



Pictured L-R: Cassie Gouger, Director, Project Design, Union Pacific Railroad, Shannon DeVivo, M. ASCE, Nebraska Section History and Heritage Committee, Greg Seib, M. ASCE, Nebraska Section Past President, Ben Jones, Senior Director of Policy and Partnerships, Union Pacific Railroad

Union Pacific Railroad (UPRR) broke ground in Omaha, Dakota Territory (Nebraska) on December 2, 1863. The first rails of UPRR were spiked in Omaha on July 10, 1865. As the UPRR was constructed west from Omaha, surveyors produced contour maps of the vast wilderness and engineers selected the optimal route for the railroad. Engineers, led by Chief Engineer Grenville M. Dodge, directed the areas where terrain would need to be cut, filled, or bridged.

On May 10, 1869 UPRR connected with the Central Pacific Railroad at Promontory Summit in Utah territory and formed the Transcontinental Railroad. The two railroads were joined by the driving of a final golden spike. This National Historical Civil Engineering Landmark recognizes the 150th anniversary of the completion of the first transcontinental railroad.

Due to the profound impact UPRR had on the development of the western US, it was selected by the American Society of Civil Engineers (ASCE) as a **National Historic Civil Engineering Landmark**.

The UPRR plaque is displayed prominently at Kenefick Park in Omaha, Nebraska. The park is named after former Union Pacific Chairman and CEO John C. Kenefick, and houses two grand locomotives: Centennial No. 6900 - the largest and most powerful diesel-electric locomotive ever built, and Big Boy No. 4023 - the world's largest steam locomotive. The plaque location serves as a reminder to the public of how great an impact civil engineers have on the progression of the US.



For additional information, please visit ASCE's **Historic Civil Engineering Landmark Program** webpage at <https://www.asce.org/landmark-program/>