



Union Pacific's E-9 No. 951 visits Portola, California during Railroad Days in August 1988
-Norman Holmes Photo

Union Pacific's E-9 No. 951

Union Pacific

Locomotive No. 951 is the last of Union Pacific's high speed diesel-electrics built for service on the famous streamliner and domeliner passenger trains.

The 2400 horsepower locomotive was built for Union Pacific Railroad by the Electro-Motive Division (EMD) of General Motors and delivered in June 1955.

The unit, one of 69 EMD model E-9 units on the Union Pacific, pulled such famous trains as the City of Los Angeles, City of Portland, City of San Francisco, City of St. Louis and Challenger.

The sleek units, considered among the most graceful locomotives in American railroading, evolved from the first Union Pacific streamlined locomotives back in 1934. The "E" series was started by EMD in the late 1930's. Delivery of the E-8s, virtually identical in appearance to the E-9s, in the 1950's completed dieselization of Union Pacific passenger service. E-9 production began in 1954. The last E-9 unit ever built by EMD was delivered to Union Pacific in 1964.

When the federal government took over most U.S. rail passenger service in 1971 with the formation of Amtrak, all but eight of Union Pacific's E units were transferred to Amtrak. The final eight, including 951, were retained by

Union Pacific for use on special trains such as inspection specials and occasional employee special trains.

In 1974, No. 951 was loaned to the sponsors of the American Freedom Train to promote the AFT's bicentennial tour. The locomotive was repainted into a bicentennial paint scheme of red, white and blue and toured much of the nation pulling the "Preamble Express" in advance of the widely publicized steam-powered Freedom Train tours in 1975 and 1976. The locomotive maintained its patriotic look until 1978 when it was repainted in its original Union Pacific armour yellow colors.

In August 1980, the eight units were retired. Seven were sold or donated to museums. No. 951 was kept as UP's last E unit and was stored in the Cheyenne, Wyoming roundhouse, along with Union Pacific's famous excursion steam locomotives, No. 8444 and 3985. No. 951 had traveled 4,220,669 miles – equivalent to 170 times around the earth.

On February 17, 1984, No. 951 was officially returned to the active roster so work could begin on preparing it for excursion service, thus returning Union Pacific's famous "winged shield" nose emblem to the rails, and recreating the "Road of the Streamliners" image once again.

Union Pacific No. 951 Vital Statistics

Horsepower	2400	Bearings	Hyatt Roller
Engines	2 EMD 12.567-C	Fuel Capacity	1,200 gallons (US)
Traction Motors	4 EMD D-37-B	Lube Oil Cap.	330 gallons (US)
Tractive Effort	56,480 lbs at start 8,000 lbs at 98 mph	Engine cooling	436 gallons (US)
Gear Ratio	55/22	Sand capacity	18 cubic feet
Top Speed	98 mph	Weight	335,770 lbs (167.8 tons)
Max Track Curv.	21 degrees	Length	70 ft 3 in
Height	16 ft	Width	10 ft 7.5 in