

June 1, 2019

**Union Pacific Railroad
“The Great Race to Ogden”
Cheyenne, Wyoming – Ogden, Utah**

Brief History

On May 10, 1869, construction of the transcontinental railroad was completed at Promontory Summit, Utah.

To commemorate the 150th anniversary of this event in May, 2019, Union Pacific Railroad elected to operate two steam locomotives from the Union Pacific Steam Shop in Cheyenne, Wyoming to Ogden, Utah and return.

Union Pacific planned to operate the following locomotives:

- Union Pacific 844, 4-8-4 (ALCO Schenectady 72791 / 1944)
- Union Pacific 4014, 4-8-8-4 (ALCO Schenectady 69585 / 1941), “Big Boy”

Since its purchase from the American Locomotive Company in 1944, Union Pacific 844 has never been retired. Following the end of the steam era, UP 844 remained in service, most years powering excursions and other special trains around the Union Pacific system.

Union Pacific 4014 was operated in revenue service until 1959. In 1961, the locomotive was donated to the Railway & Locomotive Historical Society and thereafter displayed in Fairplex in Pomona, California. In 2013, Union Pacific re-acquired the locomotive, beginning a years-long effort to restore it to operation at their Steam Shop in Cheyenne, Wyoming. On May 2, 2019, UP 4014 ran under its own power for the first time in sixty years, becoming the largest operational steam locomotive in the world.¹

Union Pacific 4014: Restoration and Planned Return to Service

News of the planned return to service of UP 4014 generated interest among railway enthusiasts from across the globe. During 2018, many of these friends began regularly corresponding with each other, making their respective plans to travel to Cheyenne to witness the re-birth of UP 4014, “Big Boy.”

During 2018, information regarding the status of repairs to UP 4014 trickled out of Union Pacific’s Cheyenne Steam Shop. Images of the locomotive under repair surfaced depicting a job far from complete. Many enthusiasts began speculating whether or not repairs to UP 4014 might be complete by May 4, 2019, the date of UP 4014’s planned departure from Cheyenne.

In January, 2019, Union Pacific Railroad released to the public the first edition of the planned scheduled movement of UP 844 and UP 4014 from Cheyenne, Wyoming to Ogden, Utah. Named, “The Great Race to Ogden,” the initial plan featured two separate trains from Cheyenne to Ogden, with UP 844 departing one week prior to the planned departure of UP 4014.

As the weeks passed, and UP 4014 had not yet been steamed, the initial plan was eventually revised to feature both locomotives double-headed on a single train, scheduled to depart Cheyenne on Saturday, May 4, 2019.

¹ Wikipedia

Photographing UP 4014 + UP 844: Cheyenne, Wyoming – Ogden, Utah

Friends from across the globe expressed an interest in the planned operation of UP 4014. Joining me on this trip was Reid McNaught, a lifelong friend from New Zealand. On April 30, 2019, Reid flew from New Zealand to San Francisco, then took BART and Amtrak to Sacramento where I met him. We elected to rent a car in Sacramento, then drive to Cheyenne, Wyoming and return, a distance of 1,084 miles (1,745 km) one-way. With this plan, should Union Pacific's efforts to repair UP 4014 in time to make the trip to Ogden not come to fruition, we could easily abandon the chase at any point and simply drive back to California.

On the morning of Wednesday, May 1, 2019, Reid and I departed our home in the Sierra foothills, east of Sacramento, then drove 684 miles (1,001 km) to Ogden, Utah. The following two days, May 2 & 3, 2019, were spent following the Union Pacific Railroad main line from Ogden, Utah to Cheyenne. My most recent visit to this area occurred in 1981, on the occasion of the operation of UP 3985 + UP 844 from Cheyenne to Sacramento for the opening of the California State Railway Museum.

Upon our arrival in Cheyenne on the evening of Friday, May 3, we were happy to learn that UP 4014 had, in fact, been successfully steamed and would very likely be able to depart Cheyenne the following morning.

All images in this document were recorded by Thomas R. Schultz except as noted.

Day 1: Saturday, May 4, 2019: Cheyenne – Rawlins, Wyoming

Between Cheyenne and Laramie, at an elevation of 8,247 ft (2,514 m), the Union Pacific Railroad crosses Sherman Hill, the highest point on the original alignment of the First Transcontinental Railroad.²

Much of Sherman Hill is remote, with only a handful of locations accessible via public roads. Trains Magazine published a nice map of Sherman Hill, a link to which can be found at the end of this document.

Concerned that the publicly-accessible locations would likely be crowded with enthusiasts, we secured permission to walk-into the former AX Ranch at a location just west of Perkins.

On the morning of Saturday, May 4, 2019, we encountered Jim Thomas, Rick Ahern and Victor Hand at Down Home Diner, located along West Lincolnway (US 30) on the near west side of Cheyenne. Jim, Rick and Victor advised us that owners of Bath Ranch, located near Dale Junction, were prepared to allow enthusiasts to access their ranch.

Since accessing the Union Pacific right-of-way by walking into the former AX Ranch required a long walk plus a hike to the summit of a small mount, Reid was dropped-off at Bath Ranch. I then returned, alone, to the former AX Ranch where, after walking-in, I found myself alone, waiting for the arrival of the special train.

² Wikipedia



Above and below: On Saturday, the first day of the "Great Race to Ogden," UP 4014 + UP 844 climb Sherman Hill just west of Perkins, Wyoming. This view is from a pinnacle located on the former AX Ranch. Thanks to Johan Debesche - Ranch Manager, for permission to access AX Ranch. May 4, 2019.



As can be seen in the images on the previous page, neither UP 4014 nor UP 844 appear to be working. Further, the high sun (the train crossed Sherman Hill around noon on May 4) failed to illuminate the locomotives' running gear.

West of Sherman Hill, the special train stopped at Laramie for servicing. While the train was stopped at Laramie, Reid and I managed to easily get ahead of the train. We proceeded geographically north of Laramie (railroad west) to a location just south of Rock River, Wyoming.

Right: At Rock River, Wyoming, Reid McNaught and I encountered Michael Eagleson and Tom Kelcec, friends we had not seen in many years. Left to right: Reid McNaught, Michael Eagleson and Tom Kelcec. May 4, 2019.



Above: Geographically north (railroad west) of Laramie, Wyoming, the Union Pacific Railroad negotiates a series of low hills. Approaching the small community of Rock River, westbound trains descend into a valley. In the distance, some interesting cliffs enhance this scene. Note the hundreds of automobiles following the train on adjacent US 30. May 4, 2019.

Since another servicing stop was planned for Medicine Bow, Wyoming, from Rock River, Reid and I elected to proceed directly to Fort Steele State Historic Site for the final image recorded on May 4, 2019.



Above: At Fort Steele State Historic Site, Wyoming, the Union Pacific Railroad crosses the North Platte River. UP 4014 + UP 844 are seen westbound here in the early evening of Saturday, May 4, 2019.

Day 2: Sunday, May 5, 2019: Rawlins – Rock Springs, Wyoming

The route between Rawlins and Rock Springs, was, in our opinion, rather unremarkable. For much of the distance, the Union Pacific Railroad main line is paralleled closely by Interstate 80, so following the train did not present much of a problem.

The first location at which we photographed the train was just west of Rawlins. As was the case on the previous day, on this day, neither UP 4014 nor UP 844 seemed to be working. The day was too warm for steam effects, so no condensing steam was visible. Likewise, smoke was absent from both locomotives.



Above: UP 4014 is westbound, departing Rawlins, Wyoming. May 5, 2019.



Above: On Sunday, May 5, 2019, a servicing stop was made at Wamsutter, Wyoming, allowing us to obtain a few nice images of the train standing still.



Above: At Wamsutter, Philippe Morel recognized me! I first met Philippe in Cheyenne, Wyoming in 1983 on the occasion of a special trip with UP 3985. Photo: Fabrice Lanoue. May 5, 2019.



Above: Under brooding skies, UP 4014 + UP 844 are seen westbound at Red Desert, Wyoming, May 5, 2019.

Day 3: Monday, May 6, 2019: Rock Springs - Evanston, Wyoming

On Monday, May 6, UP 4014 + UP 844 were scheduled to depart Rock Springs, Wyoming at 4:00 AM. Since no steam operations were planned for the following day, Tuesday, on the afternoon of Sunday, May 5, we drove to Evanston where we had reserved three nights at an Evanston motel.

Very early on the morning of Monday, May 6, I, alone, drove back to Granger, Wyoming where the train was scheduled to arrive at 6:15 AM, just after dawn.

On the east side of Granger, US 30 crossed the Union Pacific right-of-way on an overpass. Upon my arrival around 5:45 AM, several enthusiasts were already set-up along the US 30 overpass.

I elected to continue east along the Union Pacific right-of-way, accessed via a public gravel road. About one mile east of US 30, a small hill provided a great vantage point for a view to the east. Already set-up at this location was Chase Gunnoe, whom I had met only once previously, perhaps a decade earlier, at a steam special staged at Cass Scenic Railroad, Cass, West Virginia.

Two cameras were set-up on a single tripod. One camera was equipped with a telephoto lens, while the second camera was equipped with a 70 mm lens.

Just before the sun actually crested the distant buttes, the train appeared. The scene was incredible:



Above: Reminiscent of a cool winter morning in southern Africa during the days of regular steam service, on the morning of Monday, May 6, 2019, UP 4014 + UP 844 are seen arriving in Granger, Wyoming at dawn. The ambient temperature was 34° F (1° C) and the wind was calm. 200 mm telephoto view.



Above: UP 4014 + UP 844 approach Granger, Wyoming near dawn on Monday, May 6, 2019. 70mm lens.



Above: Following a servicing stop, on the morning of Monday, May 6, 2019, UP 4014 + UP 844 create a memorable scene as the train departs Granger, Wyoming.

West of Granger, several days earlier, we explored an area north of Interstate 80 at exit 24. On May 6, a return visit to this area found great sun and a small hill offering a fine vantage point. Many fellow photographers also found this interesting location.



Above: On Monday, May 6, 2019, UP 4014 + UP 844 made a brief stop at Leroy, Wyoming, Union Pacific milepost 891. Overheard on the scanner as the train was preparing to depart: "Make it happen!"

Right: At Leroy, Wyoming, the assembly of photographers anticipating the departure of UP 4014 + UP 844 included Steve Barry (far left), Louis Girard, Michael Raia, Joachim Schmidt, me, and Michael Hubrich, who recorded the above image. Photo: Michael Hubrich. May 6, 2019.



Day 4: Evanston, Wyoming – Ogden, Utah

The final day of our trip dawned cold and rainy. Our efforts several days prior to renew our acquaintance with this portion of the railway allowed us to photograph UP 4014 + UP 844 five times between Evanston, Wyoming and Ogden, Utah.



Above: Enduring cold temperatures as well as precipitation consisting of light rain mixed with sleet, on the final leg of the "Great Race to Ogden," UP 4014 + UP 844 depart Evanston, Wyoming. Wednesday, May 8, 2019.



Above: UP 4014 + UP 844 drift downhill into Echo Canyon, seen here at Castle Rock, Utah. Wednesday, May 8, 2019.



Above: A quintessential Echo Canyon scene: UP 4014 + UP 844 approach Echo, Utah, Union Pacific milepost 950, as viewed from the vantage point of the westbound I-80 Rest Area. Wednesday, May 8, 2019.



Above: UP 4014 + UP 844 approach Morgan, Utah. In the foreground: The Weber River. Wednesday, May 8, 2019.



Above: Following a brief servicing stop at Morgan, UP 4014 + UP 844 approach Peterson, Utah. In the distance, the Wasatch range is partially obscured by low clouds. Wednesday, May 8, 2019.

This was the final image recorded during our recent trip from Cheyenne to Ogden. Congratulations to Ed Dickens, Jr. and the Union Pacific Steam Shop crew for a job well done. Thanks, too, to the Union Pacific Railroad for sponsoring this project.

Future Trips with UP 4014

During May, 2019, Union Pacific Railroad announced two future trips with UP 4014:

- July 15, 2019: UP 4014 Omaha, Nebraska - Boone, Iowa, one way
- October 18 - 19, 2019: UP 4014: Trips out of Los Angeles area, Southern California

Websites Related to UP 4014, including Planned Future Excursions

Union Pacific Railroad: <https://www.up.com/heritage/steam/schedule/index.htm>

Rail Giants Train Museum: <http://www.railgiants.org/>

Railway & Locomotive Historical Society, Southern California Chapter:
http://rlhs.org/Chapters/southern_california.shtml

Sherman Hill Map

Trains Magazine: <http://trn.trains.com/~media/files/pdf/2019/shermanhilltranscontinentalrailroad.pdf>

Bath Ranch, Dale Junction, Wyoming: Contact

Nancy Bath: nlbath@hotmail.com

Train Schedule (all times Mountain Daylight Savings Time)

Saturday, May 4, 2019

Cheyenne Depot: UP 4014 Christening	9:30 AM
Depart: Cheyenne, Wyoming	10:00 AM
Arrive: Harriman, Wyoming (County Road 102 level crossing)	11:15 AM
Depart: Harriman, Wyoming	11:30 AM
Arrive: Laramie, Wyoming	12:30 PM
Depart: Laramie, Wyoming	1:15 PM
Arrive: Medicine Bow, Wyoming	2:30 PM
Depart: Medicine Bow, Wyoming	3:15 PM
Arrive: Rawlins, Wyoming	4:45 PM

Sunday, May 5, 2019

Depart: Rawlins, Wyoming	8:00 AM
Arrive: Wamsutter, Wyoming	9:15 AM
Depart: Wamsutter, Wyoming	10:00 AM
Arrive: Rock Springs, Wyoming	11:15 AM

Monday, May 6, 2019

Depart: Rock Springs, Wyoming	4:00 AM
Arrive: Green River, Wyoming	4:55 AM
Depart: Green River, Wyoming	5:10 AM
<Sunrise>	6:09 AM
Arrive: Granger, Wyoming	6:15 AM
Depart: Granger, Wyoming	7:00 AM
Arrive: Evanston, Wyoming	8:45 AM

Tuesday, May 7, 2019

Evanston, Wyoming: No public display

Wednesday, May 8, 2019

Depart: Evanston, Wyoming	8:00 AM
Arrive: Echo, Utah (Echo Road crossing)	9:30 AM
Depart: Echo, Utah	9:45 AM
Arrive: Morgan, Utah	10:00 AM
Depart: Morgan, Utah	10:15 AM
Arrive: Ogden, Utah	10:50 AM

Sunday, May 12, 2019

Depart: Ogden, Utah	8:00 AM
Arrive: Morgan, Utah	9:15 AM
Depart: Morgan, Utah	9:25 AM
Arrive: Echo, Utah	9:55 AM
Depart: Echo, Utah	10:05 AM
Arrive: Evanston, Wyoming	11:05 AM

Monday, May 13, 2019

Depart: Evanston, Wyoming	8:00 AM
Arrive: Granger, Wyoming	10:00 AM
Depart: Granger, Wyoming	10:45 AM
Arrive: Green River, Wyoming	11:50 AM
Depart: Green River, Wyoming	12:05 PM
Arrive: Rock Springs, Wyoming	12:45 PM

Tuesday, May 14 – Wednesday, May 15, 2019

Rock Springs, Wyoming: Display

Thursday, May 16, 2019

Depart: Rock Springs, Wyoming	8:00 AM
Arrive: Point of Rocks, Wyoming	9:00 AM
Depart: Point of Rocks, Wyoming	9:15 AM
Arrive: Wamsutter, Wyoming	10:30 AM
Depart: Wamsutter, Wyoming	11:30 AM
Arrive: Rawlins, Wyoming	12:45 PM

Friday, May 17, 2019

Depart: Rawlins, Wyoming	8:00 AM
Arrive: Hanna, Wyoming	9:00 AM
Depart: Hanna, Wyoming	9:15 AM
Arrive: Medicine Bow, Wyoming	9:45 AM
Depart: Medicine Bow, Wyoming	10:45 AM
Arrive: Laramie, Wyoming	12:45 PM

Saturday, May 18, 2019

No public access

Sunday, May 19, 2019

Depart: Laramie, Wyoming	8:00 AM
Arrive: Sherman Hill, Wyoming	9:15 AM
Depart: Sherman Hill, Wyoming	9:25 AM
Arrive: Cheyenne, Wyoming	11:05 AM

Train Composition

- Union Pacific 4014, 4-8-8-4
- Water car *Jim Adams* (UPP 809)
- Union Pacific 844, 4-8-4
- Water car *Joe Jordan* (UPP 814)
- Union Pacific SD70AH 8937
- Tool car *Art Lockman* (UPP 6334)
- Boiler car *Howard Fogg* (UPP 209)
- Baggage Car *Lynn Nystrom* (UPP 5714)
- Power car 207
- Crew car *Willie James* 202
- Crew car *Omaha* 200
- Dome lounge *City of San Francisco* 9009
- Diner *Overland*
- Observation *Idaho* 203

Friends Encountered

- Rick Ahearn (Delaware, USA)
- Steve Barry (New Jersey, USA)
- John Biehn (Ohio, USA)
- Giovanni Donato (Italy)
- Michael Eagleson (New Jersey, USA)
- Harold Edmonson (Illinois, USA)
- Louis Girard (Illinois, USA)
- Steve Glischinski (Minnesota, USA)
- Lawrence Gross (New Jersey, USA)
- Victor Hand (Maine, USA)
- Nils Huxtable (British Columbia, Canada)
- Thomas Kelcec (New Jersey, USA)
- Fabrice Lanoue (France)
- Reid McNaught (New Zealand)
- Philippe Morel (France)
- Mike Raia (Illinois, USA)
- Rich Reiff (Colorado, USA)
- Joachim Schmidt (Germany)
- James Thomas (Oregon, USA)