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## Union pacific 3985 schedule

Preserved American locomotive 4-6-6-4 This article requires additional quotes for verification. Please help improve this article by adding quotes from trusted sources. Sourceless material can be attacked and removed. Find sources: Union Pacific 3985 news · newspapers · books · scientist · JSTOR (2017. július) (Ismerje meg, hogyan és mikor kell eltávolítani ezt a sablonizenetet) Union Pacific 3985Union Pacific Challenger No. 3985, amely az iowai Altonon keresztül fut október 1-jén, 2008Típus és származásReferenciák: [1][2]TeljesítménytípusSteamBuilderAmerican Locomotive Company (ALCO)Sorozatszám70174DátumÉpítésejúlius 194311111111.01. 2 in (1,435 mm) standard nyomtávA motor dia.69 in (1,753 mm)Tengelytáv60 láb 4 1⁄2 in (18.402 m) Motor 121 ft 10 7⁄8 in (37.157 m) Motor + tenderAxle load67,333 lb (30,542 kg; 30.542 tonna)Ontapadó tömeg404,000 lb (183,000 kg; 183 t)Loco súly627,900 lb (284,800 kg)Tender súly4446,000 lb (202,000 kg)Összes tömeg1,073,900 lb (487,100 kg)Üzemanyag típusNo. 5 fuel oil, originally coalFuel capacity32 short tons (29 t; 29 long tons)6,450 US gal (24,400 l; 5,370 imp gal)Water cap25,000 US gal (95,000 l; 21,000 imp gal)Firebox: • Firegrate area132 sq ft (12 m2) (grate removed in 1990)Boiler94 in (2,400 mm)Boiler pressure280 lbf/in2 (1.93 MPa)Heating surface4,795 sq ft (445.5 m2) • Tubes527 sq ft (49.0 m2) • Flues3,687 sq ft (342.5 m2) • Firebox140 sq ft (13 m2)Superheater: • Heating area2,162 sq ft (200.9 m2)CylindersFourCylinder size21 in × 32 in (533 mm × 813 mm)Performance figuresMaximum speed70 mph (110 km/h)Power output5,000 hp (3,700 kW)Tractive effort97,350 lbf (433.03 kN)Factor of adh.4.15CareerOperatorsUnion Pacific RailroadClass4664-4[3]Number in class11 of 25NumbersUP 3985UP 3967UP 3718CRR 676NicknamesThe ChallengerDelivered1943First run1943 (revenue service)April 1981 (excursion service)Last run1957 (revenue service)October 14, 2010 (excursion service)Retired1962 (revenue service)2020. headquarters of the Union Pacific steam room cheyenne, Wyoming Union Pacific 3985, also known as the Challenger, is a four-cylinder simple articulated 4-6-6-4 Challenger type steam locomotive owner and formerly operated by the Union Pacific Railroad. Built in July 1943 by the American Locomotive Company (ALCO) in Schenectady, New York, the 3985 is one of the Union Pacific Challengers and the only one to have operated in the excursion service. The locomotive operated in the revenue service until 1957. Originally stored in Cheyenne, Wyoming, until 1975, when next to the cheyenne warehouse. After a group of Union Pacific employees reinstated the locomotive in 1981, it was placed on excursion service 3985 as part of the Union Pacific heritage fleet and became the world's largest working steam locomotive, holding the title until the Restoration of Union Pacific Big Boy No. 4014 in May 2014. In 2010, mechanical problems worked until it was turned off and then stored in Union Pacific steam shops in Cheyenne, Wyoming. Following restoration number 4014, the title 3985 was officially withdrawn from the excursion service due to its poor condition. Designed in 1941 by UP chief mechanical engineer Otto Jabermann, the UP 3985 was part of the second order of the second version of the Challenger. The design relied on experience with the massive 4-8-8-4 Big Boy locomotives and resulted in a locomotive weighing 317 short tons (288 tonnes; 283 tonnes), accompanied by a tender weighing 174 short tons (158 tonnes; 155 long tonnes) in 2⁄3. Calculated traction force 97,350 lbf (433.0 kN). The Challenger class was designed to speed up 0.82% freight operations across Wyoming; The 1.14% Wasatch Range climb east of Ogden was being conquered by the Big Boys without helpers. The Challengers and The Big Boys arrived on the scene as traffic surged in preparation for U.S. involvement in World War II. History Tax And Retirement (1943-1957) UP No. 3985 building plate UP 3985 was part of the 4664-4 group of Challengers built in 1943. [4] Although this group consisted of 31 locomotives, only 25 went to the Union Pacific. The other six were leased by the Denver and Rio Grande Western Railroads, where they operated until the Rio Grande sold them to the Clinchfield Railroad in 1947. [5] While the Union Pacific Challengers primarily operated freight, some were assigned to passenger trains. The UP 3985 operated on its last revenue train service in 1957. [1] The locomotive was officially retired in 1962 and stored in the Union Pacific roundhouse with Big Boy No. 4023 in Cheyenne, Wyoming. [1] It was brought out of storage in 1975 and placed in an open-air shop window next to the Cheyenne warehouse. [1] Restoration and hiking career (1981-2010) UP No. 3985 passes through Golconda, Nevada, and in July 1992, a group of Union Pacific workers began restoring the locomotive through Westbound 3985 in Cheyenne, Wyoming, through Sloat, California, starting in 1979, and returned to operation in April 1919. [1] The locomotive first launched on Railfair in 1981, where it attended the opening of the California State Railroad Museum in Sacramento and Union Pacific 844, which has since been on excursion duty. Originally built for coal burning, it was successfully modified in 1990 to burn heating oil 5. [1] In 1991, the number 3985 went to Railfair '91 at 844 and DDA40X No. 6936. The excursion is UP 4-6-0 No. 1243 is a flatbed. [7] The following year, the 3985 went to the National Railroad Historical Society conference in San Jose, California. He participated in the South Pacific 4-8-4 No. 4449 and SP 4-6-2 No. 2472 activities. [8] In May 1994, he made the 3985 trip to Cajon Pass, California, with the Union Pacific A-B-A e9 e9 set during the 1994 tour. [9] In 1999, he went with the 3985 two-headed number 844 towards Railfair in 1999. [10] After the event, the 3985 was fed up with the return flight, when the 844 dead were attaché after the FEF-3 suffered a pipe failure at the exhibition on June 24. During its career, the locomotive has drawn a number of excursion trains with three alternative identities. In November 1992, the number 3985 was chosen for the Clinchfield Santa Train 676 at Clinchfield, which was chosen as a continuation of cr's E-3 locomotives. [11] In May 1993, the locomotive was replaced by sister engine 3967 on the 40th rocky mountain railroad club excursion.[12] During the same period, the engine was renumbered to 3,718, a number that was converted into oil in 1945. , numbered 3709 to 3717. Stationed in Cheyenne, Wyoming with other equipment from the UP heritage collection, it was used for hiking trains and occasionally mainline freight ferry moves. The most remarkable freight transport, number 3985, took place in 1990, where U.S. President Lines received a special request for the locomotive to pull a 143-car double-chimney train between Cheyenne, Wyoming and North Platte, Nebraska. [13] In 2007, he was at the cheyenne maintenance workshop and underwent repairs for servicing in 2008. [14] The locomotive's final races took place on the Missouri River Eagle Tour, 2010. [15] As part of the tour, the 3985 titua was selected for the Ringling Brothers and Barnum & Bailey Circus train in Denver, Colorado, where the circus gave a special performance to celebrate P.T. Barnum's birthday. [15] [16] After the tour ended, it was taken out for repairs and placed in storage. [17] [18] In December 2018, Union Pacific applied for immunity from the Federal Railroad Administration (FRA) to exempt it from the 3985, 844 and 4014 [18] in February 2019. FRA officials replied that no such exemption was necessary. [19] In January 2020, the Union Pacific pensioner no. 3985 from the excursion service, as the railway felt that they could only maintain and operate two historic steam locomotives at a time (no. 4014 and 844), outside a locomotive requiring complete reconstruction due to poor mechanical condition. No further information has been released on the locomotive's future, and the 3985 will be in the Union Pacific round in Cheyenne, Wyoming as of September 2020. [20] [21] References ^ a b c d e f Challenger No. 3985 (PDF) (Press Release). Union Pacific. Archived from the original (PDF) document on June 1, 2017. Accessed May 6, 2019. ^ Boehner, John (November 1982). 3985: The engine, the people, the restoration (PDF). Trains. Kalmbach Publishing. 32–38. Archived from the original (PDF) on May 19, 2019. Accessed May 19, 2019. ^ Drury 2015. 319. ^ Solomon 2009. 70. ^ Kalmbach, A.C., Ed. (August 1944). Almost identical twins. 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