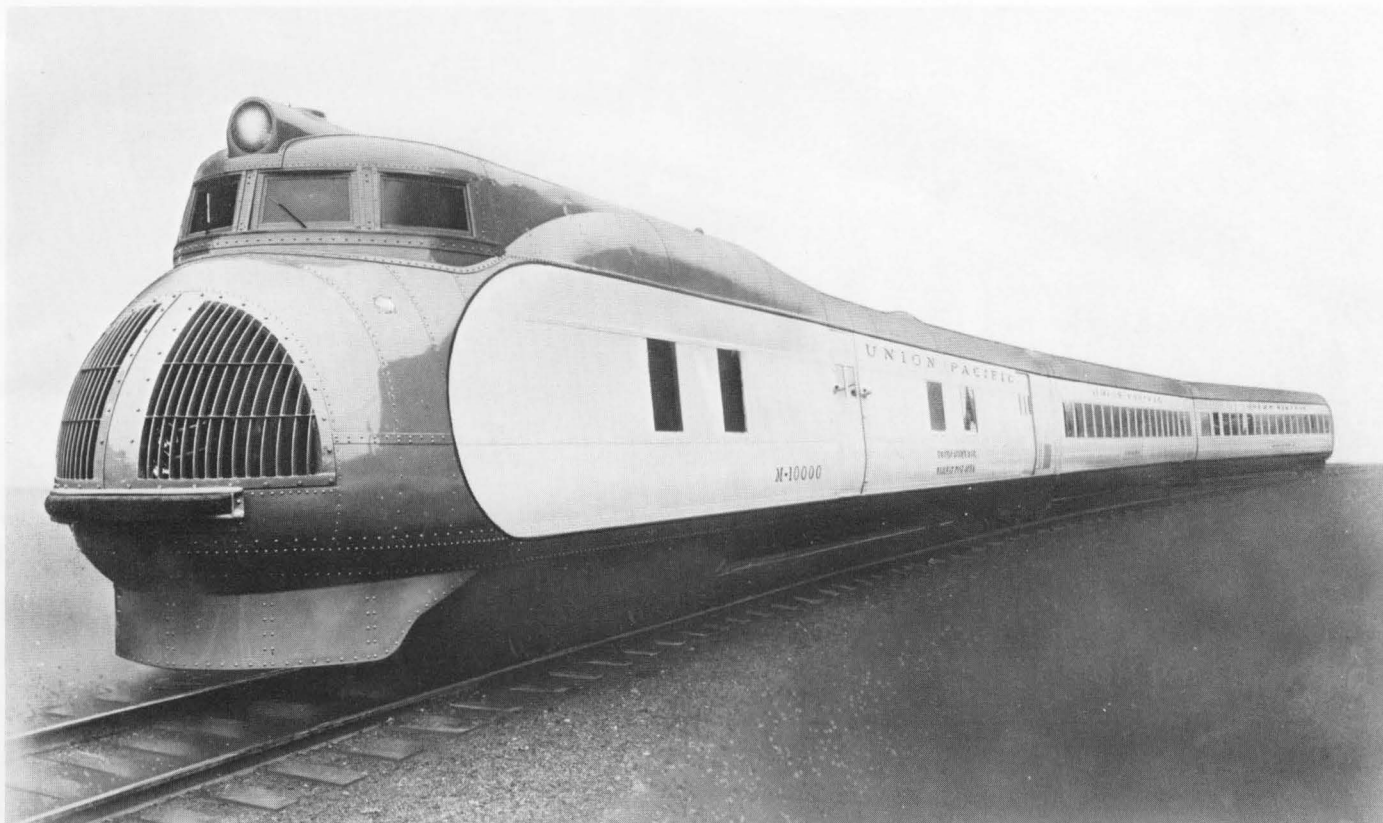


Union Pacific



Airbrushing added an air of mystique to publicity photo of the first Union Pacific streamliner, the M-10000.

Union Pacific

THE INTIMATE relationship between the Union Pacific and the McKeen Motor Car Co. was thoroughly covered in our first book, *Interurbans Without Wires*. The UP set William McKeen up in the business in a part of the Union Pacific Omaha

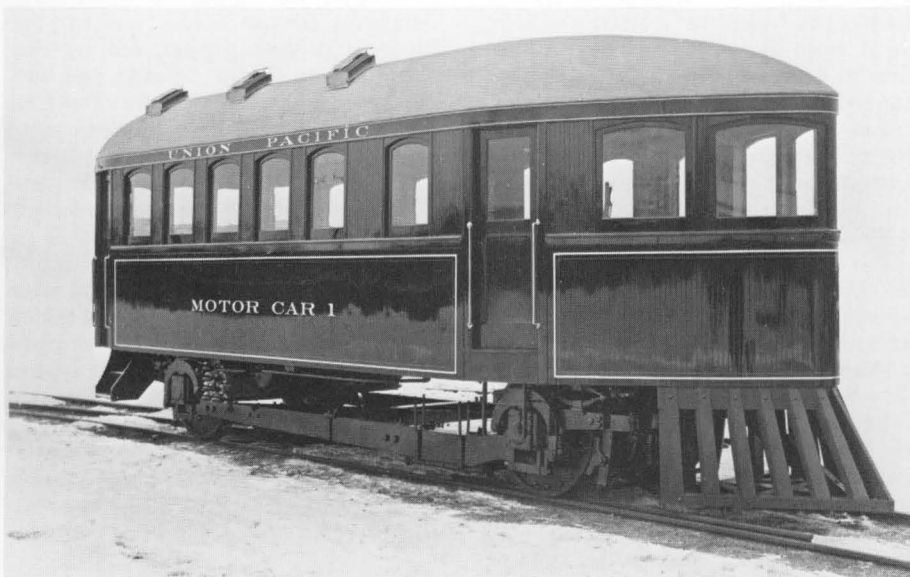
shops, was half-owner during the years that the cars were produced, and ultimately became complete owner until the firm was dissolved in 1920.

It is not surprising, therefore, to find that the first 19 McKeen cars were nominally built for the UP. In actual

practice, often if an order was received for a car from another railroad, it was filled with a new car from the Union Pacific roster.

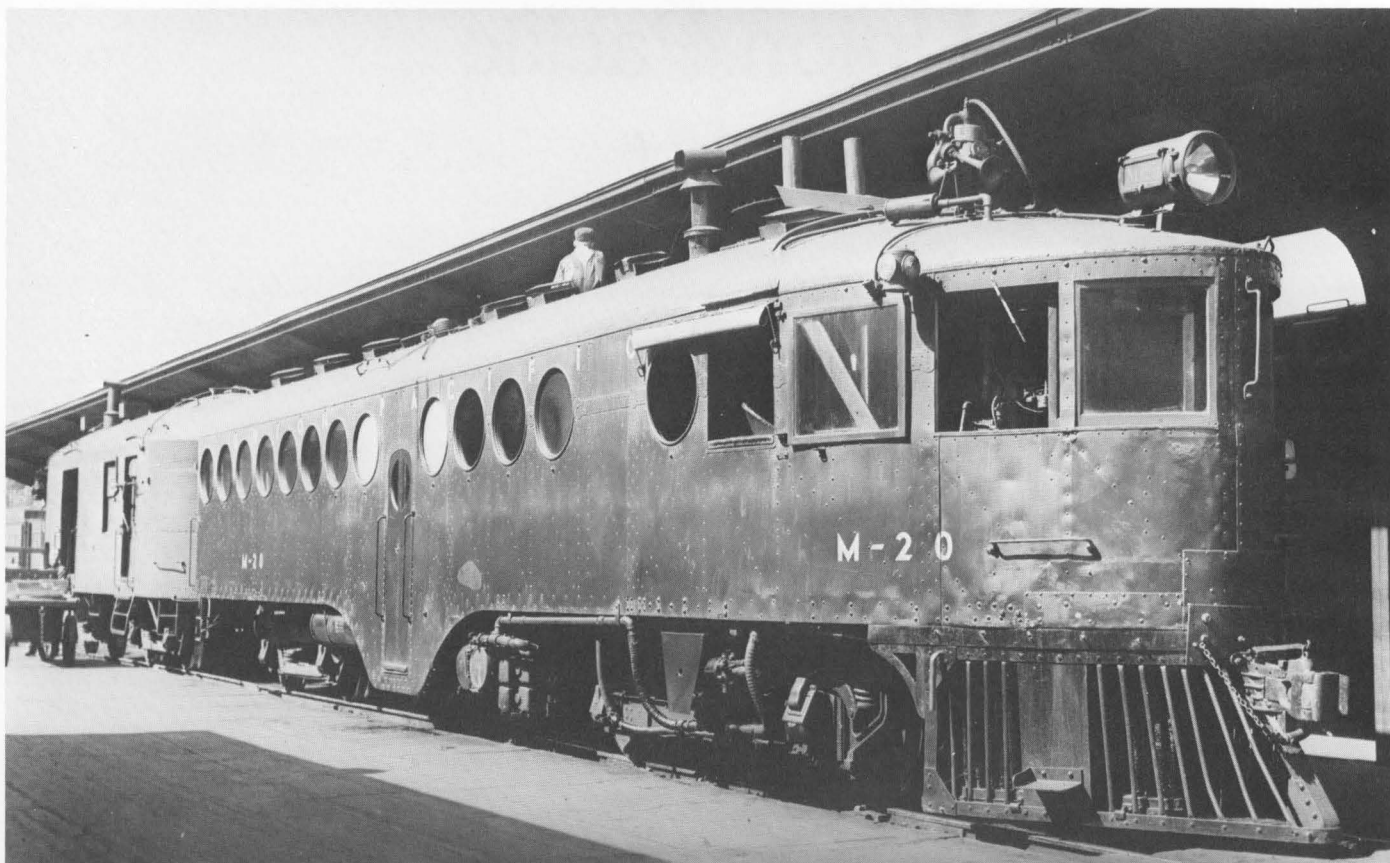
The original fleet numbering scheme used by the UP was to give the car the same number as the McKeen builder's number. This led to some rather puzzling gaps in the number sequence. To compound the problem, cars that were later purchased second-hand were given the numbers of these missing cars.

At the keystone of the Edward Hariman empire, the UP was a large and complex organization and the right hand did not always know what the left hand was doing. In 1911 Julius Kruttschnitt, then director of maintenance and operation for the UP (and later chairman of the board of the Southern Pacific) inquired as to why two McKeen cars built



McKeen had publicity photos, too. Here's the very first wind-splitter car, Union Pacific No. 1, on March 18, 1905.

Union Pacific



As late as July 5, 1941, the UP was running a pure McKeen combo—the M-20 and trailer T-52. Photo was taken at Ogden, UT; train was being readied for the Malad City, UT, branch run. *A. C. Phelps Collection*

for the North Coast Lines, a subsidiary of the Oregon-Washington Railway & Navigation Co., were built with wedge-shaped fronts rather than the parabolic front standard on the Harriman lines.

A startled McKeen wrote to Kruttschnitt: "we built a wedge-shaped front end for the North Coast on their specifications, we not knowing at that time that they were a Harriman line interest."

The McKeens served the Union Pacific and associated lines very well—probably far better than their performance on other roads. Several ran through World War II with their original drives, and several others were converted to gas-electrics.

When it came to the second generation of rail motorcars, the UP built in its own shops what might be termed the ultimate McKeen. From what remained of the McKeen parts inventory, four unused sides were selected and were combined with the Hall-Scott gas engine, electrical components from GE, and trucks from Brill.

The cars, numbered M-29 and M-30, proved to be exceptionally reliable, became favorites of the company and eventually received such amenities as reclining seats, a feature not often seen in doodlebugs. The remaining motor-

cars in the fleet were stock model EMCs and Brills.

Each division of the system, the UP, Oregon Short Line, Oregon-Washington Railway & Navigation Co., and the Los Angeles & Salt Lake, had its own numbering system, avoiding overlap, and although there was some transferring of equipment among the divisions, it was not extensive.

The UP division had by far the largest fleet, and a large proportion of the lines in Nebraska, Kansas and Colorado were served by railcars at one time or another. In contrast, the Los Angeles & Salt Lake had only two cars, and most of the time only one. One of the routes the LA&SL doodlebugs covered for a short line was the very obscure Montebello-to-Anaheim branch in Southern California.

The Union Pacific's only venture in the third generation of railcar was the famous *City of Salina*, one of the first streamlined trains. It spent its relatively short life (1934-1942) on the Kansas City-Salina run, later cut back to Topeka. It was retired just in time for the World War II scrap drives, thus it was unable to join its contemporary streamliners, the *Zephyrs* and the *Flying Yankee*, which were eventually presented to museums. Sadly, none of

the UP's early streamliners survived.

The last group of cars was retired in 1958 as the branch line runs they were protecting were eliminated. Oregon Short Line car M-66 was rebuilt in 1950 into detector car DC-2, and Oregon-Washington Railway & Navigation car M-98 survived until 1961, and then was converted into a work car.

Car M-35 has been restored and is now at the Illinois Railway Museum. One other car might be mentioned. Originally Detroit & Mackinac car 201 or 202, it was purchased by the Teledetector Co. of Chicago and converted into a rail detector car. This firm was apparently planning to become a rival to the Sperry rail detector service, and two cars from the D&M were purchased. Only one car was converted, however, and was sold to the UP as its detector car DC-3.

The DC-3 is still in service, and after many rebuildings it now sports a rakish front end dominated by a massive plate glass windshield which makes it appear a bit like an airport control tower!

The St. Joseph & Grand Island Railroad was very closely associated with the Union Pacific, but was not officially made a part of the system until after its last railcar had been retired.



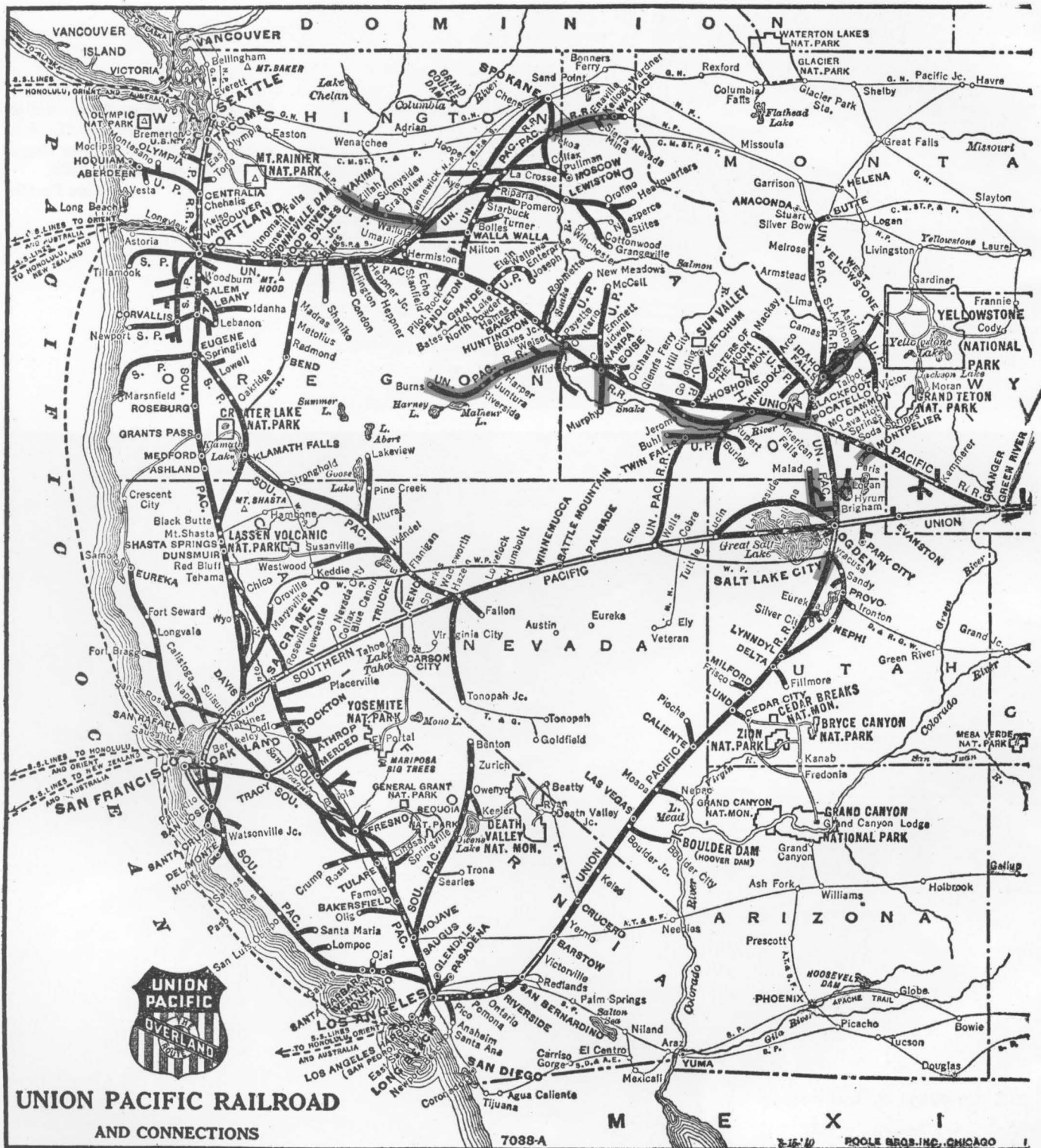
Glistening with its fresh coat of varnish, brand-new car No. 5 is rolled out of the McKeen shops at Omaha on Jan. 12, 1906.

Union Pacific



Detector car DC-3 was a boomer doodlebug from the Detroit & Mackinac. It is shown at Denver in October of 1977. Since then, it has been rebuilt with an enormous plate glass windshield.

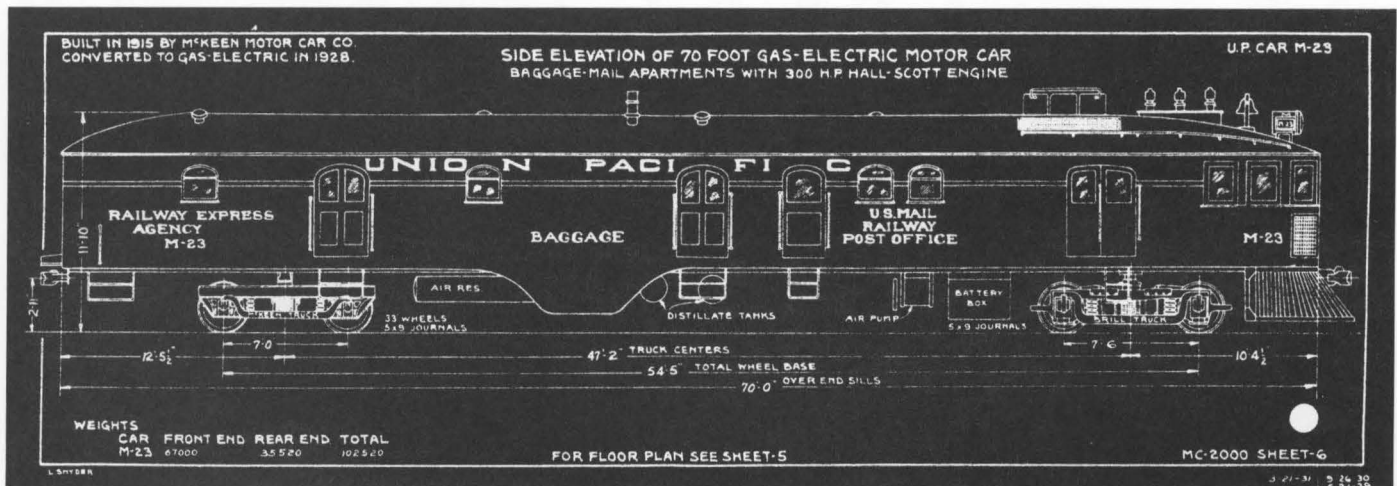
Louis Saillard



Heavy gray lines indicate the doodlebug runs on the Union Pacific. Reproduced from THE OFFICIAL RAILWAY GUIDE®
 © 1937 NRPCo.



Now painted in streamliner yellow, Electro-Motive car M-32 hauls trailer T-11 through Twin Falls, ID, on July 5, 1952.
W. C. Whittaker Collection



Kansas was the heart of Doodlebug Country. Here is motor M-16 on UP rails at Beloit, KS, on October 22, 1948. This was the very last McKeen to operate on the UP.
A. C. Phelps

Union Pacific

ROAD NO.	BUILDER	DATE	BLDR. NO.	ENGINE & DRIVE	BODY TYPE	LGTH.	WT.	DISPOSITION	REMARKS
1	McKeen	1905	1	Riotti 100hp GM	6win wood 25p	31'	20t	Ret. 6/31	Burned, rblt. square end. 4-wheel car
2	McKeen	1905	2	Riotti 100hp GM	12win 57p	56½'	28t	Burned 1915	—
M-3 (3)	McKeen	1905	3	Riotti 100hp GM	10win Bag.-Pass.	55'	35t	To OSL M-62 ² , 9/24	—
M-4 ¹ (4)	McKeen	1906	4	Riotti 100hp GM	10win Bag.-Pass.	55'	35t	Ret. 11/22	Eng. to M-27, demo. on Chi. & Alton
M-4 ²	McKeen	1911	107	McKeen 200hp GM	14win CE Bag. 38p	70'	40½t	Scr. 8/45	Ex-Gt. Western M-1, acq. 1928
5	McKeen	1906	5	Riotti 100hp GM	12win 38p	55'	35t	Ret. 4/16	—
M-5	McKeen	1910	89	McKeen 200hp GM	14win CE Bag. 38p	70'	39½t	Ret. 12/44	Ex-Gt. Western M-2, acq. 9/28
M-6 (6)	McKeen	1905	6	Riotti 100hp GM	12win CE 36p	55'	35t	Wrecked 1925	Rblt. 1926, body from Midl. Vly. 2, re-eng. McKeen 200hp GM, became 15win CE Bag. 38p, 70' 40t
M-7 (7)	McKeen	1906	7	Riotti 100hp GM	10win CE Pass.	55'	29t	Rblt. tlr. T-19, 1929	Used on Erie (no. 4000)
M-8	McKeen	1906	8	McKeen A 200hp GM	12win CE 49p	55'	30½t	Rblt. tlr. T-18, 1929	First car with McKeen eng.
M-9 ¹	McKeen	1906	9	McKeen A 200hp GM	12win CE 49p	55'	30½t	Ret. 11/22	Eng. to M-26. Square windows
M-9 ²	McKeen	1911	121	Samet 150hp GM	15win CE Bag. 38p	70'	39½t	Scr. 5/45	Ex-Saratoga & Encamp. Vy. M-1, acq. 1928
M-10	McKeen	1907	10	McKeen A 200hp GM	12win CE 54p	55'	34t	Ret. 4/34	Dist. fuel, heated by eng. water
M-11	McKeen	1907	11	McKeen A 200hp GM	12win CE Bag. 16p	55'	38½t	Ret. 7/42	Re-eng. Sterl. 180hp GE, 5/25; eng. to M-21, 1942
M-12	McKeen	1907	12	McKeen A 200hp GM	12win CE 50p	55'	35½t	Ret. 6/40	Dist. fuel
M-13	McKeen	1907	13	McKeen A 200hp GM	12win CE Bag. 34p	55'	35t	Burned 6/36	Dist. fuel
14	McKeen	1907	14	McKeen A 200hp GM	12win CE	55'	35t	To Ill. Cent. 111	Probably not used on U.P.
M-14	McKeen	1910	59	McKeen A 200hp GM	13win CE Bag. 38p	70'	39½t	Burned 8/35	Ex-St. Jos. & Grand Isl. 112, acq. 1917
M-15	McKeen	1911	116	McKeen A 200hp GM	17win CE Bag. 38p	70'	40½t	Ret. 1944	Ex-OSL M-62, acq. 10/17. Dist. fuel, later butane
M-16	McKeen	1911	117	McKeen A 200hp GM	16 win CE Bag. 50p	70'	43½t	Ret. 9/52	Ex-OSL M-63, acq. 10/17. Re-eng. 225hp Wint. 106A GE, 1926
M-17	McKeen	1907	17	McKeen A 200hp GM	12win CE 50p	55'	40t	Ret. 6/40	Dist. fuel, square rear windows
M-18	McKeen	1911	118	McKeen A 200hp GM	10win CE Bag. 38p	70'	41t	—	Ex-OSL M-65, acq. 1917
M-19	McKeen	1908	19	McKeen A 200hp GM	12win CE 48p	55'	40t	—	Dist. fuel, square rear windows
M-20	McKeen	1909	31	McKeen A 200hp GM	12win CE 50p	55'	35½t	Ret. 12/44	Dist. fuel, square rear windows
M-21	McKeen	1909	54	McKeen A 200hp GM	12win CE Bag. 50p	70'	40t	Ret. 1/48	Re-eng. 180hp Sterl. GE, 7/42; eng. from M-11

ROAD NO.	BUILDER	DATE	BLDR. NO.	ENGINE & DRIVE	BODY TYPE	LGTH.	WT.	DISPOSITION	REMARKS
M-22	McKeen	1909	55	McKeen A 200hp GM	12win CE Bag. 38p	70'	40t	Ret. 5/45	Dist. fuel
M-23	McKeen	1915	148	McKeen C 200hp GM	4win RPO Bag.	70'	40t	Rblt. by Brill, 1/29, ord. no. 22678	Re-eng. 300hp HS-GE, weight 51t
M-24	McKeen	1917	153	McKeen C 200hp GM	6win RPO Bag.	70'	40t	Rblt. by Brill, 1/29, ord. no. 22678	Re-eng 300hp HS-GE, weight 51t
M-25	McKeen	1910	104	McKeen A 200hp GM	15win CE Bag. 52p	70'	41t	Ret. 1944	Ex-ATSF M-102, acq. 1922
M-26	McKeen	1911	122	McKeen A 200hp GM	15win CE Bag. 48p	70'	38t	To LA&SL M-101, 1925	Blt. for Peoples Elec., Muskogee, OK, not del. Rblt. 6/23 with eng. from M-9 ¹
M-27	McKeen	1913	137	McKeen A 200hp GM	12win CE 50p	55'	35t	Ret. 9/34	Ex-Minn. Nor. "Minneapolis," eng. from M-4 ¹
M-28	McKeen	1913	136	McKeen A	12win CE	55'	35t	Ret. 7/42	Ex-Minn. Nor. "Anoka," acq. 1923
M-29 -30	Co. Shops	1927	—	HS 300hp GE	14win CE Bag. 44p	64'	46t 50t	—	Bodies from unused McKeen parts
M-31 -34	EMC St. Louis	1927	181-84 1412	Wint. 106A 225hp GE	19win 70p	72'	49½t	Ret. 6/48, 5/54, 5/54, 9/58	M-31, 33, 34 re-eng. from OSL M-65, 67, 68, 1933. 275hp Wint. 120
M-35	EMC St. Louis	1927	185 1412	Wint. 120D 275hp GE	19win 70p	72'	51½t	Ret. 8/58	Don. to Ill. Ry. Museum
M-36 -39	EMC Pullman	1928	322-25 6178	Wint. 120D 275hp GE	20win 74p	71'	55½t	Ret. 9/58 exc. M-37, scr. 8/51	M-36, 37 rbt. with 55 reclining seats, 8/32. M-39 seating reduced to 40
M-40 -41	Brill	1928	22677	HS 300hp GE	13win Bag. 44p	73'	56t	Ret. 9/58	M-41 don. to Stapleton, NB but scr. 1961
M-10000	EMC Pullman	1934	508 6424	Wint. 600hp DE	Power RPO Bag.	72½'	84½t	Scr. 2/42	"City of Salina" Artic. Power Car; RPO elim. 1936

Trailers

10400	Pullman	1934	6424	—	16win 56p	58'	—	Scr. 2/42	"City of Salina" chair car
10401	Pullman	1934	6424	—	14win 52p	71'	—	Scr. 2/42	"City of Salina" obs.-buffet
T-1	McKeen	1905	T-1	—	Bag.	31'	13t	—	Orig. 4 wheel
T-2-4	McKeen	1906	T-2-4	—	Bag.	31'	14½t	Ret. 1934	T-3 weighed 12½t, T-4 14t
T-5-7	McKeen	1907	T-5-7	—	Bag.	31t	12½t	Ret. 9/34	T-6 weighed 13t, T-7 12t
T-8	McKeen	1908	T-8	—	Bag.	31'	14t	Ret. 9/34	—
T-10-17	Pullman	1928	6179	—	RPO-Bag.	71'	38½t	Ret. 1934	—
T-18, 19	Co. Shops	1929	—	—	13win 49p	50t	25½t	Ret. 1934	Rblt. from M-8, M-7. Bag. sect.
499	McKeen	1907	—	—	20win 78p	70'	—	—	Train doors

Oregon - Washington Ry. & Navigation Co.

ROAD NO.	BUILDER	DATE	BLDR. NO.	ENGINE & DRIVE	BODY TYPE	LGTH.	WT.	DISPOSITION	REMARKS
M-76 (600)	McKeen	1909	61	McKeen 200hp GM	9win CE Bag. 36p	55'	33t	Ret. 7/42	Ex-Ore. Ry. & Nav. 1
M-77 (601)	McKeen	1910	63	McKeen 200hp GM	11win CE Bag. 36p	55'	33t	Ret. 4/40	Ex-Ore. Ry. & Nav. 2
M-78 (602)	McKeen	1910	68	McKeen 200hp GM	11win CE Bag. 36p	55'	33t	Ret. 9/34	Ex-North Coast A-1
M-79 (603)	McKeen	1910	66	McKeen 200hp GM	11win CE Bag. 39p	55'	33t	Ret. 9/34	Ex-North Coast A-2
M-80 (604)	McKeen	1910	78	McKeen 200hp GM	15win CE Bag. 44p	70'	37t	Ret. 6/36	Ex-Ore. Ry. & Nav. 3

ROAD NO.	BUILDER	DATE	BLDR. NO.	ENGINE & DRIVE	BODY TYPE	LGTH.	WT.	DISPOSITION	REMARKS
M-81 (605)	McKeen	1911	119	McKeen 200hp GM	14win CE Bag. 44p	70'	39½t	Ret. 6/36	—
M-82 (606)	McKeen	1911	120	McKeen 200hp GM	13win CE Bag. 44p	70'	37t	Ret. 8/40	—
M-83 (607)	McKeen	1913	106	McKeen 200hp GM	13win CE Bag. 52p	70'	37t	Ret. 7/42	—
M-98	EMC St. Louis	1928	242 1454	Wint. 120 275hp GE	7win RPO Bag. 20p	72'	52½t	Ret. 1961	To work service, 1949
M-99	EMC St. Louis	1927	190 1414	Wint. 120 275hp GE	13win Bag. 36p	72'	48t	Ret. 1946	Pass. sect. eliminated

Oregon Short Line

ROAD NO.	BUILDER	DATE	BLDR. NO.	ENGINE & DRIVE	BODY TYPE	LGTH.	WT.	DISPOSITION	REMARKS
M-60 (470)	McKeen	1909	51	McKeen A 200hp GM	10win RPO Bag.	70'	37½t	To Pac. & Idaho Nor., 1928	Reacq. from PIN, 8/30. Ret. 1944
M-61 (480)	McKeen	1909	52	McKeen A 200hp GM	10win RPO Bag.	70'	37½t	Ret. 12/42	—
M-62 ¹ (491)	McKeen	1911	116	McKeen A 200hp GM	16win CE Bag. 50p	70'	40½t	To UP M-15, 10/17	—
M-62 ²	McKeen	1905	3	Riotti 100hp GM	10win Bag.-Pass.	55'	35t	Rblt. tlr. T-52, 1924	Ex-UP M-3, acq. 9/24
M-63 (492)	McKeen	1911	117	McKeen A 200hp GM	16win CE Bag. 50p	70'	43½t	To UP M-16, 10/17	—
M-64 (490)	McKeen	1811	115	McKeen A 200hp GM	18win CE 70p	70'	37t	Ret. 8/37	—
M-65 ¹ (493)	McKeen	1911	118	McKeen A 200hp GM	13win CE Bag. 38p	70'	37t	To UP M-18, 10/17	—
M-65 ²	EMC	1927	186 1413	Wint. 120 275hp GE	7win RPO Bag. 24p	72'	50t	Scr. 5/48	Re-eng. with eng. from UP M-31, 11/32.
M-66 -68	EMC St. Louis	1927	187-9 1413	Wint. 120 275hp GE	7win RPO Bag. 24p	72'	50t	M-66 rblt. detector car DC-2, 1950	Re-eng. with eng. from UP M-33, 34, 4/33
M-69 -70	Brill	1930	22866	HS 300hp GE	19win 70p	73'	57t	Ret. 5/58	—

Trailers

T-50-51	McKeen	1909	—	—	RPO-Bag.	31'	12½t	T-50 to Pac. & Ida. Nor., 1928	T-51 blt. 1911, ex-SP 12
T-52	McKeen	1905	3	—	RPO-Bag.	31½'	20½t	—	Was M-62 ¹ , orig. UP M-3, rblt. Co. Shops
T-53-54	Pullman	1930	6380	—	RPO-Bag.	71'	38½t	—	—

St. Joseph & Grand Island

ROAD NO.	BUILDER	DATE	BLDR. NO.	ENGINE & DRIVE	BODY TYPE	LGTH.	WT.	DISPOSITION	REMARKS
110	McKeen	1909	42	McKeen A 200hp GM	10win CE Bag. 36p	55'	35t	Ret. 1934	—
111	McKeen	1909	57	McKeen A 200hp GM	15win CE Mail-50p	70'	40t	Ret. 1944	—
112-115	McKeen	1910	59, 70, 73, 74	McKeen A 200hp GM	13win CE Bag. 38p	70'	39½t	112 to UP M-14, 1917	113-115 all burned, in 1920, 1912, 1928

San Pedro, Los Angeles & Salt Lake

ROAD NO.	BUILDER	DATE	BLDR. NO.	ENGINE & DRIVE	BODY TYPE	LGTH.	WT.	DISPOSITION	REMARKS
100 (1)	McKeen	1910	75	McKeen A 200hp GM	14win CE Bag. 53p	70'	39t	Scr. 7/42	Square back
101	McKeen	1911	122	McKeen A 200hp GM	15win CE Bag. 48p	70'	38t	—	Ex-UP M-26, acq. 1925