automobiles and general merchandise. Particularly important to the railroad is the coal mining industry in southern Illinois.

UP serves more commuters and operates more trains on its three major routes for Metra than any other carrier. Every day 200 trains carry 100,000 riders. UP also partners with CREATE, a program focusing on increasing velocity and reliability for customers, while reducing congestion and enhancing safety.

In just the last two years, Union Pacific's capital investment in Illinois was more than \$470 million.

Supporting the communities we serve

In 2010, UP provided more than \$675,000 to charitable organizations in Illinois. This amount includes funding from the UP Foundation for The Principals' Partnership Program and the Community Grants Program.