

Condensed Sketch of Corporate History of Union Pacific²

The present (1950) structure of the Union Pacific Railroad Lines is a consolidation by inter-corporate leases of their physical properties by the principal subsidiary companies, i.e., the Oregon Short Line, the Oregon-Washington Railroad & Navigation, the Los Angeles & Salt Lake, and the St. Joseph and Grand Island, to the parent company, the Union Pacific Railroad Company. The leases were effected in 1936. The subsidiary corporations were not dissolved, but their entities are maintained for corporate purposes.

The main trunk of the Union Pacific, the first transcontinental line from Omaha to Ogden, Utah, was constructed between 1864 and 1869, under authority of a federal charter, the Act of Congress, July 1, 1862, amended by an Act of July 2, 1864. The road was first built from Omaha to Promontory, Utah, where it was joined, on May 10, 1869, with the Central Pacific Railroad, built eastward from California. Late in that year the section from Promontory to a point five miles west of Ogden was sold to the Central Pacific.

The Union Pacific's bridge across the Missouri River at Omaha was not completed until March, 1872; the road was then extended to Council Bluffs, on the western border of Iowa opposite Omaha. Thereby Council Bluffs became the road's eastern terminus.

The main line of the system from Kansas City, Missouri, to Denver, Colorado, was commenced in 1863 by a corporation organized some years previously under the laws of the territory of Kansas, styled the Leavenworth Pawnee & Western. It was authorized to build a road from the Missouri River (initially Leavenworth, but changed shortly to Kansas City), to the Fort Riley Military Reservation, about 140 miles. The name of this corporation was changed to Union Pacific Railway Company Eastern Division, and again, in 1869, to Kansas Pacific Railway Company.

The Acts of Congress authorized the Kansas Pacific to contract with the Denver Pacific Railway & Telegraph Company to build its extension from Denver to a connection with the main line of the Union Pacific, near Cheyenne. The Denver Pacific, a Colorado corporation, constructed its line from Cheyenne to Denver in 1869 and early 1870, reaching Denver in June of the latter year. The Kansas Pacific road was completed to Denver in the following August. The Kansas Pacific subsequently acquired most of the capital stock of the Denver Pacific, and for practical operating purposes the road from Kansas City to Cheyenne was a single line.

The existence of the Kansas Pacific and the Denver Pacific as separate operations under their own management was maintained until Janu-

ary, 1880, when they were consolidated with the Union Pacific, to form the new Union Pacific Railway Company. This company was placed in receivership in October, 1893. It was reorganized, after foreclosure, in 1897, as the Union Pacific Railroad Company, a Utah corporation, the present parent company of the system.

The St. Joseph and Grand Island link in the Union Pacific network was also constructed by predecessor corporations, independent of the Union Pacific company; the first of these, organized under the laws of the territory of Kansas, was formed in 1857. Through various steps of organization and re-organization, during which the principal companies were the St. Joseph & Denver City, the St. Joseph & Western, and the Hastings & Grand Island, the present company was developed, the St. Joseph and Grand Island Railway Company, in 1897.

The development of the branch feeders of the Union Pacific and the Kansas Pacific in Nebraska and Kansas was effected through the instrumentality of various corporations separately organized, for convenience in accounting and for facility of financing. In practically all of these the parent company held the capital stock; the bonds were sold to bankers or investors in the open market.

The Union Pacific in the 1870's acquired control of the Colorado Central, previously promoted and financed by Colorado and Denver men. The only section of this original group now in the Union Pacific system is the side line, or district, from Julesburg to LaSalle, Colorado, the Union Pacific's main route from the east into Denver. The remainder of the Colorado Central, and the extensions from it into the Colorado mining districts, chiefly narrow gauge roads, were segregated in the receivership (1893 to 1897) and subsequently became merged into the Colorado & Southern (now the Burlington). Some of these branch roads in after years were abandoned and dismantled.

The first branch line built from the Union Pacific stem in the intermountain region was the Utah Central. This company was organized by Brigham Young in 1869, and was completed to Salt Lake City, from Ogden, early in 1870. Between that year and 1879, it was extended first as the Utah Southern, then the Utah Southern Extension, to Milford, Utah. The Union Pacific acquired a part ownership of the Utah Central capital stock from Young and his associates, and the building of the extensions to Milford was a joint enterprise. This combination was taken into a new corporation, the Utah Central Railway Company. Other short branch lines in Utah and Nevada were built under separate corporate organizations.

The first road built from Ogden into the Idaho and Montana territories was the Utah Northern, organized in 1869 by local Mormon people and New York capitalists. This was a Utah corporation. After building to the Utah-Idaho line the construction was suspended for lack of capital. The

Union Pacific took the property over and reorganized it, as the Utah & Northern Railway Company, in 1878, and extended the road to Butte in 1881.

The Oregon Short Line was financed by parties in the Union Pacific group, incorporated in 1881 under the laws of Wyoming. Construction was commenced at Grauger, Wyoming, on the Union Pacific main line, in that year. The road was completed, in November, 1884, to a connection with the O. R. & N. at Huntington, Oregon.

A consolidation effected in 1889 combined the Oregon Short Line, the Utah Central, and the Utah & Northern, together with several other branches, into a new company called the Oregon Short Line & Utah Northern Railway Company. These properties were acquired through foreclosure proceedings by the new Oregon Short Line Railroad Company (the present company) in 1897.

The railroads in the main and branch line system of the present Oregon-Washington Railroad & Navigation Company are the growth of the former Oregon Railway & Navigation Company. This company was formed upon the nucleus of the old Oregon Steam Navigation Company, operating numerous boats on the Columbia River. The O. R. & N. company was incorporated in Oregon in June, 1879; between that date and 1883 its main line was completed to Wallula, Washington, where it connected with the Northern Pacific. The branch lines of the O. R. & N. were built either by the parent company direct, or by subsidiary corporations, chiefly the Washington & Idaho Railroad Company and the Oregon Railway Extensions Company. The Union Pacific Railway Company (by its subsidiary, the Oregon Short Line) acquired control of the Navigation by lease in January, 1887, and in 1889-90 by acquisition of the majority of its capital stock.

The Union Pacific parted with this ownership during the receivership, but it was regained at the turn of the century, in 1899-1900, by the new Union Pacific Railroad Company. The O.R. & N. was reorganized after its foreclosure, in July, 1896, as the Oregon Railroad & Navigation Company; and the present O.W.R. & N. Company was formed in 1910. At that time the company gained access to Seattle by joint trackage rights over the Northern Pacific from Vancouver to Tacoma, and by the construction independently or jointly with the Milwaukee of the line from Tacoma to Seattle.

The Union Pacific's California Division, from Salt Lake City to Los Angeles, was formed by the construction, between 1901 and 1905, of an extension southwesterly from the previous terminus at Milford, Utah, to meet the road of the San Pedro Los Angeles & Salt Lake, building from Los Angeles toward Salt Lake. This corporation was organized in Utah in March, 1901, founded upon the network of branches in the vicinity of Los

Angeles of the Los Angeles Terminal Railroad Company. It was promoted and financed by Senator William A. Clark, of Montana, in company with certain capitalists of St. Louis, Missouri, but a little later, by agreement between Clark and E. H. Harriman, a half interest was acquired by the Oregon Short Line, for the Union Pacific. The through line was opened for operation in 1905. Senator Clark's half interest was taken over by the Union Pacific in 1921; subsequently the name was changed to Los Angeles & Salt Lake Railroad Company. The Union Pacific Railroad Company owns the entire capital stock of the several lessor corporations dealt with in the foregoing sketch.