



POWER CARS 207, 208 AND 2066

Power Cars – Stabled at Council Bluffs

American Car & Foundry built car Nos. 207 and 208 in 1949 as boiler/baggage/dormitory car Nos. 6004 and 6006. They later were rebuilt as steam generator dormitory car Nos. 303 and 304, and renumbered to Nos. 207 and 208 in 1987. Power car 2066 was built as postal storage car No. 5816.

Steam locomotives had supplied passenger cars with the steam needed for heat and hot water, but after diesel locomotives were phased in, steam generators were required. They were placed in baggage cars at the front of trains.

Locomotive auxiliary generators provided 32-volts of electrical power for the passenger cars that could be “stored” for short periods of time in batteries underneath each car.

As Union Pacific’s passenger equipment was modernized and the need for electric power grew, steam generator cars were rebuilt into diesel-electric generator cars that provide electricity to the entire train. Each passenger car is connected to the power car using a series of “jumper cables” between each car.

Some of Union Pacific’s passenger cars are equipped with their own electric generators, allowing them to operate without a power car.

Power cars also have living quarters for an electrician who monitors the system, and additional refrigerators and freezers for commissary services.



Configuration: UPP 207, UPP 208 and UPP 2066 are Power Cars with two Deutz diesels in one end and a control room. It has a crew room with private bathroom that sleeps one, and a storage room with walk in refrigerator and freezer.



CITY OF PORTLAND

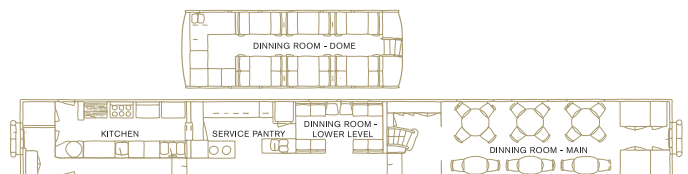
Dome Diner – Stabled at Council Bluffs

The *City of Portland*, No. 8008, was one of 10 dome diners built by American Car & Foundry in 1955. Union Pacific reacquired the car in 1990 and rebuilt it for excursion service. The car was named *City of Portland* after the famous streamliner passenger train.

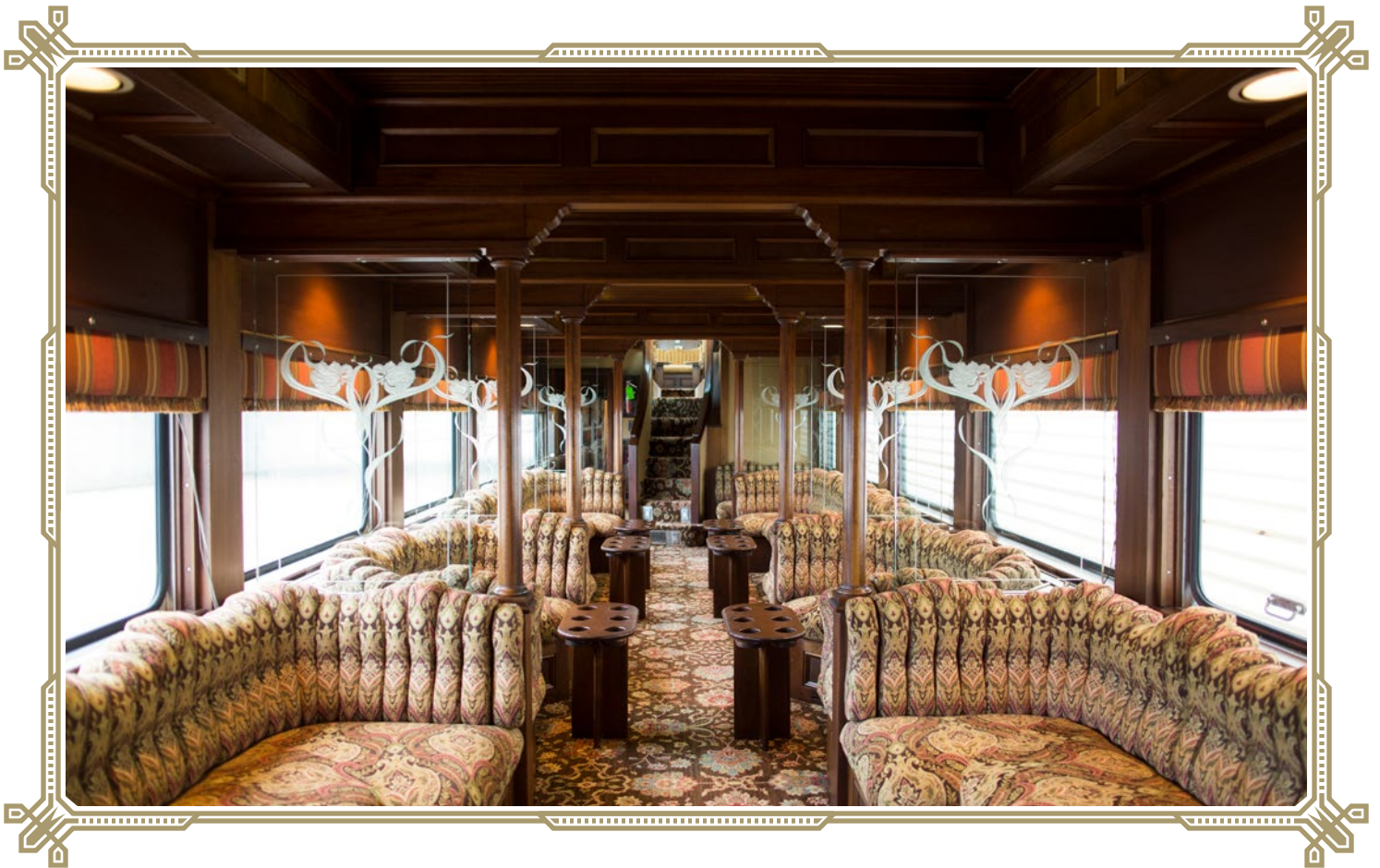
Chicago to Portland streamliner passenger service began in June 1936, as a seven-car train operating every third day. It was the second streamlined train to be put in service. The train was delivered to Union Pacific in the fall of 1934, but it was so revolutionary, it was sent on a national tour to promote this new concept of a seven-articulated-car train. The train included the 1,200-horsepower power unit, a baggage-railway post office, three sleepers, a 54-seat coach buffet and diner lounge.

The train was dubbed by some reporters as the “Flying Banana” or the “Saffron Whiz,” because of the bright yellow paint scheme that has become a Union Pacific tradition. The *City of Portland* set the long distance speed record between Los Angeles and New York City, making the run in 56 hours, 55 minutes—a record that still stands. It may have made the trip faster, but the New York Central would not allow it to pass its passenger train, 20th Century Limited, between Chicago and New York. The *City of Portland* also set several shorter distance speed records, including 120 mph in some flat stretches of the Platte Valley in Nebraska.

The *City of Portland* remained in service until 1971.



Configuration: City of Portland is a Dome Diner with a kitchen at one end and half of the belly. The seating is three square-tops, each of which seats four and three smaller square top tables-for-two, providing seating for 18 in the dome. The belly has two square-tops, each of which seats four, allowing for a total seating of eight in the belly. The dining room has three round-tops, each of which seats four, and three round-top tables-for-two, providing seating for 18 in the dining room. In total, the car has seating for 44.



CITY OF SAN FRANCISCO

Dome Lounge Car – Stabled at Council Bluffs

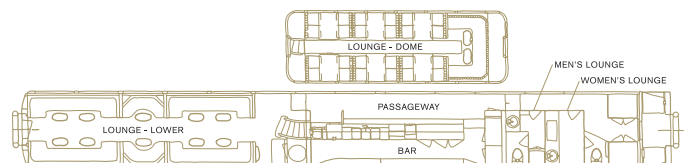
The *City of San Francisco* was built by American Car & Foundry in 1955 as dome lounge No. 9009 and named in 1993.

It is the only dome lounge in the Union Pacific Heritage Passenger Fleet that is still configured for end-of-train service. The car still has windows in the back wall, and the necessary exterior lighting so it can be used as the last car of a train.

The *City of San Francisco* streamliner began service between Chicago and San Francisco in June 1936. It was a jointly owned train with the Chicago and North Western. The C&NW operated the train from Chicago to Omaha, Neb.; UP operated it between Omaha and Ogden, Utah; and Southern Pacific Railroad operated it from Ogden to San Francisco.

Although they operated over other railroads, all “city” trains were painted the Union Pacific colors leaf brown and armour yellow, with scarlet striping and lettering. Later the brown was changed to harbor mist gray, the color scheme Union Pacific continues to use to this day.

One innovation in the dining car service on the *City of San Francisco* was the introduction of continental dinners. These were elaborate, multi-course meals with appropriate beverage service. The meals soon were discontinued when complaints of too much food and the “outrageous cost” of \$1.50 per meal were forwarded on to railroad headquarters in Omaha.



Configuration: City of San Francisco is a Dome Lounge with restrooms on the short end of the car, a bar in the belly and seating for 30 in the dome. There is additional seating for 34 in the long end of the car, for total seating of 64.



THE COUNCIL BLUFFS

Baggage Recreation Car – Stabled at Council Bluffs

The *Council Bluffs* originally was built as postal storage car No. 5769 for Union Pacific. Details of its early history are not available. It was converted for use as a baggage recreation car for a special train sent to the U.S. political conventions in 2000.

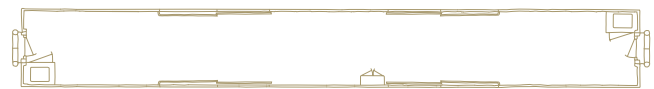
Abraham Lincoln designated Council Bluffs, Iowa, as the Eastern Terminus for Union Pacific in 1863 and it remained so for 130 years, until the merger with the Chicago and North Western in 1995. As railroads from the East arrived in Council Bluffs in 1867, their tracks ended at river's edge. Locomotives, cars and other supplies were then ferried across the Missouri River to Union Pacific tracks on steamboats. When the railroad bridge over the Missouri River was completed in March 1873, the final link in the transcontinental railroad was completed.

Under the leadership of Thomas Durant, Union Pacific began construction in 1866 of a large shop complex in Omaha, Neb., not Council Bluffs as Lincoln had ordered. This oversight remained a sore point until 1874 when the city of Council Bluffs sued Union Pacific to force acknowledgment that the Eastern end of the railroad should be Council Bluffs. The city won, and in 1876 Union Pacific began construction of a large transfer depot at the east end of its mile long approach to the Missouri River bridge.

Fire destroyed the first transfer depot and a grand brick building with depot and hotel opened for business in 1878. It had the finest and largest bar between Chicago and Denver.

A sign in the waiting room noted that "the West begins here." In 1939, during Golden Spike Days, UP Chairman Averell Harriman dedicated the Golden Spike Monument in Council Bluffs, at milepost zero, the beginning of Union Pacific.

The yards and engine terminal in Council Bluffs expanded as business grew. Because of its position at the eastern end of Union Pacific, Council Bluffs remained an active transfer point between UP and the seven eastern railroads, all converging on the UP yards. While freight could be passed through by the carload, mail could not. So by World War II, Council Bluffs became the largest mail transfer point in the U.S. Mail transfer remained an important part of Union Pacific's place in Council Bluffs until the early 1970s. The yards remain as an important point on Union Pacific today.



Configuration: Council Bluffs is a typical wide-open Baggage/Display Car.



LONE STAR

Business Car – Stabled at Council Bluffs

The *Lone Star* was built in 1950 by Pullman Standard as coach No. 5447. It was rebuilt in 1957 to the business car No. 100. It was renumbered in 1965 to No. 103 and again in 1968 to No. 102 and in 1971 to No. 101.

In 1989 the car was named *Pocatello*, after Shoshoni tribal Chief Pocatello, who granted the right of way for Union Pacific pioneer subsidiary Oregon Short Line to build across Native American land in southeastern Idaho. As a major operating point for Union Pacific, the railroad's first hump classification yard was built in Pocatello in 1947. During steam locomotive days, Pocatello boasted the largest roundhouse on Union Pacific with 53 stalls and the largest shop facilities west of Omaha, Neb..

The car received an extensive interior wood upgrade and was renamed *Lone Star* in 2001 in recognition of UP's operations in Texas, the Lone Star state.



Configuration: Lone Star 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, an exercise room with a restroom and an observation room that seats six to eight. It also has two bedrooms that share a bathroom. (Sleeps two guests and two crew)





HARRIMAN

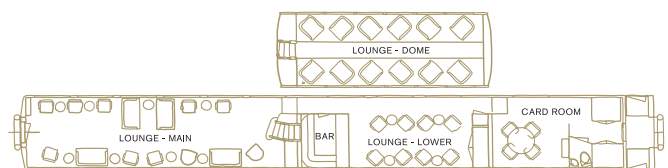
Dome Lounge Car – Stabled at Council Bluffs

The *Harriman* was built in 1955 by American Car & Foundry as dome lounge No. 9004. It was remodeled and named *Harriman* in 1988. This car received a full wood interior upgrade in 2006.

The car is named in honor of Edward Harriman, who had the vision to see potential in the bankrupt Union Pacific in 1897—enough so that he joined the refinance committee and became chairman of the new company a year later. Immediately, plans were under way to double track the main line, acquire new equipment, standardize wherever possible and modernize the whole railroad. He soon brought back into the fold other pieces of the bankrupt Union Pacific: the Oregon Short Line, Oregon Railroad & Navigation Company, Kansas Pacific, Denver Pacific and the St. Joe and Grand Island, acquiring each just as he had the Union Pacific main line. Harriman also pushed to acquire a new line, the Los Angeles and Salt Lake Railroad, to provide access to southern California.

Though Edward Harriman died in 1909, his eldest son, Averell, carried on his legacy, beginning his railroad career in 1913 at the age of 22, when he came to Omaha, Neb., for a two-year apprenticeship under Union Pacific President A. L. Mohler. When Judge Robert Lovett, chairman of the board, died in 1932, Averell took over. In 1941, President Roosevelt tapped Averell as ambassador to Russia and he turned over the chairmanship of the railroad to his younger brother, Roland.

After the war, Averell stayed in public service and Roland remained chairman until 1953, when he resigned to become head of the American Red Cross. In that capacity he served as many U.S. presidents as Averell. Roland remained a railroad director until his death in 1978, bringing a close to the Harriman era.



Configuration: Harriman is a Dome Lounge with a small room containing a card table and four chairs on the short end of the car, followed by a bar with seating for eight in the belly. The long end has seating for 18 and there is seating for 12 in the dome. Total car seating is 42.



OVERLAND

Diner – Stabled at Council Bluffs

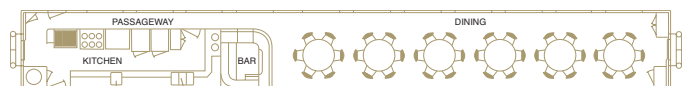
The *Overland* was built in 1949 by the St. Louis Car Company as lunch counter cafe and lounge No. 5015. It was rebuilt as a 36-seat diner in 1988. It received a wood interior upgrade in 2005.

When the Overland Flyer began service in 1887, Union Pacific included The Overland Route as part of its logo. This was dropped from the Union Pacific logo in 1942. The Overland Flyer was renamed the Overland Limited in 1890, a first-class train that remained in service until 1963.

Copies of the inaugural run advertising, as well as promotions of The Overland Route, today decorate the walls of the *Overland*.

The Overland Mail Company began stage coach service in 1861 between Salt Lake City and Virginia City, Nev. The firm of Russell, Majors & Waddell operated the stage line east of Salt Lake City. Ben Holladay operated the stage service to Salt Lake between 1863 and 1866.

Wells, Fargo & Company operated the stage line from 1866 until 1869, when all overland stage mail contracts were cancelled with the completion of the transcontinental railroad.



Configuration: *Overland* is a Flat Diner with six round-tops, each of which seats six, for a total seating of 36.



PORTOLA

Deluxe Sleeper – Stabled at Council Bluffs

The *Portola* was built in 1949 by American Car & Foundry as a 12-roomette, four-bedroom sleeper the *Western Valley*. It was rebuilt in 1965 to an 11-bedroom sleeper, the No. 1610 *Sun Skies*. In 1989, the car was converted into an eight-bedroom sleeper and renamed the *Portola*. It received a full wood interior upgrade in 2004.

Portola lies at the head of the scenic Feather River Canyon in northern California. It was founded in 1909 in connection with the construction of the Western Pacific Railroad as an engine terminal.

The community is the site of the Feather River Rail Society's railroad museum, featuring the nation's largest collection of vintage diesel locomotives and former Western Pacific Railroad equipment.



Configuration: *Portola* is an eight-bedroom Sleeper Car with eight private bathrooms. The rooms are adjoining. (Sleeps eight guests)



CITY OF DENVER

Diner – Stabled at Council Bluffs

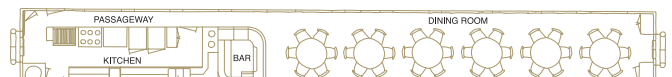
The *City of Denver* was built in 1959 by the St. Louis Car Company as lunch counter cafe and lounge No. 5011. It was sold to Golden Wool Co. in 1972. Union Pacific reacquired the car in 1989, when it was rebuilt into a 36-seat dining car and named the *City of Denver*.

Settlement began in the area around Denver in 1858 when a prospecting party from Lawrence, Kan., built cabins along the South Platte River. The Denver City Town Company was organized on Nov. 17, 1858, by General William Larimer and named for General James W. Denver, territorial governor of Kansas.

In 1880, Union Pacific gained access to the Denver market with the acquisition of the Denver Pacific Railroad. This railroad, built from Cheyenne, Wyo., to Denver and then east, in 1871 joined the Kansas Pacific Railroad coming west from Kansas City, Mo.

The streamliner passenger train *City of Denver* made its inaugural trip between Chicago, and Denver on June 18, 1936. This 12-car train covered the 1,048 miles in just 16 hours, making it the fastest regularly scheduled long-distance passenger train in the world, a record that still stands. The lounge car on the train, *Frontier Shack*, featured an Old West theme with pictures of cowboys and outlaws, wanted posters and other memorabilia of the frontier.

The *City of Denver* operated until Union Pacific ended its passenger service in 1971, when Amtrak took over most of the nation's passenger train business.



Configuration: *City of Denver* is a Flat Diner with six round-tops, each of which seats six, for a total seating of 36.



WALTER DEAN

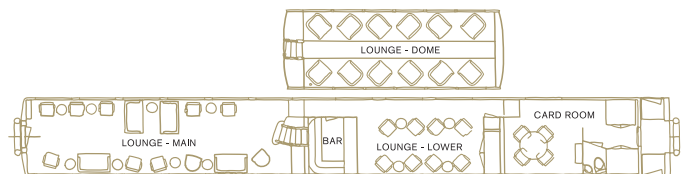
Dome Lounge Car – Stabled at Council Bluffs

The *Walter Dean* was built in 1955 by American Car & Foundry as dome lounge No. 9005. It was sold to Auto Train, then reacquired by Union Pacific and named the *Walter Dean* in 1990.

The car is named for Walter Dean, who began his service with Union Pacific in 1942 as a dining car waiter on the Challenger. At that time, the dining car crew slept in the dining cars and kept mattresses in a hole under the floor.

When Mr. Dean moved into the lounge car on the City of Los Angeles as attendant, he was responsible for stocking and maintaining the bar and providing service to the passengers. His clientele included such stars as Mickey Rooney, Judy Garland and Frank Sinatra, who frequently traveled on the train. He also served President Harry Truman during his “Whistle Stop Campaign” of 1948.

When passenger service ended in 1971, Mr. Dean remained with Union Pacific, serving special guests and staff on business car trips that operate for railroad, corporate and community relations events. He passed away in Omaha, Neb., on Oct. 18, 1999.



Configuration: Walter Dean is a Dome Lounge with a small room containing a card table and four chairs on the short end of the car, followed by a bar with seating for eight in the belly. The long end has seating for 18 and there is seating for 12 in the dome. Total car seating is 42.



KENEFICK

Business Car – Stabled at Council Bluffs

The *Kenefick* was built by Pullman in 1950 as coach No. 5446. It was rebuilt to business car No. 99 in 1963. It was officially named the *Kenefick* in 1988.

John Cooper Kenefick was born in Buffalo, New York, in 1921. After graduating from Princeton and completing a stint in the Navy, he moved to Omaha, Neb., where he began working for Union Pacific.

By 1952, Kenefick was a trainmaster at Salina, Kan. He left the Union Pacific that year for a job with Denver & Rio Grande, staying until 1954. From there he worked for the New York Central becoming vice president of operations in 1966.

In 1968 he moved to the Penn Central and then to Union Pacific, returning as vice president of operations. Kenefick replaced cronyism with promotion by merit. In 1971, he became the railroad's president, a position he held until 1983, when he became chairman of the new Union Pacific system, created by the mergers with Missouri Pacific and Western Pacific. By then he had long held a reputation as possibly the foremost railroad operating man in the nation. His retirement from active service with the railroad in 1986 marked the end of an era in the company's history.



Configuration: Kenefick 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, each with its own lavatory, but sharing a shower. In addition, there is a secretary room that will sleep one. (Sleeps three guests and two crew)