

UP always did things in a big way, it consistently had the biggest steam, the biggest turbines, and the biggest diesels the builders could produce. In 1963-1965, Alco, GE and EMD offered twin engine C855's, U50's and DD35's at UP's request. Competitors pulling together, U50 #31 (the first) and DD35B #79B, trail 88 cars arriving at Laramie, WY, 3Sep66.

Photo by Richard H. Kindig



UNION PACIFIC RAILROAD

AN ALL-TIME ROSTER Part I



by Don Strack
Dan Dover

Latest R/N	Previous R/N	Nee/Now Quantity	Builder	Model	Wgt/lbs	Gearing	B/N	B/D	Notes
1, 2:1	-	2/0	GE	STEL	530,000	65:31	12136, 12137	1/38	1
1-3:2	-	3/0	GE	GTEL-A	408,000	74:18	33215, 207, 209	8, 9, 9/58	2
1B-3B	-	3/0	GE	GTEL-B	440,000	74:18	33210, 208, 212	8, 9, 9/58	2
4, 5:1	-	2/0	GE	GTEL-A	408,000	74:18	33213, 33217	11, 12/58	2
4B, 5B	-	2/0	GE	GTEL-B	440,000	74:18	33206, 33218	11, 12/58	2
6-8:1	-	3/0	GE	GTEL-A	408,000	74:18	33205, 211, 219	2, 3, 3/59	2
6B-8B	-	3/0	GE	GTEL-B	440,000	74:18	33216, 214, 220	2, 3, 3/59	2
9-11:1	-	3/0	GE	GTEL-A	408,000	74:18	33221, 223, 225	11, 12, 12/59	2
9B-11B	-	3/0	GE	GTEL-B	440,000	74:18	33222, 224, 226	11, 12, 12/59	2
12-15:1	-	4/0	GE	GTEL-A	408,000	74:18	33227, 29, 31, 33	2, 3, 4/60	2
12B-15B	-	4/0	GE	GTEL-B	440,000	74:18	33228, 30, 32, 34	2, 3, 4/60	2
16-18:1	-	3/0	GE	GTEL-A	408,000	74:18	34065, 067, 069	6, 6, 8/60	2
16B-18B	-	3/0	GE	GTEL-B	440,000	74:18	34066, 068, 070	6, 6, 8/60	2
19-21:1	-	3/0	GE	GTEL-A	408,000	74:18	34071, 073, 075	10, 9, 10/60	2
19B-21B	-	3/0	GE	GTEL-B	440,000	74:18	34072, 074, 076	10, 9, 10/60	2
22, 23:1	-	2/0	GE	GTEL-A	408,000	74:18	34077, 34079	11, 12/60	2
22B, 23B	-	2/0	GE	GTEL-B	440,000	74:18	34078, 34080	11, 12/60	2
24-27:1	-	4/0	GE	GTEL-A	408,000	74:18	34081, 83, 85, 87	1, 1, 2, 3/61	2
24B-27B	-	4/0	GE	GTEL-B	440,000	74:18	34082, 84, 86, 88	1, 1, 2, 3/61	2
28-30:1	-	3/0	GE	GTEL-A	408,000	74:18	34089, 091, 093	4, 5, 6/61	2
28B-30B	-	3/0	GE	GTEL-B	410,000	74:18	34090, 92, 94	4, 5, 6/61	2
1-39:2	3601-3939	(39)/39	EMD	SD45	390,640	62:15	33410-33448	3-4/68	3
40-49:2	3640-3649	(10)/10	EMD	SD45	390,640	62:15	34016-34025	3/68	3
50:2	3600	(1)/1	EMD	SD45	390,640	62:15	33409	3/68	3
31-33:1	-	3/0	GE	U50(D)	558,000	74:18	34891-34893	10/63	4
34-45:1	-	12/0	GE	U50(D)	558,000	74:18	35094-35105	7-9/64	4
46-49:1	-	4/0	GE	U50(D)	558,000	74:18	35644-35647	5, 6/65	4
50-53:2	-	4/0	GE	U50(D)	558,000	74:18	35648-35651	6-8/65	4
50:1	GE 101	(1)/0	GE	GTEL	534,000	74:18	30159	11/48	5
51-53:1	-	3/0	GE	GTEL	552,000	74:18	30760-30762	1, 3, 4/52	6
54-56	-	3/0	GE	GTEL	552,000	74:18	30763-30765	5, 6, 8/52	6
57-59, 60:1	-	4/0	GE	GTEL	552,000	74:18	30766-30769	5, 6, 7, 8/53	6
60, 61:2	(45, 46)	2/0	Alco	C855(A)	551,000	74:18	84730, 84731	6/64	7
60B	(45B)	1/0	Alco	C855B	550,000	74:18	84732	6/64	7
61:1-64	-	4/0	GE	GTEL	552,000	74:18	32028-32031	3, 4, 5, 4/54	8
65-68	-	4/0	GE	GTEL	552,000	74:18	32032-32035	6/54	8
69-72:1	-	4/0	GE	GTEL	552,000	74:18	32036-32039	7, 8/54	8
73-75:1	-	3/0	GE	GTEL	552,000	74:18	32040-32042	9, 9, 10/54	8
70-75:2	-	6/6	EMD	DD35A	522,000	74:18	29984-29989	4-5/65	9
76-79	-	4/4	EMD	DD35A	522,000	74:18	29990-29993	5-6/65	9
80:2, 81-83	-	4/4	EMD	DD35A	522,000	74:18	29994-29997	6/65	9
84	-	1/1	EMD	DD35A	522,000	62:15	29998	6/65	9
(85-89)	(not built)	0/0	EMD	DD35A	522,000	(62:15)	(29999-30003)	(canceled)	9
80:1	(UP 607)	1/0	Alco	(PA1)CFGT-A	363,000	74:18	76311	(1/49) 11/61	10
80B	(GN 5018)	1/0	GE/UP	(W-1)CFGT-B	509,000	74:18	28488	(5/47) 11/61	10
72B, 73B	EMD 5653, 55	(2)/2	EMD	DD35B	520,000	62:15	28320, 28554	9/63	11
74B-77B	-	4/4	EMD	DD35B	520,000	62:15	29190-29193	5/64	11
78B-89B	-	12/12	EMD	DD35B	520,000	62:15	29194-29205	6-7/64	11
90B-98B	-	9/9	EMD	DD35B	520,000	62:15	29206-29214	8-9/64	11
99	3999 (Etc.)	(1)/1	EMD	SD24u	399,480	62:15	25381	(9/59) 8/68	12

Union Pacific Railroad

All-Time Roster

Part 1 - Extra 2200 South, Issue 67, January-February-March 1979 (mailed July 1979)

Part 2 - Extra 2200 South, Issue 68, April-May-June 1979 (mailed December 1979)

Part 3 - Extra 2200 South, Issue 69, July-August-September 1979 (mailed April 1980)

Part 4 - Extra 2200 South, Issue 70, October-November-December 1979 (mailed August 1980)

Part 5 - Extra 2200 South, Issue 71, January-February-March 1980 (mailed November 1980)

Alco's answer to the DD35 and U50 was the monstrous Century 855 (8 axles, 5500 hp), Schenectady's first twin engine locomotive since the DL109/110's of World War II. A few months later (9/64), Alco built its last twin engine units -- three SP C643H hydraulics. Only one A/B/A set was built (6/64), UP #60, 60B, 61, and they only lasted six years before retirement. A photo of the not-exactly-clean-lined #60 (at Ogden, UT, 29May65) is now a rare item.

Lower Photo - A DD35B is defined as two GP35's (minus cabs) fitted on a common frame, riding specially designed 8-wheel Flexicoil trucks. More impressive is a photo of the 88' machine, the world's largest B-unit, 27 of which were built for UP and three for SP (just recently scrapped).



Proctor Collection



(Collection of Steven M. Timko, Jr.)

The Garys

General Notes

- A. This part of the roster is effective as of 1Jun79.
- B. All units on this part of the roster have dynamic brakes except GP9's #205-244.
- C. Only units 128, 129, 458, 459 and #50-75 class turbines have steam generator on this part of the roster.
- D. UP has never had a general renumbering. All minor renumberings are covered in individual notes.

Roster Notes

1 "Steamotives" #1 and #2 were two bulb-nose 2-C-C-2, 2500 hp, A-units of revolutionary design. They were the first railway turbines built in North America and GE's only attempt at steam powered locomotives. Under construction for most of 1937, a 24Dec37 photo shows 95% completion so we have used 1/38 as build date. Perhaps #2 was completed later in 1938. Both tested extensively on GE's Erie, PA (East Erie Commercial) test track until about 3/39, then on the NYC. They worked their way to Council Bluffs, IA, over C&NW and were delivered to UP 3Apr39. (See detailed history while on UP in X2275/53p19). Returned to GE 6/17/39 via Chicago (repainted dull gray-black) and loaned out as GE #1 and #2 for tests on NYC during 1940-41 and freight service on GN in 1942-43. Returned to GE Erie, PA, for scrap in L/1943.

2 #1, 1B-30, 30B class, 8500 hp, gas turbines were three-unit sets (A-unit with controls and auxiliaries, B-unit with actual turbine, and non-powered insulated fuel tender). See X2275/53 for further details and specifications. Retirement dates: 1,2,3,4A,B (31Aug68); 5, 15A,B (31Jan69); 6, 12, 13A,B (31Oct69); 7,8,10, 14,16, 18,21, 22,23, 24,25,26,27,28,29,30A,B (all 28Feb70); 9,17A,B (31Mar69); 11A,B (30Jun69); 19A,B (31Dec68); 20A,B (30Nov69). Disposition dates: 1A,B-6A,B traded in to GE on U50C's 2,3,3,4,5/69, 3/71; 7A,B-8A,B, 18A,B, 26A,B, 28A,B, 29A,B sold for scrap 15Sep71 to Continental Leasing Co., and sent to subsidiary Intercontinental Engineering Co. in North Kansas City, MO (18A,B were donated to Kansas City RR Museum in E/78) who scrapped them during E/1976. 9A,B-13A,B, 15A,B t-i to GE on U50C's 6/69, 1,1,1/71, 11,6/69; 14A,B, 16A,B both sold 8/71 to Nielsen Enterprises, then resold to Continental Leasing (A-units 14 and 16 were resold in 1975 to G. F. Bean Co. of New Orleans, LA, and until recently were stored on UP trackage in Salt Lake City, UT, while the B-units were consigned to Western Contracting, a subsidiary; 17A,B, 19A,B-25A,B were t-i to GE on U50C's 1/71, 6/69, 3,1,1,3/71, 7,7/69; 27A,B, 30A,B sold 8/71 to Nielsen Enterprises, then Continental Leasing (27A,B scrapped at Houston Armature Works; 30A,B scrapped at Learner-Pepper Co. in Salt Lake City). Supposedly some temporary renumbering occurred in the scrap lines after retirement.

3 SD45's 3600-3649 were r# 50, 1-49 during 9/78-3/79 to make room for more SD40-2's in the 3600:2 series.

4 U50's (later U50D's to distinguish them from U50C's) #31-53 were built with trade-in trucks from 4500 hp turbines #51-75 series. The next-to-last "U50" (#52) was delivered 5600 hp in a field test of Cummins' "PT" fuel system which was removed (and the unit derated to 5000 hp) about 10/66. In 1969, a plan was offered to upgrade these units with 2800hp engines and renumber them to 5600 series, but this never materialized. Retired as follows: #33, 35, 38, 46, 52 t-i to GE on U30C's in 9/73; 31, 39, 40, 41, 42, 43, 47, 48, 49, 50 t-i to GE 1/74; 34 in 2/74, 32, 36, 37, 44 t-i to GE 12/74; 45, 51, 53 sold for scrap to Erman Corp. (Turner,KS) in 4/77.

5 Double cab turbine #50 was built in 11/48 as GE demonstrator #101 which tested on NKP and PRR painted dark green with yellow stripes. #101 repainted UP #50 in standard gray and yellow and arrived on UP in L7/49 (it was never owned by UP however). Testing ended and unit sent 4/51 to SP until returned to GE/Erie 6/51 and was scrapped in 1953.

6 Single cab, flat side 4500 hp turbines #51-60: #55, 58, 59, 60 had mu; 57 was converted to burn propane gas from L5/53-1Jan54; all originally delivered without tenders, all later so equipped. #51-57 retired 4,4,4,5,9,5,12/62; 58, 59 ret 6/64; 60 ret 8/63. #51-54 t-i to GE on eight U25B's; 55-60 t-i to GE on U50D's where span bolsters and trucks were reused. The carbodies were all cut up at Omaha shops in the M/1960's (except for two scrapped at Cheyenne, WY).

7 The C855 A/B/A set #60, 60B, 61, was ordered as 45, 45B, 46; but a reorder of U50's necessitated the new numbers be applied before shipment from Alco (o/n 3365-1, 3366-1, 3365-2). These were the largest diesel locomotives Alco ever built. All three retired 8/70, all sold to Industrial Maintenance Service Corp. (D), of Hammond, IN, in 9/71, but resold before shipment to Houston (TX) Armature Works who scrapped them 2/72, 12/71, 1/72.

8 Single cab, "veranda" side 4500 hp turbines #61-75; as built, none had tenders or mu. All were so equipped later. #61-66 retired 8,8,10,8,8,12/63; 67-70 ret 6,6,4,4/64; 71-75 ret 8,12,12/63, 4/64, 10/63. All t-i GE on U50D's (except possibly three t-i to Alco on C855's). All carbodies cut up at Omaha Shops in M/1960's.

9 DD35A's #70-83 were built with the trade-in GE752 traction motors from FA/B1's. #84 was built with trade-in from wrecked GP9 #159 and has EMD motors. #85-89 were on order but were canceled before built.

10 The coal burning gas turbine electric locomotive #80, 80B, 80 tender was outshopped from Omaha, NE, in 12/61, consisting of a little-modified PA1 (#607) cab unit (still has 12-244 2000 hp diesel used for traction but had s/g replaced by turbine fuel tank which stuck out thru roof and turbine controls), former GN W-1 electric #5018 carbody (retired in 1956 and purchased in 9/59) with the actual turbine (removed from a 4500 hp 61-75 class turbine and upgraded to 5000 hp and converted to burn coal by Alco, plus a converted Challenger (4-6-6-4 #3990) tender modified to carry 61 tons of nugget coal and pulverizing machinery in the front end. #80 first ran under test 16Jan62, returned to shops for modifications and retested 7Apr62, placed in revenue service 17Oct62-15Nov62, shopped 16Nov62-24Mar63, returned to service briefly til L/1963. It was r# 8080 in 4/64 (while out of service for good and never ran with this number) to make room for DD35A's. Stored out of service at Council Bluffs until E/1968 when it was retired 31Mar68. A-unit t-i to EMD in 4/68 and B-unit and tender scrapped at Omaha, NE, in M/1968.

11 DD35B's #72B and 73B were built 9/63 as EMD demonstrators #5653 and 5655 (5652 and 5654 were GP35 demos which became UP 762, 763), painted red and white. All four units sold to UP 6/64. #82B was fitted for Locotrol operation as a slave with DD35A #82 as master from 5/68-7/73. #93B and 98B were modified with solid state modular electric cabinets about 1968 to make tests prior to the building of the DDA40X's in 1969, this modification forced sandboxes to be mounted outside carbody on handrails.

12 SD24u #99 History: SD24 #423 rebuilt at Omaha Shops 8/68 with a 16-645E3 engine fitted with a constant speed throttle where engine ran at idle or wide open and controlled thru excitation. The unit has since received a standard throttle. It was r# 3100 in 8/68, r# 3200 in 7/71, r# 3399 in 3/72, r# 3999 in 11/76, r# 99 in 10/78.



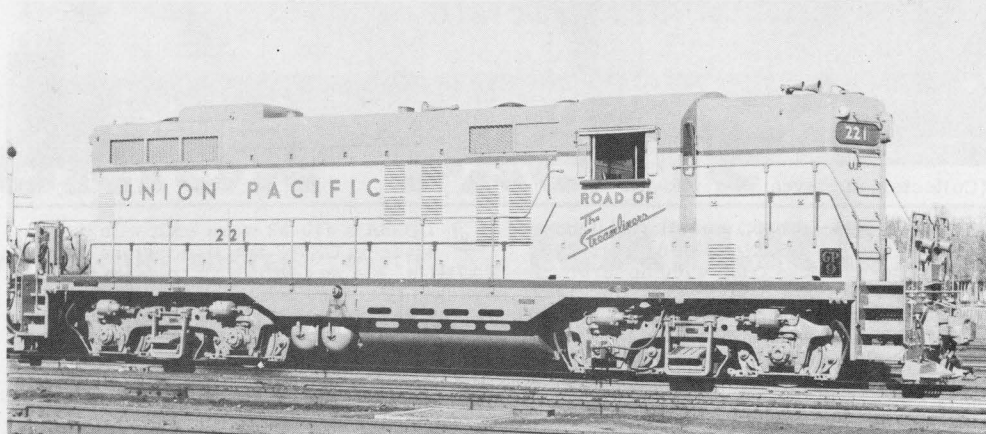
Tim Colbert

UP's 30-member GP20 fleet is not remarkable (not earliest or latest, largest or smallest) but may be the first to break up. Already 16 have been retired (six of which are now working for South-East Coal Co.) "We Can Handle It" slogan dates this 24Jul74 shot at Denver, CO, of the now departed #478 with the customary UP mu receptacle arrangement.



Kenneth M. Ardinger

When UP began to dieselize its freight fleet in 1947, it bought almost exclusively cab units (except for a few FM H15/20-44's). By 10/52, the last freight cabs had been purchased and allegiance switched to roadswitchers. The first units to mark the change in that trend were thirty GP7's delivered as 700-729 but r# 100-129 when some were but one month old. Fresh #117 at Ogden, Utah, 2May73, was retired early in 1979.



A fine example of a UP GP9 as originally delivered 1/54 (a very early GP9 - first month of production) with only two louvered full length hood doors (all got a third added within the first three years), "Road of the Streamliners" slogan, "GP9" plate on battery box and unmodified skirt above fuel tank. #205-244 are also the only UP GP9's out of a total of 344 A's and B's (the most common model on UP until the SD40-2) that do not have dynamic brakes. Brand new #221 shown at North Platte, NE, in early 1954.

Photo by Art Stensvad
(Collection of R. L. Schmeling)

Latest R/N	Previous R/N	Nee/Now Quantity	Builder	Model	Wgt/lbs.	Gearing	B/N	B/D	Notes
100-109	700-709:2	10/3	EMD	GP7	246,000	62:15	17827-17836	2-3/53	13
110-119	710-719:1	10/3	EMD	GP7	246,000	62:15	18569-18578	6-8/53	13
120-129	720-729:1	10/3	EMD	GP7	246,000	62:15	18711-18720	10/53	13
130-157	-	28/19	EMD	GP9	247,000	62:15	19131-19158	2/54	14
158-182	-	25/16	EMD	GP9	247,000	62:15	19159-19183	3/54	14
183-192	-	10/7	EMD	GP9	247,000	62:15	19184-19193	4/54	14
193-204	-	12/6	EMD	GP9	247,000	62:15	19194-19205	4/54	14
130B-161B	-	32/0	EMD	GP9B	244,000	62:15	19206-19237	2/54	15
162B-182B	-	21/0	EMD	GP9B	244,000	62:15	19238-19258	3/54	15
183B-204B	-	22/0	EMD	GP9B	244,000	62:15	19259-19280	4/54	15
205-244	-	40/26	EMD	GP9	247,000	62:15	19091-19130	1/54	14
245	-	1/0	EMD	GP9	248,500	62:15	19552	3/54	14
246-248	-	3/3	EMD	GP9	248,500	62:15	19565-19567	6/54	14
249	204	1/1	EMD	GP9	248,500	62:15	19205	4/54	14
250-262	-	13/10	EMD	GP9	246,800	62:15	19775-19787	8/54	14
263-270	-	8/5	EMD	GP9	246,800	62:15	19860-19867	8/54	14
271-294	-	24/14	EMD	GP9	246,800	62:15	19868-19891	9/54	14
295-299	-	5/5	EMD	GP9	255,500	62:15	19892-19896	9/54	14
300-319	-	20/11	EMD	GP9	256,400	62:15	23656-23675	7/57	14, 21
320-349	-	30/20	EMD	GP9	256,400	62:15	23676-23705	9-10/57	14, 21
300B-340B	-	41/0	EMD	GP9B	254,000	62:15	23706-23746	9/57	15, 21
341B-349B	-	9/0	EMD	GP9B	254,000	62:15	23747-23755	10/57	15, 21
400-429	-	30/21	EMD	SD24	386,000	62:15	25358-25387	6-9/59	16
400-444B	-	45/3	EMD	SD24B	383,500	62:15	25388-25432	6-9/59	17
445-447	EMD 7200-02	3/3	EMD	SD24	386,000	62:15	26034-26036	8/60	16, 18
448	EMD 5579	1/1	EMD	SD24	386,000	62:15	24701	7/58	16, 18
450-456	775-781	7/6	EMD	SD7	See Note	62:15	18284-18290	6/53	19
457-459	782-784	3/2	EMD	SD7	See Note	62:15	18293, 291, 292	6/53	19
470-493	700-723:3	24/12	EMD	GP20	259,000	62:15	26045-26068	7/60	20
494-499	724-729:2	6/4	EMD	GP20	259,000	62:15	26069-26074	8/60	20

X2200 © 1979

UNION PACIFIC SLUG UNITS

Slug #	Former Model & R/N	Parent	Original B/N & B/D	Rebuild Date	Weight/lbs.	Gearing
S1	GP9B 176B	459	19252 3/54	12/73		62:15
S2	GP9B 341B	454	23747 10/57	6/74		62:15
S3	GP9B 301B	458	23707 9/57	10/74		62:15
S4	GP9B 316B	402	23722 9/57	9/75		62:15
S5	GP9B 314B	446	23720 9/57	3/76		62:15
S6	GP9B 306B	429	23712 9/57	9/76		62:15
S7	SD24B 406B	405	25394 7/59	4/78		62:15
S8	SD24B 444B	419	25432 9/59	1/79		62:15

X2200 Abbreviations	
ex	= former owner or road number
nee	= original owner or r/n (only)
r/n	= road number
(D)	= Locomotive Dealer (after name)
:1, :2	= (1st) or (2nd) used after r/n
r#	= renumber(ed)
E, M, L	= (with date) early, mid, late
o/n	= order number

Roster Notes

13 GP7's 700-729:2 r# 100-129 in 11/53. #128, 129 came with, or were soon fitted with steam generators which were used until after 1971. Most, if not all, 30 GP7's have their long hood number boards mounted 15" below the standard position on the beveled ends. GP7 dispositions: 100 (ret 8Aug78), sold to Diesel Electric Service Corp.(D) by 5/79 for resale; 101 (ret 11Apr78) to PNC 5/78, to NI&M 10/78, resold to Southern Rails, Inc. (for slug conversion?); 102, 104, 110, 129 (all ret 27Oct77), all sold to PNC 11/77, all rebuilt for Amtrak 4/78 as #776-779; 106, 109 (both ret 14Feb77), resold to Chrome Crankshaft (D) 2/77, rebuilt and repainted light gray at RI-Silvis and leased out as CC #6500, 6501; resold 10/78 to Naporano Iron & Metal (D), repainted and r# NI&M 1601 and 1602 for lease to Michigan Northern; 108, 115, 122 (ret 11Apr78) all to PNC 10, 10, 12/78 with 115 resold to NI&M by 4/79; 113 (ret 28Sep78) to PNC by 5/79; 114, 119 (both ret 8Aug78) to PNC by 4/79, 127/78; 116 (ret 11Apr78) to PNC?, then to NI&M 11/78 for scrap; 117, 120 (both ret 2-3/79), 117 to PNC by 5/79, 120 to ?; 123 (ret 11Apr78) to PNC? then to ICG 11/78, to be rebuilt and r#; 124, 125 (both 27Oct77) both to PNC 11/77, 124 held at Mt.Vernon, 125 now leased out as PNC 125 in UP colors; 128 wrecked M/71, traded in to EMD 8/71 on SD40's. This leaves only 103, 105, 107, 111, 112, 118, 121, 126, 127 on the roster.

14 GP9A's: 204 r# 249 in 8/55, #204 left blank thereafter. #245-249 ordered for and assigned to Camas Prairie RR (a 250-mile shortline jointly owned by NP/BN and UP in Idaho). #205-244 do not have d/b's, #245 may have demonstrated briefly for EMD. #261, 283 had many extra ventilation louvers cut into their long hood doors early in their careers which still remain. Dispositions: 130, 169, 178, 181, 190, 198, 214, 218, 235, 251, 254, 263, 268, 274, 277, 281, 290, 292, 301, 306, 322, 323, 333, 342, 346 were sold to PNC 9-10/76 and resold to C&NW as 4389, 4386, 4393, 4397, 4391, 4379, 4383, 4380, 4398, 4390, 4395, 4385, 4387, 4396, 4382, 4394, 4381, 4392, 4496, 4497, 4498, 4399, 4388, 4499, 4384. #133, 270 wrecked and cut up at Pocatello, ID, c.8/78; 135, 196, 201 (all ret 27Oct77) and sold to PNC 11/78, 135 and 196 scrapped? while 201 repainted green/yellow and sent out on lease as PNC 201; 140, 144 both wrecked 10/74 at Sugar City, ID, ret 11/74, sold to PNC L1/75, both rebuilt at M-K 4/75 to RI 4430 and 4429 in 5/75. #141, 155, 194, 221, 225, 230, 258, 259, 286, 288, 308, 321 (all ret 12May79) and awaiting disposition; 159, 199 both wrecked 6/64 at Stauffer, WY, retired 10/64 and t-i to EMD 6/65; 145, 179, 250 (all ret 13Dec78), 179 sold to PNC, others to ?; 147, 206, 238, 239, 289 (all ret 8Aug78), first two to PNC c.12/78, last three to NI&M c.11/78 though some not actually shipped until E/79, 239 and 289 arriving in Newark, NJ 6/79 for scrap; 162, 224, 319, 320 (all ret 2-3/79) and awaiting disposition; 161, 278, 282, 302 (all ret 11Apr78), 161 to PNC 5/78, NI&M 11/78, to Southern Rails, Inc., E/76, 278 to M-K c.2/79, 282, 302 to ICG M11/78; 172 to PNC 10-11/76 and leased out in UP colors as PNC 1720; 167 is awaiting retirement, 176 to PNC L5/77 (for scrap?); 183 wrecked and t-i to EMD 10/69; 208 to PNC 10/76 leased out to Amtrak 4/77 as PNC 208 in UP colors, sold to Amtrak 8/77 as 763; 185, 241, 207, 242, 234 all sold to PNC 10-12/76 and sent to RI-Silvis for rebuilding in 5-6/77, all sold 4/78 to Amtrak as 764-768 respectively, repainted solid orange; 245 wrecked 6/77 at Bosler, WY, ret 12/77 and scrapped, replaced on Camas Prairie by 293 c.M-L/77; 227 was wrecked on 15Dec75 at North Platte, NE, ret 1/76 and scrapped; 205 ret 28Sep78 and sold to PNC by 12/78 (for scrap?); 237 to NI&M E2/79; 273 ret 8Aug78, sold to J. Simon & Sons (D), Tacoma, WA, resold by E5/79 to Diesel Electric Supply (D); 276, 309, 310 all wrecked and ret 7/75 at Basset, WY, sold for scrap; 300 and 304 ret 28Sep78, unknown disposition; 331, 334,



Bert Pennypacker Collection

Only 15 (#61-75:1) "veranda" turbines were built, they weren't the least numerous built, but they certainly were the least noticed, by the trade press and by fans in terms of how well photographed, perhaps because they lasted only nine years (1954-1963), coinciding with that dry period when most fans devoted their film to the last of steam. Above c. 1960.

15 GP9B's: only 125 (UP) plus 40 (PRR/PC/CR) of this model were ever built; none remain on the current UP roster (and Conrail has begun to retire theirs): UP 306B, 310B, 311B, 318B, 324B, 325B, 326B, 329B, 338B, 339B, 341B, 343B, 346B, 347B, 349B had steam generators installed. Dispositions: 133B, 139B, 144B, 145B, 146B, 147B, 153B, 161B, 162B, 167B, 168B, 170B, 177B, 181B, 189B, 190B, 192B, 195B, 196B, 201B, 203B, 300B, 304B, 322B, 326B, 327B, 332B, 343B, 345B, 346B (30 units) all traded in to EMD 6/76 (139B, 145B, 167B, 304B, 346B actually t-i in 7/76); 135B, 142B, 152B, 154B were sold to PNC, then to ICG and rebuilt to GP10's 8308, 8304, 8310, 8174, outshopped from Paducah 9,8,9,5/77; 137B, 155B, 160B, 183B to PNC 10/76, then to ICG as 8302, 8311, 8325, 8330 outshopped 8,9,11,12/77; 141B to PNC 11/77, to ICG 8156 in 5/77; 136B, 159B, 163B, 165B, 166B, 171B, 180B to PNC 12/76, then to ICG 8057, 8089, 8091, 8312, 8214, 8240, 8462 outshopped 10,11,7,9,5,6,8/77; 173B, 178B, 202B to PNC 1/77, to ICG 8305, 8086, 8054 outshopped 8,10,10/77; 188B, 191B, 193B sold to PNC 2,3,2/77, resold to ICG and r# 8314, 8324, 8309, outshopped 10,11,9/77 as GP10's; 176B converted to Slug S1 in 10-12/73 at Omaha Shops, 134B, 138B, 143B, 157B, 158B, 164B, 184B, 186B, all ret 11Apr78 and sold to PNC 5/78 (some not shipped until 9/78), of those 134B, 143B, 158B, 184B (?) were sold to NI&M 11/78 (134B, 158B then to AT&SF for slug conversion), 186B resold to ICG M11/78, the others may be scrapped; 130B, 131B, 132B, 140B*, 148B, 149B, 151B, 169B, 172B, 182B*, 185B*, 187B, 198B*, 199B, 200B, were sold to PNC in 9-10/76 (*these four in 12/76) along with the ones mentioned above as later going to ICG, however most of this batch were scrapped at Mt. Vernon, IL, for parts in M-L/77; 150B, 175B to PNC 3/77 for scrap; 156B, 174B, 179B, 194B, 197B, 204B all retired 27Oct77, all to PNC 11/77 for scrap; 301B, 306B, 314B, 316B, 341B were converted into slugs #S3, S6, S5, S4, S2 in 10/74, 9/76, 3/76, 9/75, 6/74 at Omaha Shops; 310B, 311B, 313B, 317B, 319B, 321B*, 328B*, 331B, 342B, 349B* were sold to PNC in 9-10/76 (*these four in 12/76) mostly for scrap and parts; 302B, 305B, 308B, 315B, 320B, 323B, 333B, 344B were sold to PNC 3/77 mostly for scrap; 307B, 329B, 335B, 336B all retired 27Oct77 and sold to PNC 11/77; 312B, 318B, 337B, 338B, 340B all ret 11Apr78 and sold to PNC 9/78 (318B resold to ICG 11/78); 347B ret 8Aug78 to PNC c.2/79; 309B, 339B, 348B all ret 28Sep78 (disposition unknown); 303B, 325B, 334B all ret 12May79, awaiting disposition; 324B wrecked 12/74 at Aiken, KS, and scrapped, 330B ret and t-i to EMD 2/72.

16 SD24(A)'s: 407, 408, 411, 415, 416, 418, 421, 427 all ret 27Oct77 and sold to PNC 11/77 (408, 411, 415 resold to ICG, now stored at Paducah awaiting "SD20" rebuild program); 423 rebuilt to SD24u 3100 in 8/68 (see Note 12 for full subsequent history); 402, 405, 419, 429, 446 modified as hump slug mothers for slugs #S4, S7, S8, S6, S5 respectively; 414 supposedly rebuilt with SD39AC spec. electrical system in 5/75 as experiment.

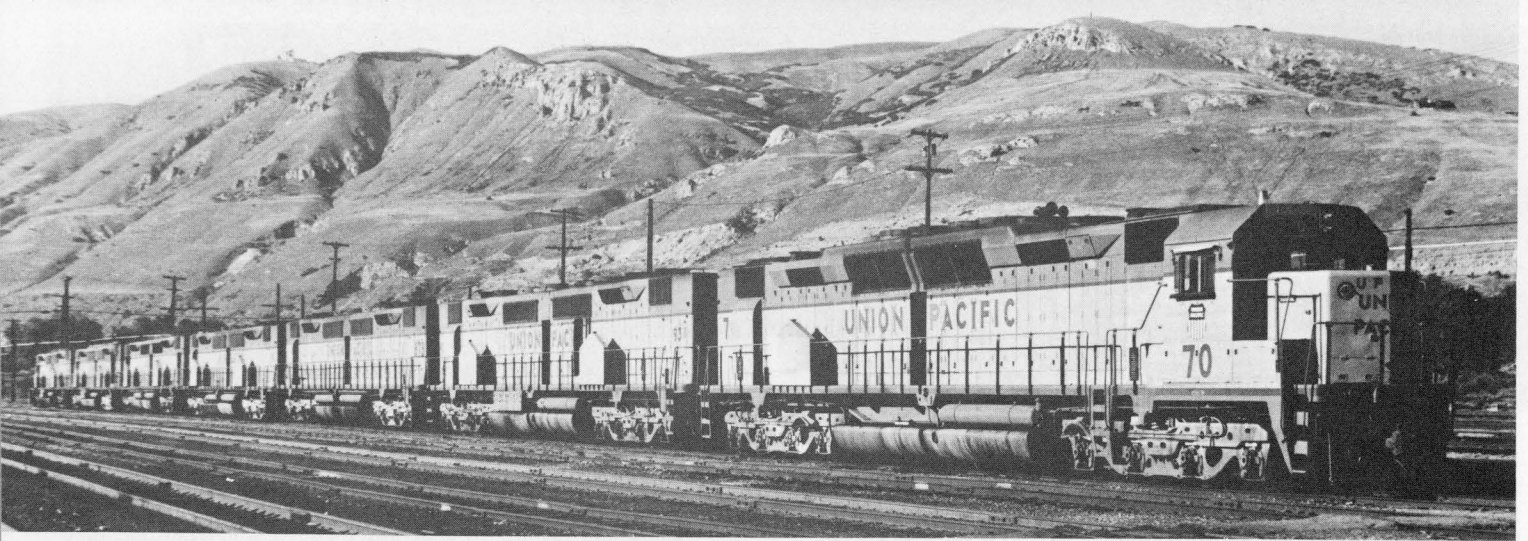
17 SD24B's: 400B, 402B, 403B?, 404B, 405B, 407B, 409B, 410B, 412B, 413B, 415B, 416B, 417B, 418B, 419B, 421B, 422B, 423B, 424B, 425B, 426B, 427B, 429B?, 431B, 432B, 433B, 434B, 438B, 439B, 440B, 441B, 442B, 443B all ret 27Oct77 and sold to PNC 11/77 (400B, 409B, 416B, 418B, 426B, 427B, 438B, 439B, 440B and possibly others resold to ICG, now stored at Paducah awaiting "SD20" rebuild program); 401B, 414B, 420B, 436B all ret 11Apr78 and sold to Naporano Iron & Metal in 10/78, 414B resold to US Steel, Ensley Works, in Birmingham, AL, for repowering, 420B, 436B resold to AT&SF 4/79 for slug conversion; 428B, 431B, 435B, 434B? all ret 11Apr77 and sold to PNC 2/79, 2/79, 12/78, ?; 406B, 444B were converted into slugs #S7, S8 at Omaha Shops in 4/78 and 1/79. #408B, 411B, 430B were still on the roster at last report (31Mar79) but undoubtedly will be retired soon.

18 SD24's #445-447 were built in 8/60 as EMD demonstrators #7200-7202 (they were painted SP scarlet and gray and these road numbers fit the SP number system of that time), all three lo-nose units sold to UP in 8/61. #448 was built 6/58 as EMD demonstrator #5579 (painted in DM&IR colors --see pic in Trains 5/59 p.22 and in GM Scrapbook p.68). Rebuilt 8/60 to standard production SD24 appearance (in EMD red and yellow colors but still #5579). This hi-nose unit--EMD's first turbocharged unit--was sold to UP in 8/62. B/P reads "7/58", UP records show 8/60 build date.

19 SD7's #775-784 renumbered 450-459 during 12/62-2/63. #456 ret 11Apr78 and sold to PNC 12/78; 457 retired 8Aug78 following wreck damage, sold to NI&M (D) in 2/79. #454, 458, 459 modified to slug mothers for slugs S2, S3, S1 respectively.

20 GP20's #700-729:3 renumbered 470-499 in 12/62-1/63 to make room for GP30's. #470, 471, 478, 479, 482, 488, 497 all ret 27Oct77 plus 472 ret 8Aug78 (sold 12/78) were sold to PNC 11/77 (470, 488, 479, 471, 497, 472 rebuilt to "GP21's" and resold to South East Coal Co., Revenna, KY, as 2001-2006 respectively, shipped 3,3,3,4,5,6/79 while #478 and 482 may have been scrapped for parts); #473 and 499 both ret 11Apr78 and sold to PNC c.1-2/79, 12/78; #485 also ret 11Apr78 but scrapped by UP at Omaha 9/78; #483 ret 8Aug78 and scrapped at Omaha c.8/78 due to wreck damage; #480 and 489 ret 28Sep78, disposition unknown; #477 and 498 both ret 12May79 and awaiting disposition.

21 This note will be covered in a later issue.



James S. Belmont

How times change! In the traffic slump of mid-1977, UP stored long strings of power all over the system, including DD35A #70 and DD35B sisters 93B, 87B, 72B, 98B, 82B and 80B at Salt Lake City, UT, 29Jul77. Now UP has over 200 units on order and has just taken delivery of more than 100 since last winter.



Kenneth M. Ardinger

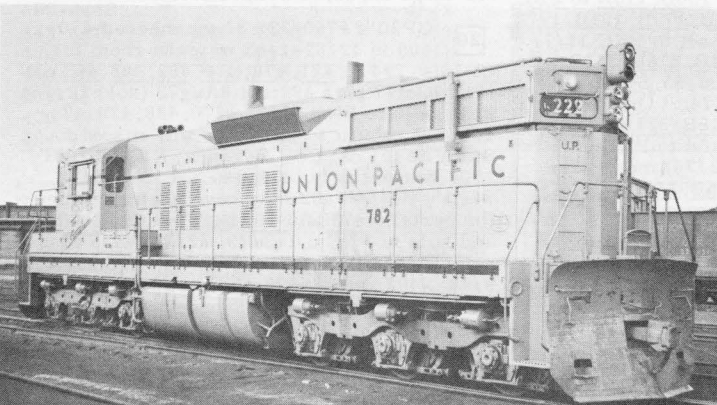
SD24's introduced second generation diesels to the UP (although they were not built with trade-ins). They were the first turbocharged units and first lo-nose units on the roster. Thirty lo-nose A-units and 45 hi-nose B-units (the only ones ever built) arrived in the summer of 1959 to end the steam era finally. #410 at Salt Lake City, Utah, 24Mar73, and #430B on BN at Cicero (Chicago), IL, 18Jul70, typify these two classes.



Paul C. Hunnell

An almost forgotten class on the UP is the SD7, originally #775-783, renumbered 450-459 in L/62-E/63. The most special member of the group was the 782 (later 457) which was eleven tons lighter than all the rest and had a snowplow pilot, both modifications for use on the Coalmont Branch out of Laramie, WY, where it spent most of its life. Less than year old #782 (with train #222 in number board) between runs at Laramie, 2May54. (Lower Left Photo)

UP was a latecomer to the ranks of slug builders; but since 1973, Omaha Shops have turned out six B-B hump slugs rebuilt from GP9B's (S1-S6) and two C-C hump slugs (S7, S8) rebuilt from SD24's. S1 (shown 30Aug75), S2 and S7 work at North Platte, NE; S6 and S8 work at Pocatello, ID; S4 and S5 at East Los Angeles, CA. (Lower Right Photo)



R. L. Schmeling Collection



Norm Metcalf

UP -- (8-10/79) More of the same, delivered, yellow and gray SD40-2's: hi-g geared #8075-8099 in 7,8/79; and regular-g geared #3574-3583, 7/79, and 3609-3658, 9-12/79; #3584-3608 left open in case UP would want to regear and renumber 8075-8099 into 3000's. Starting with #34, six SD45's will go to M-K, Boise, ID, for repowering with 3600hp, 16 cyl. ASV 25/30 Sulzer engines from Switzerland. A savings of 7.5% on fuel is expected over EMD 20 cyl. engines. Apparently the rebuilding of SW9u #1848 is successful enough to continue the program, #1839, 1866, 1864 are next with at least 30 more SW9's available. Another 75 units set aside for disposition by 10/79, including seven DD35's. UP retirements up to M7/79: 2/79: 117, 120, 162, 224, 319, 320, 1012, 1013 and 1075; 5/79: 141, 155, 194, 221, 225, 230, 258, 259, 286, 288, 303B, 308, 321, 325B, 334B, 477, 498, 1006, 1041 and 1093; 5Jun79: DD35B 72B, 75B, 83B, 92B, 95B, 96B, 97B; sold to ICG Paducah 10Jul79: 179, 113, 117. There is still a fair chance Challenger (4-6-6-4) #3985 will be rebuilt at Cheyenne, WY, since it has been moved recently, but not with UP financing or much enthusiasm. Ex demos 434A-434H SD40's 3040-3047 to be equipped with Pace-setter for slow work. On 31Jul79 at Granite, WY (west of Cheyenne), an eastbound freight derailed on a curve knocking out an I-80 bridge: SD40-2's 3574 (wrk-D 3), 3191 (wrk-D 1.5), 3161 (wrk-D 3.5). Then again on 13Oct79, at almost the same spot, another eastbound freight derailed into a passing westbound train but no power involved.

-- George Cockle (NE), Greg Hembree (KS), Les Brown (IA), J. Bogert (IL)

VIA -- VIA Rail returned the last two Turbo trains in Canada to service 30Jul79 on afternoon runs between Toronto and Montreal two months after the 29May79 accident when Power Unit #153 caught fire. Cause was when a stainless steel fuel line broke on a train traveling to Toronto and sprayed fuel over a hot turbine engine causing a blaze that destroyed the first three cars of the train. The 205 passengers and six crew escaped injury. Investigators found that the line broke because of corrosion caused by the sulphur content of the fuel. The trains now have been fitted with a new type of fuel line and will make only one run a day, giving mechanics 20 hours to thoroughly investigate the units. The fire extinguisher worked during the blaze but ran out of fire retardant before dousing the fire. The Turbo runs take half an hour less than the five-hour diesel runs. Power unit #153 (wrk-F 4!) as was #150 at Coteau, Que., 23Sep75.

-- Peter Wiseman (Ont.)

(Right Photo)

By the end of 1979, UP will have 535 SD40-2's, all since 1/72. The 75 units in the 8000's, with 59:18 gears, have space reserved for the them in the 3000's if they are ever regearred to 62:15. #3609:2 is first of the group #3609-3658, 9-12/79. #3609:1 was SD45 r# to #9. Photographed at Council Bluffs, IA, 21Sep79.

Photo by George Cockle

(Right Photo)

After two years of existence, the 65-mile Wabash Valley RR has added switchers to its roster. The main road power, of course, is GP7's #4101-4103 (ex P&LE 1529, 1530, 1525, now being rebuilt at M-K into chopped nose #4301-4303) plus borrowed PNC Geeps. The two ex LI C420's #201, 204, were sold to MLW L8/78. Now two SW1's #1801 (ex C&NW #617, nee 1214, b/n 1744, 11/42, acquired 4/79) and #1802 (ex SR #1013, nee 2010, b/n 4746, 8/47, acquired 9/79) are holding down switching duties at Decatur, IL, in former PRR/PC yard as shown 22Aug79. Colors, as on GP7's, are mustard yellow and black with red separation stripe. M-K owns all WV power and has contract to operate the road for the State of Illinois.

Photo by Norm Anderson



Conneaut, OH, 29Aug79.

A one-unit order for Texas Utilities, #3306, a B23-7, was shipped L8/79 to join U23B #3305 and U18B's #2301 and 2302 at Monticello, TX. TU also has seven E25B's and the colors are yellow and black.

Ed Durnwald

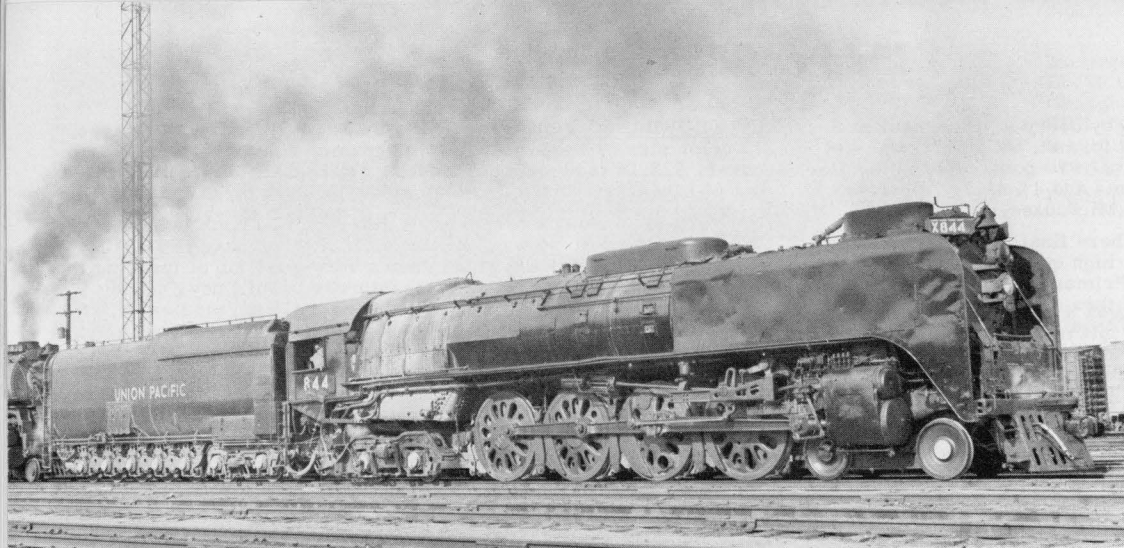


Omaha, NE, 16Sep79.

UP #1848 is the first of a new kind of rebuilt "SW9u" outshopped M9/79 with two 36" A.C. radiator fans from a GP9. Of 35 other SW9's on the roster, #1839 and #1866 are being readied for rebuild.

George R. Cockle





To many, UP's 105 4-6-6-4 Challengers, 25 4-8-8-4 Big Boys and 45 4-8-4 Northern's (all built by Alco in 1936-1944) represent the peak in steam locomotive development and were photographed more, probably, than any other 175 steam engines of one railroad. As of 1Aug57, all but 35 were still on the roster! #844, the last steam engine purchased by UP, was never really retired but made its last non-excursion run in late October 1958 on Train 104, the City of Los Angeles. Many photos have appeared of this locomotive as #8444, but not many as #844. Shown here at North Platte, NE, 8Nov56. (Information from Lloyd Stagner)

Photo by Stan Kistler

UNION PACIFIC RAILROAD



by Don Strack
Dan Dover

AN ALL-TIME ROSTER Part II

Latest R/N	Previous R/N	Neer/Now Quantity	Builder	Model	Wgt/lbs.	Gearing	B/N	B/D	Notes
500, 501	1525, 1562	(2)/0	EMD	F3Au(F9)	232, 500	62:15	4641, 6727	5, 5/58	22
502, 503	1514, 1510	(2)/0	EMD	F3Au(F9)	232, 500	62:15	4601, 5718	6, 5/58	22
504, 505	1527, 1515	(2)/0	EMD	F3Au(F9)	232, 500	62:15	5707, 5627-4627	5, 6/58	22
506, 507	1552, 1517	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6717, 4611	6, 5/58	22
508, 509	1557, 1500	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6722, 6713	7, 7/58	22
510, 511	1513, 1508	(2)/0	EMD	F3Au(F9)	232, 500	62:15	4636, 5720	6, 6/58	22
512, 513	1551, 1559	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6718, 6724	7, 7/58	22
514, 515	1511, 1561	(2)/0	EMD	F3Au(F9)	232, 500	62:15	5717, 6726	7, 8/58	22
516, 517	1554, 1509	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6719, 5719	7, 8/58	22
518, 519	1518, 1528	(2)/0	EMD	F3Au(F9)	232, 500	62:15	4616, 5708	8, 6/58	22
520, 521	1503, 1524	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6334, 4629	8, 8/58	22
522, 523	1522, 1501	(2)/0	EMD	F3Au(F9)	232, 500	62:15	4621, 6714	8, 9/58	22
524, 525	1505, 1560	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6332, 6725	9/58, 3/59	22
526, 527	1523, 1520	(2)/0	EMD	F3Au(F9)	232, 500	62:15	4628, 4619	10, 11/58	22
528, 529	1512, 1526	(2)/0	EMD	F3Au(F9)	232, 500	62:15	5716, 4645	1, 1/59	22
530, 531	1507, 1502	(2)/0	EMD	F3Au(F9)	232, 500	62:15	5721, 6335	2/59, 11/58	22
532, 533	1556, 1555	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6721, 6720	3, 3/59	22
534, 535	1521, 1550	(2)/0	EMD	F3Au(F9)	232, 500	62:15	4620, 6715	1/59, 12/58	22
536, 537	1506, 1558	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6331, 6723	4, 2/59	22
538, 539	1563, 1519	(2)/0	EMD	F3Au(F9)	232, 500	62:15	6728, 4617	11, 9/58	22
540	1516	(1)/0	EMD	F3Au(F9)	232, 500	62:15	4613	12/58	22
500B, 501B	1526B, 1516B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	4661, 6372	5, 5/58	23
502B, 503B	1562B, 1526C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6743, 4648	5, 5/58	23
504B, 505B	1524B, 1502B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	4664, 6358	5, 6/58	23
506B, 507B	1510B, 1556B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6366, 6737	6, 6/58	23
508B, 509B	1518C, 1550B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	4670, 6731	6, 6/58	23
510B, 511B	1506B, 1554B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6362, 6735	7, 7/58	23
512B, 513B	1512C, 1524B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6369, 4663	7, 6/58	23
514B, 515B	1550C, 1556C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6732, 6738	7, 7/58	23
516B, 517B	1528C, 1528B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	4650, 4649	8, 8/58	23
518B, 519B	1506C, 1518B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6363, 4671	8, 8/58	23
520B, 521B	1500B, 1558B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6356, 6739	8, 9/58	23
522B, 523B	1504B, 1522C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6360, 4665	8, 9/58	23
524B, 525B	1502C, 1500C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6359, 6357	8, 11/58	23
526B, 527B	1504C, 1508B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6361, 6364	10, 11/58	23
528B, 529B	1560B, 1522B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6741, 4567	9/58, 3/59	23
530B, 531B	1520C, 1552C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	4668, 6734	10/58, 3/59	23
532B, 533B	1552B, 1520B	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6733, 4669	2, 1/59	23
534B, 535B	1562C, 1560C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6744, 6742	12, 11/58	23
536B, 537B	1516C, 1514C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6373, 6371	11/58, 4/59	23
538B, 539B	1512B, 1510C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6368, 6367	1, 2/59	23
540B, 541B	1514B, 1508C	(2)/0	EMD	F3Bu(F9)	225, 000	62:15	6370, 6365	3, 2/59	23
542B	1554C	(1)/0	EMD	F3Bu(F9)	225, 000	62:15	6736	9/58	23

Roster Notes

22 F3Au's (F9Am's): UP selected 41 1500-series F3A's in 1958 to be sent back to EMD/LaGrange for thorough upgrading to F9 standards (16-567C engines at 1750hp, etc.), external modifications were limited to 48" dynamic brake fan and fifth louver set ahead of front porthole. About half of those selected were Phase III F3's with "chicken wire" screens and other half were Phase IV F3's with full length stainless steel grills; this ratio was retained but appeared in random order on the 500-series rebuilds depending on which Phase F3 they were rebuilt from. See 1400-series for

original numbers. All F3Au's (F9Am's) retired, as follows: 516 wrecked and t-i on GP30 #735 in 2/63; 508, 526 t-i EMD 9/66; 500, 501, 510, 514, 523 t-i EMD 10/66; 505, 511 t-i EMD 11/66; 502, 504, 530, 532, 536 t-i EMD 12/66; 509, 525, 527, 540 t-i EMD 1/68; 512, 520 t-i EMD 2/68; 506 t-i EMD 4/68; 503, 507, 513, 515, 517, 518, 519, 521, 522, 524, 528, 529, 531, 533, 534, 535, 537, 538, 539 sold 2/72 to Rock Island as 4150-4168 respectively. RI 4150-4153 t-i to EMD 6-7/76 on GP38-2's, 4154, 58, 59, 64, 66, 68 t-i to EMD in M/76?; 4155-57, 60, 61, 63, 65, 67 t-i to EMD 5/76; 4162 sold for scrap to IMS(D) in E12/74.

General Notes

- This part of the Roster is effective as of 1Nov79.
- All diesels on this part of the roster have dynamic brakes and mu connections.
- The only units on this part of the roster equipped with steam generators are: PA's 600-607, 600B-607B; Erie-built 650-657, 650B-656B; GP7's 728, 729; SD7's 783, 784; GP30B's 727B-739B.
- UP has never had a general renumbering. All minor renumberings are covered in individual notes.

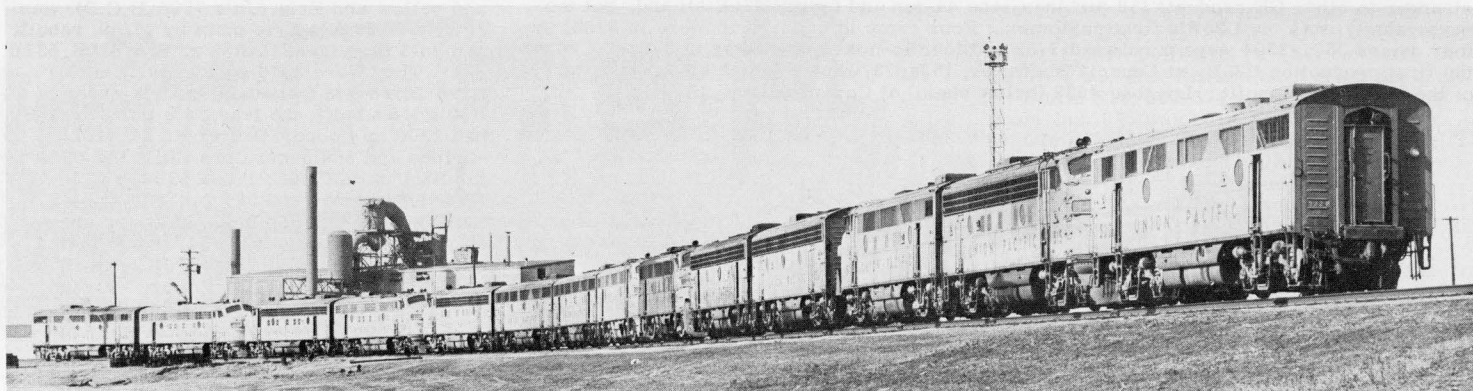


Above Photo by Joe McMillan

Below Photo by George R. Cockle



Above Photo by Don Sims



The only UP F-units most fans have photos of are the 500-series F3A/Bu's (F9A/Bm's) which lasted until 2/72 when the last 19 A's and 12 B's were sold to Rock Island. Almost all of UP's older F3/7's were traded-in to EMD in 1963-1964 on GP30/35/DD35's. The only external differences after rebuilding by LaGrange were the addition of a fifth louver set ahead of the front porthole and a

48" dynamic brake fan as shown by down-on shot of #518 at Plummer, ID, 8/67. A handful got large snow plows applied (503, 505, 507, 517, 518, 527, 539, 540 according to UP records), like #503 at Kansas City, KS, 13Nov68. Lower photo shows fourteen UP F3A/Bu's readied for shipment to RI on 27Feb72 at Council Bluffs, IA.



The only diesel electric cab units GE built 100% to their own design (the Erie-built of the late 1940's were F-M designed but were assembled at GE/Erie) was an A-B-B-A set, built in 1954, which somewhat resembled Alco's FA/B2's for which GE had been a joint marketing partner until 1953. Leased to Erie as #750A,B,C,D until being rebuilt to 2000 hp UM20B's in 1959 and sold to UP. #620A (at Council Bluffs, IA, 7/61) and #620B (at Council Bluffs, IA, 22Sep62, with ancestral FB1 #1610B) show distinctive lines and trademark GE headlight. What GE learned with these units led directly to the XP24 (pre-U25B's #751 and 752) and the whole U-Boat line.

Both Photos: Larry G. Russell Collection

23 F3Bu's (F9Bm's): same general information as in Note 22 except B-unit, of course, does not have louver sets. All retired as follows: 504B, 510B, 518B, 519B t-i to EMD 9/66; 505B, 506B, 507B, 533B, 538B, 541B all t-i EMD 10/66; 500B, 511B, 513B, 514B, 515B, 535B t-i to EMD 11/66; 502B, 503B, 508B, 516B, 528B t-i to EMD 12/66; 501B, 521B, 534B, 537B t-i to EMD 1/68; 530B, 512B, 529B, 525B, 526B t-i to EMD 2,3,3,4,4/68, 527B t-i to EMD 8/70; remainder--509B, 517B, 520B, 522B, 523B, 524B, 531B, 532B, 536B, 539B, 540B, 542B--sold 2/72 to Rock Island as 4100-4111, respectively. RI #4100 ret c.1974-75 and scrapped, 4104 sold for scrap to IMS(D) E12/74, 4101-4103, 4105-4111 t-i to EMD on GP38-2's in 5/76.





George R. Cockle

While GE's "U" (for Universal) series may have been in its infancy in 1961, UP was no stranger to other GE products (58 turbines, one 44-ton and four UM20B's); and, not too surprisingly, was the U25B's first customer. Four came in 8/61, four more in 5/62; the four demos 2501-2504 were purchased 7/62 and four lo-nose units came in 8-9/62. #625, the first production U25B, at Council Bluffs, IA, 15Jan73, shows ladder steps, a feature of the first sixteen built. Lo-nose #638 (below photo) at Council Bluffs, IA, 6Jul73.



George R. Cockle

Roster Notes

24 PA/B1's 994A-997A, 998B, 999B r# 600-603, 600B, 602B in 3/48. Dispositions: 600, 601, 602 ret 8/64 may have been traded-in to GE; 603-606 t-i to EMD in 5, 5, 9, 9/65; 607 ret 3/61 and converted to coal turbine control cab unit #80 in 10/62 (r# 8080 in 4/64) retaining its 16-244 engine for traction but had a turbine fuel tank replace the s/g at the rear of the unit, retired as 8080 in E/68 and t-i to EMD on SD45. #600B, 602B, 604B-607B all t-i to EMD 9, 9/65, 8/64, 9/65, 8,8/64 on GP/DD35's.

25 GE built an experimental A-B-B-A set of B-B road cab units in mid-1954 (completed 9/54) to test the domestic railroad size locomotive market after breaking with Alco on jointly marketed road units in 1953. The set, which tested on and was leased (not sold) to Erie RR (in Erie black and yellow and Erie r/n's 750A,B,C,D), was returned to GE's Erie plant by M/59, rebuilt and sold to UP on 21Oct59 as 620, 620B, 621B, 621. They were used sporadically until retired 10/63 and traded-in on first order of U50's. As built, the lead A&B unit (750A,B) had 1800 hp Cooper-Bessemer FVA12LT engines and 586 generators while the trailing B&A units (750C,D) had 1200 hp C-B FVA8LT engines and 581 generators, all four had 752 traction motors (the prime movers were completed in 1/54 and tested until 8/54). The A-units were GE specification 2190 and were 53'6" long, weighed 274,760 lbs. while the B-units were spec. 2191, 8" shorter and weighed 264,830 lbs. After rebuilding in 1959, they all received 2000hp 12-cylinder C-B FVBL12T engines and 586 generators, all weighing approximately 275,000 lbs. and were redesignated U (universal) M (modified) 20 (2000 hp) B (B-B trucks). See photo as Erie 750A, B, C, D in DSG II p.GE160. These were the only diesel-electric cab units GE built entirely of their own design.

Latest R/N	Previous R/N	Neer/Now Quantity	Builder	Model	Wgt./lbs.	Gearing	B/N	B/D	Notes
600-603	994A-997A	4/0	Alco	PA1	356,000	74:18	74692-74695	9/47	24
604-607	-	4/0	Alco	PA1	356,000	74:18	76308-76311	1/49	24
600B, 602B	998B, 999B	2/0	Alco	PB1	350,000	74:18	75341, 75342	9/47	24
604B-607B	-	4/0	Alco	PB1	350,000	74:18	75612-14, 75785	1/49	24
620, 621	Erie 750A,D	(2)/0	GE	UM20B-A	275,000	74:18	32218, 32220	9/54	25
620B, 621B	Erie 750B,C	(2)/0	GE	UM20B-B	275,000	74:18	32219, 32221	9/54	25
625-628	-	4/0	GE	U25B	250,000	74:18	34224, 25, 26, 28	8/61	26
629-632	-	4/0	GE	U25B	250,000	74:18	34238, 33, 30, 35	5/62	26
633-636	GE 2501-2504	(4)/0	GE	U25B	250,000	74:18	34239, 34, 36, 37	2/62	26
637-640	-	4/0	GE	U25B	250,000	74:18	34535-34538	8,9/62	26
650, 651	700, 701:1	(2)/0	FM/GE	Erie-A	357,000	68:19	L1060, 62/27789, 90	12/45	27
652, 653	702, 703:1	(2)/0	FM/GE	Erie-A	357,000	68:19	L1117, 18/29391, 92	8/47	27
654-657	704-707:1	4/0	FM/GE	Erie-A	357,000	68:19	L1136-39/29405-08	3,4/48	27
650B	700B:1	1/0	FM/GE	Erie-B	353,000	68:19	L1062/27791	12/45	27
652B, 653B	702B, 703B:1	2/0	FM/GE	Erie-B	353,000	68:19	L1127, 28/29431, 32	11/47	27
654B, 656B	704B, 706B:1	2/0	FM/GE	Erie-B	353,000	68:19	L1142, 43/29436, 37	3,4/48	27
675-678	Alco 640-2 to 5	(4)/0	Alco	RS27	258,000	74:18	83556-83559	12/59, 1/60	28
700-709:2	-	10/(10)	EMD	GP7	246,000	62:15	17827-17836	2,3/53	13
710-719:1	-	10/(10)	EMD	GP7	246,000	62:15	18569-18578	6-8/53	13
720-729:1	-	10/(10)	EMD	GP7	246,000	62:15	18711-18720	10/53	13
700-707:3	-	8/(8)	EMD	GP20	259,000	62:15	26045-26052	7/60	20
708-729:2	-	22/(22)	EMD	GP20	259,000	62:15	26053-26074	7-8/60	20
700-709:4	-	10/10	EMD	GP30	263,000	62:15	28160-28169	2,3/63	29
710-734:3	-	25/25	EMD	GP30	263,000	62:15	28190-28214	3/63	29
735:1	-	1/1	EMD	GP30	263,000	62:15	28351	6/63	29
700B-706B:2	-	7/7	EMD	GP30B	259,000	62:15	28215-28221	4-5/63	30
707B-726B:1	-	20/18	EMD	GP30B	259,000	62:15	28222-28241	5-6/63	30
727B-739B:1	-	13/13	EMD	GP30B	263,000	62:15	28242-28254	6-7/63	30
740-761	-	22/22	EMD	GP35	261,000	62:15	29168-29189	5-7/64	31
762, 763	EMD 5652, 54	(2)/2	EMD	GP35	261,000	62:15	28319, 28352	7,8/63	31
775-781	-	7/(7)	EMD	SD7	363,500	62:15	18284-18290	6/53	19
782	-	1/(1)	EMD	SD7	338,000	62:15	18293	6/53	19
783, 784	-	2/(2)	EMD	SD7	350,500	62:15	18291, 18292	6/53	19
800-819:1	-	20/1	A/Sch.	4-8-4 (Steam)	460,640 (24 1/2" x 32")		68808-68827	7-9/37	32
820-834:1	-	15/1	A/Sch.	4-8-4 (Steam)	478,640 (25 1/2" x 32")		69161, 69175	8-10/39	32
835-844:1	(844 r# 8444)	15/2	A/Sch.	4-8-4 (Steam)	486,340 (25 1/2" x 32")		72782-72791	12/44	32
800-830:2	-	31/31	EMD	GP30	260,000	62:15	27509-27539	7-8/62	29
831-874:2	-	44/42	EMD	GP30	260,000	62:15	27540-27583	8-10/62	29
875	EMD 5629 (1962)	(1)/1	EMD	GP30	260,000	62:15	26613	6/61	29

UP's PA fleet (eight A's, 6 B's), was far outshewn in the west by Santa Fe and Espee's much larger fleets and by D&RGW's much smaller (six units) but more photographed fleet. UP's were all bumped into freight service (regeared) in 1955 by new E9's and spent the next ten years as freighters except 607 which was chosen as the coal turbine control cab #80 (later #8080). Shown here #603 (ex 997A) at Grand Island, NE, 20Apr57.

(Lower Photo)

Some of the least shot units on the UP roster were the four stubby nose DL640's (RS27's) #675-678 acquired as demonstrators (UP bought more ex demos than any other road by far) in 8/61, the first Alco road units since the PA/B1's of 1/49. #677 at Denver, CO, 26Mar66, was the first to go, meeting its premature fate in a collision at Aikins, KS, 11/68. There were only 13 more Alcos in UP's future (C855's and C630's).



R. L. Schmelting



(Stephen M. Timko, Jr., Collection)

The Garys

[26] U25B's 625-632, 634-636 were hi-nose; 633, 637-640 were low nose. 633-636 were built as GE demonstrators 2501-2504 in 2/62, sold to the UP in 7/62 (plates read 7/62). #632 had its 16-cylinder engine replaced in 4/69 by an FDL12 as a test unit for the U50C program then underway. This engine was removed and the locomotive never was returned to service. U25B dispositions: 627 wrecked 11/68 at Aikins, KS; retired 8/70 and traded-in to GE 9/71 on U50C; 632 minus engine was retired 9/72 and sold 10/72 to Rock Island for parts, unit sat outside Silvis, IL, shops until E/78 when cut down to frame and outshopped E4/78 as road slug 283 (since r# 51 in M/79); remaining 14 U25B's (633, 638, 634, 629, 635, 636, 639, 630, 631, 640, 625, 637, 626, 628) retired 9/72 and sold 6/74 to Morrison-Knudsen Co. All four teen, before leaving Omaha, NE, were painted solid black and crudely stenciled M-K 1 thru 14, respectively (625, 626, 628-631, 633-640 became M-K 11, 13, 14, 4, 8, 9, 1, 3, 5, 6, 12, 2, 7, 10), then shipped to Boise, ID. M-K took 5 (UP 635), 9 (631) and 8 (630) first; removed old cab, nose, hood and engine/generator sets, then put 16-567B EMD engines and D12 main generators (from B&O F7A/B's purchased earlier) on frame and built entirely new superstructure, outshopping "TE53-4E" units (M-K) 5301, 5302, 5303, respectively on 18Aug75, 5Sep75, 26Sep75 (see photo X2276/56p10). These were trucked south to Black Mesa & Lake Powell RR in northern Arizona for a track rebuilding project on the electrified line. 5301 was retained by BM&LP (purchased 8Jan77) and 5302 and 5303 were sent east 5/77 for lease to power-short Conrail (still on CR 10/79). Next, #12 (UP 637) had 16-567B installed but retained GE superstructure becoming "TE53-1-4E" outshopped 24Dec75 as Weyerhaeuser (Timber) Co. 310 for their Headquarters, WA, operations. The next year Weyerhaeuser-owned Oregon California & Eastern received five similar TE53-1-4E's 7601-7605: ex 7 (UP 639), 1 (633), 10 (640), 14 (628 - only U-boat ever chopped), and 2

(638), respectively; outshopped 26Jun76, 30Jul76, 1Jul76, 24Sep76, 20Aug76. In addition, two slugs (M-K Model S3-3B) OC&E 7606 and 7607, ex 4 (629) and 6 (636) outshopped 26Jun76, 1Jul76. Currently M-K is rebuilding 3 (UP 634) into another S3-3B slug to become SP 1600. This leave only 11 (625) and 13 (626) in the dead line at Boise held for possible future rebuilding.

[27] Erie builds. These were assembled at GE-Erie to F-M design with F-M O-P engines, both builders assigned builder's numbers to each unit. UP received the first Erie's, one A-B-A set 50M1A, 50M3B, 50M2A in 12/45 for dual service (all UP Eries had dynamic brake and steam generator). These were r# 981A, 983B, 982A in 8/46 and joined by 984A, 985A, 986B, 987B in 6,10/47 (984A, 985A were displayed in Atlantic City, NJ, during M/47 at a railroad trade fair). All of these were then r# 700-703, 700B, 702B, 703B in 3/48 (703 in 4/48) and joined by 704-707, 704B, 706B (which were ordered as 988A-991A, 992B, 993B but delivered in 700-series) in 3-4/48. All thirteen were r# to the 650-series in 2/53 (except 652 in 3/53) when demoted to freight service as they were replaced by E8's. #654, 656B retired 7,10/60; 650-653 retired 8,5,3,7/61; 655-657 retired 7,3,8/61; 650B, 652B, 653B, 654B retired 7,3,8,5/61; all sold for scrap in 1961.

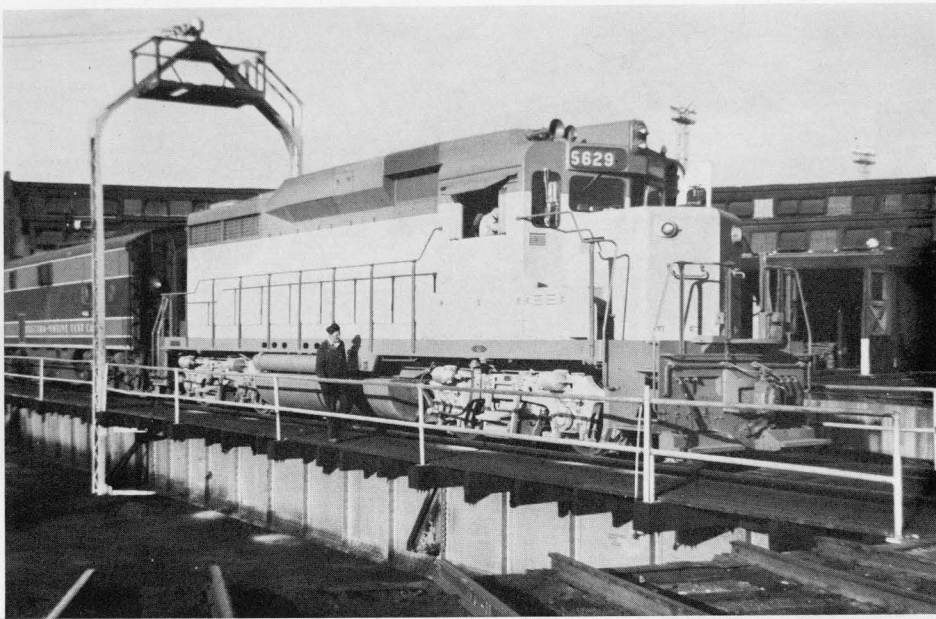
[28] RS27 (DL640) 675-678 were built as Alco demonstrators 640-2, -3, -4, -5 (640-1 was rebuilt to a C424 and sold to PRR as 2415), sold to UP in 8/61. 675, 676 were sold to Strobell Co. (D) in 3/71 and resold L4-E5/71 to Montreal Locomotive Works and leased out as MLW 675 and 676 to vari-out Canadian roads. Resold 1-2/75 to Devco Ry 215 and 214. 677 was wrecked 11/68 at Aikins, KS, retired 8/70 and scrapped at Omaha, NE. 678 was retired 4/71 and sold mid 1972 (via dealer?) to Erie Mining Co. (Hoyt Lake, MN) for parts and finally scrapped in?

[29] GP30A's 700-707 are the fourth units to carry these numbers, 708-729 are the third units to carry these numbers and 730-735 are the only units to carry these numbers (after Erie-builts, GP7's, GP20's). 700-734 were built with parts from trade-in F3/7A's and B's; 735 was built from parts of t-i F9Am 516; 800-874 were built without trade-ins; 875 was built as EMD GP22 (for 2250 hp) demonstrator 5629 in L6/61 in UP gray and yellow colors but not lettered (see accompanying photo) with unique skyline shroud, returned to LaGrange and rebuilt L9/-E10/61 to standard GP30 #1962 in black and white colors with red herald (later r# back to 5629?), sold to UP as 875 in 9/62 (o/n was 5629-1). From approximately 9/75 until their return in 11/78 (when replaced by new GP38-2's), eight GP30's 804, 807, 809, 813, 815, 817, 820, 835 were leased to Kennecott Copper Corp. at their Utah Mines Division open pit copper mine near Bingham, UT. During the lease, Kennecott assigned its own numbers (707, 714, 715, 705, 720, 721, 710, 711 respectively) on small metal plates affixed to the dynamic brake blisters - these numbers vacated by retired steepcab electric locos built in the 1920-30's). GP30A dispositions: 857 wrecked at Wamego, KS, 12/67, retired 1/68, scrapped at Omaha; 864 was wrecked at Gowanda, CO, 12/72, retired 2/73, scrapped at Omaha 9/73.

[30] GP30B's 700B, 702B, 703B, 704B, 706B are the second units to carry these r/n's (after Erie-built B's); 701B, 705B, 707B-739B are the only units to carry these r/n's. All forty (only GP30B's built) were built with parts from trade-in F3/7A's and B's. 727B-739B are equipped with steam generators for standby passenger service, although most s/g are now decommissioned but in place. Dispositions: 710B wrecked and burned at Grand Island, NE, 2/70; t-i to EMD 4/70; 712B wrecked at Speer, WY, 6/77, retired 27Jul77 and scrapped at Omaha, NE, 8/77.

[31] GP35's 740-761 built with parts from trade-in F3/7A's and B's; 762, 763 were built as EMD demonstrators 5652 and 5654 (to accompany DD35B demos 5653 and 5655, now UP 72B and 73B -- all painted red and white). Sold to UP 5/64. No UP GP35's are retired.

[32] 4-8-4 (Northerns) 800-844, although steam engines, have been included at this point in the roster because they lasted so late into dieselization (1958-1959) and caused diesels to be numbered around the 800 block until the GP30's came in 1962 (this caused UP's last-purchased steam engine, 844, then in excursion service, to be r# 8444 in 7/62). Dispositions: 800-813, 815-832, 834-837, 839-843 sold for scrap; 814 displayed at Council Bluffs, IA; 833 was stored for years at Cheyenne, moved recently to Salt Lake City, UT, for display; 838 stored at Council Bluffs for historical reasons; 844 r# 8444 currently used in excursion service over most of the UP system.



Harry R. Brown



Salt Lake City, UT, 18Sep75.
One of eight GP30's leased to Kennecott Copper 8/75-11/78 with KCC road number on the dynamic brake blister.

Kenneth M. Ardinger

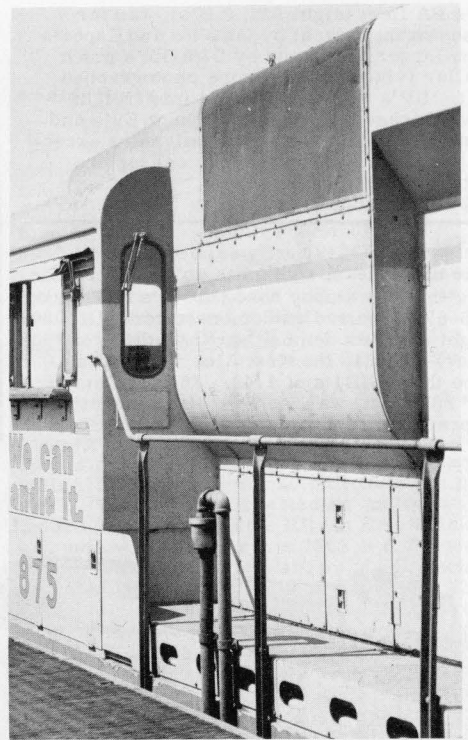


Louis A. Marre

Although Southern Ry had more GP30A's than anyone (120), UP had more GP30's total by adding forty cabless B's (unique to the UP) to 112A's. The first 75 A's arrived in July to October 1962 (causing 4-8-4 #844 to be r# 8444 in July 1962) and were built without trade-ins. Demo #875 was added in September 1962. Then 76 old F-units were sent to LaGrange as trade-ins on #700-735 and #700B-739B, arriving February to July 1963. #871, at Kansas City, KS, 8Jun63, and 725B at Council Bluffs, IA, 9Aug72, typify both types.



APRIL MAY JUNE 1979



George R. Cockle

The first GP30 built was actually GP22 #5629 (under EMD's brief, 1959-1962, period of matching model to horsepower), a one-of-a-kind unit with a unique setback cab roofline unlike all subsequent production GP30's. It tested 6-9/61 in UP yellow and gray (but was unlettered) as shown at Ogden, UT, 13Sep61, about to be returned to LaGrange, IL, for modifications and release in 10/61 as a more conventional GP30 #1962 (so-called for thirty improvements over the GP20). It was EMD's first departure from the original Geep body shared by GP7/9/18/20 and the first EMD with pressurized hood (to compete with the U25B but introduced on F-M's P12-42 in L/56). Becoming UP #875 in 9/62, it can still be told apart from all other GP30's by a central air duct that comes down from the roof instead of up from the walkway and by the many oval cutouts along the frame, plus minor details. Details of #875 at Council Bluffs, IA, 17Jul78.

George R. Cockle



UP bought the first Erie-built units--an A-B-A set numbered 50M1A,3B,2A which was delivered 27Dec45, and shown very soon afterward (r# in 8/46) at North Platte, NE. They were UP's first freight diesels (although dual purpose equipped with steam generator); but after five months of this work they were reassigned to passenger work as shown by 705, 704B, 702 at an unknown location about 1950. Broadside of B-unit #650B at Albina, OR, 18Mar61, just before retirement, shows large radiator common to all Erie-built and not found on subsequent C-line cab units. UP was a good early customer of F-M powered units (37 total) but stopped buying in 1950 just as most other F-M buyers were starting to place numerous orders.

Top Photo by Allen W. Madison
(R. L. Schmeling Collection)

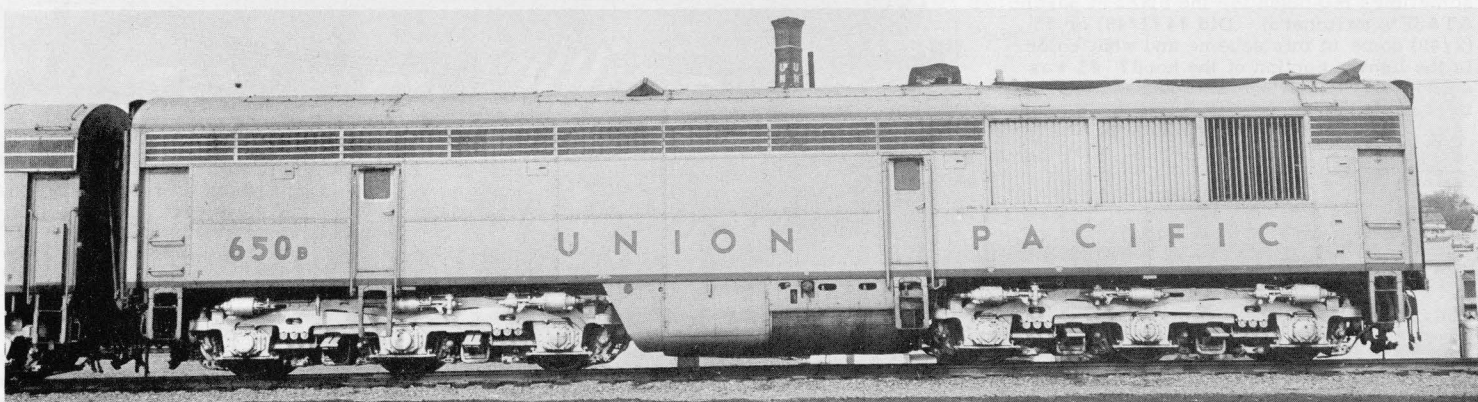
Middle Photo by Donald Duke
(John Krause Collection)

Bottom Photo by Don H. Roberts
(R. L. Schmeling Collection)



X2200 Abbreviations
 ex = former owner or road number
 nee = original owner or r/n (only)
 r/n = road number
 (D) = Locomotive Dealer (after name)
 :1, :2 = (1st) or (2nd) used after r/n
 r# = renumber(ed)
 E,M,L = (with date) early, mid, late
 o/n = order number

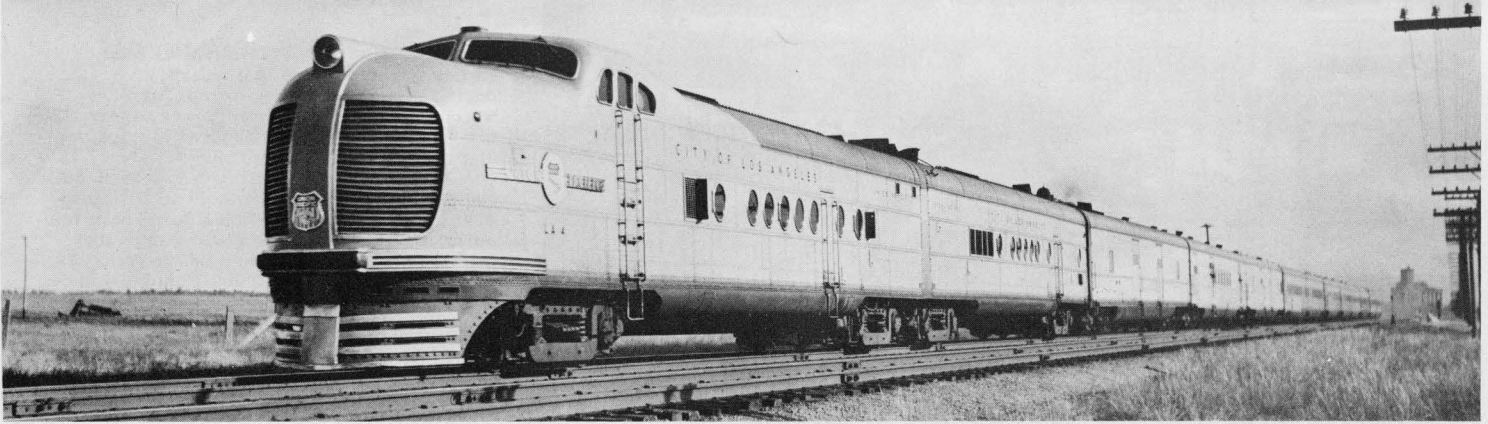
Quantities shown in parentheses should not be added into totals since they show unit listed elsewhere under other road numbers.



UP's two dozen GP35's, 740-763, seem to get lost among the vast groups of GP9's, GP30's, SD40's, U30C's and the more interesting twin engine units on the roster. Their only noteworthy members are ex demonstrators #762 and 763 which accompanied the DD35 demonstrators on several western railroads in late 1963 to early 1964. Both have led very ordinary lives since then. #762 at Pocatello, ID, 10Sep72, was the first GP35 ever built.

Photo by Kenneth M. Ardinger





R. H. Kindig

Pullman-Standard built four nearly identical City of Denver type units, M10003-M10006, consisting of permanently coupled 2400 hp A&B sets (not all four, of course, could pull the two COD consists but became known as Denver units for their predominance on this run), their complete and complex history is covered in Notes 36 and 37, eventually becoming three, 3-unit, A,B,B sets after rebuilding and the addition of another new B-unit. The distinctive "automotive grills" of LA4A,B (ex M10004) flash through the countryside north of Denver, CO, on 28May39, just prior to becoming CD06C, CD05C (LA4A losing its cab and some length).

UNION PACIFIC RAILROAD



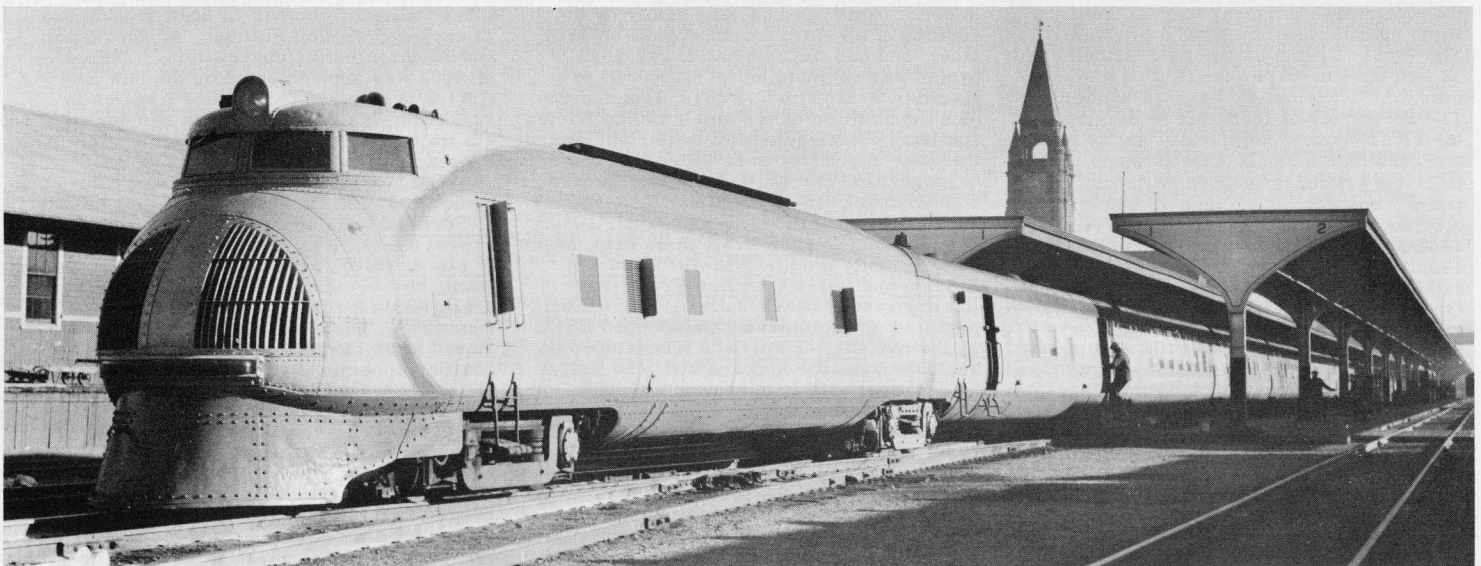
"Grand-daddy of all streamlined locomotives" is quite a claim. But this was only one departure the radically different M10000 pioneered. Had UP been a little more patient and waited for the diesel 201A engine to be tested more; CB&Q's Pioneer Zephyr 9900, delivered two months later, would not have laid claim to first diesel powered streamliner (M10000 was powered by a 191A distillate engine). It is very interesting that UP also got the last streamlined unit on this continent — E9A #914 in 1/64! Diminutive (only stood 12' above rails) City of Salina threads downtown Kansas City, KS, trackwork 28Aug41 about 100 days before retirement, which came a week after Pearl Harbor was attacked. M10000 lost its streamlined truck skirts very early in life.

UP ordered its first diesel, M10001, in 6/33 even before the distillate M10000 began construction and 13 days after CB&Q 9900 was ordered. It was more powerful (900hp vs 600 hp) and longer (5 cars vs 2 cars not counting locomotives) than its little brother but shared many other common features like full articulation, all-aluminum structure, single engine and same style nose and cab. M10001 is shown at Cheyenne, WY, 29Oct38, on Train #1, City of Portland. The stretched second (post-rebuild) version of M10001 can be told easily by the fourth square window. Compare shots in DSGII on pages EMD 107 and 108.



Lower Photo: R. H. Kindig

Above Photo: Emery J. Gulash





R. L. Schmelting Collection

UP's 14 E7's (half A's, half B's) were rather unremarkable (all delivered 8/46 during a renumbering), except for #988 which spent its first three years (4/47-4/50) touring the country as General Motors demonstrator #765 (its order number was E765) pulling the four-car Pullman-Standard-built Train of Tomorrow (also sold to UP along with the engine) to introduce dome cars and other passenger train innovations to the general public (see photo as #765 in X2272/34p26). Here 936A and 909B lead Train 102, the eastbound City of San Francisco, about 1947, somewhere in Iowa.

UNION PACIFIC RAILROAD



by Don Strack
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RESEARCH SOURCES:

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AN ALL-TIME ROSTER Part III

R/N	R/N	R/N	R/N	R/N	R/N	Builder	Model	HP
1934-1937	1937-1946	8/46-3/48	3/48-12/48	12/48-E/53	E/53-E/64			
M10000	same	scrapped	----	----	----	EMC/Pull.	Arch Nose A	600
M10001:1	rb to M10001:2	see next line	see next line	see next line	see next line	EMC/Pull.	Arch Nose A	900
M10001:2	rb to CD07C	same	same	same	scrapped	EMC/Pull.	Arch Nose A	1200
M10002A	same	scrapped	----	----	----	EMC/Pull.	Arch Nose A	1200
M10002B	same	scrapped	----	----	----	EMC/Pull.	Matching B	900
M10003A	CD07A	same	same	same	scrapped	EMC/Pull.	Bulb Nose A	1200
M10003B	CD07B	same	same	same	scrapped	EMC/Pull.	Matching B	1200
M10004A	LA4A CD06C	same	same	same	scrapped	EMC/Pull.	Bulb Nose A	1200
M10004B	LA4B CD05C	same	same	same	scrapped	EMC/Pull.	Matching B	1200
M10005A	CD05A	same	same	same	scrapped	EMC/Pull.	Bulb Nose A	1200
M10005B	CD05B	same	same	same	scrapped	EMC/Pull.	Matching B	1200
M10006A	CD06A	same	same	same	scrapped	EMC/Pull.	Bulb Nose A	1200
M10006B	CD06B	same	same	same	scrapped	EMC/Pull.	Matching B	1200

191A
EMC Winton 201A

x2200 © 1980

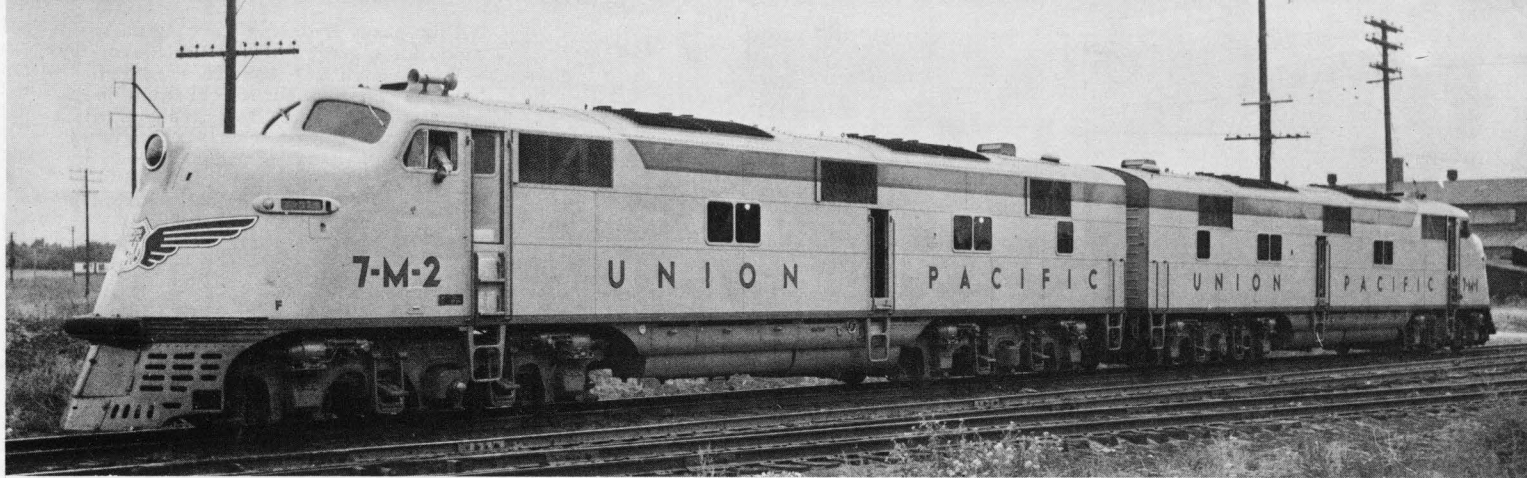
Roster Notes

33 M10000 can be considered the first true streamlined locomotive in North America, as built. (This does not include several early modified motorcars. Like CGW's Bluebird, etc., or B&O's steam powered Adam's Windsplitter of 1900 which did not have a streamlined engine, surprisingly enough.) Its all-aluminum wind tunnel-tested tubular superstructure marked the beginning of the streamlined era, followed shortly by CB&Q 9900 Pioneer Zephyr (the first diesel powered streamliner) in 4/34 and the first GG1 4800 in 8/34. Ordered 24May33 (o/n 6424) from Pullman (which became Pullman-Standard in 1934), this 204' 8" three-car train (72' 8" arch turret nose power unit/59' 10" coach 10400/71' 11" coach/buffet 10401 - totaling 108 tons - was delivered L1/34 and was fully articulated, sharing four 8' wheelbase Commonwealth trucks with 33" wheels. It was powered by one Winton V12, 600 hp, Model 191A distillate engine (7½" x 8½") driving a Westinghouse 477E12 425 kw generator which supplied two GE 716 300 hp traction motors on 36" drivers in the lead truck (one of a few units where all the electrical equipment was not from the same manufacturer). EMC's o/n was 10118. The 72' 8", 51-ton locomotive, standing only 12 feet tall (the cars were 10' 2½") also contained 33' RPO and 15' baggage sections. The 59' 10" coach 10400 sat 56 persons and the 71' 11" coach/buffet 10401 sat 52 persons and contained a small buffet/kitchen in its tail. On 11Feb34, M10000, with its "first train", was dispatched on a 13,000 mile, 65-city nationwide tour over 14 roads (ending on 16Jan35), including a two month (12May34 to 12Jul34) display at the Century of Progress exposition in Chicago for which the sleeper Overland Trail was added. The train was returned to UP and placed in Kansas City-Salina (KS) service 31Jan35, becoming the City of Salina (13Mar35 letter dictated such) at which time a separate 60 hp F-M auxiliary power supply and a small steam generator was added, eliminating the RPO section, allowing the main engine to supply only the traction motors (the Winton engine was also converted to burn butane). M10000 and train made its last run 16Dec41 and was retired after 900,000 revenue miles, sold for scrap 13Feb42 to Aaron Ferer Co. (scrap dealer)

in Omaha, NE, and cut up soon after. All M10000 series trains painted autumn brown and Armour yellow with red separation stripes and lettering.

34 M10001, plus its five-car all-aluminum, fully articulated "2nd train" was ordered from Pullman 30Jun33 (o/n 6426) with a 12 cyl. 900 hp Model 201A diesel engine (8" x 10") and consisted of 48' 81-ton power unit with cab M10001, 72' 9" RPO/baggage car 12200, three 60' 6" Pullmans (Overland Trail, Abraham Lincoln, E. H. Harriman) and a 54-seat 72' 2" coach/buffet car 10402 with round end, totaling 375' in length, weighing 210 tons (with full supplies) seating 124 passengers and rode two power trucks (4 GE 300 hp traction motors) and six non-powered trucks. M10001 arrived on UP 2Oct34 and made a coast-to-coast 3284-mile publicity trip 22Oct34 to 25Oct34 from L.A. to New York in about 57 hours. After other testing was completed during the next two to three months, M10001 and train returned to Pullman Standard in Chicago for major alterations. The power unit was lengthened 12 feet to 60' 3" (which can be seen easily by the addition of an extra fourth window on each side), and had the original 12 cyl. 201A (which was re-installed in M10002B) replaced by a 1200 hp V16 201A Winton diesel plus the addition of two small 100 hp Winton auxiliary diesel/generator sets right behind the cab. Eight feet were added to the baggage/RPO car 12200 for steam generator compartment, 10-1-1 Pullman E.H. Harriman was rebuilt to diner lounge car 10300, new Pullman Oregon Trail came next, followed by slightly modified 10-1-1 Abraham Lincoln and 8-1-1 Overland Trail, and trailing rebuilt coach-buffet 10402; all with modified span bolsters. Outshopped E5/35 as the new City of Portland (Cristered on 4Jul35), now 455' long and 296 tons (fully loaded) entered revenue service 5Jul34 between Chicago and Portland until replaced by M10002 (formerly City of Los Angeles) in 6/39, after which time the M10001 and cars were stored until sold for scrap 13Aug41. The engines from the power unit and steam generator from car 12200 had been removed in 1939 and installed in a new Pullman car-body becoming the CD-07C.

35 M10002 A&B, plus nine cars, were delivered by Pullman-Standard on 28Apr36 (o/n 6433) as the first City of Los Angeles. The 714' 503-ton train (front to rear) consisted of 1200 hp (Winton 16-201A) 68' 3" M10002A (similar to M10001); cabless 52' M10002B (with the 900 hp V12 201A engine removed from M10001 in E/35), the nation's first true B-unit; both riding their own B-B trucks but permanently joined by a bridge casting (span bolster) linking the A's trailing truck and the B's leading truck. The power units were detachable from the train, unlike M10000 and M10001. It was displayed from 29Apr36 to 30Apr36 in Chicago and placed in revenue service 15May36 between Chicago and Los Angeles (partly over C&NW) as the "3rd train". An identical "fourth train", the first City of San Francisco, was put in service a month later and powered by the first turret cab units M10004A&B. Both shared 11' 4" high tubular cross section designed, all-aluminum, cars as follows: an auxiliary-mail-baggage, a baggage-dormitory-kitchen, a diner-lounge, an 11 open section Pullman; a 7-2 Pullman, another 11 open section, an 11 enclosed section Pullman, 48 seat coach and 38 chair/buffet/observation. The M10002 was supplemented by the new E2-(LA1,2,3) powered City of Los Angeles in 12/37 and was replaced by the remodeled 4th train (M10004A,B, had been r# LA4A, B), the original City of San Francisco, on 18Aug38. M10002's train then was refurbished and, in turn, replaced M10001 in City of Portland service in 6/39. In 8/41, the newest 14-car E6 powered (LA4,5,6:2) City of Los Angeles, arrived, bumping M10004's train, now being hauled by E3's LA5,6:1 (r# 5M1A,2B as a result of the new units' numbers). The M10002 and train was then stored until 12Apr42 when put into Portland-Seattle connections service meeting the M10004's train (E3 powered by then), the City of Portland. M10002 went back into storage 3/43 at which time three cars were scrapped and one sleeper transferred to M10004's train. In 2/46 two more cars were transferred to M10004's train. M10002 was retired in L/46 and sold to Northrup-Hendy (Aviation) Co. for gas turbine testbeds and scrapped in 1947.



I. R. Sage Collection

Wgt. /Lbs.	Gearing	Builder's Number	Builder's Date	Retirement Date	Notes
169,000	51:22	508	L1/34	12/41	33
163,000	51:22	510	L9/34	E/35	34
216,000	51:22	513	5/35	6/39	34
186,340	51:22	514	4/36	12/46	35
183,720	51:22	515	4/36	12/46	35
212,000	51:22	528	7/36	3/53	37
214,000	51:22	529	7/36	3/53	37
213,000	51:22	520	5/36	3/53	35, 36
215,000	51:22	519	5/36	3/53	35, 36
213,000	51:22	522	6/36	3/53	37
215,000	51:22	525	6/36	3/53	37
213,000	51:22	526	6/36	3/53	37
215,000	51:22	527	6/36	3/53	37

This is the most likely b/n sequence since none of the many records on these units agree.

X2200 © 1980

scr = scrapped R/N = road number :1 = first use of this R/N cnb = cannibalized
 ret = retired B/N = builder's number :2 = second use of this R/N s/f/s = sold for scrap
 rb = rebuilt B/D = builder's date (D) = locomotive dealer c. = circa (about)
 r# = renumbered HEP = head end power E, M, L = Early, Mid, Late t-i = traded-in

As the popularity and consequently the size of the flagship City trains increased, UP and its partners ordered the 9th and 10th (14-car) trains powered by E6ABB's SF4,5,6 and LA4,5,6 in 2-3/41, joining six solely UP-owned E6A's 7-1M-1A,2A; 8-M-1A,2A; and 9-M-1A,2A delivered in 8/40. New Alco 4-8-4's were built (in 1937, 1939 and again in 1944) for the less glamorous trains. One E6 (985J) went to C&NW (as 5004A) in 12/48 when joint ownership of the trains was distributed according to original investment (based on mileage used by the Cities trains) but all the remainder were kept by UP until traded-in on E9A/B's in 1956 making it the first shovel-nose fleet to disappear completely. Top photo: 7-M-2 and 7-M-1 at Omaha, NE, (?), when new in 1940 show UP-owned spare unit lettering. These were the first UP units to carry the famous gray and yellow. Lower photo: SF-4 at Oakland, CA, 1/46, shows joint ownership lettering.

36 M10004 was the transition train (entirely UP owned), it had the tubular nine car all-aluminum, fully-articulated train identical to M10002's (M10003A,B was a spare power unit and had no train) yet had two cor-ten steel power units (an A,B set with non-tapered sides that did not match the cars in height or profile almost identical to M10005A,B) outshopped L5/36 by Pullman-Standard with V16-201A Winton engines and GE electrical equipment (all locomotive axles powered on M10002-M10006) for the "4th Train", the first City of San Francisco which entered service 14Jun36 over C&NW, UP and SP (train was wholly owned by UP however). M10004 was replaced in 1/38 by the new 14-car, E2-powered, 8th Train (the second City of San Francisco) and was extensively shopped at Omaha, gaining two cars (one spare, one from M10002's train) and units r# LA4A,B in 7/38 when outshopped and placed in City of Los Angeles service 18Aug38 replacing M10002 (and its 11 cars) which then, in turn, replaced M10001 in City of Portland service in 6/39 after refurbishing. In 3/39 the two power units LA4A,B were replaced by brown and yellow E3A,B LA5,6:1, but these left M10004's train in 8/39 when needed to replace wrecked SF1, 2,3 (E2's) on substitute City of San Francisco. CD05, 06, 07 then stepped in taking turns powering M10004's train. Meanwhile, LA4A,B (ex M10004A,B) went through Omaha Shops and was rebuilt and renumbered to CD06C, CD05C respectively, outshopped 8,7/39. The A-unit having been shortened and converted to a B-unit. Ultimate disposition in next note. M10004's cars were retired 18Sep50 after 2½ years storage and were scrapped 3/51.

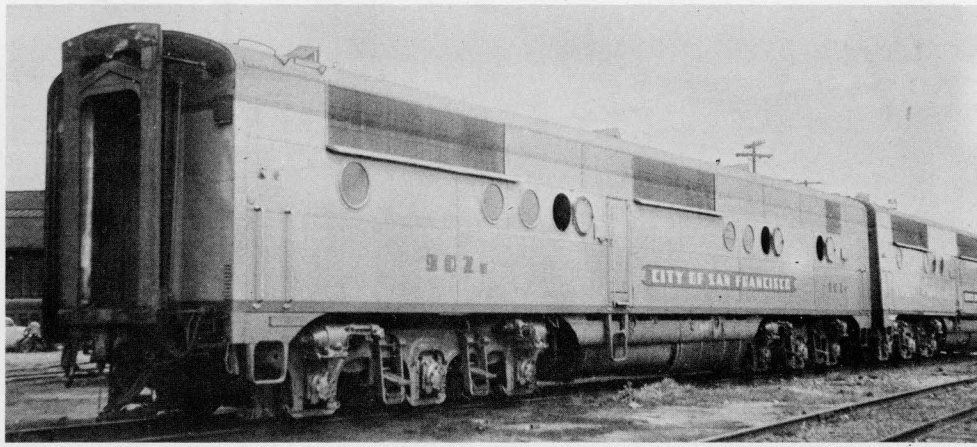


R. L. Schmeling Collection

37 M10003, M10005, M10006 were three identical pairs of grill-nose, turret cab A-units plus matching B-units (very similar to M10004A,B) for City of Denver service powering ten more-or-less conventional cars (12'8" high, non-tapered sides, mostly non-articulated. Financed jointly by UP (53.34%) and C&NW (46.56%) based on

share of mileage (1048) between Chicago and Denver, the locomotives were built of riveted cor-ten steel and the cars of aluminum alloy. Ordered under Pullman-Standard o/n 6484 (EMD o/n E123) and delivered June 5th and June 12th (the spare units, M10003A,B came without train 29Jul36); the so-called 5th and 6th Trains were put into service 18Jun36 after M10005 was displayed briefly in Chicago (6Jun36 to 8Jun36). The power units were permanently joined in pairs (but not to their trains) by a bridge casting (span bolster) and each had a 1200 hp V16 Winton 201A diesel engine and GE electrical equipment. M10005, M10006, M10003 were r# CD05, CD06, CD07, respectively, in 6/37 at which time C&NW heralds were added to nose of A-units. Major changes to the twin Denver trains came in mid 1939 when they got longer and a third unit was added to each of the three power sets. Only eight (four A's, four B's) City of Denver type units were available to draw from, however, to make up three 3-unit sets (A,B,B). CD05C was outshopped 8/39 by making minor changes in M10004B (LA4B), CD06C was outshopped 9/39 by shortening M10004 (LA4A) by 5'6" to a 63'9" B-unit (cab end removed). CD07C was an

entirely new carbody built by Pullman-Standard (to the other B-units' specifications) outshopped 12/39 with the 16V201A and electrical equipment removed from M10001 just before its old tubular cross sectional body was scrapped. These three power sets were not broken up but often switched trains and all, at one time or another, pulled the M10004's old consist. All nine units retired 19Mar53 when replaced by E8's and scrapped in Omaha, NE, 7/53. CD05A,B and CD06A,B had piled up almost six million miles of service each, all Winton powered! The original car consists and subsequent changes are relatively complex and are covered in other books so will not be covered here. The locomotives were equipped with automatic train control for operation on C&NW and had a maximum speed limit of 83 mph (although geared for 102 mph). Both trains were renovated 10/47-2/48 at which time M10004's train came out of storage to fill in for them as needed. M10003-M10006 units had port-holes while M10000-M10002 had rectangular windows. All M10000-series units and the E2A&B's and E3A&B's came in brown and yellow. The E6's were the first gray and yellow units.



All the early E-units ("E" originally stood for eighteen hundred horsepower) - EA through E6 - had the so-called "shovel" nose (about 70 degrees slope, inherited from the CB&Q Zephyrs, etc.) except for UP's two E2A's which had special bulb-noses similar to those of the M10003-M10006 built the year before and the two Steamotive turbines #1 and #2, nearing completion at GE-Erie. (E7-E9's and all F-units have

Left Photo: R. L. Schmeling Collection

38 The joint-owned E2A,B,B sets were built for the 14-car seventh train, City of Los Angeles, which went into service 18Dec37 with LA1,2,3 for power; and eighth train, City of San Francisco, which went into service 2Jan38 with SF1,2,3 for power. In the 8/46 general passenger equipment re-numbering, the "LA" set (owned by UP and C&NW) became 921A, 922B, 923B; while the "SF" set (owned by UP, C&NW and SP) became 901A, 902B, 903B. A year and a half later, in 3/48, to facilitate accounting procedures, all jointly owned "Cities" train equipment was given a "J" suffix; thus 921A,

22B, 23B (LA1,2,3) became 984J, 984BJ, 984CJ while 901A, 902B, 903B (SF1,2,3) became 983J, 983BJ, 983CJ. On 2Dec48 the cumbersome joint accounting system was disbanded and the equipment distributed to the participating roads according to their percentage of financial interest. UP, being the largest owner, retained all four B-units and just removed the "J" suffix; 984J (ex 921A, LA1) was sold to C&NW as 5003A and consequently scrapped about 1952-1953 (see photo X2270/22p25 taken 7May50); 983J was sold to SP as 6011A, r# 6017 about 10/49 and then rebuilt to slightly non-standard E7A by

SP's L.A. general shops in 12/53-2/54 with two 12-567B engines and new D40 main generator (D17B traction motors had been installed about 1946) requiring the frame to be lengthened from 70'4" to 71'1/4" with new "bulldog nose" and E7 side panels, out-shopped 18Feb54, retired 7/66 and scrapped. UP traded-in 983B, 983C, 984B, 984C to EMD on E8B's 922B-925B in 2,3,3,4/53 and most of the parts were scrapped. The City of San Francisco, with SF1,2,3, was wrecked by sabotage at Harney, NV, while on SP on 12Aug39 and was rebuilt in kind and returned to service.

R/N 1934-1937	R/N 1937-1946	R/N 8/46-3/48	R/N 3/48-12/48	R/N 12/48-E/53	R/N E/53-E/64	Builder	Model	HP	
----	SF1	901A:1	983J	SP 6011A	rb to E7A 6017	EMC	E2A	1800	EMC Winton 201A
----	SF2	902B:1	983BJ	UP 983B	t-i on E8B	EMC	E2B	1800	
----	SF3	903B:1	983CJ	UP 983C	t-i on E8B	EMC	E2B	1800	
----	LA1	921A:1	984J	C&NW 5003A	scrapped	EMC	E2A	1800	
----	LA2	922B:1	984BJ	UP 984B	t-i on E8B	EMC	E2B	1800	
----	LA3	923B:1	984CJ	UP 984C	t-i on E8B	EMC	E2B	1800	
----	SF4	904A:1	985J	C&NW 5004A	same	EMD	E6A	2000	EMC 567
----	SF5	905B:1	985BJ	UP 985B	same	EMD	E6B	2000	
----	SF6	906B:1	985CJ	UP 985C	same	EMD	E6B	2000	
----	LA4:2	924A:1	987J	UP 987	same	EMD	E6A	2000	
----	LA5:2	925B:1	987BJ	UP 987B	same	EMD	E6B	2000	
----	LA6:2	926B:1	987CJ	UP 987C	same	EMD	E6B	2000	
----	(SF7)	907A:1	986J	UP 986	same	EMD	E7A	2000	
----	(SF8)	908B:1	986BJ	SP 6011B	SP 5916	EMD	E7B	2000	
----	(SF9)	909B:1	986CJ	SP 6011C	SP 5917	EMD	E7B	2000	
----	(LA7)	927A:1	988J	C&NW 5004B	same	EMD	E7A	2000	
----	(LA8)	928B:1	988BJ	UP 988B	same	EMD	E7B	2000	
----	(LA9)	929B:1	990BJ	UP 990B	same	EMD	E7B	2000	
----	(CP-1)	930A:1	989J	UP 989	same	EMD	E7A	2000	
----	(CP-2)	931A:1	990J	UP 990	same	EMD	E7A	2000	
----	----	(EMD Demo 765)		UP 988 (4/50)	same	EMD	E7A	2000	
----	LA5:1 5M1A	951A:1	UP 991	same	same	EMC	E3A	2000	
----	LA6:1 5M2B	952B:1	UP 992B	same	same	EMC	E3B	2000	
----	7M1A	953A:1	UP 992	same	same	EMC	E6A	2000	
----	7M2A	954A:1	UP 993	same	same	EMC	E6A	2000	
----	8M1A	955A:1	UP 994	same	same	EMC	E6A	2000	
----	8M2A	956A:1	UP 995	same	same	EMC	E6A	2000	
----	9M1A	957A:1	UP 996	same	same	EMC	E6A	2000	
----	9M2A	958A:1	UP 997	same	same	EMC	E6A	2000	
----	(10M1A)	959A:1	UP 998	same	same	EMD	E7A	2000	
----	(10M2A)	960A:1	UP 999	same	same	EMD	E7A	2000	
----	(7M3B)	961B:1	UP 994B	same	same	EMD	E7B	2000	
----	(8M3B)	962B:1	UP 996B	same	same	EMD	E7B	2000	
----	(9M3B)	963B:1	UP 998B	same	same	EMD	E7B	2000	
----	----	964A-968A	900-904:2	same	1451-1455:2	EMD	F3A	1500	
----	----	969B-978B:1	900B,C-904B,C	same	1451B,C-1455B,C	EMD	F3B	1500	
----	----	----	905-910:2	same	1456-1461	EMD	F3A	1500	
----	----	----	905B,C, 907B,C	same	1456B,C, 1457B,C	EMD	F3B	1500	
----	----	----	909B,C:1	same	1458B,C	EMD	F3B	1500	
----	----	----	911, 912:1	same	1498, 1499	EMD	FP7A	1500	
----	----	----	910B, 910C:1	same	1498A, C	EMD	F7B	1500	
----	50M1A, 2A	981A, 982A	700, 701:1	same	650, 651	FM/GE	Erie A	2000	
----	50M3B	983B	700B:1	same	650B	FM/GE	Erie B	2000	
----	----	984A, 985A	702, 703:1	same	652, 653	FM/GE	Erie A	2000	
----	----	986B, 987B	702B, 703B:1	same	652B, 653B	FM/GE	Erie B	2000	
----	----	(988A-991A)	704-707	same	654-657	FM/GE	Erie A	2000	
----	----	(992B, 993B)	704B, 706B	same	654B, 656B	FM/GE	Erie B	2000	
----	----	994A-997A	600-603	same	same	Alco	PA1	2000	
----	----	998B-999B	600B, 602B	same	same	Alco	PB1	2000	
----	----	(998A-999A)		Never delivered, r# BLW 6000A, B		BLW	DR12-8-3000		

the familiar "bulldog" nose which slopes about 82 degrees.) One A-B-B set each was ordered for the City of San Francisco (Westinghouse-equipped SF-1,2,3) and City of Los Angeles (GE-equipped LA-1,2,3). Left photo: rare E2B #902B at W. Oakland Shops 17Apr47 joined three sisters in 1953 as E8B trade-in material. Right photo: SF-1 at Denver, CO, 6Apr71 wears chrome nose accent with the heralds of all three owners.



Right Photo: Larry G. Russell Collection

39 E3A and E3B #LA5:1 and LA6:1 were built 3/39 to replace LA4A,B (ex M1000A,B) on the fourth train refurbished for City of Los Angeles service. Renumbered 5M1A, 5M2B 24Feb41 when E6B's #LA5:2, LA6:2 arrived and went into protection service for other "City" trains, renumbered again in 8/46 to 951A, 952B; they were not jointly owned so were not affected by 3/48 renumbering. Renumbered 12/48 in general renumbering to 991, 992B; traded-in to EMD 5, 2/56 on E9A #901 and E9B 904B although unit-for-unit "trade-in credits" were only "on paper". Last units painted brown & yellow.

40 E6A and E6B's: Jointly-owned ABB SF4,5,6 for tenth train, City of San Francisco (put into service 26Jul41 and owned by UP/C&NW/SP) and LA4,5,6:2 for ninth train City of Los Angeles (put into ser-

vice 3Aug41 and owned by UP/C&NW) were renumbered 904A, 905B, 906B and 924A, 925B, 926B, respectively, in 8/46. Renumbered again 3/48 to 985J, 985BJ, 985CJ and 987J, 987BJ, 987CJ, respectively. When joint ownership dissolved 12/48, 985J went to C&NW as 5004A, retired 31Mar59 and sold for scrap 7Apr59; while remaining jointly-owned E6's retained and the "J" suffix was removed 12/48. Wholly-owned E6A's 7M1A, 7M2A, 8M1A, 8M2A, 9M1A, 9M2A r# 953A-958A respectively in 8/46. Then r# 992-997 in the general 3/48 renumbering. Dispositions: 985B, C, 987B, C all traded-in to EMD on E9B's 900B, 901B, 902B, 903B in 1,1,2,1/56; 987, 992-997 all traded-in to EMD in 5,5,2,1,1,1,6/56. Most parts were scrapped and only a few (truck side frames, etc.) were reused. All E6's were gray/yellow.

41 E7A,B,B set 907A, 908B, 909B (jointly-owned by UP/C&NW/SP) was ordered as SF7,8,9 but delivered, as the 8/46 renumbering was underway, in the 900-series. E7A,B,B set 927A, 928B, 929B (jointly-owned by UP/C&NW) was ordered as LA7,8,9 but delivered in 900-series also. Both sets renumbered 3/48 to 986J, 986BJ, 986CJ and 988J, 988BJ, 990BJ (not 988CJ) respectively. These sets broken up in 12/48: 986, 988B, 990B retained by UP with "J" suffix removed; 988J to C&NW 5004B (retired 31Aug59, sold for scrap 14Sep59), 986BJ, 986CJ to SP 6011B,C on 16Dec48, r# SP 5916, 5917 about 10/49 (retired 9/68, 4-6/67, and both t-i to EMD 9-10/68, M/67 respectively). E7A,A set 930A, 931A was ordered as CP-1, -2 for City of Portland service but delivered as 930A, 931A during the 8/46 renumbering, becoming 989J, 990J in 3/48 and had "J" suffix removed in 12/48. UP 988 was built as GM-EMD demonstrator 765 in 4/47 to power the Pullman-Standard built 4-car Train of Tomorrow (first ran 26May47 Chicago-French Lick, IN), then sold 31Mar50 to UP as 988 after an 86-city tour of the U.S. Painted dark blue and stainless with large red star (see photo X2272/34p26). Put into service 18Jun50 in Seattle-Portland service. E7A,A set 959A, 960A ordered as 10M1A, 10M2A but delivered in 900-series, r# 998, 999 in 12/48; E7B's 961B-963B were ordered as 7M3B, 8M3B, 9M3B but came delivered in the 900-series, r# 994B, 996B, 998B in 12/48. E7 Dispositions: 986, 988, 989, 990, and 998 (wrecked 10Feb61 in Oregon), 999 traded-in to EMD on E9A's 910, 912, 913, 914, 908, 909 in 12/62, 1/64, 12/63, 1/64, 9,9/61; 988B, 990B, 994B, 996B, 998B traded-in to EMD on E9's 912B, 910B, 911A, 913B, 911B in 12/63, 12/62, 8/62, 12/63, 12/62 and all scrapped.

Wgt. /Lbs.	Gearing	Builder's Number	Builder's Date	Retirement Date	Notes
313,000	55:21	744	10/37	(12/48)	38
311,000	55:21	745	10/37	2/53	38, 45
311,000	55:21	746	10/37	3/53	38, 45
313,000	55:22	741	10/37	(12/48)	38
311,000	55:22	742	10/37	2/53	38, 45
311,000	55:22	743	10/37	3/53	38, 45
314,000	52:25	1175	3/41	9/59	40, 45
314,000	52:25	1176	3/41	1/56	40, 45
314,000	52:25	1177	2/41	1/56	40, 45
314,000	52:25	1172	2/41	5/56	40, 45
314,000	52:25	1173	2/41	2/56	40, 45
314,000	52:25	1174	2/41	1/56	40, 45
324,000	52:25	3509	8/46	12/62	41, 45
318,000	52:25	3515	8/46	9/68	41
318,000	52:25	3516	8/46	5/67	41
324,000	52:25	3506	8/46	9/59	41
318,000	52:25	3513	8/46	12/63	41, 45
318,000	52:25	3514	8/46	12/62	41, 45
324,000	52:25	3507	8/46	12/63	41, 45
324,000	52:25	3508	8/46	1/64	41, 45
324,000	52:25	4147	19Apr47!	1/64	41, 45
308,000	55:22	893	3/39	5/56	39, 45
305,000	55:22	894	3/39	2/56	39, 45
314,000	52:25	1136	8/40	5/56	40, 45
314,000	52:25	1137	8/40	2/56	40, 45
314,000	52:25	1138	8/40	1/56	40, 45
314,000	52:25	1139	8/40	1/56	40, 45
314,000	52:25	1140	8/40	1/56	40, 45
314,000	52:25	1141	8/40	6/56	40, 45
324,000	52:25	3504	8/46	8/61	41, 45
324,000	52:25	3505	8/46	8/61	41, 45
318,000	52:25	3510	8/46	8/62	41, 45
318,000	52:25	3511	8/46	9/63	41, 45
318,000	52:25	3512	8/46	3/62	41, 45
248,000	56:21	4480-4484	9,10/47	1/63-5/64	42
249,000	56:21	4485-91/4842-44	9/47	1/63-7/64	42
248,000	56:21	6660-6665	5, 6/48	1/63-5/64	42
249,000	56:21	6666-6669	5, 6/48	1/63-3/64	42
249,000	56:21	6670, 6671	6/48	1/63	42
255,000	56:21	17231, 17232	4/52	7/64, 5/65	43
248,000	56:21	17233, 17234	4/52	8/64	43
357,000	68:19	L1060, 2/27789, 90	12/45	8, 5/61	27
353,000	68:19	L1062/27791	12/45	7/61	27
353,000	68:19	L1117, 8/29391, 92	8/47	3, 7/61	27
357,000	68:19	L1127, 8/29431, 32	11/47	3, 8/61	27
353,000	68:19	L1136-9/29405-08	3, 4/48	7/60 & 7, 3, 8/61	27
357,000	68:19	L1142, 3/29436, 37	3, 4/48	5/61, 10/60	27
356,000	74:18	74692-74695	9/47	8/65, 5/65	24
350,000	74:18	75341, 75342	9/47	9/65	24
c.590,000	63:15	73129, 73130	3/48	---	44

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42 Passenger F3's (high speed gearing and steam generator-equipped) 964A-968A, 969B-978B were r# 900-904, 900B,C-904B,C in 3-5/48; then all 900-series F3's r# 1400-series (when put in freight service and regearred 62:15) as shown in 4-10/53 (except 904, 905, 909 which were sent to EMD and upgraded to F7 specs., returning as 1455, 1456, 1460 in 1/55, 2/55, 12/54; (the original 1451-1455 were r# to 1500-series in 1950). Dispositions: 1451-1461 traded in to EMD 5/64, 2/63, 3/64, 5/63, 1/63, 5/63, 2/63, 3/63, 5/64, 4/63, 1/63 on GP30's; 1451B,C-1458B,C all t-i to EMD 1,4,5/63; 6,7,7,8,8/64; 3/63; 3/64; 1,1/63; 3/64; 1,1,1/63 on GP30's and scrapped at Pilet Brothers.

43 FP7A's 911, 912 and passenger F7B's 910B,C (all with steam generator and high speed gearing) were ordered by NdeM but were diverted to the UP in 5/52. All four regearred 62:15 and r# 1498, 1499, 1498B, 1498C for freight service in 2/56. All t-i to EMD 7/64; 5/65; 8,8/64 and scrapped.

44 UP ordered two DR12-8-3000's (Centipedes) to be 998 and 999 in 3/46 but the order was canceled. BLW decided to finish the units after ordering all the parts and outshopped the pair as demos 6000A,B (later r# 6000, 6001) on 16Mar48. Retired c.10/52 and sold for scrap in 1954 to Luria Brothers, Modena, PA.



An absolutely gorgeous shot of brand new PA/B/A1 set #997A/999B/995A in Los Angeles, CA, 10/47, possibly having just completed its maiden trip. Note the coupler shroud common on most passenger diesels until the early 1950's. All of UP's went into freight service in 1955 after regearing.

R. H. Kennedy

R/N	Subsequent R/N	Qty.	Builder	Model	Sgt/Lbs	Gearing	B/N	B/D	Notes
900, 901	RI 662, RI 663	2/0	EMD	E9A	339,000	55:22	21261, 21262	5, 5/56	45, 46
902, 903	Traded-in EMD, RI 664	2/0	EMD	E9A	339,000	55:22	21263, 21264	5, 2/56	45, 46
904, 905	AMT 411, RI 665	2/0	EMD	E9A	339,000	55:22	21265, 21266	1, 1/56	45, 46
906, 907	To PNC, AMT 412	2/0	EMD	E9A	339,000	55:22	21267, 21268	1, 6/56	45, 46
908, 909	(AMT 413), AMT 414	2/0	EMD	E9A	339,000	55:22	26672, 26673	8/61	45, 46
910, 911	AMT 415, AMT 416	2/0	EMD	E9A	339,000	55:22	27694, 27695	12/62	45, 46
912-914	AMT 417-AMT 419	3/0	EMD	E9A	339,000	55:22	28667-28669	12/63-1/64	45, 46
900B-902B	To EMD, EMD, PNC	3/0	EMD	E9B	339,000	55:22	21269-21271	1, 1, 2/56	45, 46
903B, 904B	To EMD, EMD	2/0	EMD	E9B	339,000	55:22	21272, 21273	1/56	45, 46
910B, 911B	C&NW 501, AMT 453	2/0	EMD	E9B	339,000	55:22	27696, 27697	12/62	45, 46
912B, 913B	AMT 454, C&NW 502	2/0	EMD	E9B	339,000	55:22	28670, 28671	11, 12/63	45, 46
922B, 923B	To SP, to PNC	2/0	EMD	E8B	333,000	55:22	745, 746	2, 3/53	45, 46
924B, 925B	Traded-in EMD, C&NW 503	2/0	EMD	E8B	333,000	55:22	742, 743	3, 4/53	45, 46
925	RI 657	1/0	EMD	E8A	332,000	55:22	1966	6/52	45, 46
926, 927	AMT 325, C&NW 507	2/0	EMD	E8A	332,000	55:22	10777, 10778	5, 6/50	46
928	Still UP 928	1/1	EMD	E8A	332,000	55:22	10779	7/50	46
929, 930	AMT 326, RI 658	2/0	EMD	E8A	332,000	55:22	10780, 10781	8/50	46
926B, 927B	To PNC, AMT 370	2/0	EMD	E8B	333,000	55:22	10782, 10783	5, 6/50	46
926B, 929B	Both traded-in to EMD	2/0	EMD	E8B	333,000	55:22	10784, 10785	7, 8/50	46
930B	RI 613	1/0	EMD	E8B	333,000	55:22	10786	8/50	46
931-933	AMT 327-AMT 329	3/0	EMD	E8A	332,000	55:22	17783-17785	3/53	46
934, 935	C&NW 508, RI 659	2/0	EMD	E8A	332,000	55:22	17786, 17787	4/53	46
936, 937	Traded-in EMD, RI 660	2/0	EMD	E8A	332,000	55:22	17788, 17789	4/53	46
938, 939	AMT 330, AMT 331	2/0	EMD	E8A	332,000	55:22	17740, 18270	4, 5/53	46
940, 941	C&NW 509, RI 661	2/0	EMD	E8A	332,000	55:22	18271, 18272	5/53	46
942	C&NW 510	1/0	EMD	E8A	332,000	55:22	18273	5/53	46
931B, 932B	RI 614, AMT 371	2/0	EMD	E8B	333,000	55:22	17791, 17792	2/53	46
933B, 934B	Traded-in EMD, to PNC	2/0	EMD	E8B	333,000	55:22	17793, 17794	2/53	46
935B, 936B	C&NW 504, RI 615	2/0	EMD	E8B	333,000	55:22	17795, 17796	2/53	46
937B-939B	RI 616-RI 618	3/0	EMD	E8B	333,000	55:22	17997-17999	2, 2, 3/53	46
940B, 941B	AMT 372, AMT 373	2/0	EMD	E8B	333,000	55:22	17800, 17801	3/53	46
942B-944B	Traded-in EMD, EMD, PNC	3/0	EMD	E8B	333,000	55:22	17802-17804	3/53	46
945B	Traded-in EMD	1/0	EMD	E8B	333,000	55:22	18274	4/53	46
946B, 947B	RI 619, RI 620	2/0	EMD	E8B	333,000	55:22	18275, 18276	4/53	46
948B, 949B	AMT 374, traded-in EMD	2/0	EMD	E8B	333,000	55:22	18277, 18278	4, 5/53	46
943-945	AMT 420-AMT 422	3/0	EMD	E9A	335,000	55:22	19281-19283	5/54	46
946, 947	AMT 423, AMT 424	2/0	EMD	E9A	335,000	55:22	19284, 19285	6/54	46
948, 949	AMT 425, C&NW 511	2/0	EMD	E9A	335,000	55:22	20485, 20486	5/55	46
950	To PNC, then MK	1/0	EMD	E9A	335,000	55:22	20487	5/55	46
951, 954	Still UP 951, 954	2/2	EMD	E9A	335,000	55:22	20488, 20490	6/55	46
952, 953, 955	AMT 426, 427, 428	3/0	EMD	E9A	335,000	55:22	20489, 90, 92	6, 6, 7/55	46
956, 957	AMT 429, AMT 430	2/0	EMD	E9A	335,000	55:22	20493, 20494	10, 9/55	46
958, 959	AMT 431, AMT 432	2/0	EMD	E9A	335,000	55:22	20495, 20496	9, 10/55	46
960	Still UP 960	1/1	EMD	E9A	335,000	55:22	20497	10/55	46
961, 962	AMT 433, scrap	2/0	EMD	E9A	335,000	55:22	20498, 20499	10, 11/55	46
950B, 953B	Both to PNC	2/0	EMD	E9B	339,000	55:22	19286, 19289	5/54	46
951B, 952B	AMT 455, AMT 456	2/0	EMD	E9B	339,000	55:22	19287, 19288	5/54	46
954B, 955B	AMT 457, to PNC	2/0	EMD	E9B	339,000	55:22	19290, 19291	5/54	46
956B-959B	AMT 458-AMT 461	4/0	EMD	E9B	339,000	55:22	19292-19295	6/54	46
960B, 962B	C&NW 505, C&NW 506	2/0	EMD	E9B	339,000	55:22	20500, 20502	5/55	46
961B, 963B	AMT 462, AMT 463	2/0	EMD	E9B	339,000	55:22	20501, 20503	5, 6/55	46
964B, 965B	AMT 464, AMT 465	2/0	EMD	E9B	339,000	55:22	20504, 20505	6, 6/55	46
966B, 967B	AMT 466, AMT 467	2/0	EMD	E9B	339,000	55:22	20506, 20507	7, 9/55	46
968B, 969B	Still UP 968B, 969B	2/2	EMD	E9B	339,000	55:22	20508, 20509	9, 10/55	46
970B-972B	AMT 468-AMT 470	3/0	EMD	E9B	339,000	55:22	20510-20512	10/55	46
973B, 974B	Still UP 973B, 974B	2/2	EMD	E9B	339,000	55:22	20513, 20514	10/55	46

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UP leased EMD's nine-car Aerotrains powered by LWT12 #1001 (21464, 12/55). Arrived 11/56 from demonstration on NYC (lettered NYC) and put on City of Las Vegas (670 miles Los Angeles-Las Vegas) as Train 115, 116. Patronage was not as heavy as thought and rough ride caused lease termination 9/59. It had UP herald on pilot during the lease.

45 UP's early E-units (E2/3/6/7's) were traded-in on new E8/9A/B's, they were not rebuilt into E8/9's as several sources imply as there is almost nothing reusable except truck frames and other minor parts, and therefore will not be designated E8Am, etc. Trade-in credits for E9's 900-907, 900B-904B were E3/6's 987; 991-997; 985B,C; 987B,C; 992B respectively; for E9's 908-914, 910B-913B were E7's 998, 999, 986, 994B, 988-990, 996B, 998B, 986B, 990B respectively; for E8's 922B-925B were E2B's 933B,C; 984B,C and for E8A 925 was C&NW E7A 5007B (wrecked at Wyuta, UT, on UP in 9/51). "Trade-in credits" were figured strictly on paper and it would be pure coincidence if any one part actually got reused on its intended new unit. It was EMD's practice during E8 production to assign the trade-in unit's builder's number to the new unit and show original date built on the plate even if the new unit contained only 5% of the parts from the older unit, a ridiculous practice, dropped when E9 production began, hence 95% new E8's 922B-925B and 925 were never assigned new builder's numbers!

46 E8/9 Dispositions; 902, 936 t-i to EMD 2,11/69. 962 wrecked 21Dec67 at Wamego, KS, ret 1/68 and scrapped at Omaha in 1969. 925, 930, 935, 937, 941, 900, 901, 903, 905 were sold to RI 657-665 in 8,8,7,5, 6,6,6,8,6/69 respectively. 930B, 931B, 936B-939B, 946B, 947B sold to RI 613-620 in 9,5,7,10,5,8,6,10/69; 910B, 913B, 925B, 935B, 960B, 962B were sold via PNC to C&NW 501-506 in 9/72 and rebuilt E/73 with cabs and small low "Crandall" noses. 927, 934, 940, 942, 949 were sold via PNC to C&NW 507-511. 906, 950, 902B, 923B, 926B, 934B, 944B, 950B, 953B, 955B all sold to Precision National Corp. (PNC) for scrap in 9/72 (950 resold to Morrison-Knudsen, Boise, ID, for parts). 922B sold to SP in 8/72 (reason unknown) and scrapped in California. 900B, 901B, 903B, 904B, 924B, 928B, 929B, 933B, 942B, 943B, 945B, 949B all t-i to EMD in 1,1,5,3/70; 1/69; 7,9,1/70; 1,2,10,11/69. 926, 929, 931, 932, 933, 938, 939 sold to and renumbered for Amtrak 325 (5/72), 326 (6/72); 1327 (5/72), then 327 (11/73); 328 (5/72); 329 (7/72); 330 (7/72); 1331 (5/72), then 331 (11/73). [Amtrak 325 and 326 both were rebuilt at M-K 11,12/73, r# 437:1, 438:1 in 6/75 and renumbered again to 367:1, 368:1 in 1976, then r# 468:2, 469:2 in M/77]; Amtrak 1327 and 1331 (used while leased to Amtrak and running on AT&SF which already had a 327 and 331) were r# 327 and 331 when sold to Amtrak, both retired 26Jun74 at Hialeah, FL, and both sold for scrap to NI&M(D), Newark, NJ, in 7/75; Amtrak 328 rebuilt at M-K 1/74 and r# 462:2 in M/77; Amtrak 329 and 330 were rebuilt at M-K 3/74, 10/73 and both retired M-L/76 (330 wrecked) and both sold for scrap to Industrial Maintenance Service (D), Hammond, IN, in 12/76]. UP 927B, 932B, 940B, 941B, 948B sold to and renumbered for Amtrak 370 (7/71); 1371 (5/72), then 371 (11/73); 372 (10/71); 1373 (5/72), then 373 (11/73); 374 (10/71); all retired 7,6,6,2,6/74 and all five sold for scrap to Naporano Iron & Metal (D), Newark, NJ, 28May75. E9A #904 to Amtrak 411 in 2/73 (rebuilt at M-K 1/74). 907 to Amtrak temporarily 1412 in 5/72, then 412 in 12/73. 908 assigned Amtrak 413 but sold 7/71 in unserviceable condition, retired 2May72; cannibalized and sold for parts (as UP 908) to Morrison-Knudsen, Boise, ID, 10/73; cut up on M-K property 8/75 by Koppel Iron & Metal Co., replaced by 344 as 413:2. 909 to Amtrak temporarily 1414 in 5/72, r# 414 12/73. 910-914 to Amtrak 415-419 in 9/72, 5/71, 9/72, 9/72, 5/71 (415, 417, 418 rb by MILW at Milwaukee, WI, in 1974; 419 rb by M-K in 1974). 943 r# AMT 1420 in 5/72, r# 420 11/73, rb MILW shops ?/74. 944 to AMT 421, leased 5/71, sold 9/71; rb at M-K ?/74. 945 to AMT 422 9/72, rb by M-K ?/74. 946 to AMT 423 leased 5/71, sold 9/71, rb at M-K ?/74. 947 to AMT 424 leased 7/71, sold 6/72, rb M-K ?/74. 948 to AMT 425 leased 5/71, sold 6/72. 952 to



(Tom King Collection)

A very rare shot of UP 984A and 985A on display at the 1947 Atlantic City Railroad Fair with "Fairbanks-Morse" plaque on side and ten times too high a road number (in PRR style digits) in number boards. Interestingly, the H20-44 demo #2000 and E7-powered Train of Tomorrow parked behind this pair also became UP property later on. UP got the first Erie-built unit built.

G. Walt



Norm Metcalf

The era of passenger power standardization on UP began in 1950 with five E8A's and five matching B's #926, 926B-930, 930B. One E8A #925 was added in 6/52 after UP wrecked a C&NWE7A #5007B in 9/51 and traded it in on a replacement. A dozen E8A's (931-942) and 23 B's (922B-925B and 931B-949B) arrived in 2-5/53 to replace the Winton-powered CD05, 06, 07 (ex M10000's) and the E2B's (traded-in on E8B's) as well as thin out the 800-series 4-8-4's. Most lasted about 20 years on the roster and when joined by 35 E9A's and 34 E9B's in 1954-1964, made up the largest E8/9 fleet as originally purchased (exceeded only by PC and Amtrak's fleet resulting from merged original fleets) today, after sales to RI, C&NW, Amtrak and trade-ins to EMD; only one UP E8 is left, the 928, used on the Director's Specials, etc. E9A #954 at Cheyenne, WY, 17Jan76, is one of only eight E8/9's UP retained after most were sold to Amtrak, C&NW and RI.

AMT 426 5/72, rb M-K ?/74. 953 to AMT 1427 5/72, r# 427 11/73. 955 to AMT 1428 5/72, r# 428 in 11/73, rb at MILW shops ?/74. 956 to AMT 429 9/72, rb at M-K 1974. 957 to AMT 430 6/72, rb at W. Jacksonville, FL. 958 leased to AMT 7/71, sold 6/72, assigned 431 but retired as UP 958 and sold for scrap to NI&M(D), replaced by 287 as 431:2. 959 to AMT 432 7/72, rb at M-K E/74. 961 to AMT 433 9/72, rb at MILW shops ?/74. 911B to AMT 453:1 10/71, rb at M-K L/73, retired and sold for scrap to Chrome Crankshaft 6/76; cut up by Aaron Ferer, Omaha, NE. 912B to AMT 454:1 leased 7/71, sold 6/72; retired 25Jun74, sold for scrap to PNC L6/76. 951B to AMT 455:1 7/72, rb M-K L/73, ret 30Sep74, sold for scrap to Chrome Crankshaft 6/76, cut up by Aaron Ferer. 952B to AMT 1456 5/72, r# 456:1 11/73, rb L/75 by ICG/Paducah into headend power car 1918, since r# 668. 954B to AMT 457:1 9/72, rb by M-K 4/74, r# 476:2 in M/77, still in service. 956B to AMT 458:1 9/72, ret 14May74, sold for conversion to steam generator car to Auto Train Corp. 5/76. 957B to AMT 459:1 7/72, ret 29May74, sold for scrap to NI&M 5-6/76. 958B to AMT 460:1 leased 7/71, sold 6/72,

same disposition as 956B. 959B to AMT 461:1 leased 6/71, sold 7/72, rb M-K 3/74, ret 30Sep74, sold for scrap to NI&M 5-6/76. 961B to AMT 462:1 7/72, rb M-K 11/73, ret 30Sep74, sold for scrap to Chrome Crankshaft 6/76, cut up by Aaron Ferer. 963B to AMT 1463 5/72, r# 463:1 11/73, ret 16Jun74, rb by ICG/Paducah to HEP car 1916 in L/75, r# 666 M/77. 964B to AMT 464:1 7/72, ret 1974-1975, sold for scrap to NI&M 5-6/76. 965B to AMT 465:1 7/72, rb M-K 3/74, ret L/74, sold for scrap to PNC 6/76. 966B to AMT 466:1 9/72, ret 25May74, rb L/75 to HEP car 1920 by ICG/Paducah, r# 670 M/77. 967B to AMT 467:1 7/72, ret 16Jun74, rb L/75 by ICG/Paducah to HEP car 1921, r# 671 M/77. 970B to AMT 468:1 9/72, ret 4Aug74, rb to HEP car 1919 L/75 by ICG, r# 669 M/77. 971B to AMT 1469 5/72, r# 469:1 11/73, ret 19Jun74, rb to HEP car 1917 L/75 by ICG/Paducah, r# 667 M/77. 972B to AMT 470 7/72, rb M-K 4/74, still in service. 928, 951 (which was painted red/white/blue for Preamble Express service in 8-11/74, repainted yellow c.1/78), 954, 960, 968B, 969B, 973B, 974B (8 units) retained by UP for special passenger service and sometimes leased to Amtrak.

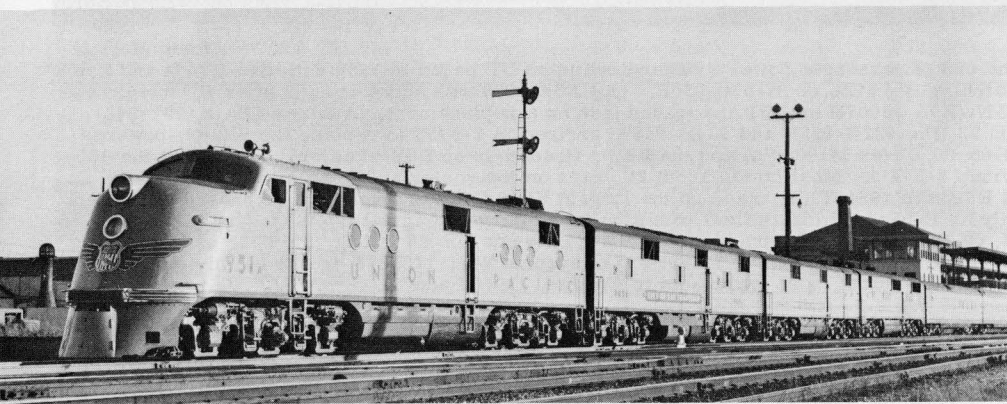
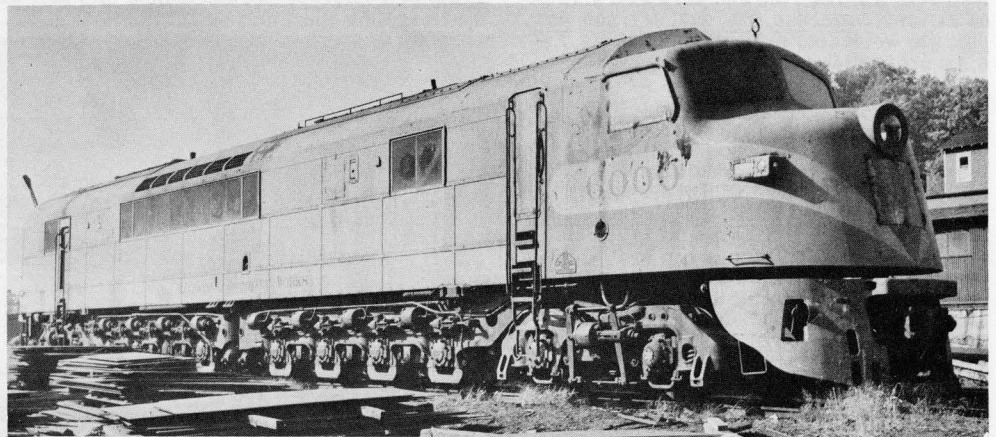


UP's huge and diverse E-unit fleet (it had more different models of E-units than any other road) overshadowed their small and short-lived passenger F-unit stable. From 9/47 to 6/48, eleven F3A's and sixteen F3B's were delivered with steam generators and high-speed gearing plus 900-series (passenger) numbers, joined in 4/52 by one FP7A/F7B/F7B/FP7A set 911/910B/910C/912. All were regear (62:15) and renumbered for freight service (1400-series) in 4-10/53 except 904, 905 and 909 which got their new numbers following their being rebuilt to F7 ratings at La Grange in 1/55, 2/55, 12/54 respectively, mostly as a result of E8 deliveries. Shown new with Extra 964 East at an unknown location.

Photo by Donald Duke

Imagine a pair of 91' 6" yellow and gray UP Centipedes #998 and 999. It almost happened. Ordered in 1946, construction has proceeded so far by the time UP canceled the order in L/47-E/48 that Baldwin decided to finish the units up as demonstrators #6000 (A&B) in 3/48 (AT&SF canceled a turbine powered Centipede in 1/52; the only Centipedes built by 3/48 were SAL 4500, utilizing the frame of the 8-engine 6000 hp monster of 1943, and NdeM 6400 and 6401). Their lives were short however; after roaming the country sporadically for three or four years, they were sold for scrap c.10/52 to Luria Bros. at Modena, PA, becoming some of the first Baldwin diesels scrapped. Shown here just before scrapping.

Photo by Bert Pennypacker



R. L. Schmeling



Bert Pennypacker

UP received the first production E3's, an A-B set, in 3/39 (the E3A demo #822 left La Grange 12Sep38). This began a 26 year tradition of buying 567-powered locomotives which netted UP 1,276 units of 33 models by 12/65 (of which about 800 are now retired!). The pair were delivered as LA5 and LA6 to replace the underpowered LA4A&B (ex M1000A,B which were then rebuilt to CD06C and CD05C) in City of Los Angeles service. Train size increased again and they were replaced, in turn, by E6ABB set LA4,5,6;2 in 2/41. They were renumbered (in 4/41) to 5M1A and 5M2B (5th motor team, part 1, type A and part 2, type B) and were assigned to other UP trains. This clumsy numbering system was abandoned just as 14 E7's were being delivered in 8/46 (which were all ordered with old style numbers but delivered with new style numbers) making the E3's #951A and 952B. In 3/48, all E's were again renumbered into the 983-990 series for jointly owned units and 991-999 for wholly owned units at which time the E3's became 991 and 992B, finally being retired in 1956 and traded in on D9's. The pair of E3's came in brown and yellow with portholes and small number boards but about 1948 received square screened louvers and big number boards. Top photo: 30Jul47 at Oakland, CA, with City of San Francisco shows original appearance as #951A. Bottom photo: 5Aug49 shot at Moberly, MO, on Wabash with City of Kansas City/St. Louis shows later appearance as #991.



After the success of early passenger dieselization with the M10000's and early E's, UP began to dieselize its yard switcher fleet by buying NW2 demonstrator #889 (UP bought more demonstrators than any other road) in 12/39 and 35 more before the War Production Board's order in 1942 forced EMD to cease switcher production for the duration; at which time UP began buying S2's and VO1000's and later H10-44's. Not until 5/46 did NW2 purchases resume with the 1036 (left photo) totaling 60 additional units by 9/48. All prewar NW2's came in black with short stacks (like D.S. 1009, lower photo) and the D.S. (diesel switcher) number prefix which was used until 2/53 on all 1000-1399 series units.

Left Photo by George R. Cockle
Shown at Council Bluffs, IA, 20May73.

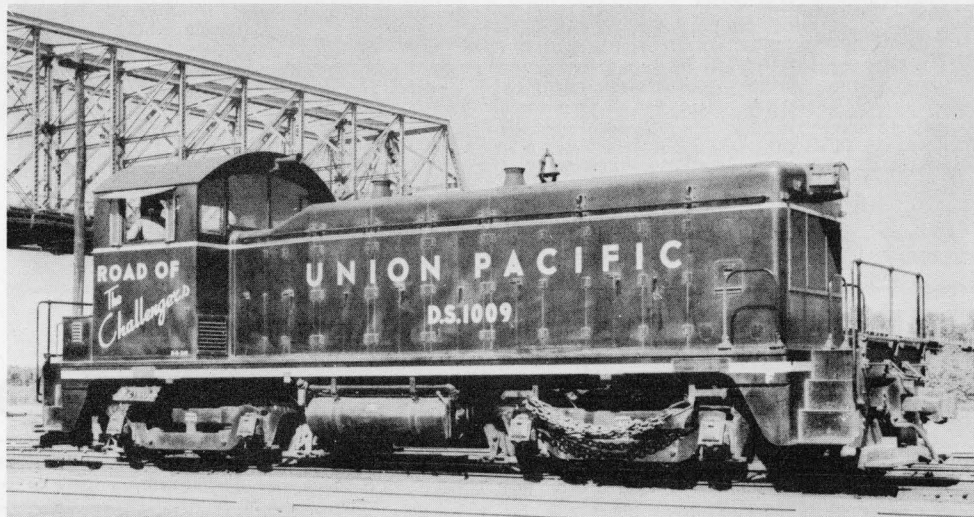
UNION PACIFIC RAILROAD



For those interested in UP, here is a Society for you. The UP RR Historical Society offers a monthly publication entitled "ON THE SYSTEM". Features include diesel loco changes and new equipment as well as historical information. Membership costs \$20.00 per year and is available from UP RR Historical Society, 8028 "H" Street, Omaha, NE 68127.

General Notes:

- A. This part of the roster is effective as of 1July80.
- B. Multiple unit control-only units on this part of the roster with mu are S4's 1154-1198, ex SI RS1's 1211-1222 and SDP35's 1400-1409.
- C. Steam generators - only units equipped with s/g in this section are 1250, 1325-1329, 1340, 1400-1409:2.
- D. Dynamic brakes - only units equipped with d/b in this section are H15/16/20-44's 1325-1370 and SDP35's 1400-1409.
- E. "DS" Prefix - all UP switchers (1000-1399, 1800-1877) delivered before 2/53 have the D (diesel) D (switch) prefix before the road number. An order dated 11Feb53 called for it to be removed; the project was completed by M7/53.
- F. Black switcher paint scheme - all endcab switchers (plus GE 44-ton) delivered up to about 3-4/1947 came in black paint (were any NW2's 1051-1075 delivered in black?). All repainted grey and yellow by about 1948-1949.



Omaha, NE, 26Aug41.

Emery J. Gulash



Jay Potter Collection



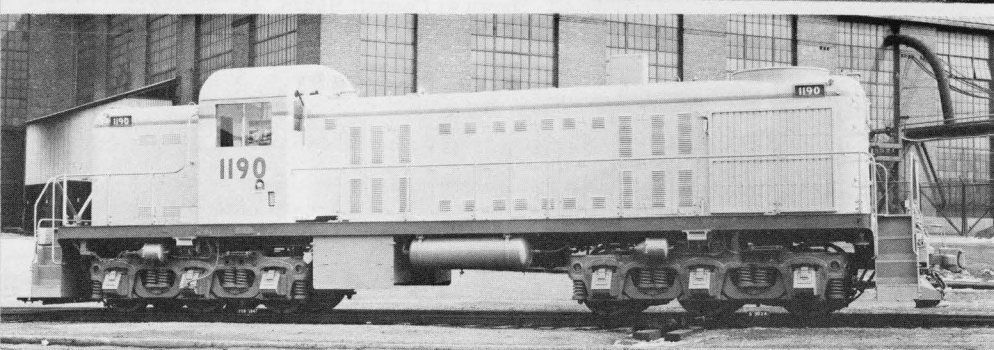
After all those Alco Big Boys, Challengers, and Northerns, it is little wonder UP bought so many S2's (54) or ten years later went back for 45 more S4's. One of each, the four aces; and 1195, nearly the last of this vast clan, exemplify these 99 units. The S2's did not have mu while the S4's did. Most replaced some 225 0-6-0's the UP had standardized on for yard duties in the first half of this century.

Left Photo by R. L. Schmeling
Shown at Grand Island, NE,
20Apr57.



The number 1184, shown here on 21Sep50, was an RSC2 (one of 11). Five years later the same number was assigned to an S4, forcing all RSC2/RS2's one hundred numbers higher. UP has renumbered surprisingly few diesels compared to almost any other road its size and almost always to make room for other units. (The first C30-7's and SD45's come most recently to mind.) UP 1184 shown at Salt Lake City, UT, on 21Sep50.

Photo by Dan H. Roberts
(R. L. Schmeling Collection)



Alco "demonstrated" the 1190:1 in UP colors) from 2/47 to 3/48 when sold to UP and fully lettered. Shown new at Schenectady, NY. All eleven RSC2's (1280-1290, ex 1180-1190) were traded in to EMD 1968-1971.

Alco Historic Photos

UNION PACIFIC RAILROAD

AN ALL-TIME ROSTER Part IV



by Don Strack
Dan Dover

RESEARCH SOURCES:

R. H. Kindig Z. Hansen
P. A. Copeland H. Ranks

With the liquidation of the Rock Island, Union Pacific has repossessed the following 76 units it financed for The Rock in 1966 and 1970. Since these units fall numerically in that part of the UP roster already published, they have been included here out of sequence.

New UP R/N	Old RI R/N	Nee/Now Qty.	Builder	Model	Wt. /Lbs.	Gearing	B/N	B/D	Notes
----	420-424	(5)/5	Alco	C415	260,000	74:18	3451-6 to 10	9, 11/66	46A
500-519:2	262-281	(20)/20	GE	U28B	270,000	79:24	36156-36175	10-12/66	46A
600-619:2	340-359	(20)/20	EMD	GP40	266,000	61:16	32232-32251	9-10/66	46A
620-627:2	362-369	(8)/8	EMD	GP40	266,000	61:16	32588-32595	12/66	46A
628-630:2	371-373	(3)/3	EMD	GP40	266,000	61:16	32597-32599	12/66	46A
631-650:2	4700-4719	(20)/20	EMD	GP40	264,000	59:18	36386-36405	3, 4/70	46A
Newest R/N	Previous R/N	Qty.	Builder	Model	Wt. /Lbs.	Gearing	B/N	B/D	Notes
1000	EMC 889	(1)/0	EMC	NW2	251,000	62:15	889	10/39	47
1001-1009	----	9/1	EMC	NW2	251,000	62:15	1000-1008	5/40	47
1010-1014	----	5/0	EMC	NW2	251,000	62:15	1123-1127	7/40	47
1015	----	1/0	EMC	NW2	251,000	62:15	1244	12/40	47
1016-1020	----	5/0	EMD	NW2	251,000	62:15	1245-1249	1, 2/41	47
1021-1024	----	4/1	EMD	NW2	251,000	62:15	1250-1253	3/41	47
1025, 1026	----	2/1	EMD	NW2	251,000	62:15	1686, 1087	10/41	47
1027-1031	----	5/2	EMD	NW2	251,000	62:15	1688-1692	5-6/42	47
1032-1035	----	4/1	EMD	NW2	251,000	62:15	1693-1696	7/42	47
1036-1041:2	----	6/3	EMD	NW2	251,000	62:15	3422-3427	5-6/46	47
1042-1050:2	----	9/4	EMD	NW2	251,000	62:15	3428-3436	7/46	47
1051-1057:2	----	7/3	EMD	NW2	251,000	62:15	4697-4703	2/47	47
1058-1062:2	----	5/3	EMD	NW2	251,000	62:15	4704-4708	3, 4/47	47
1063-1075	----	13/1	EMD	NW2	251,000	62:15	4709-4721	5, 6/47	47
1076-1083	----	8/4	EMD	NW2	251,000	62:15	6336-6342	3, 4/48	47
1084-1089	----	6/2	EMD	NW2	251,000	62:15	6344-6349	5, 6/48	47
1090-1095	----	6/4	EMD	NW2	251,000	62:15	6350-6355	7-9/48	47
1100-1103	1036-1039:1	4/0	Alco	S2	230,000	75:16	70228-70231	9-10/43	48
1104-1112	1040-1048:1	9/0	Alco	S2	230,000	75:16	71274-21282	11-12/43	48
1113-1116	1049-1052:1	4/0	Alco	S2	230,000	75:16	71998-72001	1/44	48
1117-1118	1053, 1054:1	2/0	Alco	S2	230,000	75:16	72012, 72014	1/44	48
1119-1124	----	6/0	Alco	S2	230,000	75:16	73369-73374	6/45	48
1125-1128	----	4/0	Alco	S2	230,000	75:16	73390-73393	6/45	48
1129-1133	----	5/0	Alco	S2	230,000	75:16	73612-73616	8/45	48
1134-1139	----	6/0	Alco	S2	230,000	75:16	74337-74342	10/45	48
1140-1143	----	4/0	Alco	S2	230,000	75:16	74439-74442	11/45	48
1144-1153	----	10/0	Alco	S2	230,000	75:16	74443-74452	12/45	48
1154-1162	----	9/0	Alco	S4	248,000	75:16	81336-81344	5-6/55	49
1163-1173	----	11/0	Alco	S4	248,000	75:16	81385-81395	6/55	49
1174-1186:2	----	13/0	Alco	S4	248,000	75:16	81443-81455	11/12/55	49
1187, 1188:2	----	2/0	Alco	S4	248,000	75:16	81825, 81826	12/55	49
1189-1194:2	----	6/0	Alco	S4	248,000	75:16	81827-81832	1-2/56	49
1195-1198:2	----	4/0	Alco	S4	248,000	75:16	81833-81836	3/56	49
1200, 1201:2	1848, 1839	(2)/2	EMD	SW9u ("SW 10")	247,000	62:15	18837, 17820	10, 4/53	49A
1202, 1203:2	1866, 1864	(2)/2	EMD	SW9u ("SW 10")	247,000	62:15	18854, 18852	11/53	49A
1204, 1205:2	1853, 1865	(2)/2	EMD	SW9u ("SW 10")	247,000	62:15	18841, 18853	10, 11/53	49A

46A During 1966 and again in 1970, UP financed 85 locomotives for Rock Island. (They were even carried on UP motive power summaries) Since the Rock was forced to liquidate this year, all assets are being returned to their owners, so UP has renumbered all its ex RI U28B's and GP40's (except 11 retained by others) into its own 500 and 600 series. The C415's are up for sale, as UP is not interested in them.

47 NW2 #1000 ex EMC Demonstrator 889 (its b/n was used as r/n) acq by UP 12/39 (3/40?). All UP NW2's (1000-1095) came delivered with DS (diesel switcher) prefix. An order dated 11Feb53 was issued for their removal. Beginning with 1058 on 18Feb53 and ending 16Jul53 with 1081, all were painted out. NW2's 1000-1035 were delivered in black and later repainted yellow and gray. Dispositions: 1000, 1001 both sold to Stockton Terminal & Eastern 1000, 1001 in 7/66, both resold 4/70 to WP 607, 608 in 4/70; 607 transferred to Sacramento Northern 607 in 5/73; 1002 t-i EMD 4/72; 1003 ret 6/77, to Chrome-Crankshaft(D) Chicago 10/77; 1004 ret 11Apr78, to PNC by M10/78; 1005 ret 6Mar78 to PNC L6/78; 1006 ret 12May79 held for disposition; 1007 still on roster (was leased to Becker Industries, returned 15Jul78; 1008 ret 6Mar78 to PNC by L5/78; 1009 ret 11/73, to PNC 1/74, resold to US Steel #LM-4 at Baytown, TX; 1010 ret E/72, t-i to EMD 12/78; 1011 ret 21Jul78 and donated to State of Utah for use on the Wasatch Mountain Ry ("Heber Creeper") at Heber City, UT, 16Aug78; 1012 ret and s/f/s to Hyman-Michaels (D), St. Louis, MO, 1/79; 1013 ret E/79, to Hyman-Michaels L/79; 1014 t-i to EMD 3/72; 1015 to PNC by E8/76; 1016 t-i to EMD 5/72; 1017 ret 7-10/79, held for disposition; 1018 ret 8Aug78, to Chrome Crankshaft(D) Chicago 12/78, rb at RI/Silvis 1-3/80, to Jim Walter Resources #55; 1019 ret 28Sep78, disposition unknown; 1020 cab smashed in collision 10/72 at Las Vegas, ret 3/73, scr at Omaha L/74; 1021 to PNC 7/76; 1022 wrk, to intercity Metals(D), Portland, OR, 12/78, resold L3/79 to J. Simon & Sons (D), Tacoma, WA (for scrap?); 1023 ret 1Jun77, to BR&L (D), resold to Altos Hornos de Mexico S.A. 154 (Mexico) 11/77 via rebuild at GE/Chamblee, GA; 1024 still on roster; 1025 (ret M/79??), to PNC by E8/76; 1026 1027 both still on roster; 1028 wrk 1/75 at Los Angeles, CA, ret 4/75 and scr by UP; 1029 to PNC E3/76, leased out as PNC 1029 (in solid yellow), as of E/79 leased to Atlantic & Gulf Stevedores; 1030-1032 all still on roster; 1033 to PNC E3/76; 1034 ret 4Feb77, to Chrome Crankshaft/Chicago 4/77, resold 12/77 to Tucola & Saginaw Bay Ry 1977, Vasser, MI; 1035 to Industrial Maint. Service 30Sep76, rebuilt with close clearance cab and sold to Ford Motor Co. 12001, River Rouge (Detroit), MI; 1036 to Chrome Crankshaft/Chicago 4/77, rb by RI/Silvis, outshopped 30Jan78 as Canton RR #52, Canton (Baltimore), MD; 1037 still on roster; 1038 t-i to EMD 3/72; 1039, 1040 both still on roster; 1041 ret 12May79, sold to Peaker Services L/79; 1042-1044 all still on roster; 1045 to PNC E8/76, rebuilt and sold to Monongahela Connecting RR #432, Pittsburgh, PA, in 6/77; 1046 t-i EMD 3/72; 1047 ret 28Sep78, sold to PNC L/79-E/80; 1048 sold sold to joint (with SP) subsidiary Pacific Fruit Express 1048, Roseville, CA, in 10/74 (3/75?); 1049, 1051 all still on roster; 1050 ret 7-10/79, held for disposition; 1052 ret 6Mar78; to PNC L6/78; 1053 to IMS 4/72, rebuilt to EJ&E 448 11/72 at Hammond, IN; 1054, 1055 still on roster; 1056 ret 28Sep78, to Chrome Crankshaft(D) Chicago M/78; 1057 t-i EMD 3/72; 1058 ret 1Jun77, to Chrome Crankshaft/Chicago, resold 7/78 to U. S. Steel, Fairless Works #30, Fairless Hills, PA (Trenton, NJ); 1059 still on roster; 1060 t-i to EMD 3/72; 1061 still on roster, leased to Camas Prairie RR; 1062-1064 all still on roster; 1065 ret 6Mar78, to PNC E8/78; 1066 to PNC E8/76; 1067 to IMS 5/72,



(R. L. Schmeling)

The VO1000's (1200-1205) and DS44-1000's (1206-1210) were but a small footnote compared to the almost 100 each NW2's and S2/S4's which dominated yards systemwide. #1200 was the first Baldwin UP had received in 17 years (since a 2-8-8-2 in 1926). #1206, shown four years before retirement, added interest to an otherwise monotonous switcher roster. Photographed at Council Bluffs, IA, 25Feb61.

Lou Schmitz



Bert Pennypacker Collection

UP needed a connection with the Canadian rail system so it purchased the 152-mile Spokane International RR on 6Oct58, running from Spokane, WA, to Eastport, ID, then up to the CP at Yahk, BC. With the railroad came a dozen black and red RS1's (200-211) with yellow trim. In 1962, all were renumbered into UP's system, at 1211-1222, and repainted yellow and gray. They remained lettered "Spokane Internation" however until 1969. Two were resold to Tidewater-Southern, of which one (207) survives as Central California Traction #80. SI 204 and 207, at the southern terminus, Spokane, in 9/56, helped dieselize the line in 1949.

rebuilt to EJ&E 449 6/73; 1068, 1069 both ret 11Apr78, both to Chrome Crankshaft/Chicago 12/78, 1068 rb at RI/Silvis 3/80 to Jim Walter Resources #56; 1070 t-i EMD 2/72; 1071 ret 1Jun77 to BR&L (D), resold to Altos Hornos de Mexico S.A. #155 (Mexico) 11/77 via rb at GE/Chamblee, GA; 1072 ret 6Mar78, to PNC L5/78; 1073 t-i to EMD 3/72; 1074 ret 6Mar78 to PNC 6/78; 1075 ret E/79, sold to Peaker Services L/79; 1076, 1077 both on roster; 1078 set aside awaiting retirement 9/79; 1079 t-i to EMD 2/72; 1080-1083 all on roster; 1084 t-i to EMD 3/72, 1085-1087 all on roster; 1088 ret 6Mar78, to PNC L5/78; 1089 to PNC by E3/76; 1090-1092 still on roster; 1093 ret 12May79, held for disposition; 1094, 1095 both still on roster.

49 All UP S4's are mu-equipped. Dispositions: 1154-1165 t-i to EMD 11/71, 12/71, 9/71, 8/70, 3/70, 8/70, 6/70, 11/71, 10/71, 6/70, 8/70, 8/70; 1166 to Chrome Crankshaft (D) 3/72, then to Stauffer Chemical Corp. #1166 (painted solid green), Silver Bow, MT, 5/72; 1167-1170 t-i to EMD 7/70, 8/70, 11/71, 1/72; 1171, 1172 both to Chrome Crankshaft (D) 3/72, both resold 7/72 to Yreka Western RR, Yreka, CA (both remained in UP colors on YW property until 1172 rebuilt and painted blue in 1977, then resold 11/79 to Pend Oreille Valley Ry #101; 1173-1179 t-i to EMD 6/70, 11/71, 1/72, 8/71, 10/71, 2/72, 10/71; 1180-1189 t-i to EMD 6/70, 1/72, 2/71, 10/71, 2/70, 8/70, 7/70, 10/71, 2/72, 2/71; 1190-1198 t-i to EMD 5/72, 10/71, 10/71, 11/71, 12/71, 9/71, 2/70, 6/70, 10/71.

48 S2's 1036-1054:1 r# 1100-1118 in 5-6/45 to make room for more NW2's. Dispositions: 1100-1109 t-i to EMD 6/68, 3/69, 10/71, 4/68, 3/69, 4/68, 4/69, 4/68, 4/68, 2/70; 1100-1119 t-i to EMD 4/68, 2/69, 11/71, 12/69, 5/68, 5/68, 7/70, 3/69, 4/68, 4/69; 1120-1129 t-i to EMD 12/71, 9/69, 9/69, 11/71, 9/69, 8/69, 10/69, 10/71, 3/68, 8/69; 1130-1139 t-i to EMD 10/69, 2/70, 2/69, 4/68, 11/69, 10/71, 3/68, 2/71, 8/70, 4/68; 1140-1149 t-i to EMD 10/69, 10/71, 3/69, 11/71, 10/71, 3/70, 2/69, 6/68, 3/69, 6/70; 1150-1153 t-i to EMD 6/68, 6/69, 5/69, 4/68.

49A UP began a program of upgrading SW9's to "SW10's" in 9/79. The main alteration is replacement of one front-mounted mechanically driven radiator fan with two top-mounted electrically driven fans (from GP7/9's) in a raised box on the hood roof. The first three SW9's; 1848, 1839, 1866, were outshopped M9/79, M11/79, and M1/80, in original numbers but r# 1200-1202 c.2/80. Since then; 1864, 1853, 1865, 1850 have been outshopped, about one per month, as 1203-1206, and will continue with 1207-onward.



Takeover of the 22-mile Mount Hood RR on 16Oct68 added two new models to the UP roster: S3 #50 and HH1000 #51 became UP 1250:2, 1251 in 2/69 (only 1250 got repainted, however) and both were retired in 8/70. 1250, shown here at its old home, Hood River, OR, 1Aug69, halfway through its brief UP career, with Mount Hood caboose #7, was sold (for scrap?) to Industrial Maintenance Service (D) of Hammond, IN.

Photo by Ken Ardinger

A very rare Baldwin DRS64-1500, D.S. 1250, was UP's second roadswitcher (after RS2 1191), purchased from Baldwin 1/48 where it had been demonstrator 1500 since 9/46. Note the even axle spacing of the A1A trucks. 1250, at Walla Walla, WA, 4/50, may well be the first hood unit retired by UP, leaving the roster in 8/62.

Photo from Bert Pennypacker Collection



Eddystone's contribution to the UP roster was only 18 units. Not surprising since UP relied entirely on Alco for steam purchased after 1926. They were assigned mainly to hump service, several notably at Pocatello, ID. 1263 (photo data unknown) is equipped with winterized cab windows allowing engineer to lean out of regular cab window and still not be out in the cold air.

Photo from Jay Potter Collection

Newest R/N	Previous R/N	Qty.	Builder	Model	Wt./Lbs.	Gearing	B/N	B/D	Notes
1200, 1201:1	1060, 1059:1	2/0	BLW	VO1000	241,000	68:14	69672, 69775	10/43	50
1202, 1203:1	1058, 1057:1	2/0	BLW	VO1000	241,000	68:14	69776, 69777	10/43	50
1204, 1205:1	1056, 1055:1	2/0	BLW	VO1000	241,000	68:14	70147, 70148	2/44	50
1206-1210	----	5/0	BLW	DS44-1000	230,000	68:14	73768-73772	9/48	51
1211-1216	SI 200-205	(6)/0	Alco	RS1	240,000	75:16	77166-77171	9, 10/49	52
1217-1219	SI 206-208	(3)/0	Alco	RS1	240,000	75:16	77839-77841	11, 12/49	52
1220-1222	SI 209-211	(3)/0	Alco	RS1	240,000	75:16	79586-79588	7, 8/53	52
1250:1	BLW 1500	(1)/0	BLW	DRS64-1500	283,000	63:15	72629	9/46	53
1250:2	Mt. Hood 50	(1)/0	Alco	S3	198,000	75:16	78317	9/50	54
1251	Mt. Hood 51	(1)/0	Alco	HH1000	230,000	75:16	69147	7/40	54
1260-1263	----	4/0	BLH	AS616	327,000	63:15	75185-75188	12/51	55
1264, 1265	----	2/0	BLH	AS616	327,000	63:15	75189, 75190	1/52	55
1270	Bamberger 570	(1)/0	Alco/EMD	RS1m	228,000	75:16	70820	5/43	56
1280	1180:1	1/0	Alco	RSC2	235,000	74:18	75693	2/47	57
1281-1286	1181-1186:1	6/0	Alco	RSC2	270,000	74:18	75936-75941	4/48	57
1287-1289	1187-1189:1	3/0	Alco	RSC2	274,000	74:18	75947-75949	4/48	57
1290	1190:1 (demo)	1/0	Alco	RSC2	264,000	74:18	75136	11/47	57
1291	1191:1	1/0	Alco	RS2	250,000	74:18	75266	2/47	58
1292	1193:1	1/0	Alco	RS2	250,000	74:18	75572	2/48	58
1293, 1294	1193, 1194:1	2/0	Alco	RS2	250,000	74:18	75691, 75692	2/48	58
1295	1195:1	1/0	Alco	RS2	250,000	74:18	76240	1/49	58
1300	----	1/0	FM	H10-44	244,000	68:14	L1004	5/45	59
1301-1304	----	4/0	FM	H10-44	244,000	68:14	L1025-L1028	1, 2/47	59
1325-1329	----	5/0	FM	H15-44	242,000	63:15	15L7-15L11	4, 5/48	60
1340-1342	----	3/0	FM	H16-44	248,000	63:15	16L370-16L372	8/50	61
1360-1364	----	5/0	FM	H20-44	254,000	63:15	L1033-L1037	8/47	62
1365	FM 2000 (note)	(1)/0	FM	H20-44	254,000	63:15	L1031	6/47	62
1366	FM 2000 (note)	(1)/0	FM	H20-44	254,000	63:15	L1032	6/47	62
1367-1370	----	4/0	FM	H20-44	254,000	63:15	L1040-L1043	11, 12/47	62
1399	GE 1399	(1)/0	GE	44-ton	88,600	11,25:1	28344	3/47	63
1400-1409:2	----	10/10	EMD	SDP35	390,000	59:18	30671-30680	8, 9/65	64

x2200 © 1980

Of 1750 RS2/3's built, very few were sold to Western roads (about 100, mostly to GN/NP/SP&S and MILW). UP's five RS2's (they had no RS3's) 1291-1295 came delivered as 1191-1195:1 but were renumbered in 10/55 to make room for more S4's. All were quietly retired in 1968. 1291 (ex 1191) was UP's first road switcher.

Photo from Jay Potter Collection



50 VO1000's 1060-1055:1 (reverse order) were r# 1200-1205 (chronological order) in 5/45 to make room for more NW2's. All six VO1000's were retired in 10/62 and sold for scrap. The VO1000's were delivered in black.

51 DS44-1000's 1206-1210 were delivered in yellow and gray paint. All five were retired 2/65 and traded in to Alco 7/66 on C630's. At least 1207, 1209, 1210 (and perhaps 1206 and 1208) were resold to Industrial Maintenance Service (D), Hammond, IN, in L/66 and almost undoubtedly scrapped.

52 UP acquired control of the 162-mile Spokane International RR on 6Oct58 and with the road came 12 RS1's (200-211) which were renumbered UP 1211-1222 (in order) in 1962 but were still lettered "Spokane International" even though painted UP colors (UP only leased the units). Dispositions: 1211-1215 t-i to EMD 5,11,10,11,4/69; 1216, 1218 sold to Chrome Crankshaft (D) 12/69 and resold 1/70 to Tidewater Southern (WP subsidiary) as 747 and 746 (TS 746 sold to Central California Traction Co. 5/76 and repainted CCT #80 in 12/76; still in service, TS 747 sold in M/75 to Purdy [metals] Co., Ewing, CA, and cut up by 15Aug75); 1217, 1219-1222 t-i to EMD 11,7,11,8,11/69 and cut up at Piolet Brothers in McCook, IL.

53 DRS64-1500 1250:1 was built as BLW demonstrator 1500, sold to UP as DS1250 in 1/48, equipped with steam generator. Retired 8/62 and sold for scrap to IMD (D), Hammond, IN, still intact 7/66.

54 UP bought control of the 22-mile Mount Hood RR (at Hood River, OR) on 15Oct68 and with the road came two units, S3 #50 (bought new) and HH1000 #51 (ex Newburg & South Shore RR #1002, nee #2, acq 11/54). #50 r# UP #1250:2 and fully repainted UP colors in 2/69; #51 only relettered (not repainted) and r# 1251 in 2/69. Both retired 8/70, 1250:2 sold to IMS (D) possibly for use but has never surfaced on the used market to our knowledge (another source says 1250:2 t-i to EMD 12/71), and 1251 sold for scrap locally.

55 AS616's 1260-1265 delivered with DS prefix. Used primarily in heavy switching and hump service (1260 at Pocatello for an extended period. 1262, 1265 were leased to Ogden Union Ry & Depot from 2/64-E/68. Dispositions: 1260-1265 t-i to EMD 1,12/69, 4,4,6,6/68.

UP's allegiance to F-M was early (bought the fourth F-M built in 5/45) but not long lasting. Except for three H16's in 1950, all UP F-M purchases were made by 1948. Their first taste of opposed-piston power was this H10-44 #D.S. 1300 (at Salt Lake City, UR, 22Sep50). UP's favorite slogan of that era was "Road of the Streamliners" which is painted on the cab.

Photo by Don H. Roberts
(R. L. Schmeling Collection)

56 RS1m 1270 was built as Bamberger (electric) RR #570 (of Ogden, UT). Bamberger sent the unit minus long hood and engine to EMD-La Grange in L/1951 for re-powering with a 12-567B engine (rated at 1000 hp) and SW9-type long hood, outshopped 12/51. UP purchased the locomotive in 5/59 along with the portion of the railroad running south from Ogden, UT, to Hill AFB, UT. 1270 was retired c.L/71 and t-i to EMD 2/72. Noted at Piolet Brothers scrap yard 5-6/72 minus engine and long hood which UP or EMD must have retained.

57 RSC2's 1280-1290 delivered as DS1180-DS1189, r# 1280-1289 in 10/55 to make room for S4's 1180-1189:2. DS1190 (later 1290) built as Alco demonstrator DS1190 (in UP colors but not lettered) in 2/47 and sold to UP 19Mar48. 1281 weighs 235,000 lbs; 1282, 1283, 1286-1289 (because of an extra 800 gal. fuel tank between trucks and mu equipment) weigh 274,020 lbs; 1284, 1285, 1290 weigh 264,380 lbs. Dispositions: 1280, 1281, 1283, 1285 t-i to EMD 12,10,10,12/71; 1283, 1286, 1288, 1289 t-i to EMD 1,5,1,11/69; 1284, 1287, 1290 t-i to EMD 4,4,6/68, all scrapped by Piolet Brothers.

58 RS2's DS1191-DS1195 r# 1291-1295 in 10/55 to make room for S4's 1191-1195:2. Dispositions: 1291-1295 all t-i to EMD 1/69, 4/68, 6/68, 4/68, 3/68.

59 H10-44's 1300-1304 delivered in black with DS prefixes. 1300-1304 all retired 2/65, 1300 t-i EMD 5/66; 1301, 1302 t-i to Alco 7/66; 1303, 1304 t-i EMD 3,4/68.

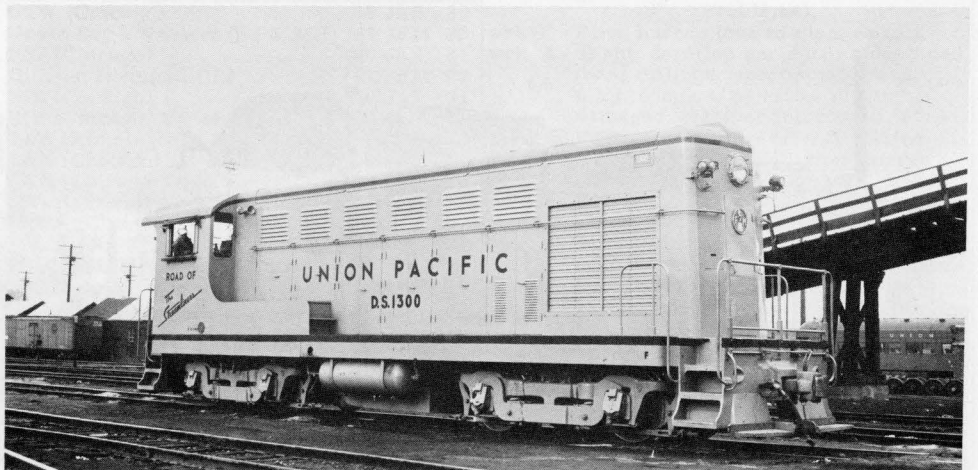
60 H15-44's 1325-1329 all delivered with DS prefixes. All steam generator equipped. 1328 had snow plow applied and steam generator removed in 7/58. All five generally used between Spokane, WA, and Hinkle, OR. 1325-1328 all retired 8/64; 1329 ret in 2/65; 1325, 1327, 1328, 1329 t-i to EMD 4/68, 3/68, 4/68, 2/66; 1327 t-i to GE in 1966.

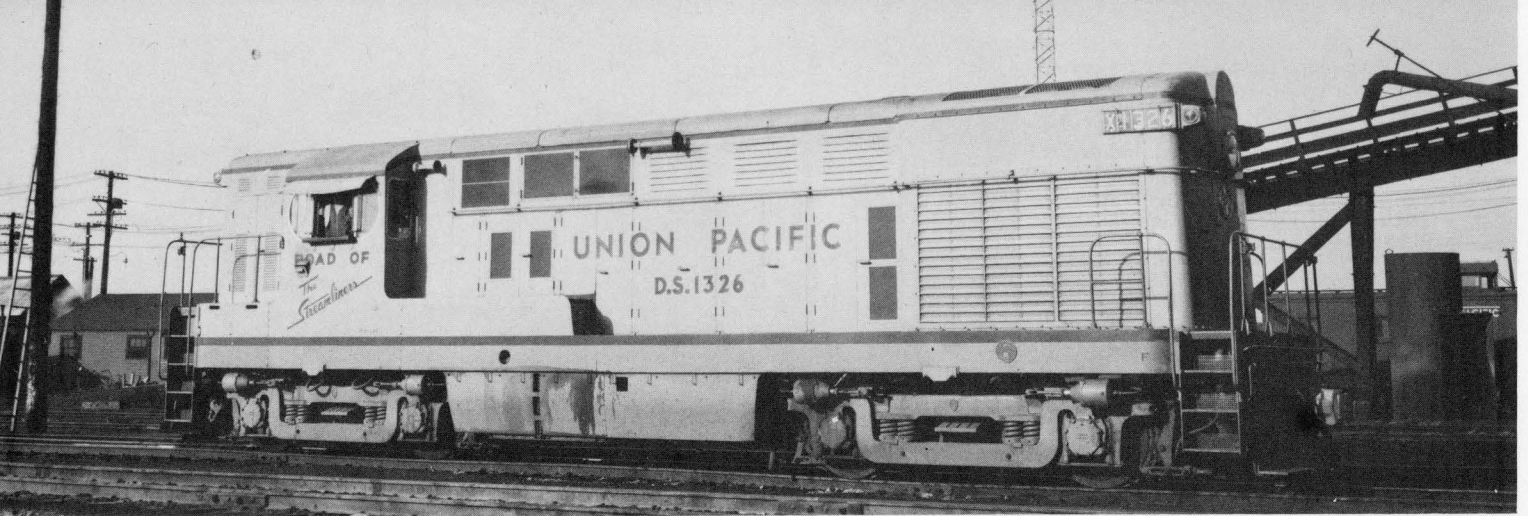
61 H16-44's 1340-1342 delivered with DS prefixes. None originally steam generator equipped but 1340 later received steam generator (possibly from 1328). All three retired 2/65 and all three t-i to GE in 7/66.

62 H20-44's 1360-1370 delivered with DS prefixes. 1360-1364 have mu. 1362-1366 equipped with dynamic brakes by UP. 1365, 1366 were built 6/47 as Fairbanks-Morse demonstrators 2000 and 2000 (both were #2000 as supported by photo evidence of two H20-44's in different demo paint schemes; taken very nearly at the same time, one on an eastern tour and one on a western tour). Both sold to UP 10/47 as 1365, 1366; the first two units of order LD43 which also included 1367-1370. Dispositions: 1360, 1364, 1365, 1367, 1368, 1370 ret 6/64; 1361, 1362, 1363, 1366, 1369 ret 11/62; 1366, 1369 sold 1963 to Southwestern Portland Cement Co. "Mojave Northern RR" at Victorville, CA, and r# 66, 69 (special extra filters were installed along top of carbody to keep out cement dust); r# in 1969 to 409, 408, they are both in service along with #410 (ex ACY #505, acq 3/71, the last H20-44 built), making them the only surviving H20-44's anywhere. The remaining nine units (1360-1365, 1367, 1368, 1370) sold for scrap in 1963-1964.

63 GE 44-ton DS1399 used briefly by GE as demonstrator, but in UP black (see photo X2275/52p17), from 3/47 to 4/47, r# 03999 (MofW series) in 1958, then 903999 in 1964-1965 (the highest road number on any North American railroad) and used primarily at Pocatello, ID, as shop switcher. Sold 6/74 to Diesel Supply, Inc. (D) (in Wisconsin) and resold 8/74 to Electric Boat Div. of General Dynamics #? at Groton, CT (builders of atomic powered submarines for U. S. Navy).

64 SDP35's 1400-1409:2 built with steam generators but used mainly in freight service except for occasional special passenger service.





Above Photo by Don H. Roberts
(R. L. Schmeling Collection)

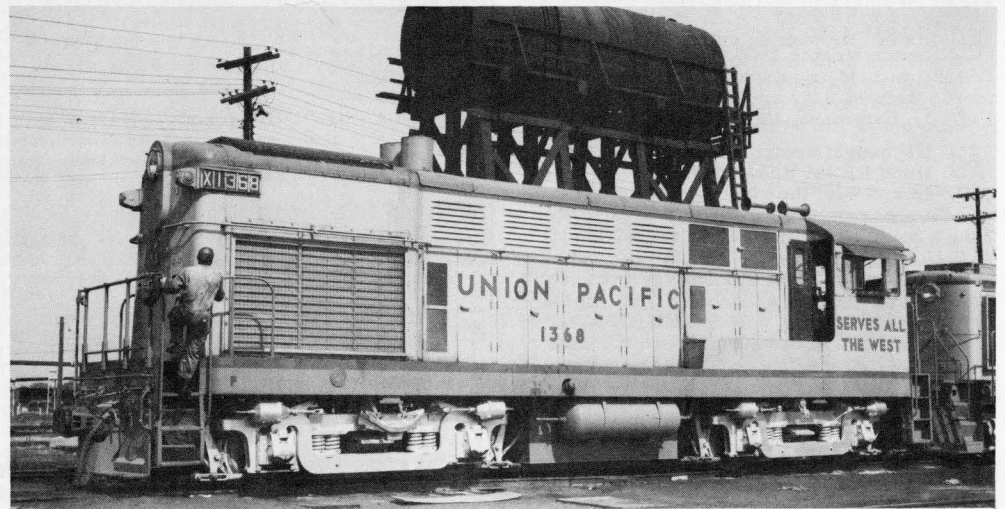
UP only sampled road switchers before its wholehearted commitment to the GP9 in 1954. Their relatively small numbers (5 H15-44's 1325-1329, and 3 H16-44's 1340-1342), Pacific northwest assignment, and mid-1960's retirement, made H15/16's scarce on film. A young 1326 switches Salt Lake City, UT, on 22Sep50, and slightly newer 1341 (at unknown location) share very similar carbodies (UP's H16's were some of the first built) with curved side cab windows.



Left Photo from Bert Pennpacker Collection

2000 hp in an endcab switcher carbody has never been a popular combination. F-M's H20-44 sold 96 (to ACY, NYC, PRR, P&WV, and UP) and MLW's M420TR sold 17 (to R&S and FCP). The GP38, however, has proved 2000 hp in a roadswitcher body is quite popular. Two of UP's eleven (plus one ex ACY) have now become celebrities as Southwestern Portland Cement's 408-410, the last H20-44's in existence; and, along with Weyerhaeusers', the last F-M's -- period, on the west coast. 1368, at Council Bluffs, IA, 10Sep61, was not so lucky.

Photo by Lou Schmitz
(R. L. Schmeling Collection)



Twenty months after buying the last E-unit built (E9A #914, in 1/64), UP took delivery of ten SDP35's (1400-1409), their first modern C-C power, only to be followed, several months later, by the beginning of a flood of SD40's, U28C's and C630's. The steam generator equipped special duty passenger units saw limited duty on varnish since the large E8/9 stable could easily handle most trains with occasional help from steam generator equipped GP30B's. 1407 (left photo) at Denver, CO, 23Mar69, and sisters, still see occasional passenger assignments.

Photo by John E. Tudek
(B. D. Barrett Collection)



The F7 played a relatively small role in UP's dieselization (only 18 A's and 34 B's), lost among 179 F3's and 344 GP9's. Even the 88 FA/FB1's outnumbered the F7's, unlike on most roads. It should be pointed out, though, that UP's 28 1550-series Phase IV F3's have F7-style full length stainless steel grills and can be easily confused with F7's. Two of those 18 F7A's, 1464 and 1465, were rebuilt from wrecked F3A's (1504, 1553) in 3-4/52. Above, 1464/1488C/1417 wait at N. Platte, NE, about 1954, just before the influx of GP9's.

R. L. Schmeling Collection

As of Oct. 1, 1980

UNION PACIFIC RAILROAD

AN ALL-TIME ROSTER PART V



by Don Strack
Dan Dover

RESEARCH SOURCES:

R. H. Kindig

P. A. Copeland

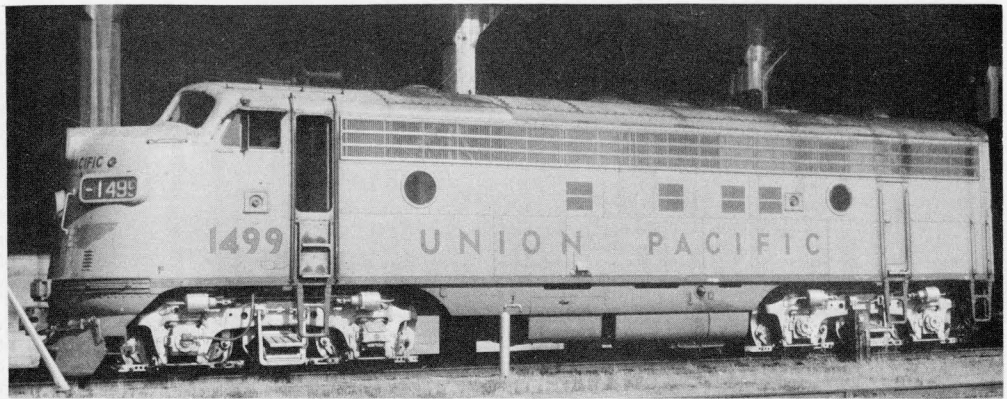
Only Some Units Renumbered

5/47-11/48#	3/48-10/64#	8/50-4/59#	3/58-2/72#	Qty.	Bldr.	Model	Wt./Lbs.	Gearing	B/N	B/D	Notes
1400A-1403A	1400-1403:1	1514, -, -, -	502, -, -, -	4/0	EMD	F3A	247,000	62:15	4601-4604	5/47	22,65
1404A-1406A	1404-1406:1	-, -, 1517	-, -, 507	3/0	EMD	F3A	247,000	62:15	4609-4611	10/47	22,65
1407A-1409A	1407-1409:1	-, 1516, -	-, 540, -	3/0	EMD	F3A	247,000	62:15	4612-4614	10/47	22,65
1410A-1413A	1410-1413	-, 1518, 1519, -	-, 518, 539, -	4/0	EMD	F3A	247,000	62:15	4615-4618	1/48	22,65
1414A-1416A	1414-1416	1520, 21, 22	527, 534, 522	3/0	EMD	F3A	247,000	62:15	4619-4621	1/48	22,65
1417A-1420A	1417-1420	-, -, -, -	-, -, -, -	4/0	EMD	F3A	247,000	62:15	4622-4625	1/48	22,65
1421A-1423A	1421-1423	-, 1515, 1523	-, 505, 526	3/0	EMD	F3A	247,000	62:15	4626-4628	1/48	22,65
(1424A-1427A)	1424-1427	1524, -, -, -	521, -, -, -	4/0	EMD	F3A	247,000	62:15	4629-4632	2/48	22,65
(1428A-1431A)	1428-1431	-, -, -, 1513	-, -, -, 510	4/0	EMD	F3A	247,000	62:15	4633-4636	3/48	22,65
(1432A-1435A)	1432-1435	-, -, -, -	-, -, -, -	4/0	EMD	F3A	247,000	62:15	4637-4640	3/48	22,65
(1436A-1439A)	1436-1439	1525, -, -, -	500, -, -, -	4/0	EMD	F3A	247,000	62:15	4641-4644	3/48	22,65
(1440A, 1441A)	1440, 1441	1526, -	529, -	2/0	EMD	F3A	247,000	62:15	4645, 4646	3/48	22,65
1442B-1445B	1400B,C, 1402B,C	-, -, -, -	-, -, -, -	4/0	EMD	F3B	247,000	62:15	4605-4608	5/47	23,66
1446B-1449B	1404B,C, 1406B,C	-, 1526C, 28B, 28C	-, 503B, 17B, 16B	4/0	EMD	F3B	247,000	62:15	4647-4650	10/47	23,66
1450B, 1451B	1408B,C	-, -	-, -	2/0	EMD	F3B	247,000	62:15	4651, 4652	10/47	23,66
1452B-1455B	1410B,C, 1412B,C	-, -, -, -	-, -, -, -	4/0	EMD	F3B	247,000	62:15	4653-4656	1/48	23,66
1456B-1459B	1414B,C, 1416B,C	1530B, -, -, -	wrk, -, -, -	4/0	EMD	F3B	247,000	62:15	4657-4660	1/48	23,66,67
1460B-1463B	1418B,C, 1420B,C	1526B, -, 24B, 24C	500B, -, 13B, 04B	4/0	EMD	F3B	247,000	62:15	4661-4664	1/48	23,66
1464B, 1465B	1422B,C	1522C, -	523B, -	2/0	EMD	F3B	247,000	62:15	4665, 4666	1/48	23,66
(1466B-1469B)	1424B,C, 1426B,C	1522B, 20C, 20B, 18C	529B, 30B, 33B, 08B	4/0	EMD	F3B	247,000	62:15	4667-4670	2/48	23,66
(1470B, 1471B)	1428B,C	1518B, -	519B, -	2/0	EMD	F3B	247,000	62:15	4671, 4672	3/48	23,66
-----	1442-1445	1527, 1528, -, -	504, 519, -, -	4/0	EMD	F3A	247,000	62:15	5707-5710	4/48	22,65
-----	1446, 1447	-, -	-, -	2/0	EMD	F3A	247,000	62:15	5711, 5712	5/48	22,65
-----	1448-1451:1	-, -, -, 1512	-, -, -, 528	4/0	EMD	F3A	247,000	62:15	5713-5716	7/48	22,65
-----	1452-1455:1	1511, 10, 09, 08	514, 503, 517, 511	4/0	EMD	F3A	247,000	62:15	5717-5720	7/48	22,65
-----	1456, 1457:1	1507, 1506	530, 536	2/0	EMD	F3A	247,000	62:15	5721, 6331	9/48	22,65
-----	1458-1461:1	1505, 04, 03, 02	524, wrk, 520, 531	4/0	EMD	F3A	247,000	62:15	6332-6335	9/48	22,65,67
-----	1462, 1463	1500, 1501	509, 523	2/0	EMD	F3A	247,000	62:15	6713, 6714	9/48	22,65
-----	1430B,C	-, -	-, -	2/0	EMD	F3B	247,000	62:15	6374, 6375	9/48	23,66
-----	1432B,C	-, -	-, -	2/0	EMD	F3B	247,000	62:15	6729, 6730	9/48	23,66
-----	1434B,C, 1436B,C	-, -, -, -	-, -, -, -	4/0	EMD	F3B	247,000	62:15	6745-6748	12/48	23,66
-----	1438B,C	-, -	-, -	2/0	EMD	F3B	247,000	62:15	6749, 6750	12/48	23,66
-----	1440B,C	-, -	-, -	2/0	EMD	F3B	247,000	62:15	6751, 6752	1/49	23,66
-----	1442B,C, 1444B,C	1500B, 00C, 02B, 02C	520B, 25B, 05B, 24B	4/0	EMD	F3B	247,000	62:15	6356-6359	4/48	23,66
-----	1446B,C	1504B, 1504C	522B, 526B	2/0	EMD	F3B	247,000	62:15	6360, 6361	5/48	23,66
-----	1448B,C, 1450B,C	1506B, 06C, 08B, 08C	510B, 18B, 27B, 41B	4/0	EMD	F3B	247,000	62:15	6362-6365	7/48	23,66
-----	1452B,C, 1454B,C:1	1510B, 10C, 12B, 12C	506B, 39B, 38B, 12B	4/0	EMD	F3B	247,000	62:15	6366-6369	7/48	23,66
-----	1456B,C, 1458B,C:1	1514B, 14C, 16B, 16C	540B, 37B, 01B, 36B	4/0	EMD	F3B	247,000	62:15	6370-6373	7,9/48	23,66
900-904:2	1451-1455:2	same	-----	5/0	EMD	F3A	248,000	62:15	4480-4484	9,10/47	42
905-910:2	1456-1461:2	same	-----	6/0	EMD	F3A	248,000	62:15	6660-6665	5,6/48	42
900B,C, 901B,C	1451B,C, 1452B,C:2	same	-----	4/0	EMD	F3B	249,000	62:15	4485-4488	9/47	42
902B, 902C	1453B, 1453C:2	same	-----	2/0	EMD	F3B	249,000	62:15	4489, 4490	9/47	42
903B,C, 904B,C	1454B,C, 1455B,C:2	same	-----	4/0	EMD	F3B	249,000	62:15	4491, 4842-44	9/47	42
905B, 905C	1456B, 1456C:2	same	-----	2/0	EMD	F3B	248,000	62:15	6666, 6667	5/48	42
907B,C, 909B,C	1458B,C, 1460B,C:2	same	-----	4/0	EMD	F3B	248,000	62:15	6668-6671	6/48	42
(1504, 1553)	1464, 1465	same	-----	(2/0)	EMD	F7A	249,000	62:15	(6333, 6718)	4,3/52	65,67,68
(1530B, 1558C)	1464B, 1464C	same	-----	(2/0)	EMD	F7B	248,000	62:15	(4657, 6740)	3/52	66,67,69
-----	1466-1470	same	-----	5/0	EMD	F7A	249,000	62:15	13982-13986	3/51	68
-----	1471-1480	same	-----	10/0	EMD	F7A	249,000	62:15	15087-15096	10/51	68
(EMD 459A,D)	1481, 1482	same	-----	2/0	EMD	F7A	249,000	62:15	17412, 17413	10/52	68
(EMD 5040)	1483	same	-----	1/0	EMD	F7A	249,000	62:15	12466	7/50	68
-----	1466B,C-74B,C(even)	same	-----	10/0	EMD	F7B	248,000	62:15	13987-13996	3/51	69
-----	1476B,C-94B,C(even)	same	-----	20/0	EMD	F7B	248,000	62:15	15097-15116	10,11/51	69
(EMD 459C,D)	1496B, 1496C	same	-----	2/0	EMD	F7B	248,000	62:15	17414, 17415	10/52	69
911, 912	1498, 1499	same	-----	2/0	EMD	F7A	255,000	62:15	17231, 17232	4/52	43
910B, 910C	1498B, 1498C	same	-----	2/0	EMD	F7B	250,000	62:15	17233, 17234	4/52	43

x1200 © 1980

UP liked to pick up bargains like slightly used demonstrators; and in this spirit, acquired an A-B-B-A set of FP7A's and passenger equipped F7B's (no such thing as an FP7B) ordered by NdeM but canceled after construction had begun. First numbered in the 900 passenger series, they spent most of their brief 12-year careers in the 1400-freight series. #1499, shown in E/1960's, might still be around had it become NdeM 6340.

Right Photo: Louis A. Marre Collection



5/47-11/48#	3/48-10/64#	8/50-4/59#	3/58-2/72#	Qty.	Bldr.	Model	Wt./Lbs.	Gearing	B/N	B/D	Notes
-----	1462, 1463	1500, 1501	509, 523	(2)/0	EMD	F3A	247,000	65:12	6713, 6714	9/48	22, 65
-----	1461, 60, 59, 58:1	1502-1505	531, 520, wrk, 524	(4)/0	EMD	F3A	247,000	65:12	6335, 4, 3, 2	9/48	22, 65
-----	1457, 1456:1	1506, 1507	536, 530	(2)/0	EMD	F3A	247,000	65:12	6331, 5721	9/48	22, 65
-----	1455, 54, 53, 52:1	1508-1511	511, 517, 503, 514	(4)/0	EMD	F3A	247,000	65:12	5720, 19, 18, 17	7/48	22, 65
-----	1451, 1431	1512, 1513	528, 510	(2)/0	EMD	F3A	247,000	65:12	5716, 4636	7,3/48	22, 65
-----	1400, 1422	1514, 1515	502, 505	(2)/0	EMD	F3A	247,000	65:12	4601, 4627	5/47,1/48	22, 65
-----	1408, 1406	1516, 1517	540, 507	(2)/0	EMD	F3A	247,000	65:12	4613, 4611	10/47	22, 65
-----	1411, 12, 14, 15, 16	1518-1522	518, 539, 527, 534, 522	(5)/0	EMD	F3A	247,000	65:12	4616, 17, 19-21	1/48	22, 65
-----	1423, 1424, 1436	1523-1525	526, 521, 500	(3)/0	EMD	F3A	247,000	65:12	4628, 29, 41	1,2,3/48	22, 65
-----	1440, 1442, 1443	1526-1528	529, 504, 519	(3)/0	EMD	F3A	247,000	65:12	4645, 5707, 08	3,4,4/48	22, 65
-----	1442B,C, 1444B,C	1500B,C, 1502B,C	520, 525, 505, 524B	(4)/0	EMD	F3B	247,000	65:12	6356-6359	4/48	23, 66
-----	1446B,C, 1448B,C	1504B,C, 1506B,C	522, 526, 510, 518B	(4)/0	EMD	F3B	247,000	65:12	6360-6363	5,7/48	23, 66
-----	1450B,C, 1452B,C	1508B,C, 1510B,C	527, 541, 506, 539B	(4)/0	EMD	F3B	247,000	65:12	6364-6367	7/48	23, 66
-----	1454B,C, 1456B,C	1512B,C, 1514B,C	538, 512, 540, 537B	(4)/0	EMD	F3B	247,000	65:12	6368-6371	7,9/48	23, 66
-----	1458B, 1458C	1516B, 1516C	501B, 536B	(2)/0	EMD	F3B	247,000	65:12	6372, 6373	9/48	23, 66
-----	1428B, 1426C	1518B,C	519B, 508B	(2)/0	EMD	F3B	247,000	65:12	4671, 4670	3,2/48	23, 66
-----	1426B, 24C, 24B, 22B	1520B,C, 1522B,C	533, 530, 529, 523B	(4)/0	EMD	F3B	247,000	65:12	4669, 68, 67, 65	2/48	23, 66
-----	1420B, 20C, 18B	1524B,C, 1526B	513, 504, 500B	(3)/0	EMD	F3B	247,000	65:12	4663, 64, 61	1/48	23, 66
-----	1404C, 1406B,C	1526C, 1528B,C	503, 517, 516B	(3)/0	EMD	F3B	247,000	65:12	4648-4650	10/47	23, 66
-----	1414B	1530B	wrk, not rb	(1)/0	EMD	F3B	247,000	65:12	4657	1/48	23, 66
-----	same	1550, 1551	535, 512	2/0	EMD	F3A	247,000	65:12	6715, 6716	10/48	22, 65
-----	same	1552, 1553	506, (1465)	2/0	EMD	F3A	247,000	65:12	6717, 6718	11/48	22, 65
-----	same	1554, 1555	516, 533	2/0	EMD	F3A	247,000	65:12	6719, 6720	11/48	22, 65
-----	same	1556, 1557	532, 508	2/0	EMD	F3A	247,000	65:12	6721, 6722	12/48	22, 65
-----	same	1558, 1559	537, 513	2/0	EMD	F3A	247,000	65:12	6723, 6724	12/48	22, 65
-----	same	1560, 1561	525, 515	2/0	EMD	F3A	247,000	65:12	6725, 6726	1/49	22, 65
-----	same	1562, 1563	501, 538	2/0	EMD	F3A	247,000	65:12	6727, 6728	10/49	22, 65
-----	same	1550B, 1550C	509B, 514B	2/0	EMD	F3B	247,000	65:12	6731, 6732	10/48	23, 66
-----	same	1552B, 1552C	532B, 531B	2/0	EMD	F3B	247,000	65:12	6733, 6734	11/48	23, 66
-----	same	1554B, 1554C	511B, 542B	2/0	EMD	F3B	247,000	65:12	6735, 6736	11/48	23, 66
-----	same	1556B, 1556C	507B, 515B	2/0	EMD	F3B	247,000	65:12	6737, 6738	12/48	23, 66
-----	same	1558B, 1558C	521B, (1464C)	2/0	EMD	F3B	247,000	65:12	6739, 6740	12/48	23, 66
-----	same	1560B, 1560C	528B, 535B	2/0	EMD	F3B	247,000	65:12	6741, 6742	1/49	23, 66
-----	same	1562B, 1562C	502B, 534B	2/0	EMD	F3B	247,000	65:12	6743, 6744	1/49	23, 66

Notes

[65] F3A's 1400A-1441A had suffix letter dropped 3-11/48 (the last few before entering service). Many received 48" (F7 style) dynamic brake fans later in life, replacing original submerged fans (parallel "slots" on roof). The following 29 F3A's rebuilt with 16-567BC engines and renumbered to 1500-1528 series on date shown in parentheses: 1400, 06, 08, 11, 12 to 1514, 17, 16, 18, 19 (11/50, 6,6,4,7/51); 1414, 15, 16, 22, 23, 24 to 1520, 21, 22, 15, 23, 24 (3,3/51, 1/52, 1,12,12/51); 1431, 36, 40, 42, 43 to 1513, 25, 26, 27, 28 (9/50, 4,7,11,8/51); 1451-1455:1 to 1512, 11, 10, 09, 08 (11,8,9,12,12/50); 1456-1463:1 to 1507, 06, 05, 04, 03, 02, 00, 01 (2/51, 10,10,9/50, 1/51, 9,8,7/50). All 28 (except 1504 wrecked at Orchard, ID, on 25Nov51 and returned to EMD for rebuilding to F7A 1464 in 4/52 on Order #8008) were rebuilt again, by EMD at LaGrange in 1958 (see Note 22 for details and ultimate dispositions). The remaining F3A's were traded-in to EMD on GP30/35's and DD35B's as follows: 1401, 02, 03, 04, 05, 07 (t-i 4,2/63, 6/64, 2,1/63, 6/64); 1409, 10, 13, 17, 18, 19 (t-i 1/63, 3/64, 2/63, 6/64, 3,4/63); 1420, 21, 25, 26, 27, 28, 29 (t-i 3,1/63, 7,6/64, 2/63, 3,6/64); 1430, 32, 33, 34 (t-i 1/63, 2,8,6/64); 1435 wrecked at Coolidge, ID, 30Jan49 and scrapped; 1437, 38, 39, 41 (t-i 1/63, 3/64, 2/63, 6/64); 1444-1450 (t-i 5/63, 6/64, 3/63, 7,6,5/64). F3A's 1550-1563 were built for service on the Oregon Short Line Division of UP. All 13 (except 1553 wrecked along with 1504 at Orchard, ID, 25Nov51 and rebuilt to F7A 1465 in 3/52, o/n 8011) were also returned to EMD in 1958 for upgrading to F9 standards (see Note 22 for details and ultimate dispositions).

Abbreviations

:1 = first use of this R/N r# = renumbered
 :2 = second use of this R/N ret = retired
 (D) = Dealer t-i = traded-in

[66] F3B's 1442B-1471B were renumbered 1400B,C-1428B,C (even numbers only) in 3-11/48 (the last few before entering service). Like the A-units, many received 48" dynamic brake fans. The following 31 F3B's rebuilt with 16-567BC engines and renumbered to 1500B,C series on date shown: 1404C, 06B, 06C, 14B, 18B to 1526C, 28B, 28C, 30B, 26B (8,5,10,5/51, 9/50); 1420B, 20C, 22B, 24B, 24C to 1524B,C, 22C,B, 20C (1,1/51, 12,8,10/50); 1426B, 26C, 28B, 42B, 42C to 1520B, 18C, 18B, 00B, 00C (12,8/50, 3/51, 4,8/50); 1444B,C, 46B,C, 48B,C, 50B,C to 1502B, 02C, 04B, 04C, 06B, 06C, 08B, 08C (9,6,10,5,5,11,11,6/50); 1452B,C, 54B,C, 56B,C, 58B,C to 1510B,C, 12B,C, 14B,C, 16B,C (7,7,6,7,6,8,10,7/50). All 30 (except 1530B wrecked 25Nov51 at Orchard, ID, and rebuilt by EMD to F7A 1464B in 3/52, o/n 8009) were rebuilt again, by EMD at LaGrange in 1958 (see Note 23 for details and ultimate dispositions); 1422C wrecked at Coolidge, ID, 30Jan49, retired 5/49 and scrapped. The remaining F3B's were traded in to EMD on GP30/35's and DD35B's as follows: 1400B,C, 02B,C, 04B t-i 1/63, 3/64, 2/63, 2/64, 5/63; 1408B,C, 10B,C, 12B,C t-i 3,6/64, 5/63, 5/64, 2/63, 7/64; 1414C, 16B,C, 18C, 28C t-i 2,3,2,3,1/63; 1430B,C, 32B,C, 34B,C t-i 6/64, 1,6/63, 5/64, 5,1/63; 1436B,C, 38B,C, 40B,C t-i 6/64, 5/63, 8/64, 4/63, 5,8/64. OSL Div. F3B's 1550B,C-1562B,C all rebuilt by EMD in 1958 to F9 standard (see Note 23 for details and ultimate disposition).

[67] F3/A 1435 and 1422C both wrecked at Coolidge, ID, 30Jan49 and scrapped. F3A/B/A 1504 (ex 1459), 1530B (ex 1414B), 1558C, 1553 all wrecked at Orchard, ID, on 25Nov51 and all returned to LaGrange for rebuilding to F7's 1464, 1464B, 1464C, 1465 (under order numbers 8008, 8009, 8010, 8011) in 4,3,3,3/52.

[68] F7A 1481, 1482 (and B-units 1496B,C) are ex EMD demonstrators 459A,B,C,D (which tested on N&W), sold after one month (9-10/52) to UP. #1483 ex EMD demo 5040 (built 7/50, sold to UP 12/52). #1464, 1465 rebuilt from wrecked F3's 1504, 1553 in 4,3/52; 1466 wrecked on maiden run 24Mar51 at Green River, WY, and rebuilt in kind at LaGrange, o/n 8013. Dispositions: 1464, 1465, 1466 t-i to EMD 3,6,2/63 on GP30's; 1467, 68, 69, 70, 71 t-i to EMD 6,5,6,2,7/64 on GP35/DD35's; 1472, 75, 78, 79, 80, 81, 82 t-i to EMD 4,3,4,3,3,5,1/63 on GP30's; 1473, 74, 76, 77, 83 t-i to EMD 5,2,7,7,6/64 on GP35/DD35's.

[69] F7B 1464B,C rebuilt from wrecked F3's 1530B, 1558C in 3/52. #1496B,C are ex EMD demonstrators 459B,C, acquired 12/52. #1466B,C, wrecked on maiden run, 24Mar51 at Green River, WY, and rebuilt in kind at LaGrange (under o/n 8014, 8015). Dispositions: 1464B,C, 1466B, 1468C t-i to EMD 3,2,3,3/63 on GP30's; 1466C, 68B, 70B, 70C, 72B, 72C t-i to EMD 7,6,2,5,7,6/64 on GP/DD35's; 1474B, 76B, 78B, 80C, 82B t-i to EMD 4,5,1,1,3/63 on GP30's 1474C, 76C, 78C, 80B, 82C, 86B, 88B t-i to EMD 6,2,6,2,5,8,5/64 on GP/DD35's; 1484B, 84C, 86C, 88C, 90B, 90C, 94B, 96B, 96C t-i to EMD 1,2,5,5,1,2,5,5,4/63 on GP30's; 1492B, 92C, 94C t-i 7,2,5/64 on GP/DD35's.



Left Photo: R. L. Schmeling Collection

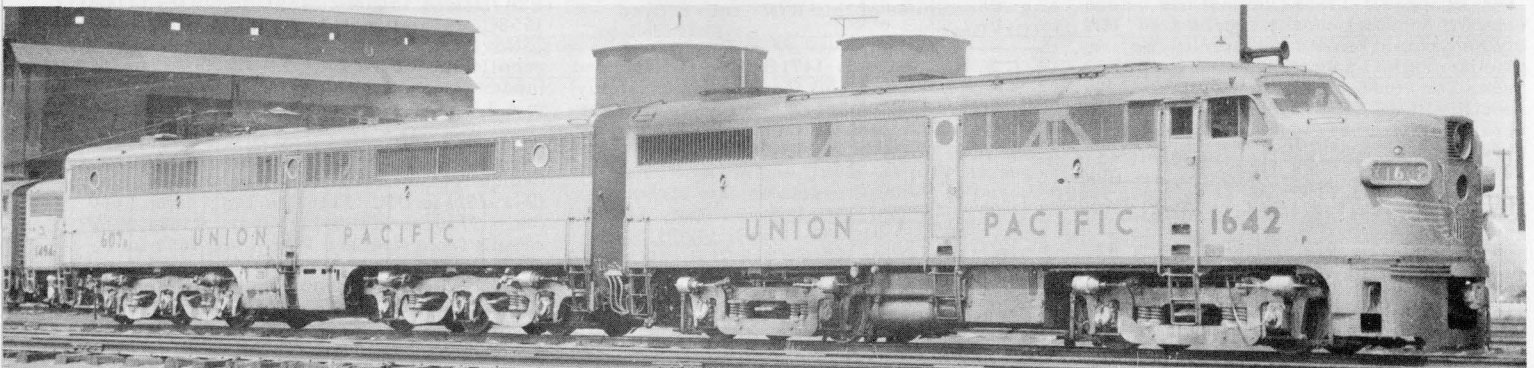
Every major western railroad used F-units in passenger service (some exclusively), but the UP's got the least attention, mainly because all were regearred for freight service in 1953 when most were only five to six years old. Here is F3A 1457 still with coupler shrouds, just after renumbering (ex 906, note clean paint patch around the numbers) with F7B 1476C and F3A 1447 at North Platte, NE, in 1954. Closeup of sister 1453, both classic Phase II or "chicken wire" F3's, shows strange wire mesh (flyscreen type weave) around fuel tank. Possible explanation was protection of the fuel tank or protection from a fuel tank explosion (UP experimented with several different fuels, including propane).



Left Photo: Jay Potter Collection

UP's first FA/B1's (26A's and 18B's) arrived in late 1947 to early 1948 in the 1500-series but had to be renumbered to the 1600's several months later to make room for more F3's. Rare 12/47 shot at San Bernardino, CA, is one of few fan shots of FA's in their original numbers. Just delivered 1513A/1528B/1534B/1502A make an impressive string worth 6000 hp.

Photo by R. H. Kennedy



Above Photo from R. L. Schmeling Collection

Very rarely do we see FA/B's mixed with FA/B's in the same consist. #1642 (next to last UP FA1) and 607B (UP's last PB1) at North Platte, NE, 15Aug56, team up for 3500 hp in rare form.



Left Photo by R. L. Rumbolz (R. L. Schmeling Collection)

FA1 #1632, and maybe others, received narrow spaced vertical grilles over the radiator shutters; similar to that along the rest of the roofline, as this 11/62 shot at Council Bluffs, IA, illustrates.

UP received sixty GP38-2 in 1974-75 to replace the GP9's (last non-turboed units before the 38's) operating in the Pacific Northwestern states, making them the only B-B's acquired between 1964 and 1977! #2001 and 2002 brand new in Chicago 31Mar74 work their way over BN to UP at Omaha, NE.

Photo by Bill Raia



UP's 25 very unremarkable SW7's 1800-1824 are not scheduled to be rebuilt like the SW9's and probably all will be sold off in the next few years as several already have been. The older NW2's are over two-thirds gone. #1809 shown at Ogden, UT, 12Feb74, has train number indicator boxes above headlight.

Photo by Kenneth M. Ardinger

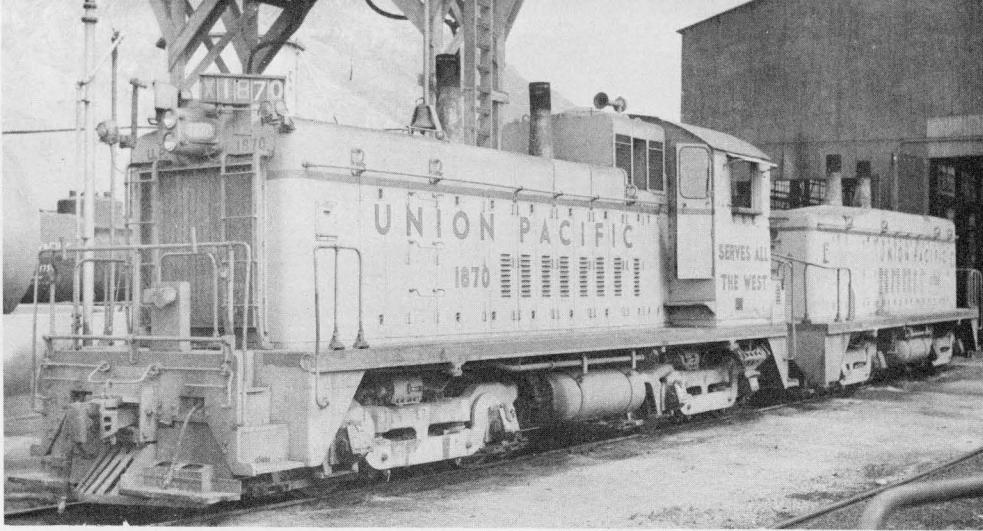
5/47-11/48 #	3/48-10/64 #	8/50-12/65 #	Qty.	Builder	Model	Wt./Lbs.	Gearing	B/N	B/D	Notes
1500A-1502A	1600-1602	same	3/0	Alco-GE	FA1	242,000	74:18	75283-75285	6/47	70
1503A-1506A	1603-1606	same	4/0	Alco-GE	FA1	242,000	74:18	75292-75295	6,7,8,9/47	70
1507A, 1508A	1607, 1608	same	2/0	Alco-GE	FA1	242,000	74:18	75300, 75301	9/47	70
1509A-1512A	1609-1612	same	4/0	Alco-GE	FA1	242,000	74:18	75306-75309	9,10/47	70
1513A	1613	same	1/0	Alco-GE	FA1	242,000	74:18	75314	10/47	70
1514A-1516A	1614-1616	same	3/0	Alco-GE	FA1	242,000	74:18	75414-75416	11/47	70
1517A-1519A	1617-1619	same	3/0	Alco-GE	FA1	242,000	74:18	75421-75423	11/47	70
1520A, 1521A	1620, 1621	same	2/0	Alco-GE	FA1	242,000	74:18	75424, 75427	12/47	70
1522A, 1523A	1622, 1623	same	2/0	Alco-GE	FA1	242,000	74:18	75286, 75287	11/47	70
1524B-1526B	1600B,C, 1602B	same	3/0	Alco-GE	FB1	235,000	74:18	75439-75441	6/47	71
1527B-1530B	1602C, 1604B,C, 1606B	same	4/0	Alco-GE	FB1	235,000	74:18	75444-75447	6,7,8,9/47	71
1531B, 1532B	1606C, 1608B	same	2/0	Alco-GE	FB1	235,000	74:18	75452, 75453	9,10/47	71
1533B	1608C	same	1/0	Alco-GE	FB1	235,000	74:18	75307, 75516	10/47	71
1534B, 1535B	1610B, 1610C	same	2/0	Alco-GE	FB1	235,000	74:18	75586, 75589	11/47	71
1536B, 1537B	1612B, 1612C	same	2/0	Alco-GE	FB1	235,000	74:18	75590, 75591	10,11/47	71
1538B, 1539B	1614B, 1614C	same	2/0	Alco-GE	FB1	235,000	74:18	75592, 75596	11,12/47	71
1540B, 1541B	1616B, 1616C	same	2/0	Alco-GE	FB1	235,000	74:18	75755, 75756	2/48	71
1542A, 1543A	1624, 1625	same	2/0	Alco-GE	FA1	242,000	74:18	75707, 75708	2/48	70
-----	1626-1635	same	10/0	Alco-GE	FA1	242,000	74:18	75997-76006	8/48	70
-----	1636-1643	same	8/0	Alco-GE	FA1	242,000	74:18	76007-76014	9/48	70
-----	1618B,C-1634B,C(even)	same	18/0	Alco-GE	FB1	235,000	74:18	76046-76063	8/48	71
-----	1636B,C-1642B,C(even)	same	8/0	Alco-GE	FB1	235,000	74:18	76064-76071	9/48	71

[70] FA1's 1500A-1523A, 42A, 43A were r# 1600-1625 in 3-10/48 to make room for F3's (the last two before entering service). 1601, 16, 24, 27, 28, 37, 41 leased to CP during E/64 power shortage. Dispositions: 1600, 03, 07, 09, 10, 11, 13, 14, 15, 16, 18, 19 all t-i to EMD 5,2,2,2,2,2,5,5,5,5,2,2,5,9/65; 1617 t-i to EMD 3/63; 1604, 05, 06, 08, 20, 22, 23 all retired 8/64, and 1612 ret 5/65, all t-i to EMD, Alco or GE; 1624-1628, 31, 32, 34, 35, 38, 41, 42, 43 all t-i to EMD 9,5,5,9,9,2,2,2,2,5,9,2,9/65; 1629, 30, 33, 36, 39, 40 all retired 8/64 and t-i to EMD, GE, or Alco; (1636 was scrapped in Buffalo, NY, 4/65); 1637 t-i to Alco 9/65.

[71] FB1's all 1500's r# 1600's to make room for F3's in 3,4,7,8,9/48 (the last two before entering service). #1608B,C, 14B, 16C, 18B, 36B,C, 42B leased to CP during E/64 power shortage. Dispositions: 1600C, 04C, 12B, 12C retired 5/63 (t-i?); 1600B, 04B, 06C, 18C, 26B, 30B, 30C, 32C, 40B, 42B all retired 8/64 (1630C scrapped in Buffalo, NY, 4/65); 1602B, 02C, 06B, 08B, 10C, 14B, 16B, 16C, 20B, 20C, 24B, 24C all t-i to EMD 5,2,9,9,5,9,2,2,5,5,5,9/65; 1608C, 10B, 14C, 18B, 22B, 28B, 34C, 38C all t-i to GE 9,9,9,9,5,9/65 (1618B may have gone to EMD?; 1628B was cut up in Buffalo, NY, 12/65); 1622C at EMD 7/64 t-i; 1626C, 28C, 32B, 34B, 36C, 38B, 40C, 42C all t-i to EMD 5,5,5,5,9,5,2,9/65; 1636B t-i to Alco 9/65 (?). All are scrapped, some trucks went to U50D's.



Omaha, NE, 30Dec79. R. L. Schmeling Collection "Before" and "After" appearance of a UP SW9/SW10 rebuild. So far, about nine of the 1800-series SW9's have emerged during the past year as 1200-series "SW10's", with new electric fan/radiator sections from GP7/9's (in box on hood roof) replacing the mechanical drive front radiator common to all EMD switchers. Unrebuilt #1860 tows 1848 (soon to be renumbered 1200), the first of a possible 37 such rebuilds, from Omaha Shops. Note the recently refurbished Big Boy 4023 next to roundhouse in the background.



Cow and calf switchers were not common west of the Mississippi. Santa Fe keeps its two pair in Kansas City (Argentine), KS; the Milwaukee kept theirs in Chicago and the Twin Cities; and the SP's four spent most of their lives at Roseville, CA (see Note 74 for UP assignments). Originally ordered as Cajon Pass helpers, UP's units soon acquired dynamic brakes, all of which are now removed or deactivated. #1870 (now EJ&E 308) and 1870B shown at Provo, UT, 10Jun64, display many add-on details (like marker lights, pilot, train number boards, mu, dynamic brakes) needed for road service.

Photo from H. N. Proctor Collection

Previous R/N	Latest R/N	Qty.	Builder	Model	Wt./Lbs.	Gearing	B/N	B/D	Notes
same	1800-1809	10/8	EMD	SW 7	246,000	65:12	10752-10761	8,9/50	72
same	1810-1824	15/14	EMD	SW 7	246,000	65:12	10762-10776	10,11/50	72
same	1825-1846	22/17	EMD	SW 9	246,000	65:12	17805-17826	4/53	49A,73
same	1847-1861	15/12	EMD	SW 9	246,000	65:12	18835-18849	10/53	49A,73
same	1862-1866	5/1	EMD	SW 9	246,000	65:12	18850-18854	11/53	49A,73
same	1870-1877	8/7	EMD	TR5A	248,000	62:15	15068-15075	9,10/51	74
same	1870B-1877B	8/7	EMD	TR5B	246,000	62:15	15076-15083	9,10/51	74
same	2000-2024	25/25	EMD	GP38-2	269,000	62:15	73662-1 to 25	3,4/74	75
same	2025-2039	15/15	EMD	GP38-2	269,000	62:15	73662-26 to 40	5/74	75
same	2040-2059	20/20	EMD	GP38-2	269,000	62:15	74675-1 to 20	4/75	75
2960-2974	2400-2414	(15)/15	GE	C30-7	393,000	74:18	41558-41572	7-9/77	76
same	2415-2429	15/15	GE	C30-7	393,000	74:18	41782-41796	6,7/78	
same	2430-2439	10/10	GE	C30-7	394,000	74:18	42093-42102	12/78	
same	2440-2459	20/20	GE	C30-7	394,000	74:18	42103-42122	1/79	
same	2460-2499	40/40	GE	C30-7	394,000	74:18	42700-42739	1,2/80	
same	2500-2539	40/40	GE	C30-7	394,000	74:18	43067-43106	8,9/80	
same	2800-2804	5/2	GE	U28C	374,000	74:18	36014-36018	6/66	77
same	2805-2809	5/1	GE	U28C	374,000	74:18	36063-36067	8-10/80	77
same	2810-2819	10/10	GE	U30C	393,000	74:18	38300-38309	4/72	
same	2820-2827	8/7	GE	U30C	393,000	74:18	38310-38317	5/72	78
same	2828,2829	2/2	GE	U30C	393,000	74:18	38318,38319	6/72	
same	2830-2837	8/8	GE	U30C	393,000	74:18	38795-38802	2/73	
same	2838-2843	6/6	GE	U30C	393,000	74:18	38803-38808	3/73	
same	2844-2851	8/8	GE	U30C	393,000	74:18	38809,11-15,10,16	4/73	
same	2852-2859	8/8	GE	U30C	393,000	74:18	38817-38824	5/73	
same	2860-2869	10/10	GE	U30C	393,000	74:18	39200-39209	6/73	
same	2870-2879	10/9	GE	U30C	393,000	74:18	39591-39600	3/74	78
same	2880-2884	5/5	GE	U30C	393,000	74:18	39601-39605	4/74	
same	2885-2890	6/6	GE	U30C	393,000	74:18	39606-39611	5/74	
same	2891-2897	7/7	GE	U30C	393,000	74:18	39612-39618	6/74	
same	2898,2899	2/2	GE	U30C	393,000	74:18	39619-39620	7/74	
same	2900-2904:1	5/0	Alco	C630	395,000	74:18	3440-1 to 5	5/66	79
same	2905-2909:1	5/0	Alco	C630	395,000	74:18	3440-6 to 10	10/66	79
same	2900-2904:2	5/5	GE	U30C	393,000	74:18	39847-39851	7/74	
same	2905-2909:2	5/5	GE	U30C	393,000	74:18	40044-40048	4/75	
same	2910-2914	5/5	GE	U30C	393,000	74:18	40049-40053	5/75	
same	2915-2919	5/5	GE	U30C	393,000	74:18	40054-40058	6/75,2/76	80
same	2920-2937	18/18	GE	U30C	396,000	74:18	40925-40942	7,8/76	
same	2938-2959	22/22	GE	U30C	396,000	74:18	40943-40964	9,10/76	
same	2960-2974	15/(15)	GE	C30-7	394,000	74:18	41782-41796	7-9/77	76
same	3000-3024	25/25	EMD	SD40	393,000	62:15	31414-31438	3-4/66	
same	3025-3039	15/15	EMD	SD40	393,000	62:15	31575-31589	4/66	
EMD 434A, B, C, D	3040-3043	4/4	EMD	SD40X	393,000	62:15	29873-29876	2/65	81
EMD 434E, F, G, H	3044-3047	4/4	EMD	SD40X	393,000	62:15	30499-30502	4/65	81
same	3048-3082	35/34	EMD	SD40	393,000	62:15	32400-32434	10-12/66	82
same	3083-3097	15/15	EMD	SD40	391,000	62:15	37639-37653	8-9/71	
same	3098-3122	25/25	EMD	SD40	391,000	62:15	37904-37928	9,10/71	
same	3123-3172	50/49	EMD	SD40-2	392,000	62:15	7334-1 to 50	1,2/72	82
same	3173-3202	30/30	EMD	SD40-2	392,000	62:15	5819-1 to 30	6-8/72	
same	3203-3239	37/37	EMD	SD40-2	390,000	62:15	72684-1 to 37	4-5/73	
8000-8002	3240-3242	3/3	EMD	SD40-2	390,000	62:15	72684-38 to 40	5/73	83
8003-8034	3243-3274	32/32	EMD	SD40-2	390,000	62:15	73661-1 to 32	6,7/74	83,84
same	3275-3287	13/13	EMD	SD40-2	390,000	62:15	73661-33 to 45	7/74	84
same	3288-3304	17/17	EMD	SD40-2	390,000	62:15	74676-1 to 17	3,4/75	84
8035-8064	3305-3334	30/30	EMD	SD40-2	390,000	62:15	767021-1 to 30	7-9/76	83,84
same	3335-3399	65/64	EMD	SD40-2	390,000	62:15	766056-1 to 65	2-5/77	82,84
8065-8074	3400-3409	10/10	EMD	SD40-2	390,000	62:15	776013-1 to 10	5/77	83,84
same	3410-3488	79/79	EMD	SD40-2	390,000	62:15	776088-1 to 79	3-5/78	84
same	3489-3498	10/10	EMD	SD40-2	390,000	62:15	786163-1 to 10	12/78	
same	3499-3573	75/75	EMD	SD40-2	390,000	62:15	786170-1 to 75	1-3/79	
same	3574-3583	10/10	EMD	SD40-2	390,000	62:15	786218-1 to 10	7/79	
8075-8099	(3584-3608:2)	25/25	EMD	SD40-2	390,000	62:15	786218-11 to 35	7,8/79	83
same	3609-3658:2	50/50	EMD	SD40-2	390,000	62:15	786263-1 to 50	9-12/79	
same	3659-3768	110/110	EMD	SD40-2	390,000	62:15	796297-1 to 110	1-3/80	
same	3769-3808	40/40	EMD	SD40-2	390,000	62:15	796345-1 to 40	10,11/80	
same	3600-3639:1	40/(40)	EMD	SD45	390,640	62:15	33409-33448	3-4/68	3
same	3640-3649:1	10/(10)	EMD	SD45	390,640	62:15	34016-34025	3/68	3
see note	3999	(1)/(1)	EMD	SD24u	399,480	62:15	25381	(9/59) 8/68	12

Ten C630's, #2900-2909:1, were delivered in 1966, UP's last Alcos; bringing the total of Schenectady-built diesels to 249 (including secondhand units) following in the flangeways of 175 Alco-built 4-8-4's, 4-6-6-4's, and 4-8-8-4's. (Also in 1966, the UP financed RI's last Alcos, five C415's, which now are on UP property, up for sale.) #2902, at Pueblo, CO, 15Oct73, and its nine sisters spent only eight years on UP before being sold to DM&IR and now all work for Cartier Ry in Quebec. Not far away, in Nova Scotia, two ex UP RS27's work for Devco Ry.

Photo by Robert R. Harmen



72 SW7's: 1803 retired 13Dec78, sold to Chrome Crankshaft/Chicago (D), 1/80, currently held for rebuilding and resale; 1809 retired 14Feb77 sold to Chrome Crankshaft and rebuilt at RI-Silvis Shops, outshopped E8/79 as Illinois Terminal 1220; 1819 retired 11Apr78, sold M10/78 to PNC (D), Mt. Vernon, IL (still present 9/80). 1822 leased in 1979-1980 to 50%-owned subsidiary Camas Prairie.

73 SW9's: 1827 retired 27Oct77, to PNC (D) 11/77, then CC (D), for resale to Granite City Steel #1241, Granite City (St. Louis), IL, c.11/78; 1828 rebuilt c.7-8/80 with new electric drive radiator, becoming SW10 1209:2; 1830 sold 30Sep76 to Industrial Maintenance Service (D), Hammond, IN, and rebuilt as Youngstown & Northern 302 from L/76-E/77 (may be transferred to Union RR if Y&N shuts down); 1831 retired "28Jul78", rebuilt to SW10 1209 M8/80; 1836 to be rebuilt to SW10 1212; 1837 was (is?) leased to Alaska Lumber & Pulp since M/79; 1839 retired 11Apr78, rebuilt to SW10 (with new radiator) 1839 in M11/79, then r# 1201; 1842 retired 27Oct77, to PNC (D) 11/77, then CC (D) for resale to Tacoma Municipal Belt Line (Tacoma Utilities) 1200 E7/78; 1845 retired 8Aug78, sold to CC (D) 12/78, rebuilt and resold to Weyerhaeuser (Timber) Co. 310:2 at Headquarters (Longview), WA, 12/79; 1847 to be rebuilt to SW10 1211; 1848 rebuilt to SW10 1848, M9/79, r# 1200 c.2/80; 1850 rebuilt to SW10 1206 in L6/80; 1853 rebuilt to SW10 M4/80; 1859 may be rebuilt to SW10 1207 M/80; 1861 retired 28Sep78, to be rebuilt to SW10 1210; 1863 retired 14Feb77 and sold to Chrome Crankshaft (D), rebuilt at ICG/Paducah Shops, outshopped 7/77 as Weyerhaeuser (Timber) D21, Mountain Pine, AR; 1864 rebuilt to SW10 1203 E3/80; 1865 rebuilt to SW10 1205 M5/80; 1866 rebuilt to SW10 1866 M1/80, r# 1202 E2/80.

74 TR5A/B's (SW9 cow-calf) were built without dynamic brakes but were so equipped soon after delivery by UP and were assigned to San Bernardino, CA, for use in helper service over Cajon Pass. By late 1950's they had been reassigned to yards around the system. 1870, 70B, 71, 71B, 72, 72B had larger fuel tanks added, forcing air reservoirs up on hood roof at which time the cows had their dynamic brakes removed (but retained base of housing). 1874 and 1875 had dynamic brakes removed in M/72 at Salt Lake City and original hood tapers restored. 1876 and 1877 had dynamic brakes removed in late 1960's but hoods now slope up to cab instead of down. 1870 and 1872B sold to IMS (D), Hammond, IN, 30Sep76 and rebuilt (1872B with new cab) as EJ&E 308 and 309 in E/78. 1870B, 1872 paired together at Portland, OR; 1871, 1871B at Pocatello, ID; 1873, 1873B at Salt Lake City, UT; 1874, 1874B at Provo, UT; 1875, 1875B at Salt Lake City; 1876, 76B, 77, 77B at Pocatello.

75 GP38-2's 2000-2059 generally assigned to Washington, Oregon, Idaho lines including Camas Prairie and Spokane International. 2040-2059 stored upon deliver at Council Bluffs, IA, for approximately nine months to delay start of warranty period.

76 C30-7's 2950-2974 r# 2400-2414 in 6-7/78 to keep all C30's in one number series.

77 U28C's 2800-2809 all up for sale 3/80. 2802, 2803 to PNC (D) 4/80; 2800 to J. Simon & Sons (D) 5-6/80; 2804 sold? to Rail Car Corp.; 2807 retired by 2/80, and scrapped by E/79; 2809 to Diesel Electric Service (D).

78 U30C 2820 totaled while on lease to WP at Hayward, CA, 9Apr80 and scrapped. #2870 totaled while on lease/pool to MoP at Hitchita, OK, 20Dec79, and scrapped. #2830 and 2941 wrecked (2.5) while on lease to N&W near Delphi, IN, 4/77, and repaired 6-7/77 at ICG-Paducah. (Note 2855 built out of sequence in 4/73.)

79 C630 (last Alcos bought by UP) Dispositions: 2900-2004 sold to Duluth Messabi & Iron Range Ry (US Steel) 900-904 in 11/73, 2905-2909 followed (to DM&IR) as 905-909 in 2/74. DM&IR resold 905, 906, 906 to (Quebec) Cartier (Mining) RR (also US Steel controlled) as #30-32 in 4/74; the remainder, 900-904, 907, 909, to Cartier as #33-39, respectively, in 3-4/76.

80 U30C's 2915-2919 were built in 6,6/75 and 2,2,2/76 with specially modified 16 cylinder engines in which the last 14 cylinders (turbo end) operated normally while the first two (alternator end) were set up to operate as a piston air compressor (to test economics and feasibility over separate air compressor). After several years of testing, all were converted to standard 16 cylinder configuration with separate air compressors on following dates: 2915 (10Feb77), 2916 (22Dec78), 2917 (8May78), 2918 (23Jul78), 2919 (27Jun78). Units with b/n 40059-40063 were to have been five more #2920-2924.

81 SD40X (1965 type, not to be confused with KCS 700-703 built in 9/1979 which were almost totally unrelated though designated SD40X) 3040-3047 built as EMD 16-645E3 test beds 434A,B,C,D,E,F,G,H (painted solid black) on (then contemporary) short SD35 frames. The first six (now UP 3040-3045) have "flared" radiators (similar to SD45's) while the last two have vertical plane radiator which became standard on production SD40's. #434C&D were briefly r# 7001, 7002 for E/66 tests on CP (see photo Trains 5/66 p.9) before sale to UP in 4/66. The other six (434A,B,E,F,G,H) were sold to UP in 2/66 before any of the first order of production SD40's 3000-3039 were delivered.

82 SD40/SD40-2 wrecks and dispositions: 3071, 3146, 3336 totaled in wreck at Lake Point, UT, 19Aug77, and cut up on location. Lesser wrecks: 3182 repaired by M-K (Boise, ID) and outshopped 11Apr74, 3114 repaired M-K and outshopped 30Jun77, 3392 repaired M-K and outshopped 23Mar79.

83 SD40-2's 3240-3274 r# 8000-8034 in 3,5,7/76 while SD40-2's 8035-8064 were ordered as 3305-3334 and delivered in the 8000 series. All 8000's, which have high speed (83 mph) gearing (59:18) have a corresponding 3000 series number if they are ever regearred to 62:15. In mid 1980, UP issued an order to begin regearing and renumbering 8000-8074 (but not 8075-8099) back to 3240-3274, 3305-3334, 3400-3409. The 8000's are sometimes referred to as SD40-2H's. In 1974, UP ordered 30 cableless SD40-2B's 3123B-3152B but these were canceled before any could be built.

84 All UP SD40-2's 3243-3488 (and consequently 8003-8074) have extra length ("extended") noses which would allow extra room for radio gear which was not installed.



Clyde Engine House (Chicago), 5Sep70.

Paul C. Hunnell
After a very early initiation to GE's Universal line in 1961-1962 (with 16 U25B's), UP waited four years to buy more single-engined U-boats, in the form of U28C's 2800-2809. (Both SP and AT&SF also bought ten U28C's). This order came in 1966 as part of an evaluation of the three builders' high horsepower C-C units (U28C/C630/SD40) which resulted in the standardization on U30C/C30-7's and SD40/SD40-2 to this day. Now, after all ten have turned in 1-1.5 million mile careers, they are up for sale, partly because UP wants to standardize on 8-10 basic models for the 1980's. #2807 shown in pool service on BN, was the first to be retired.



Never have two railroads become so attached to one model as UP and BN have to the SD40-2. So far, 686 have been built for UP and 828 for BN (including 169 for subsidiary C&S). The only difference among the UP's are 100 geared for 83 mph and put in the 8000 series (some being renumbered back recently) and 3243-3488 (246 units) with extended length low noses like 3449 at Council Bluffs, IA, 4Jul78. The 3500-plus SD40-2's now exceed the sales figures of all but the GP9/B at 4257.

Photo by George R. Cockle

UP Challengers (4-6-6-4) and Big Boys (4-8-8-4) (Included because they lasted until 1959.)

Original #	2nd #	Qty.	Bullder	Wheel Arrangement	Fuel	Cylinders	Drivers	Bollder Pressure	Wt./Lbs.	B/N	B/D	Notes
3930-3932:2	3700-3702:2	(3)	Alco/Sch.	4-6-6-4	Oil	21" x 32"	69"	280 psi	634,500	72792-72794	8/44	85
3934, 37, 38:2	3703-3705:2	(3)	Alco/Sch.	4-6-6-4	Oil	21" x 32"	69"	280 psi	634,500	72796, 99, 800	9/44	85
3943, 3944	3706, 3707:2	(2)	Alco/Sch.	4-6-6-4	Oil	21" x 32"	69"	280 psi	634,500	72805, 72806	10/44	85
3975-3979	3708-3712:2	(5)	Alco/Sch.	4-6-6-4	Oil	21" x 32"	69"	280 psi	634,500	70158-70162	6/43	85
3980-3984	3713-3717:2	(5)	Alco/Sch.	4-6-6-4	Oil	21" x 32"	69"	280 psi	634,500	70169-70172	7/43	85
(Note: In 1950, UP converted oil burning 4-6-6-4's #3801, 02, 04, 07, 09, 10, 11, 14, 17, 18 to coal burners and renumbered them 3701, 02, 04, 07, 09, 10, 11, 14, 17, 18:1 very briefly before reconverted and returned to 3800's.)												
3900-3914:1	3800-3814	15	Alco/Sch.	4-6-6-4	Coal/Oil	22" x 32"	69"	255 psi	594,600	68745-68759	8-9/36	85
3915-3939:1	3815-3839	25	Alco/Sch.	4-6-6-4	Coal/Oil	22" x 32"	69"	255 psi	594,600	68924-68948	6-8/37	85
3930-3939:2	Some to 3700's	10	Alco/Sch.	4-6-6-4	Coal	21" x 32"	69"	280 psi	634,500	72792-72801	8-9/44	85
3940-3949	Some to 3700's	10	Alco/Sch.	4-6-6-4	Coal	21" x 32"	69"	280 psi	634,500	72802-72811	9-10/44	85
3950-3969	same	20	Alco/Sch.	4-6-6-4	Coal	21" x 32"	69"	280 psi	627,000	69760-69779	5-7/42	85
3975-3979	3708-3712	5	Alco/Sch.	4-6-6-4	Coal	21" x 32"	69"	280 psi	627,000	70158-70162	6/43	85
3980-3993	3713-3717	14	Alco/Sch.	4-6-6-4	Coal/Oil	21" x 32"	69"	280 psi	633,500	70169-70182	7-8/43	85
3994-3999	same	6	Alco/Sch.	4-6-6-4	Coal	21" x 32"	69"	280 psi	633,500	70678-70683	8-9/43	85
4000-4019	same	20	Alco/Sch.	4-8-8-4	Coal	23-3/4" x 32"	68"	300 psi	762,000	69571-69590	8-12/41	86
4020-4024	same	5	Alco/Sch.	4-8-8-4	Coal	23-3/4" x 32"	68"	300 psi	772,250	72777-72781	11/44	86

Previous R/N	Latest R/N	Qty.	Bullder	Model	Wt./Lbs.	Gearing	B/N	B/D	Notes
5000-5002	same	3/0	GE	U50C	444,000	74:18	37139-37141	11, 10, 11/69	87, 88
5003-5006	same	4/0	GE	U50C	444,000	74:18	37142-37145	3, 3, 4, 4/70	87
5007-5011	same	5/0	GE	U50C	444,000	74:18	37146-37150	5/70	87
5012-5016	same	5/0	GE	U50C	444,000	74:18	37151-37155	11-12/70	87
5017-4019	same	3/0	GE	U50C	444,000	74:18	37156-37158	1, 1, 2/71	87
5020-5022	same	3/0	GE	U50C	444,000	74:18	37273-37275	5/71	87
5023-5026	same	4/0	GE	U50C	444,000	74:18	37276-37279	6/71	87
5027-5029	same	3/0	GE	U50C	444,000	74:18	37280-37282	7/71	87
5030-5032	same	3/0	GE	U50C	444,000	74:18	37283-37285	8/71	87
5033-5035	same	3/0	GE	U50C	444,000	74:18	37286-37288	9/71	87
5036-5039	same	4/0	GE	U50C	444,000	74:18	37289-37292	10-11/71	87
6900-6902	same	3/3	EMD	DDA40X	545,000	59:18	34526-34528	4, 6, 6/69	89
6903-6905	same	3/2	EMD	DDA40X	545,000	59:18	34529-34531	7, 7, 8/69	89
6906-6908	same	3/3	EMD	DDA40X	545,000	59:18	34532-34534	8, 8, 8/69	
6909-6912	same	4/4	EMD	DDA40X	545,000	59:18	34535-34538	9/69	
6913-6916	same	4/4	EMD	DDA40X	545,000	59:18	34539-34542	10/69	
6917-6920	same	4/4	EMD	DDA40X	545,000	59:18	34543-34546	11/69	
6921-6924	same	4/3	EMD	DDA40X	545,000	59:18	34547-34550	12/69	89
6925-6927	same	3/3	EMD	DDA40X	545,000	59:18	35499-35501	6/70	
6928-6931	same	4/4	EMD	DDA40X	545,000	59:18	35502-35505	7, 8/70	
6932-6934	same	3/3	EMD	DDA40X	545,000	59:18	35506-35508	12/70	
6935-6937	same	3/3	EMD	DDA40X	545,000	59:18	35509-35511	1/71	
6938-6942	same	5/5	EMD	DDA40X	545,000	59:18	35512-35516	6, 7/71	
6943-6946	same	4/4	EMD	DDA40X	545,000	59:18	35517-35520	8, 9/71	
8000-8002	3240-3242	3/(3)	EMD	SD40-2	390,000	59:18	72684-38 to 40	5/73	83
8003-8034	3243-3274	32/(32)	EMD	SD40-2	390,000	59:18	7366-1 to 32	6, 7/74	83, 84
8035-8064	3305-3334	30/(30)	EMD	SD40-2	394,000	59:18	767021-1 to 30	7-9/76	83, 84
8065-8074	3400-3409	10/(10)	EMD	SD40-2	392,000	59:18	776013-1 to 10	5/77	83, 84
8075-8099	(3584-3608)	25/25	EMD	SD40-2	390,000	59:18	786218-11 to 35	7, 8/79	83
80(A)	8080(A):1	(1)/0	Alco/UP	PA1m	363,000	74:18	76311	(1/49) 11/61	10
80(B)	8080(B)	(1)/0	GE/UP	Turbine	509,000	74:18	28488	(5/47) 11/61	10
844	8444	(1)/1	Alco/Sch.	4-8-4	486,340	(25" x 32")	72791	12/44	32
9000-9005	9000-9005	6/6	EMD	GP40X	275,000	66:20	766088-1 to 6	12/77, 2, 3/78	90

UP Electric Locomotive

Previous R/N	Latest R/N	Qty.	Bullder	Model	Wt./Lbs.	Gearing	B/N	B/D	Notes
G&M 22	UP E-100	(1)/0	BLW-W	Steeplecab	100,000	60:17	56397	8/23	91

Maintenance of Way Locomotives (for Tie Plants)

R/N	Location	Gauge	Type	Wheel Arr.	Bullder	Weight	Model	B/N	B/D	Notes
(MW)1	The Dalles, OR	29 1/2"	G/M	4-wheel	Vulcan	12-ton	----	3273	12/22	92
(MW)2	The Dalles, OR	29 1/2"	G/M	4-wheel	Vulcan	12-ton	----	3274	12/22	92
(MW)3	Laramie, WY	29 1/2"	G/M	4-wheel	Whitcomb	12-ton	WHL	12889	5/29	93
(MW)4	Laramie, WY	29 1/2"	D/M	4-wheel	Davenport	12-ton	D-12	2190	5/31	94
MW3	Laramie, WY	29 1/2"	G/M	4-wheel	Whitcomb	20-ton	20GM4	13150	10/36	95
MW4	Laramie, WY	29 1/2"	G/M	4-wheel	Whitcomb	20-ton	20GM9	13162	10/37	95
MW6	The Dalles, OR	29 1/2"	D/TC	4-wheel	Whitcomb	25-ton	25DM42A	40693	6/50	96
MW7	Laramie, WY	29 1/2"	D/TC	4-wheel	Whitcomb	25-ton	25DM42A	40694	6/50	96
MW8	The Dalles, OR	29 1/2"	D/E	4-wheel	GE	25-ton	----	35916	6/67	97
no#	See Note	Std.	D/M	4-wheel	Whitcomb	30-ton	30DM35A	40288	9/44	98

85 UP Challengers (and Big Boys) have been included because they were built entirely in the diesel era and lasted in service until 1959, the beginning of the second generation of diesels. All were built by Alco at Schenectady, NY, and all were scrapped except 3977, displayed at Cody Park in North Platte, NE, since 6/68 (from 1961-1968 it was r# 900079 and used as a snow smelter) and 3985 currently undergoing restoration to operating condition at UP's Cheyenne, WY, shops. It had been displayed since 10/74 next to the UP depot in Cheyenne. Only the pre-war Challengers were assigned classes: 1936 arrivals 3900-3914 originally were CSA-1 while 3915-3939:1 originally were CSA-2, both later CSA-69. All forty were r# 3800-3839 in 4/44 and can be told from wartime Challengers most readily by six-wheel truck tenders, smaller sand domes, single stack, smaller cabs, smokebox mounted headlight, etc. #3900-3933 were coal burners while 3934-3939 were built as oil burners. In 1942-1943, at least 3801, 02, 04, 07, 09, 10, 11, 12?, 13?, 14, 17, 18 were converted to oil burners and 3700-series numbers (100 lower than old numbers), but converted back to coal burners and 3800-series in 1950. Wartime 4-6-6-4's started at 3950-3969 (skip 3970-3974 - Alco b/n's 70163-70168, ordered by UP, diverted by WPB to D&RGW as 3800-3805, later becoming Clinchfield 670-675), then 3975-3999 and finishing up with 3930-3949:2, all coal burners originally. #3975-3980 converted to oil in 1945 and joined by 3930, 31, 32, 34, 37, 38, 43, 44, 81, 82, 83, 84 in 1952 and r# 3700-3717:2 as shown (not r# back to 3900's except 3977 for display).

86 Big Boys (supposedly an Alco employee chalked this nickname on the smokebox as the first 4-8-8-4 was under construction and it stuck) were the crowning achievement of UP steam. While these 25 monsters held few individual specification records (largest bituminous grate area - 150 sq. ft.) Their combined specifications add up to perhaps the most impressive steam locomotives ever, and the only 4-8-8-4's built. All were coal burners. The last five (4020-4024) were somewhat heavier due to wartime alloy use restrictions and miss being the heaviest articulated (non-turbine or triplex) by being only a few thousand pounds lighter than the heaviest C&O Allegheny's (2-6-6-6). Almost one third of these famous locomotives survive at the following locations: 4004 at Holiday Park in Cheyenne, WY, since 6/63; 4005 at Forney Transportation Museum in Denver, CO, since 6/70; 4006 at the National Museum of Transportation in St. Louis, MO, since 6/61; 4012 at Steamtown in Bellows Falls, VT, since 8/64; 4014 at L.A. County Fairgrounds, Pomona, CA, since 12/61; 4017 at National RR Museum in Green Bay, WI, since 6/61; 4018 at Age of Steam RR Museum at the Texas State Fairgrounds in Dallas, TX, since 12/64; 4023 recently was refurbished and displayed outside at UP's Omaha (NE) Shops.

87 UP U50C's were built on trade-in #1-30 class turbine trucks over a two year period in two orders of 20 each. Powered by two 12-cylinder engines mounted in reverse orientation to the U50D's, but with similar cab. They were the heaviest C-C locomotives in North America and miss by three tons of being heaviest C-C's worldwide (honor goes to Hamersly Iron M636's in Australia). #5000-5011 were built without nose doors but were later retrofitted to match 5012-5039. #5000-5017 retired 8Mar77 and sold for scrap 5,8/77 to Erman-Howell Corp. in Turner (Kansas City), KS; however 5005 was cut up in Omaha due to wreck damage (bent frame just behind cab) as it could not be moved. #5018-5039, long stored, were retired 23Feb78 and also sold to Erman Corp. for scrap, a few lasting until L78-E/79 before they actually were cut up.



Pocatello, ID, 14Jun76.

Perhaps the most renumbered diesel in history (under one road's ownership) is EMD b/n 25381, an SD24, which achieved stardom when rebuilt in 8/68 with a 16-645E3 engine, solid state modules, and an experimental two-speed throttle. In order, it has been numbered 423, 3100, 3200, 3399, 3999, and finally 99. All but the first renumbering to escape the ever increasing ranks of SD40's.

Robert R. Harmen



Council Bluffs, IA, 6Aug79.

UP selected several groups of SD40-2's, totaling 100, to be geared for 83 mph service (as are the Centennials) and renumbered 8000-8099 (some built as 8000's). The last 25, like 8076 shown above, have returned to the standard length low noses and will remain in high speed service. It now seems doubtful, however, that all 8000-8074 will return to their 3000-series reserved slots as recently reported.

George R. Cockle

88 #5000, 5001 ran as test beds in primer gray (5000 at Erie, PA; 5001 on Erie-Lackawanna) for several weeks prior to delivery.

89 DDA40X, known as Centennials as their delivery started in 4/69 on the eve of the 100th Anniversary of the 10May1869 driving of the golden spike at Promontory, UT. #6900 was rushed to completion in time for the ceremony but all others delivered afterward. They are the most powerful diesel locomotives ever built and second only to U50D's in total weight for a diesel. They were the longest diesels ever built (98' 5") and had frames built by John Mohr Co. (Chicago) because they were too large for LaGrange to fabricate. They also have the largest fuel tanks of any diesel (8000 gals., or about 30 tons, fully loaded). Dispositions: 6903 wrecked near Cajon, CA, 6Apr74, retired and sold for scrap to the Purdy Co., 6/74, cut up at their Lake Point, UT, facility in 7/74; 6921 wrecked at Point-of-Rocks, WY, 27Aug78, moved to Salt Lake City, UT, cannibalized and sold for scrap locally.

90 GP40X's 9000-9005 were part of 23 GP40X's built for UP (6), AT&SF (10), SP (4), SR (3), in 2-5/78 (except for UP9000 built 12/77) and tested by EMD to evaluate new 645F engine and HTB trucks (on UP and SP units only). #9000 ran 12/77-M7/78 in solid yellow before delivery in UP colors. The 9000 series was once occupied by UP's famous 4-12-2's (9000-9087) built by Alco in 1926-1930.

91 UP E-100 History: built 8/23 for Glendale & Montrose (running nine miles between namesake cities). It was a standard Baldwin Westinghouse 600V DC 500 hp 50-ton steeplecab electric locomotive. G&M was purchased in 5/31 by Los Angeles & Salt Lake RR (a UP subsidiary), at which time the unit became #E-100. UP dieselized this small segment in E/42 with NW2's and transferred E-100 to another subsidiary, Yakima Valley Transportation Co. as their 297 in 3/42 (another source says 9/42) at Yakima, WA, where it remains in service, alternating with GE steeplecab 298.

92 Davenport tie plant locos #1, 2 were UP's first true internal combustion powered locomotives. #1 resold 1/34 to Forest Products Treating Co. (location?) and #2 resold to ?.

93 Whitcomb 12-ton #3 renumbered #MW5. No long on roster.

94 Davenport 12-ton #4 believed not renumbered, no longer on roster.

95 Whitcomb 20-ton #MW3, MW4 both (?) repowered with diesel engines. MW3 no longer on current roster. MW4 in service.

96 Whitcomb 25-ton #MW6, MW7 both still in service (MW6 ex MW1?).

97 GE 25-ton bought for UP tie plant by J. H. Baxter Pole Co. (operators).

98 Whitcomb 30-ton no# built as Hughes Tool Co. (#1910?), Houston, TX, resold to Pacific Car & Foundry Co. #1, Renton, WA; then Boeing Aircraft Co. B-30, Seattle, WA; resold to UP 11/71 and used as North Platte, NE, shop switcher until 1974 when transferred to Pocatello, ID; retired 24Feb78 and sold to ?.



Photo by George R. Cockle

The modern twin-engine (4300-6600 hp) freight diesel of the 1963-1971 period is synonymous with UP (SP bought the only others, 9 out of 164). EMD's DDA40X and GE's U50C were unique to the UP and may be the last twin engine units built, at least for quite some time. While EMD solved the truck problem by designing a completely new 8-wheel casting, GE used trade-in trucks and bolsters for both U50D's (from 4500hp turbines) and U50C's (from 8500 hp turbines). #5010, at Kansas City, KS, 21Aug74, shows that the original twelve U50C's came without nose doors (all? later retrofitted). A pair of Centennials (6936 and 6932) next to a pair of U50C's (5006 and 5017), dwarf GP9 232 and other units at Council Bluffs, IA, 20Jul75, in this nice down-on shot.

Photo: Louis A. Marre Collection

UP's first turbocharged Geeps since the GP35's (1964) and only B-B's since the GP38-2's (1974-1975) are six GP40X's 9000-9005, on the new HTB trucks. Largely unimpressed, UP went back to buying SD40-2's and C30-7's afterward. The 9000-series once belonged to the famous 4-12-2's, or Union Pacific type, so it is fitting that the first of this new model occupy the same series. #9004 shown at Council Bluffs, IA, L7/78.

Lower Photo by Tim Colbert

