



STEAM LOCOMOTIVE NO. 844, hailed as the Union Pacific's "living legend," will travel through Marysville in July and again in September on excursions to the south and east. Area railfans always hope the town will be one of the overnight stops on trips by the historic engine. — Marysville Advocate photo

Marshall

Steam engine should visit twice

Railroad lore and the railroad today play a big role in Marysville. In 2006, the Union Pacific finished its new rail yard, with eight sets of tracks that skirt the west edge of town.

Train-watching has long been a favorite pastime here, and it remains to be seen whether the big, new yard will be as much of a draw as the old yard was for well over a century.

Everyone will get to find out this year, when United Pacific brings steam locomotive No. 844 through town twice.

In the past, people flocked to Marshall County when the railroad brought one of its historic steam locomotives through, sometimes making a refueling stop overnight, giving people time to see the huge engines up close, take photographs and visit with other rail buffs and sometimes members of the train's crew.

Locomotive 844, the only steam unit operated at present by Union Pacific, is scheduled to come through Marysville on excursions to special events, one near Kansas City and the other for the Oklahoma Centennial. The other steam locomotive saved by the railroad and its employees for excursions is the Challenger No. 3985, built in 1943, retired in 1962, placed on display in 1975 and restored to running condition in 1981.

The frame is articulated, or hinged, to allow it to go through curves. Top speed is about 70 miles an hour. The Challenger is presently in the shop for repairs.

For rail enthusiasts, there's plenty of activity in Marysville. The railroad relocation and new yard were part of an \$87 million project in which the railroad teamed with the Kansas Department of Transportation, the Army Corps of Engineers and the city of Marysville to complete overpasses south and west of town and a flood control levee outside the rail line.

The Union Pacific runs an average 70 trains a day through Marysville, which remains a crew change point between Kansas City and North Platte, Neb. The railroad is a major factor in the economy of Marysville and Marshall County, contributing more than \$20 million a year in payroll for trainmen, clerks and management officials, who live here with their families.

Also contributing to the economy are the trainmen who overnight here on runs between Marysville and North Platte or Kansas City.

HISTORY

No. 844 was the last steam locomotive built for Union Pacific Railroad, delivered in 1944

— Schedule —

Locomotive 844 dates in Kansas
(From www.uprr.com)

June 21-July 4

Cheyenne, North Platte, Fremont, Boone, Trenton, Kansas City, Marysville (or Fairbury), North Platte-Cheyenne. Trenton has a 150th celebration during this time.

Oklahoma Centennial – Sept. 9-30

Cheyenne, North Platte, Marysville, Herington, Wichita, Enid, El Reno, Chickasha, Lone Star and return via the reverse route, again with the stopovers planned in current and past employee sites. The territory south of Herington is new to UP steam and has not seen a steam locomotive since 1949.

Train rides will not be available to the general public.

for fast freight and passenger service.

A high-speed engine, the 844 pulled such widely known trains as the Overland Limited, Los Angeles Limited, Portland Rose and Challenger. Many people know the engine as the No. 8444, since an extra digit was added in 1962 to distinguish it from a diesel numbered in the 800 series. The steam engine regained its number in June 1989, after the diesel was retired.

When diesels took over passenger duties, No. 844 was placed in freight service in Nebraska from 1957 to 1959. It was saved from being scrapped in 1960 and held for special service.

The engine has made appearances at Expo '74 in Spokane, the 1981 opening of the California State Railroad Museum in Sacramento, the 1984 World's Fair in New Orleans and the 50th anniversary celebration of Los Angeles Union Station in 1989.

Hailed as Union Pacific's "Living Legend," the engine is widely known among railroad enthusiasts for its excursions

The locomotive, including engine and tender, weighs 907,980 pounds or 454 tons, and is 114 feet, 2 5/8 inches long. Its tender is 14-wheeled, and water capacity is 6,200 gallons. The engine is fueled by 6,200 gallons of No. 5 oil.

For information about No. 844 and other historic locomotives. Go to www.uprr.com and click on general public, history and photos and special trains.

WELCOME TO MARYSVILLE



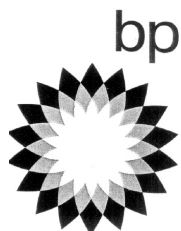
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