

Chapter 1 : Union Pacific Railroad Co in Cheyenne, WY - racedaydvl.com

*Fully-narrated Historic Tours on the enclosed Cheyenne Street Railway Trolley. The season begins May 7th and runs through September 30th.*

Bad weather – snow and fog – caused I to be closed between Cheyenne and Laramie and we were unable to get to Sherman Hill, but it was still a great trip. Just one of the multitude of rolling exhibits at the Colorado Railroad Museum in Golden. Black Thunder Coal Mine, owned by St. Louis entity Arch Coal, is the largest mine by production in the world. Trains never stop in the loading process; plus car trains enter the facility empty and keep moving through the flood loaders and depart full. Here, the train headed towards us has come through the loader and is outbound; empties in the foreground are already in the circuitous route to be loaded in a never-ended process. Nearby sits Antelope Mine, owned by St. Louis company Peabody Coal. Coal mining and transportation is in a state of depression currently; four or five years ago, this area would see over trains daily. That number is down by two thirds. Still fascinating for the railroad fan. Another stop on our trip was the beautifully restored Cheyenne Railroad Station. Complete with a museum, a large model railroad, the facility includes a fine observation deck overlooking the Union Pacific Yard. This photo from that enclosed deck shows an east bound covered hopper train. This is a crew change spot, and this train is about top stop in from of us for the new crew. The Transportation Museum in St. Louis also proudly displays one of these behemoths. I had to include this one. This whole area is at Bill, Wyoming. It features a large outdoor collection of period rolling stock and a large and well-done evolving HO model railroad. A westbound stack train behind Union Pacific power is just a couple off miles east of the Cheyenne rail yard, which is a division point on the UP. This is a high traffic area for rail fans. The historic Cheyenne Depot, built in , continues its renovation, which started in It houses a large and well done rail museum, an outstanding model railroad that takes the viewer back in time to the early Wyoming railroad days, and an enclosed second floor observation area overlooking the UP yard and roundhouse. Within the next month, it will also feature a new restaurant. Far left is one of the many coal flood loaders in the area. The long conveyor leads to coal deposits; there are no underground mines here, it is all surface mining. The train in the center and right is an empty in the queue for the never-ending loader at the Black Thunder mine load out, seen in the previous photo. You will recall that the car trains never stop in the loading process, but enter the yard empty and proceed through the loader, are filled, and depart, all without stopping. With the depressed coal industry thanks to cheaper natural gas, low costs of crude oil, and lesser demand by foreign markets , what was once plus trains departing daily has been reduced to sometimes fewer than 30 trains a day. He is retired from hospital administration, and before that, was in college athletics administration.

## Chapter 2 : Cheyenne Trolley Tours

*Cheyenne is a modern city with a taste of the wild west. The tours begin with tales of our unbridled railroad and wild beginnings, departing from the historic Depot Buildings~ a National Landmark, in the heart of downtown [racedaydvl.com](http://racedaydvl.com)*

Both the city and the county lie at the intersection of a north-south route along the east front of the Rocky Mountains steadily in use for hundreds if not thousands of years, and an east-west route pioneered in the mids by railroad promoters looking for an easier way from the Great Plains over the mountains and into the basins of the interior West. Russell That story begins in the s with a survey of the area by representatives of the Union Pacific Railroad Co. At the time, the main populations of white people in that region of Dakota Territory were at Fort Laramie and Fort Bridger , and totaled fewer than 1, persons. On a military expedition in , U. Two years later, on June 28, , Dodge, on leave from the U. Army and soon to be chief engineer for Union Pacific, visited the area with Gen. Rawlins, chief of staff from the U. Army and Army Gen. Dodge determined the route up the gangplank and across the plains to Fort Bridger was 40 miles shorter than the Oregon Trail , which followed the North Platte and Sweetwater rivers further north. The new route was also attractive as it ran past coal deposits easily mined for fuel for the UP locomotives. In addition, nearby Crow Creek was a good water source. Augur designated a spot along the north bank of the creek as the site for a fort to protect railroad workers. At Fort Russell, the Army established the Camp Carlin freight depot, which became the second-largest military supply depot in the United States and the largest west of the Mississippi. Workers began receiving, storing and distributing supplies on Dec. Camp Carlin distributed supplies by freight wagon to 12 army posts and Indian agencies. The camp had 16 large warehouses, blacksmith shops, carpenter shops, saddle and harness shops, wagon sheds and stables, cook houses, bunk houses and military quarters. The Army kept 1, mules at Camp Carlin, and freight wagons and five pack trains were assigned to operate from there. With the extended rail service, there was less need to take freight off the end of the line in Cheyenne and haul by mule train from there, and Camp Carlin closed. At that time, early in the 20th century, it was one of the largest military posts in the United States. The fort was renamed in in honor of Frances E. Warren Air Force Base. In , the Strategic Air Command took command of Warren, which became an Intercontinental Ballistic Missile headquarters, and the base that once hosted band concerts and baseball games for the community of Cheyenne greatly restricted public access. Laramie County government The first entity called Laramie County, meanwhile, was created by the legislature of the Dakota Territory on Jan. It encompassed the entire area that later became the territory and state of Wyoming, except for a triangle-shaped area west of the Continental Divide and north of present-day Sweetwater County. The county seat was Fort Sanders, near present Laramie, Wyo. During the following legislative session, Dakota lawmakers carved two more counties out of Laramie County: Thus, when Wyoming Territory was organized on May 19, with its capital at Cheyenne, Dakota lawmakers had already broken the area into four counties, and they became the first four counties of the new territory. Like the other earliest counties, Laramie County extended from the southern to the northern borders of the territory. In , the Wyoming Legislative Assembly began creating new counties out of northern Laramie County. The Legislature authorized formation of Crook County in , and a Crook County government was finally organized in Converse County was authorized in , two years before Wyoming became a state. In , the Legislature finished carving up the original Laramie County when it authorized formation of Platte and Goshen counties. In , meanwhile, Laramie and Albany counties dominated the Legislative Assembly, totaling seven members in the member upper house and 13 in the member lower house. Cheyenne In the summer of , the first residents camped in tents along Crow Creek. A new town, Cheyenne, grew swiftly to serve the railroad workers and Camp Carlin troops. Four months later, the Dakota Legislature officially incorporated the city of Cheyenne. By the end of , the new town had 4, residents, many businesses and two newspapers. More than 3, structures, many no better than shacks, replaced the tents of the first comers. Now Cheyenne, like Julesberg before it, was dubbed Hell on Wheels. There are many stories about the inability of local law enforcement to keep order, and the residents who thought of themselves as respectable formed vigilance committees until courts were established. Liquor was cheap, pay was good and

stakes were high for gamblers and robbers. Opportunities also abounded for more upstanding businesses. Merchants, banks, stables, hotels and theaters served residents of Laramie County, and people traveling through. In the s, miners outfitting themselves on their way to the Black Hills gold rush brought still more business to the town. By , cattle trailed north from Texas were arriving in the new Territory. The following year the first Wyoming-finished cattle were loaded on the train in Laramie County, bound eventually for a European market. The cattle business was growing fast; by , there were an estimated 60, to 80, head of cattle within a mile radius of Cheyenne. By the mid s, the plains around Cheyenne were well stocked, and the Wyoming Stock Growers Association was formed. Cheyenne was becoming the hub of a vast cattle-ranching area. Alexander Swan introduced the first Herefords in what was then Laramie County in . He founded the Cheyenne Hereford Ranch near Cheyenne, the largest operation of its kind. Other prominent people in the heyday of the Territorial cattle business were Hiram S. Manville, Converse Cattle Company; A. Hord; John Chase; A. Sheep also ranged near Cheyenne, brought into Laramie County in by the Durbin brothers. The Warren Livestock Co. Warren , was the major sheep ranching operation. Cattlemen who were frustrated by thieves on the open range hired detectives. Perhaps the most famous of these was Tom Horn. He worked as a detective for the Swan Land and Cattle Co. Several assassinations were attributed to Horn, but he was arrested, tried and convicted for the ambush of year-old Willie Nickell in the Iron Mountain section of the Laramie Mountains north of Cheyenne in July . Horn was hanged in the Laramie County jail in November . His defenders have created a lively business of contesting his conviction, in publications and trial re-enactments. The Cheyenne Club Cheyenne was a rough town in the s, but the barons of the cattle industry, many of them titled Britons or sons of wealthy families from the eastern U. These cattle barons stayed in Cheyenne during the winter, living well and setting policies that affected the cattle industry throughout the West. Membership was restricted to the wealthy and influential. One member noted that more high-priced liquor was sold to the Cheyenne Club in its heyday than to any other club in the country. The cattle business boomed in the early and mid s, but late in the decade it was hit hard by blizzards, droughts and economic depression. Membership in the Cheyenne Club declined. The building was used in later years by the by the Industrial Club and the Cheyenne Chamber of Commerce. Eventually it fell into disrepair, and was torn down in . Culture and Entertainment The public library in Laramie County had an inauspicious start in , struggling to remain open and even mortgaging the books to pay bills. A pay library opened in . It was torn down and the library relocated in , to a site at 28th and Capitol Avenue, and relocated a final time in to its present site at 22nd and Pioneer. As Cheyenne grew and began to shake off its frontier roughness, residents desired more cosmopolitan and refined entertainment for themselves and for the visiting aristocracy, prominent politicians and wealthy businessmen who rolled through. For patrons like these, Cheyenne boasted the elegant dining and dancing at the InterOcean Hotel. After , when the Denver and Rio Grande Railroad opened a new line from Denver straight to Salt Lake City, more travelers and traveling theater companies took that route and fewer stopped in Cheyenne. Supply of and demand for plays and operas waned. In , fire partially destroyed the opera house, and in September , the entire building was finally razed to make way for a new J. Cheyenne boasted four horseracing tracks before betting was outlawed. Sunday afternoon concerts were held outdoors for everyone at Fort Russell, and soldier teams competed with local baseball and football teams. Briefly, the town was the largest livestock shipping point on the UP line. More than , head left Texas for the northern ranges when the trails traffic peaked in . The last herd came through in . Rail connections had been completed to Orin Junction, near Douglas, nine years earlier. Dryland farming continued to attract newcomers to eastern Laramie County early in the 20th century. The railroads promoted dryland farming in advertising aimed at immigrant farmers, since settlement promised to increase railroad traffic. Families sometimes hired an entire railroad car to haul their farming equipment, livestock and other possessions to the whistle stop nearest the new homestead. Burns, 26 miles east of Cheyenne, was originally established by Lutheran German immigrants on land offered by the Federal Land and Security Company, which called the area the Golden Prairie District. The town was first named Luther, and a post office established there under that name in . Luther prospered with banks, businesses and the Golden Prairie Herald, all serving local communities, and passenger trains stopped there four times a day. The name of the town and the post office was changed to Burns on Feb. The

agricultural communities of Laramie County suffered in the s after World War I, when peacetime brought a collapse in demand and crop and livestock prices fell steeply. Things got worse after the stock market crash of brought on the Great Depression nationwide. Then came a 7-year drought. Highways In , the national Lincoln Memorial Highway Association endorsed a Wyoming route for a first transcontinental highway, rejecting Denver, St. Louis, Kansas City and other major cities in favor of the route identified by Grenville Dodge 48 years earlier. Wyoming welcomed the Lincoln Highway on Oct. By , though the Lincoln Highway was still unpaved and not yet continuous, nearly every Wyoming community along it was ready to host its intrepid motorists.

### Chapter 3 : Cheyenne Street Railway Trolley

*Union Pacific Railroad Co Westland Rd, Cheyenne, WY Denver Zoo Steele St, Denver, CO Wasatch Railroad Contractors.*

The townsite was initially a campsite for the U. Dodge and his troops, who were charged in with finding a railroad route over the Laramie Mountains. In , when Dodge became chief engineer for the Union Pacific Railroad, he established a terminal town there; he named it Cheyenne for the local tribe. Dodge received some criticism in the local press for his mispronunciation of the word, which was actually "shai-en-na;" but his two-syllable version was accepted through usage. Russell was built in to protect railroad construction crews. Soon real estate speculators, merchants, gamblers, and tradesmen converged on Cheyenne in hopes of profiting from the construction project. A town charter was accepted by the Dakota Territorial Legislature in and Cheyenne was thereupon incorporated. Makeshift buildings gave the town a raffish appearance, but even before railroad construction began, Cheyenne enjoyed the elements of a stable community; churches had been built and the first school, with pupils, was opened in Within a year Cheyenne was thriving. More than businesses were in operation, and the diverse citizenry included engineers, lawyers, artists, Native Americans, trappers, hunters, laborers, gamblers, and gunslingers. The town, however, was soon overrun by lawlessness. The early Cheyenne closely resembled the Wild West towns depicted in novels and films. Dodge named it the gambling center of the world and some dubbed it "Hell on Wheels. In an attempt to impose order, the churches backed an ordinance that closed saloons for four hours on Sundays; another ruling required visitors to check their guns. But laws were virtually unenforceable, so the vigilante "committee" became a substitute for the courts. Although the city government had been given powers by the Dakota Legislature upon incorporation, civic leaders found the vigilante approach to be more effective. When the jail became full, for instance, prisoners were driven from town with a whip or a six-shooter; frequently the committee executed perpetrators of severe crimes. Riches Flow from Cattle, Sheep, Gold A degree of peacefulness returned when railroad construction moved on toward Sherman Pass and transients followed. In Cheyenne was made the seat of Laramie County; the following year it was named the capital of the new Wyoming territory. By the s Cheyenne was the center of a prosperous ranching area where cattle were bred for a European beef market. Visiting Englishmen, who spent summers in Cheyenne and winters in Europe, joined wealthy cattle owners to found the Cheyenne Club, where they dined in luxury and struck deals that affected the cattle industry throughout the West. Furnished in the English style and serving the finest liquors in the world, the club employed a foreign chef whose cuisine was known nationwide. With the opening of the Black Hills gold fields in , the town profited from a new industry as Cheyenne merchants supplied miners and prospectors with provisions and equipment. The Cheyenne and Black Hills Stage Company was formed to transport passengers and cargo between the railroad and the mines. When electric lights were installed in , Cheyenne was the wealthiest city per capita in the world. Cheyenne was named the capital of the new state of Wyoming in , and the Capitol building was erected in the city. By the population had reached 10, people. Before the turn of the century many ranchers had begun raising sheep, which adapted well to the climate and the native grasses; sheep raising continues to be an important industry in the area. During the twentieth century Cheyenne became an industrial and manufacturing center, and the Francis E. Air Force Base was established at Fort Russell.

Chapter 4 : Cheyenne, Wyoming - Wikipedia

*Union Pacific Railroad, Cheyenne, Wyoming. 10 likes. Train Station.*

Cheyenne started life as a true railroad town. Because of the steep grades on Sherman Hill, helper locomotives had to be added to passenger and freight trains, so the UP built a large locomotive and car shop complex at Cheyenne. Once they had helped a train over the hill, the helpers would cut off and move back down to Cheyenne for another train. The depot, roundhouse, turntable and machine shop were placed on the National Register of Historic Places in 1973. Digimarc and the Digimarc logo are registered trademarks of Digimarc Corporation. The brick roundhouse with its distinctive three tier roof was constructed in 1882 for the maintenance and storage of steam locomotives. It was originally an almost complete circular roundhouse, the largest in the UP system with forty-eight stalls, but now only seven remain. They replaced a smaller turntable from 1882 and were designed to accommodate the massive Big Boys. This Santa Fe type locomotive was built by Baldwin in 1902. Like much of the equipment in the facilities, it was cordoned off from the public when I visited. The first steam locomotives to arrive on the Union Pacific were ten built by Baldwin and delivered in 1868. The first group was therefore designated Class TTT-1 and assigned road numbers 1000-1009. Between 1868 and 1870, the UP and its subsidiaries purchased one hundred and forty-four steam locomotives, mainly from Baldwin but also eighteen from Alco and thirty-seven from Lima. The TTT-6 has an 84 sq ft grate, 100 sq ft firebox and total heating surface of 6,000 sq ft, including 1,000 sq ft superheating. It was cosmetically restored some years ago for a rail show, but is not in good shape mechanically. It was also designed to pull heavy loads at slow speeds rather than passenger trains, so is unlikely to be returned to operating condition at any time in the future. You can see one of this order, 1000, on the RailsWest Railroad Museum page of this website. The second fifteen locomotives, delivered in 1869, were designated Class FEF. They had a 100 sq ft grate area, 100 sq ft firebox and total heating surface of 5,000 sq ft, including 1,000 sq ft superheating. With 25" x 32" cylinders and 80" drivers, operating at a boiler pressure of 150 psi, they delivered 63,000 lbs tractive effort. It appears to be kept for spare parts for 1000, the other surviving FEF-3, which you can see later on this page. It is one of forty-seven built between 1868 and 1870, the most powerful hp rated diesel-electric locomotives ever built. The first unit, 1000, was built in 1902, and the class was named "Centennial" in honour of the 100th anniversary of the driving of the Golden Spike at Promontory, UT, on 10th May 1869. The DDA40X was also the first to be able to load-test itself using its dynamic braking resistors as an electrical load, which meant external testing equipment was not required. A few were also fitted with air raid sirens to warn trackside staff when away from grade crossings. The unit developed 10,000 lbs continuous tractive effort at 12 mph and 19,000 lbs at its top speed of 90mph. By 1950, the Centennials had run an average of 2,000 miles each on the road, but their service life was short. With declining freight traffic in 1950, they were taken out of service and placed in storage at Yermo, CA. Four years later, an economic recovery brought a resurgence in demand. Twenty-five Centennials were then returned to service but growing maintenance costs led to retirement of most of the DDA40Xs by the end of 1954. Twelve other DDA40Xs have been preserved. The Steam Shop is to the south east of the roundhouse. A large, concrete and brick building, it appears to be a later addition to the complex. Union Pacific Challenger was undergoing work when I visited. In 1940, the UP bought another twenty-five designated Class CSA-2, then a further twenty designated Class 4000. Similar to the Class 4000s, they were 6,000 lbs heavier as WWII material shortages meant heavier metals were used for some parts. After thirteen years storage in the Cheyenne roundhouse, it was placed on display outside the Cheyenne depot in 1953. Then, from 1953, a group of Union Pacific employee-volunteers began work restoring the locomotive and returned it to operational condition in 1954. Since then, 4000 has been used to haul many passenger excursion trains and occasionally mainline freight on ferry moves. Burnett thought that would be "a challenge for any locomotive". Challengers could easily reach 90 mph, and were very versatile, hauling passenger and freight services over most of the UP system. The last twenty Challengers arrived in 1954. Burnett proposed a test run for the new locomotive unassisted from Ogden to Wahsatch, UT, and then running fast to Green River, WY, before returning to Ogden with another train. Built as a coal burner, 4000 was converted to burn oil in 1954. It has a 100 sq ft grate and 100 sq ft firebox with a 100" long combustion chamber. All four cylinders are 22" x 23". With a total heating surface of 6,000 sq ft, including 2,000 sq ft superheating, it operates at a boiler pressure of 150 psi.

delivering 97, lbs tractive effort. You can see the only other surviving Challenger on the UP page of this website. You can find out more about the first two orders on the UP section shown earlier on this page. Like the other FEF-3s, it was initially fitted with An oil burner with 5, sq ft total heating surface, including 1, sq ft superheating, it operates at a boiler pressure of psi, delivering tractive effort of 63, lbs. Lower photo, looking along one of the gangways with on the left and on the right. The Union Pacific bought forty-five s in three orders from Alco between and Again, perhaps reluctant to call the type by the name of a competitor the first s were built for the Northern Pacific in , which gave them the name , they were designated Class FEF by the UP, which stood for the Four-Eight-Four wheel arrangement. The engine weighs , lbs, , lbs on its 80" Boxpok drivers. SKF supplied the leading and trailing truck roller bearings while Timken produced those for the driving axles. The locomotive has Walschaert valve gear and 25" x 32" cylinders. The tender weighs , lbs empty and has a capacity of ,00 gallons of water and 6, gallons of fuel oil. It is the only steam locomotive never retired by a US Class I railroad. Above, looking along the side of It was then reserved for excursion work in Renumbered for a time because of a conflicting use of on a diesel, it regained its original number in after the diesel retired. Like all rotaries, needs a locomotive attached to move it backward and forward. An EMD engine powers a generator to supply electric power to the traction motors that turn the rotary blades. The cab has a console for the plow operator and a second set of controls throttle, reverse, automatic and independent brake valves for the locomotive engineer. Repainted red, white and blue, it hauled the "Preamble Express" in advance of the steam-powered Freedom Train in and It succeeded the F3 and was replaced in turn by the F9. Promoted as a freight-hauler, it also hauled passenger trains and many stayed in service for decades. A number of F7s have survived. Above and left, another UP E9 B unit, , is coupled behind After Amtrak took over national passenger services in , it spent time as AMTK , and before being reacquired by the Union Pacific. It is currently not operational. Many E9s have survived, and some are still in service.

## Chapter 5 : The Railroad Wife, Capitol St, Cheyenne, WY

*My friend and I spent an hour and a half with Donna on the trolley, snaking through the streets of Cheyenne, listening to one fascinating tidbit of local history after the next a great introduction to the town, its railroad history, its first generation of.*

The population density was 2, There were 27, housing units at an average density of 1, The racial makeup of the city was Hispanic or Latino of any race were There were 25, households of which The average household size was 2. The median age in the city was Twenty-four percent of residents were under the age of 18; 9. The gender makeup of the city was There were 23, housing units at an average density of 1, There were 22, households out of which The city has a wide range of age groups, with The median age was 37 years. For every females, there were For every females age 18 and over, there were The mayor is elected in a citywide vote. The city council has nine members each of whom are elected from one of three wards. Each ward elects three members. The Cheyenne Board of Public Utilities is owned by the city but is semi-autonomous. The district is served by four high schools, Central High on the northwest side, East High on the east side, South High on the south side, and Triumph High, also on the south side. This section needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed. The state of Wyoming operates a multitude of offices in downtown Cheyenne. Many area residents are employed by or are dependent on the U. Air Force , through F. Railroads also remain a major economic force for the city, with both the Burlington Northern Santa Fe and Union Pacific employing many residents. Sierra Trading Post is headquartered in the city and also operates its distribution and fulfillment centers in the city. On January 2, Magpul Industries announced that it was moving its production, distribution, and shipping operations to Cheyenne from Erie, Colorado. The abundance of wind makes Cheyenne an opportune place to develop wind energy. Wind turbines are currently being placed around Laramie County. Laramie County Community College is home to a leading wind energy technician program, where students learn to maintain these turbines. The opening of a Vestas wind turbine blade assembly in nearby Weld County, Colorado , as well as other alternative energy manufacturing facilities around Colorado , are transforming the region into a center for alternative energy. Cheyenne has one of only three enclosed shopping malls in Wyoming, the Frontier Mall. The greenway connects parks and neighborhoods of greater Cheyenne. It includes many bridges and underpasses where travelers can avoid high traffic roads and travel above waterways and drainages. Shortly after the owner of the team died in December , the Warriors announced that they were forming the new Developmental Football League. After playing several games in this new league, the team folded in May

## Chapter 6 : Best 28 Train Station in Cheyenne, WY with Reviews - racedaydvl.com

*The Cheyenne and Northern Railway was a railroad in the U.S. state of Wyoming. The railroad was incorporated in to build a line from Cheyenne, Wyoming into northern Wyoming and Montana. The line extended miles ( km) to Wendover on the North Platte River.*

## Chapter 7 : Union Pacific Railroad

*About Union Pacific Railroad Co is located at the address E 17th St in Cheyenne, Wyoming They can be contacted via phone at () for pricing, hours and directions.*

## Chapter 8 : Cheyenne, America's Railroad Capital

*At its heart, Cheyenne is a railroad town. Its first residents were men who moved west to work on the transcontinental railroad. Train enthusiasts will find themselves in train heaven in Cheyenne, as its various rail attractions are really quite*

*impressive.*

**Chapter 9 : Railroads, in Cheyenne, WY - Cheyenne, Wyoming Railroads, - MapQuest**

*The Cheyenne and Black Hills Stage Company was formed to transport passengers and cargo between the railroad and the mines. When electric lights were installed in , Cheyenne was the wealthiest city per capita in the world.*