

# UNION PACIFIC No. 9000

Locomotive No. 9000 was the first in a group of 88 similar steam locomotives having a 4-12-2 wheel arrangement known as a "Union Pacific" type. Locomotives of this type were built for Union Pacific Railroad between 1926 and 1930, and assigned road numbers beginning with 9000 to signify having nine wheels on both their sides. The "9's", as they were called by railroad crews, were considered giants when first displayed to the public. They primarily hauled freight between Ogden, Utah and Council Bluffs, Iowa.

The 9000 series is the largest steam locomotive built on a rigid frame; it has a wheelbase of 30 feet, eight inches in length. Its 12 drive wheels are powered by three massive cylinders, one of which is located inside the frame, which transmits its power through a crankshaft on the second driver axle. The two outside cylinders are connected by conventional main and segmented side rods to the third driver.

The "9's" were built to haul the heavy tonnage of a 2-8-8-0 Mallet, at the faster speeds of a 2-10-2 "Santa Fe" type all the while using less coal and water.

On its way to Los Angeles County Fairgrounds  
Oro Grande, California - May 3, 1956



Photo by Harold Stewart

The engine's design was a success and the subsequent four orders, subtypes "UP-2" through "UP-5", required relatively minor changes.

No. 9018 was the last Union Pacific steam locomotive to suffer a boiler explosion. This event occurred on October 20, 1948, near Upland, Kansas and was apparently caused by an inadequate amount of water in its boiler.

No. 9000 was donated to The Railway and Locomotive Historical Society, Southern California Chapter by Union Pacific Railroad in May, 1956. It arrived at East Los Angeles under its own steam power.

Locomotive No. 9000 holds

three distinctive honors within its class: it was the first locomotive to be built; it was the last locomotive retired; and it is the only surviving locomotive of the 9000 class. As the prototype locomotive, it was the only "UP-1" ever built. It is one of four surviving three-cylinder steam locomotives built in the U.S. Another surviving three-cylinder locomotive is Southern Pacific No. 5021, which is also on display at RailGiants Train Museum.

Today, No. 9000 is a distinctive locomotive at RailGiants Train Museum inside the Los Angeles County Fairgrounds in Pomona, California.

## SPECIFICATIONS

Total Weight:	495,000 lbs.	Maximum Horsepower:	4,750
Length:	103 ft, 1.625 in.	Maximum Tractive Effort:	96,650 lbs.
Wheel Diameter:	67 in.	Top speed:	50 MPH
Fuel:	Coal	Builder:	American Locomotive Company Dunkirk, New York
Coal Capacity:	44,000 lbs	Built:	1926
Water Capacity:	18,000 gallons	Builder Number:	66544



At the Los Angeles County Fairgrounds

The Railway and Locomotive Historical Society,  
Southern California Chapter

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