

## Western Pacific internal combustion roster

“Completed” 04/03/2022

### Locomotive Data

#### EMC SW1s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
501	Note 1	Note 1	S-50	EMC	SW1	906	08/39	E-283	1
502	New	Note 1	S-50	EMC	SW1	988	12/39	E-283	1
503	New	Retired	S-50	EMC	SW1	989	12/39	E-283	1

#### ALCO S-1s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
504,505	New	Note 2	S-50	ALCO	S-1	69685,69686	04/42	S-1849	2
506,507	New	Note 2	S-50	ALCO	S-1	69687,69688	05/42	S-1849	2
508	New	Retired	S-50	ALCO	S-1	69689	05/42	S-1849	2
509-511	New	Note 2	S-50	ALCO	S-1	69690-69692	05,05,06/42	S-1849	2
“512”	Note 2	Note 2	None	ALCO	S-1	69514	11/41	?	2

#### ALCO S-2s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
551	New	Retired	S-57	ALCO	S-2	70206	09/43	S-1892	3
552 1 <sup>st</sup>	New	Note 3	S-57	ALCO	S-2	70207	09/43	S-1892	3
552 2 <sup>nd</sup>	Note 3	Retired	S-57	ALCO	S-2	76774	05/49	?	3
553	New	Retired	S-57	ALCO	S-2	70952	11/43	S-1892	3
554 1 <sup>st</sup>	New	Note 3	S-57	ALCO	S-2	70953	11/43	S-1892	3
554 2 <sup>nd</sup>	Note 3	Note 3	S-57	ALCO	S-2	75659	03/48	?	3
555,556	New	Retired	S-57	ALCO	S-2	71287,71288	12/43	S-1892	3
557	New	Note 3	S-57	ALCO	S-2	71289	12/43	S-1892	3
558	New	Retired	S-57	ALCO	S-2	71290	12/43	S-1892	3
559	New	Retired	S-57	ALCO	S-2	76905	02/50	S-3125	3
560-562	New	Note 3	S-57	ALCO	S-2	77018-77020	02/50	S-3125	3

#### ALCO S-4s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
563,564	New	Note 4	S-57	ALCO	S-4	78777,78778	05/51	S-3163	4

#### BALDWIN VO1000s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
581	New	Note 5	S-60	BLW	VO1000	71528	09/45	SO44511-C	5

582	New	Retired	S-60	BLW	VO1000	71529	09/45	SO44511-C	5
583,584	New	Note 5	S-60	BLW	VO1000	71542,71543	10/45	SO44511-C	5
585	New	Retired	S-60	BLW	VO1000	71544	09/45	SO44511-C	5

**EMD SW9s:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
601	New	UP 1271	S-62	EMD	SW9	16636	05/52	4168-1	6
602	New	Note 6	S-62	EMD	SW9	16637	05/52	4168-2	6
603	New	UP 1272	S-62	EMD	SW9	16638	06/52	4168-3	6
604	New	Retired	S-62	EMD	SW9	16639	06/52	4168-4	6
605,606	New	UP 1273,1274	S-62	EMD	SW9	16679,16680	06/52	4168-5,6	6

**EMC NW2s:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
607	Note 7	Note 7	None	EMC	NW2	889	10/39	Note 7	7
608	Note 7	Retired	None	EMC	NW2	1000	05/40	E-308	7

**EMD GP7s:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
701	New	Note 8	RS-62	EMD	GP7	17025	10/52	5197-1	8
702	New	Retired	RS-62	EMD	GP7	17026	10/52	5197-2	8
703-706	New	Note 8	RS-62	EMD	GP7	17027-17030	10/52	5197-3 - 6	8
707,708	New	Retired	RS-62	EMD	GP7	17031,17032	10/52	5197-7,8	8
709	New	UP 110 2 <sup>nd</sup>	RS-62	EMD	GP7	17033	10/52	5197-9	8
710-712	New	Note 8	RS-62	EMD	GP7	18166-18168	03,04,04/53	5230-1 - 3	8
713	New	Retired	RS-62	EMD	GP7	18169	04/53	5230-4	8

**EMD GP9s:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
725	New	UP 300 2 <sup>nd</sup>	RS-62	EMD	GP9	20696	09/55	5407-1	9
726-728	New	Retired	RS-62	EMD	GP9	20697-20699	09/55	5407-2 - 4	9
729	New	UP 304 2 <sup>nd</sup>	RS-62	EMD	GP9	20700	09/55	5407-5	9
730	New	Retired	RS-62	EMD	GP9	20701	09/55	5407-6	9
731,732	New	UP 306,308 2 <sup>nd</sup>	RS-62	EMD	GP9	20754,20755	09/55	5407-7,8	9

**GE U30Bs, original numbers:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
751-755	New	3051-3055	RS-72	GE	U30B	36451-36455	09/67	1587-1 - 5	10
756-759	New	3056-3059	RS-72	GE	U30B	36833-36836	09/68	1404-1 - 4	10
760-764	New	3060-3064	RS-72	GE	U30B	36998-37002	04/69	?	10
765	New	Retired	RS-72	GE	U30B	37003	04/69	?	10
766	New	3066	RS-72	GE	U30B	37004	04/69	?	10
767-769	New	3067-3069	RS-72	GE	U30B	37005-37007	05/69	?	10

770,771	Note 10	3070,3071	None	GE	Note 10	35935,35936	07/71	1424-1,2	10
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**EMD Passenger F units:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
801-803	New	801A-803A	D-176	EMD	F3A	3925-3927	06/47	E737-A1 - 3	C,11
801A,802A	801,802	925AD	D-176	EMD	F3A	3925,3926	06/47	E737-A1,2	C,11
803A	803	Retired	D-176	EMD	F3A	3927	06/47	E737-A3	C,11
801BC-803BC	New	Retired	D-176	EMD	F3B	3928-3933	06/47	E737-B1 - 6	C,11
801D	Note 11	926A	D-62	EMD	F3A	3148	03/48	E825-A#	C,11
804A 1 <sup>st</sup> , 804C	New	915A 2 <sup>nd</sup> , 804D	D-176	EMD	FP7	9002,9003	01/50	6043-A#, #	C,11
804A 2 <sup>nd</sup>	915A 1 <sup>s</sup>	Retired	D-239	EMD	F7A	8966	01/50	3006	11
805A	New	Note 11	D-176	EMD	FP7	9004	01/50	6043-A#	C,11
805C	New	805D	D-176	EMD	FP7	9005	01/50	6043-A#	C,11
804B	New	Retired	D-176	EMD	F7B	9006	01/50	6043-B#	C,11
805B 1 <sup>st</sup>	New	915C 2 <sup>nd</sup>	D-176	EMD	F7B	9007	01/50	6043-B#	C,11
805B 2 <sup>nd</sup>	915C 1 <sup>st</sup>	Retired	D-239	EMD	F7B	8985	01/50	3006-B#	11
804D 1 <sup>st</sup>	804C	916D 2 <sup>nd</sup>	D-176	EMD	FP7	9003	01/50	6043-A#	C,11
804D 2 <sup>nd</sup>	916D 1 <sup>st</sup>	Retired	D-239	EMD	F7A	8969	01/50	3006-A#	11
806B	920B 1 <sup>st</sup>	920B 2 <sup>nd</sup>	?	EMD	F7B	8994	01/50	3006-B#	11

**EMD FTs, original numbering:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
901,902	New	901A,902A 2 <sup>nd</sup>	D-225	EMD	FTA	1410,1412	11,12/41	E-411	C,12
903	New	903A 2 <sup>nd</sup>	D-225	EMD	FTA	1414	01/42	E-411	C,12
901A,902A 1 <sup>st</sup>	New	901B,902B 2 <sup>nd</sup>	D-225	EMD	FTB	1416,1418	11,12/41	E-411	C,12
903A 1 <sup>st</sup>	New	903B 2 <sup>nd</sup>	D-225	EMD	FTB	1420	01/42	E-411	C,12
901B,902B 1 <sup>st</sup>	New	901C,902C 2 <sup>nd</sup>	D-225	EMD	FTB	1417,1419	11,12/41	E-411	C,12
903B 1 <sup>st</sup>	New	903C 2 <sup>nd</sup>	D-225	EMD	FTB	1421	01/42	E-411	C,12
901C,902C 1 <sup>st</sup>	New	901D,902D	D-225	EMD	FTA	1411,1413	11,12/41	E-411	C,12
903C 1 <sup>st</sup>	New	903D	D-225	EMD	FTA	1415	01/42	E-411	C,12
904,905	New	904A,905A 2 <sup>nd</sup>	D-225	EMD	FTA	2096,2098	06,07/43	E-559	C,12
906	New	906A 2 <sup>nd</sup>	D-225	EMD	FTA	2100	09/43	E-559	C,12
904AB 1 <sup>st</sup>	New	904BC 2 <sup>nd</sup>	D-225	EMD	FTB	2102,2103	06/43	E-559	C,12
905AB 1 <sup>st</sup>	New	905BC 2 <sup>nd</sup>	D-225	EMD	FTB	2104,2105	07/43	E-559	C,12
906AB 1 <sup>st</sup>	New	906BC 2 <sup>nd</sup>	D-225	EMD	FTB	2106,2107	09/43	E-559	C,12
906C 1 <sup>st</sup>	New	906D	D-225	EMD	FTA	2101	09/43	E-559	C,12
907-909	New	907A-909A 2 <sup>nd</sup>	D-225	EMD	FTA	2783,2785,2787	07/44	E-633	C,12
910-912	New	910A-912A 2 <sup>nd</sup>	D-225	EMD	FTA	2789,2791,2793	08,08,11/44	E-633	C,12
907AB 1 <sup>st</sup>	New	907BC 2 <sup>nd</sup>	D-225	EMD	FTB	2795,2796	07/44	E-633	C,12
908AB 1 <sup>st</sup>	New	908BC 2 <sup>nd</sup>	D-225	EMD	FTB	2797,2798	07/44	E-633	C,12
909AB 1 <sup>st</sup>	New	909BC 2 <sup>nd</sup>	D-225	EMD	FTB	2799,2800	07/44	E-633	C,12
910AB 1 <sup>st</sup>	New	910BC 2 <sup>nd</sup>	D-225	EMD	FTB	2801,2802	08/44	E-633	C,12
911AB 1 <sup>st</sup>	New	911BC 2 <sup>nd</sup>	D-225	EMD	FTB	2803,2804	08/44	E-633	C,12
912AB 1 <sup>st</sup>	New	912BC 2 <sup>nd</sup>	D-225	EMD	FTB	2805,2806	11/44	E-633	C,12
907C-909C 1 <sup>st</sup>	New	907D-909D	D-225	EMD	FTA	2784,2786,2788	07/44	E-633	C,12
910C-912C 1 <sup>st</sup>	New	910D-912D	D-225	EMD	FTA	2790,2792,2794	08,08,11/44	E-633	C,12

**EMD FTs, in scheme implemented 1949-1951:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
901A,902A 2 <sup>nd</sup>	901,902	902A,901A 3 <sup>rd</sup>	D-225	EMD	FTA	1410,1412	11,12/41	E-411	C,12
901A,902A 3 <sup>rd</sup>	902A,901A 2 <sup>nd</sup>	Retired	D-225	EMD	FTA	1412,1410	12,11/41	E-411	C,12
901B,902B 2 <sup>nd</sup>	901A,902A 1 <sup>st</sup>	902B,901B 3 <sup>rd</sup>	D-225	EMD	FTB	1416,1418	11,12/41	E-411	C,12
901B,902B 3 <sup>rd</sup>	902B,901B 2 <sup>nd</sup>	Retired	D-225	EMD	FTB	1418,1416	12,11/41	E-411	C,12
901C,902C 2 <sup>nd</sup>	901B,902B 1 <sup>st</sup>	Retired	D-225	EMD	FTB	1417,1419	11,12/41	E-411	C,12
901D,902D	901C,902C 1 <sup>st</sup>	Retired	D-225	EMD	FTA	1411,1413	11,12/41	E-411	C,12
903A 2 <sup>nd</sup>	903	Retired	D-225	EMD	FTA	1414	01/42	E-411	C,12
903B 2 <sup>nd</sup>	903A 1 <sup>st</sup>	Retired	D-225	EMD	FTB	1420	01/42	E-411	C,12
903C 2 <sup>nd</sup>	903B 1 <sup>st</sup>	Retired	D-225	EMD	FTB	1421	01/42	E-411	C,12
903D	903C 1 <sup>st</sup>	Retired	D-225	EMD	FTA	1415	01/42	E-411	C,12
904A,905A 2 <sup>nd</sup>	904,905	Retired	D-225	EMD	FTA	2096,2098	06,07/43	E-559	C,12
906A 2 <sup>nd</sup>	906	Retired	D-225	EMD	FTA	2100	09/43	E-559	C,12
904BC 2 <sup>nd</sup>	904AB 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2102,2103	06/43	E-559	C,12
905B 2 <sup>nd</sup>	905A 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2104	07/43	E-559	C,12
905C 2 <sup>nd</sup>	905B 1 <sup>st</sup>	911C 3 <sup>rd</sup>	D-225	EMD	FTB	2105	07/43	E-559	C,12
906BC 2 <sup>nd</sup>	906AB 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2106,2107	09/43	E-559	C,12
904D,905D	904C,905C 1 <sup>st</sup>	Retired	D-225	EMD	FTA	2097,2099	07/43	E-559	C,12
906D	906C 1 <sup>st</sup>	Retired	D-225	EMD	FTA	2101	09/43	E-559	C,12
907A-909A 2 <sup>nd</sup>	907-909	Retired	D-225	EMD	FTA	2783,2785,2787	07/44	E-633	C,12
910A-912A 2 <sup>nd</sup>	910-912	Retired	D-225	EMD	FTA	2789,2791,2793	08,08,11/44	E-633	C,12
907BC 2 <sup>nd</sup>	907AB 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2795,2796	07/44	E-633	C,12
908BC 2 <sup>nd</sup>	908AB 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2797,2798	07/44	E-633	C,12
909BC 2 <sup>nd</sup>	909AB 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2799,2800	07/44	E-633	C,12
910BC 2 <sup>nd</sup>	910AB 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2801,2802	08/44	E-633	C,12
911B 2 <sup>nd</sup>	911A 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2803	08/44	E-633	C,12
911C 2 <sup>nd</sup>	911B 1 <sup>st</sup>	905C 3 <sup>rd</sup>	D-225	EMD	FTB	2804	08/44	E-633	C,12
911C 3 <sup>rd</sup>	905C 2 <sup>nd</sup>	Retired	D-225	EMD	FTB	2105	07/43	E-559	C,12
912BC 2 <sup>nd</sup>	912AB 1 <sup>st</sup>	Retired	D-225	EMD	FTB	2805,2806	11/44	E-633	C,12
907D-909D	907C-909C 1 <sup>st</sup>	Retired	D-225	EMD	FTA	2784,2786,2788	07/44	E-633	C,12
910D-912D	910C-912C 1 <sup>st</sup>	Retired	D-225	EMD	FTA	2790,2792,2794	08,08,11/44	E-633	C,12

**EMD Freight F3s and F7s:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
913	913A 2 <sup>nd</sup>	Retired	D-239	EMD	F7A	8976	01/50	3006-A#	11
913A 1 <sup>st</sup>	New	920A 2 <sup>nd</sup>	D-239	EMD	F7A	8962	01/50	3006-A#	11
913A 2 <sup>nd</sup>	920A 1 <sup>st</sup>	913	D-239	EMD	F7A	8976	01/50	3006-A#	11
913D,914AD	New	Retired	D-239	EMD	F7A	8963-8965	01/50	3006-A#	11
915	915D	Retired	D-239	EMD	F7A	8967	01/50	3006-A#	11
915A 1 <sup>st</sup> ,915D	New	804A 2 <sup>nd</sup> ,915	D-239	EMD	F7A	8966,8967	01/50	3006-A#	11
915A 2 <sup>nd</sup>	804A 1 <sup>st</sup>	Retired	D-176	EMD	FP7	9002	01/50	6043-A#	11
916A	New	Retired	D-239	EMD	F7A	8968	01/50	3006-A#	11
916D 1 <sup>st</sup>	New	804D 2 <sup>nd</sup>	D-239	EMD	F7A	8969	01/50	3006-A#	11
916D 2 <sup>nd</sup>	804D 1 <sup>st</sup>	Retired	D-176	EMD	FP7	9003	01/50	6043-A#	C,11

917,918	917D,918D	Retired	D-239	EMD	F7A	8971,8973	01/50	3006-A#	11
917A	New	Note 11	D-239	EMD	F7A	8970	01/50	3006-A#	11
917D	New	917	D-239	EMD	F7A	8971	01/50	3006-A#	11
918A 1 <sup>st</sup> , 918D	New	922A 2 <sup>nd</sup> , 918	D-239	EMD	F7A	8972,8973	01/50	3006-A#	11
918A 2 <sup>nd</sup>	922A 1 <sup>st</sup>	Retired	D-239	EMD	F7A	10803	06/51	3040-A#	11
919AD	New	Retired	D-239	EMD	F7A	8974,8975	01/50	3006-A#	11
920A 1 <sup>st</sup>	New	913A 2 <sup>nd</sup>	D-239	EMD	F7A	8976	01/50	3006-A#	11
920A 2 <sup>nd</sup>	913A 1 <sup>st</sup>	Retired	D-239	EMD	F7A	8962	01/50	3006-A#	11
920D	New	Retired	D-239	EMD	F7A	8977	01/50	3006-A#	11
921	921D	Retired	D-239	EMD	F7A	8979	01/50	3006-A#	11
921A	New	Retired	D-239	EMD	F7A	8978	01/50	3006-A#	11
921D	New	921	D-239	EMD	F7A	8979	01/50	3006-A#	11
913BC,914BC	New	Retired	D-239	EMD	F7B	8980-8983	01/50	3006-B#	11
915B	New	Retired	D-239	EMD	F7B	8984	01/50	3006-B#	11
915C 1 <sup>st</sup>	New	805B 2 <sup>nd</sup>	D-239	EMD	F7B	8985	01/50	3006-B#	11
915C 2 <sup>nd</sup>	805B 1 <sup>st</sup>	Retired	D-176	EMD	F7B	9007	01/50	6043-B#	11
916BC-919BC	New	Retired	D-239	EMD	F7B	8986-8993	01/50	3006-B#	11
920B 1 <sup>st</sup>	New	806B	D-239	EMD	F7B	8994	01/50	3006-B#	11
920B 2 <sup>nd</sup>	806B	Retired	D-239	EMD	F7B	8994	01/50	3006-B#	11
920C,921BC	New	Retired	D-239	EMD	F7B	8995-8997	01/50	3006-B#	11
922A 1 <sup>st</sup>	New	918A 2 <sup>nd</sup>	D-239	EMD	F7A	10803	06/51	3040-A#	11
922A 2 <sup>nd</sup>	918A 1 <sup>st</sup>	Retired	D-239	EMD	F7A	8972	01/50	3006-A#	11
922D	New	Retired	D-239	EMD	F7A	10804	06/51	3040-A#	11
923A	New	Note 11	D-239	EMD	F7A	10805	06/51	3040-A#	11
923D,924AD	New	Retired	D-239	EMD	F7A	10806-10808	06/51	3040-A#	11
922BC-924BC	New	Retired	D-239	EMD	F7B	10809-10814	06/51	3040-B#	11
925AD	801A,802A	Retired	D-176	EMD	F3A	3925,3926	06/47	E737-A1,2	11
926A	801D	Retired	D-62	EMD	F3A	3148	03/48	E825-A#	11

#### EMD SW1500s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
1501-1503	New	UP 1501-1503 2 <sup>nd</sup>	None	EMD	SW500	72692-1 - 3	05/73	72692	13

#### EMD Bicentennial GP40s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
1776,1976	3540,3541 1 <sup>st</sup>	3540,3541 2 <sup>nd</sup>	None	EMD	GP40	37851,37852	09/71	7878-14,15	17

#### EMD GP20s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
2001	New	Retired	RS-64	EMD	GP20	25623	12/59	5607-1	14
2002	New	Note 14	RS-64	EMD	GP20	25624	11/59	5607-2	14
2003-2006	New	Retired	RS-64	EMD	GP20	25625-25628	11/59	5607-3 - 6	14
2007,2008	New	Retired	RS-64	EMD	GP20	26041,26042	07/60	7592-1,2	14
2009	New	UP 488 2 <sup>nd</sup>	RS-64	EMD	GP20	26043	07/60	7593-3	14
2010	New	Retired	RS-64	EMD	GP20	26044	07/60	7593-3	14

**GE U23Bs:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
2251-2253	New	Note 15	None	GE	U23B	38397-38399	05/72	2525-1 - 3	15
2254,2255	New	Note 15	None	GE	U23B	38400,38401	06/72	2525-4,5	15
2256	New	Retired	None	GE	U23B	38402	06/72	2525-6	15
2257,2258	New	Note 15	None	GE	U23B	38403,38404	06/72	2525-7,8	15
2259	New	Retired	None	GE	U23B	38405	06/72	2525-9	15
2260-2265	New	Note 15	None	GE	U23B	38406-38411	06/72	2525-10 - 15	15

**EMD GP35s:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
3001-3003	New	UP 782-784	RS-65	EMD	GP35	28398-28400	11/63	7662-	D,16
3004,3005	New	UP 785,786	RS-65	EMD	GP35	28401,28402	12/63	7662-	D,16
3006	New	UP 787	RS-65	EMD	GP35	28403	11/63	7662-	D,16
3007	New	Retired	RS-65	EMD	GP35	28404	12/63	7662-	16
3008-3010	New	UP 788-790	RS-65	EMD	GP35	28405-28407	12/63	7662-	D,16
3011	New	Retired	RS-65	EMD	GP35	29030	11/64	7770-1	16
3012	New	UP 791	RS-65	EMD	GP35	29031	11/64	7770-2	D,16
3013-3015	New	UP 792-794	RS-65	EMD	GP35	30217-30219	03/65	7790-1 - 3	D,16
3016	New	Retired	RS-65	EMD	GP35	30220	03/65	7790-4	16
3017	New	UP 795	RS-65	EMD	GP35	30221	03/65	7790-5	D,16
3018	New	Retired	RS-65	EMD	GP35	30222	04/65	7790-6	16
3019,3020	New	UP 796,797	RS-65	EMD	GP35	30223,30224	04/65	7790-7,8	D,16
3021	New	Retired	RS-65	EMD	GP35	30225	04/65	7790-9	16
3022	New	UP 798	RS-65	EMD	GP35	30226	04/65	7790-10	D,16

**GE U30Bs, final numbers:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
3051-3055	751-755	Retired	RS-72	GE	U30B	36451-36455	09/67	1587-1 - 5	10
3056-3059	756-759	Retired	RS-72	GE	U30B	36833-36836	09/68	1404-1 - 4	10
3060-3064	760-764	Retired	RS-72	GE	U30B	36998-37002	04/69	?	10
3066	766	Retired	RS-72	GE	U30B	37004	04/69	?	10
3067-3069	767-769	Retired	RS-72	GE	U30B	37005-37007	05/69	?	10
3070,3071	770,771	Retired	None	GE	Note 10	35935,35936	07/71	1424-1,2	10

**EMD GP40s:**

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
3501-3504	New	UP 651-654 2 <sup>nd</sup>	RS-68	EMD	GP40	31662-31665	05/66	7878-1 - 4	D,17
3505	New	Retired	RS-68	EMD	GP40	31666	05/66	7878-5	17
3506-3508	New	UP 655-657 2 <sup>nd</sup>	RS-68	EMD	GP40	31667-31671	05/66	7878-6 - 10	D,17
3509,3510	New	UP 658,659 1 <sup>st</sup>	RS-68	EMD	GP40	31667-31671	05/66	7878-6 - 10	D,17
3511-3516	New	UP 660-665 1 <sup>st</sup>	RS-68	EMD	GP40	33056-33061	03/67	7981-1 - 6	D,17
3517-3521	New	Note 17	RS-68	EMD	GP40	36824-36828	08/70	7272-1 - 5	17

3522-3526	New	Note 17	RS-68	EMD	GP40	36783-36788	08/70	7272-	17
3527	New	Retired	None	EMD	GP40	37838	08/71	7332-1	17
3528	New	UP 676 2 <sup>nd</sup>	None	EMD	GP40	37839	08/71	7332-2	17
3529,3530	New	Note 17	None	EMD	GP40	37840,37841	08/71	7332-3,4	17
3531-3533	New	UP 679-681 1 <sup>st</sup>	None	EMD	GP40	37842-37844	08/71	7332-5 - 7	17
3534,3535	New	Note 17	None	EMD	GP40	37845,37846	08/71	7332-8,9	17
3536,3538	New	UP 684,686 1 <sup>st</sup>	None	EMD	GP40	37847,37849	08,09/71	7332-10,12	17
3537,3539	New	Note 17	None	EMD	GP40	37848,37850	08,09/71	7332- 11,13	17
3540,3541 1 <sup>st</sup>	New	1776,1976	None	EMD	GP40	37851,37852	09/71	7332-14,15	17
3540 2 <sup>nd</sup>	1776	Retired	None	EMD	GP40	37851	09/71	7332-14	17
3541 2 <sup>nd</sup>	1976	Note 17	None	EMD	GP40	37852	09/71	7332-15	17
3542,3544	New	Note 17	None	EMD	GP40	37853,37855	09/71	7332-16,18	17
3543	New	UP 690 1 <sup>st</sup>	None	EMD	GP40	37854	09/71	7332-17	17

### EMD GP40-2s:

Nos.	Former	Next	Class	Make	Model	B/N	B/D	Frame No.	Notes
3545-3548	New	UP 900-903 3 <sup>rd</sup>	None	EMD	GP40-2	786220-1 - 4	07/79		18
3549	New	MP 904	None	EMD	GP40-2	786220-5	07/79		18
3550-3557	New	UP 905-912 3 <sup>rd</sup>	None	EMD	GP40-2	786277-1 - 10	04/80		18
3558,3559	New	UP 913,914 2 <sup>nd</sup>	None	EMD	GP40-2	786277-1 - 10	04/80		18

### General notes:

A	<p>Union Pacific purchased Western Pacific effective 01/01/1983.</p> <ul style="list-style-type: none"> <li>GP7 SN 712 was the last former WP unit still in WP paint to operate on the WP. Removed from service 01/11/85.</li> <li>GP40 3532 was the first former WP unit to be repainted for Union Pacific, completed late 03/83 but it retained WP lettering and number until relettered UP 680 12/83.</li> <li>GP40 3509 was the first former WP unit to be repainted and renumbered for UP, as 658, completed 11/23/83.</li> </ul>
B	<p>WP's classification system was arranged by service assignment – S for switchers, RS for roadswitchers and D for cab and booster units, and tractive effort in thousands of pounds. Sets of F units (i. e., 801ABC) were so classed based on the combined effort of all units in the set. The occasional individual F unit such as the renumbered 926A was classified by its own tractive effort. Brehm notes that Fs renumbered from the 800 series to the 900 series and vice-versa retained their original classification, even though by then the premise of such classification had been rendered moot by the ABA and ABBA sets being broken up.</p> <p>More recently acquired units that did not receive classifications:</p> <ul style="list-style-type: none"> <li>NW2s 607 and 608, acquired 10/67 and 02/68</li> <li>(U30Bs 760-769, built 04-05/69, and GP40s 3517-3526, built 08/70, were classified per Brehm)</li> <li>Nothing built or acquired 08/71 or later.</li> </ul>
C	<p>F-unit sets were originally numbered similar to Santa Fe's, with the lead unit not having a number and the trailing boosters and cab having A, B and C suffixes. From 1949 into 1951, this scheme was adjusted so that the cabs were A and D suffixes, and boosters were B and C. All cab units were affected, the FTBs were renumbered by bumping their suffixes from A to B and B to C, but there is no record of the passenger boosters being affected. The first freight F7s were the first Fs to be delivered with the ABCD suffixes.</p>

D	WP's only capital rebuild program sent all surviving GP35s and, evidently, GP40s 3501-3504 and 3506-3516 to Morrison-Knudsen at Boise, Idaho, for complete rebuilding. The program included nose lights, vertical headlights above the cab, air conditioning and updated electrical systems. Available sources do not document the GP40s, for photos in Clegg's two books show 3516 as built and, in 1980, with the new light package.
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**Model notes:**

1	<p>SW1 notes:</p> <ul style="list-style-type: none"> <li>▲ 501 nee-EMC demonstrator 906 09/39 as WP's first diesel.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>▲ 501 s/f/u Sacramento Northern 12/65, delivered and r# 401 11/17/1966 <sup>2,7</sup>; retired circa 1970 and stored unserviceable at Stockton <sup>6</sup>; rebuilt at Stockton <sup>6</sup> and s/f/u Corn Products Corporation, Stockton, California <sup>6</sup> 1980 <sup>2</sup> or 1981 <sup>6,7</sup>; donated to Feather River Rail Society Museum, Portola, California 09/87 and restored to original WP livery <sup>6</sup>.</li> <li>▲ 502 s/f/u Sacramento Northern 12/65, delivered and r# 402 03/04/1966 <sup>2,7</sup>; retired by UP 07/81; donated to California State Railroad Museum, Sacramento 10/83.</li> <li>▲ 503 retired 11/05/71 and s/f/s Associated Metals, Sacramento 02/29/72.</li> </ul>
2	<p>S-1 notes:</p> <ul style="list-style-type: none"> <li>▲ "512" was painted and lettered as such by the Feather River Rail Society after acquisition from the U. S. Government Surplus Program. Its history is uncertain; sources 6 and 8 identify it as former U. S. Army 7372 (Source 8 had it going to the Ogden (Utah) Museum instead of FRRS, but confirmed the b/n that Source 6 typoed). But Source 6 has it as "Exx-(U. S. Army) Lone Star Defense Depot 100, ex- USA 7372," Source 8 has it as ex-Defense Logistics Agency 41043, nee-USA 7372, and Clegg merely says it was purchased " . . .from the Ogden (Utah) Defense Depot in 1988" without citing any former numbers or other history.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>▲ 509 and 511 retired and traded to GE for U30Bs 751-7###. Clegg has both retired 12/14/67, Brehm has vacated dates of 12/29/67 and 11/21/67 respectively. Both s/f/u Pacific States Steel, not r# (511 r# 611 per Komansky); 509 sold to Railcar Maintenance; 511 s/f/u Corn Products Corporation, "currently at Woodland, California" per Clegg, s/f/u Yolo Short Line per Komansky, not r#; was to have been r# 101 but was sold instead <sup>11</sup>.</li> <li>▲ 504 retired 12/12/67, s/f/u Sacramento Northern 12/29/67, r# 405; s/f/u Quincy Railroad 04/09/73, r# 4; donated to Feather River Rail Society by Quincy RR owner Sierra Pacific Industries 1997.</li> <li>▲ 505 and 506 retired 10/22/68 and traded 10/23/68 to ST&amp;E for NW2s 1000 and 1001, not r#. 506 was filmed in <i>Dirty Mary Crazy Larry</i> in 1974, and was donated to Feather River Rail Society 08/1988; scrapped.</li> <li>▲ 507 retired 07/23/70, sold to Chrome Crankshaft (dealer, Bell Gardens, California) 08/27/70; sold to ST&amp;E. Clegg states that it was not r#, all other sources show it having been assigned 510 but cannibalized instead. See disposition for 510.</li> <li>▲ 508 retired 11/05/71 and s/f/s Associated Metals, Sacramento 12/04/71.</li> <li>▲ 510 retired 09/05/72, s/f/u ST&amp;E 09/08/72, r# 507 (Clegg says neither it nor 507 were r# by ST&amp;E, see 507 disposition); scrapped 2008 <sup>10</sup>.</li> </ul>
3	<p>S-2 notes and dispositions:</p> <ul style="list-style-type: none"> <li>▲ 551,559 traded to GE for U30Bs (756-757), s/f/s Hyman-Michaels, Federal, Illinois. Brehm has both units "vacated" 10/17/68, while Clegg shows 551 traded 12/14/67, no date for 559, and both sold to Hyman-Michaels 10/17/68.</li> <li>▲ 552 and 554 1st retired 02/12/70 and 06/12/69, traded to Tidewater Southern for their S-2s 745 and 744 1st 07/70 and 06/12/69 respectively,</li> </ul>



	<p>r# 745 and 744 2nd. TS 745 2nd s/f/cnb <sup>13</sup> (not for use as other sources say) ST&amp;E 12/23/76, carcass scrapped 2008. TS 744 2nd s/f/u Oakland Terminal 02/25/70, r# 102 <sup>12</sup>.</p> <ul style="list-style-type: none"> <li>▲ TS 744 and 745 1st are former MP units, acquired 06/67 via dealer Preston W. Duffy, who acquired them 01/25/67 and early 67; 744 1st is ex-1047, nee-9129, and 745 1st is ex-TP-MPT (an MP subsidiary) 1058, nee-12. They became WP 554 and 552 2nd. 552 2nd retired 07/23/70, s/f/s Chrome Crankshaft, Vernon, California 11/03/70. 554 2nd s/f/u RELCO, r# 1014; s/f/s Chrome Crankshaft; Brehm also has it at GATX in Colton, California (leased to them?). Brehm has 554 2nd being vacated 02/15/71, and Clegg shows it being sold directly to Chrome 02/18/71.</li> <li>▲ 556 and 558 retired 07/23/70. 556 sold to Chrome Crankshaft 11/03/70; s/f/s Schnitzer Steel, Oakland, California 10/73. 558 sold to Chrome Crankshaft 08/27/70, s/f/s Associated Metals, Benecia, California.</li> <li>▲ 562 retired 07/29/70 s/f/u SN, r# 406; s/f/s Levin Metals, Richmond, California 03/28/74. (Not traded for SN 303 as Brhem states.)</li> <li>▲ 555 retired 11/05/71, s/f/s Associated Metals in Sacramento 12/04/71.</li> <li>▲ 553 retired 01/15/73, s/f/s Associated Metals in Sacramento 02/15/73.</li> <li>▲ 557, 560 and 561 retired 12/23/76, s/f/u ST&amp;E, not r#; 557,560 scrapped 2008 <sup>13</sup>, 561 cannibalized and scrapped. 557 is omitted from Source 10.</li> </ul>
4	<p>S-4 dispositions:</p> <ul style="list-style-type: none"> <li>▲ 563 retired 10/24/73, to Central California Traction, r# 50. FRRS states CCT traded it back to WP for Tidewater Southern RS-1 746 because CCT needed more locomotive than an S-4; all other sources call the deal an outright sale. At any rate, WP sold it to Foster Farms, Livingston, California 01/10/77; purchased by Feather River Rail Society members 12/96 <sup>6</sup> and restored as WP 563.</li> <li>▲ 564 retired 12/23/76, s/f/u ST&amp;E 12/31/76, r# 564; scrapped 2008.</li> </ul>
5	<p>VO1000 dispositions:</p> <ul style="list-style-type: none"> <li>▲ 581 and 583 retired 06/22/73, s/f/u Autotrain 09/10/73 via Purdy Metals, r# 623,624.</li> <li>▲ 582 and 585 retired 07/23/70, sold to Chrome Crankshaft, Vernon, California 08/27/70 and 11/21/70. 582 s/f/s Associated Metals, Benecia, California 10/70 (Clegg does not mention Associated, only that it was scrapped 10/70). 585 scrapped by Chrome.</li> <li>▲ 584 retired 07/17/70, s/f/u SN, r# 407; s/f/s Associated Metals, Sacramento 04/07/73. (Not traded for SN 303 as Brhem states.)</li> <li>▲ 585 vacated 11/21/70, s/f/s Chrome Crankshaft, Vernon, California.</li> </ul>
6	<p>SW9 notes:</p> <ul style="list-style-type: none"> <li>▲ 601-606 were all in California on merger day. UP placed 601-603 in storage at Salt Lake City in July, 1983. 604-606 continued in service there until replaced by "SW10s" in February, 1984, when they too were stored at Salt Lake.</li> </ul> <p>Dispositions as WP 601-606:</p> <ul style="list-style-type: none"> <li>▲ 601-603 retired by UP 09/83. 601 and 603 were rebuilt to "SW10s" 11/84, r# 1271 and 1272. 602 was s/f/u Western Co-Op Fertilizers (Calgary, Alberta) 02/84.</li> <li>▲ 604-606 retired by UP 04/84. 604 was cannibalized; its main generator went to the rebuild of E9A 951, and the carcass was s/f/s Piolet Brothers Iron &amp; Scrap 06/26/87 and cut up by Scrap Services 09/87. 605 and 606 were rebuilt to "SW10s" 12/84, r# 1273 and 1274, the last units rebuilt in the program.</li> </ul> <p>Dispositions of UP 1271-1274:</p> <ul style="list-style-type: none"> <li>▲ 1274, which became 1274 1<sup>st</sup> when "SW10" 1215 was r# 1274 2<sup>nd</sup> 12/10/97, retired 02/06/90; s/f/u South East Kansas Railroad 10/91. Images in Source 13 shows the right side numbered 274 with space for a "1" before the number as of 06/10/93, and then the left side numbered 1274 with the name <i>Bubba</i> as of 01/01/97. Still there as of 09/11/2007. By 05/23/2009, Webb Asset Management (WAMX) had bought the line and applied their reporting marks to the unit and renumbered it 1102, but otherwise not altered its appearance. Still there as of 07/31/2017 <sup>13</sup>.</li> <li>▲ 1271 retired 06/05/91, sold to Western Railway Supply, Fontana, California 10/91, then to Peoria (Illinois) Locomotive Works; s/f/u P&amp;PU 01/93,</li> </ul>

	<p>r# 701. P&amp;PU was leased to Genesee &amp; Wyoming entity Tazewell &amp; Peoria effective 11/01/2004 <sup>15</sup>; 701 became TZPR 701, then was repainted into the G&amp;W livery and r# 1351 between 04/12 and 05/13. In service as of 08/2021 <sup>16</sup>.</p> <ul style="list-style-type: none"> <li>⤴ 1272 and 1273 retired 10/07/96. 1272 s/f/u Quality Aggregate, Gads Hill, Missouri 10/29/97. 1273 sold to Helm Financial 02/97 and moved to Metro East Industries in East St. Louis, Illinois. Not on available Helm rosters.</li> </ul>
7	<p>NW2 notes:</p> <ul style="list-style-type: none"> <li>⤴ Brehm has order number E-308 for both units. EMD Trainweb does not have an order number for 607.</li> <li>⤴ 608 is said to be the 1000<sup>th</sup> locomotive built by Electro-Motive. This is not so, EMD Trainweb shows many build numbers below 599 were either not used or were applied to motor cars.</li> <li>⤴ 607 and 608 are ex-ST&amp;E 1000 and 1001 10/22/68 (Strack has 1969), received in trade for S-1s 505 and 506 after the NW2s were found to be too rough on the track and unreliable as well after ST&amp;E acquired them from UP upon their retirement by UP 07/66. 1000 is ex-UP 1000, nee-EMC demonstrator 889 03/40; 1001 is nee-UP 1001. WP rebuilt them both with 1200hp 567B engines <sup>6</sup>.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>⤴ 607 vacated 05/11/73, s/f/u Sacramento Northern 06/22/73, not r#; retired by UP 09/83 and donated to the "Heber Creeper" Deer Creek Scenic Railroad, Heber, Utah. 05/84, delivered early 08/84 and restored as UP DS1000; conveyed to state-owned Heber Valley Railroad 07/01/92 after the Heber Creeper shut its doors 01/31/91; sold to Nevada State Railroad Museum, Boulder City, Nevada 1992, delivered 08/93; rebuilt and repainted as Nevada Southern 1000 <sup>3</sup>.</li> <li>⤴ 608 also retired by UP 09/83, donated to Feather River Rail Society 12/84, restored as WP 608 in orange paint and informally nicknamed <i>Bing</i> for its "va-va-va-voom" sound when moving from a dead stop, reminding someone of Bing Crosby.</li> </ul>
8	<p>GP7 notes:</p> <p>Pre-merger dispositions:</p> <ul style="list-style-type: none"> <li>⤴ 711 and 712 s/f/u Sacramento Northern 07/30/71 and 07/16/71, not r#; traded to SN for their F3s 301AD for use as trade-ins on GP40s 3527-3544 <sup>24</sup>.</li> <li>⤴ 702 retired 03/81 and cannibalized; vacated 07/01/81 per Brehm and s/f/s Levin Metals 05/82 per Strack; was still on the property and scrapped by UP per Strack.</li> </ul> <p>Post-merger dispositions, per Strack except as noted:</p> <ul style="list-style-type: none"> <li>⤴ 713 assigned UP 115; retired 10/26/83, donated to Pacific Locomotive Association, Castro Point, California 09/84.</li> <li>⤴ 708 assigned UP 108; retired 08/01/84, donated to Feather River Rail Society 10/84.</li> <li>⤴ SN 711 r# UP 113 2<sup>nd</sup> 08/29/84; retired 10/84, s/f/s Erman Corporation, Turner, Kansas 08/85.</li> <li>⤴ 709 r# UP 110 2<sup>nd</sup> 09/25/84; retired 12/84 and s/f/s St. Louis Auto Shredding 11/12/85.</li> </ul> <p>All the remaining units were retired 03/18/85:</p> <p>701, 703-706 and 710 (assigned UP 100-102, 104, 105 and 111) were sold to Mountain Diesel Transport 07/87 and shipped in early September to storage on the Great Western Railway, Longmont, Colorado. Subsequent dispositions:</p> <ul style="list-style-type: none"> <li>⤴ 701 was reconditioned by Great Western and leased to the Dry Valley Railroad, Soda Springs, Idaho 03/88; wrecked 09/02/88 at Dry Valley, Idaho, and scrapped on site.</li> <li>⤴ 703, 705 and 710 s/f/u Great Western 08/87, not r#; 703 and 705 s/f/u Arizona Central 05/89, not r# <sup>4,17</sup>. Still there 07/1995 <sup>18</sup>.</li> </ul>

	<ul style="list-style-type: none"> <li>⤴ 704 was moved to Denver, Colorado in March, 1989. Strack has no further information; Source 17 has it going to Great Western as well.</li> <li>⤴ 706 s/f/u Tennessee Southern by 09/90 <sup>4</sup>, not in any other resources.</li> </ul> <p>As for the rest:</p> <ul style="list-style-type: none"> <li>⤴ 707 assigned UP 106, donated to Feather River Rail Society 01/87, delivered 03/87?</li> <li>⤴ 712 assigned UP 114, donated to Bay Area Electric Railway Association's Western Railway Museum, Rio Vista Junction, California 07/85.</li> </ul>
9	<p>Pre-merger GP9 dispositions:</p> <ul style="list-style-type: none"> <li>• 730 wrecked at Beowawe, Nevada, 09/21/63, traded to EMD for GP35s.</li> <li>• 726 wrecked at Keddie, California, 05/20/70; cannibalized, with its engine going into F7A 920D; carcass traded to EMD for GP40s.</li> </ul> <p>Post-merger notes:</p> <p>Komansky disagrees with Strack and Clegg on the numbers UP assigned to the GP9s:</p> <ul style="list-style-type: none"> <li>• They agree on 725 being renumbered to 300. It was the last fully-lettered original WP unit to operate on the WP; it was shut down 01/08/85 and sent to North Platte for repainting.</li> <li>• Strack and Clegg agree on 729/31/32 being renumbered to 304/06/08. Komanesky does not have them being renumbered.</li> <li>• As for 726-728 and 730, Komanseky shows 727 and 728 being assigned 301 and 302, but 726 and 730 not being assigned UP numbers because of their having been retired well before the merger. However, Strack states that they were in fact all assigned numbers, with 726-728 and 730 being assigned 301-303 and 305, and none were assigned 307 because the original UP 307 was still in service. Clegg has no information on UP numbers that were assigned but not applied.</li> </ul> <p>Post-merger dispositions:</p> <ul style="list-style-type: none"> <li>• WP 727 retired 02/84, restored by UP to original orange and silver and donated with former WP caboose 437 to the City of Elko, Nevada, 09/84 for display, delivered 11/84.</li> <li>• WP 728 retired 07/09/84, s/f/s Erman Corporation 03/85. Strack's notes have this company in Erman, Kansas; probably a typo for Turner, KS, per disposition of former SN 711.</li> </ul> <p>UP 300/06/08 retired 05/85 and 304 06/85; all were sold to Precision 07/18/85 and stored at Council Bluffs until mid March 1986, then sold to Helm and leased to Iowa Interstate 08,09,08,10/86, not r#. Subsequent dispositions:</p> <ul style="list-style-type: none"> <li>• 300 and 306 leased to Kansas Southwestern 03/91, returned to IAIS in 1992; out of service by 1994; sold to Feather River Rail Society 11-12/95.</li> <li>• 304 wrecked and retired 10/87; cannibalized to the frame and cab by 08/89.</li> <li>• 308 wrecked 08/88; cannibalized, with long hood going to repair wrecked GP9 309; only the frame and cab remained by 08/89.</li> </ul>
10	<p>U30B notes and dispositions:</p> <p>Trade-ins:</p> <ul style="list-style-type: none"> <li>• For 751-755: S-1s 509,511; F3B 802B; F7A 922D; F7B 913C.</li> <li>• For 756-759: S-2s 551,559; F7Bs 917B, 921C.</li> <li>• For 760-769: F7As 913D/19A/24A; F7Bs 915B/16C/17C/19BC/20C/23B.</li> <li>• For 770,771: F3A 925D; F7B 914B.</li> </ul>

Pre-merger:

- The first WP U30Bs were purchased after careful comparison of operating efficiencies and projected maintenance costs between them and SD45s. Five U30Bs could be had for the price of four SD45s, and WP's were so heavily ballasted to provide optimum tractive effort that they were the heaviest B-B locomotives ever built<sup>6</sup>.
- "The Western Pacific U30Bs were built with traded-in EMD Blomberg trucks and equipped with GE 752 motors, but GE extensively modified those truck frames to shoehorn their 752 motor into the frame. The journal pedestals were also "opened" to accommodate large journal adapters, as the WP U30Bs weighed 288,000 pounds and had 7"x13" roller bearing journals instead of the usual 6-1'2" x 12" journals" (all per Strack). The question of where the trucks for two units each in the 751-755 and 756-759 orders originated is unanswered, since two Alco switchers were among the trades for each order.
- 770 and 771 were originally built 06/66 as GE U30B demonstrators 303 and 304. They were upgraded to U33Bs the next summer, then to U36Bs in October 1967, and continued to demonstrate. They were downgraded back to U30Bs 07/71 and acquired by WP as 770 and 771 (all per Clegg).
- 765 wrecked on the BN 07/22/71, s/f/s Schnitzer Steel, Oakland, California 06/15/72.
- In the second of only two large-scale renumberings done by WP (the first dealing with F unit suffixes), the surviving U30Bs were renumbered 3051-3064 and 3066-3071. 770 was the first, done on 04/19/72, and 762 was the last, 12/08/72. As for the rest, 751/55/58/60/61/63/66-68 were done in May, 756/57/64 in June, 752-754 and 769 in July, and 771, 10/04/72 (all per Brehm, who only has 759 as being "renumbered at Morrison-Knudsen" without explanation).
- 3060 wrecked 10/08/77, South Seattle, Washington on the BN,. Repaired and returned to service per Strack.
- 3070 and 3071 retired 1980; cannibalized; carcasses s/f/s Associated Metals, Sacramento 03/03/81.

3051-3064 and 3066-3069 all retired 09/83 by UP and scrapped per Clegg. Strack tells a much more detailed story:

- ▲ "All remaining 18 units were removed from service in February 1983, stored at Stockton, then Portola, California, then Salt Lake City, Utah; moved to Omaha, Nebraska, to be stripped of usable parts and retired in September 1983; eight units sold to Durbano Metals were moved to Ogden, Utah, for scrapping; six units sold to St. Louis Auto Shredding were moved to East St. Louis, Illinois, for scrapping" - General Note 3 for the U30Bs.

All that follows is from Strack's notes for each unit:

- 3060 retired 07/83, scrapped by UP at Omaha 04/84 after cannibalization there.
- 3051 retired 09/83, donated to Feather River Rail Society 04/27/84, delivered 12/84 and being cosmetically restored.

All the rest were retired 10/83 and disposed of as follows:

- 3055/58/59/62/63/66/67 s/f/s Durbano Metals, Ogden, UT 06/84.
- 3057 s/f/s D. J. Joseph Company, Jewett, TX 08/84.
- 3052 s/f/s Durbano 12/84.
- 3056 and 3064 s/f/s St. Louis Auto Shredding, East St. Louis, IL 01/85.
- 3053/54/61/68 s/f/s St. Louis Auto Shredding 01/08/88.
- 3069 cannibalized (cab and carbody parts) to repair wrecked C30-7 2412 at Salt Lake City Shops; carcass s/f/s Southwest Railroad Car Parts, Longview, Texas and delivered 03/88. (Elsewhere in his material, Strack also notes that it may have gone to GE in Montreal as a core for the Super 7 program.)

11 F3, F7 and FP7 notes:

- The three main sources for information on the F units have too many disagreements about details of renumberings, retirements and so forth to fully enumerate. What follows is the best synthesis of their information this compile can generate.
- Specific frame numbers are not available for many F-units.
- 801D's history is a bit unclear. It is ex-SN 303, nee-NYO&W 503 in 1957. It was not received in trade for any WP units, as stated by Brehm. Brehm has it becoming WP 801D 08/02/57, Clegg "In WP Service Date" 11/57.
- 920D was repowered with the engine from wrecked GP9 726 after 05/20/70. No information is available about whether or not the engine rating was changed. It was also equipped with a very large pilot plow for service on the High Line.

WP performed a number of minor renumberings of F units, particularly between freight and passenger units:

- 1950-51            801-803 r# 801A-803A
- 04/11/51        804C,805C r# 804D,805D
- 06/14/67        920B 1<sup>st</sup> r# 806B
- 07-08/68        801D r# 926A
- 07/68            801A r# 925A
- 07/05/68        802A r# 925D
- 04/12/70        805B 1<sup>st</sup> and 915C 1<sup>st</sup> swapped numbers.
- 04/14-17/70     804D 1<sup>st</sup> and 916D 1<sup>st</sup> swapped numbers.
- 04/21/70        804A 1<sup>st</sup> and 915A 1<sup>st</sup> swapped numbers.
- 04/05/71        806B r# back to 920B 2<sup>nd</sup>
- 09/71            918A 1<sup>st</sup> and 922A 1<sup>st</sup> swapped numbers.
- 10/20/71        913A 1<sup>st</sup> and 920A 1<sup>st</sup> swapped numbers.
- 07/01/75        913A/15D/17D/18D/21D r# 913/15/17/18/21.

In the number swaps, one unit was usually retired very soon after the renumbering.

Dispositions:

- 916A and 924D wrecked 09/21/63 at Beowawe, Nevada; retired 03/22-23/65 and traded for GP35s 3021 and 3022 03/24/65.
- 922D retired 07/11/67, traded to GE for U30Bs 751-755 11/18/67.
- 917A and 923A retired, sold to Mt Newman Mining in Western Australia 10/25/67 via Bechtel (contractor for railroad construction?), r# 5450, 5451; 5450 preserved by Pilbara Railroad Society.
- 802B and 913C retired 11/16/67 and traded to GE for U30Bs 751-755 11/18/67; Source 21 claims 913C was then s/f/s Precision but that Precision says it wasn't.
- 921C retired 07/18/68, traded to GE for U30Bs 756-759; s/f/cnb Wellsville, Addison & Galeton; carcass scrapped at Galeton, Pennsylvania in the late 1980s, the last surviving WP B unit.
- 917B retired and traded to GE for U30Bs 756-759 10/11/68.
- 913D/15B/16C/17C/19ABC/20C/23B/24A all retired 02/28/69, traded to GE for U30Bs 760-769 06-07/69. Reich has all sold to Precision; all scrapped, except for 916C, which was sold to PC for trade-in credit to EMD.
- 804A 2<sup>nd</sup> and 805B 2<sup>nd</sup> retired 06/03/70 and traded to EMD for GP40s 3517-3526 (805B in October)
- 804D 2<sup>nd</sup>/01B/03C and 926A retired 07/01,07,08 and 27/70 respectively, traded to EMD for GP40s 3517-3526 10/20/70.
- 925D and 914B retired 02/16 and 02/12/71 respectively, traded to GE for U30Bs 770 and 771 02/16/71.
- 918B and 922B, retired 06/15/71 and traded to EMD for GP40s 3527-3544 06/18/71.
- 919D, 921A and 922C retired 07/12/71, traded to EMD for GP40s 3527-3544 07/71.
- 923D retired 07/21/71, traded to EMD for GP40s 3527-3544 07/71.
- 913B retired 09/03/71, traded to EMD for GP40s 3527-3544 09/04/71.
- 801C and 925A retired 09/04/71, traded to EMD for GP40s 3527-3544 09/04/71 and 10/20/71 respectively.

	<ul style="list-style-type: none"> <li>• 803A, 803B and 922A 2<sup>nd</sup> retired 09/23/71, traded to EMD for GP40s 3527-3544 09/71.</li> <li>• 802C and 805C retired 10/11/71, traded to EMD for GP40s 3527-3544 10/71.</li> <li>• 914D and 920A 2<sup>nd</sup> retired 10/20/71 traded to EMD for GP40s 3527-3544 10/71.</li> <li>• 916B/24B/20B 2<sup>nd</sup> retired 03/06,06 and 08/72 respectively, traded to GE for U23Bs 2251-2265 03/72.</li> <li>• 804B retired 03/10/72, traded to GE for U23Bs 2251-2265 04/72.</li> <li>• 920D (wrecked 11/07/71 at Westwood, California) and 924C retired 03/20/72, traded to GE for U23Bs 2251-2265 05/72.</li> <li>• 921B retired 05/30/72, traded to GE for U23Bs 2251-2265 06/16/72.</li> <li>• 915A 2<sup>nd</sup> wrecked 05/19/72 at Pollock, California, retired 06/02/72, traded to GE for U23Bs 2251-2265.</li> <li>• 915C 2<sup>nd</sup> and 923C retired 06/05/72, traded to GE for U23Bs 2251-2265 06,07/72.</li> <li>• 805A and 916D 2<sup>nd</sup>, retired 08/24/72, traded to GE for U23Bs 2251-2265 09/13/72 and 08/72 respectively; 805A s/f/u Wellsville, Addison &amp; Galeton, not r#; transferred to Louisiana &amp; Northwestern 08-09/76, r# 49<sup>19,20</sup>; purchased by and for Feather River Rail Society in 1987 and restored to full orange and silver as 805A, the last WP California Zephyr locomotive in existence<sup>6</sup>.</li> <li>• 914C, 918A 2<sup>nd</sup> and 918C retired 09/01/72, traded to GE for U23Bs 2251-2265 09/13/72.</li> <li>• 914A retired 09/22/75 after electrical fire 08/09/72, s/f/s Purdy Metals, Chehalis, Washington 10/21/75.</li> <li>• 915 retired 04/06/79, s/f/s Associated Metals in Sacramento 04/08/79.</li> <li>• 913 retired 05/05/81, donated to California State Railroad Museum, Sacramento 05/10/81.</li> <li>• 918 retired 06/81, donated to the Pacific Locomotive Association</li> <li>• 917 and 921 retired by UP 07/83 and repainted into slightly modified WP orange and silver as 917D and 921D by the UP North Platte shops. 917D donated to the Bay Area Electric Railroad Association's Western Railroad Museum at Rio Vista Junction, California, delivered 10/83; traded to Feather River Rail Society, Portola, California, in 2005. 921D was donated to the Greater Portola (California) Area Chamber of Commerce for the Portola Railroad Museum, which became the Feather River Rail Society, upon its dedication 08/83.</li> </ul>
12	<p>FT notes:</p> <ul style="list-style-type: none"> <li>• WP never broke up its semi-permanently coupled FTA-FTB pairs.</li> <li>• 901AB swapped numbers 05/05/60 with 902AB respectively.</li> </ul> <p>Dispositions (ignoring the second and third use of many suffixes, since none were retired before renumberings):</p> <ul style="list-style-type: none"> <li>• 901ABCD retired 04/20/60, traded to EMD 05/31/60 for 2007-2010.</li> <li>• 907ABCD retired and traded to EMD 10/24/63 for 3001-3010.</li> <li>• 903ABCD and 910AB retired 12/16/63; 903ABCD traded to EMD for 3001-3010 (910AB 03/64).</li> <li>• 902ABCD retired 04/23/64 per Brehm and Clegg, traded to EMD for 3001-3004 per Brehm, "GP35s" per Clegg. Reich has no retirement date(s), and shows them traded for "3013-3022 and 3501-3510."</li> <li>• 904AB, 905AB retired 11/25/64, traded to EMD "as parts credit" per Brehm and Clegg, for "3013-3022 and 3501-3510" per Reich,</li> <li>• 909AB and 911AB retired 04/03/65, traded to EMD 04/05/65 for 3015-3018.</li> <li>• 904CD, 912CD retired 04/12/65, traded to EMD for 3013-3022 04/14/65.</li> <li>• 906CD, 908CD, 911CD retired 05/21/66, traded to EMD for 3501-3510 05/21-27/66.</li> <li>• 906AB, 910CD retired 05/27/66, traded to EMD for 3501-3510 05/29/66.</li> <li>• 905CD, 908AB, 909CD retired 03/28/67, traded to EMD for 3511-3516 03/29/67.</li> </ul>
13	<p>SW1500s 1500-1503 r# UP 1500-1503 2<sup>nd</sup> 05,04,04/84; r# 1315-1317 11/24/88, 06/01/88 and 08/20/87; purchased by UP on lease expiration 01/03/89; r# UPY 1040-1042 09/17/04, 02/03/04 and 08/10/01.</p>
14	<p>GP20 notes and dispositions:</p> <p>Trade-ins:</p>

- For 2001-2006: None.
- For 2007-2010: FTs 901ABCD.

All of the surviving GP20s were stored unserviceable at Salt Lake City starting 02/83. 2009 was repaired at Salt Lake Shops 09/84, painted and renumbered 488 2<sup>nd</sup> at North Platte 09/15/84. The rest remained in storage at Salt Lake until 06/86, when their traction motors were removed and they were moved to Ogden for storage. 488 2<sup>nd</sup> was removed from service 01/12/85 due to turbocharger failure.

Dispositions:

- 2003 wrecked 09/21/63 at Beowawe, Nevada, traded to EMD 09/14/64 for GP35s 3011 and 3012.
- 2008 retired by UP 07/83, scrapped 1985.

The rest were all retired 03/18/85. Dispositions:

- 2001 donated by UP to Feather River Rail Society 06/85, delivered 07/85.
- 2008 s/f/s Durban, Ogden, Utah 11/85.
- UP 488 2<sup>nd</sup> s/f/s St. Louis Auto Shredding 11/12/85.
- 2002 sold to RELCo 03/88; nose chopped, r# 2001 by 07/15/88; leased to Exxon Chemical (later Exxon-LaBarge and ExxonMobile) Shute Creek Gassification Plant northeast of Kemmerer, Wyoming 09/88, still there 03/2005.
- 2004-2007 and 2010 sold to Precision in 1988; on property until scrapped by National Railway Equipment (heir to Precision) in 2003.

15 U23B notes:

Tradeins: F7As 916D 2<sup>nd</sup>/18A 2<sup>nd</sup>/20D; F7Bs 804B, 914C/15C 2<sup>nd</sup>/16B/18C/20B 2<sup>nd</sup>/21B/23C/24BC; and FP7s 805A, 915A 2<sup>nd</sup>, 916D 2<sup>nd</sup>. The U223Bs used EMD truck frames, modified to accommodate GE traction motors.

Dispositions:

- 2256 wrecked 11/17/79 at Devil's Slide, Utah on UP, sold to UP 02/14/80, retired 05/06/80, scrapped by UP at Omaha 07/81.
- 2259 wrecked 09/12/81 at Deeth, Nevada, retired 10/06/81, scrapped on site. (Strack says UP assigned it 527 because it was still on the property at merger time!)

The survivors (and retired 2259) were assigned UP 520-533, but were never renumbered. They were removed from service 02/83 and stored at Salt Lake, then sent to North Little Rock and assigned MP 4538-4552. MP retired them 07/24/85, and they remained stored at North Little Rock. UP finally retired them for good 11/19/1987 and kept them at North Little Rock until sale by lessor First Security Bank of Utah to GE 02/88. GE rebuilt them into Super 7-23Bs, using the same build numbers. 2263 became prototype GECX 2000 at Erie, completed 03 or 04/89. At the same time, 2251 and 2257 were rebuilt to GECX 2001 and 2002 by Morrison-Knudsen at Boise, Idaho. The rest were rebuilt at GE's former MLW plant in Montreal and sold to Monongahela as follows:

- 2254, to Monongahela 2300 09/89.
- 2255, to Monongahela 2301 10/89.
- 2252 and 2258, to Monongahela 2302 and 2303 11/89.
- 2253 and 2264, to Monongahela 2304 and 2305 12/89.
- 2260 and 2262, to Monongahela 2308 and 2307 02/90.
- 2261 and 2265, to Monongahela 2309 and 2310 03/90.

GECX 2001 was also sold to Monongahela 02/90, r# 2306.

	<p>Monongahela was merged into Conrail 05/01/93, and 2300-2310 became CR 2030-2040 2<sup>nd</sup>. All units passed into CSX and NS ownership 06/01/99, with 2030/32/36/39 becoming CSX 3193-3196 and 2031/33-35/37/38/40 becoming NS 4093-4099 (All from Source 22).</p>
16	<p>GP35 notes:</p> <p>Trade-ins:</p> <ul style="list-style-type: none"> <li>• For 3001-3010: FTs 902ABCD or 903ABCD (see Note 12); 907ABCD; 910AB.</li> <li>• For 3011 and 3012: GP9 730 and GP20 2003, both wrecked.</li> <li>• For 3013-3022: FTs 904CD, 909AB, 911AB and 912CD: wrecked F7As 916A and 924D.</li> </ul> <p>Dispositions:</p> <ul style="list-style-type: none"> <li>• 3011 (itself a wreck replacement) and 3016 wrecked 03/28/70 at Floyka, Nevada, vacated 07/13/70, traded to EMD 06/71 for GP40s 3522-3526.</li> <li>• 3021 wrecked 07/16/71 at Bend, Oregon, on BN, vacated 11/12/71, s/f/s BN.</li> <li>• 3007 wrecked 10/09/77 at South Seattle, Washington on BN, retired 01/24/78 and scrapped by BN.</li> <li>• 3018 wrecked 09/12/81 at Deeth, Nevada, retired 10/06/81, scrapped on site but still assigned UP 796.</li> </ul> <p>After five of the 22 WP GP35s had been retired due to wrecks, 3014 and 3020 were also in a wreck 07/27/82 near Reno, Nevada. Both were repaired at Salt Lake Shops; 3014 with UP 744's long hood and released as UP 793 06/85, 3020 with UP 763's long hood and MP GP38-2 2031's cab, and wasn't completed as UP 798 until late 01/87.</p> <p>UP scattered the former WP GP35s across its system, then brought them back to the former WP in California to address a power shortage created by the unreliability of the GP30s UP was using there. On expiration of the original lease 01/01/93, UP returned all but 782/85/86/88/89/91/93/97/98, assigning them to North Little Rock. 789 and 797 were retained until 04/05/93, the rest until 12/30/93.</p> <p>Post-merger dispositions:</p> <ul style="list-style-type: none"> <li>• 782/84-86/88/90-93/97-99 s/f/u Watco, Inc. 784 and 790 were assigned to the Blue Mountain Railroad, 792 and 799 to Palouse River Railroad, 797 to South Kansas &amp; Oklahoma, the rest to Eastern Idaho Railroad, none r#. 792 and 799 eventually were r# WAMX 3509 and 3513 and were assigned to the Pacific Sun Railroad until late 09/2020.</li> <li>• for its Eastern Idaho Railroad, not r#.</li> <li>• 783/87/94/95 s/f/u Kyle Railways, r# 2500-2503 (794 in 04/93); 2500-2502 assigned to the San Joaquin Valley Railroad, 2503 to Arizona Eastern.</li> </ul>
17	<p>GP40 notes:</p> <p>Trade-ins:</p> <ul style="list-style-type: none"> <li>• For 3501-3510: FTs 906ABCD, 908CD, 910CD and 911CD.</li> <li>• For 3511-3516: FTs 905CD, 908CD and 909CD.</li> <li>• For 3517-3526: F3A 926A; F3Bs 801B and 803C; F7As 804AD 2<sup>nd</sup>; F7B 805B 2<sup>nd</sup>; and four wrecked units – GP9 726, GP35 3011 (which was itself a replacement for a wrecked unit) and 3016, and GP40 3505.</li> <li>• For 3527-3544: F3As 803A, 925A, and SN 301 and 302; F3Bs 801C, 802C and 803B; F7A 914D/19D/20A 2<sup>nd</sup>/21A/22A 2<sup>nd</sup>/23D; F7Bs 913B/18B/22BC; and FP7 805D.</li> </ul> <p>3540,3541 repainted and renumbered 1776, 1976 in 03/22/76 and 05/06/76 for the Bicentennial; r# back 12/02/79 and 02/21/79.</p>



Pre-merger dispositions:

- 3505 wrecked 03/28/70 at Floyka, Nevada, vacated 07/01/70, traded to EMD for GP40s 3517-3526 06/16/71.
- 3527 and 3541 wrecked 04/09/80 at Hayward, California, vacated 05/12/80, s/f/s Associated Metals.

Post-merger notes and dispositions, all per Strack except as noted:

UP 651-665:

651, 652 and 665 were relettered for MP, same numbers, 05/22/85, 05/21/84 and 05/23/85 respectively, then back to UP, still with the same numbers, 04/17/88, 04/26/89 and 03/12/88 respectively. 651-665 retired 04/05/93 on expiration of lease, rebuilt by Morrison-Knudsen at Boise, Idaho, to GP40-2 specs, and leased or sold to KCS, r# 4765-4779. Unlike many capital programs, the rebuildings and renumberings were done in sequence with the existing road numbers. 651-653 were completed as 4765-4767 11/12, 20 and 28/93; 654 and 655 as 4768 and 4769 12/09 and 10/93; 656 as 4770 11/06/93; 657-659 as 4771-4773 12/16, 21 and 27/93; and 660-665 as 4774-4779 01/04, 08, 11, 13, 25 and 27/94. Subsequent dispositions per Source 23:

- 4765/67/68/70-74/76-79 r# 2806/08/09/11-14/19/21-24
- 4766 sold to National Rail Equipment.
- 2813 and 2824 converted to GP22ECOs.

WP 3517-3526:

3517-3526 were assigned UP 666-675 but never renumbered. Along with the former 3527-3539 and 3541-3544 and the GP40-2s, they were stored at Stockton and then Oroville 03/73, then Portola 05/83, then Salt Lake City 08/83. All 26 were reactivated 01/84 and assigned to the MP at Fort Worth, then stored again at North Little Rock and at Houston and Spring, Texas, with an eye towards buying them upon lease expiration and converting them to GP38-2s, but the projected costs killed the idea. 3516-3525 were retired 08/20/85 on lease expiration and returned to the lessor GATX 08/31/85. Five were leased to Kyle Railways 09/85-11/86, five to MKT 07/86-09/86, and all were leased to Soo from the ends of these leases until 02/87.

WP 3528-3539 and 3541-3544:

All were assigned UP 676-691. The above note explains their storage, reactivation and subsequent storage on the MP. These sixteen were leased to MKT 08-09/85, but only 3528/31/33/36/38/43 were considered road-worthy. They were patch-renumbered 676/79/81/84/86/90, and the only other unrebuilt GP40 to be renumbered was 3532 becoming 680 (see Note A). 676/79/81/84/86/90 were returned to UP on expiration of the lease and returned to storage at Spring. They were retired 09/30/86 on expiration of the lease, but remained stored at UP locations.

Disposition of former WP 3517-26/28-39/41-44 after 02/87:

In late February, 1987, all of these units were sent by GATX to Mid-America Car in Kansas City, Missouri, reconditioned and leased to startup Chicago, Missouri & Western as their 3000-3009, 3011-3025 and 3010. CM&W failed and was succeeded by Gateway Western 01/90, with all of these units being conveyed and not r#. Subsequent dispositions:

- 3000/02-07/09/11/12/14/15/17/22-25 (former WP 3517/19-24/26, UP 676, WP 3529, UP 679, UP 680, and WP 3534/39/41-43) sold to Wisconsin Central via Wilson Railway Company (d) 09/90; all were rebuilt at WC's North Fond du Lac shops between then and 01/91 and released as WC units, not r#.
- 3001/10/16/18/21 (former WP 3518, WP 3544, UP 681, WP 3535 and UP 686) sold to Morrison-Knudsen 07/90 for rebuilding to GP40-2 specs as SSW 7277-79/75/80, completed 11/18,30,30,10,30/90 respectively. 7275 and 7277-7280 were assigned UP 5392 and 5394-5397 09/97 but

not r#; assigned 1492 and 1494-1497 instead 12/99. 7277/78/80 r# 1494/95/97 10/17/05, 10/29/03 and 08/06/04.

- 3008/13/19/20 (former WP 3525, WP 3530, UP 684 and WP 3537) remained on Gateway Western. Source 23 has 3013 r# GWR 4799 and 3019 possibly operating as CMNW 684. It also shows all four as being conveyed to KCS and r# 3150, 2857 2<sup>nd</sup>, 3151 and 3152 1<sup>st</sup>, with 3150 then being r# 2700 and s/f/u Utah Railway, r# 3002.

18 GP40-2 notes and dispositions:

There were no trade-ins for these two orders.

Post-merger history, all from Strack except as noted:

The GP40-2s were stored with the unrebuilt GP40s 3517-26/28-39/41-44 as explained in Note 17. In 12/83, they were reactivated and leased to the MP for service in Texas. Three units were relettered for MP, one within two weeks of being r# for UP, and then back to UP. The flow of events was as follows:

- 12/13/83: WP 3547 r# UP 902.
- 12/22/83: WP 3546 r# UP 901.
- 02/07/84: WP 3548 r# UP 903.
- 05/04/84: WP 3550 r# UP 905.
- 11/27/84: UP 901 relettered MP 901.
- 05/26/85: WP 3545 r# UP 900.
- 06/11/85: UP 900 relettered MP 900.
- 10/11/85: WP 3549 r# MP 904.
- 06/24/87: MP 900 relettered back to UP 900.
- 06/17/88: MP 904 relettered UP 904.
- 11/19/88: MP 901 relettered back to UP 901.

900-905 were converted by Morrison-Knudsen in Boise to masters for road slugs S301-S303, r# 3002-3007 12/90-01/91. The three sets (3002-S301-3003, 3004-S302-3005 and 3006-S303-3007) entered service at Hinkle, Oregon 04/91. They were assigned 1535-1540 12/99, and were r# between 03/01 and 02/02.

The other nine, UP 906-914, were assigned no less than six different number sequences in a little over six years:

- 06/95: 2908-2916
- 07/96: 561-569
- 03/97: 5315-5323
- 09/97: 5361-5369
- 12/99: 1461-1469
- 08/01: 9986-9994

In the resulting confusion, the roster for these nine related units evolved thus:

- 04/18/96: 906-908, 910-912, 914, 2911, 2915 (909, 913 r# 2911, 2915 04/09 and 04/17/96).
- 07/09/96: 568, 906-908, 910-912, 914, 2911 (2915 r# 568 07/08/96).
- 03/14/97: 568, 906-908, 910-912, 914, 5318 (2911 r# 5318 03/13/97).
- 05/22/99: 906-908, 910-912, 914, 5318, 5368 (568 r# 5368 05/21/99).
- 01/05/00: 907/08/10-12/14, 1461, 5318, 5368 (906 r# 1461 01/04/00).
- 01/01/02: 907/08/11/12, 1461, 5318, 5368, 9989,9993 (910,914 r# 9989,9993 08/27/01 and 12/19/01).

- 10/08/02: 907/08, 1461, 5318, 5368, 9989-9991, 9993 (911,912 r# 9990,9991 09/19/02 and 10/07/02).
- 02/02/03: 1461, 5318, 5368, 9987-9991,9993 (907,908 r# 9987,9988 02/01/03 and 01/18/03).

5318 and 5368 were r# 9986 and 9992 04/15/06 and 08/24/04, and as of 2018 1461 still had not been renumbered.

#### **A note about sources:**

Lacking original source material, this roster was built with the intention of combining the best information from sources 1 through 4, plus additional sources as required. Those four sources were drawn from in different ways:

- ^ Class: Brehm.
- ^ Build numbers: Komanesky and Brehm, supplemented by and Strack and EMD Trainweb.
- ^ Build dates: Ditto.
- ^ Order numbers: Brehm.
- ^ Pre-merger histories and dispositions: Clegg, supplemented by Brehm and EMD Trainweb.
- ^ Post-merger histories and dispositions: Strack and Clegg, supplemented by Komanesky and EMD Trainweb.

The goal is to present information on which the sources agree, and note (and try to explain as best I can) any discrepancies between them. One interesting pattern of questions was differing retirement dates between Clegg and Brehm. Clegg lists retirements in detail with specific dates, and Brehm concurs but has often lists different dates as "Date Vacated." Apparently the earlier date is the retirement date, and the later is the date of sale, so this compiler is proceeding on that assumption.

Also, both Brehm and Clegg list trade-ins as being specific unit-for-unit, such as S-1 509 for U30B 751. Technically, this is incorrect, as a unit-for-unit trade requires that the unit being traded in be the core for new unit. That is possible with F-unit for GP trades to an extent, or perhaps the U23Bs and U30Bs using EMD trucks from trade-ins, but certainly not in cases like an S-1 for a U30B.

Of course, history and disposition information is limited to what available sources contain. There is no conceivable way this compiler can track everything that has happened since these sources were published.

Due to a formatting issue, the Sources are listed in a separate document.