



# ON THE SYSTEM

The Official Publication of the UNION PACIFIC RAILROAD HISTORICAL SOCIETY

Volume 1, Number 5, May, 1980

## LEASED EQUIPMENT COMES HOME FROM THE ROCK ISLAND



72

# UNION PACIFIC RAILROAD HISTORICAL SOCIETY

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## COVER PHOTO —

On April 29, 1980 this trio of Union Pacific GP-40's, 626, 632 and 637 (ex RI 368, 4701 and 4706) were moving east-bound out of Jansen, NE toward Hallam, NE on the Hallam Turn.

Photo by M. W. Heinz

# EDITORIAL

The demise of the Rock Island was a slow and painful death. A piece of railroad history.....gone. Over 100 years of service and much work are now over. We have its' history to look back on but it will create history no more. Who would have thought 10 years ago that this could have happened? Not I, nor could I imagine such a thing. But it did happen. A constant reminder of change and evolution. Out of this what will come? The dust will settle only after years of negotiations to purchase what remains and acquire what was loaned or leased to the Rock Island.

The Union Pacific Railroad leased to the Rock Island locomotives, freight cars and cabooses to the sum total of almost 3000 pieces of equipment. The Union Pacific is now taking delivery of this equipment, repainting, re-numbering and repairing it as soon as possible to supplement the needs of the Union Pacific Railroad. Much of this equipment is needed to handle grain, food products and wood chips. Over 100 cabooses were leased by the Rock Island and are now being renumbered into the Union Pacific system as a new class, the CA-13 caboose. A recent order for new cabooses, CA-12's, has been cancelled as have other orders for new cars been reduced or put off farther into the future as this leased equipment fills the immediate needs of the Union Pacific Railroad.

As the equipment comes home the Rock Island markings are being removed as fast as possible and Union Pacific markings are replacing them. Painting areas have been set-up in Council Bluffs, Omaha, Kansas City, Pocatello and Los Angeles to handle the remarking and relettering of the Rock Island cars. The

locomotives, 76 in all, are being worked mainly at North Platte but this equipment can be seen in Council Bluffs and Salt Lake City. Inspections are being made, repairs taken care of and repainting and renumbering of the locomotives is transpiring as quickly as possible. Both models of power leased to the Rock Island, U-28-B's and GP-40's, are new to the Union Pacific Railroad roster so there identification will be easier if road numbers cannot be remembered.

It seems somewhat cruel to obliterate the Rock Island in this way, but it is necessary as a matter of economics and business. The Union Pacific didn't want this to happen. They have always had a good working relationship with the Rock Island to the point of almost merging with them 10 years or so ago. But due to problems beyond the control of either road the merger did not take place. I wonder what would have happened had the merger gone through? Needless to say today would not be today if that merger had happened.

What ever might have happened didn't and the Rock Island has disappeared as a operating rail network, but through the efforts of the Union Pacific Railroad and other roads the Rock Island will never be totally abandoned and the fact that this was once Rock Island trackage or equipment will not change. The Rock Island has given us much, now only to be considered history but never the less still with us.

We will be covering the change over of the Rock Island equipment to Union Pacific equipment over the next several issues. This issue will cover the locomotives and the next several issues will cover the freight equipment and cabooses.

# TABLE OF CONTENTS

Volume 1, Number 5, May, 1980



## Leased Rock Island Equipment Comes Home

Page 1

### Leased Rock Island Diesel Roster

RI Number	UP Number	Model	Builder	Built	Bu Nu
362	620	GP-40	EMD	12/66	32
363	621	GP-40	EMD	12/66	32
364	622	GP-40	EMD	12/66	32
365	623	GP-40	EMD	12/66	32
366	624	GP-40	EMD	12/66	32
367	625	GP-40	EMD	12/66	32
368	626	GP-40	EMD	12/66	32
369	627	GP-40	EMD	12/66	32
370	-	GP-40	EMD	12/66	32
371	628	GP-40	EMD	12/66	32
372	629	GP-40	EMD	12/66	32
373	630	GP-40	EMD	12/66	32

Page 5

2477	C30-7	3000	GE	2/80
2478	C30-7	3000	GE	2/80
2479	C30-7	3000	GE	2/80
2480	C30-7	3000	GE	2/80
2481	C30-7	3000	GE	2/80
2482	C30-7	3000	GE	2/80
2483	C30-7	3000	GE	2/80
2484	C30-7	3000	GE	2/80
2485	C30-7	3000	GE	2/80
2486	C30-7	3000	GE	2/80
2487	C30-7	3000	GE	2/80
2488	C30-7	3000	GE	2/80
2489	C30-7	3000	GE	2/80
2490	C30-7	3000	GE	2/80

## 1980 Locomotive Program, Part 3

Page 10

# NEWS BRIEFS

■ The GP-7, 111, purchased by General Electric's Apparatus Service Division mentioned in February's issue was delivered to their Hornell, NY plant.

■ Ready for sale are U-28-C's 2800, 2805, 2808 and 2809.

■ Nine DD-35's are being stored servicable in Council Bluffs, IA awaiting use or disposition.

These units are: 71-74, 76-79, 81 and 93B. It is expected that these units might not see service again.

■ Continuing the SW-10 rebuilding program, 1204 (ex 1853) is in the Omaha paint shop, 1205 (ex 1865) is being built in the Omaha shops and 1206 (ex 1850) is being stripped and readied for rebuilding. Accident damaged SW-10 1839 has been repaired and renumbered into the proper sequence as 1201 by Omaha shop forces. On April 14 it was returned to Portland, OR joining 1200 and 1202. All SW-10's to date are working the Portland, OR yards and terminal areas.

■ St. Joseph Terminal units 1 and 2 were at the Omaha shops for major repairs. This is a joint ATSF/UP operation at St. Joseph, MO. Terms of the joint operation state that each road will operate and maintain this operation for specific periods of time. We will cover this operation at a later time this year.

■ The purchase of selected Milwaukee Road trackage and property in the Pacific Northwest for \$19 million has been approved by the board of directors.

### CORRECTION:

Misquoted in the January issue in this column was the master builder number for the 1980 EMD order. The number shown was 786287. This number should have read 796297.

# NEXT MONTH

■ LEASED EQUIPMENT COMES HOME, Part 2

■ FREIGHT CARS LEASED TO THE ROCK ISLAND, Part 1

■ STORED MOTIVE POWER

# DIESELS LEASED TO THE ROCK ISLAND



The majority of unpainted and unlettered Rock Island units are stored at Council Bluffs as seen here. Almost half of these, once leased, units were here on May 4, 1980 when this photo was taken. In this line-up alone there were 34 R.I. units.

Photo by G. B. Davies

73

R.I. 4710, GP-40, (to be re-numbered 641) is shown here at the lead of the line of stored units awaiting classification on May 5, 1980.

Photo by G. B. Davies



74



75

U-28-B, 502, (ex R.I. 264) is shown here on May 17, 1980 in storage at North Platte, NE. Most units stored here are painted and lettered, but still in storage due, in part, to recent business declines because of the general economic conditions.

Photo by R. L. Schmeling

# LEASED ROCK ISLAND DIESEL ROSTER

## AS OF 5/14/80

10 GP-40's were operating on 5/14/80 -

603 left North Platte, NE on train SL-2

611, 610 & 616 working on the Hallam, NE coal train

626, 643 & 645 in North Platte, NE awaiting train assignment

637 working in Salt Lake City, UT

640 working around Central City, NE in local service

648 working in Topeka, KS

RI Number	UP Number	Model	Builder	Built	Builder Number	UP Numbered	UP Painted	Note	Remarks
420	-	DL-415	Alco	7/68	6005-6	-	-	-	Unit to be sold
421	-	DL-415	Alco	7/68	6005-7	-	-	-	Unit to be sold
422	-	DL-415	Alco	7/68	6005-8	-	-	-	Unit to be sold
423	-	DL-415	Alco	7/68	6005-9	-	-	-	Unit to be sold
424	-	DL-415	Alco	7/68	6005-10	-	-	-	Unit to be sold

All 5 units stored unserviceable at Council Bluffs, IA. Units to be sold as soon as possible. Units will not be renumbered or repainted at this time, or expected to be ever. The Union Pacific Railroad can not use these units as they have no Alco parts on hand to either fix, or once fixed, keep these units running.



76

R.I. 420, DL-415, (not to be renumbered into the U.P. system) is seen here in storage on May 4, 1980 in Council Bluffs. All of these Alco DL-415's, 5 in all, are stored here. Photo by G. B. Davies

R.I. 424 is pictured here at work in the Rock Island yard at Pullman Junction on June 7, 1975. Not having changed much over the past 5 years it can now be seen in Council Bluffs, IA.

Photo by R. E. Buike



77

RI Number	UP Number	Model	Builder	Built	Builder Number	UP Numbered	UP Painted	Note	Remarks
262	500	U28-B	GE	11/66	36156			4	Council Bluffs
263	501	U28-B	GE	11/66	36157			4	Council Bluffs
264	502	U28-B	GE	11/66	36158		4/15/80	2	North Platte
265	503	U28-B	GE	11/66	36159	4/2/80		2	North Platte
266	504	U28-B	GE	11/66	36160			4	Council Bluffs
267	505	U28-B	GE	11/66	36161			4	Council Bluffs
268	506	U28-B	GE	11/66	36162	4/4/80		2	North Platte
269	507	U28-B	GE	11/66	36163	4/5/80		2	North Platte
270	508	U28-B	GE	12/66	36164	4/3/80		3	Council Bluffs
271	509	U28-B	GE	12/66	36165			4	Council Bluffs
272	510	U28-B	GE	12/66	36166		4/17/80	1	North Platte
273	511	U28-B	GE	12/66	36167			4	Council Bluffs
274	512	U28-B	GE	12/66	36168		4/16/80	2	North Platte
275	513	U28-B	GE	12/66	36169			4	Council Bluffs
276	514	U28-B	GE	12/66	36170			2	North Platte
277	515	U28-B	GE	12/66	36171	4/2/80		1	North Platte
278	516	U28-B	GE	12/66	36172	4/3/80		2	North Platte
279	517	U28-B	GE	12/66	36173			1	North Platte
280	518	U28-B	GE	12/66	36174		4/18/80	2	North Platte
281	519	U28-B	GE	12/66	36175		4/13/80	2	North Platte

U.P. U-28-B, 508, (ex R.I. 270) is seen in Council Bluffs on April 12, 1980. Hardly recognizable as a U.P. unit. Now destined for retirement after only one month of service to the Union Pacific.  
Photo by G. R. Cockle



78



79

The calm before the storm was used to shoot U.P. 515, U-28-B, (ex R.I. 277) in Council Bluffs, IA on May 15, 1980. Interesting to note is the lack of a road number on the battery box cover under the cab. This is a new policy for repainted and new units.  
Photo by G. R. Cockle

GP-40, 600, (ex R.I. 340) is shown here in storage in North Platte less than one month after renumbering and repainting at North Platte. In all 26 units were stored here at the time this photo was taken, those 26 being ex Rock Island units.

Photo by R. L. Schmeling



80



Union Pacific GP-40, 615, (ex R.I. 355) is seen coupled to the rear of 600 in the storage line of R.I. units in North Platte on May 17, 1980.

Photo by R. L. Schmeling

81

RI Number	UP Number	Model	Builder	Built	Builder Number	UP Numbered	UP Painted	Note	Remarks
340	600	GP-40	EMD	9/66	32232		4/19/80	2	North Platte
341	601	GP-40	EMD	9/66	32233			4	Council Bluffs
342	602	GP-40	EMD	9/66	32234			4	Council Bluffs
343	603	GP-40	EMD	9/66	32235	4/7/80		-	Operating
344	604	GP-40	EMD	9/66	32236		4/8/80	2	North Platte
345	605	GP-40	EMD	9/66	32237			1	Salt Lake City
346	606	GP-40	EMD	9/66	32238	4/3/80		2	North Platte
347	607	GP-40	EMD	9/66	32239			4	Council Bluffs
348	608	GP-40	EMD	9/66	32240		4/11/80	2	North Platte
349	609	GP-40	EMD	9/66	32241			4	Council Bluffs
350	610	GP-40	EMD	9/66	32242		4/6/80	-	Operating
351	611	GP-40	EMD	9/66	32243		4/2/80	-	Operating
352	612	GP-40	EMD	9/66	32244			4	Council Bluffs
353	613	GP-40	EMD	9/66	32245			4	Council Bluffs
354	614	GP-40	EMD	9/66	32246	4/3/80		2	North Platte
355	615	GP-40	EMD	9/66	32247	4/13/80		2	North Platte
356	616	GP-40	EMD	10/66	32248	4/7/80		-	Operating
357	617	GP-40	EMD	10/66	32249			4	Council Bluffs
358	618	GP-40	EMD	10/66	32250			4	Council Bluffs
359	619	GP-40	EMD	10/66	32251			4	Council Bluffs

RI Number	UP Number	Model	Builder	Built	Builder Number	UP Numbered	UP Painted	Note	Remarks
362	620	GP-40	EMD	12/66	32588			4	Council Bluffs
363	621	GP-40	EMD	12/66	32589			4	Council Bluffs
364	622	GP-40	EMD	12/66	32590	4/7/80		2	North Platte
365	623	GP-40	EMD	12/66	32591			4	Council Bluffs
366	624	GP-40	EMD	12/66	32592			4	Council Bluffs
367	625	GP-40	EMD	12/66	32593			4	Council Bluffs
368	626	GP-40	EMD	12/66	32594		4/8/80	-	Operating
369	627	GP-40	EMD	12/66	32595			4	Council Bluffs
370	-	GP-40	EMD	12/66	32596	-	-	-	Ax 12/76, Scrapped
371	628	GP-40	EMD	12/66	32597		4/12/80	2	North Platte
372	629	GP-40	EMD	12/66	32598	4/1/80		2	North Platte
373	630	GP-40	EMD	12/66	32599			4	Council Bluffs
374	-	GP-40	EMD	12/66	32600	-	-	-	Retired 10/78
375	-	GP-40	EMD	12/66	32601	-	-	-	Retired 10/78
376	-	GP-40	EMD	12/66	32602	-	-	-	Retired 10/78
378	-	GP-40	EMD	12/66	32604	-	-	-	Ax 10/78, Scrapped
379	-	GP-40	EMD	12/66	32605	-	-	-	Retired 10/78
380	-	GP-40	EMD	12/66	32606	-	-	-	Retired 10/78
381	-	GP-40	EMD	12/66	32607	-	-	-	Retired 10/78

GP-40, 616, (ex R.I. 356) is working in Hastings, NE on May 10, 1980. With all R.I. markings painted out, for obvious reasons, these unpainted units are hard to identify. Hopefully this situation will not continue for long as U.P. has always proudly displayed their colors and ownership. Photo by J. E. Gilley



82



83

U.P. 632, GP-40, (ex R.I. 4701) another hard to identify unit painted in R.I. red with U.P. red scotchlite numbering was found in Council Bluffs ready to work its way back to North Platte on April 19, 1980. Photo by G. R. Cockle



U.P. GP-40, 637, (ex R.I. 4706) is shown again working the Hallam Turn near Jansen, NE on April 29, 1980. See cover photo for another view of this train.

Photo by M. W. Heinz



84



Ex Rock Island GP-40, 4714, now U.P. GP-40, 645 is shown in Council Bluffs, IA on April 23, 1980. This broadside view gives good detail on U.P.'s painting style.

Photo by G. R. Cockle

85

RI Number	UP Number	Model	Builder	Built	Builder Number	UP Numbered	UP Painted	Note	Remarks
4700	631	GP-40	EMD	3/70	36386			1	Salt Lake City
4701	632	GP-40	EMD	3/70	36387	4/2/80		2	North Platte
4702	633	GP-40	EMD	3/70	36388			1	Salt Lake City
4703	634	GP-40	EMD	3/70	36389			4	Council Bluffs
4704	635	GP-40	EMD	3/70	36390	4/3/80		2	North Platte
4705	636	GP-40	EMD	3/70	36391			1	Salt Lake City
4706	637	GP-40	EMD	3/70	36392		4/14/80	-	Operating
4707	638	GP-40	EMD	3/70	36393			4	Council Bluffs
4708	639	GP-40	EMD	3/70	36394	4/5/80		2	North Platte
4709	640	GP-40	EMD	3/70	36395			-	Operating
4710	641	GP-40	EMD	4/70	36396			4	Council Bluffs
4711	642	GP-40	EMD	4/70	36397			4	Council Bluffs
4712	643	GP-40	EMD	4/70	36398	4/1/80		-	Operating
4713	644	GP-40	EMD	4/70	36399			4	Council Bluffs
4714	645	GP-40	EMD	4/70	36400		4/5/80	-	Operating
4715	646	GP-40	EMD	4/70	36401		4/10/80	2	North Platte
4716	647	GP-40	EMD	4/70	36402	4/5/80		2	North Platte
4717	648	GP-40	EMD	4/70	36403		4/1/80	-	Operating
4718	649	GP-40	EMD	4/70	36404			4	Council Bluffs
4719	650	GP-40	EMD	4/70	36405			4	Council Bluffs

Notes:

- 1 - Stored unserviceable at location shown
- 2 - Stored serviceable at location shown
- 3 - Stored awaiting retirement at location shown
- 4 - Stored unserviceable awaiting classification of repairs at location shown

# 1980 LOCOMOTIVE PROGRAM, Part 3

Number	Model	Horse-power	Builder	Built	Builder Number	Weight (000)	Maximum MPH	Fuel (gals.)	Gear Ratio
3749	SD-40-2	3000	EMD	2/80	796297-91	390	65	4000	62:15
3750	SD-40-2	3000	EMD	2/80	796297-92	390	65	4000	62:15
3751	SD-40-2	3000	EMD	2/80	796297-93	390	65	4000	62:15
3752	SD-40-2	3000	EMD	2/80	796297-94	390	65	4000	62:15
3753	SD-40-2	3000	EMD	2/80	796297-95	390	65	4000	62:15
3754	SD-40-2	3000	EMD	3/80	796297-96	390	65	4000	62:15
3755	SD-40-2	3000	EMD	3/80	796297-97	390	65	4000	62:15
3756	SD-40-2	3000	EMD	3/80	796297-98	390	65	4000	62:15
3757	SD-40-2	3000	EMD	3/80	796297-99	390	65	4000	62:15
3758	SD-40-2	3000	EMD	3/80	796297-100	390	65	4000	62:15
3759	SD-40-2	3000	EMD	3/80	796297-101	390	65	4000	62:15
3760	SD-40-2	3000	EMD	3/80	796297-102	390	65	4000	62:15
3761	SD-40-2	3000	EMD	3/80	796297-103	390	65	4000	62:15
3762	SD-40-2	3000	EMD	3/80	796297-104	390	65	4000	62:15
3763	SD-40-2	3000	EMD	3/80	796297-105	390	65	4000	62:15
3764	SD-40-2	3000	EMD	3/80	796297-106	390	65	4000	62:15
3765	SD-40-2	3000	EMD	3/80	796297-107	390	65	4000	62:15
3766	SD-40-2	3000	EMD	2/80	796297-108	390	65	4000	62:15
3767	SD-40-2	3000	EMD	3/80	796297-109	390	65	4000	62:15
3768	SD-40-2	3000	EMD	3/80	796297-110	390	65	4000	62:15



Unit- 3757  
 b/n- 796297-99  
 Model- SD-40-2  
 Built- 3/6/80  
 Received- 3/9/80  
 Set-up- Unknown

Council Bluffs, IA  
 Date- 3/11/80  
 Photo by- G. R. Cockle

Number	Model	Horse-power	Builder	Built	Builder Number	Weight (000)	Maximum MPH	Fuel (gals.)	Gear Ratio
2460	C30-7	3000	GE	1/80	42700	393	65	4000	74:18
2461	C30-7	3000	GE	1/80	42701	393	65	4000	74:18
2462	C30-7	3000	GE	1/80	42702	393	65	4000	74:18
2463	C30-7	3000	GE	1/80	42703	393	65	4000	74:18
2464	C30-7	3000	GE	1/80	42704	393	65	4000	74:18
2465	C30-7	3000	GE	1/80	42705	393	65	4000	74:18
2466	C30-7	3000	GE	1/80	42706	393	65	4000	74:18
2467	C30-7	3000	GE	1/80	42707	393	65	4000	74:18
2468	C30-7	3000	GE	1/80	42708	393	65	4000	74:18
2469	C30-7	3000	GE	1/80	42709	393	65	4000	74:18
2470	C30-7	3000	GE	1/80	42710	393	65	4000	74:18

Unit- 2470  
 b/n- 42710  
 Model- C-30-7  
 Built- 2/1/80  
 Received- 2/4/80  
 Set-up- Unknown



Council Bluffs, IA  
 Date- 5/14/80  
 Photo by- G. R. Cockle 87

Number	Model	Horse-power	Builder	Built	Builder Number	Weight (000)	Maximum MPH	Fuel (gals.)	Gear Ratio
2471	C30-7	3000	GE	1/80	42711	393	65	4000	74:18
2472	C30-7	3000	GE	1/80	42712	393	65	4000	74:18
2473	C30-7	3000	GE	1/80	42713	393	65	4000	74:18
2474	C30-7	3000	GE	1/80	42714	393	65	4000	74:18
2475	C30-7	3000	GE	2/80	42715	393	65	4000	74:18
2476	C30-7	3000	GE	2/80	42716	393	65	4000	74:18
2477	C30-7	3000	GE	2/80	42717	393	65	4000	74:18
2478	C30-7	3000	GE	2/80	42718	393	65	4000	74:18
2479	C30-7	3000	GE	2/80	42719	393	65	4000	74:18
2480	C30-7	3000	GE	2/80	42720	393	65	4000	74:18
2481	C30-7	3000	GE	2/80	42721	393	65	4000	74:18
2482	C30-7	3000	GE	2/80	42722	393	65	4000	74:18
2483	C30-7	3000	GE	2/80	42723	393	65	4000	74:18
2484	C30-7	3000	GE	2/80	42724	393	65	4000	74:18
2485	C30-7	3000	GE	2/80	42725	393	65	4000	74:18
2486	C30-7	3000	GE	2/80	42726	393	65	4000	74:18
2487	C30-7	3000	GE	2/80	42727	393	65	4000	74:18
2488	C30-7	3000	GE	2/80	42728	393	65	4000	74:18
2489	C30-7	3000	GE	2/80	42729	393	65	4000	74:18
2490	C30-7	3000	GE	2/80	42730	393	65	4000	74:18
2491	C30-7	3000	GE	2/80	42731	393	65	4000	74:18
2492	C30-7	3000	GE	2/80	42732	393	65	4000	74:18
2493	C30-7	3000	GE	2/80	42733	393	65	4000	74:18
2494	C30-7	3000	GE	2/80	42734	393	65	4000	74:18
2495	C30-7	3000	GE	2/80	42735	393	65	4000	74:18
2496	C30-7	3000	GE	2/80	42736	393	65	4000	74:18
2497	C30-7	3000	GE	2/80	42737	393	65	4000	74:18
2498	C30-7	3000	GE	2/80	42738	393	65	4000	74:18
2499	C30-7	3000	GE	2/80	42739	393	65	4000	74:18

# GONE.....BUT NOT FORGETTEN,

## Part 1



R.I. GP-40, 4717, (now U.P. 648), 246, 236 and 251 are working westbound past the Council Bluffs' R.I. depot on their way to Denver in August, 1975.

Photo by G. B. Davies

88

R.I. U-28-B, 266 (now U.P. 504), GP-40 4706 (U.P. 637), 4337 and 4543 are passing through the U.P. yard eastbound on their way to the R.I. yard on the other side of Council Bluffs on January 28, 1978.

Photo by G. B. Davies



89



R.I. GP-40, 363 (now U.P. 621), 4714 (U.P. 645) and 255 are westbound passing the long since closed R.I. depot in Council Bluffs on July 15, 1979.

Photo by G. B. Davies

90