

A Custom Built...

Union Pacific 2-10-2

by Butch Holtgrieve

Union Pacific Class TTT-4 5032 started life as a US Hobbies 2-10-2; but, after several years of modification by Mr. Peter Bassett (owner of The Model Shop in England), very little of the original model still remains. I purchased this model from Mr. Bassett several years ago, and as soon as it arrived at my home, I knew I had to share it with as many other O Scalers as possible.

The chassis is fully detailed with correct cross-members, brake cylinders and

linkage. It has a fully working equalized suspension that includes the lead truck as well as the trailing truck. Both trucks had to be scratchbuilt as none existed that represented the Union Pacific prototype.

The cab and backhead is fully detailed, including lighted gauges and working reverse gear lever. The smokebox is fully detailed with a correct UP four-port annular nozzle and flue pipes. Full ashpan detail and correct piping are present. Both the smokebox and the headlight doors are hinged with the correct, scratchbuilt hinges as per the prototype.

The headlights, marker lights, and class lights are operational, and due to the fact that the smokebox can be opened, the wiring for these lights is hidden inside the left handrail, which is made from surgical stainless steel tubing. The tubing branches at the junction box on the smokebox door and runs to the lights via flexible surgical tubing that acts as miniature cable housing.

The tender has also received the "Bassett" treatment and includes a Duplex stoker system as per the prototype. A nine-pin electrical connector for sound, lights, and power pickup is concealed inside the stoker tube. The tender doors and tool box lids are operational, and all air, water, and steam connections are present, along with the brake linkage.

The Walschaerts valve gear is fully operational and is connected to a small servo on the backside of the smokebox which operates on low voltage to move the valve gear as required for forward or reverse. This operation includes the lever in the cab.

The heavily modified drive system is



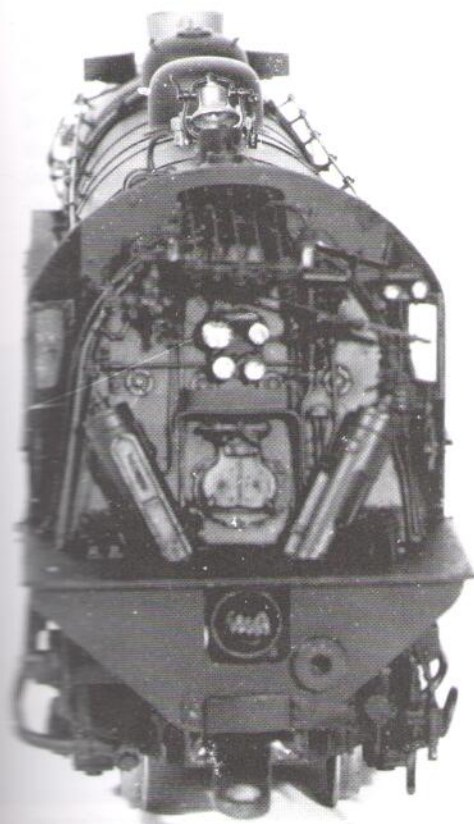
Smoke jack, flues, superheater header—the inside of the 2-10-2's smokebox is as well detailed as the rest of the loco.

photos by Greg Heier

arranged to avoid cutouts in the firebox or boiler, and the tower gearbox was moved to the second axle to make it as inconspicuous as possible. The drive gear tower is fitted with a sound cam with wiring back to the tender for a speaker.

The typical items we come to expect from the major manufacturers are present: hinged cab roof vents, sliding cab windows, operating sand dome lid, removable cab body, etcetera.

I own some other beautiful Union Pacific locomotives imported by Precision Scale, Key, Westside, and Overland, but this model is my favorite. Knowing that it is almost hand built and one of a kind, just adds that much more to my appreciation for this model. ⁴⁸



The cab and backhead are completely detailed, right down to the illuminated gauges. The tender is equally as well detailed.

