



PROMONTORY

Baggage/Exercise Car – Stabled at Council Bluffs

The *Promontory* was built in 1962 by the St. Louis Car Company as postal storage car No. 5779. It is the newest car in Union Pacific's Heritage Passenger Fleet. The car was renamed the *Promontory* in 1993, and was converted to a museum car originally designed for the Wyoming-Idaho Centennial train. Carpeted walls permit exhibits to be changed to reflect special needs. When not in use for displays, it is often equipped as an exercise car for long trips.

In celebration of Union Pacific's 150th anniversary, the Building America exhibit was installed. This state-of-the-art traveling museum tells the story of building the Transcontinental railroad through interactive touch-screen monitors, large display graphics and artifacts.

This car is named for Promontory Summit, Utah, just north of Great Salt Lake and the site selected for the joining of the Union Pacific and Central Pacific Railroads. Completion of the railroad—the greatest engineering feat of the 19th century—culminated in a celebration there on May 10, 1869. Promontory Point, often erroneously referred to as the location for the ceremony, juts out into the lake itself. It was the location of a saltworks for many years.

When Edward Harriman began the great rebuilding of the Harriman lines just after the turn of the century, the Lucin Cutoff was built across the Great Salt Lake, bypassing the original line through Promontory Summit. This was designed

to move trains across Utah much faster and eliminate the old line around the northern edge of the lake. Promontory Point touches the Lucin Cutoff, and one of the steamboats used during its construction was named Promontory.

The original transcontinental line through Promontory was taken up for scrap in 1942.



Configuration: Promontory is a typical Baggage Car that was designed to carry passenger's baggage or parcels.