



# Union Pacific FEF3 844





Union Pacific FEF 844 Black (4-8-4)



and the UP FEF 837 (Greyhound)



The Union Pacific FEF 844 is recognized by train aficionados around the world as one of the most significant US steam locomotives still operational, next to the Challenger 3985. Aster Hobby Co. Inc. is now designing a pilot model of the FEF 844 which will equal or better in detail, performance and appeal with any earlier released Aster US prototype model. Aster Hobby USA LLC will again play a support roll in this development.

The UP FEF 844 will be built in black (as preserved today and pictured above) and in "Greyhound" livery # 837.

**Expected production release date has been slightly delayed to late June 2015 due to requested improvements and modifications.**

## Aster UP FEF / UP FEF3 #844



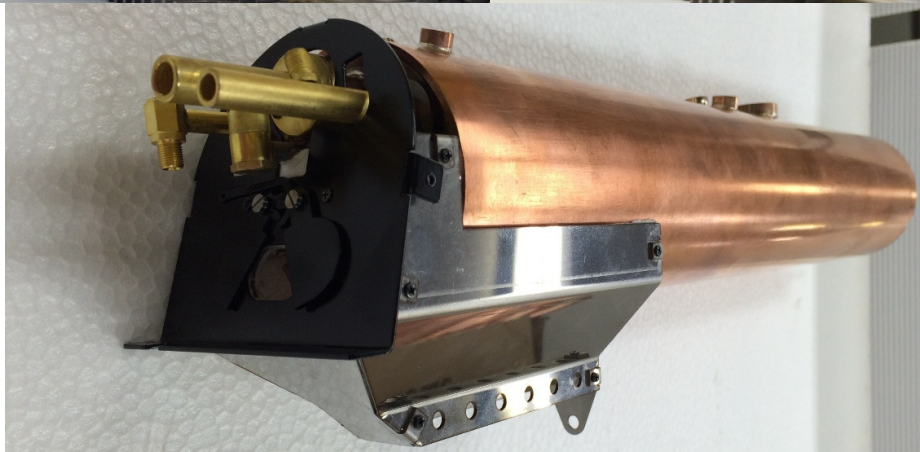
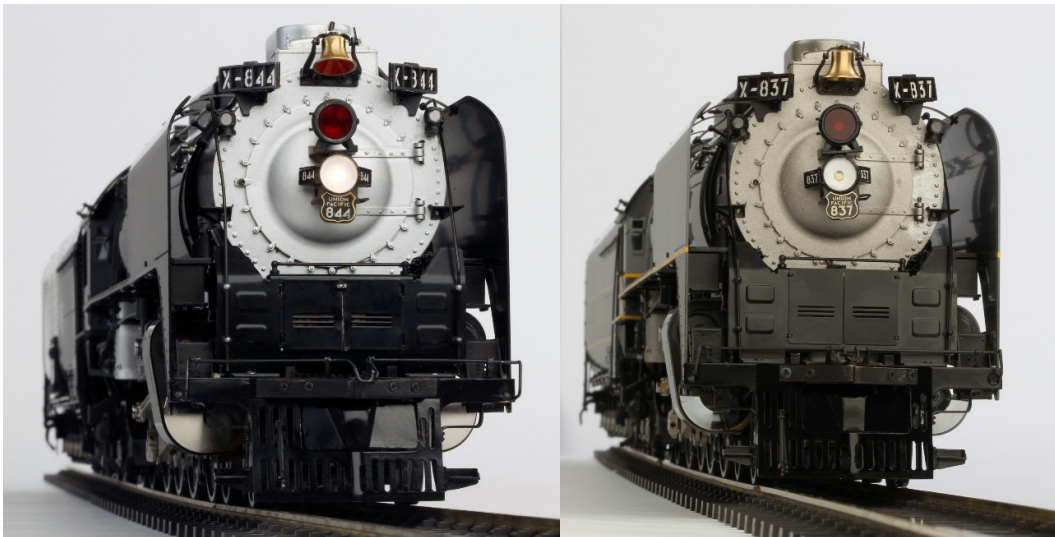
## About the Prototype

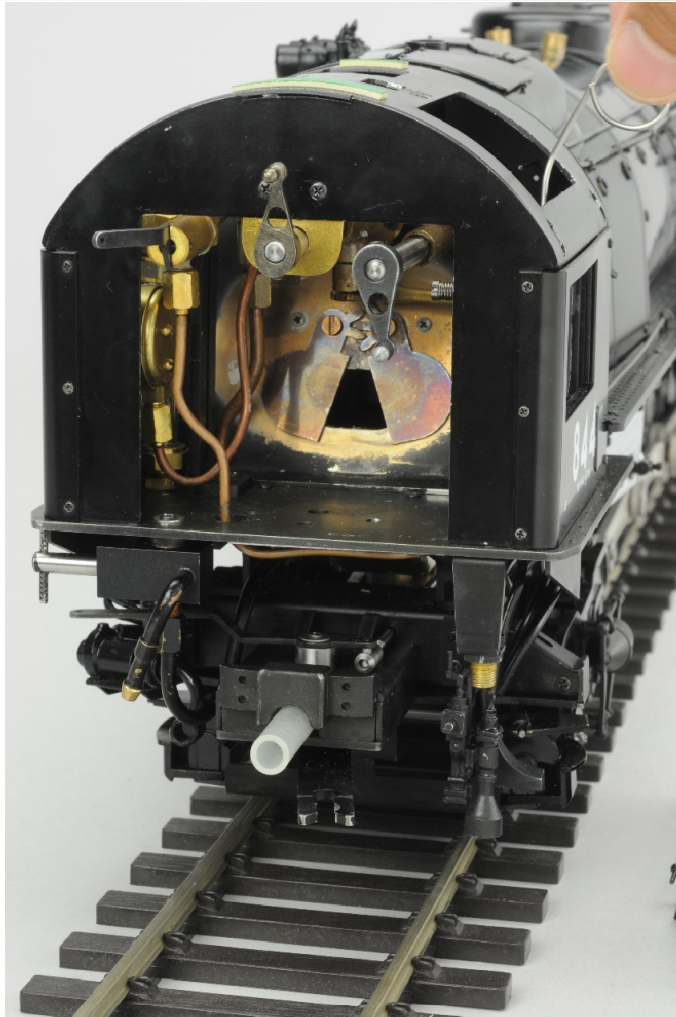
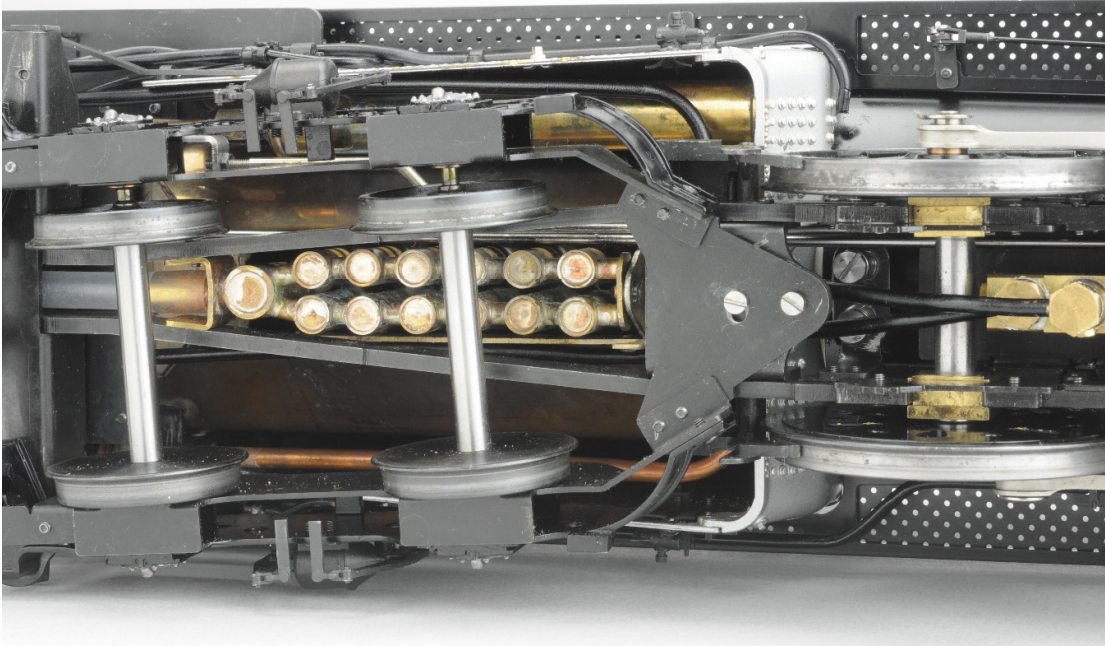
The first 20 engines of this class numbered 800-819 were delivered to the Union Pacific from ALCO in 1938. These were to replace the then dominating 4-8-2 UP steam power with increased efficiency and higher operating speeds. A further 15 units numbered 820-834 followed a year later, equipped with larger cylinders, larger drivers and "centipede" tenders instead of the original 6 axle tenders.

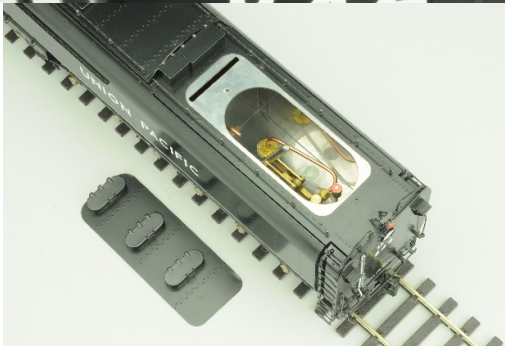
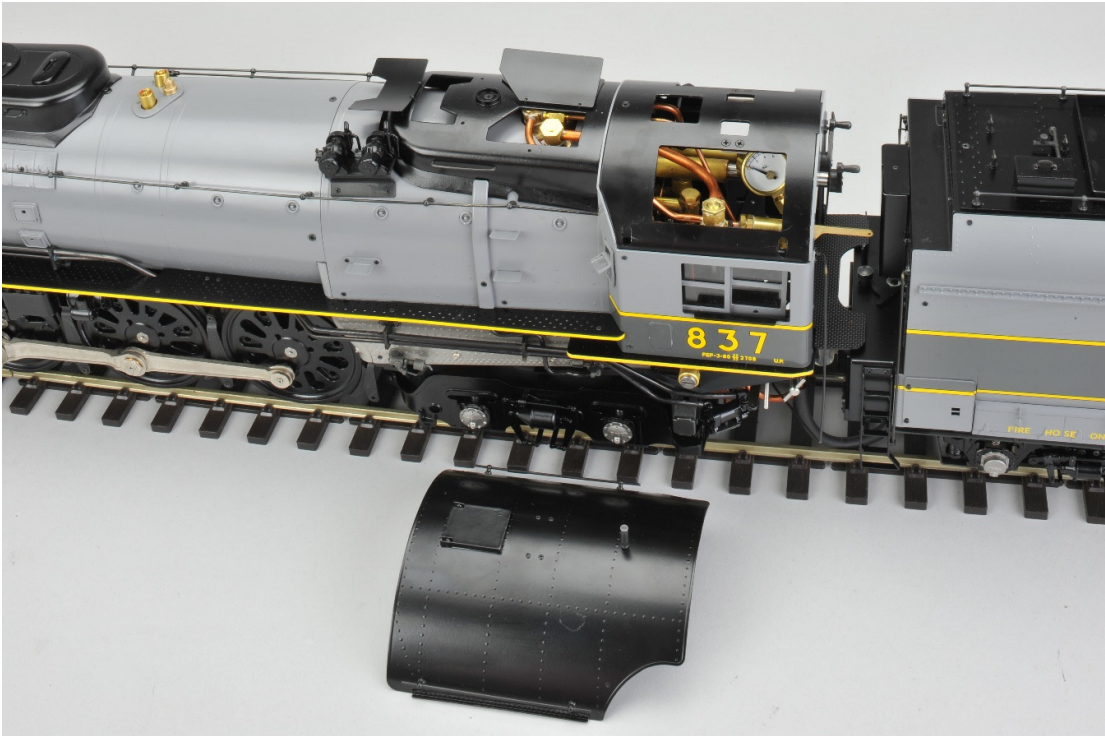
These locomotives were referred to simply as FEF's which stands for "four-eight -four" which is their wheel arrangement. The first batch of 20 engines became the FEF-1's, the second order FEF-2's and the final batch of ten engines delivered in 1944 were FEF-3's, numbered 835 - 844.

The FEF's were coal and oil fired depending on their division assignment. The war effort converted many oil fired engines to coal, then back to oil firing again after war's end. These locomotives were able to operate at 100 mile sustained speeds on designated sections of track. The newly designed tapered coupled rods with forked rod ends and separate sleeved bearings better absorbed the thrust and pull forces of the fast reciprocating mass of steel. The operational speed for this design was limited to 110 miles per hour.

The FEF's were primarily entrusted with express trains carrying passengers, mail and perishable goods. In the mid 1950's Diesels started to appear more frequently on the head ends of such trains and the FEF's eventually retired from service, most of them going directly to the scrap yard. However, publicity conscious Union Pacific saved engine 844 and kept here serviceable until today for frequent performances with steam fans and other public relations service. Other UP FEF's escaping the cutting torch are # 814 in Council Bluffs and # 833 and #838 in undisclosed locations.







# Specifications

<b>Locomotive</b>	4-8-4 Northern type	dry weight locomotive only	22 lbs.
	C-type with 7 fire tubes	Super heater	Opening fire door
	Gauge glass	Pressure gauge	Blower valve
	Gauge glass blow-down valve	By-pass valve	Water cap. (not yet specified)
	Twin safety valves	Whistle	Boiler blow-down valve
<b>Fuel</b>	Alcohol / Methanol	Fuel cap. not yet determined	Removable fuel tank
<b>Cylinders</b>	Two cylinders	Piston dia. 15 mm	2x Rulon rings each
	Walschaerts valve gear	Drain cocks	
	D-slide valves	Twin exhaust pipes	
<b>Water feed</b>	Axle driven piston pump	Tender hand pump	
<b>Lubricator</b>	Roscoe displacement type		
<b>Drive wheels</b>	BoxPok 63mm	Fully equalized	Steel tires / brass centers
<b>Other features</b>	Working headlight	Working emerg. stop light (red)	Functional cab windows
<b>Tender</b>	Centipede type	Weight 9.2 lbs.	Water drain plug
	7 axles with coil springs	Fuel tank removable	RC battery compartment
	Water cap. 830 ccm	Fuel line shut off valve	Fuel cap. 600 ccm
<b>Total Length of locomotive and tender over couplers 43.5 inches</b>			