



REED JACKSON

Concession Car – Stabled at Cheyenne

The Reed Jackson was built in 1961 by the St. Louis Car Company as Railroad Post Office (RPO) UP5818. It was converted into a maintenance of way tool car in 1968 and then into a maintenance of way kitchen car in 1981. The car became part of the Heritage Passenger Fleet in 1992 and was converted into the concession car Sherman Hill that same year.

Sherman Hill stretches from Cheyenne to Laramie, Wyo.. The original line was constructed through Sherman, Wyo., in 1868. It was the highest point on the transcontinental railroad at 8,247 feet above sea level. In 1901, a line change was made at Sherman, which lowered the high point to 8,013 feet above sea level. A second track was built in 1917 for eastbound trains, while westbound trains use the original track.

The high point now is 8,015 feet because of an increase in ballast under the track. Rail enthusiasts have always considered Sherman Hill a premier location to watch and photograph trains.

The car was renamed Reed Jackson in August 2009, in honor of the Union Pacific Steam Team's conductor who suddenly passed away that same month. Jackson loved his job and would always take the time to answer questions about UP's steam locomotives or passenger cars. In addition to the steam specials, he worked numerous other special trains including the 2002 Winter Olympic Torch Relay train and George H.W. Bush Library special.



Configuration: Car equipped with pony engine, fuel and water.