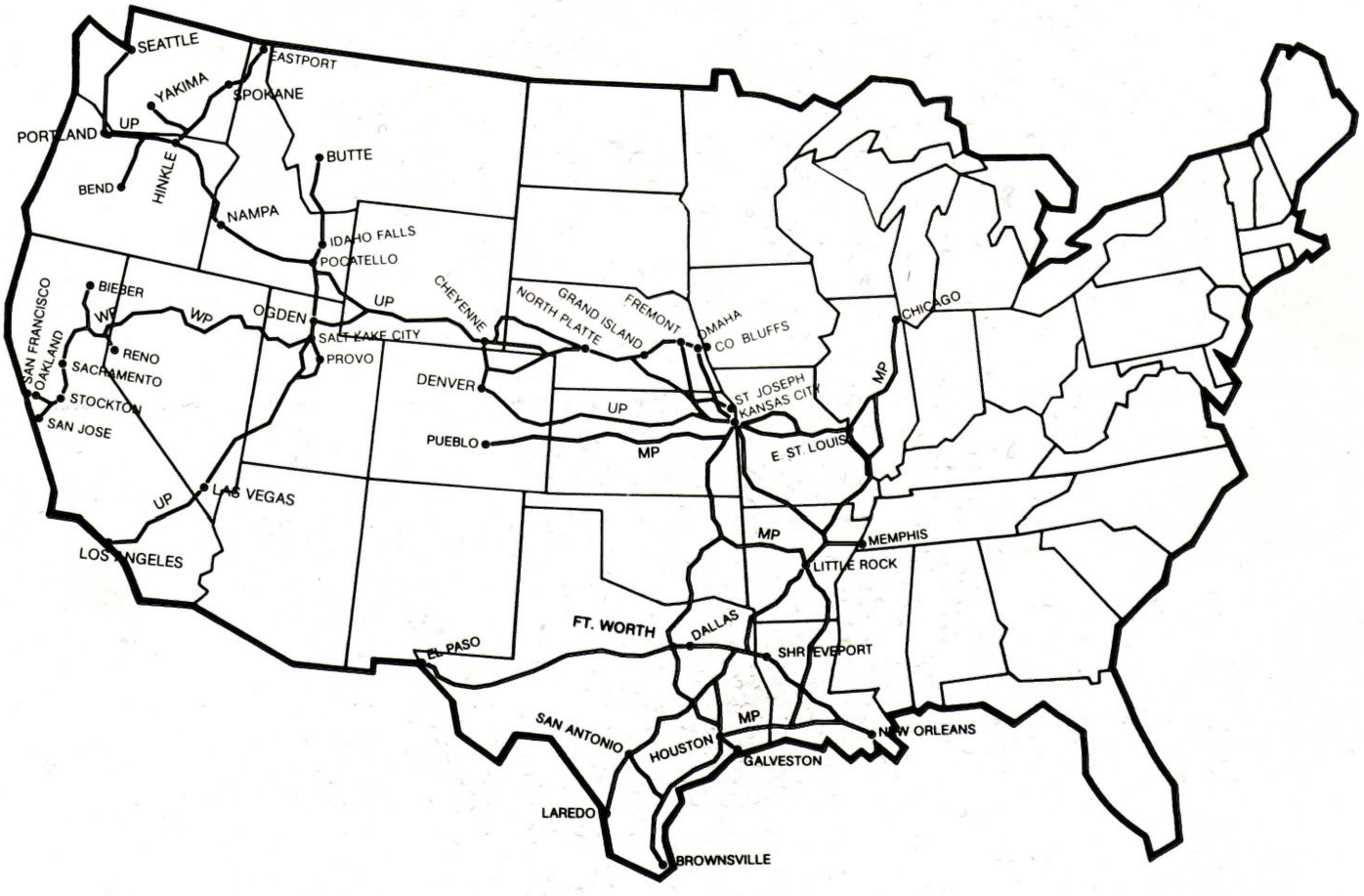
ON THE SYSTEM

The Official Publication of the UNION PACIFIC RAILROAD HISTORICAL SOCIETY

Volume 1, Number 2, February, 1980

U.P.-M.P.-W.P. MERGER ANNOUNCED



On January 8, 1980 it was announced that the board of directors of both the Union Pacific Corporation and the Missouri Pacific Corporation had approved, in principle, an agreement upon which the two corporations would merge. On January 21, 1980 this same announcement was made in regards to the Union Pacific Corporation and the Western Pacific Railroad. Within two weeks the railroad community was hit with these two announcements.....both involving the Union Pacific Railroad. What this means in terms of physical property is this: the Missouri Pacific Railroad has approximately 11,500 miles of track in 12 Mid-West and Mid-South states, a fleet of almost 55,180 freight cars and maintains a stable of just over 1300 locomotives; the Western Pacific Railroad has a little over 1700 miles of track in California, Nevada and Utah, a fleet of over 6100 freight cars and utilizes just over 140 locomotives; the Union Pacific

Continued to page 4.

UNION PACIFIC RAILROAD HISTORICAL SOCIETY

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COVER PHOTO —

Map showing the combined Union Pacific - Missouri Pacific - Western Pacific rail network. This system will cover over 22,700 miles of track in 21 states.
Map courtesy of Union Pacific Railroad

EDITORIAL

Merger is not a new concept for the Union Pacific Railroad, or the majority of other railroads in the United States. The Union Pacific Railroad, as it is known today, is a direct result of mergers and acquisitions. Consider the Union Pacific Railway, Oregon Short Line, Oregon-Washington Railway and Navigation Company and the Los Angeles-Salt Lake. The combining of all these railroads, plus other smaller ones, was essentially a merger. Union Pacific's record over the past 80 to 90 years speaks for itself as to the sucess of these earlier mergers and acquisitions.

Today, more than just track and business have to be taken into account when considering the possible success of a partnership. The Missouri Pacific has natural resources along with a fast growing, well run rail network. The Western Pacific has a route leading through central California to the Bay area and the ports of Oakland and San Francisco. The Missouri Pacific serves areas of the Mid-West not served by the Union Pacific. The Missouri Pacific also serves the Gulf Coast ports of New Orleans, Houston and so on.

Although the Missouri Pacific alone would be a great combination with the Union Pacific but add to that the Western Pacific and you have the potential of, not the largest rail network, but certainly one of the most successful rail networks. The potential here is overwhelming without being monopolistic. Let's face it, competition is the name of the game and the Union Pacific has always been a very competitive and aggressive railroad. Their success is a direct result of this attitude and their future depends on the continuing efforts in this area. Sure the Union Pacific has some of the best track work, so they can run some of the fastest freights without many of the problems speed creates. The object being the ability to get from point A to point B in the least amount of time and cost and do it every day. This ability provides the Union Pacific with a good competitive edge.

Now add to what the Union Pacific has by joining forces with the Missouri Pacific, an even larger rail network than the U.P., and you have a potential for success for the future as larger, more competitive rail networks evolve through mergers to compete with the Union Pacific.

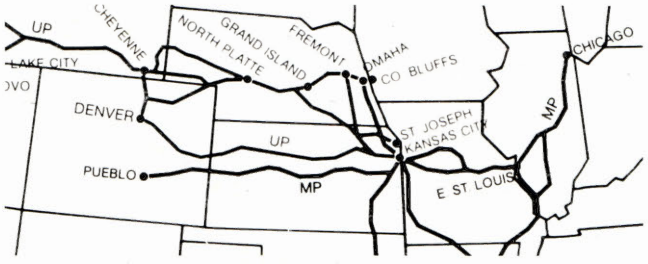
The Missouri Pacific is, by no means, a road mishandled. It is very successful in its own right. Its trackage is in good shape as is the motive power and rolling stock. Neither, for that matter, is the Western Pacific. Both roads have been making money when other have not.

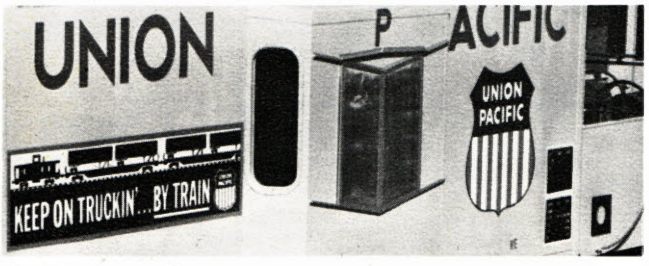
What will evolve out of the merged roads as far as one total railroad is concerned? It has been thought the Western Pacific will become the "Western District" of the Union Pacific or a subsidiary similar in nature to the Spokane International. Equipment might slowly be changed over to U.P. markings and colors, as the S.I. equipment did. But it will always be the Western Pacific as the Spokane International is still refered to as the S.I. At the other end the Missouri Pacific will probably be kept in tact. Equipment, motive power and facilities will probably all remain marked as such. I don't see any changes in paint or track. It will probably be the Missouri Pacific for years to come.

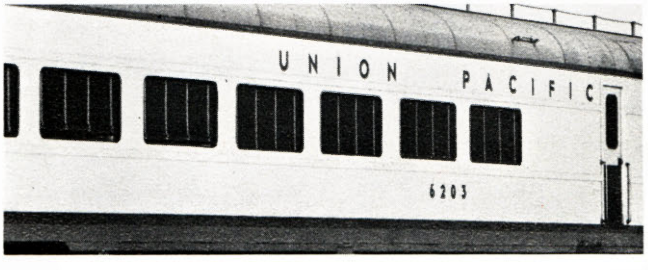
This merger will probably be the most closely watched, talked about and ultimately the most successful for years to come. It can't be anything else.....not when you consider who is merging with who.

TABLE OF CONTENTS

Volume 1, Number 2, February, 1980







NEXT MONTH

- SPECIAL TRAINS AND SPECIAL POWER
- 1980 LOCOMOTIVE PROGRAM
- RETAINED PASSENGER CARS, Part 3

NEWS BRIEFS

- Union Pacific Corporation 1979 earnings of $382.5 million set a new record for net income. This is an increase of 45 percent over net earnings for 1978. The railroad contributed $43.1 million to that figure with rail net income up only 10 percent over 1978 figures. Champlin Oil made the majority of the increase in net income surpassing the railroad for only the second time since the corporation was formed.
- Arriving in February were more SD-40-2's to add to those already received in January. The rest of the 1980 order from EMD will be expected in March. Units **3702, 3704, 3708, 3710, 3714, 3716-3731** have been received through 2/19. All were built under master builder number **796297.** There will be a total of 110 units in this order. Units **3695, 3696, 3699, 3701-3715** were all delivered minus reflective lettering and striping which EMD reportedly was having difficulty in appling.
- GE C-30-7's **2463-2485** have been received through the 19th of this month. This adds to the 3 units received in January. The 1980 order from GE will total 40 units when completed by next month. Builder numbers started with **42700** and will run through **42739**.
- Units retired in January were **76B** and **82B** both of which were DD-35's, GP-9's **210, 253** and **330** and finally NW-2 **1063.**
- General Electric purchased GP-7 **111** and GP-9's **230** and **286** in January.
- Precision National Corp. purchased GP-9's **147, 334, 348**, GP-9B's **347B**, SD-24B's **428B** and **431B**, plus GP-20 **473** in late January.
- Naporano Iron and Metal of Jersey City, NJ purchased GP-9's **174** and **349**, and GP-20 **489** in February of this year.

Westbound SD-40-2, **3369**, leads 3 W.P. and a trailing U.P. unit over the Green River bridge, just west of Green River, WY on September 4, 1979. Photo by G. B. Davies.

Continued from page 1.

Railroad has over 9500 miles of track in 13 Mid-West and Western states, a fleet of almost 1600 locomotives and over 69,000 freight cars. Combining these three railroads into one will result in a rail network of over 22,700 miles of track in 21 states, a total freight car fleet of over 130,500 cars and a locomotive fleet of approximately 3040 locomotives.

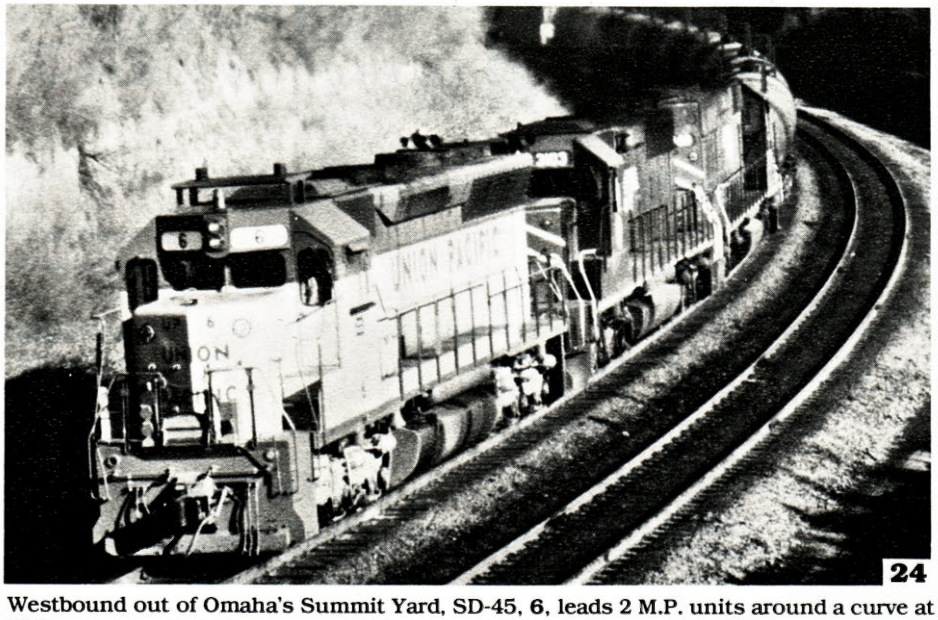
This new rail network would extend from Chicago, Memphis, St. Louis, Omaha and Kansas City to all major West Coast ports, except San Diego, and extend to the Gulf Coast ports of New Orleans, Houston and Galveston. This rail network would also extend from Mexico to Canada and interchange with the Mexican railroad system at El Paso, Brownsville and Loredo and stretch north to Eastport, WA to interchange with the Canadian Pacific Railway.

The entire merger process will take time to work through all of the channels necessary. Unlike some mergers and merger attempts of the past, the ICC has certain time limitations that have to be adhered to. The ICC can take upto 30 months to complete its ruling on any merger, but no longer, once the application for merger has been filed. The major steps in the process are approval of the merger agreement by each respective board of directors and stockholders, then application to the ICC has to be filed. After filing interested parties can challenge, support or seek amendments to the merger agreement by filing legal breifs. An administrative judge will also hold hearings on the merger during this time. From the time of filing to the end of all hearings and filings of legal breifs the time period can not exceed 24 months. During the next 6 months the ICC can make its final ruling on the merger. The time period can be shorter, but no longer.

At this time two other major mergers are being considered by the ICC. That of the BN-Frisco and the Chessie System involving the B&O, C&O, SCL and L&N. Other merger proposals are certainly to surface now and the look of things to come is a massive reorganization of the U.S. railroads through mergers.

The resulting UP-MP-WP system will be the third largest in the U.S. The BN-Frisco system, if approved, will be number one with 29,600 miles of track. The Chessie System, if approved, will be number two with 26,600 miles of track. The UP-MP-WP system will be 22,700 miles long.

With the current mergers announced and those that come in the near future as a direct result of the U.P.-M.P.-W.P. merger it seems likely that this merger will be accepted and approved by the ICC, but only after all the votes have been taken from the other railroads affected by this merger. If this merger is as well thought out as it seems to be the resulting rail system will probably be one of the finest in the United States.



Westbound out of Omaha's Summit Yard, SD-45, **6**, leads 2 M.P. units around a curve at 30th street to start the westward trip to North Platte. Photo by G. B. Davies

CA-11/12 CABOOSE PROGRAM

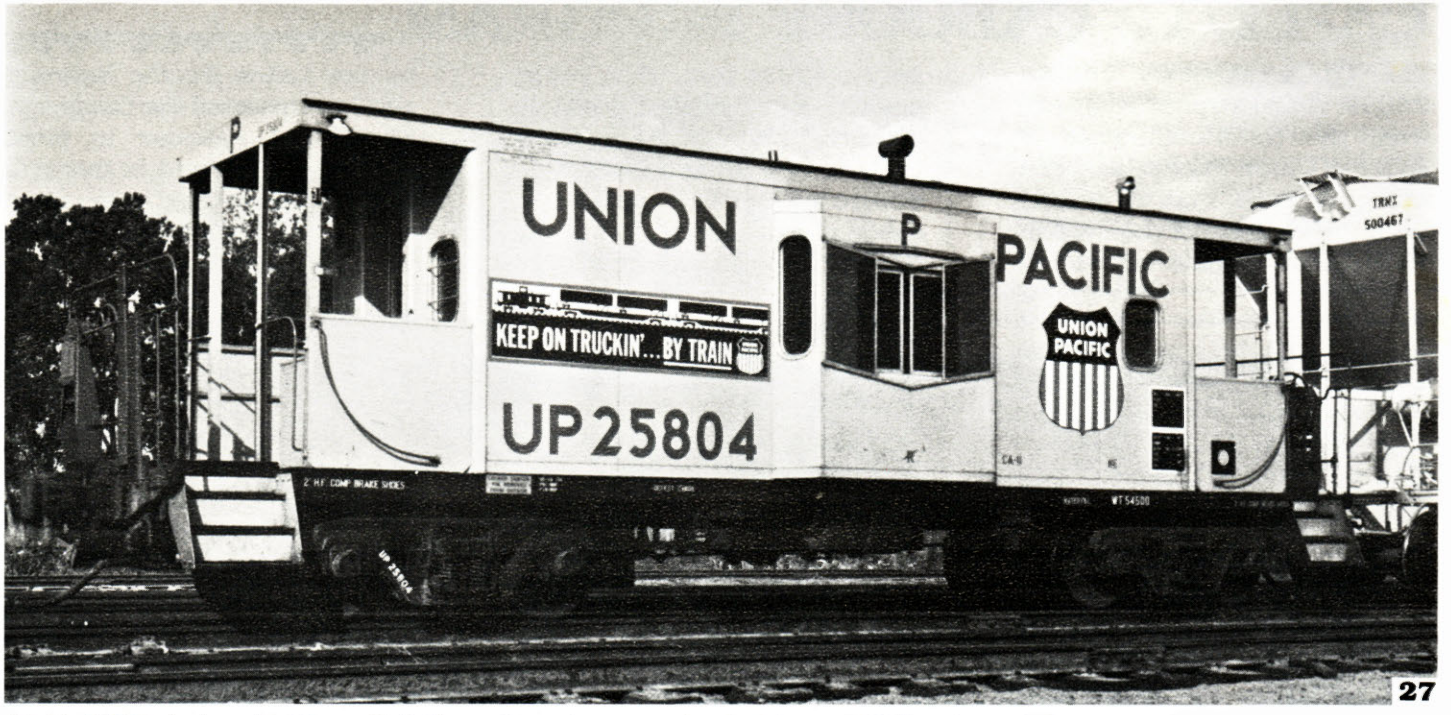
The CA-11 caboose, **25800-25899**, is an extreme departure from the traditional style of caboose Union Pacific has been using for more than 30 years. With the creation of the CA-3 in 1948 Union Pacific has veried only slightly from that initial design. But due to changes in operating styles and the rising costs of new equipment a more economical and versatile caboose was needed. Hence the CA-11 caboose was developed by the Union Pacific Railroad and International Car Company. The CA-11 caboose is most strickingly different in that it is a bay window type rather than the coupola style of so many years. Other new features

25

CA-11, **25875**, and CA-12, **25842**, are seen here on display in Council Bluffs, IA in February, 1980. Photo by G. B. Davies

26

CA-11, 25813, is seen here, August 11, 1979, on the Council Bluffs caboose track being readied for use right after delivery. Photo by G. R. Cockle



CA-11, **25804**, is departing Council Bluffs westbound one morning in February, 1980 at the end of a grain extra. Photo by G. B. Davies

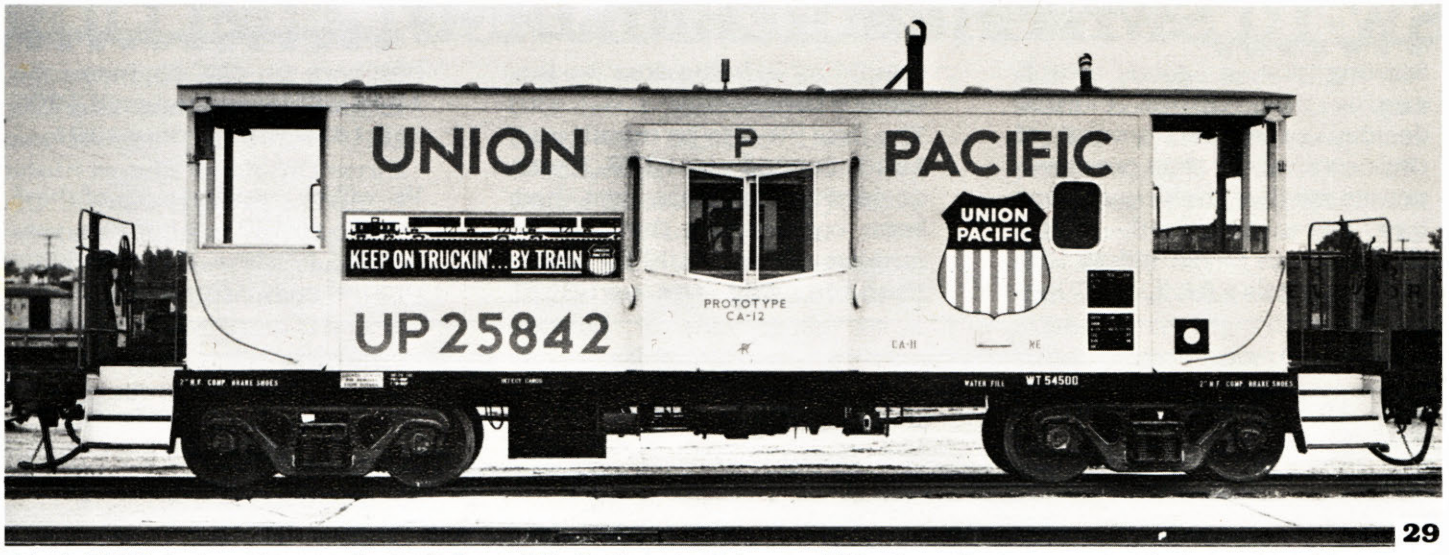
CA-11, **25896**, at Council Bluffs on October 16, 1979. Note slogan is new for these cabooses and not the standard slogan most were receiving right after delivery. Photo by G. R. Cockle

include a compact body design much shorter than other bay window types of the past several years.

Over the road performance for these new cabooses is good. Even though the coupola has been replaced by the bay window the train crews can watch their trains better and more quickly access signal and brake equipment problems. Over all the CA-11 has provided the Union Pacific with a good all around caboose.

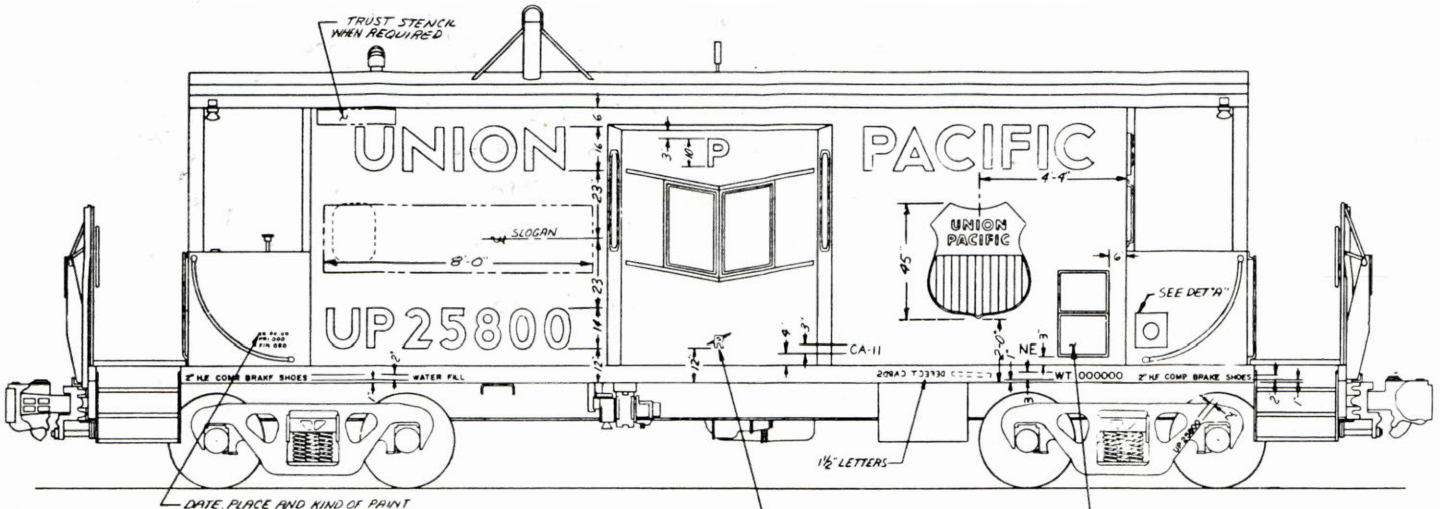
Striving for better equipment the CA-12 caboose has been evolving. CA-11 **25842** has been worked up with changes to that of the CA-11 and will provide a test bed for the next order of bay window cabooses.... the CA-12.

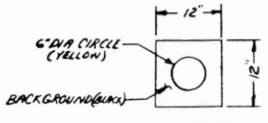
For a closer look at the CA-11 caboose and the prototype CA-12 please refer to George R. Cockle's book CA-11 CABOOSES available through Overland Models, Inc., RR12, Box 445, Muncie, IN 47302.



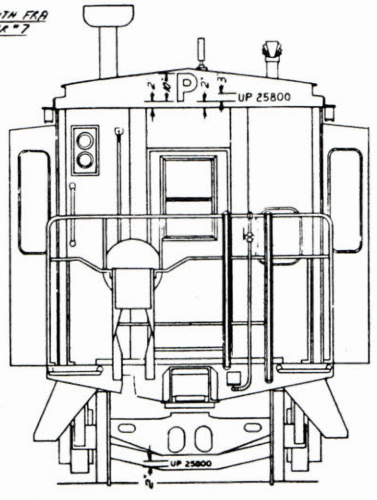
CA-12, **25842**, is shown here on display in Council Bluffs, IA during February, 1980. These displays are set-up for inspection of the caboose after modifications were made to the original car or as each new modification is made. Photo by G. R. Cockle

CA-11 PAINTING AND LETTERING DIAGRAM





DETAIL "A"
IN ACCORDANCE WITH FRA EMERGENCY ORDER "7



LETTERS AND FIGURES..... Scotchlite Ruby Red Reflective Material
Union Pacific - 16" lettering
UP and figures - 14" lettering
#29 Red stencil paint for all other markings

BODY, SIDES & ENDS..... Armour yellow

UNDERFRAME & TRUCKS..... Black

ROOF..... Red freight car

SAFETY APPLIANCES..... Red enamel
Platform railing
Hand brake
Handholds

INTERIOR..... Light green

———Union Pacific diagram

SW-10 SWITCHER REBUILDING

Striving for a good switch engine the Union Pacific decided to rebuild several of their own rather than purchase new as much of their equipment has been acquired. The decision was to rebuild 15 SW-9's, **1825-1866.** This rebuilding is being done by the Omaha shops.

The first SW-9 to be rebuilt was **1848.** Second was **1839.** It was decided after these two had been constructed that a new number series would be better than leaving the original numbers on the engines. So **1848** will be renumbered **1200** and **1839** will become **1201.**

We will be covering more of these rebuilt SW-10's later this year hoping to show the rebuilding process as closely as we can.

30

SW-10, **1848**, is sitting here between testing in the Omaha Yard on September 17, 1979 right after it was completed by the Omaha shops. Since testing more modifications have been made to the other SW-10's as they have been completed. Photo by G. R. Cockle

31

SW-10, **1839**, is working the Omaha Yard on December 3, 1979 before being released by the Omaha shops for delivery to Portland, OR where the first several, of the 15 scheduled for rebuilding, are to be placed. Photo by G. R. Cockle

ROLLING STOCK ADDITIONS, Part 2

Last month we covered the new coal cars and covered hopper cars received in 1979. This month we will finish this series with the new ore cars and CA-11 cabooses. We have no photos or data on the rebuilt box cars, BF-70-20, **172922-173021**, but will show those when we have photos available for printing.

We have also included a roster of the 1979 and projected 1980/1981 Freight Car Programs.

A new series of ore cars was added to the freight car fleet in 1978 and 1979. 250 cars were built by the Albina car shops located in Portland, OR. Class ORE-100-3, **26500-26749**, were built to handle the ore shipments being made by United States Steel in Wyoming to their plant in Utah. Also added were the new cabooses, class CA-11, **25800-25899**, covered in this issue as a separate feature.

The general painting and lettering of each car series is as follows: BF-70-20-unknown; G-100-19-black body, underframe and trucks, white lettering and yellow rotary end; H-100-17-black body, underframe and trucks, white lettering and yellow rotary end; H-100-18-black body, underframe and trucks, white lettering and yellow rotary end; H-100-19-freight car red body, underframe and trucks and white lettering; CH-100-38-white body and underframe, black trucks and black lettering; CH-100-39-silver body, underframe and trucks and red lettering; ORE-100-3-black body, underframe and trucks and white lettering; and the CA-11 caboose-yellow sides and ends, freight car red roof, black underframe and trucks with red lettering.

32

26550, class ORE-100-3, is one of the 250 new ore cars built by U.P. in Portland, OR. As seen here at Winton Junction, WY, 9.17 miles north of Rock Springs, WY at the junction where U S Steel exchanges their loads for the empties U.P. delivers. This exchange happened on September 4, 1979. Photo by G. B. Davies

CA-11, **25847**, one of the 100 CA-11's received in 1979 and built by International Car Co. for the U.P. Shown here being switched at Council Bluffs in February before departing westbound on another run. Photo by G. B. Davies

33

1979/1980/1981 FREIGHT CAR PROGRAM
AS OF 2/1/80

Car Series	Class	Number in Series	Inside Length (ft-in)	Year Built	Builder	A.R.R. Designation	Capacity (000 lbs)
172922-173021	**BF-70-20**	**100**	**50-6**	**1978/79**	**Albina**	**XM**	**151**
Rebuilt from class BC-70-4 and -5 cars.							
13 cars were rebuilt in 1978 / 87 cars were rebuilt in 1979.							
78750-79149	**CH-100-38**	**400**	**53-3**	**1979**	**A.C.F.**	**LO**	**197**
20665-20689	**CH-100-39**	**25**	**48-11**	**1979**	**G.A.T.X.**	**LO**	**191**
34100-34699	**G-100-19**	**600**	**46-10**	**1979/80**	**Albina**	**GT**	**200**
420 cars were built in 1979 / 180 to be built in 1980.							
Rotary coupler on "A" end only.							
44000-44499	**H-100-17**	**500**	**48-3**	**1978/79**	**Albina**	**HT**	**197**
499 cars were built in 1978 / 1 car (**44498**) was built in 1979.							
Rotary coupler on "A" end only, except **44496-44499** built with rotary coupler on both ends.							
44500-44699	**H-100-18**	**200**	**48-3**	**1979**	**Albina**	**HT**	**195**
Rotary coupler on "A" end only, except **44698 & 44699** built with rotary coupler on both ends.							
40450-41299	**H-100-19**	**850**	**48-3**	**1979**	**Albina**	**HT**	**195**
26500-26749	**ORE-100-3**	**250**	**29-0**	**1978/79**	**Albina**	**GT**	**200**
20 cars were built in 1978 / 230 cars were built in 1979.							
26650-26749 equipped with special Barber-Scheffel High Speed Radial Trucks.							
25800-25899	**CA-11**	**100**	**30-0**	**1979**	**Int. Car**	**NE**	-
Bay window type caboose.							
This series is the first Bay Window type owned by the U.P.R.R.							
215650-215749	**F-100-14**	**100**	**60-6**	**1980**	**Portec**	**FMS**	-
Cars were to be built in 1979 but were not delivered.							
Cars will be built in 1980.							

AUTO-RACKS

134 tri-level and 72 bi-level auto racks were built by Whitehead & Kales for installation on TTX owned flat cars.

1980 PROGRAM

-	**BF-100-20**	**300**	-	**1980/81**	**PacCar**	-	-
173022-173121	**BF-70-21**	**100**	**50-4**	**1980**	**Albina**	**XM**	**154**
To be rebuilt from a previously built class unknown at this time.							
79150-80049	**CH-100-40**	**900**	-	**1980/81**	**A.C.F.**	**LO**	-
80050-80249	**CH-100-41**	**200**	**55-3**	**1980**	**P-S**	**LO**	**197**
80250-80949	**CH-100-42**	**700**	-	**1980/81**	**P-S**	**LO**	-
44700-45899	**H-100-20**	**1200**	**48-3**	**1980**	**Albina**	**HT**	**196**
-	**HK-100-3**	**175**	-	**1980**	**Beth.**	**HK**	-
Maintenance of Way ballast cars.							

AUTO-RACKS

50 tri-level and 75 bi-level auto racks will be built by Whitehead & Kales for installation on TTX owned flat cars for 1980 delivery.

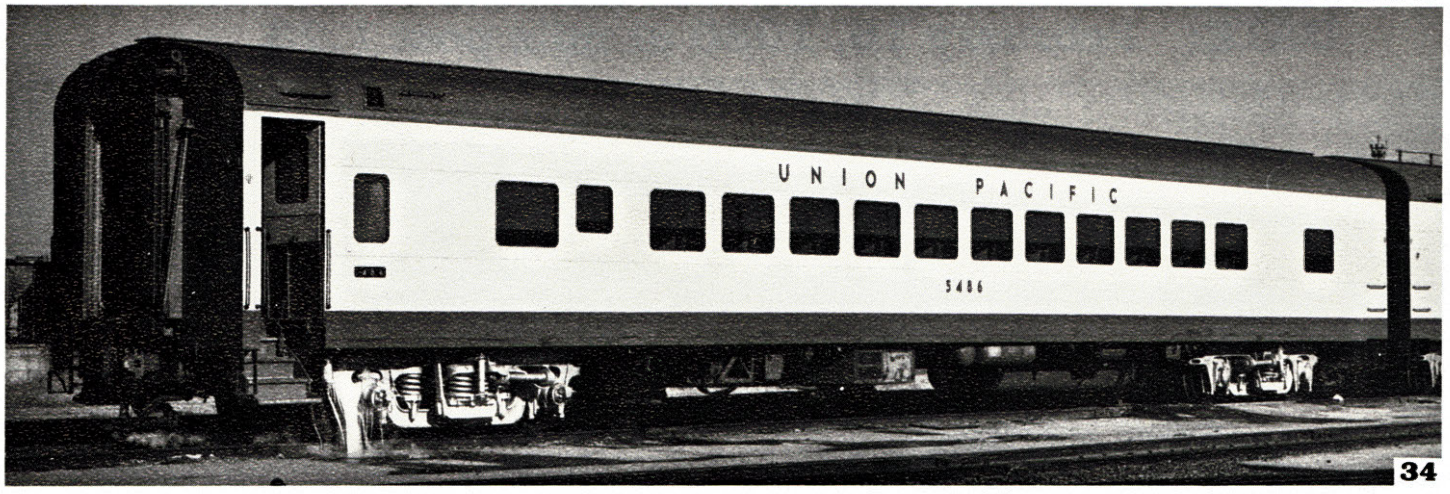
1981 PROGRAM

25900-25999	**CA-12**	**100**	**30-0**	**1981**	**Int.Car**	**NE**	-
Bay window type caboose.							
-	**A-100-18**	**100**	-	**1981**	**PacCar**	-	-
-	**H-100-21**	**400**	-	**1980/81**	**Albina**	**HT**	-
374 cars to be built in 1980 / 26 cars to be built in 1981.							

AUTO-RACKS

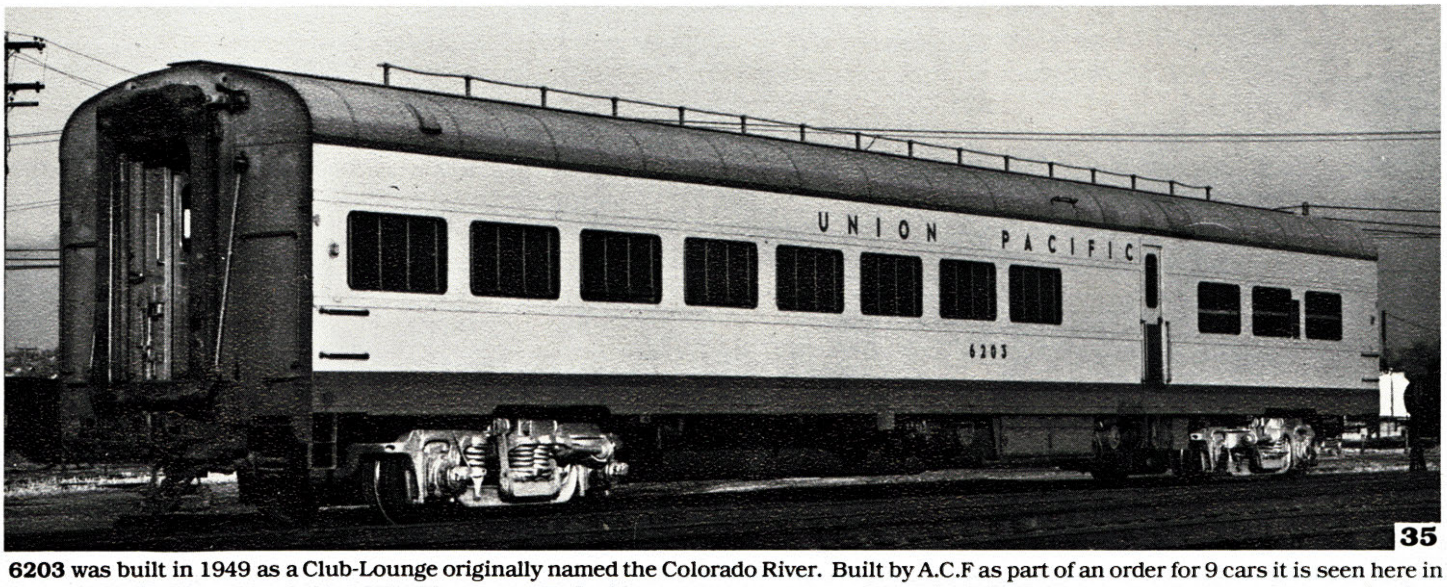
100 tri-level auto racks are to be built by Whitehead & Kales for installation on TTX owned flat cars for delivery in 1981.

RETAINED PASSENGER CARS, Part 2



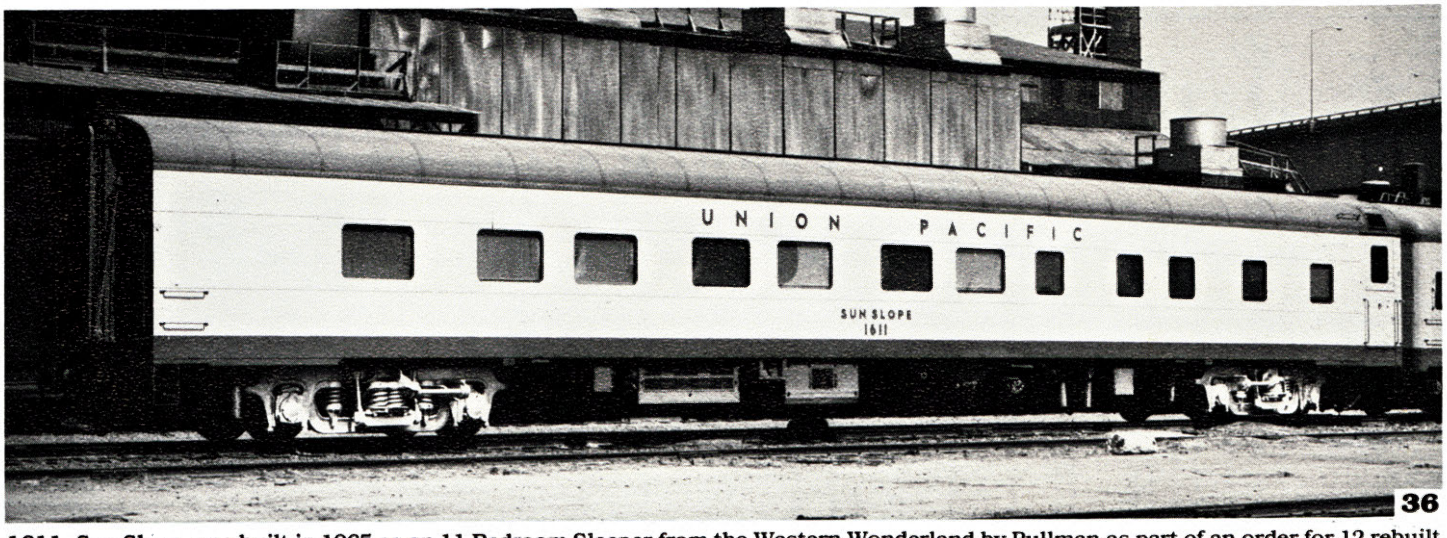
34

5486 was built in 1954 as a 54 seat Coach by A.C.F. as part of an order for 38 cars. Shown here in Council Bluffs on November 29, 1979. Photo by G. R. Cockle



35

6203 was built in 1949 as a Club-Lounge originally named the Colorado River. Built by A.C.F as part of an order for 9 cars it is seen here in Council Bluffs, IA on March 21, 1977. Photo by G. R. Cockle



36

1611, Sun Slope, was built in 1965 as an 11 Bedroom Sleeper from the Western Wonderland by Pullman as part of an order for 12 rebuilt Western series sleepers. Shown here after repainting outside the Omaha shops in February, 1980. Photo by G. R. Cockle

LOCATION: Council Bluffs, IA

DATE: February 16, 1980 at mile post 1.23

2449, C-30-7, leads 6 W.P. units westbound out of Council Bluffs, IA on the CBM in the afternoon of February 16, 1980. Photo by G. R. Cockle