

Steam Locomotive Support Cars.



There are several “support” cars that travel with special trains, especially those pulled by any of Union Pacific’s steam locomotives.

Howard Fogg – Boiler Car

The *Howard Fogg* is Union Pacific’s last boiler car. It was built in 1949 by American Car & Foundry as baggage-dormitory No. 6006. The *Howard Fogg* was converted to boiler-baggage-dorm No. 304 in 1962. The car was converted to boiler-dorm-HEP (Head End Power) in 2000.

It was renumbered again in 1987 to No. 209 and assigned to the Heritage Fleet in 1990. In 1996, it was renamed *Howard Fogg* after the passing of the renowned railroad artist.

The *Howard Fogg* still has a steam generator on board to provide steam if maintenance is required while locomotives No. 844 and No. 3985 are on the road. The car has been outfitted with an electric generator

Steam Locomotive Support Cars. (cont.)

to provide electricity to the passenger cars. It also has three sleeping rooms, a shower, a laundry room and a small lounge area for the crew's use while on extended trips.

Art Lockman – Maintenance Tool Car

The *Art Lockman* was built in 1962 by the St. Louis Car Company as baggage car No. 6334. It was one of the last baggage cars purchased by Union Pacific.

The car was converted to a tool car for snowplow service and renumbered No. 904304 in 1973. It was assigned to the Heritage Fleet in 1981. The car was named *Art Lockman* in 1992 and was renumbered UPP 6334 in 2003. The *Art Lockman* is a rolling "machine shop". It carries tools, parts, machines, lubricants and numerous other items to maintain and repair the steam locomotives while on trips. The car also has a crew lounge area, locker room and laundry area.

Mr. Lockman retired as roundhouse foreman in Cheyenne, Wyoming, after working 43 years for Union Pacific. He is a well-known former employee who is still admired for his knowledge of steam locomotive maintenance and operation.

UPP 9336 – Boxcar

Boxcar UPP 9336 was built in 1964 by the St. Louis Car Company as a high-speed express boxcar. It carried mail and express merchandise on passenger trains. In 1968, it was moved to freight service and renumbered UP 24336. The car was assigned to the Heritage Fleet in 1988 and renumbered UPP 9336 in 2003.

The boxcar carries steam locomotive spare parts, oversize supplies and steps used to allow visitors to see inside the cabs of No. 844 and No. 3985.

UPP 814 and UPP 809 – Water Tenders

These tenders were built in 1937 for 4-8-4 steam locomotives in the 800 – 819 series.

They were converted to fuel tenders in 1958 for Union Pacific's gas-turbine electric locomotives. These 30,000-gallon fuel tenders were insulated and heated. When the gas-turbine locomotives were retired in 1970, the tenders were moved to Los Angeles, California, and used as stationary fuel tanks. They were assigned to the Heritage Fleet in 1989 and moved to Cheyenne, where they were cleaned and converted into auxiliary water cars for steam locomotives No. 844 and No. 3985. The tenders were renumbered UPP 814 and UPP 809 in 2003.

Water tenders enable excursions using steam locomotives to travel farther between water stops.

Lynn Nystrom – Baggage Car

The *Lynn Nystrom* was built in 1957 by American Car & Foundry as postal storage car No. 5714. It was rebuilt as a baggage/recreation car for ski train service between Los Angeles, California; Sun Valley, Idaho; and Park City, Utah.

The car was renamed the *Pony Express* in 1993 to commemorate a Union Pacific train of the same name that ran between Denver, Colorado, and Salt Lake City, Utah, from August 1926 to November 1954.

Steam Locomotive Support Cars. (cont.)

It was named in honor of the nation's first, fast overland mail service. Organized and operated by the widely known firm of cross-country freighters, Russell, Majors and Waddell of Nebraska City, Nebraska, the Pony Express route ran very near what was to become the Union Pacific Railroad from about Grand Island, Nebraska, to Ogden, Utah.

In 2004, the car was renamed *Golden State Limited*, in recognition of the luxury train of the same name which operated between Chicago and California. The jointly operated Rock Island-Southern Pacific train was noted for its plush accommodations and amenities.

The *Golden State Limited* train began service on November 2, 1902. It was touted as having many innovations through the entire train, from the engine to observation platform on the rear car. Today, the *Golden State Limited* is used to transport supplies during excursions.

The car was renamed *Lynn Nystrom* in May 2010 in honor of one of the Union Pacific Steam Team's engineers who suddenly passed away that same month. Lynn began his railroad career with the Rock Island Railroad in 1968 as a special agent. He joined Union Pacific as a switchman/brakeman in June, 1977 and began part-time as a fireman on the Steam Crew in 1989. Lynn was promoted to conductor in January, 1992 and assigned to the Steam Crew full-time as fireman in September that same year. He qualified as a diesel locomotive engineer in December, 1998, and steam locomotive engineer in 2003.

Lynn will always be known as a friend to the model railroad, railroad and rail enthusiasts communities.

Reed Jackson-Concession Car

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 Fleet in 1992 and was converted into the concession car, *Sherman Hill*, that same year.

Sherman Hill stretches from Cheyenne to Laramie, Wyoming. The original line was constructed through Sherman, Wyoming, 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. Reed 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.

Rev. 4/2011

