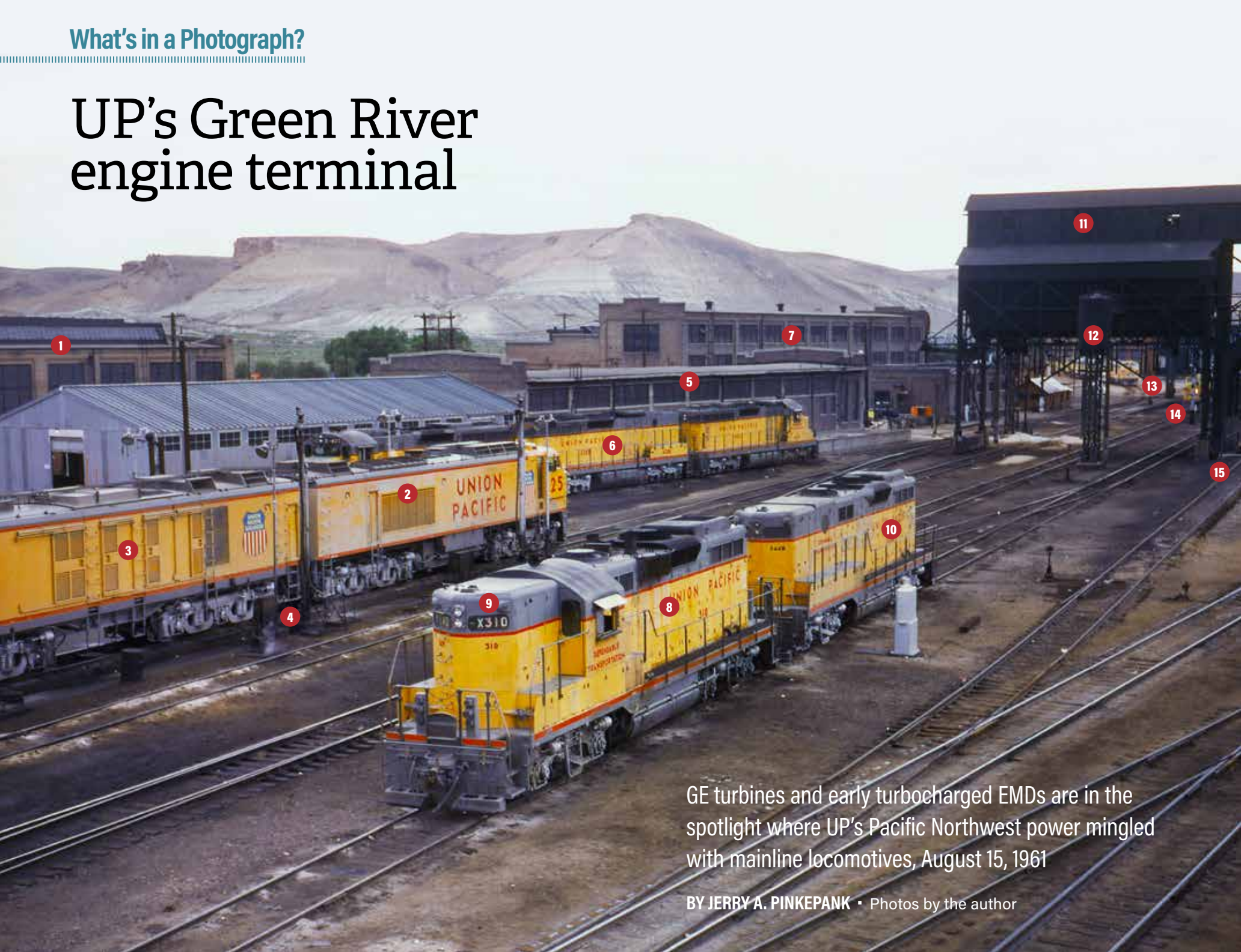
UP's Green River engine terminal



GE turbines and early turbocharged EMDs are in the spotlight where UP's Pacific Northwest power mingled with mainline locomotives, August 15, 1961

BY JERRY A. PINKEPANK • Photos by the author

Union Pacific's division point at Green River, Wyo., 814 miles west of Omaha, is the place where crews and power to and from UP's Oregon Short Line originated and terminated on the Omaha–Ogden main line, although the junction of the OSL is 30 miles west at Granger, Wyo. In 1961, second-generation internal-combustion locomotives were already present in large numbers, and first-generation diesels were also to be found on prime trains. These factors, and the remaking of trains for the confluence and divergence of major traffic streams, meant there was plenty of interest to be seen from the pedestrian bridge that spanned the tracks just west of the station/division office/yard office building adjacent to downtown. This view looks southwest.

1 Car Shop
One of a complex of brick maintenance structures placed in service here in 1927.

2 Locomotive No. 25, control unit
General Electric delivered 30 two-unit gas turbine electric locomotives (GTEL) in 1958–61, Nos. 1–30; they lasted until 1969 when they were traded in on GE U50C diesels. The front unit contained the cab, accessories, and an 850 h.p. Cooper Bessemer diesel for hostling, starting the turbine, and excitation of the dynamic braking.

3 No. 25's turbine unit
The rear unit of each GTEL contained the 8,500 h.p. turbine. A tender (out of view) carried fuel for the turbine. The only buyer of GTELs, UP used them principally on its main line east of Ogden.

4 Diesel fuel hydrants
Not used by turbines except for the small tank supplying the starting/hostling diesel on the control unit, seen between the trucks of unit 25, behind battery boxes. We are seeing two of the four hydrants, which were spaced to fuel a four-unit consist of F units or GP9s at once; hoses are suspended from tall poles to allow hoses long enough not to require precise spotting of the locomotives yet avoiding having hoses lying on the ground or accidentally fouling tracks.

5 Storehouse
Built in 1927, later extended; adjoined by platforms to load/unload company material cars.

6 SD24-SD24B-SD24 set
At this time, the hottest freights on the OSL got this power for the Green River–Portland, Ore., run, but most of UP's SD24 sets worked between Salt Lake City and Los Angeles. UP in 1959 initially acquired 30 SD24s with cabs, Nos. 400–429, and 45 SD24B boosters, Nos. 400B–444B, then in 1960-61 added ex-EMD demonstrators 445–448, with cabs. Only UP had SD24Bs.

7 Machine shop
Providing heavy locomotive repair support for the roundhouse.

8 "Omaha GP20" No. 310
UP's Los Angeles shops applied turbochargers to three GP9s in 1955-56, uprating them to 2,000 h.p., and went on in 1959 to convert at Omaha a further 19 GP9s, 9 with AirResearch turbos as in the 1955-56 units, and 12 with Elliott equipment including No. 310 seen here. The external indication of the Elliott turbo is the pair of stacks and bare air filters ahead of the dynamic-brake blister. UP's program preceded EMD's own turbocharged units and overlapped the introduction of the 2,400 h.p. SD24 in 1959. EMD had not intended a four-axle, 2,000 h.p. unit alongside the SD24 until UP had EMD rebuild 3 GP9s with EMD turbos; the rebuilt units were almost identical to the later production GP20s, and the success of the UP units led EMD to introduce the GP20. UP had 9 more GP9s similarly converted by EMD in 1959, and began receiving production GP20s in 1960. In 1962-63, all the AirResearch and Elliott turbos were removed, and 8 of those units got EMD turbos installed at Omaha instead, so this photo was made in the 1959–63 window when Elliott turbos were in use. Omaha applied EMD turbos to 55 more GP9s and GP9Bs in 1962–65.

9 Train number indicator
In this case set for Extra 310 West. By the 1960s, UP and Southern Pacific were the only major railroads on which locomotives displayed train identification; UP ended the practice in 1965.

10 GP9B No. 344B
One of 125 cabless GP9s on UP built in 1954 and 1957. The Pennsylvania had 30 GP9Bs, and Santa Fe had 5 GP7Bs. UP's high horsepower-per-trailing-ton standard for its fast freights led to its interest in having many B units.

11 Coal dock
UP had discontinued revenue steam operation in 1959, and in 1961 still had serviceable steam power stored at Cheyenne.

12 Sand tower
Positioned for steam power and not suitable for sanding F or E units or switchers, whose sandbox fills were too far down to reach, so probably out of service and replaced by a modern sand tower elsewhere in the engine terminal.

13 Roundhouse
Mostly hidden from our view, with F units that were still the primary power on OSL freights.

14 Standpipe
For delivering thick Bunker C fuel to the tenders of gas turbine electric locomotives.

15 Inspection pit
Where, among other tasks, locomotive brake shoes were changed. This one is interesting for having steel doors to cover it from rain, evidently carried over from steam days but still in use.

Information from Don Strack's UtahRails.net web page was useful in preparing item 8.

A hostler fills the tender of GTEL No. 25 with Bunker C oil. GTELs Nos. 1-30 were mated with modified tenders from retired 4-8-4s.

After buying GE's 1948 GTEL prototype, a single-unit B-B+B-B, UP ordered 25 similar units, delivered in 1954. Some, like No. 72, westbound at Potter, Nebr., had exterior side walkways.