



# ON THE SYSTEM

The Official Publication of the UNION PACIFIC RAILROAD HISTORICAL SOCIETY

Volume 1, Number 6, June, 1980

## LEASED EQUIPMENT COMES HOME FROM THE ROCK ISLAND, Part 2



# UNION PACIFIC RAILROAD HISTORICAL SOCIETY

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### COVER PHOTO —

R.I. 379 leads a westbound Rock Island train over the U.P. main in Council Bluffs on its way to R.I. trackage in Omaha. R.I. 379 was a leased unit but was retired 10/78 by the Rock Island.

Photo by George Cockle.

# EDITORIAL

Rather than address the subject of contributions individually I thought it would be more efficient to address the subject as an editorial so as to let everyone know what we are looking for since so many of you have wanted to know.

What we are looking for is mainly photographic type material. We prefer to use black and white prints, either 5 x 7 or 8 x 10. These seem to be the ideal sizes for our use. Smaller sizes have to be enlarged a great deal when printed causing some minor problems with sharpness and clarity. If you have no way of making prints we can do this for you if you will send us your negatives. The negatives will be returned to you along with a print of each negative we have printed for possible use later in either **ON THE SYSTEM** or in the contents of a future book.

I am sure that most of you take color slides rather than black and white though. We can use slides and have in almost every issue so far. We can convert, photographically, the slide to black and white by producing a black and white negative from the slide. We can work from any color slide, as long as it is an original slide. We will send your slides back to you along with a black and white print of each slide we plan on possibly using in the future. Of course, the better the slide, the better the black and white print that can be made from it.

We can also use color negatives, but not color prints. We print the color negative on special paper which produces a black and white print in one step. We have also used this method to produce prints already included in previous issues.

Photo labs can usually produce good prints from either black and white or color negatives if you do not wish to mail them, but they do not do well with converting slides to black and

white negatives.

Remember, whenever you send photographic material through the mail package it well and mark the outside of the envelope well. We have not experienced any problems using this procedure so don't be afraid to send material to us. If you want you can register the envelope with the post office to ensure its safe delivery.

The subject matter we are looking for can either be action or roster type shots, current or historic. Take a look at what we have already printed to get an idea of what we might be looking for. Remember though, these are your photos so send us what YOU shoot. Everybody has a certain style of shooting they like, and by adding variety we can make this publication better.

In general we are looking for any action shots involving Union Pacific equipment, the older the better. These can be on or off the U.P. system. Roster or single shots should be nose open or uncoupled, either broadside or three-quarter, current or older units. The action shots should show much of the train trailing behind and the more scenery around the better, but don't get the train too far off in the distance.

We are specifically looking for shots of DD-35's A & B, the SD-24m, 99, or any other number it carried, GP-7's, SD-24's A & B, SD-7's, GP-20's, NW-2's, SW-7's, SW-9's, SW-10's, TR-5's and GP-38-2's. We can use any good action shots you might want to send us also. These will be used in our year end Annual. We also need good steam photos either action or still. Also if you have anything unusual we would like to see it for possible inclusion in future issues. If you want to see the contents of **ON THE SYSTEM** improve make your contributions, the sooner the better.

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## NEXT MONTH

- 6900's IN WYOMING
- U.Profile #1: TR-5, 1873A - 1873B
- FREIGHT CARS LEASED TO THE ROCK ISLAND, Part 2

## NEWS BRIEFS

■ Due to the downturn in traffic, there are over 170 units stored serviceable around the system. This represents something like 622,000 horsepower, but with the majority of units being high horsepower units this figure may seem high. Most of the units are stored in either North Platte or Council Bluffs, however, 17 C30-7's are stored in Cheyenne, WY. While the range of models represents a cross-section of Union Pacific's road power, most surprising are the 25 6900's stored in Council Bluffs, IA.

■ The SW-10 switcher program continues with the release of 1206 (ex-1850) in mid June. The 1859 is being built-up to become 1207, while the 1828 is now being stripped and is slated to become the 1208.

■ Scrapped out at the Omaha shops are GP-9, 182, and NW-2, 1050. Both units are slated to be cut-up by the back-shop crews in the near future.

■ The "fast-forties" are having their gear ratios changed from 59/18 to the standard 62/15 gear ratio, along with the replacement of the high speed module, PF-18. As work is accomplished, the units are being renumbered back to their original numbering sequence. The last 25 units, 8075-8099, will remain in high speed service for the time being.

This month we will start an article on this change detailing some of the changes you will be seeing in the near future.

■ The 19 C30-7's leased to the Western Pacific Railroad were returned in mid-June.

■ Recently business/staff car 202, the **Pacific Domain**, was renamed the **Carbarton**.

■ Chief Mechanical Officer, F. D. Accord, retired in June with Mr. John F. McDonough replacing him at that post, effective July 1.



To bring you up to date on the repainting and renumbering of the Rock Island unit the following list is shown to add to the previous roster in the May issue.

R.I. Number	U.P. Number	Date Painted
265	503	5/14
268	506	5/15
269	507	5/19
277	515	5/22
278	516	5/21
279	517	5/16
343	603	5/11
346	606	5/6
354	614	5/1
355	615	5/8
356	616	5/28
364	622	5/5
372	629	4/28
4701	632	5/10
4704	635	5/2
4708	639	5/2
4709	640	4/23
4712	643	4/29
4716	647	5/12

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U.P. 643 (ex R.I. 4712) is seen here in Council Bluffs on April 4, 1980. The only markings on this unit are the 4 number boards. Photo by G. R. Cockle

## LEASED ROCK ISLAND DIESEL ROSTER TTT

### CORRECTION ON DL-415

R.I. 423, DL-415, (not being renumbered into the U.P. system) is seen here in Council Bluffs in storage awaiting disposition on May 4. The previous evening 37 other Rock Island units were delivered to the U.P., most of them are still in storage here in Council Bluffs.

Photo by G. B. Davies

Please note the change in builder date and builder number as corrected from the May issue.



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RI Number	UP Number	Model	Builder	Built	Builder Number	UP Numbered	UP Painted	Note	Remarks
420	-	DL-415	Alco	11/66	3451-6	-	-	-	Unit to be sold
421	-	DL-415	Alco	11/66	3451-7	-	-	-	Unit to be sold
422	-	DL-415	Alco	11/66	3451-8	-	-	-	Unit to be sold
423	-	DL-415	Alco	11/66	3451-9	-	-	-	Unit to be sold
424	-	DL-415	Alco	11/66	3451-10	-	-	-	Unit to be sold

# FREIGHT CARS LEASED TO THE 'ROCK'

This is the beginning of our series on the Rock Island freight cars leased from the Union Pacific and now, because of the demise of the Rock Island, are being returned to the U.P.

This series of articles will show you the complete roster plus photos of the cars in Rock Island paint, intermediate U.P.

paint and finally in formal U.P. paint. Space does not allow us to show you this for every class but only some from each class as an example.

The roster is rather long and involved. Of special note are the box cars as they are somewhat a jumbled mess. Be careful when looking through the roster, it is

not as simple as it may seem. Within a year or two all of the Rock Island cars will be in formal U.P. paint, until then you will see them in intermediate paint, rather obvious ex-R.I., once painted they won't be that obvious so keep an eye open for them.

Rock Island Car Number	A.A.R. Design.	Capacity (000 lbs.)	Inside Length	Built	No. of Cars	New U. P. Class	Union Pacific Car Number
533566-533574	XL	149	50'-6"	1966	9	B-70-13	502741-502749
533575	XL	149	50'-6"	1966	1	B-70-13	502662
33335-33361	XL	149	50'-6"	1966	19	B-70-13	502350-502371
33362	XL	149	50'-6"	1966	1	B-70-13	502641
33363-33367	XL	149	50'-6"	1966	5	B-70-13	502372-502376
33368	XL	149	50'-6"	1966	1	B-70-13	502642
33369-33376	XL	149	50'-6"	1966	4	B-70-13	502377-502380
33378	XL	149	50'-6"	1966	1	B-70-13	502643
33380-33388	XL	149	50'-6"	1966	6	B-70-13	502381-502386
33389	XL	149	50'-6"	1966	1	B-70-13	502644
33390	XL	149	50'-6"	1966	1	B-70-13	502387
33391	XL	149	50'-6"	1966	1	B-70-13	502645
33392-33399	XL	149	50'-6"	1966	7	B-70-13	502388-502394
33400	XL	149	50'-6"	1966	1	B-70-13	502646
33401-33410	XL	149	50'-6"	1966	7	B-70-13	502395-502402
33411	XL	149	50'-6"	1966	1	B-70-13	502647
33412-33416	XL	149	50'-6"	1966	4	B-70-13	502402-502405
33418	XL	149	50'-6"	1966	1	B-70-13	502648
33419	XL	149	50'-6"	1966	1	B-70-13	502406
33421	XL	149	50'-6"	1966	1	B-70-13	502649
33422-33423	XL	149	50'-6"	1966	2	B-70-13	502407-502408
33425	XL	149	50'-6"	1966	1	B-70-13	502650
33427-33428	XL	149	50'-6"	1966	2	B-70-13	502410-502411
33429	XL	149	50'-6"	1966	1	B-70-13	502651
33430-33439	XL	149	50'-6"	1966	7	B-70-13	502412-502418
33440	XL	149	50'-6"	1966	1	B-70-13	502652
33441-33444	XL	149	50'-6"	1966	4	B-70-13	502419-502422
33445	XL	149	50'-6"	1966	1	B-70-13	502653
33448	XL	149	50'-6"	1966	1	B-70-13	502423
33451-33452	XL	149	50'-6"	1966	2	B-70-13	502654-502655
33453-33458	XL	149	50'-6"	1966	6	B-70-13	502424-502429
33459	XL	149	50'-6"	1966	1	B-70-13	502656
33460-33468	XL	149	50'-6"	1966	7	B-70-13	502430-502438
33470	XL	149	50'-6"	1966	1	B-70-13	502657
33471-33476	XL	149	50'-6"	1966	3	B-70-13	502440-502442
33478	XL	149	50'-6"	1966	1	B-70-13	502658
33479-33504	XL	149	50'-6"	1966	19	B-70-13	502443-502462
33505	XL	149	50'-6"	1966	1	B-70-13	502659
33506-33512	XL	149	50'-6"	1966	5	B-70-13	502463-502467
33518	XL	149	50'-6"	1966	1	B-70-13	502660
33521-33525	XL	149	50'-6"	1966	4	B-70-13	502471-502474
33526	XL	149	50'-6"	1966	1	B-70-13	502661
33528-33731	XL	149	50'-6"	1966	148	B-70-13	502476-502639
533335-533565	XL	149	50'-6"	1966	78	B-70-13	502662-502740
					<u>371</u>	<u>B-70-13</u>	



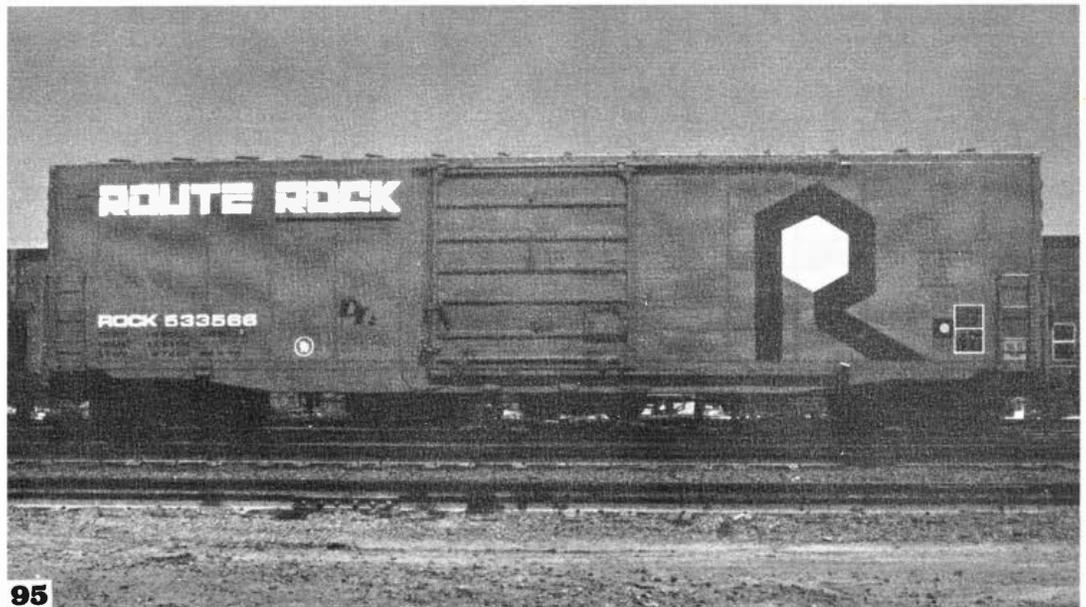
R.I. 33729 is seen here arriving in Council Bluffs in May on a transfer from the C&NW. The car is box car red with white lettering. The car will be renumbered 502637 and probably be repainted into yellow and silver since it has DF equipment.

Photo by G. B. Davies

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R. I. 533566 is found here in the U.P. yard in Council Bluffs in late April. The car is painted in Rock Island blue with black and white lettering. The car will be renumbered 502471 and probably be repainted into yellow and silver.

Photo by G. B. Davies



95



U.P. 502718 was once a blue "Route Rock" car as seen above. The U.P. simply painted over everything except the reporting marks with R.I. blue paint and stenciled, in black, the initials and number. This car was once R.I. 533543.

Photo by G. B. Davies

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Rock Island Car Number	A.A.R. Design.	Capacity (000 lbs.)	Inside Length	Built	No. of Cars	New U. P. Class	Union Pacific Car Number
62900-62999	XL	140	50'-6"	1970	75	B-70-14	502750-502826
562900-562922	XL	140	50'-6"	1970	23	B-70-14	502827-502849
					<u>98</u>	<u>B-70-14</u>	

R.I. 62966 is seen here in April in the U.P. yards at Council Bluffs. The car is painted box car red with white lettering. This car will be U.P. 502816 when renumbered. These cars will be the only "waffle sided" cars on the U.P. Photo by G. B. Davies



U.P. 502824 is shown here in the departure track in Council Bluffs ready to go west. The car is in box car red with white lettering. It use to be R.I. 62997. Photo by G. B. Davies

U.P. 502782 is shown here in April right after it had been repainted by the Omaha Car Shops and is now ready to depart for the west. The car is box car red with white lettering. It was once R.I. 62932. Photo by G. B. Davies



Rock Island Car Number	A.A.R. Design.	Capacity (000 lbs.)	Inside Length	Built	No. of Cars	New U. P. Class	Union Pacific Car Number
34106-34147	XL	187	60'-8"	1966	16	B-100-6	961004-961026
534100-534122	XL	187	60'-8"	1966	23	B-100-6	961027-961049
					<u>39</u>	<u>B-100-6</u>	

R.I. 534105 is one of the 39 B-100-6 class cars the U.P. is getting from the Rock Island. This car is in the blue with black and white lettering scheme. This car will become U.P. 961032 and will probably be painted in yellow and silver when it is formally painted.

Photo by G. B. Davies



100



U.P. 961046 was Rock Island 534119. This car was also painted in blue with black and white lettering as the car above. It now has black lettering on blue as an intermediate paint scheme. Both cars were shot in May in Council Bluffs, IA.

Photo by G. B. Davies

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## ROLLING STOCK ADDITIONS, 1979

### BF-70-20

U.P. 172984 is one of the 100 BF-70-20 class cars rebuilt by the Albina Car Shops in Portland as part of the 1979 Freight Car Program. The car is painted in the yellow and silver scheme with red and black lettering. The car also has a cushioned underframe. Pictured here ready to depart Council Bluffs in early June of this year.

Photo by G. B. Davies



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# STORED POWER

## AS OF JUNE 12, 1980

Almost over night a line of at least a dozen DD-40X, 6900's, was formed in Council Bluffs. These units are now in storage! Stored serviceable, but never the less stored. Seen here is one of the 6900's along with other units in storage in Council Bluffs. This shot was taken in the early part of June.

Photo by G. B. Davies



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The list of stored power is as follows:

Council Bluffs, IA-

71, 72, 73, 74, 76, 77, 79, 81, 93B, 3659, 3661, 3664, 3665, 3667, 3669, 3676, 3679, 3687, 3693, 3694, 3698, 3729, 3731, 3733, 3734, 3736, 3740, 3748, 3749, 3750, 3751, 3755, 3756, 3759, 3761, 3762, 3764, 3767, 3768, 6900, 6904, 6905, 6907, 6910, 6911, 6912, 6913, 6914, 6915, 6916, 6918, 6919, 6920, 6922, 6924, 6926, 6928, 6929, 6934, 6936, 6937,

6939, 6943, and 6944.

North Platte -

502, 503, 506, 507, 512, 514, 516, 518, 519, 702B, 709B, 715B, 717B, 722B, 724B, 733B, 735B, 737B, 739B, 1400, 1401, 1402, 1405, 1406, 1407, 1408, 1409, 600, 604, 606, 608, 614, 615, 622, 628, 629, 632, 635, 639, 746, 747, 2402, 2430, 2432, 2433, 2434, 2436, 2442, 2443, 2444, 2445, 2446, 2447, 2449, 2453, 2455, 2457, 2459, 2804, 2829, 2900, 2906, 2914, 2924, 2949, 2951, 2952, 8006, 8011,

8027, 8036, 8039, 8044, 8048, 8082, 8095, and 8097.

Cheyenne -

2461, 2464, 2466, 2467, 2468, 2470, 2472, 2475, 2476, 2479, 2480, 2483, 2485, 2488, 2489, 2495, and 2497.

Omaha -

1403, 2460, 2462, 2463, 2465, 2473, 2474, 2477, 2481, 2482, 2486, 2487, 2498, 2469, 2471, 2478, 2484, and 2496.

That covers all of the stored serviceable units as of June 12, 1980.



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Along with the 6900's, brand new power, just months old, were appearing in the storage lines almost on a daily basis. Just across the tracks from the above photo more units are in storage. As one can see the brand new units have been sealed to keep out dust and moisture.

Photo by G. B. Davies

## SW-10 SWITCHER PROGRAM, Part 2



**105**

SW-10, 1200, (ex 1848) is switching in its new home in Portland, OR. All of the first SW-10 switchers have gone to work in Portland after first having been broken-in in the Omaha yards. Photo by Ben Fredericks



**106**

SW-10, 1201, (ex 1839) was renumbered in Omaha when it was decided to create a new number series just for the SW-10's. 1200 was already in Portland and was renumbered there. 1201 is seen here in the Omaha yard on April 13. Photo by G. R. Cockle.



**107**  
SW-10, 1202 (ex 1866) was caught on a rainy day, February 22, outside the Omaha Shops awaiting possible adjustments while it was being tested before it was sent to Portland. 1202 was finished on January 25, 1980. Photo by G. R. Cockle



**108**  
SW-10, 1203 (ex 1864) was found in Council Bluffs on May 7, 1980 ready to be sent to Portland for permanent duty. 1203 was completed on March 9, 1980. Photo by G. B. Davies

# GONE.....BUT NOT FORGOTTEN, Part 2



R.I. 4708 (U.P. 639), a GP-40, is westbound through the U.P. yards in Council Bluffs, IA in August, 1974. The R.I. had joint trackage rights over the mainline and bridge over the Missouri River and a little farther west until they picked up their tracks again in South Omaha.

Photo by G. B. Davies

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R.I. 4713 (U.P. 644) is moving lite westbound to the U.P. yard in Council Bluffs to pick-up a cut of cars on April 14, 1979 around 2:20 in the afternoon. This unit is now located, in storage, only a couple of miles west of here in the U.P. yard.

Photo by G. B. Davies



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R.I. 4704 (U.P. 635) is awaiting its next assignment in the Rock Island diesel service area in Council Bluffs on March 10, 1979.

Photo by G. B. Davies

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