

PhotoSpecial

Overland
ROUTE
150



OGALLALA, NEBRASKA: The engineer of UP three-cylinder 4-12-2 9019 glances back at the photographer as he eases an eastbound freight up to the mainline coaling stage at Ogallala, 51 miles west of North Platte, in mid-1949. Ahead, the fireman of Extra 3934 West finishes fueling his 4-6-6-4 Challenger.

A. C. Kalmbach

OMAHA, NEBRASKA: In a July 1947 view from the tower at the east end of the Union Station complex in Omaha, a Union Pacific 2-10-2 crosses the Missouri River with freight train 73 out of Council Bluffs. The first bridge here went up in 1872; this is the third, built in 1919 and still in use.

Henry J. McCord

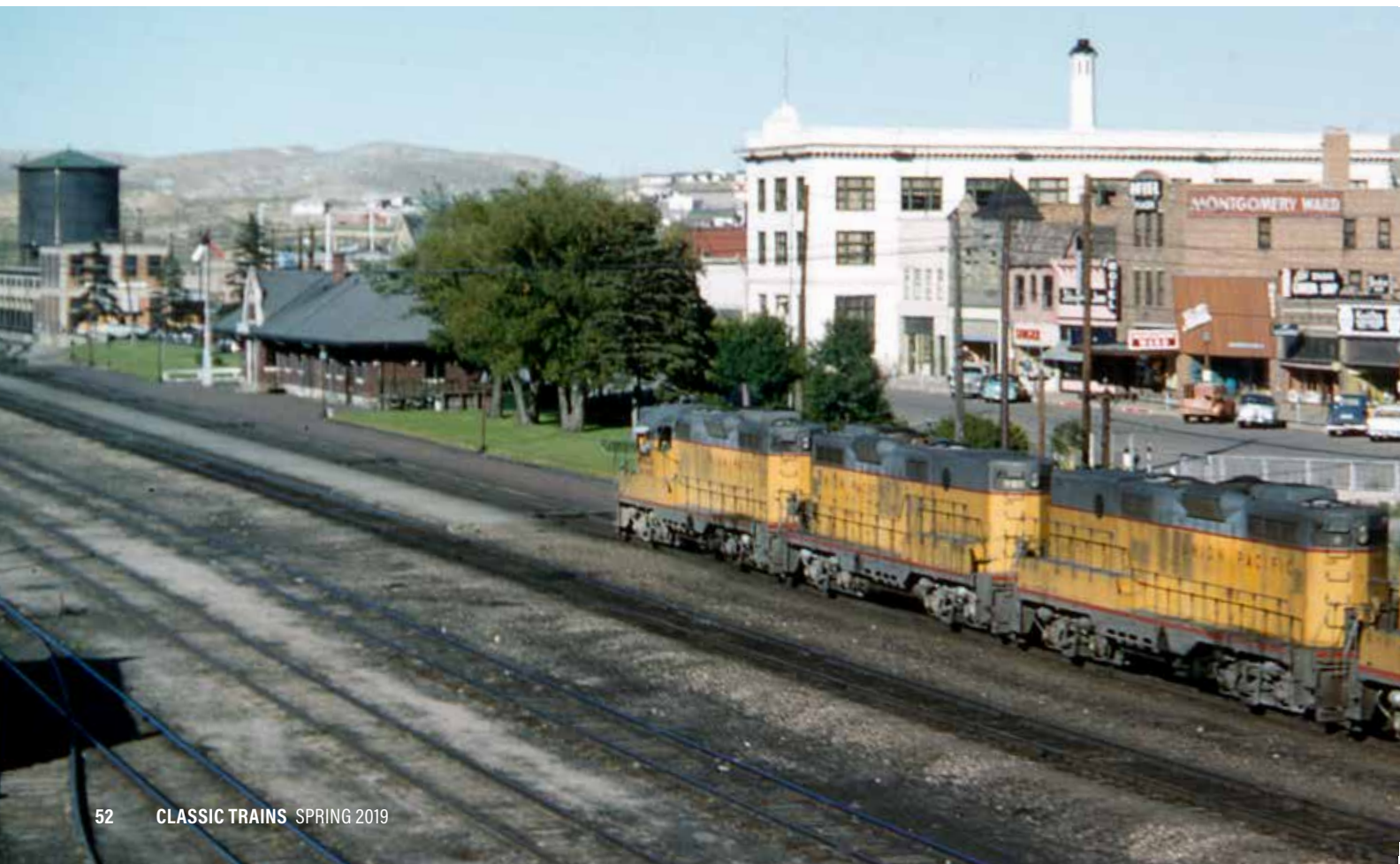


POTTER, NEBRASKA: Extra 1629 East, led by an Alco FA-FB pair, is 16 miles west of Sidney, Nebr., as it curves around the formation known as Point of Rock in August 1955. The tiny town of Potter is visible in the background. Cars dot the Lincoln Highway, UP's companion across Nebraska and Wyoming.

Art Stensvad

DALE JUNCTION, WYOMING: The *City of San Francisco*, having taken UP's double-track main line up the east slope of Sherman Hill, threads the junction with the Harriman Line, opened in 1953 as a low-grade route for westbound freights. The twin tunnels at Hermosa are just ahead, then it's downhill to Laramie. Usually combined with the *City of L.A.* and *Challenger* in this era, train 101 is running solo on this day in mid-1968.

Dan Pope collection





ROCK SPRINGS, WYOMING: Union Pacific bought more cabless road-switchers than any other carrier. The big road's enthusiasm for B units is on view at Rock Springs, Wyo., where a GP9 and three GP9Bs hustle a freight east past the depot and downtown buildings in the 1950s.

Robert A. Caffisch, Helen Caffisch collection



ECHO, UTAH: UP routinely put pushers on freights out of Ogden so they could make decent speed on the long grade via Weber and Echo canyons up to Wahsatch near the Utah-Wyoming line. Challenger 3701 does the honors on October 18, 1956, a few miles east of Echo, where the Park City branch diverged.
Henry R. Griffiths Jr.

MIDLAKE, UTAH: Southern Pacific's 12-mile Lucin Cutoff trestle across the Great Salt Lake was succeeded in 1959 by a causeway 1,500 feet to the north. The old line remained in service for a number of years, and on September 3, 1962, hosted a Pacific Railroad Society special from Los Angeles and Sacramento. As the excursion approached Ogden on the trestle, its passengers got to see a freight headed west on the causeway.
Gordon Glattenberg

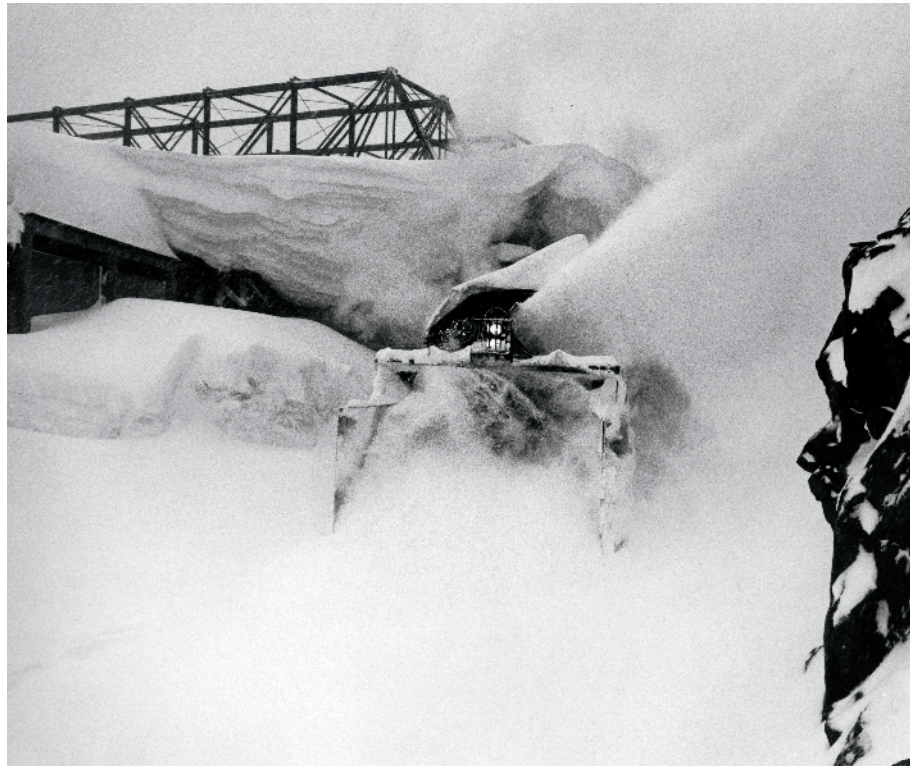


BEOVAWE, NEVADA: SP and UP units lead 124 cars east at lonely Beowawe, 91 miles east of Winnemucca, in July 1976. Western Pacific laid its Salt Lake City-Oakland line parallel to the SP between Wells and Winnemucca in 1909. A 1924 agreement put eastbounds of both roads on WP, westbounds on SP.
Tim Zukas



ANDOVER, CALIFORNIA: On June 9, 1979, passengers in the former SP dome car of Amtrak's westbound *San Francisco Zephyr* have a good view of a smoky SD9 leading a work train following 9 minutes behind. The SFZ has just rounded Stanford Curve, a notable feature on the east slope of Donner Pass.

Tim Zukas



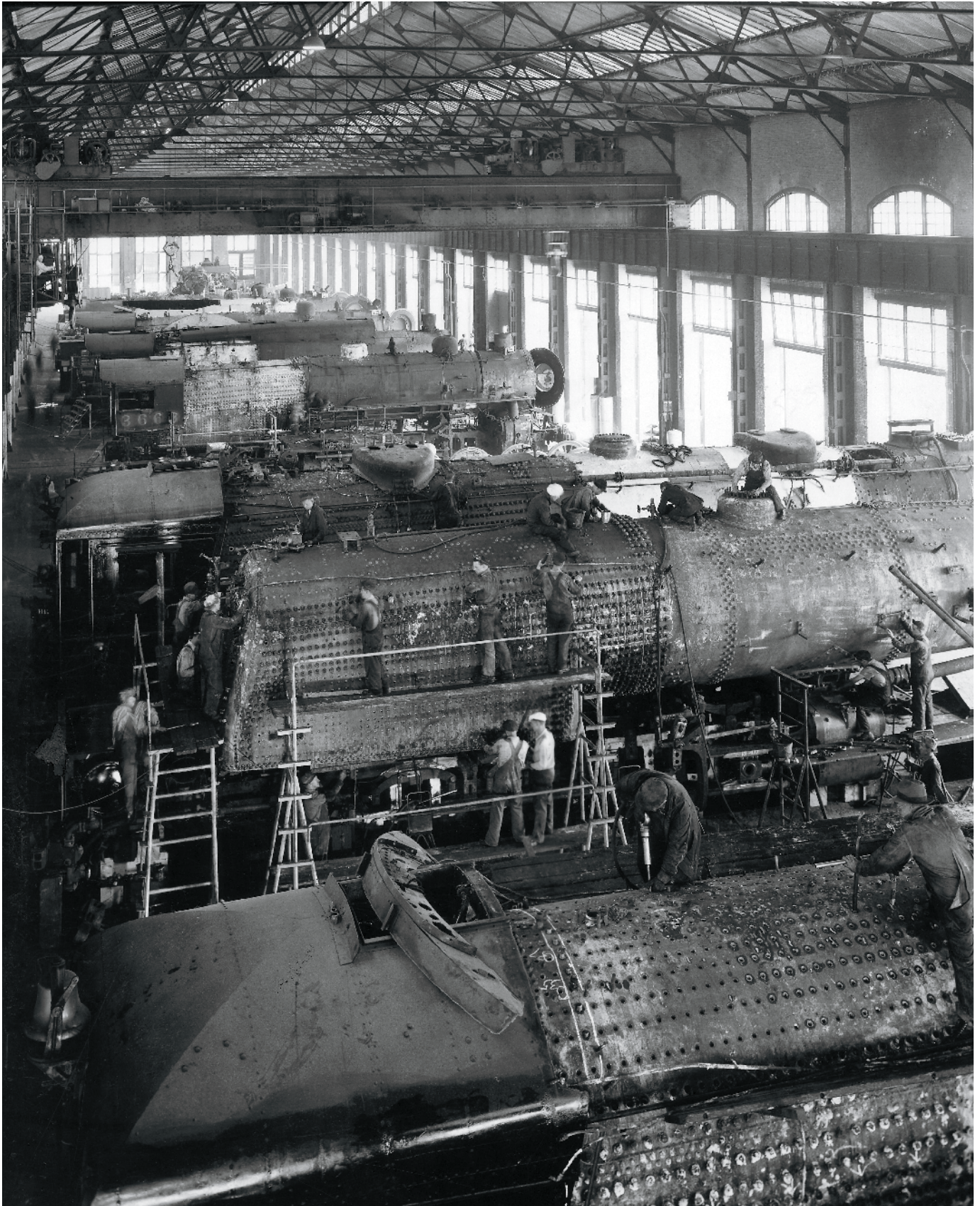
NORDEN, CALIFORNIA: A Southern Pacific rotary plow chews through 30 inches of new snow just west of the Donner Pass summit on April 21, 1976. Behind the plow, a winter's worth of the white stuff burdens the covered turntable and other structures. Rotaries came to SP's Sierra Nevada line in 1888.

Dick Dorn



SPARKS, NEVADA: Southern Pacific SD7 1416 idles away the night hours at Sparks in December 1974. The division point 3 miles east of Reno was established in 1902 as part of an 84-mile line change to the east, one of the many improvements to the old Central Pacific during UP's 1902-13 control of SP.

Ted Benson



SACRAMENTO, CALIFORNIA: Set up in 1868, five years after work began nearby on the Central Pacific, the great shops at Sacramento (pictured in the late 1940s hosting big SP power) built or rebuilt hundreds of steam and diesel locomotives and thousands of cars before closure in 1990. For generations it was the largest railroad shop complex west of Chicago. The California State Railroad Museum has long sought to expand into the remaining buildings.

CLASSIC TRAINS collection



ROSEVILLE, CALIFORNIA: Sometime in the late '30s, 13 cab-forward 4-8-8-2s look out from the roundhouse at Roseville, junction of the Overland Route with a line to Oregon and site of a major freight yard. A response to Donner's snowsheds, cab-forwards came to SP in 1909; the road had more than 250.
Southern Pacific



OAKLAND, CALIFORNIA: An Alco PA-PB-PA trio brings the *City of San Francisco* into SP's Oakland pier terminal in about 1953; most passengers will complete their journey by taking a ferry across the bay. Overland Route trains reached Oakland via Altamont Pass before the 1879 completion of the California Pacific route through Davis and Berkeley; entire train consists were ferried across Carquinez Strait until SP built its big bridge at Martinez in 1930.
Alden Armstrong