



CHEYENNE

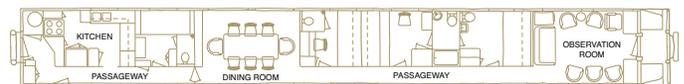
Business Car – Stabled at Council Bluffs

The *Cheyenne* was built by Pullman Standard in 1956 as the five-bedroom lounge car the *Baker*. This car had a redwood-paneled lounge. Each bedroom had a sink and toilet, along with upper and lower berths. It was rebuilt as business car No. 102 in 1965, and named the *Cheyenne* in 1989.

Cheyenne, Wyo., was surveyed and platted by Union Pacific in 1867. It was the end of track that winter and was named by Grenville Dodge for the Cheyenne tribe.

The railroad built a large locomotive and rail car shop complex at Cheyenne, at the eastern base of Sherman Hill, whose summit is the highest point on UP's main line. Because of the steep grades of Sherman Hill, it was necessary to add helper locomotives to passenger and freight trains. The extra engines would help the high-speed or high-tonnage trains over the crest, then cut off and move back down to Cheyenne for another train. At the zenith of steam locomotive operations, Cheyenne had the largest roundhouse on the Union Pacific system, making almost a complete circle. It was home to the largest steam locomotives ever built, the 4-8-8-4 "Big Boys."

Union Pacific's heritage steam operations still are maintained at Cheyenne in a portion of that same roundhouse.



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