

Union Pacific “Big Boy” #4014, Return from Ogden/ 150th Anniversary Golden Spike Celebration

- By Paul Becker

If you don't already know, I am interested in the history of locomotives as in when they were built, who has all owned them, what numbers they've had over the years and any type of a rebuilding that has happened. That being said, if I was able to find anything of interest I included it in this writing. You will find this information inside () and **bolded** to make it easier if you would like to skip it.

Uncle Perry had seen some of the UP's Big Boys in action at the end of their careers. He was even able to take some slides and movies of them too. As for Jim, aside from seeing one on Sherman Hill as a kid which was quite a ways away and one in Cheyenne that was blocked by another train, he had only seen them up close in the dead lines and on static display. So when UP #4014 was ready Perry and Jim made sure they were there on May 4th to see it start its maiden journey west along with UP #844 heading to Ogden for the 150th Anniversary Celebration of the Gold Spike. They were able to see it and followed it as far west as Medicine Bow, WY before returning home. Then a week later the three of us went back out to see both steam engines return to Cheyenne, WY. Here's a write up of our trip when the locomotives returned home.

Wednesday, May 15, 2019

This was an off day for the train crew, the train didn't move at all that day so we had to take advantage of that. We left Morgan at 5:00 am CDT and drove to Laramie, WY, arriving around 7:00 pm MDT. After getting checked in at the Hotel and grabbing supper, we went down to the depot to see if there were any trains running.

I've had been to the depot before but this was the first time that I took the time to photograph the railroad equipment on display on the South side of the Union Pacific Depot in Laramie, WY. They have UP single track plow #900015, UP #535, a Baldwin 2-8-0, **(Built in 1903 for Oregon Short Line #975, leased to UP in 1936 as UP #535, renumbered to UP #6535 in 1957. Built as a coal burning, it was converted to oil burning in**



1950 and retired and donated to the city in 1959.), UP 6 Man Bunk Car #906778. **(Built in 1929, it was converted to a MOW bunk car and renumbered #906778.)** and UP CA-5 Caboose #25232 **(Built 8/1952 as UP #3932, retired 5/15/1986.)** We stayed there and saw a few westbound trains but it was getting too dark for any photos. If you ever get the chance to stop in Laramie, be sure to check this park out! In addition to the depot and equipment on display, there is a walkway bridge just to the north of the depot. This allows you to cross the UP yard, getting nice views of the downtown buildings and the of course the trains!

Thursday, May 16, 2019

It was another early morning and we wanted to get farther west to catch the train as early as possible to increase our photo opportunities. (There were lots of people so chasing the train was difficult.) We drove 2 hours west and waited for the train to arrive at Wamsutter, WY. While we waited we did see a number of freight trains both east and westbounds.



First was UP #7731 (**C45ACCTE Built 6/2007**) leading a mixed freight westbound with UP #4503 (**SD70M Built 11/2001**) and ex NS now VRL #5119. (**GP38-2 Built 1/1974 as Southern #5119**).

Next was UP #7701 (**C45ACCTE Built 6/2007**) charging eastbound with sister GE's UP #7632 (**C45ACCTE Built 3/2007**) and UP #6565 (**Built 3/1997 as UP AC4400CW, upgraded by UP**) with a mixed freight.



Soon after was UP #7977 (**C45ACCTE Built 6/2012**) and UP #7483 (**C45ACCTE Built 6/2011**) with a double stack container train

Next was UP #8033 (**C45ACCTE Built 8/2012**) and UP #5994 (**C45ACCTE Built 10/2003 as UP AC4400CW, upgraded by UP**) with a westbound unit grain train and UP #8614 (**SD70Ac Built 7/2007**) as the rear DPU.



Then another westbound mixed freight with UP #7477 (**C45ACCTE Built 6/2011**) and UP #6205 (**C44AC Built 5/1995 as SP #158**) .



Next was UP #7191 (**C44AC Built 6/1999**) with help from NS #9735 (**Built as C40-9W upgraded by NS to C44-9W**) and UP #6440 (**C44AC Built 10/2000**) westbound with another mixed freight. This was an interesting train as it was a general freight but with an entire welded rail train consist returning empty in the middle of the train.

Another eastbound mixed freight appeared with UP #7694 (**C45ACCTE Built 6/2007**), UP #8475 (**SD70ACe Built 6/2006**), UP #7078 (**C44/60AC Built 9/1996. AC6000CW convertible**) and UP #4675 (**SD70M Built 6/2001**).



Now with smoke on the west horizon, we got a little nervous as yet another westbound crept up behind us. This time UP #8706 (**SD70ACe Built 9/2011**) and UP #3927 (**SD70M Built 4/2003**) had another solid grain train slowly making their way through town as the Big Boy appeared.

We knew that they would be servicing the locomotives here for a short time so we had some time to take in the sights and get some photos while the crews greased the rods on both locomotives.

The train stopped short of where we were waiting by quite ways so we had to walk a bit but once we got up to the train it was quite a sight to see firsthand.

Here's one of my first shots of UP #4014.





Photo by: Paul Becker ©

UP #844 wasn't getting much attention from the crowd so I was able to get a couple nice pictures without too many people in my way.



Photo by: Paul Becker ©



Photo by: Paul Becker ©

I also got a good picture of UP #2650 (GE C45AH Built 2015).



Photo by: Paul Becker

After taking a number of photos at Wamsutter, we knew we should take advantage of the crew still servicing the locomotives and head east, so we drove 14 miles to Creston Junction, WY and found a highway overpass. Perry and Jim were up on the road grade for photos along with another large group of railfans. The wind was blowing strong and I wanted to get some video so I went under the bridge hoping to use it as a wind break. We waited for quite a while here again and saw numerous freight trains that I photographed.



First was UP #5322 (**C45ACCTE Built 6/2006**) and UP #822? (I missed the last digit.)(**C45AH Built 2014**) with an eastbound double stack.

Next was UP #3892 (**SD70M Built 1/2003**), UP #2728 (**C45AH Built 2016**) and UP #6860 (**C44AC Built 11/1995**) with an eastbound TOFC train.



Then UP #8241 (**C45AH Built 10/2014**) and UP #5177 (**SD70M Built 11/2004**) with an eastbound solid covered hopper train.

UP #6455 (**C44AC Built 10/2000**) was the rear DPU for this train.





UP #5590 (**C44ACCTE Built 11/2004**) showed up leading UP #6468 (**C44AC Built 7/2000**) and UP #8487 (**SD70ACe Built 5/2006**) with a westbound mixed freight.

UP #2575 (**C45AH Built ????**) and UP #5196 (**SD70M Built 12/2004**) were the mid train DPU units for this train.



Next was UP #8227 (**C45AH Built 9/2014**) and UP #6809 (**C44AC Built 6/1996**) eastbound with another intermodal train.

The last train before the Big Boy arrived was another eastbound intermodal although this one had some auto racks tacked on the head of the train. This one was led by UP #7449 (**C45ACCTE Built 6/2009**) with help from UP #6344 (**C44AC Built 7/1995 as SP 298**), UP #8336 (**SD70ACe Built 4/2005**) and UP #8083 (**C45ACCTE Built 6/2013**). These were the only photos that I took at Creston Jct. as I then took video of the Big Boy as it went by. You can see that video here: <https://youtu.be/QN1gf1tAfLE>



From Creston Jct., we continued east. The train was only going as far as Rawlins, WY that day and that was only 26 miles away. There were a lot of people chasing that day

so the short distance and amount of traffic meant that we weren't able to catch the train before Rawlins. Actually we found a spot on the west edge of Rawlins and scrambled to get set up as the train was only a few minutes behind us.



Photo by: Paul Becker ©

With scrambling, I wasn't able to get as good of a spot as I maybe would've liked but it all worked out and I think I got some nice photos.



Photo by: Paul Becker ©



Photo by: Paul Becker ©

The train would be stopping in town so they weren't moving fast which allowed for more pictures!



Photo by: Paul Becker ©

We drove into Rawlins to see where they were going to tie up the train overnight. With so many people we decided to go back out on the west end to eat and watch trains.



While sitting there we saw UP #8003 (**C45ACCTE Built 8/2012**) leading a westbound double stack train assisted by UP #6486 (**C44AC Built 6/2000**) and UP#8404 (**SD70ACe Built 5/2005**).

Next came UP #5338 (**C45ACCTE Built 7/2006**) and NS #1202 (**SD70ACe Built ????**) heading eastbound with a solid train of auto racks.



Hoping the crowd had dispersed a bit we went back into Rawlins to see what was available for photos. That's when we discovered that the Big Boy had derailed! Driver axles #2 and #3 on the second engine were the only wheels to derail with all other wheels remaining on the rails. The train was moving at a slow speed since they were in the yard so there was minimal track damage. The Steam Crew and local track crews used wood blocks (you can see the blocks by the workers feet) to walk the wheels back

onto the rails. They had the locomotive rerailed and any track issues fixed in a few hours.

Friday, May 17, 2019

The train was scheduled to go from Rawlins, WY to Laramie, WY. Before the train left

we went down to the yard in hopes of some early morning photo opportunities.



I was able to get both locomotives in nice morning light as well as a quick impromptu photo op of Uncle Perry and Jim (my Dad) by the Big Boy. There aren't too many photos of the two of them together on train trips so I saw my chance to mark this memorable occasion!



Next we headed east to get setup at our first spot which was east of Hanna, WY. On our way through Hanna though we quickly photographed a retired rotary snow plow on display, UP #900098.

We continued on our way as our spot was still about 15 minutes away. There was track maintenance going on that delayed the steam train quite a bit which helped us as the sun improved as we waited. The wind however didn't improve as it was blowing strong enough to knock a person over.

Once again while we waited we saw numerous freight trains. Actually the first we saw was a westbound intermodal led by the C&NW Heritage Unit, UP #1995 (**SD70ACe**). I didn't get a photo as the shadows were still very heavy at that point.



Next was another westbound double stack with 3 UP units, I missed the numbers as the train caught me off guard due to the wind. I did catch this train meeting an eastbound double stack with some reefers on the headend.

Leading this train was UP #2751 (**C45AH Built 2016**) assisted by UP #3830 (**SD70M Built 6/2004**) and UP #8471 (**SD70ACe Built 7/2006**).

We weren't the only ones waiting at this spot. We figured the train must be getting close as more and more people showed up.





Finally there was smoke on the horizon and the steam engines were in sight!



Photo by: Paul Becker ©



Photo by: Paul Becker ©



Photo by: Paul Becker ©

From here we continued east toward Medicine Bow, WY where the train would stop for a brief service stop. The traffic was moving only about 20 mph and was bumper to bumper all the way to Medicine Bow. When we go there there were cars and people

everywhere so we decided to skip this stop and get a head of the train. We went east and found a spot east of Rock River, WY. This was a nice spot as there was a slight grade so it was nice to see and hear both locomotives working a bit harder.



We were back on the road but again the traffic was limiting our chase. We weren't able to get ahead of the train again until just west of Laramie, WY, so we took one of the first streets down to the tracks after getting into town to make sure we didn't miss the train. We have a video of the train entering the Laramie yard here: <https://youtu.be/ie-IXDIscWk>



The train tied up in Laramie for the night but it was still fairly early afternoon so we did some exploring with friend.

We checked out the UP yard, some of the remnants of what was the Wyoming Colorado



RR that are still left in Laramie, there aren't many, and drove to Centennial, WY. The UP used to have a branch line to Centennial but all that remain in Centennial is the depot and a UP Caboose #903221 (UP CA-4 Built 9/1944 as UP #25126 converted to MOW/Derrick Service 3/1975, Retired 4/1984.)

Saturday, May 18, 2019

The train didn't move at all Saturday, it stayed in Laramie all day so we had an entire day to kill as luck would have it there was a train show in Cheyenne! We attended as customers instead of vendors which was a nice change of pace. I made a couple purchases and we were able to visit with a number of friends which made the morning even more enjoyable. After the show we had lunch at the Accomplice Beer Company located inside the restored Union Pacific Depot in Cheyenne. Best part of this place is that it's trackside with a view of the UP mainline! Numerous trains stopped as we ate lunch, Cheyenne is a crew change point so every train stops here. After lunch we checked out the Cheyenne Depot Museum also inside the depot. This is a VERY interesting place if you are in the area but make sure to plan plenty of time as there is a lot of Union Pacific history in this museum! There is a nice spot to watch trains upstairs, with very comfortable chairs, on the west end of the depot on the way to the model railroad exhibit. Yep, that's right, there's an HO_n3 model railroad upstairs!



Across the street from the UP Depot is the Becker Hotel, no relation but worth a quick photo.

By now it was mid afternoon but still early so we headed out to Sherman Hill to catch some trains. We sat at Dale for a little while and then went to check out Hermosa. The light was better at Hermosa so we spent the remainder of the afternoon there watching trains.



First was UP #8811 (**SD70ACe Built 2013**) in change of an eastbound mixed freight. Also in the consist was UP #5221 (**SD70M Built 11/2004**) and BNSF #4556 (**C44-9W Built 10/1999**) as well as USDA Inspection car #700000.

Mid train DPU's for the train were and UP #9025 (**SD70AH Built 4/2016**) UP #6554 (**C44ACCTE Built 3/1997**).



Soon after, UP #7149 (**C44AC Built 4/1999**) along with UP #5740 (**C44ACCTE Built 4/2001**), UP #2547 (**C45AH Built 2015**), UP #8086 (**C45AH Built 6/2013**) and UP #6419 (**C44AC Built 10/1995 as SP #374**) were eastbound with another mixed freight passing under the signal bridge at Hermosa.





We didn't have to wait very long and yet another eastbound mixed freight appeared. This one was lead by UP #8005 (**C445ACCTE Built 6/2012**) with UP #3785 (**SD70M Built 5/2004**) and UP #9066 (**SD70AH Built 5/2017**).

This train also had UP #7310 (**C44/60AC Built 3/1998. AC6000CW Convertible**) & UP #5515 (**C45ACCTE Built 6/2005**) as mid train DPU's.



A few minutes later and UP #8161 (**C45AH Built 5/2014**) with UP #5218 (**SD70M Built 11/2004**) were westbound with yet another mixed freight.

This trains had UP #7699 (**C45ACCTE Built 6/2007**) as a single mid train DPU.





Our last train of the day before leaving Hermosa and Sherman Hill was another eastbound but now a double stack led by UP #5310 (**C45ACCTE Built 6/2006**) with UP #5692 (**C44ACCTE Built 12/2004**) and UP #4747 (**SD70M Built 3/2002**)

Assisting up front and UP #8366 (**SD70ACe Built 5/2005**) as the rear DPU.



Sunday, May 19, 2019

The steam train was scheduled to finish it's final leg of the trip from Laramie, WY to Cheyenne, WY. We were up early again to get to the spot we had scoped out earlier in the week just outside of Laramie.



We got set up and while we waited a westbound mixed freight showed up led by UP #7901 (**C45ACCTE Built 4/2008**) with UP #4946 (**SD70M Built 5/2002**) and UP #5817(**C44ACCTE Built 4/2002**).

UP #7234 (**C44AC Built 9/1999**) was the single mid train DPU for this train.



Soon after the westbound disappeared, an eastbound double stack appeared with UP #7365 (**C45ACCTE Built 2/2009**) and UP #6020 (**C44ACCTE Built 11/2003**) on the point and no DPU.



With seeing both an eastbound and westbound train it was time for the steam train to put on a show!

It was a very cool and damp over cast morning with some very dense, patchy fog on Sherman Hill that morning. All of that helped make for some very nice steam!



UP #4014 and UP #844 put on a very nice display as they rounded the curve and charged past!

We have one last video here: <https://youtu.be/rJ8uPoYPmFI>



With the train now past, we were on the road again. We first went to Dale on Sherman Hill but there it's was pretty well packed with photographers and was pretty foggy too so we quickly turned around and headed to Buford instead. After



getting parked we knew we didn't have long before the train would be there. There was a pretty good crowd of people again and foggy but soon after finding a spot we heard the whistle in the distance!

Within a few minutes there was a headlight but then the train disappeared back into the fog almost as quickly as it appeared. We were off once again!





Traffic was heavy once again so we were lucky to get to one more spot on Otto Road just west of Cheyenne. Standing on a wooden bridge over the tracks we were set and ready when the wind slightly changed

bringing the smoke over the engine to the south side of the tracks where we were. Again with the cooler temps, there was a lot of steam!

With a large plume of steam, the train came and went, I had to get one more shot, time for one last going away shot! With the traffic again bumper to bumper on Otto Road that would be our last shots of the Big Boy for this trip.





On our way back to Cheyenne I did get one last shot out the car window of a UP westbound double stack with UP #8526 **(SD70ACe Built 5/2007)** leading UP #8762 **(SD70ACe Built 5/2012)** and UP #8227 **(C45AH Built 9/2014)**.

Not only did the steam train beat us back to Cheyenne, it actually arrived back into Cheyenne early which meant that after a quick gas and lunch stop we were on the road back home early too! We left Cheyenne at noon CDT and were back in Morgan around midnight CDT. All in all, it was a fun trip, with lots of driving and lots of trains!

I hope you've enjoyed looking at the photos and reading about our trip as we did in person!

I know there are some people out there that like to know what cars were used to make up the train. If you are new to the UP passenger car fleet, majority have been given names. Each of these names refer to people that have been very important to the UP Steam Program, or something to do with UP History.

So here's the makeup of the train coming back from Ogden. Behind Big Boy #4014 was water tender UPP #809 "Jim Adams", Northern #844, water tender UPP# 814 "Joe Jordan" and UP #2650 **(C45AH)**. The passenger cars making up the train were as follows;



UP "Art Lockman"
Tool Car
UPP #6334



UP "Howard Fogg"
Power Car
UPP #209



UP "Lynn Nystrom"
Baggage/Recreation Car
UPP #5714



UP "Columbine"
Dome/Coach
UPP #7001



UP "Challenger"
Dome/Coach
UPP #7015



UP "Promontory"
Baggage/Museum Car
UPP #5752



UP "Green River"
Deluxe Sleeper
UPP #1602



UP "Walter Dean"
Dome/Lounge
UPP #9005



UP "City of Denver"
Diner Lounge
UPP #5011



UP (Car Is Not Named)
Power Car
UPP #2066



UP "Little Rock"
Crew Sleeper
UPP #315



UP "St. Louis"
Observation Car
UPP #102



*** Please be aware that the consist of the train was different on the way out to Ogden. They used an EMD locomotive behind the steam engines and numerous different cars to make up the train.**

