



ARDEN

Business Car – Long term storage at Cheyenne

The *Arden* was built in 1950 by Pullman Standard as coach No. 5449. It was rebuilt in 1952 to the business car *Arden* without ever seeing regular passenger service. The car was designed for the use of E. Roland Harriman, chairman of the board of Union Pacific from 1946-1969.

When Edward Henry Harriman had a business car constructed for his use in 1899, he named it *Arden*, after his estate on the Hudson River in New York. That car remained in service until 1940, when it was retired and scrapped.

The vision and standards that Edward Harriman had when he oversaw the rebuilding of Union Pacific after bankruptcy have been maintained to this day. After inspecting the line, Harriman began a complete overhaul of the existing rail line including a second mainline. The final link in a complete double track from Omaha, Neb. to Ogden, Utah, was completed in 1949 when the Aspen tunnel in western Wyoming was finished. Harriman also had engineers examine ways to shorten the route, but still only 35 miles were deleted from the original line laid out in 1864. Part of that came at Omaha, where an eight-mile cut-off was built, first using a timber trestle over 100 feet tall and then filling in with earth.

Edward Henry Harriman died in 1909 and was succeeded by his son Averell, who held the chairmanship until 1946; although in practice, Averell had his brother Roland filling in for him as early as 1940.

The success of Union Pacific in the 20th century owes a lot to the Harriman family, who sustained Union Pacific through two world wars and a depression, never missing a dividend.



Configuration: Arden is a platform car with the average Business Car arrangement: a kitchen, a crew room that sleeps two, a dining room that will seat eight and an exercise room. The observation room seats six to eight. There are two bedrooms (sharing one bath).