

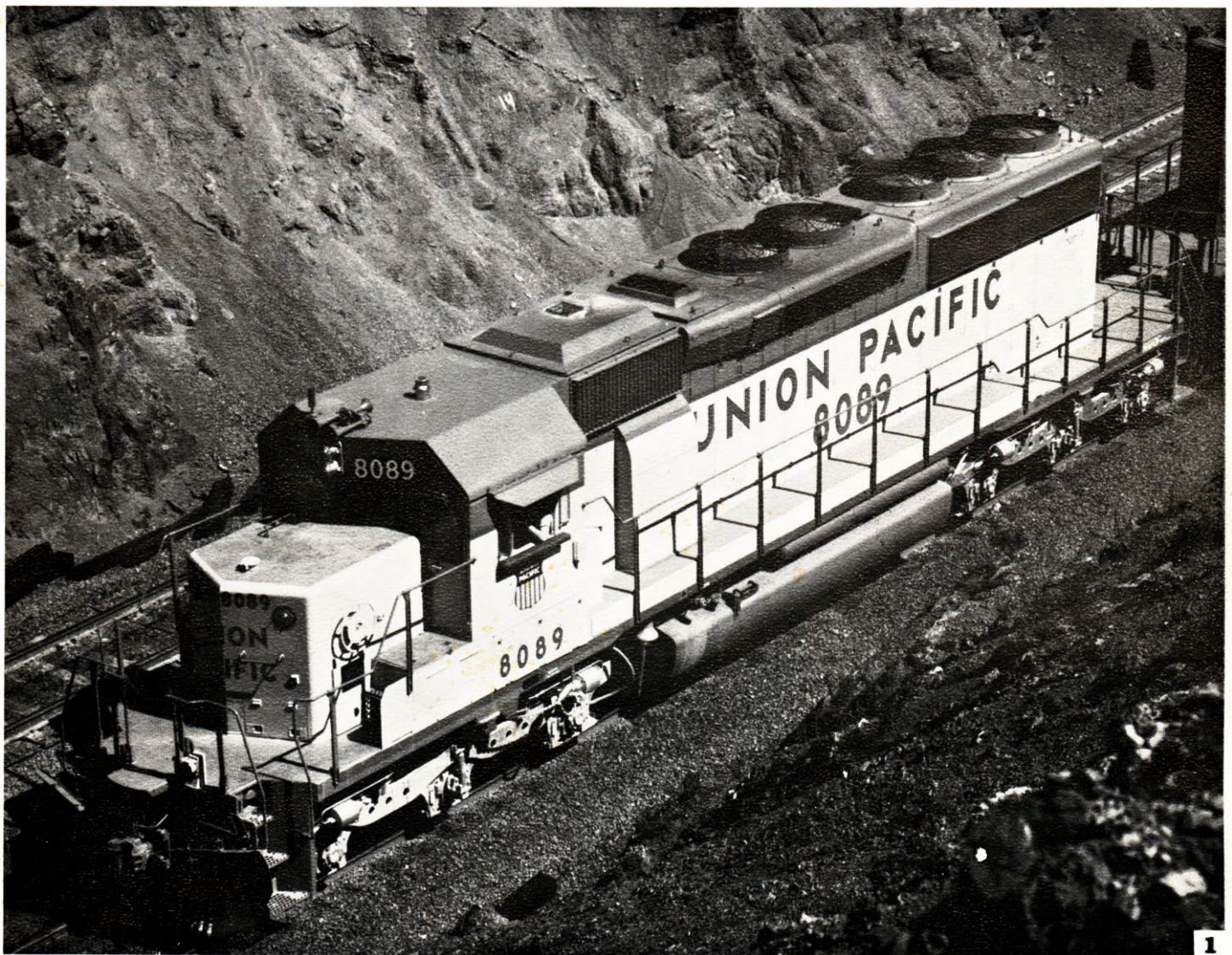


ON THE SYSTEM

The Official Publication of the UNION PACIFIC RAILROAD HISTORICAL SOCIETY

Volume 1, Number 1, January, 1980

LOCOMOTIVE DELIVERIES IN 1979



In January, 1979 the Union Pacific Railroad began to receive the first part of their 1979 order from E.M.D. These units, 3499-3573 (b/n 786170-1 to 786170-75), were built in January February and March,

1979. Most of these units were run for 3 months before being set-up with radios and other such extras added by Union Pacific at their Omaha and North Platte, NE shops. The second order to be received in

1979 was for an additional 35 units to be numbered 3574-3608. Before the units were delivered the order was changed to add 25 of those 35 units to the 8000 series, high speed

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UNION PACIFIC RAILROAD HISTORICAL SOCIETY

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COVER PHOTO —

SD-40-2,8089 (b/n 786218-25) is seen here westbound after leaving Hermosa Tunnell on Sept. 2, 1979.

Photo by George Cockle.

EDITORIAL

As with the first issuing of any new magazine, newsletter, etc., there is a certain amount of scepticism that what was designed to work may in fact not. This is not the case with this organization and its newsletter. We have designed the newsletter and the organization and its concept as, we feel, no one has before. We have spent much time developing this concept, anticipating problems, and searching for fresh ideas that have not previously been offered. We feel the organization, concepts and designs are what you would want to see in a Historical Society. We feel very confident and proud of what we have done and what we plan to do in the future.

The concept is simple - we plan to offer you a Historical Society not previously available anywhere else. The price maybe higher than most but the benefits far out weigh the cost by comparison. The newsletter **ON THE SYSTEM** is issued 12 times a year. The last issue will be a much larger version of each monthly, an 'annual' by the strictist definition. Each monthly newsletter will consist of between 12 and 16 pages of current and timely information intermixed with historical information of interest. **ON THE SYSTEM** will be printed on quality, high grade paper with plenty of good photos and interesting facts not otherwise available. The year end annual will be a bound book with indepth articles of extreme interest to Union Pacific Railroad fans showing details and revealing facts not previously known to any but a few people.

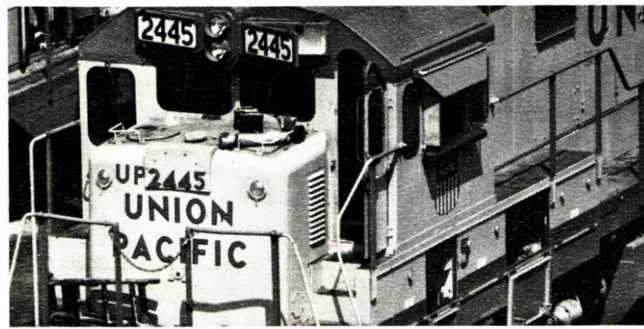
The newsletter **ON THE SYSTEM** will contain 4 or 5 articles covering Union Pacific Railroad. Each article will contain photos and/or diagrams

covering the subject as precisely and accurately as possible. Plenty of facts and figures will be provided without sacrificing the photographic content of each article and each issue. We feel a good photo is worth a thousand words of descriptive superlatives and we plan to support that concept as much as possible.

From time to time we will also be producing books, have books produced for us and offer books already available in the market place to our members at discounts of between 20% and 40% off retail prices. The books we produce for our members will be offered exclusively to our members only for a period of six months before the book will be offered to the general public, if offered to the general public at all. Books we have produced for us, by other publishers, will be 'special editions' made for the Historical Society exclusively and for sale only to the membership. Some distinction will be made in these 'special editions' to separate them from those offered to the general public. We will also be making books, available to the general public, available to our members at discounted prices. All of these books will be covering the Union Pacific Railroad in some subject area we feel justifies our over all concept of providing detailed, accurate information. Details on what is available and forthcoming will be included in a supplement called **THE EXTRA BOARD** issued only as needed and included with your monthly **ON THE SYSTEM**. All together we feel the Historical Society and the publications we will be bringing you will be of considerable interest to anyone even slightly interested in the Union Pacific Railroad.

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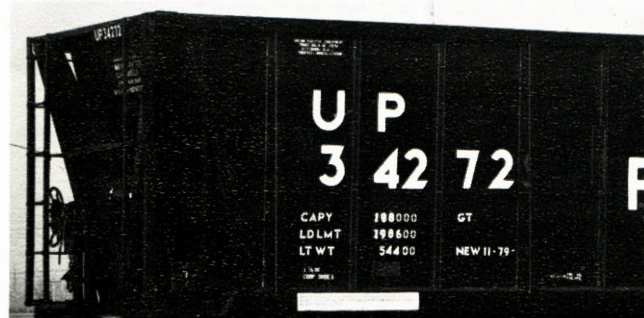
Locomotive Deliveries In 1979

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Summary Roster As Of 12/31/79

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LOCOMOTIVE SERIES FROM - TO		NUMBER UNITS OWNED	LOCO BLDG	LOCO MODEL	HORSE POWER	MAX MPH	GFAR RATIO	DECEMBER 31, BRAKES	WHEEL ARRANGEMENT
1-50		50	EMD	SD45	3000	65	62/15	26L	C-C
71-84		12	EMD	DD35	5000	65	NOTE	26L	D-D
99		1	FMT	SD24M	3000	65	62/15	26L	C-C
73B-94B		8	EMD	DD35	5000	65	NOTE	26L	D-D
103-127		7	EMD	GP7	1500	65	62/15	24RL	B-B
131-202		42	EMD	GP9	1750	65	62/15	24RL	B-B
209-243		18	EMD	GP9	1750	65	62/15	24RL	B-B
246-299		30	EMD	GP9	1750	65	62/15	24RL	B-B
305-347		13	EMD	GP9M	2000	65	62/15	24RL	B-B
303-345		11	FMT	GP9	1750	65	62/15	24RL	B-B
400-429		20	FMT	SD24	2400	65	62/15	26L	C-C
400B		1	EMD	SD24	2400	65	62/15	26L	C-C
445-448		3	FMT	SD24	2400	65	62/15	NOTE	C-C
454-459		4	EMD	SD7	1500	65	62/15	24RL	C-C
474-495		11	EMD	GP20	2000	65	62/15	26L	B-B
700-735		36	EMD	GP30	2250	65	62/15	26L	B-B
700R-730R		3R	EMD	GP30	2250	65	62/15	26L	B-B



Rolling Stock In 1979, Part 1

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Retained Passenger Cars, Part 1

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NEXT MONTH

- CA-11/12 CABOSES
- SW-10 SWITCHER PROGRAM
- ROLLING STOCK ADDITIONS, Part 2
- RETAINED PASSENGER CARS, Part 2

NEWS BRIEFS

■ 1981 Capital Expenditure Program calls for adding 200 locomotives at a cost of \$155.1 million. EMD will deliver 40 SD-40-2's in the 4th quarter of 1980 and 120 more between January and November, 1981. The 40 GE C30-7's will be delivered in the 4th quarter, 1980.

■ The SW-10 switcher rebuild program continues with 1203 being released from the Omaha shops on January 18, 1980. Units 1848 and 1839 were shipped to Portland OR for assignment, and will be renumbered to 1200 and 1201 respectively.

■ Stored at Council Bluffs, IA were seventeen units, and another thirteen were stored at North Platte, NE.....mostly DD-35's and SDP-35's.

■ Reserved for possible conversion to Electric Trailers (Slugs) are eight six-axle units: SD-24's 428 and 445, SD-24B's 411B and 430B, and SD-7's 450-453.

■ Sold to Bargains Galore of Portland, OR during January were NW-2's 1017 and 1019..... for delivery to Diesel Electric Service, St. Paul, MN.

■ Precision National Corp. purchased DD-35B's 92B and 97B, and GP-9 304 and GP-9B 348B in January.

■ Hyman-Michaels (Chicago yard) purchased GP-9 288, NW-2 1012 and U-28-C 2807 in January of this year.

■ Naparano Iron and Metal of Jersey City, NJ purchased DD-35 70, GP-9's 219, 221 and 225, GP-9B 325B and SD-24B 437B.....all in January, 1980.

■ Peaker Services purchased NW-2 1075 in January.

■ Arriving in January were SD-40-2's 3659 to 3672, all built in January, 1980 under master builder number 786287.



Unit-3625
 b/n-786263-17
 Model-SD-40-2
 Built-11/11/79
 Received-11/13/79
 Set-up-1/9/80

Council Bluffs, IA
 Date-12/7/79
 Photo by-G. R. Cockle

Unit-3535
 b/n-786170-37
 Model-SD-40-2
 Built-2/25/79
 Received-2/27/79
 Set-up-6/15/79



Green River, WY
 Date-9/4/79
 Photo by-G. R. Cockle



Unit-3654
 b/n-786263-46
 Model-SD-40-2
 Built-12/4/79
 Received-12/6/79
 Set-up-12/10/79

Council Bluffs, IA
 Date-12/9/79
 Photo by-G. R. Cockle

Continued from page 1.
 locomotives. As a result of this,
 units 3574-3583 (b/n 786218-
 1 to 786218-10) were built in

July, 1979 and units 8075-
 8099 (b/n 786218-11 to
 786218-35) were built in July
 and August, 1979. Unit numbers

3584-3608 are now unused
 having been modified and
 renumbered before their
 completion as 3500 and 3600

series units. To further complicate matters, the Union Pacific began to receive the first 50 units of their 1980 order in September, 1979. Eight units came in during Sept., 6 in Oct., 20 more in Nov. and finally 16 in Dec. of last year. These units were numbered 3609-3658 (b/n 786263-1 to 786263-50). On January 4, 1979 units 2430-

2433 C30-7's were received by Union Pacific after being shipped from G.E.'s Erie, PA plant. These units were the first of an order for 30 C30-7's that were ordered for delivery in 1979. Although units 2430-2439 (b/n 42093-42102) were built in December, 1978 they were not received until January, 1979. Units 2440-2459 (b/n

42103-42122) were all built in January, 1979 and received in January and February. These units were pressed into service immediately without being set-up with radios, yellow warning lights and the other items Union Pacific adds to each of their new units. The majority of these units were finally set-up in July, 1979.



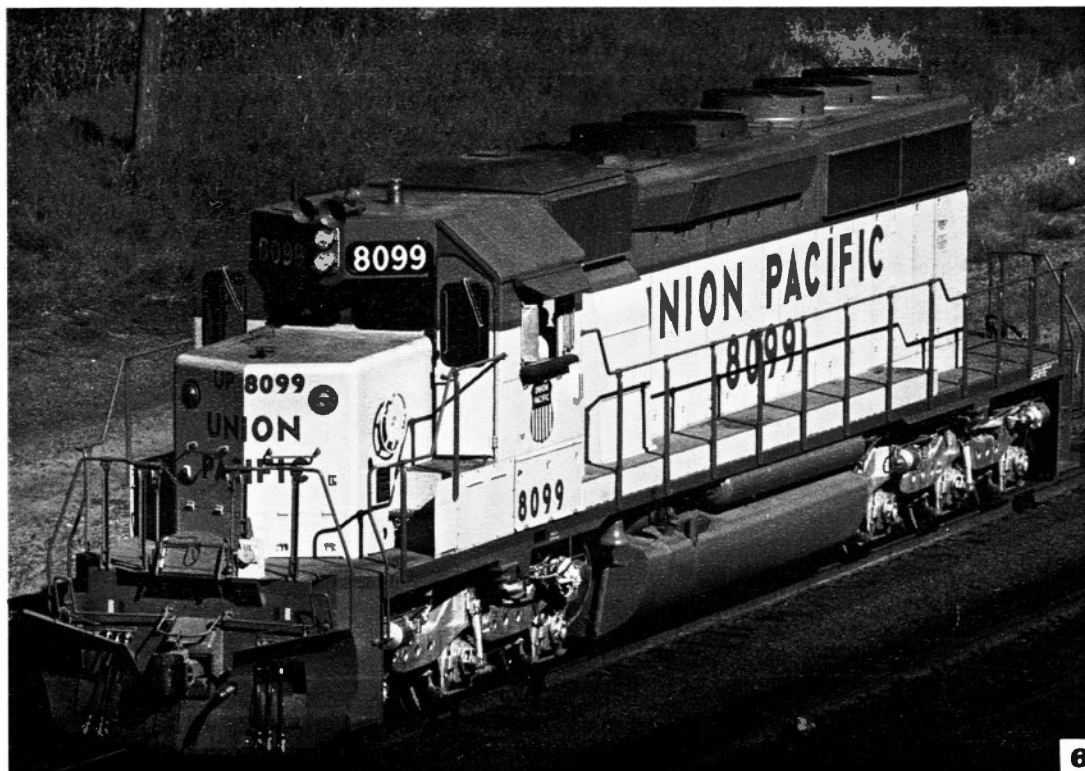
Unit-8084
b/n-786218-20
Model-SD-40-2H
Built-8/21/79
Received-8/23/79
Set-up-9/5/79

Council Bluffs, IA
Date-8/26/79
Photo by-G. R. Cockle

5

Unit-8099
b/n-786218-35
Model-SD-40-2H
Built-9/1/79
Received-9/6/79
Set-up-9/8/79

Omaha, NE,
Westbound lite to
Fremont, NE
Date-10/7/79
Photo by-G. R. Cockle



6



Unit-2445
b/n-42108
Model-C30-7
Built-1/19/79
Received-1/23/79
Set-up-7/24/79

Omaha, NE shops
Date-7/25/79
Photo by-G. R. Cockle

7

Unit-2449
b/n-42112
Model-C30-7
Built-1/23/79
Received-1/29/79
Set-up-7/16/79



Council Bluffs, IA
Date-2/9/79
Photo by-G. R. Cockle

8



Unit-2457
b/n-42120
Model-C30-7
Built-1/29/79
Received-2/2/79
Set-up-4/23/79

Council Bluffs, IA
Date-6/1/79
Photo by-G. R. Cockle

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SUMMARY ROSTER AS OF 12/31/79

UPRR LOCOMOTIVE UNITS OWNED

DECEMBER 31, 1979

LOCOMOTIVE SERIES FROM - TO	NUMBER UNITS OWNED	LOCO BLDGR	LOCO MODEL	HORSE POWER	MAX MPH	GFAR RATIO	BRAKES	WHEEL ARRNGMT	FUEL TANK CAP.	WEIGHT -000-	E N G I N E	TYPE	MODEL YEAR	FOOTNOTES
1-50	50	EMD	SD45	3600	65	62/15	26L	C-C	4000	393	1	20-645E3	1968	E O R S
71-84	12	EMD	DD35	5000	65	NOTE	26L	D-D	5200	522	2	16-567D3A	1965	E H 1
99	1	EMD	SD24M	3000	65	62/15	26L	C-C	3000	399	1	16-645E3	1968	E
73B-94B	8	EMD	DD35	5000	65	NOTE	26L	D-D	5200	520	2	16-567D3A	1964	H 1
103-127	7	EMD	GP7	1500	65	62/15	24RL	B-B	1600	249	1	16-567BC	1953	C N 1 3
131-202	42	EMD	GP9	1750	65	62/15	24RL	B-B	NOTE	247	1	16-567C	1954	N 1 3
209-243	18	EMD	GP9	1750	65	62/15	24RL	B-B	NOTE	246	1	16-567C	1954	L 2 1 3
246-299	30	EMD	GP9	1750	65	62/15	24RL	B-B	NOTE	248	1	16-567C	1954	L N 1 3
305-347	13	EMD	GP9M	2000	65	62/15	24RL	B-B	NOTE	259	1	16-567D2	1957	A N 1 3
305-345	11	EMD	GP9	1750	65	62/15	24RL	B-B	NOTE	247	1	16-567C	1957	A N 1 3
400-429	20	EMD	SD24	2400	65	62/15	26L	C-C	3000	386	1	16-567D3	1959	T U V 1 7
400B	1	EMD	SD24	2400	65	62/15	26L	C-C	3000	383	1	16-567D3	1959	I
446-448	3	EMD	SD24	2400	65	62/15	NOTE	C-C	3000	386	1	16-567D3	1961-62	I W 1 6
454-459	4	EMD	SD7	1500	65	62/15	24RL	C-C	2400	363	1	16-567B	1953	B G U V 1
474-495	11	EMD	GP20	2200	65	62/15	26L	B-B	2350	250	1	16-567D2	1969	E 1
700-735	36	EMD	GP30	2250	65	62/15	26L	B-B	2600	263	1	16-567D3	1963	E 1
700B-730B	38	EMD	GP30	2250	65	62/15	26L	B-B	2600	259	1	16-567D3	1963	M 1
740-763	24	EMD	GP35	2500	65	62/15	26L	B-B	2600	261	1	16-567D3A	1964	E 1
800-875	74	EMD	GP30	2250	65	62/15	26L	B-B	2600	260	1	16-567D3	1962	E N 1
928	1	EMD	EB	2250	95	55/22	24RL	A1A-A1A	1700	340	2	12-567B	1950	E F G 1
951-954	2	EMD	E9	2400	95	55/22	24RL	A1A-A1A	1700	344	2	12-567C	1955	E F G 1
960	1	EMD	E9	2400	95	55/22	24RL	A1A-A1A	1700	344	2	12-567C	1955	E F G 1
968B-969B	2	EMD	E9	2400	95	55/22	24RL	A1A-A1A	1700	340	2	12-567C	1955	C 1
973B-974B	2	EMD	E9	2400	95	55/22	24RL	A1A-A1A	1700	340	2	12-567C	1955	C 1
1007-1032	7	EMD	NW2	1000	60	62/15	14LB	B-B	600	251	1	12-567	1940-42	C 2 1
1037-1064	15	EMD	NW2	1000	60	62/15	14LB	B-B	600	250	1	12-567A	1946-48	C 2 1
1077-1095	12	EMD	NW2	1000	60	62/15	63L	B-B	600	250	1	12-567A	1946-48	C 2 1
1400-1409	10	EMD	SDP35	2500	80	59/18	26L	C-C	2150	380	1	16-567D3A	1965	E M 1
1800-1824	22	EMD	SW7	1200	65	62/15	63L	B-B	600	246	1	12-567A	1950	C 2 1
1825-1866	37	EMD	SW9	1200	65	62/15	63L	B-B	600	247	1	12-567B	1953	C 2 1
1871-1877	7	EMD	TR5	1200	65	62/15	63L	B-B	700	260	1	12-567B	1951	C G Z 1
1870B-1877B	7	EMD	TR5	1200	65	62/15	63L	B-B	700	260	1	12-567B	1951	C G Z 1
2000-2039	40	EMD	GP30B-2	2000	65	62/15	26L	B-B	3600	269	1	16-645E	1974	E C N
2040-2059	20	EMD	GP30B-2	2000	65	62/15	26L	B-B	3600	269	1	16-645E	1975	E C N
2400-2414	15	GE	C30-7	3000	65	74/18	26L	C-C	4000	393	1	7FDL16E18	1977	E N 9
2415-2429	15	GE	C30-7	3000	65	74/18	26L	C-C	4000	393	1	7FDL16E18	1978	E N 9
2430-2439	10	GE	C30-7	3000	65	74/18	26L	C-C	4000	393	1	7FDL16E18	1978	E N 9
2440-2459	20	GE	C30-7	3000	65	74/18	26L	C-C	4000	393	1	7FDL16E18	1978	E N 9
2800-2809	6	GE	U28C	2800	65	74/18	26L	C-C	4000	374	1	7FDL16E18	1979	E N 9
2810-2829	20	GE	U30C	3000	65	74/18	26L	C-C	4000	391	1	7FDL16E18	1972	E N 9
2830-2869	40	GE	U30C	3000	65	74/18	26L	C-C	4000	393	1	7FDL16E18	1973	E N 2 9
2870-2904	35	GE	U30C	3000	65	74/18	26L	C-C	4000	393	1	7FDL16E18	1974	E N 9
2905-2919	15	GE	U30C	3000	65	74/18	26L	C-C	4000	393	1	7FDL16E18	1975	E N 9
2920-2959	40	GE	U30C	3000	65	74/18	26L	C-C	4000	393	1	7FDL16E18	1976	E N 9
3000-3082	74	EMD	SD40	3000	65	62/15	26L	C-C	NOTE	393	1	16-645E3	1966	E 5
3040-3047	8	EMD	SD40	3000	65	62/15	26L	C-C	3000	393	1	16-645E3	1966	E
3083-3122	40	EMD	SD40	3000	65	62/15	26L	C-C	4000	391	1	16-645E3	1971	E N
3123-3202	79	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	391	1	16-645E3	1972	E N 9
3203-3239	37	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	392	1	16-645E3	1975	E N 9
3275-3287	13	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	390	1	16-645E3	1975	E N 9
3288-3304	17	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	390	1	16-645E3	1975	E N 9
3335-3399	64	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	390	1	16-645E3	1975	E N 9
3410-3498	79	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	390	1	16-645E3	1977	E J K N 9
3480-3498	18	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	390	1	16-645E3	1978	E J K N 9
3499-3583	85	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	390	1	16-645E3	1979	E N 9
3605-3658	50	EMD	SD40-2	3000	65	62/15	26L	C-C	4000	390	1	16-645E3B	1980	E N
6900-6946	45	EMD	DD40X	6000	80	59/18	26L	D-D	8200	545	2	16-645E3A	1969-71	E N 8
8000-8034	35	EMD	SD40-2	3000	80	59/18	26L	C-C	4000	390	1	16-645E3	1973-74	E J N 8
8035-8064	30	EMD	SD40-2	3000	80	59/18	26L	C-C	4000	392	1	16-645E3	1976	E J N 8
8065-8074	10	EMD	SD40-2	3000	80	59/18	26L	C-C	4000	390	1	16-645E3	1977	E J N 4 8
8075-8099	25	EMD	SD40-2	3000	80	59/18	26L	C-C	4000	390	1	16-645E3B	1979	E N 8
9000-9005	6	EMD	GP40X	3500	80	66/20	26L	B-B	3600	275	1	16-645F5	1978	E N 8
262-281	20	GE	U28B	2800	65	79/24	26L	B-B	3250	279	1	FDL16A3	1966	D Z
340-359	20	EMD	GP40	3000	65	61/16	26L	B-B	3200	266	1	16-645E3	1966-67	D Z
362-381	11	EMD	GP40	3000	65	61/16	26L	B-B	3200	266	1	16-645E3	1966-67	D Z
420-424	5	ALCO	DL145	1500	65	79/24	26L	B-B	1900	259	1	8-251-D	1966	D Z
4700-4719	20	EMD	GP40	3000	65	59/18	26L	B-B	3200	264	1	16-645E3	1969	D Z

TOTAL UNITS 1,587 HORSEPOWER 4,409,800 AVERAGE HORSEPOWER PER UNIT 2,778
FOOTNOTES

- A - TURBOCHARGED GP9M UNITS *13* 305, 307, 311, 316, 326, 329, 330, 332, 335, 340, 343, 344, 347.
- B - SD-? EQUIPPED WITH DYNAMIC BRAKES EXCEPT 454, 458, 459.
- C - DOUBLE COW-CALF UNITS.
- D - LEASED TO CRIP RAILROAD AND NUMBERED IN R.I. SERIES.
- E - CCS EQUIPPED.
- F - ATS EQUIPPED.
- G - NON-TURBOCHARGED UNITS.
- H - GEAR RATIO DD35 UNITS - 74/18 ON 71-81, 62/15 ON 84, 62/15 ON 73B, 76B, 800B-82B., 90B., 93B, 94B.
- I - EXTENDED NOSE UNITS 8003-8074, 3288-3304, 3335, 3337-3399, 3410-3408.
- J - EQUIPPED WITH DITCH LIGHTS *9* 3306-3399, 3410-3414
- L - STANDBY WATER HEATERS *6* 217, 220, 223, 246, 247, 248.
- M - STEAM GENERATORS *23* 727B-739B, 1400-1409.
- N - PILOT SNOW PLOWS 103, 121, 131, 132, 134, 136-139, 142, 143, 146, 148, 149, 151-154, 156-157, 160, 163-165, 167, 168, 246, 264, 265, 299, 307, 341, 800-803, 805, 806, 2000-2059, 2400-2459, 2810-2959, 3083-3145, 3147-3239, 3275-3304, 3335, 3337-3399, 3410-3583, 3609-3658, 6900-6902, 6904-6920, 6922-6946, 8000-8099, 9000-9005.
- O - LOCOTROL UNITS 1-36, 50.
- P - 400 VAC STANDBY POWER *3* 2827-2829.
- Q - PULSE RECORDERS 2431, 2433, 2434, 2435, 2448.
- R - RETAINER CONTROL 38-49.
- S - HUMP CONTROL 38-49, 152, 187.
- T - RADIO GCS AT L.A. 402, 446.
- U - RADIO HUMP CONTROL AT NOP 405, 419, 450, 459.
- V - 10-MOTOR SLUG PAIRS AT L.A. 402-54, 446-55.
10-MOTOR SLUG PAIRS AT NOP 459-S1, 458-S3 PLUS 12-MOTOR SLUG PAIR 405-S7, 419-S8.
10-MOTOR SLUG PAIRS AT POCA 429-S6, 454-S2.
S1-S8 NOT INCLUDED IN LIST OF LOCO UNITS ABOVE.
- Z - NOT EQUIPPED WITH DYNAMIC BRAKES.
1 - NOT EQUIPPED WITH AC RECTIFIERS.
2 - PACE SETTER AUTO. SPEED CONTROL - 2834. FUEL MIXER DIVIDER - 2840.
3 - 1200 GAL FUEL TANKS 131-153, 156-243, 252-260, 262-294.
1300 GAL FUEL TANKS *2* 341, 345.
1600 GAL FUEL TANKS *11* 103, 107, 112, 118, 121, 126-127, 246-249.
2400 GAL FUEL TANKS *27* 154, 295-296, 298-299, 303, 305, 307, 311, 314-316, 318, 324, 326-327, 329-330, 332, 335-338, 340, 343-344, 347.
4 - 16-645E3B ENGINE 3574-3583, 8075-8074.
5 - 3000 GAL FUEL TANKS 3040-3047, 3040-3070, 3072-3082.
4000 GAL FUEL TANKS 3000-3039.
6 - UNITS 446-447 HAVE 26L BRAKES, 448 HAS 24RL.
7 - HUMP CONTROL AT HINKLE *6* 400, 403, 404 CONTROL. 401, 420, 426 TRAILING.
8 - EQUIPPED WITH TOUCHSTONE FUEL SAVER *126* 6900-6946, 8000-8074, 9000-9005.
25 AUTH 8075-8099.
9 - EQUIPPED WITH VAPOR POWER SETTER FUEL SAVER *375 AUTH* 2400-2414, 2810-2959, 3123-3399.
244 COMP
ALSO *219 AUTH* 2415-2459, 3410-3583, 3609-3658.

ROLLING STOCK ADDITIONS IN 1979



10 34272 class G-100-19 is one of the 600 rotary coal gondolas built by the U.P.R.R. in 1979 and 1980. Photo by G. R. Cockle on 12/19/79 in Council Bluffs, IA.



44499 class H-100-17 is the identical sister to 44498, both of which are the last two cars in the class of 500 cars built by the U.P.R.R. in 1978 and 1979 at their Albina, OR car shops. These two cars were the only two of that class to have double rotary ends.

Photo by G. B. Davies on 12/5/79 in Council Bluffs, IA.

11



12 44590 class H-100-18 is one of the 200 coal hoppers built by the U.P.R.R. in 1979 at the Albina (Portland) shops. Photo by G. R. Cockle on 12/19/79 in Council Bluffs, IA.

Several new classes of freight cars were added to the Union Pacific fleet during 1979.

Among those were box cars, coal cars, covered hoppers and ore cars. In this issue we will go

over the coal cars and covered hoppers. Coal cars class G-100-19, 34100-34699; H-100-17,

44498; H-100-18, 44500-44699; and H-100-19, 40450-41299 were all added in 1979 by virtue of being built by Union Pacific at their car shops

located in Portland, OR. Covered hoppers class CH-100-38, 78750-79149 were built by A.C.F. and class CH-100-39, 20665-20689 were built by

G.A.T.X., both car classes being built and delivered in 1979.

Continued next month.



13
40892 class H-100-19 is one of the 850 coal hoppers built by the U.P.R.R. in 1979 at the Albina, OR car shops. Photo by G. R. Cockle in Council Bluffs, IA on 12/17/79.

20672 class CH-100-39 is one of the 25 cars built by G.A.T.X. in 1979 for the U.P.R.R. These cars were included in the smallest order of cars added to the car fleet in 1979.



Photo by G. B. Davies on 9/26/79 in Council Bluffs, IA.

14



15
78869 class CH-100-38 was built by A.C.F. in 1979 as one of an order for 400 covered hoppers to be used mainly for grain shipments. Photo by G. R. Cockle on 3/5/79 in Council Bluffs, IA.

RETAINED PASSENGER CARS



16 5716 was built in 1957 as a Postal-Storage car by A.C.F. as part of an order of 35 cars. Shown here in Council Bluffs, IA on 8/25/78. Photo by G. R. Cockle.



17 5779 was built as a Postal-Storage car by St. Louis Car in 1962 as part of an order for 35 cars. Photo by G. R. Cockle in Council Bluffs, IA on 8/26/79.



18 301 was originally 6008 built by A.C.F. in 1949 as a Baggage-Dorm. It was converted to a Boiler-Dorm-Baggage in 1962 by U.P.R.R. Photo by G. R. Cockle on 6/5/76 in Council Bluffs, IA.

After AMTRAK took over running public passenger trains the Union Pacific Railroad sold or scrapped most of its vast passenger car fleet, much of that fleet being purchased by AMTRAK. Several cars were held for promotional purposes though. In all 38 passenger cars of various designs were retained

on the active roster for use by the railroad. This series of articles, covering several months, will cover those cars and their new found duties. The cars covered in this issue are the Postal Storage and Dining Cars. The Postal Storage cars, 5714, 5716, 5779 and 5780, are used for recreation

cars and baggage cars for the 'specials' which run, several times a year, over the Union Pacific system. The Dining cars, 4000, 4808, 4810 and 5000, are used to provide food service for 'specials'. The food prepared for these trips are prepared by employees still under the Commissary Department,

somewhat smaller than in the days of public passenger service but still providing the same functions. These cars are all assigned to Fox Park in Council Bluffs, IA where these cars are stored and maintained when not in service. This fleet of passenger cars are kept in perfect condition by the car

shops located in Omaha, NE, just across the Missouri River from Council Bluffs. Included in the car shops are scaled down versions of just about all the functions needed to maintain a fleet of passenger cars from the silversmith to the carpenters to the paint shop. The Union Pacific Railroad takes alot of

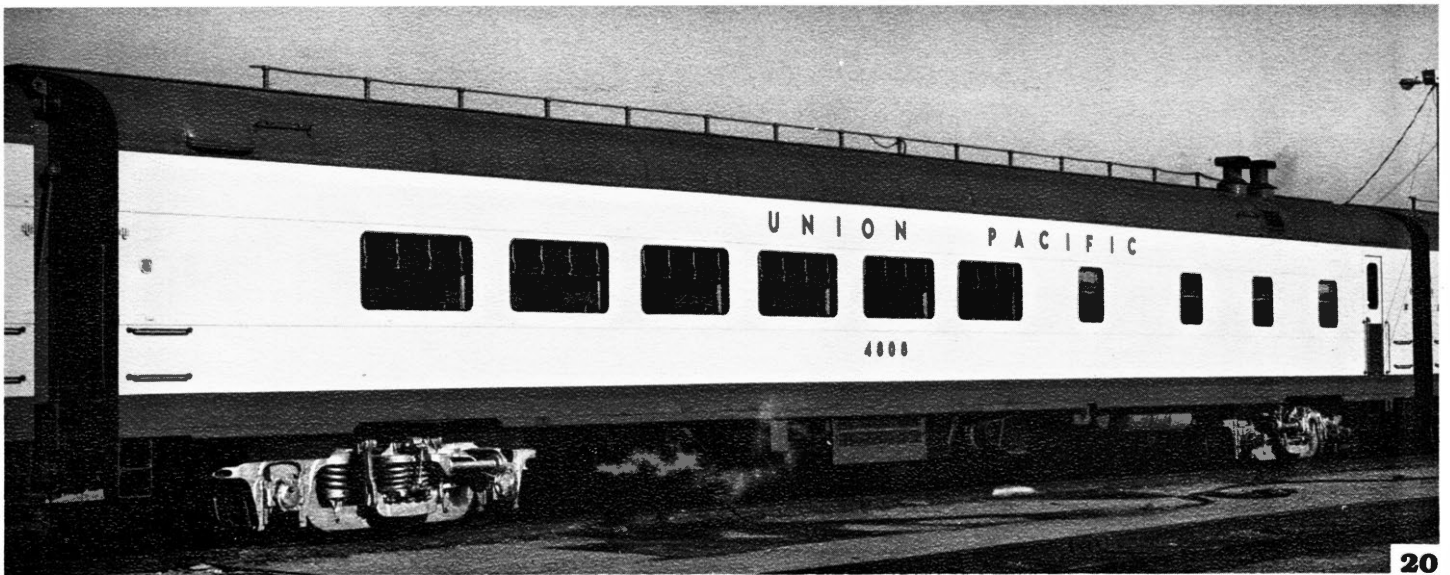
pride in their remaining fleet and if you have been lucky enough to see one of those 'specials' you probably have a feeling as to why. Next month we will cover several more of the cars followed by a roster of the equipment.

Continued next month.



19

4000 was built by A.C.F. in 1955 as a Lunch-Counter-Diner as part of an order of 4 cars. Photo by G. R. Cockle at Council Bluffs, IA on 8/25/78.



20

4808 was built by A.C.F. in 1949 as a Diner for an order of 17 Dinners for the U.P.R.R. Photo by G. R. Cockle at Council Bluffs, IA on 11/29/79.



21

5000 was originally built by A.C.F. in 1949 as a Cafe-Lounge car then converted to a Lunch-Counter-Cafe-Lounge in 1959 by U.P.R.R. This car was then sold to AMTRAK and purchased back by U.P.R.R. Photo by G. R. Cockle on 8/26/79 in Council Bluffs, IA.

LOCATION: West of Hermosa, WY

DATE: September 6, 1979 at mile post 548.6



22

8077 (b/n 786218-13) is leading 2 Southern Pacific units with an eastbound reefer drag on the sunny afternoon of September 6, 1979. Photo by George Cockle.

