

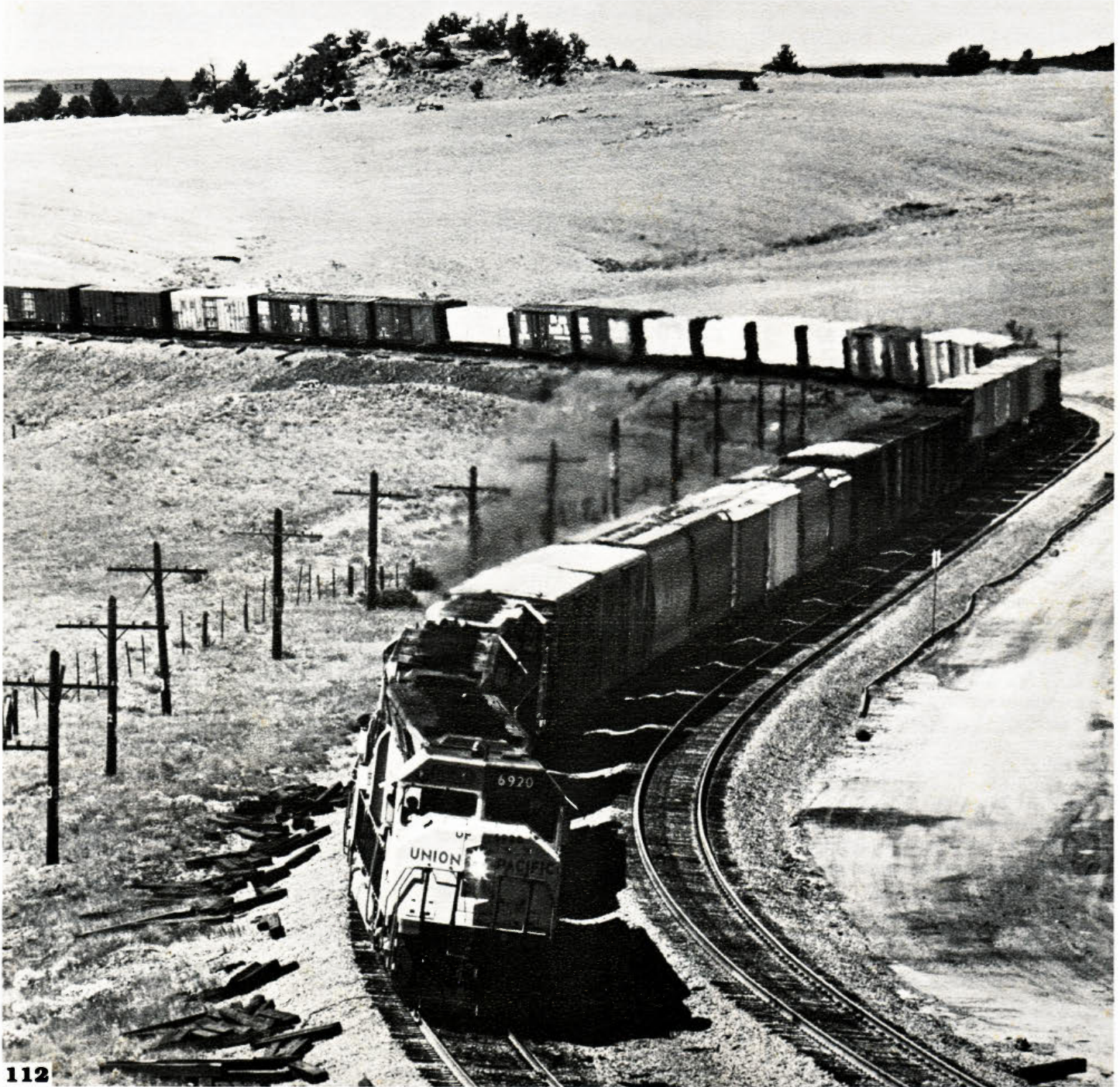


# ON THE SYSTEM

The Official Publication of the UNION PACIFIC RAILROAD HISTORICAL SOCIETY

Volume 1, Number 7, July, 1980

## 6900's IN WYOMING



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# UNION PACIFIC RAILROAD HISTORICAL SOCIETY

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## COVER PHOTO —

A brace of 3 6900's attacks Sherman Hill on their eastbound journey September 2, 1979. Sherman Hill proper is only to the right by a mater of feet.

Photo by G. R. Cockle

# EDITORIAL

From time to time we will inadvertently print information that is incorrect. It is not our intention to do so. The reason that this happens is related to the speed in which we try to present current happening and the fact that we have not the time to thoroughly and absolutely check out all of the facts and figures we are presenting. We will endeavor to correct the errors as soon as we are aware of them, as we have already demonstrated.

Our intention is to present current happening as soon as they happen so you can be aware of what is happening on the Union Pacific Railroad in regards to equipment or new policies effecting equipment. To do this we sometimes have to use information that might be subject to error. This is a problem but we feel it is important enough to present the events first and try to provide as correct as possible facts at that time. Then as errors are found, checked against our information and agreed to we will print a correction and try to bring your attention to it.

Our sources are, for the most part, reliable but everyone is subject to making errors. Our biggest problem is providing correct builders dates and builders numbers of new equipment or used equipment new to the U.P. (ex- R.I.). The only absolute source is the builders plate and an on-site inspection of such to determine

what is stamped on it. We feel for this type of builder information the builders plate is the only reliable and unchangeable source. But as you could well imagine this is nearly impossible to do for every unit. Especially older units where builder plates have been removed for one reason or another. So here we have to rely on other sources of information to provide us with the facts we need. When we do use some other source we try to at least cross check it against another source for errors. But sometimes this can't even be done. The problem has been compounded recently in regards to builder dates. As one will notice the builder dates are not consecutive as they sometimes have been in the past. Whether this is due to a change in policy at the builder or just what the reason is we don't know. If anyone has the answer please tell us because we would like to write an article concerning builders plates and related identifications on units and we would like to include any new policies the builders have in regards to how and why builder dates and numbers are assigned.

Needless to say if you find we have made an error please bring it to our attention as soon as possible. We can usually catch the errors ourselves but if you have information more accurate than ours please bring it to our attention and we will make the corrections as soon as possible.

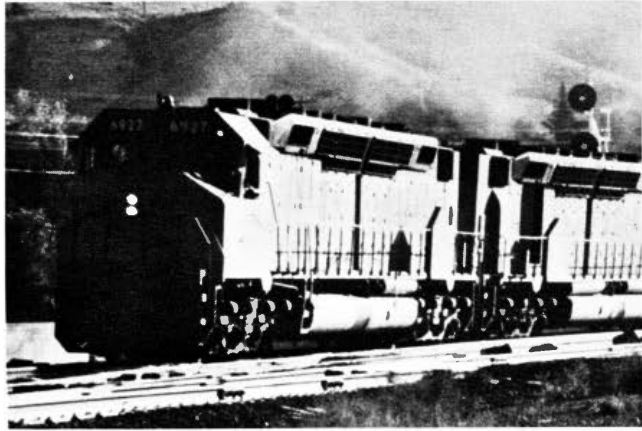


Is it 3638 or is it 3683? Brand new SD-40-2, 3683 came from EMD numbered this way. So you see we are not the only ones who make mistakes. Photo by G. B. Davies

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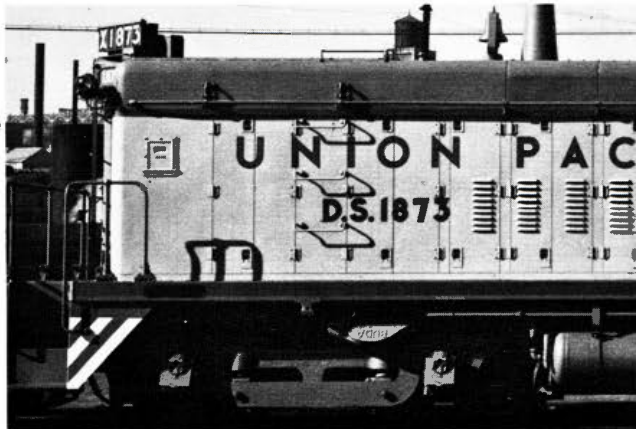
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6900's in Wyoming

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U.Profile:  
TR-5,  
1873A-1873B



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Freight Cars  
Leased  
to the  
Rock Island,  
Part 2

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## NEXT MONTH

- HISTORY OF THE SPOKANE INTERNATIONAL RAILROAD
- FREIGHT CARS LEASED TO THE ROCK ISLAND, Part 3
- FAST FORTY RENUMBERING

## NEWS BRIEFS

■ New painting and lettering instructions call for no road numbers to be placed under the shield on the cab. Exceptions to these instructions are the Centennials, E-units and the new SW-10 switchers. Also, the vertical handrails, leading edges of the steps and grab irons will be painted Armour Yellow, except on switchers and E-units.

We will be covering this recent change to painting and lettering policy in an article within the next couple months.

■ Sold to Naporano Iron and Metal in June were DD35-B's 78B, 79B and 86B.

■ The repainting of the returned Rock Island locomotives continues with 34 units now in Armour Yellow. Most are stored serviceable at North Platte with a few in Salt Lake City. There are 33 ex-Rock Island units stored unserviceable in Council Bluffs awaiting classification and repairs. Six of the units in Council Bluffs are awaiting retirement, the 5 DL-415's and 1 U-28-B.

■ Sold to Precision National Corp. during July were GP-9's 171 and 186, NW-2's 1063 and 1078 and DD-35B 91B.

■ Naporano Iron and Metal of Jersey City, NJ purchased GP-9's 141, 203, 312 and 325 during the month of July.

■ Purchased by Bargins Galore of Portland but shipped to J. Simon and Sons, Tacoma were NW-2, 1025, GP-9, 158, U-28-C's 2800 and 2809 all during the month of July.

■ Rail Car Corp. bought both GP-9, 210 and U-28-C, 2805 during the month of July also.

■ UP 1207 (ex 1859) was released from the Omaha shops on July 14th.

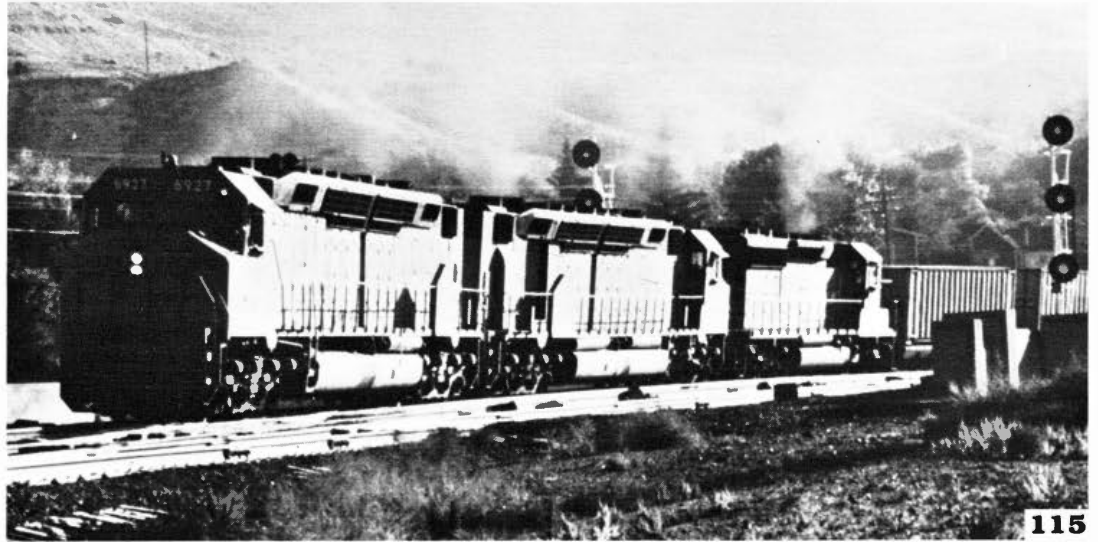
■ SW-10, 1205, was sent to Albina, Oregon (Portland) on the 16th of July.



On the morning of September 6, 1979 an eastbound van train lead by 6910 over took a coal drag at Laramie, WY. Photo by G. B. Davies

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In the early morning light of September 5, 1979 a van train with 6927 passes through Green River on its way west. Photo by G. B. Davies



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DD-40X, 6934, in the company of 2 8000's is moving eastbound at a rather good pace on September 5, 1979 just west of Rock River. Photo by G. B. Davies

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**DD-40X, 6936** is west-bound with a van train just east of Rawlins, WY on September 5, 1979.  
Photo by G. B. Davies



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**DD-40X, 6940**, is headed west to Ogden with another DD-40X and two U-boats, one U.P. and the other W.P. The W.P. unit is in their new paint scheme and the U.P. unit is probably one of the units being leased to the W.P. The location is several miles east of Hanna, WY on September 5, 1979.

Photo by G. B. Davies

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**DD-40X, 6944**, is just passing through a place referred to as Hermosa Junction on its trip west, September 6, 1979.  
Photo by G. B. Davies

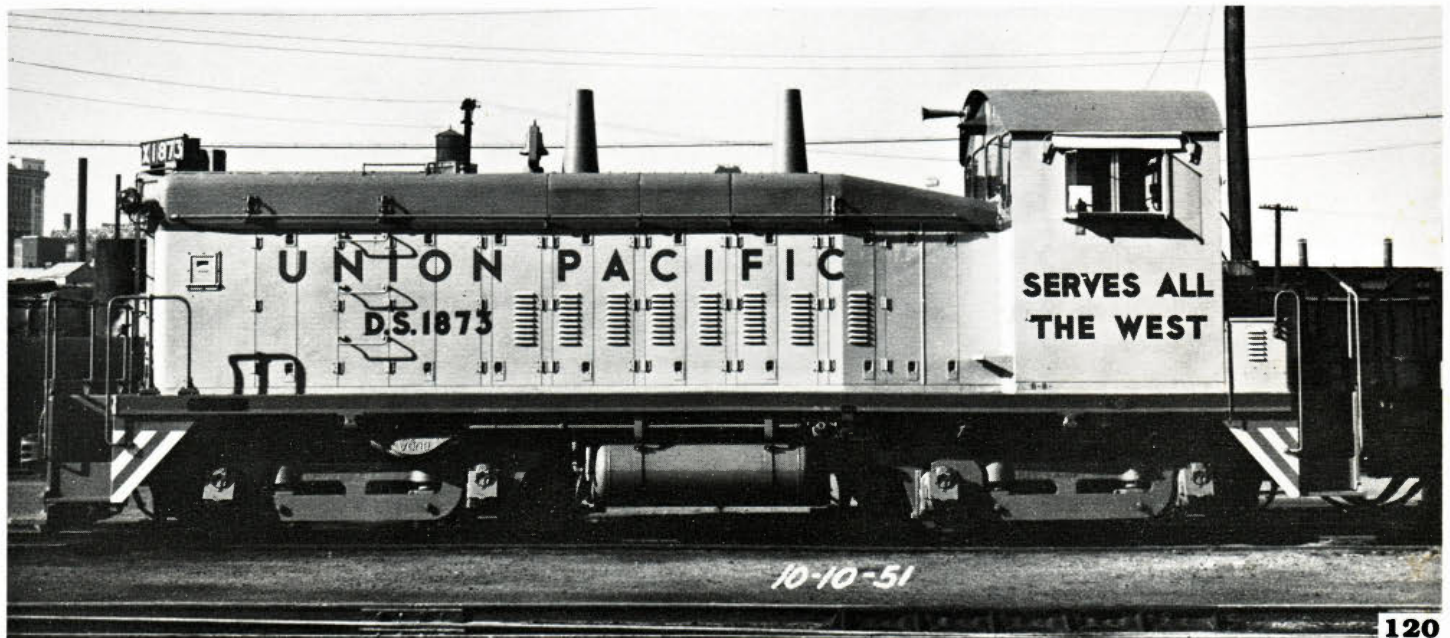


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For a look at them all please refer to George R. Cockle's book on the 6900 class, **CENTENNIALS IN ACTION** available through Overland Models, Inc., RR12, Box 445, Muncie, IN 47302.

# U.Profile #1: TR-5, 1873A - 1873B

AS BUILT, OCTOBER, 1951

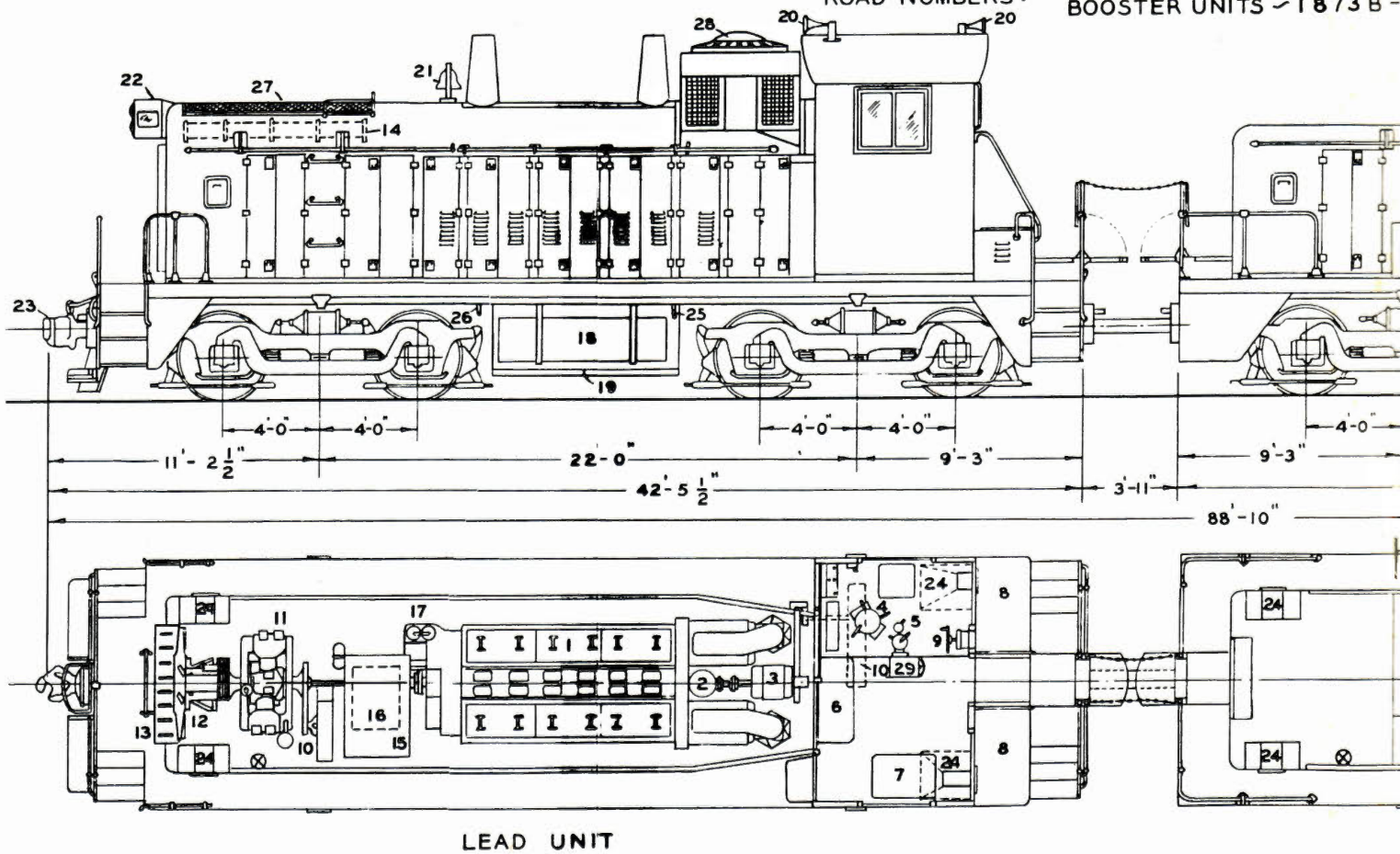


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October 10, 1951 was the date this photo was taken in front of the Omaha Shops. This was right after this unit was built. As you can see these units were built without dynamic brakes, which were added later and then removed in 1973. Photo courtesy Union Pacific RR

2400 HP DIESEL ELECTRIC TRANSFER LO  
(COW AND CALF)

ROAD NUMBERS: ~ LEAD UNITS ~ 1873 ~  
~ BOOSTER UNITS ~ 1873 B ~



LEAD UNIT



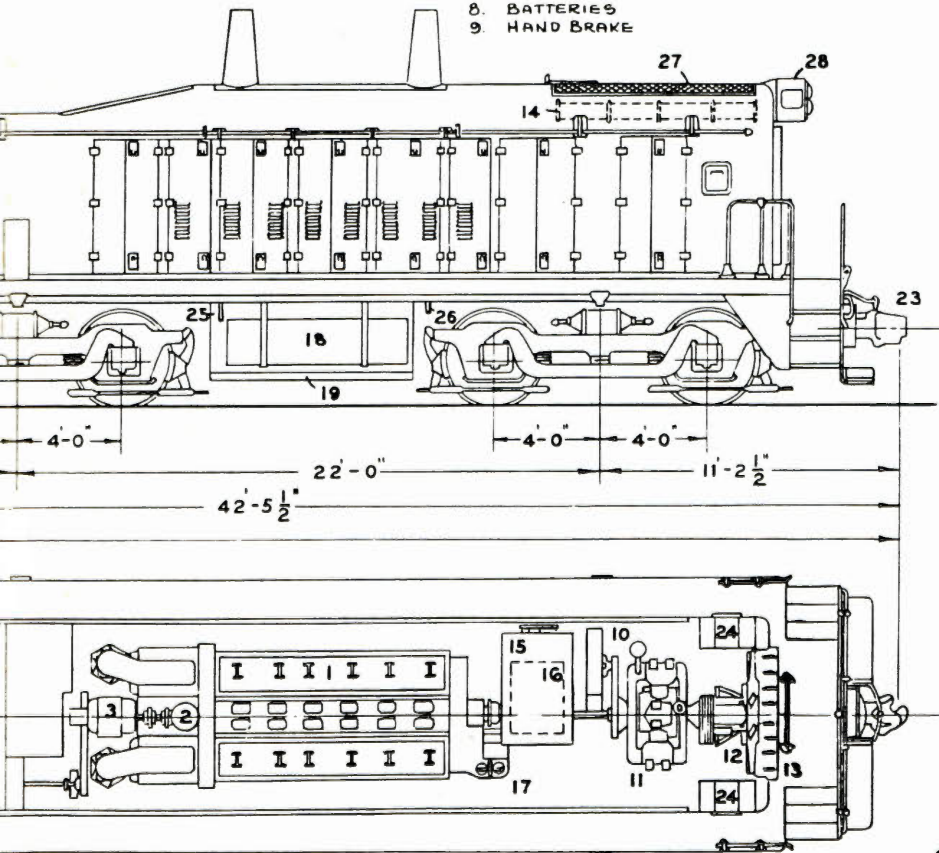
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There were two orders of TR-5's. The first covered 1870-1872 A & B, and the second covered 1873-1877 A & B. These units had the "D.S." prefix and also came with gray trucks rather than silver. Photo courtesy Union Pacific RR

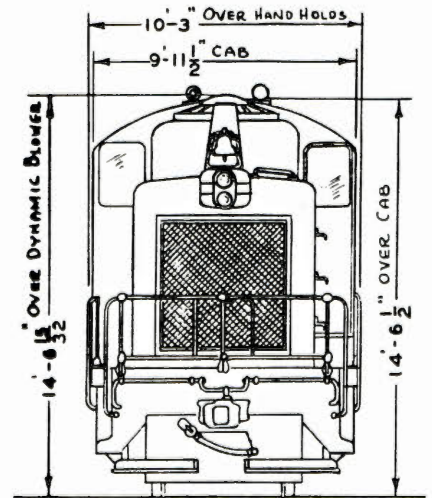
LOCOMOTIVE

- 1877  
- 1877 B

1. ENGINE - 2 GM MODEL 12-547-B, 1200 HP. EACH
2. MAIN GENERATOR - EMD MODEL D-15-C
3. AUXILIARY GENERATOR - GM MODEL A-7159
4. CONTROL STAND (AIR OPERATED THROTTLE)
5. BRAKE VALVES - SCHEDULE G-BL
6. ELECTRIC CONTROL CABINET
7. FIREMAN'S SEAT
8. BATTERIES
9. HAND BRAKE
10. TRACTION MOTOR BLOWER
11. AIR COMPRESSOR - GARDNER-DENVER MODEL WXO
12. RADIATOR FAN - 54" DIA.
13. RADIATOR SHUTTERS
14. RADIATORS
15. COOLING WATER TANK
16. LUBE OIL COOLER
17. LUBE OIL FILTERS & TANK
18. AIR RESERVOIRS - 4 - 22 1/2" x 84"
19. FUEL TANK - 600 GAL.
20. HORNS
21. BELL
22. HEADLIGHT - P-N TWIN SEALED BEAM
23. COUPLER - TYPE "E"
24. SAND BOXES
25. FUEL FILLER
26. ENGINE COOLING WATER FILLER
27. COOLING AIR OUTLET
28. DYNAMIC BRAKE GRIDS & BLOWER
29. SMCO WATER COOLER



BOOSTER UNIT



- WHEELS - 40" DIAMETER
- JOURNALS - 6 1/2" x 12"
- BEARINGS - FRICTION
- TRACTION MOTORS - 8 EMD MODEL D-27-B
- DRAFT GEAR - NAT'L MALL. TYPE MS-485-5A
- ⊗ FIRE EXTINGUISHERS - IN CAB - 1 NO 30 ANSUL
- ENG COMPT LEAD - 1 NO 30 ANSUL
- ENG COMPT BOOSTER - 1 NO 30 ANSUL



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This view shows the other side of the lead unit and the slogan change on the cab. This scheme was standard for switchers and lasted up until several years ago. Photo courtesy Union Pacific RR

There were many alterations made to the TR-5's from the time they were built, as shown here, to now. The major change was in the addition and removal of the dynamic brakes and the addition of air tanks on the roofs with larger fuel tanks being put on some. Photo courtesy Union Pacific RR



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## TR-5 ROSTER AS OF JULY, 1980

Builder	Horse-power	M P H	Gear Ratio	Brakes	Wheel Arrang.	Fuel (gals.)	Weight (000lbs.)	Engine
EMD	1200	65	62/15	6BL	B-B	700	260	(1) 12-567B

Unit Number	Builder Number	Unit Number	Builder Number	Unit Number	Builder Number	Unit Number	Builder Number
1870	15068	1874	15072	1870B	15076	1874B	15080
1871	15069	1875	15073	1871B	15077	1875B	15081
1872	15070	1876	15074	1872B	15078	1876B	15082
1873	15071	1877	15075	1873B	15079	1877B	15083

Notes:

1870 & 1872B sold 9/76 to Industrial Maintenance Service



# FREIGHT CARS LEASED TO THE ROCK,

## Part 2

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
563147-563156	XL	154	50'-6"	1966	10	BC-70-9	200150-200159
563157	XL	154	50'-6"	1966	1	BC-70-9	200247
563158-563165	XL	154	50'-6"	1966	8	BC-70-9	200160-200167
563166	XL	154	50'-6"	1966	1	BC-70-9	200249
563200-563272	XL	154	50'-6"	1966	72	BC-70-9	200168-200240
63107-63148	XM	154	50'-6"	1966	14	BC-70-9	200052-200067
63152-63159	XM	154	50'-6"	1966	5	BC-70-9	200241-200245
63175-63299	XM	154	50'-6"	1966	18	BC-70-9	200073-200104
563100-563120	XL	154	50'-6"	1966	21	BC-70-9	200105-200125
563121	XL	154	50'-6"	1966	1	BC-70-9	200246
563122	XL	154	50'-6"	1966	1	BC-70-9	200248
563123-563146	XL	154	50'-6"	1966	24	BC-70-9	200126-200149
					<u>176</u>	<u>BC-70-9</u>	



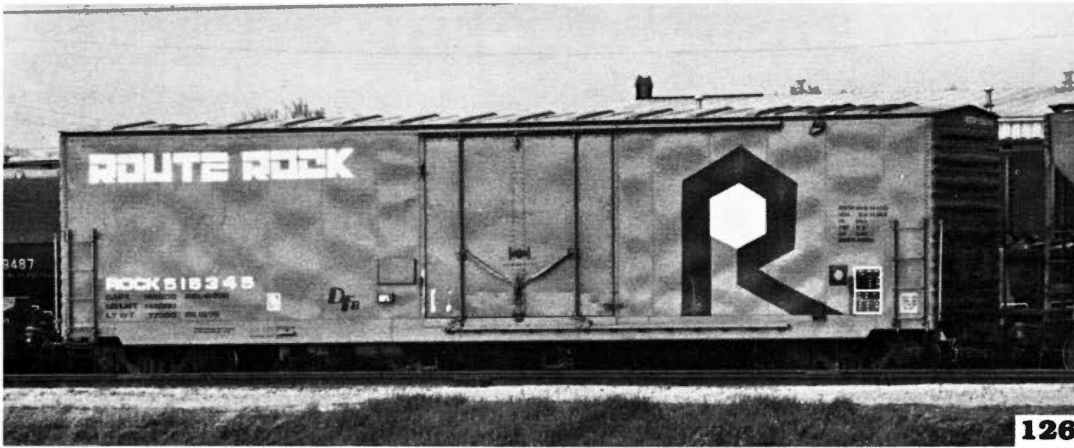
R.I. 563127 is being switched in the Council Bluffs yard in May, 1980 prior to being restenciled into the U.P. car fleet.  
Photo by G. B. Davies

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U.P. 200225 (ex R.I. 563257) is ready to depart Council Bluffs in April, 1980 on its way west.  
Photo by G. B. Davies



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R.I. 516345 (to become U.P. 492642) is seen here in the Council Bluffs yard awaiting switching to the restenciling area where all of these changes are being made in Council Bluffs.  
Photo by G. B. Davies

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R.I. 516359 is another of the same BI-70-17 class cars as above. The paint scheme for both is the blue with white and black lettering. Note the underlined ROCK on the one but not the other. Both cars were photographed in May in Council Bluffs.  
Photo by G. B. Davies



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U.P. 451410 (ex R.I. 16331) is in a box car red scheme with white lettering as was the original Rock Island car. Note some old R.I. lettering is still present.  
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
16300-16302	RBL	142	50'-1"	1967	3	BI-70-17	492400-492402
16306-16318	RBL	142	50'-1"	1967	7	BI-70-17	451400-451406
16320	RBL	142	50'-1"	1967	1	BI-70-17	492405
16322-16328	RBL	142	50'-1"	1967	3	BI-70-17	451407-451409
16330	RBL	142	50'-1"	1967	1	BI-70-17	492407
16331-16336	RBL	142	50'-1"	1967	4	BI-70-17	451410-451413
16337-16594	RBL	142	50'-1"	1967	180	BI-70-17	492409-492597
16595-16599	RBL	142	50'-1"	1967	3	BI-70-17	451414-451416
516300-516371	RBL	142	50'-1"	1967	72	BI-70-17	492598-492669
516570-516596	RBL	142	50'-1"	1967	14	BI-70-17	451417-451430
					<u>288</u>	<u>BI-70-17</u>	

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
91875-91920	FMS	140	48'-6"	1967	23	F-70-34	259475-259498
92600-92612	FMS	140	48'-6"	1967	11	F-70-34	259499-259509
92775-92789	FMS	140	48'-6"	1967	15	F-70-34	259510-259524
					<u>49</u>	<u>F-70-34</u>	
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
92790-92799	FMS	180	56'-6"	1967	10	F-100-15	259590-259599
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
92500-92549	FMS	170	61'-3"	1967	41	F-100-16	215650-215690
592500-592508	FMS	170	61'-3"	1967	9	F-100-16	215691-215699
					<u>50</u>	<u>F-100-16</u>	

U.P. 259483 (ex R.I. 91889) is seen here in the Council Bluffs yard in April, 1980 right after it had been restenciled into the U.P. car fleet.

Photo by G. B. Davies

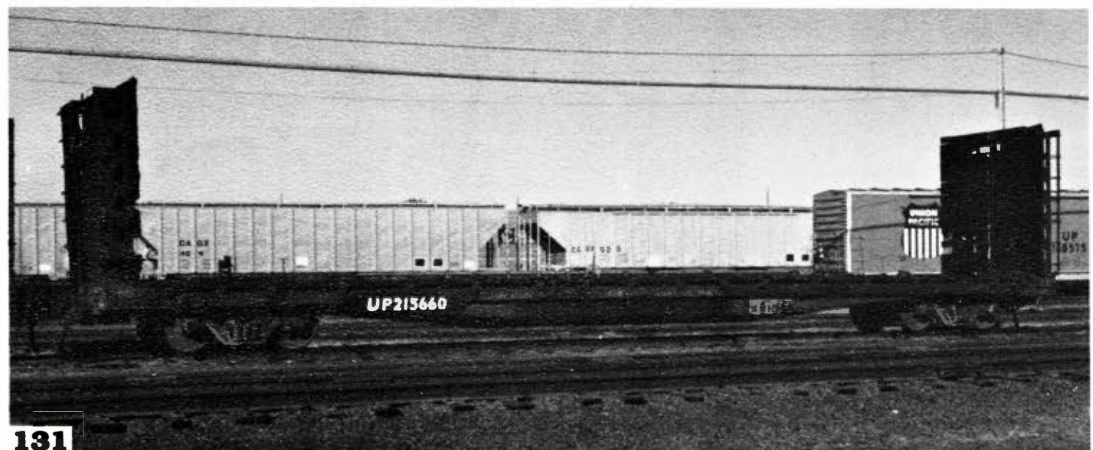


U.P. 259593 (ex R.I. 92793) is one of the 10 class F-100-15 cars created when the R.I. cars were returned to the U.P. in April, 1980. Seen here in the U.P. yard in Council Bluffs ready for service.

Photo by G. B. Davies

U.P. 215660 (ex R.I. 92511) was found in May, 1980 in the U.P. yards of Council Bluffs after restenciling. The basic color scheme for all three cars is box car red with white lettering.

Photo by G. B. Davies



# PASSING AT GREEN RIVER

**DATE: September 5, 1979 at mile post 814.83**



Having just passed through Green River, WY, U.P. 3144, is eastbound here at the east end of the Green River yards. Situated on a small hill that affords a view from above the train one can see much. Time-10:10am. Photo by G. B. Davies

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The lead units are no more than just past us when U.P. 2449 westbound comes around the far corner. As only luck could provide, two 89' flat cars, empty, are spotted in the right part of the train just so I can make this shot. Time-10:12am. Photo by G. B. Davies



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