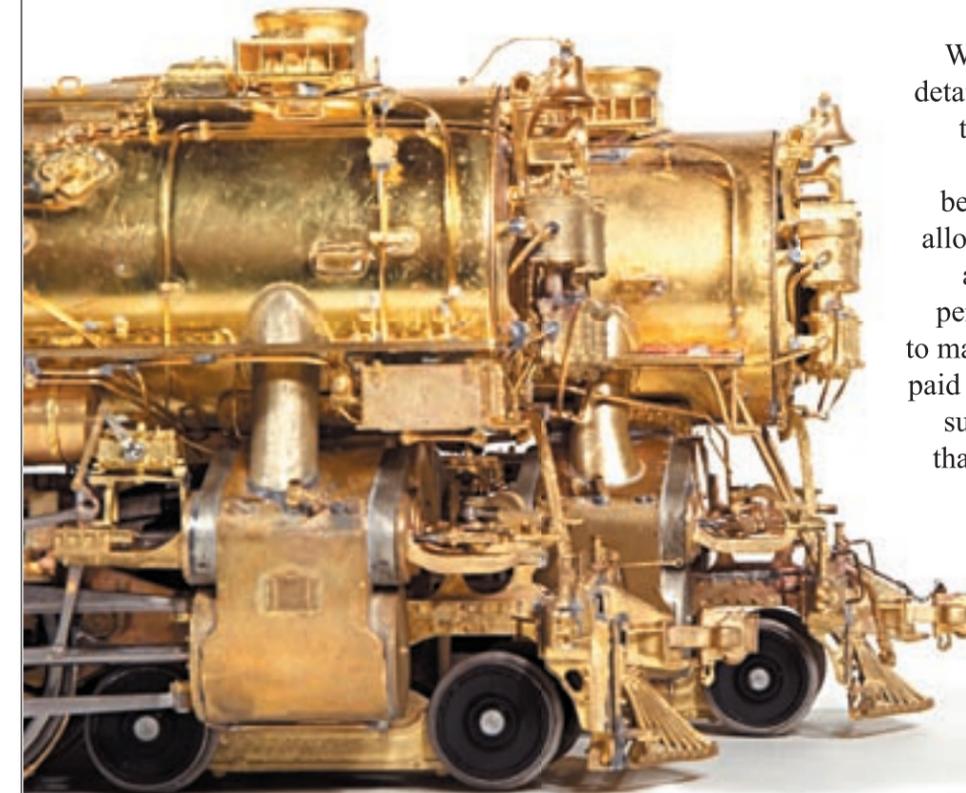


The Union Pacific 'type' (4-12-2)

Project Update Two

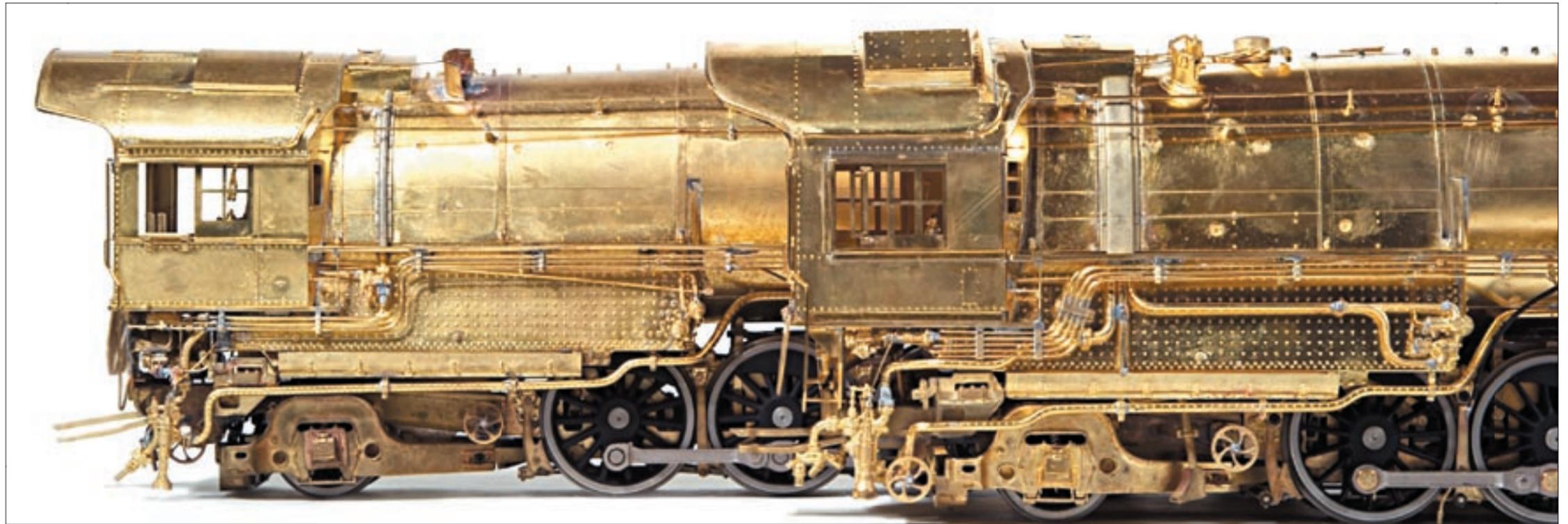
Our project update number two is a follow up to our earlier explanation of the direction our Union Pacific project is heading. In the last update we utilized prototype images to show design features that we intended to incorporate into our new versions, in this update we are using images of our latest project sample for the 'postwar' version. In the last two updates we have tended to concentrate on the 'postwar' version, not because it is our favorite, but because it represents the bulk of the production and is the least understood from a design perspective. The version one and two models are very limited production options and are highly desirable in their own right due to their unique characteristics representing significant time periods in the Union Pacific's history. We have to again caution that the samples used are not complete and may still have errors awaiting correction, the last sample is not representative in all regards of the final product to be delivered, fit and finish always improves at the time of production as does the quality of the castings.

In several of the locomotive images we are using both the first and current sample models to highlight the vast differences between what we originally set out to model and what the project has evolved into. Areas of the 'new' locomotive that are totally different that you should look for are: modular steam-chest and cylinders, ATC equipment now included, late style lubrication equipment, enhanced sanding arrangement, totally different stoker equipment and arrangement, radial E-2 buffer assembly, enhanced vision cab front and side window arrangements, the cab has been moved rearward 12 scale inches, the cab roof has new ventilators and the cab has been widened. In addition to these major changes, there are numerous smaller detail changes that coincide with and are required by the major changes.



We haven't only concentrated on detail, we have continued our effort to offer the best running models available. The drive system has been enhanced by using the latest alloys for gearbox components, we already have the best low speed performance and we have worked to make it even better. We have also paid close attention to our equalized suspension to make it even better than before. All of these considerations had to be wrapped in a package that can negotiate 72" radius curves, not an easy proposition!.

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The photo on the front cover shows a comparison between the ATC equipped loco in the foreground and the non ATC equipped loco in the background. The images above provide a direct comparison between the originally constructed cab and the heavily modified 'postwar arrangement. In the image above the boiler faces of the two models are aligned, thus illustrating the added overall length, also notice the width of the lower 'postwar' cab and the taper in width towards the rear. In the photo to the right, notice how the side cab windows extend out from the cab side sheeting to provide a better view for the fireman and engineer.



To the left, you can see the equalization linkage between the trailing truck and lateral equalizer bar. At the lower center the functioning rockers that transfer cab weight to the trailing truck is visible. The lower corner photos show the enhanced sander arrangement. On the rear cover you will see the revised 'postwar' tender. Although the coal bunker extension boards are yet to be added, you can see the stoker equipment that has been relocated from under the loco cab to the compartment on the left front tender corner. The trucks are sprung and equalized. All tool and equipment compartments open. Not visible is the engineer's grip box on the right front corner.

