

# Union Pacific “Big Boy” #4014, 2021 Tour Return to Cheyenne, WY.

- 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 over it.

## Friday, September 3, 2021

We started our trip early Friday morning, we were on the road by 5:30am and heading west. #4014 was going to overnight in Hays, KS and our plan was to go west as far as Chamberlain, SD and then south through Nebraska, spend the night in Hays and begin our chase the following morning when the locomotive continued west. Aside from rest stops or gas stops, we kept moving as we wanted to get to Kansas. We did see a couple BNSF coal trains in Nebraska but we continued on until we got to Phillipsburg, KS where we came to the KYLE railroad. As we entered town we noticed some power sitting outside what we discovered to be their locomotive shop. Here we discovered that 3 of the 5 locomotives sitting outside the shop were MK-50-3's! These are former



Morrison-Knudsen built MK5000C's that were MK's unsuccessful attempt at entering the US new locomotive market during the 1990's horsepower race. We saw Utah Railway #5005 & 5006 on the north side of the shop and also Utah Railway #5001 on the south side of the

shop. This was VERY exciting (for me) as there were only a total of 6 built. **(Utah Railway #5005 & 5006 Both MK-50-3's Built 8/95 as MK MK5000C Demonstrators #9902 & #9903 respectively. Rebuilt to MK-50-3 July-September 2003 for Utah Railway by MK/Boise Locomotive.)**



**(Utah Railway #5001 MK-50-3 Built 8/94 as SP MK5000C #501. Rebuilt to MK-50-3 July-September 2003 for Utah Railway by MK/Boise Locomotive.) Phillipsburg, KS.**

After photographing the MK's we continued south to Hays, KS, found our hotel and went to look for #4014. We found the locomotive but there were so many people that we decided to head west and see what we could find for spots to photograph the next day. We left town and came to Ellis, KS where we found a nice park and museum. On display outside of the museum was UP CA-8 Caboose #25549 **(Built 10/1964 Retired and Donated to Ellis RR Museum 5/89.)**





**Saturday, September 4, 2021**

We sat west of Hays, KS and waited for #4014 to go by. After waiting a bit, the train

finally was in view!

The train was  
powered by UP  
#4014 and UP  
#4015. (**UP #4014  
Alco 4-8-8-4 Built  
12/1941**) (**UP #4015  
EMD SD70M Built  
6/2000.**)



West of Hays, KS.

West of Hays, KS.



West of Hays, KS.



After photographing the train just west of Hays, we continued west. The train stopped in Ellis, KS so we were able to get ahead of them and caught the train again as it entered WaKeeney, KS. It was overcast and misting but that didn't matter to us!



The train had another scheduled stop in Quinter, KS so we jumped ahead of it again and caught them at Park, KS.







With the I70 so close we were able to jump on there to get around the train and caught it again at Grainfield, KS.

We jumped on I70 again to get around the train which made it possible to catch them at again Grinnell, KS too.







After that, their next scheduled stop was at Oakley, KS. Here the tracks and I70 split which made following the train a bit more difficult. There were no more scheduled stops except for Sharon Springs, KS where they would spend the night so we caught them one last time moving at Wallace, KS.



The train stayed in Sharon Springs, KS and was on full display for the public to see and photograph. With the train stopped and a whole crowd of people around we decided to go farther west to get ready for the chase the following day. Later in the day, the sun was better and the crowd was less too so we could get some photographs. In town we also discovered a couple SD40-2's too! On the west end of town by the elevator

we found NREX/CHS #7264 (**EMD SD40-2 Built 3/1980 #7264 ex BNSF #7264, ex BN #7264.**)





On the east side of town we found CHSX #6971. (EMD SD40-2 Built 4/1971 as CN SD40 #5178, rebuilt as SD40-2 ex BNSF 7311, ex BNSF 6971, ex JCLX 6971.)



Late in the afternoon, the sun was perfect as the train sat on display in Sharon Springs, KS.





Last shot in Sharon Springs, KS before we left to go to our hotel.

It was getting late and we were getting hungry so we decided to go to our hotel and grab supper. We spent the night north of Sharon Springs in Goodland, KS. On our way to get supper, we found some more power on the KYLE RR at the west end of their yard, Buffalo & Pittsburg SD40-2 # 3344 and one of the MK-50-3's we saw the previous day in Phillipsburg, Utah Railway #5006.







**(B&P SD40-3 #3344 Built 5/1970 ex CN SD40 #5157, Rebuilt to an SD40-3 ex KCS #6609, ex KCS #3148.) (Utah Railway #5006 MK-50-3 Built 8/95 as MK MK5000C Demonstrator #9903. Rebuilt to MK-50-3 July-September 2003 for Utah Railway by MK/Boise Locomotive.)**

### **Sunday, September 5, 2021**

Before we left town we decided to check out the KYLE RR's yard to see if there was anything else for us to see. It was early, there wasn't anyone around but once again, the KYLE produced for us! By the yard office we found an eastbound ready to go and it had



a variety of power on it too! Leading was yet another MK-50-3 Utah Railway #5002! (That brought our count to 4 out of the 6 total built!) Trailing were 3 other units, KYLE #6843, Utah Railway #5005 and Central Oregon & Pacific Railroad #4074.



**(Utah Railway #5002 MK-50-3 Built 8/94 as SP MK5000C #502. Rebuilt to MK-50-3 July-September 2003 for Utah Railway by MK/Boise Locomotive.)**

**(KYLE EMD SD40-2 #6843 Built 7/1978 as Frisco #953, ex BN #6843, ex BNSF #6843, ex HLCX #6843.)**



**(Utah Railway #5005 MK-50-3 Built 8/95 as MK MK5000C Demonstrator #9902. Rebuilt to MK-50-3 July-September 2003 for Utah Railway by MK/Boise Locomotive.)**

**(CORP #4074 EMD SD40T-2 Built 3/1980 ex SP #8232, ex UP #8850.)**







Photo by: Paul Becker

Next we caught a KYLE unit in nice fresh, clean paint and a KYLE snowplow! (**KYLE #2128 GP38-3 Built 2/1969 as B&O GP40 #3705, ex GATX #3705, ex Arizona & California #3801, ex Arizona & California #3892.**)



Photo by: Paul Becker



Photo by: Paul Becker

It was getting late so we headed south to catch #4014! We waited west of Sharon Springs and caught the train go under US Highway 40.





With I70 up to our north and US 40 a 2 lane highway it was very difficult to get around the train with all of the people chasing. We did find ourselves toward the front of the line though so I was able to get a photo pacing the train east of Cheyenne Wells, CO.



The train was scheduled to stop at Kit Carson, CO so we got around them and photographed it again just east of Hugo, CO.





The train stopped again in Hugo, CO where there was a HUGE crowd of people so we continued west again and waited for them on the highway overpass at Limon, CO.



Next the train stopped at Deer Trail, CO so we jumped ahead once again and caught them just east of Byers, CO.





One last shot at Byers and we were off again! Here we had to catch I70 again to get around the train because the crowd had grown considerably!

The train stopped in Strasburg, CO to the biggest crowd yet that we had seen! We continued west and waited for them in between Strasburg and Bennett, CO.







My last shot for the day in between Strasburg and Bennett, CO. That concluded our chase for Sunday as the train continued to Denver and we went north to Greeley, CO to our hotel.

### Monday, September 6, 2021

UP #4014 was scheduled to be on display all day Monday so we took the day and headed west to check out the Georgetown Loop Tourist Railroad at Georgetown, CO.



I caught Georgetown Loop #111 approaching the curved bridge with its train ascending the hill up to Silver Plume, CO. (**#111 Baldwin Built 1924 for International Railways of Central America.**)





#111 crossing the curved trestle as it leaves Georgetown making its ascent to Silver Plume, CO.

Photo by: Paul Becker

#111 with another train leaving Georgetown on its way to Silver Plume.

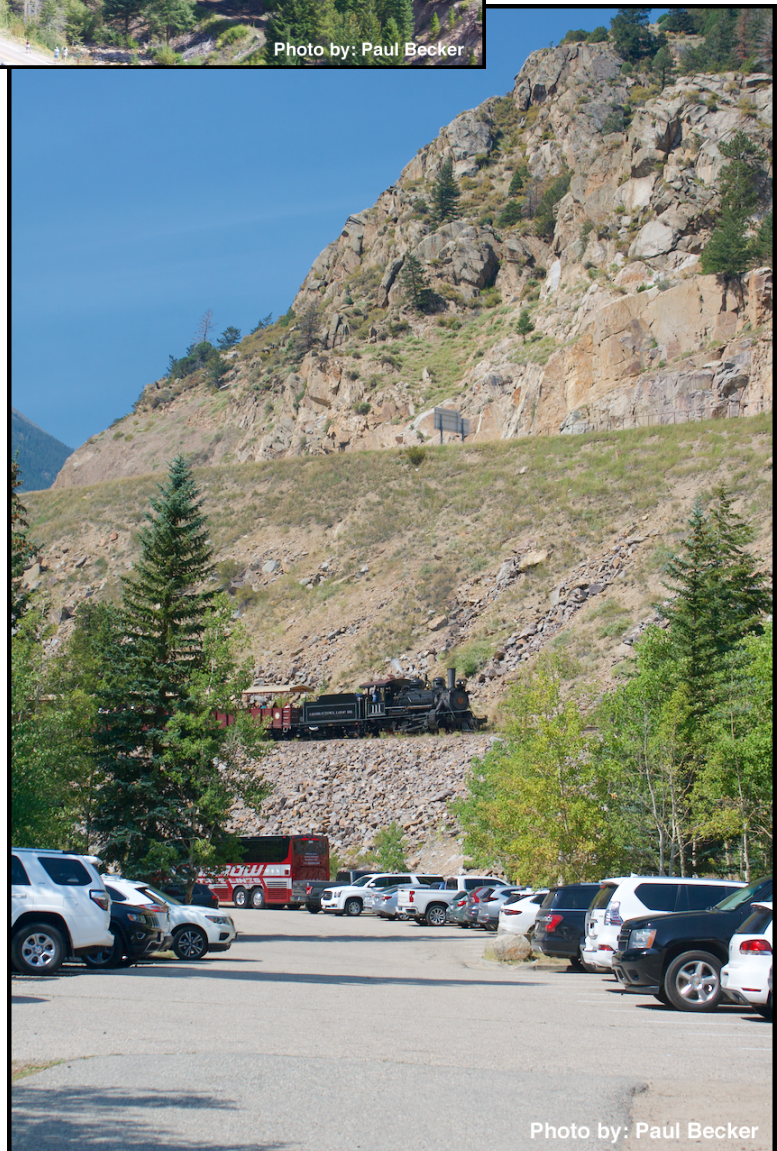


Photo by: Paul Becker





We drove up to Silver Plume and watched the train come in. Sitting outside of the shop was Georgetown Loop #40. (**#40 Baldwin Built 1919 for International Railways of Central America.**)

That afternoon we looked for spots around La Salle, Evans and Greeley, CO to photograph #4014 the next day. We were only going to be able to catch the train at a couple spots as we needed to start back home Tuesday. While looking around we caught some UP locomotives in La Salle. Three UP SD70M's tied down in the UP yard at La Salle, CO. (**UP #4146 EMD SD70M Built 10/2000, UP #5112 EMD SD70M Built 9/2002, UP #4203 EMD SD70M Built 8/2000.**)



Photo by: Paul Becker





Photo by: Paul Becker

UP SD70M's northbound leaving the UP yard in La Salle, CO. (**UP #5042 EMD SD70M Built 9/2002, UP #4919 EMD SD70M Built 4/2002.**)

**Tuesday, September 7, 2021**



Photo by: Paul Becker

We sat on the south end of La Salle and waited for the train to come. While we waited, a northbound UP mixed freight came by with 3 UP GEVO's. Three Union Pacific C45ACCTE's #7491, 7510 and an unidentified C45ACCTE (**UP #7491 C45ACCTE Built 6/2011, UP #7510 C45ACCTE Built 6/2011.**)



A little later, UP #4014 arrived with its train but overnight UP #1989 the Rio Grande “Heritage Unit” had been added to the consist!



(UP #1989  
SD70ACe  
Built 4/2007  
ex UP #8521.)



The train had a scheduled stop in La Salle for a little while so we could get around the train one last time. We went to a grade crossing on the north end of La Salle and photographed the train for the last time.





It was 12:30pm CST, the train continued north to its final destination of Cheyenne, WY and we started the long drive east arriving back in Morgan, MN at 12:15am Wednesday morning.

I was able to photograph the entire train while it sat on display in Sharon Springs, KS Saturday so for anyone that would like to know the consist of the train the equipment is listed below in order, left to right, top to bottom.



UP Water Tender #809 "Jim Adams"



UP Water Tender #814 "Joe Jordan"



UP SD70M #4015



UP Tool Car #6334 "Art Lockman"



UP Power Car #209 "Howard Fogg"



UP Baggage Car #5714 "Lynn Nystrom"



UP RPO Car #5817 "Pony Express"



UP Dome/Diner #8004 "Colorado Eagle"



UP Dome/Coach #7015 "Challenger"



UP Baggage Car #5752 "Promontory"



UP Deluxe Sleeper #200 "Omaha"



UP Power Car #2066

That concludes our trip, I hope you enjoyed it!

