

# List of Caboose Numbers

For a current list of existing retired UP cabooses compiled by Roger Kirkpatrick [CLICK HERE](#)

The following list of caboose numbers was compiled by Hilding Larson, UPHS Boardmember

Pre 1885 there were 17 different divisions of the UP and each had their own numbering system. With interchange starting there was number confusion so in 1885 a standardized plan for all cars & engines was adopted. Blocks of numbers were assigned allowing for growth. Each of the subsidiary operating companys has it's own number series which were integrated to the UP system in the 1920's. In 1959 another renumbering took place.

Pre 1885	1885-1959	Post 1959	Class	Owner	Built	Coments
1500-1520	1500-1524			Denver ,South Park & Pacific		
1575-1580	1575-1599			Kansas Central		
1604-1622	1600-1721			Utah & Northern		
1722-1724	1722-1724			Utah Eastern		
1735-1745	1725-1774			Colorado Central		
1775	1775-1779			Omaha & Republican Valley		
	1800-1824			Omaha, Nebraska & Black Hills		
	1825-1829			Echo & Park City		
1830	1830-1834			Salt Lake & Western		
1835-1846	1835-1899			Oregon Short Line		
2000-2186	2000-2499			Union Pacific		
	3300-			LA&SL		
	3500-			OWR&N		
	2300-2359			UP	1905	39'
	2375-2394			UP	1905	40'
	3029-3054			UP	1903	
	3275-3282		Transfer	UP	1930-39	30'
	2280-2524		CA	UP	1907-14	
	3056-3147		CA	OSL	1907-14	
	3538-3618		CA	OWR&N	1907-14	
NOTE 1.	2525-2549	25700-258XX	CA-1	UP	1918	Mt Vernon
	2550-2599	"	CA-1	UP	1918	AC&F
	2600-2644	"	CA-1	UP	1920-21	PC&F
	2645-2675	"	CA-1	UP	1923	Mt Vernon
	2676-2699	"	CA-1	UP	1924	OWR&N
NOTE 2.	3200-3274	"	CA-1	UP	1924	OWR&N

NOTE 3.	3149-3162	"	CA-1	OSL	1914	STD Steel
	3163-3172	"	CA-1	OSL	1923	Mt Vernon
	3173-3192	"	CA-1	OSL	1924	OWR&N
NOTE 4.	3340-3344	"	CA-1	LA&SL	1916	Pullman
NOTE 5.	3345-3351	"	CA-1	LA&SL	1918	Mt Vernon
NOTE 6.	3352-3363	"	CA-1	LA&SL	1918-21	LA&SL
	3373-3375	"	CA-1	LA&SL	1921	LA&SL
	3376-3380	"	CA-1	LA&SL	1923	Mt Vernon
	3381-3420	"	CA-1	LA&SL	1924	OWR&N
	3619-3623	"	CA-1	OWR&N	1923	Mt Vernon
	3624-3631	"	CA-1	OWR&N	1924	OWR&N
	3700-3799	25000-25099	CA-3	UP	1942	
	3800-3899	25100-25199	CA-4	UP	1944	
	3900-3999	25200-25299	CA-5	UP	1952	
	4000-4099	25300-25399	CA-6	UP	1956	
		25400-25499	CA-7	UP	1959	
		25500-25599	CA-8	UP	1964	
		25600-25699	CA-9	UP	1967	
		25700-25799	CA-10	UP	1975	
		25800-25899	CA-11	UP	1979	
		24500-	CA-13	UP		Ex Rock Is.

NOTE 1. Remaining CA-1's in 1959 were renumbered 25700-258XX

NOTE 2. Built as 2700-2722

NOTE 3. Built as 799-812

NOTE 4. Built as 4276-4280

NOTE 5. Built as 4281-4286

NOTE 6. Built as 4288-4299

The following information was supplied by Don Strack

There were only four side door CA-1 cabooses: UP 2612, 2640, 25766 (renumbered from UP 2624), and 25817 (renumbered from OWR&N 3238), plus two non standard cabooses, UP 2137 and 2269. I have not seen photos of UP 2624 or OWR&N 3238 to confirm whether or not they had side doors.

The remaining wood cabooses were renumbered into the 25000 series between 1962 and 1965.

The last CA-1 was retired in 1971. Below are the quantities retired in 1962-1971

1962 – 52

1963 – 44

1964 – 31

1965 – 35

1966 – 21

1967 – 8

1968 – 6

1969 – 0

1970 – 2

1971 – 1 (UP 25766, the last one, now preserved in Ogden, Utah)

### **Specific info on the steel CA-3 to CA-10 From: Dick Harley**

The U.P. steel cupola cabooses can most easily be put into three categories - CA-3 & 4; CA-5, 6 & 7; and CA-8, 9 & 10.

#### **CA-3 & 4 –**

Riveted sides (9 panels) and roofs (plain raised panels). Ladder extensions above roof are flat steel bar. 12 cupola handrail mounts (after CA-3 removed running board).

#### **CA-5, 6 & 7 –**

Riveted sides (9 panels) and roofs (diagonal panels). Ladder extensions above roof are round steel rod. 12 cupola handrail mounts. Toilet window lower on CA-7.

#### **CA-8, 9 & 10 -**

Welded sides (8 panels). Roofs are diagonal panels (CA-10 welded). Ladder extensions above roof are round steel rod. No ladder or running boards on CA-10. 6 cupola handrail mounts (CA-8 & 9). Low toilet window. Trucks closer to ends, and straight step side panels.

No two classes are identical. For further details like brakewheel staffs or end bracing, see the "U.P. Modeler", Volume 2. Some details like tool box doors, trucks, air reservoir location, stove stack, etc. seemed to have varied car to car during their lifetimes.