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Union Pacific's Heritage Fleet, Steam Locomotives

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Links for UP 4014:

- UP's 4014 Youtube Channel
- Wikipedia page for UP 4014

Road Number	Class	Wheel Arrangement
UP 844	FEF-3 "Northern"	4-8-4
UP 1243	T-57	4-6-0
UP 3985	4-6-6-4-4 "Challenger"	4-6-6-4
UP 4014	4-8-8-4-1 "Big Boy"	4-8-8-4
UP 5511	TTT-6	2-10-2

American FEF-3 Class

4-8-4 wheel arrangement

266,500 pounds weight on drivers; 486,400 pounds operating weight (907,900 pounds with tender)

Road Number	Builder Date	Builder Number
UP 838	Dec 1944	72785
UP 844	Dec 1944	72791

General Notes:

- Built by American Locomotive Company.
- UP 838 was retired July 1962; stored at Cheyenne, Wyoming; used as a source of parts for 844.
- UP 844 has been in continuous service on Union Pacific since it was built in 1944; renumbered from UP 844 to UP 8444 in June 1962 to avoid confusion with newly delivered GP30 844; renumbered back to UP 844 on June 2, 1989 (27 years later) after the GP30 had been retired.
- Painted in two-tone gray with yellow lettering and striping from September 1987 through June 1996 (out of service, September 1991 to September 1996).
- Removed from service in September 1991 for a complete overhaul; reinstated to active service on September 20, 1996.
- Removed from service in July 1999 following a boiler tube failure at Railfair 1999 in Sacramento, California.
- Overhaul and rebuild completed during March 2005 (including firebox, backhead, and all staybolts and flues); break-in run to Denver on May 5; displayed at Cheyenne on June 9, 2005; second break-in run operated between Cheyenne and Denver on June 22, 2005; operated on public excursion service on the annual Denver Post train for Cheyenne Frontier Days on July 23, and for UPHS Denver convention on July 24, 2005.

- h. UP 844 was last used during Cheyenne Frontier Days on July 18-20, 2013, and a special excursion for Cheyenne Depot Museum on July 21, 2013.
- i. ([click here for information about the special runs UP 844 was used on between 2005 and 2013](#))

Cooke T-57 Class

4-6-0 wheel arrangement

113,700 pounds weight on drivers; 148,500 pounds operating weight (280,700 pounds with tender)

Road Number	Builder Date	Builder Number
UP 1243	Dec 1890	2054

General Notes:

- a. Built by Cooke Locomotive & Machine Works.
- b. Stored out of service at Cheyenne, Wyoming, until mounted on a heavy duty flat car (UP 903008) for display purposes; displayed at Railfair 1991 at Sacramento, California; moved in June 1996 for display to the Western Heritage Museum at Omaha, Nebraska; removed from flat car and placed on permanent static display in October 1996.

American 4-6-6-4 -4 Class "Challenger"

4-6-6-4 wheel arrangement

404,000 pounds weight on drivers; 627,900 pounds operating weight (1,069,800 pounds with tender)

Road Number	Builder Date	Builder Number
UP 3985	Jul 1943	70174

General Notes:

- a. Built by American Locomotive Company.
- b. UP 3985 was first retired in July 1962; stored at Cheyenne, Wyoming, until placed on display at the Cheyenne depot in October 1974.
- c. Removed from display in September 1979 and returned to service April 1981 (reinstated to roster in March 1981)
- d. Converted from coal-fired to oil-fired in July 1990.
- e. On September 18, 1990, UP 3985 pulled an 8000-foot-long freight train eastbound from Cheyenne, over Archer Hill, to North Platte, Nebraska. The next day the 3985 was assigned to power the River City Roundup passenger special from North Platte to Omaha, Nebraska. On the return trip the engine again pulled freight, this time from Omaha to North Platte. Westbound out of North Platte, the engine was at the head of the Union Pacific Employees Special back to Cheyenne.
- f. In May 1993 UP 3985 received a set of smoke deflectors (shown on UP engineering drawings as "Wind Wings") for a special one-day only (May 15, 1993) excursion to commemorate the 40th anniversary of the Rocky Mountain Railroad Club; temporarily renumbered to UP 3967 and used as power for a round trip from Laramie to Denver and return.
- g. On May 16, 1993, for its return trip to Cheyenne from Laramie, UP 3985 was temporarily renumbered to UP 3718, the next available number for Challengers that had been converted from coal-burners to oil burners.
- h. UP 3985 received a limited overhaul beginning in late 2002; completed in mid May 2003 with a break-in run over Sherman Hill on May 15, 2003.
- i. UP 3985 returned to Cheyenne on October 14, 2010, after service on the "Missouri River Eagle Tour" (six states; 2,200 miles); removed from service pending a complete overhaul.
- j. ([click here for information about the special runs UP 3985 was used on between 2005 and 2010](#))

American 4-8-8-4 -1 Class "Big Boy"

4-8-8-4 wheel arrangement

540,000 pounds weight on drivers; 762,000 pounds operating weight (1,189,500 pounds with tender)

Road Number	Date Built	Builder Number
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UP 4014	Nov 1941	69585 (69572, September 1941)
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General Notes:

- a. UP 4014 was retired in June 1961 and donated to The Railway & Locomotive Historical Society, Southern California Chapter, for display at the Los Angeles County Fairgrounds in Pomona, California; moved to Pomona in January 1962, arriving on January 6th. (*photo showing UP 4014 on AT&SF at Cajon in Trains magazine, April 1962, page 10*)
- b. UP 4014 currently carries builder plates reproduced from an original plate from UP 4001, with builder number 69572 and builder date September 1941. The original left side builder plate on 4014 was stolen the first night after it arrived in Pomona in January 1962. The right side plate was cracked with a missing corner piece. After a few years, a local R&LHS member offered his original plate from UP 4001 to serve as an original to have reproduction copies made, and it is these reproduction copies that are currently mounted on UP 4014.
- c. On July 23, 2013, the R&LHS Southern California Chapter and Union Pacific Railroad announced an agreement for return of Big Boy steam locomotive no. 4014 to Union Pacific. Union Pacific intends to restore and operate no. 4014 as part of its Heritage Locomotive fleet. The restoration will likely take until 2018 to complete.
- d. On November 14, 2013, after preparation of the locomotive and the site itself, the process began to move the locomotive from its display site, across the large adjacent parking lot for approximately 5,000 feet by the use of temporary panel track sections. The move continued until November 26th when the locomotive, still on temporary track, was sitting at the far north end of the parking lot, adjacent to the tracks of MetroLink.
- e. On January 21, 2014, to avoid confusion with UP's SD70M no. 4014 (built in 2001), UP steam 4-8-8-4 no. 4014 was renumbered in UP's computer system to UPP 4014; shown as having 2000 hp and a 6000-gallon fuel tank.
- f. On January 25 and 26, 2014, UP 4014 was moved from the Los Angeles County Fairgrounds "Fairplex" to UP's West Colton yard. Preparation for the move began when the tracks of Metrolink were cut and moved to connect with adjacent temporary track that UP 4014 was sitting on. The connection was made at about midnight and UP 4014 was pulled onto the connection at about 2:50 a.m. by UP 1996, the SD70ACe SP Heritage unit. The special train was moved to Covina Metrolink station, arriving at about 4:30 a.m. Held for public display until about 8:00 a.m. The move was completed when the special train arrived at West Colton at about 2:30 p.m. UP 4014 was to remain at West Colton until late April 2014.
- g. After UP 4014 was moved from the fairgrounds on January 26, at about 5:00 a.m. UP moved a donated SD40-2 (UP 3105), a boxcar (UP 453665) and a caboose (UP 24567) to the display site to replace UP 4014 as part of the railroad display at the Rail Giants museum; held outside the Fairplex grounds until February 15 due to an NHRA event; brought into the Fairplex using temporary panel track and moved using UP 3105 as motive power, across the parking lot along the same route used to remove UP 4014; the movement was completed on Saturday February 22 when the donated equipment was placed on panel track owned by the Rail Giants museum. (*photo at RailPictures.net*)
- h. Information about the equipment donated to Rail Giants to replace UP 4014:
 - UP 3105 EMD SD40-2, built as MP 6027 in June 1979; to UP by merger in 1982; renumbered to UP 3927 in January 1987; renumbered to UP 3105 in January 2003.
 - UP 453665, insulated boxcar Class BI-70-14, built January 1974.
 - UP 24567 Caboose, built as CRI&P 17149 in November 1967; to UP 24567 in April 1980; assigned to UP's steam program.
- i. The move of UP 4014 from West Colton, California, to Cheyenne, Wyoming, began on April 28, 2014, with arrival at Cheyenne completed on May 8, 2014.

Baldwin TTT-6 Class

2-10-2 wheel arrangement

311,000 pounds weight on drivers; 397,100 pounds operating weight (615,200 pounds with tender)

Road Number	Builder Date	Builder Number
UP 5511	Sep 1923	56999

General Notes:

- a. Built by Baldwin Locomotive Works.
- b. Retired July 1962 and stored at Cheyenne, Wyoming
