



ON THE SYSTEM

The Official Publication of the UNION PACIFIC RAILROAD HISTORICAL SOCIETY

Volume 1, Number 4, April, 1980

THE END OF PASSENGER TRAIN SERVICE APRIL 30, 1971



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UNION PACIFIC RAILROAD HISTORICAL SOCIETY

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COVER PHOTO —

8444 returns with the eastbound AMTRAK from Laramie, WY headed for Cheyenne, WY on May 3, 1971 to kick off the new AMTRAK service.

Photo by A. J. Wolff

EDITORIAL

The end of 'railroad' passenger train service and the beginning of 'government' passenger train service was a blow to the rail fan community, but it was economically justified for the railroads in view of the operating costs involved and the ridership levels at the time of change over. I am not going to justify what happened or explore alternatives that could have taken place. What has happened is now history. We are deeply interested in this history, not the reasoning or decision making process that took place.

It seems I may have taken passenger trains for granted as many of us did, now, as we look back over the past 10 to 20 years. I am sure we all wish we had ridden more or photographed more of what was there, when it was there. The fact that some of us did is comforting, but by the same token, the fact that some of us didn't isn't so comforting.

Taking the railroad community for granted can be disastrous when one thinks of what was once, and is no longer. The Union Pacific Railroad passenger train is only a small segment of what was once a vast system of travel and is no longer there for us to ride, photograph or view.

There is a lesson in there we should all take to heart. I know I have and I will always remember it.

The once plentiful passenger train scene is now only a memory. AMTRAK is a slim replacement of what was once. It is to be complimented in that it is still here, today, if only a part of that once vast empire. The Union Pacific Railroad's portion of that empire was as special to me as any railroads passenger service. There were more impressive trains, more elegant, faster trains but to me

none were more fascinating as those yellow and gray streaks often seen, if only for a few seconds, heading across Wyoming at what seemed to be breakneck speed.

The Union Pacific Railroad knew how to run a passenger train and ran them well. The Union Pacific Railroad was devoted to that concept right up to the end. My compliments again to a railroad that knows what the word 'service' means. Union Pacific passenger service was taken seriously by its management. Even today with the running of AMTRAK trains that commitment can be seen. And who else but the Union Pacific Railroad would, or could, put a steam engine on the lead of the first AMTRAK trains running through Wyoming on May 1, 1971 to kick off that new service and establish its commitment to AMTRAK and the passenger train traveling public. In this regard the past several years speak for themselves. Look at the "Pioneer", running over the same track that the "Portland Rose" once graced. A train added by AMTRAK as some other trains disappeared. The prospect of a new train from Salt Lake City to Los Angeles, to be known as the "Desert Wind", running as once the "City of Los Angeles" did.

The Union Pacific Railroad passenger train is by no means dead. As long as we can go back into our memories and imagine its existence once again or watch one of the 'specials' roll by today, the Union Pacific Railroad passenger train will never die. I know I will strive to bring it to life from time to time in the pages of **ON THE SYSTEM** and with your imagination or experiences we can keep that once vast empire alive, if not in fact, at least in memory.

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	927	E-8A	EMD	6/50	10778	22
	928	E-8A	EMD	7/50	10779	22
	929	E-8A	EMD	8/50	10780	22
	930	E-8A	EMD	8/50	10781	22
	931	E-8A	EMD	3/53	17783	22
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NUMBER	MODEL	POWER	MANUFACTURER	DATE
3679	SD-40-2	3000	EMD	1/80
3680	SD-40-2	3000	EMD	1/80
3681	SD-40-2	3000	EMD	1/80
3682	SD-40-2	3000	EMD	1/80
3683	SD-40-2	3000	EMD	1/80
3684	SD-40-2	3000	EMD	1/80
3685	SD-40-2	3000	EMD	1/80
3686	SD-40-2	3000	EMD	1/80
3687	SD-40-2	3000	EMD	1/80
3688	SD-40-2	3000	EMD	1/80
3689	SD-40-2	3000	EMD	1/80
3690	SD-40-2	3000	EMD	1/80
3691	SD-40-2	3000	EMD	1/80

1980 Locomotive Program, Part 2

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NEWS BRIEFS

■ Union Pacific's leased motive power and rolling stock equipment painted and numbered in Rock Island schemes was returned, in accordance with ICC service orders starting this month. All motive power will be worked through North Platte shops where inspections, painting, maintenance and modifications will take place. The rolling stock will be worked mainly at Omaha and Council Bluffs. The rolling stock is being quickly remarked and relettered into the Union Pacific system so as to get this equipment back into use by shippers all over the Union Pacific system.

■ Based on the return of 127 Rock Island leased cabooses the 1981 order for 100 CA-12 compact-body cabooses from International Car Company was cancelled effective April 10.

■ Union Pacific commenced operations under ICC service orders on the following ex-Rock Island trackage: from Colby to Goodland, KS; Fairbury to Hallam, NE; and terminal areas at North Topeka, KS and Beatrice, NE. These operations were effective March 24.

■ The following units were retired in March: DD-35B 80B, GP-7 118, GP-9's 142, 148, 184, and 200, SD-24 445, GP-20 475 and NW-2 1090.

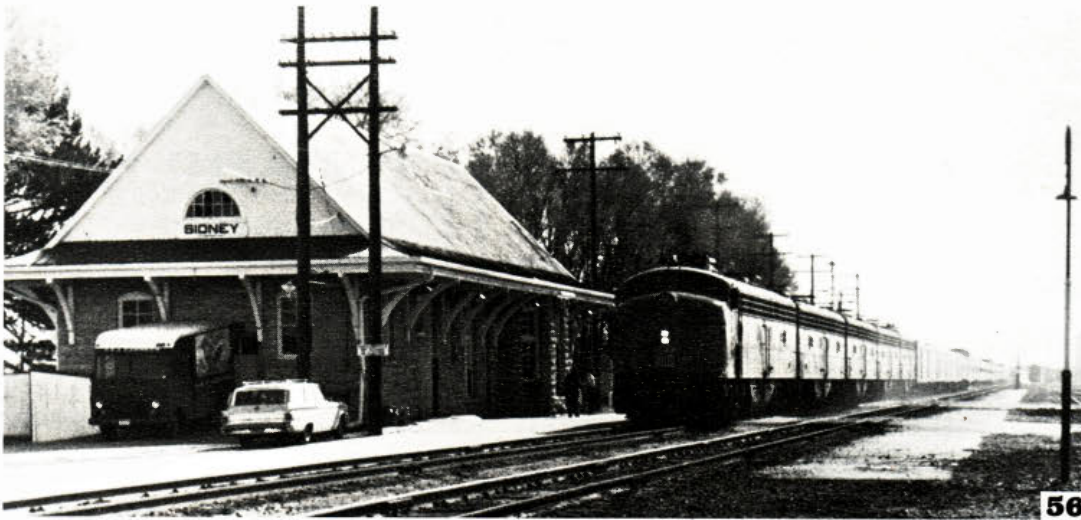
■ Union Pacific SD-45 14 is being modified to accept a Sulzer engine to be installed by Morrison-Knudson in Boise, ID. Since body changes have to be made in these units their external configurations will change so as to readily identify these Sulzer re-engined SD-45's. A total of 6 SD-45's are slated for these new engines. SD-45 34 is the first to be refitted and is currently being worked on by Morrison-Knudson in Boise, ID.

NEXT MONTH

■ LEASED EQUIPMENT COMES HOME, Part 1

■ LEASED ROCK DIESEL ROSTER

■ 1980 LOCOMOTIVE PROGRAM, PART 3



The last westbound Union Pacific Railroad passenger train being lead by E-9A, 904, in the early morning light of May 1, 1971. The scene is in front of the Sidney, NE depot.
Photo by D. Seidel

The same train as seen above, except several miles farther west and an hour or so later, is seen at the east end of Cheyenne, WY on May 1, 1971.
Photo by J. L. Ehernberger



Again, the same train only farther west than before, is shown here being lead by 8444, westbound by Buford, WY on May 1, 1971.
Photo by J. L. Ehernberger

The last eastbound Union Pacific Railroad passenger train is being lead by E unit, 932, in the twilight of May 1, 1971 near Sidney, NE on May 1, 1971.

Photo by D. Seidel



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The first eastbound AMTRAK passenger train having left the West Coast on May 1, 1971, it now passes Speer, WY the following day, May 2, 1971.

Photo by J. L. Ehernberger

Out of the past, E-9A, 952, east of Eureka Lake, KS with train number 70, the eastbound mail/local on February 12, 1966.

Photo by T. R. Lee



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E-8/E-9 PASSENGER UNIT ROSTER

AS OF 4/15/80



Shown here ready to depart Portland Union Station with the 'Portland Rose' is E-9A, 903, sometime during the month of September, 1967.

Photo by G. B. Davies

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Number	Model	Builder	Built	Builder Number	Horsepower	Note	Remarks
900	E-9A	EMD	5/56	21261	2400	1	Sold 6/69 to Rock Island (662)
901	E-9A	EMD	5/56	21262	2400	1	Sold 6/69 to Rock Island (663)
902	E-9A	EMD	5/56	21263	2400	1	Sold 2/69 to EMD
903	E-9A	EMD	2/56	21264	2400	1	Sold 8/69 to Rock Island (664)
904	E-9A	EMD	1/56	21265	2400	1	Sold 2/72 to Amtrak (411)
905	E-9A	EMD	1/56	21266	2400	1	Sold 6/69 to Rock Island (665)
906	E-9A	EMD	1/56	21267	2400	1	Sold 9/72 to PNC
907	E-9A	EMD	6/56	21268	2400	1	Sold 5/72 to Amtrak (412)
908	E-9A	EMD	9/61	26672	2400	1	Sold 7/71 to Amtrak (413)
909	E-9A	EMD	9/61	26673	2400	1	Sold 5/72 to Amtrak (414)
910	E-9A	EMD	12/62	27694	2400	1	Sold 9/72 to Amtrak (415)
911	E-9A	EMD	12/62	27695	2400	1	Sold 5/71 to Amtrak (416)
912	E-9A	EMD	12/63	28667	2400	1	Sold 9/72 to Amtrak (417)
913	E-9A	EMD	1/64	28668	2400	-	Sold 9/72 to Amtrak (418)
914	E-9A	EMD	1/64	28669	2400	-	Sold 5/71 to Amtrak (419)
925	E-8A	EMD	6/52	1966	2250	2	Sold 8/69 to Rock Island (657)
926	E-8A	EMD	5/50	10777	2250	-	Sold 5/71 to Amtrak (325)
927	E-8A	EMD	6/50	10778	2250	-	Sold 9/72 to PNC
928	E-8A	EMD	7/50	10779	2250	-	Operating
929	E-8A	EMD	8/50	10780	2250	-	Sold 6/72 to Amtrak (326)
930	E-8A	EMD	8/50	10781	2250	-	Sold 8/69 to Rock Island (658)
931	E-8A	EMD	3/53	17783	2250	-	Sold 5/72 to Amtrak (327)
932	E-8A	EMD	3/53	17784	2250	-	Sold 9/72 to Amtrak (328)
933	E-8A	EMD	3/53	17785	2250	-	Sold 7/72 to Amtrak (329)
934	E-8A	EMD	4/53	17786	2250	-	Sold 9/72 to PNC
935	E-8A	EMD	4/53	17787	2250	-	Sold 7/69 to Rock Island (659)
936	E-8A	EMD	4/53	17788	2250	-	Sold 11/69 to EMD
937	E-8A	EMD	4/53	17789	2250	-	Sold 5/69 to Rock Island (660)
938	E-8A	EMD	4/53	17790	2250	-	Sold 7/72 to Amtrak (330)
939	E-8A	EMD	5/53	18270	2250	-	Sold 5/72 to Amtrak (331)
940	E-8A	EMD	5/53	18271	2250	-	Sold 9/72 to PNC
941	E-8A	EMD	5/53	18272	2250	-	Sold 6/69 to Rock Island (661)
942	E-8A	EMD	5/53	18273	2250	-	Sold 9/72 to PNC

Number	Model	Builder	Built	Builder Number	Horsepower	Note	Remarks
943	E-9A	EMD	5/54	19281	2400	-	Sold 5/72 to Amtrak (420)
944	E-9A	EMD	5/54	19282	2400	-	Sold 5/71 to Amtrak (421)
945	E-9A	EMD	5/54	19283	2400	-	Sold 9/72 to Amtrak (422)
946	E-9A	EMD	6/54	19284	2400	-	Sold 5/71 to Amtrak (423)
947	E-9A	EMD	6/54	19285	2400	-	Sold 7/71 to Amtrak (424)
948	E-9A	EMD	5/55	20485	2400	-	Sold 5/71 to Amtrak (425)
949	E-9A	EMD	5/55	20486	2400	-	Sold 9/72 to PNC
950	E-9A	EMD	5/55	20487	2400	-	Sold 9/72 to PNC
951	E-9A	EMD	6/55	20488	2400	-	Operating
952	E-9A	EMD	6/55	20489	2400	-	Sold 5/72 to Amtrak (426)
953	E-9A	EMD	6/55	20490	2400	-	Sold 5/72 to Amtrak (427)
954	E-9A	EMD	7/55	20491	2400	-	Operating
955	E-9A	EMD	7/55	20492	2400	-	Sold 5/72 to Amtrak (428)
956	E-9A	EMD	10/55	20493	2400	-	Sold 9/72 to Amtrak (429)
957	E-9A	EMD	9/55	20494	2400	-	Sold 5/71 to Amtrak (430)
958	E-9A	EMD	10/55	20495	2400	-	Sold 7/71 to Amtrak (431)
959	E-9A	EMD	10/55	20496	2400	-	Sold 7/72 to Amtrak (432)
960	E-9A	EMD	10/55	20497	2400	-	Operating
961	E-9A	EMD	10/55	20498	2400	-	Sold 9/72 to Amtrak (433)
962	E-9A	EMD	11/55	20499	2400	3	Retired 1/68

EMD built E units, 940 and 909, stand idly side by side in the early morning light of February 19, 1971. The location is the diesel service area of Cheyenne, WY.

Photo by A. J. Wolff



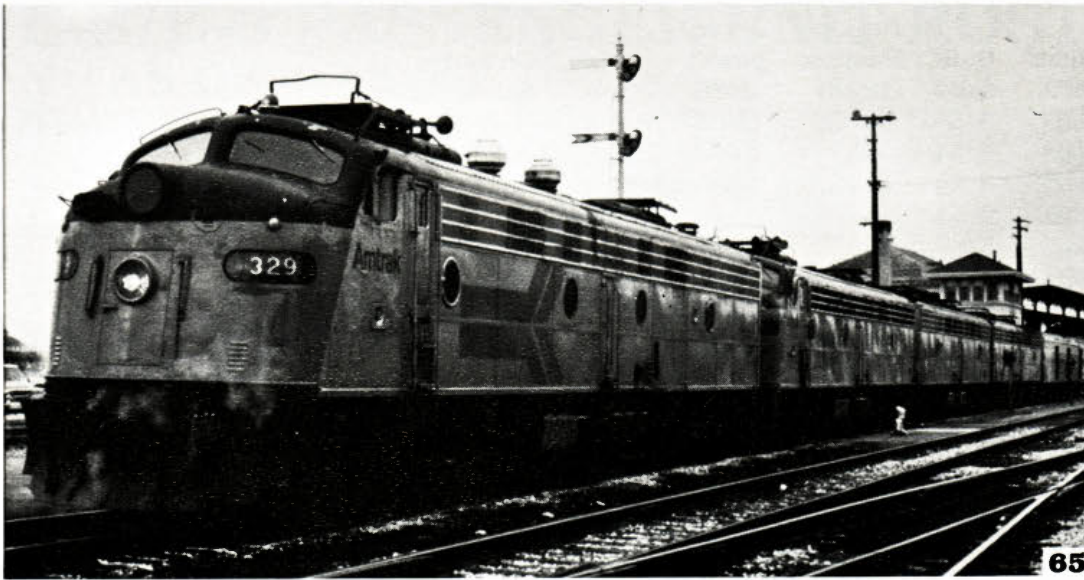
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Union Pacific Railroad had very few accidents involving their passenger units or trains. E-9A, 962, the last E-9A to be built for the U.P. and the only one to be wrecked and scrapped, is seen here in March, 1967 ready to depart Portland Union Station with the 'Portland Rose'.

Photo by G. B. Davies

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AMTRAK E-9A, 329, (ex U.P. 933) is seen here on a rainy day in Oakland, CA with the 'Coast Starlight' in tow prior to its northbound departure in June, 1974.

Photo by G. B. Davies

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Number	Model	Builder	Built	Builder Number	Horse-power	Note	Remarks
900B	E-9B	EMD	1/56	21269	2400	1	Sold 1/70 to EMD
901B	E-9B	EMD	1/56	21270	2400	1	Sold 1/70 to EMD
902B	E-9B	EMD	2/56	21271	2400	4	Sold 9/72 to PNC
903B	E-9B	EMD	1/56	21272	2400	4	Sold 2/70 to EMD
904B	E-9B	EMD	2/56	21273	2400	1	Sold 1/70 to EMD
910B	E-9B	EMD	12/62	27696	2400	1	Sold 9/72 to PNC
911B	E-9B	EMD	12/62	27697	2400	-	Sold 5/71 to Amtrak (453)
912B	E-9B	EMD	12/63	28670	2400	-	Sold 7/71 to Amtrak (454)
913B	E-9B	EMD	12/63	28671	2400	-	Sold 9/72 to PNC
922B	E-8B	EMD	12/37	745	2250	1,5	Sold 8/72 to Southern Pacific (6007B)
923B	E-8B	EMD	12/37	746	2250	1,5	Sold 9/72 to PNC
924B	E-8B	EMD	11/37	742	2250	5	Sold 1/69 to EMD
925B	E-8B	EMD	11/37	743	2250	1,5	Sold 9/72 to PNC
926B	E-8B	EMD	5/50	10782	2250	1	Sold 5/71 to Amtrak (369)
927B	E-8B	EMD	6/50	10783	2250	-	Sold 7/71 to Amtrak (370)
928B	E-8B	EMD	7/50	10784	2250	1	Sold 7/70 to EMD
929B	E-8B	EMD	8/50	10785	2250	1	Sold 9/70 to EMD
930B	E-8B	EMD	8/50	10786	2250	-	Sold 9/69 to Rock Island (613)
931B	E-8B	EMD	2/53	17791	2250	-	Sold 5/69 to Rock Island (614)
932B	E-8B	EMD	2/53	17792	2250	-	Sold 5/72 to Amtrak (371)
933B	E-8B	EMD	2/53	17793	2250	-	Sold 1/70 to EMD
934B	E-8B	EMD	2/53	17794	2250	-	Sold 9/72 to PNC
935B	E-8B	EMD	2/53	17795	2250	-	Sold 9/72 to PNC
936B	E-8B	EMD	2/53	17796	2250	-	Sold 7/69 to Rock Island (615)
937B	E-8B	EMD	2/53	17797	2250	-	Sold 10/69 to Rock Island (616)
938B	E-8B	EMD	3/53	17798	2250	-	Sold 5/69 to Rock Island (617)
939B	E-8B	EMD	3/53	17799	2250	-	Sold 8/69 to Rock Island (618)
940B	E-8B	EMD	3/53	17800	2250	-	Sold 5/71 to Amtrak (372)
941B	E-8B	EMD	3/53	17801	2250	-	Sold 5/72 to Amtrak (373)
942B	E-8B	EMD	3/53	17802	2250	-	Sold 9/72 to PNC
943B	E-8B	EMD	3/53	17803	2250	-	Sold 2/69 to EMD
944B	E-8B	EMD	3/53	17804	2250	-	Sold 9/72 to PNC
945B	E-8B	EMD	4/53	18274	2250	-	Sold 9/69 to EMD
946B	E-8B	EMD	4/53	18275	2250	-	Sold 6/69 to Rock Island (619)
947B	E-8B	EMD	4/53	18276	2250	-	Sold 10/69 to Rock Island (620)
948B	E-8B	EMD	4/53	18277	2250	-	Sold 5/71 to Amtrak (374)
949B	E-8B	EMD	4/53	18278	2250	-	Sold 11/69 to EMD

Number	Model	Builder	Built	Builder Number	Horsepower	Note	Remarks
950B	E-9B	EMD	5/54	19286	2400	-	Sold 9/72 to PNC
951B	E-9B	EMD	5/54	19287	2400	-	Sold 7/72 to Amtrak (455)
952B	E-9B	EMD	5/54	19288	2400	1	Sold 5/72 to Amtrak (456)
953B	E-9B	EMD	5/54	19289	2400	-	Sold 9/72 to PNC
954B	E-9B	EMD	5/54	19290	2400	-	Sold 9/72 to Amtrak (457)
955B	E-9B	EMD	5/54	19291	2400	-	Sold 9/72 to PNC
956B	E-9B	EMD	6/54	19292	2400	-	Sold 9/72 to Amtrak (458)
957B	E-9B	EMD	6/54	19294	2400	-	Sold 7/71 to Amtrak (460)
957B	E-9B	EMD	6/54	19293	2400	-	Sold 7/72 to Amtrak (459)
958B	E-9B	EMD	6/54	19294	2400	-	Sold 7/71 to Amtrak (460)
959B	E-9B	EMD	6/54	19295	2400	-	Sold 7/72 to Amtrak (461)
960B	E-9B	EMD	5/55	20500	2400	-	Sold 9/72 to PNC
961B	E-9B	EMD	5/55	20501	2400	1	Sold 7/72 to Amtrak (462)
962B	E-9B	EMD	5/55	20502	2400	1	Sold 9/72 to PNC
963B	E-9B	EMD	6/55	20503	2400	1	Sold 5/72 to Amtrak (463)
964B	E-9B	EMD	6/55	20504	2400	-	Sold 7/72 to Amtrak (464)
965B	E-9B	EMD	7/55	20505	2400	-	Sold 7/72 to Amtrak (465)
966B	E-9B	EMD	7/55	20506	2400	-	Sold 9/72 to Amtrak (466)
967B	E-9B	EMD	10/55	20507	2400	-	Sold 7/72 to Amtrak (467)
968B	E-9B	EMD	10/55	20508	2400	-	Operating
969B	E-9B	EMD	10/55	20509	2400	1	Operating
970B	E-9B	EMD	10/55	20510	2400	1	Sold 9/72 to Amtrak (468)
971B	E-9B	EMD	10/55	20511	2400	1	Sold 5/72 to Amtrak (469)
972B	E-9B	EMD	10/55	20512	2400	1	Sold 7/72 to Amtrak (470)
973B	E-9B	EMD	10/55	20513	2400	1	Operating
974B	E-9B	EMD	10/55	20514	2400	1	Operating

Notes -

- 1-2nd unit to have this number assigned to it
- 2-Rebuilt from CNW 5007B by EMD in 6/52
- 3-Ax in 12/67 at Wamego, KS
- 4-3rd unit to have this number assigned to it
- 5-922B rebuilt from 983B, E-2B, by EMD in 2/53
- 923B rebuilt from 983C, E-2B, by EMD in 3/53
- 924B rebuilt from 984B, E-2B, by EMD in 3/53
- 925B rebuilt from 984C, E-2B, by EMD in 4/53



66 Union Pacific Railroad's E-9A, 929, and E-9B, 912B, are shown here in El Paso, TX with AMTRAK's 'Sunset Limited', on its west bound journey in February, 1972. At this time both U.P. units were being leased by AMTRAK. Photo by G. B. Davies

1980 LOCOMOTIVE PROGRAM, Part 2

Number	Model	Horse-power	Builder	Built	Builder Number	Weight (000)	Maximum MPH	Fuel (gals.)	Gear Ratio
3679	SD-40-2	3000	EMD	1/80	796297-21	390	65	4000	62:15
3680	SD-40-2	3000	EMD	1/80	796297-22	390	65	4000	62:15
3681	SD-40-2	3000	EMD	1/80	796297-23	390	65	4000	62:15
3682	SD-40-2	3000	EMD	1/80	796297-24	390	65	4000	62:15
3683	SD-40-2	3000	EMD	1/80	796297-25	390	65	4000	62:15
3684	SD-40-2	3000	EMD	1/80	796297-26	390	65	4000	62:15
3685	SD-40-2	3000	EMD	1/80	796297-27	390	65	4000	62:15
3686	SD-40-2	3000	EMD	1/80	796297-28	390	65	4000	62:15
3687	SD-40-2	3000	EMD	1/80	796297-29	390	65	4000	62:15
3688	SD-40-2	3000	EMD	1/80	796297-30	390	65	4000	62:15
3689	SD-40-2	3000	EMD	1/80	796297-31	390	65	4000	62:15
3690	SD-40-2	3000	EMD	1/80	796297-32	390	65	4000	62:15
3691	SD-40-2	3000	EMD	1/80	796297-33	390	65	4000	62:15
3692	SD-40-2	3000	EMD	1/80	796297-34	390	65	4000	62:15
3693	SD-40-2	3000	EMD	1/80	796297-35	390	65	4000	62:15
3694	SD-40-2	3000	EMD	1/80	796297-36	390	65	4000	62:15
3695	SD-40-2	3000	EMD	1/80	796297-37	390	65	4000	62:15
3696	SD-40-2	3000	EMD	1/80	796297-38	390	65	4000	62:15
3697	SD-40-2	3000	EMD	1/80	796297-39	390	65	4000	62:15
3698	SD-40-2	3000	EMD	1/80	796297-40	390	65	4000	62:15
3699	SD-40-2	3000	EMD	1/80	796297-41	390	65	4000	62:15
3700	SD-40-2	3000	EMD	1/80	796297-42	390	65	4000	62:15
3701	SD-40-2	3000	EMD	1/80	796297-43	390	65	4000	62:15
3702	SD-40-2	3000	EMD	1/80	796297-44	390	65	4000	62:15
3703	SD-40-2	3000	EMD	1/80	796297-45	390	65	4000	62:15
3704	SD-40-2	3000	EMD	1/80	796297-46	390	65	4000	62:15
3705	SD-40-2	3000	EMD	1/80	796297-47	390	65	4000	62:15
3706	SD-40-2	3000	EMD	1/80	796297-48	390	65	4000	62:15
3707	SD-40-2	3000	EMD	1/80	796297-49	390	65	4000	62:15
3708	SD-40-2	3000	EMD	1/80	796297-50	390	65	4000	62:15
3709	SD-40-2	3000	EMD	1/80	796297-51	390	65	4000	62:15
3710	SD-40-2	3000	EMD	1/80	796297-52	390	65	4000	62:15
3711	SD-40-2	3000	EMD	1/80	796297-53	390	65	4000	62:15
3712	SD-40-2	3000	EMD	1/80	796297-54	390	65	4000	62:15
3713	SD-40-2	3000	EMD	1/80	796297-55	390	65	4000	62:15



Unit- 3701
b/n- 796297-43
Model- SD-40-2
Built- 1/27/80
Received- 1/30/80
Set-up- 2/26/80

Council Bluffs, IA
Date- 2/1/80
Photo by- G. B. Davies

Unit- 3719
 b/n- 786297-61
 Model- SD-40-2
 Built- 2/3/80
 Received- 2/6/80
 Set-up- 3/12/80



Council Bluffs, IA
 Date- 4/13/80

Photo by- G. R. Cockle 68

Number	Model	Horsepower	Builder	Built	Builder Number	Weight (000)	Maximum MPH	Fuel (gals.)	Gear Ratio
3714	SD-40-2	3000	EMD	1/80	796297-56	390	65	4000	62:15
3715	SD-40-2	3000	EMD	1/80	796297-57	390	65	4000	62:15
3716	SD-40-2	3000	EMD	2/80	796297-58	390	65	4000	62:15
3717	SD-40-2	3000	EMD	2/80	796297-59	390	65	4000	62:15
3718	SD-40-2	3000	EMD	2/80	796297-60	390	65	4000	62:15
3719	SD-40-2	3000	EMD	1/80	796297-61	390	65	4000	62:15
3720	SD-40-2	3000	EMD	2/80	796297-62	390	65	4000	62:15
3721	SD-40-2	3000	EMD	2/80	796297-63	390	65	4000	62:15
3722	SD-40-2	3000	EMD	2/80	796297-64	390	65	4000	62:15
3723	SD-40-2	3000	EMD	2/80	796297-65	390	65	4000	62:15
3724	SD-40-2	3000	EMD	2/80	796297-66	390	65	4000	62:15
3725	SD-40-2	3000	EMD	2/80	796297-67	390	65	4000	62:15
3726	SD-40-2	3000	EMD	2/80	796297-68	390	65	4000	62:15
3727	SD-40-2	3000	EMD	2/80	796297-69	390	65	4000	62:15
3728	SD-40-2	3000	EMD	2/80	796297-70	390	65	4000	62:15
3729	SD-40-2	3000	EMD	2/80	796297-71	390	65	4000	62:15
3730	SD-40-2	3000	EMD	2/80	796297-72	390	65	4000	62:15
3731	SD-40-2	3000	EMD	2/80	796297-73	390	65	4000	62:15
3732	SD-40-2	3000	EMD	2/80	796297-74	390	65	4000	62:15
3733	SD-40-2	3000	EMD	2/80	796297-75	390	65	4000	62:15
3734	SD-40-2	3000	EMD	2/80	796297-76	390	65	4000	62:15
3735	SD-40-2	3000	EMD	2/80	796297-77	390	65	4000	62:15
3736	SD-40-2	3000	EMD	2/80	796297-78	390	65	4000	62:15
3737	SD-40-2	3000	EMD	2/80	796297-79	390	65	4000	62:15
3738	SD-40-2	3000	EMD	2/80	796297-80	390	65	4000	62:15
3739	SD-40-2	3000	EMD	2/80	796297-81	390	65	4000	62:15
3740	SD-40-2	3000	EMD	2/80	796297-82	390	65	4000	62:15
3741	SD-40-2	3000	EMD	2/80	796297-83	390	65	4000	62:15
3742	SD-40-2	3000	EMD	2/80	796297-84	390	65	4000	62:15
3743	SD-40-2	3000	EMD	2/80	796297-85	390	65	4000	62:15
3744	SD-40-2	3000	EMD	2/80	796297-86	390	65	4000	62:15
3745	SD-40-2	3000	EMD	2/80	796297-87	390	65	4000	62:15
3746	SD-40-2	3000	EMD	2/80	796297-88	390	65	4000	62:15
3747	SD-40-2	3000	EMD	2/80	796297-89	390	65	4000	62:15
3748	SD-40-2	3000	EMD	2/80	796297-90	390	65	4000	62:15

DAYS GONE BY — WYOMING

DATE: July 21, 1968 to August 6, 1968

Union Pacific Railroad train number 105 is seen departing westbound out of Cheyenne, WY on July 21, 1968.

Photo by A. J. Wolff



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Westbound on its journey across Wyoming is train number 103, seen here leaving Cheyenne on August 2, 1968.

Photo by A. J. Wolff

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Approaching Hermosa Tunnel, train number 9 continues its westbound journey on August 6, 1968.

Photo by A. J. Wolff



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