

# Union Pacific Doubles Down



Pan shot of Union Pacific DD40X #6936 at Duncan, Nebraska on 24 April 1994. (Paul DeLuca photo)

American Locomotive Co. (Alco), Electro-Motive Division of GM (EMD) and General Electric (GE) were all touting the merits of the twin-diesel locomotive in their mid-1960s sales catalogue. The horsepower race was at full stride, with Alco's Century 855 in the lead, at least initially in terms of its 5500-hp rating. However, they were not the first to market that honor belonged solely to EMD and its 5000-hp DD35 demonstrator team. Soon afterwards, a trio of new Union Pacific U50s arrived from Erie. The First of UP's cab-less double diesels from EMD arrived in June 1964. The GEs and Alcos rode on four two-axle, span bolstered trucks, while the EMDs featured a pair of four-motor trucks. EMD's cab-equipped DD35As arrived in 1965 and marked the last of the initial wave of double diesels.

Round two of the double-diesel era began in April 1969 with delivery of new 6900 series DD40AXs; the 6600-hp units were just-in time to help UP mark the 100th anniversary of the Golden Spike -- hence the name "centennials." GE's newest twin-diesel -- U50C -- began shipping from Erie during October of the same year. The new model was equipped with C-C trucks rather than two pair of two-axle trucks.

At the height of the double diesel craze, the UP roster consisted of:

- 27 DD35s (includes two ex-EMD demonstrators)
- 15 DD35As
- 47 DD40AXs
- 23 U50s
- 40 U50Cs
- 3 C855s (2 A-units and 1 B-unit)

\*\*\* Photo Gallery \*\*\*

## Electro-Motive Division (EMD) Models



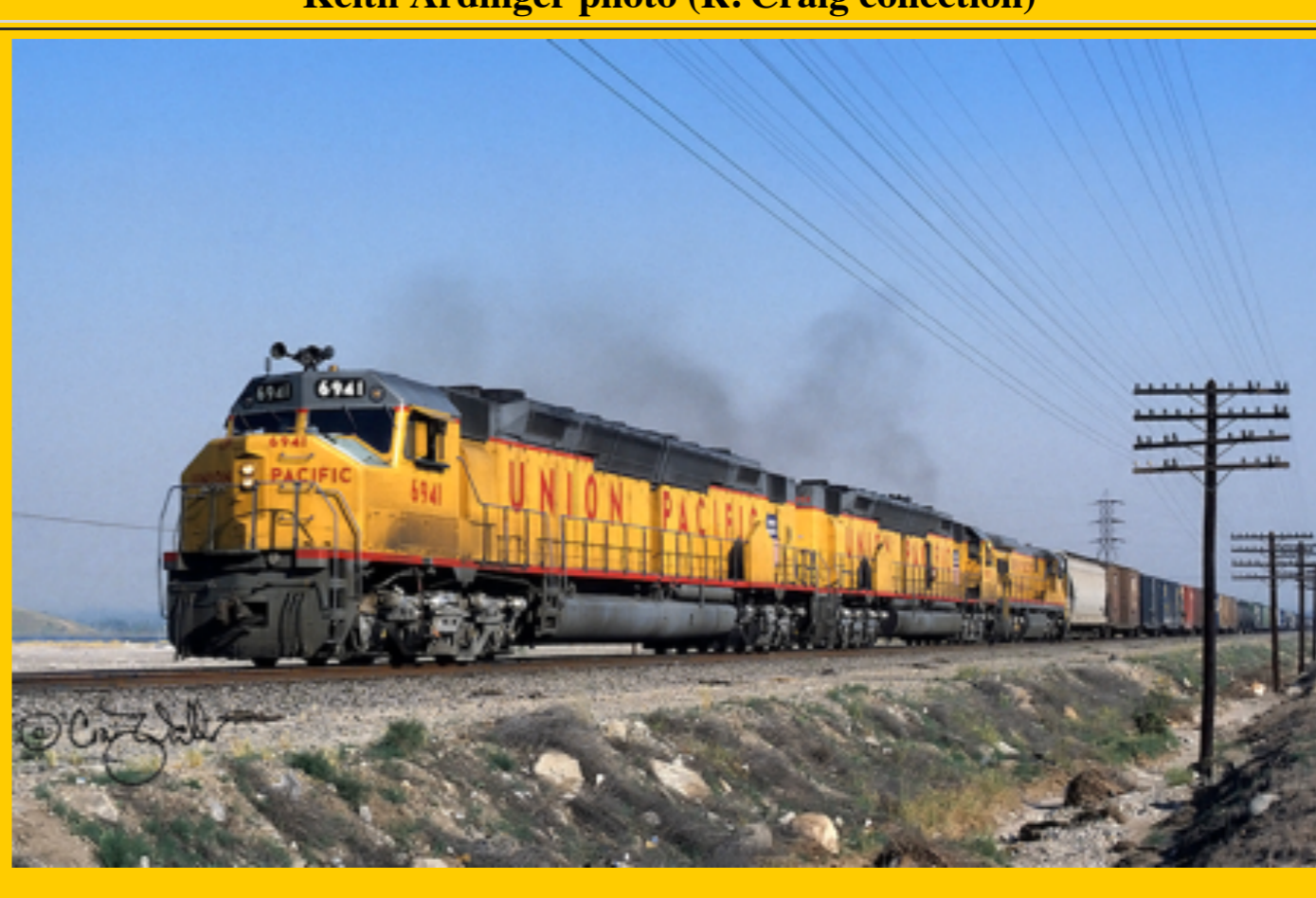
DD35 #75B at Kansas City on 29 June 1969  
John Stubblefield photo (R. Craig collection)



DD35A #75 at Salt Lake City, Utah in April 1968  
Keith Ardinger photo (R. Craig collection)



UP #6944 after restoration work at Altoona on 22 May 2015  
Casey Thomason photo



UP 6941 at Verdmont, CA on 24 April 2008. (Craig Walker photo)

## General Electric (GE) Models



UP #90399 [an early "Double Diesel" :-)]  
Don Ross photo on 9 August 1968



U50 #45 at Council Bluffs, Iowa on 21 April 1974  
George Cockle photo(R. Craig collection)



U50C #5008 at Clyde Yard (Chicago), Illinois on 29 May 1970  
R. Craig Rutherford photo

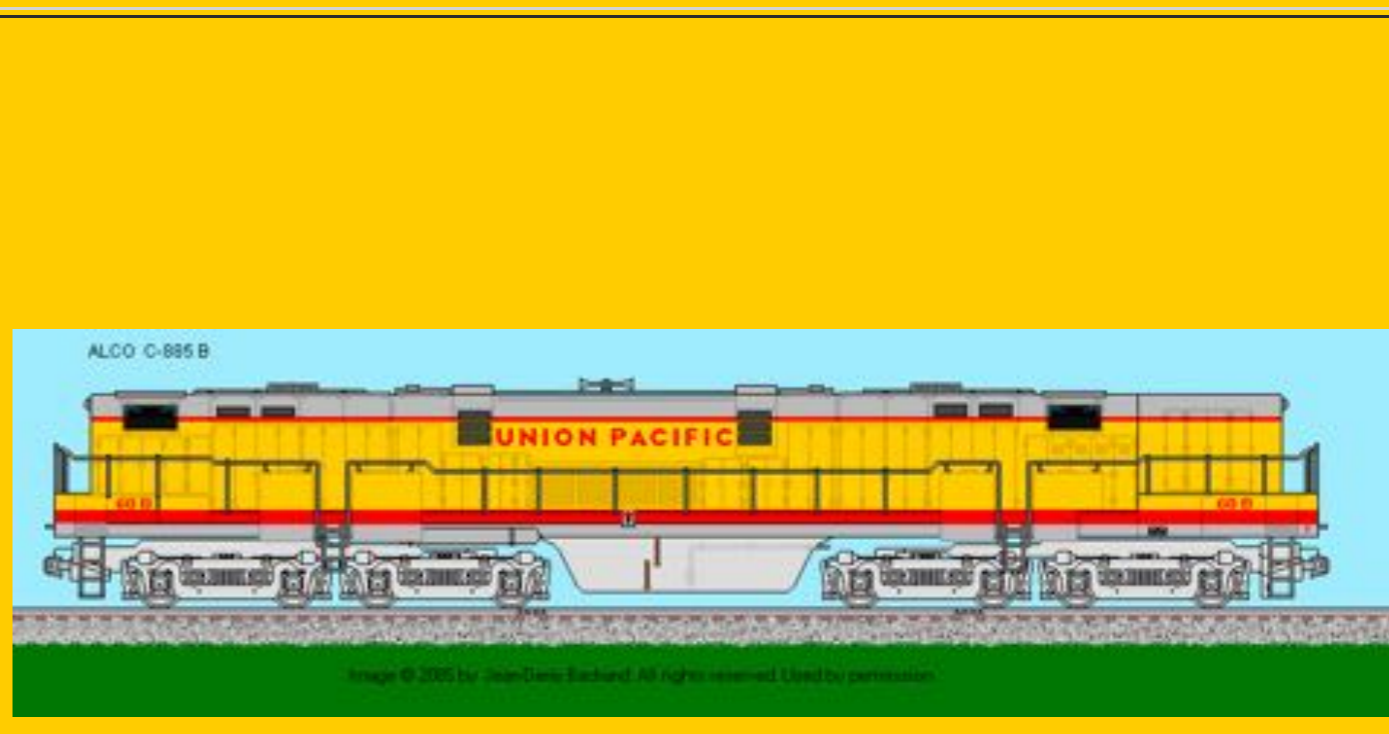


U50C #5021 at Clyde Yard (Chicago), Illinois on 30 May 1971  
R. Craig Rutherford photo

## American Locomotive Co. (Alco) Models



C855 #60  
RR "Dick" Wallin photo (R. Craig collection)



C855B drawing by Jean-Denis Bachand

\*\*\* A Comparison \*\*\*

| --                     | EMD             |                |                | GE              |                  | Alco            |                 |
|------------------------|-----------------|----------------|----------------|-----------------|------------------|-----------------|-----------------|
|                        | DD35            | DD35A          | DDA40X         | U50             | U50C             | C855            | C855B           |
| Qty Built (& Date)     | 27 (11/63-9/64) | 15 (4/65-5/65) | 47 (1/69-7/71) | 26 (10/63-8/65) | 40 (11/69-11/71) | 2 (6/1964)      | 1 (6/1964)      |
| Engine (2)             | V16-567D3A      | V16-567D?      | V16-645E3A     | FDL16           | FDL16            | V12-251C        | V12-251C        |
| HP Rating              | 5000            | 5000           | 6600           | 5000            | 5000             | 5500            | 5500            |
| Main Generator (2)     | GM D32          | GM D32         | GM AR12        | GE GT588        | GE GT588         | GE GT598D1      | GE GT598D1      |
| Length                 | 87'-11"         | 88'-02"        | 98'-05"        | 83'-07"         | 83'-06"          | 86'-00          | 86'-00          |
| Weight (lbs) - loaded  | 519,353         | 521,410        | 521,980        | 575,800         | 442,660          | 575,500         | 549,860         |
| Trucks                 | D-D             | D-D            | D-D            | B-B (four sets) | C-C              | B-B (four sets) | B-B (four sets) |
| Traction Motors        | GM D67          | GM D67         | GMD77          | GE 752 (8)      | GE 752 (6)       | GE 752L1 (8)    | GE 752L1 (8)    |
| Traction Force (start) | 113,940         | 113,940        | 113,940        | 160,000         | 109,000 lbs)     | 137,859 (lbs)   | 137,465 (lbs)   |
| Gearing (Max Sped)     | 59:18 (90 mph)  | 59:18 (90 mph) | 59:18 (90 mph) | 74:18 (70 mph)  | 74:18 (70 mph)   | 74:18 (75 mph)  | 74:18 (75 mph)  |
| Turn raduis (Min.)     | 57 degrees      | 57 degrees     | 57 degrees     | 21 degrees      | 38 degrees       | 21 degrees      | 21 degrees      |
| Dynamic Brakes         | yes             | yes            | yes            | yes             | yes              | yes             | yes             |
| M/U Capability         | yes             | yes            | yes            | yes             | yes              | yes             | yes             |
| Fuel Capacity          | 5200            | 5200           | 5200           | 5800            | 6000             | 6000            | 6000            |

Notes

Format by: R.Craig

New: 1 July 2022 / Expansion: 1 February 2023

Reference sources:

- Union Pacific Diesel Locomotives by Don Strack
- Union Pacific Power Review (1968-1977) by F. Hol Wagner, Jr. and James Watson
- TDS website (Data Sheets)

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