

# PRR N-2s & USRA 2-10-2

First built in 1918 and 1919, the Heavy 2-10-2 was one of the largest engines in the USRA series. It was the only major engine type used on Pennsy rails that was not built in Altoona.

It was used by many railroads, including PRR, Erie, C&S, Bessemer and Lake Erie, Illinois Central, Central of Georgia, Atlantic Coast Line, Missouri Pacific, Chicago, Illinois Midland, PCC & StL, Colorado & Southern, Chicago Burlington and Quincy.

When the N2s arrived on the Pennsy rails it looked foreign with its radial stay fireboxes, non-standard tenders and cabs, and the light-duty trailing trucks. It also had smokebox centered headlights and overhanging bells, but that was acceptable since these were for Lines West.

The basic design manufactured by Alco, Baldwin and Brooks, was identical from one loco to the next but each railroad ordered variations and made modifications.

The only drawback to the 2-10-2 loco was that it was built at the end of the drag freight era.

## PROTOTYPE SPECIFICATIONS

Cylinders	30" x 32"
Steam pressure	190 lbs.
Tractive force	73,829 lbs.
Weight of engine	
in working order	336,900 lbs.

## MODEL SPECIFICATIONS

Length with Tender	12-1/2"
Weight	2-1/4 lbs.
Minimum radius	22"
Power	Bowser DC-71
Drivers	62"

Color (PRR) Brunswick Green

## BOWSER USRA 2-10-2 - KITS AND ACCESSORIES

#100730 USRA 2-10-2 w/ Tender, Kit

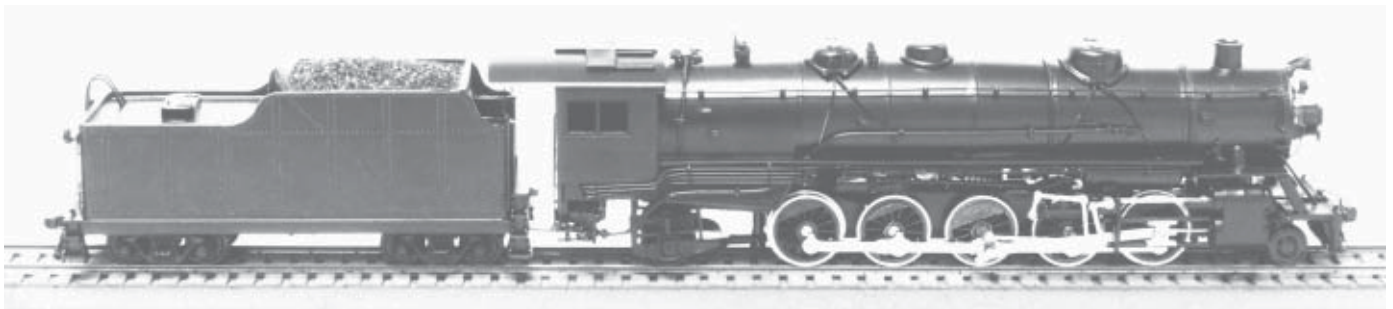
#100416 Smoke Unit Kit

#100740 Super Detail Kit

#100412 Painted Engineer & Fireman, not in

#100740

#500735 Assembled Valve Gear

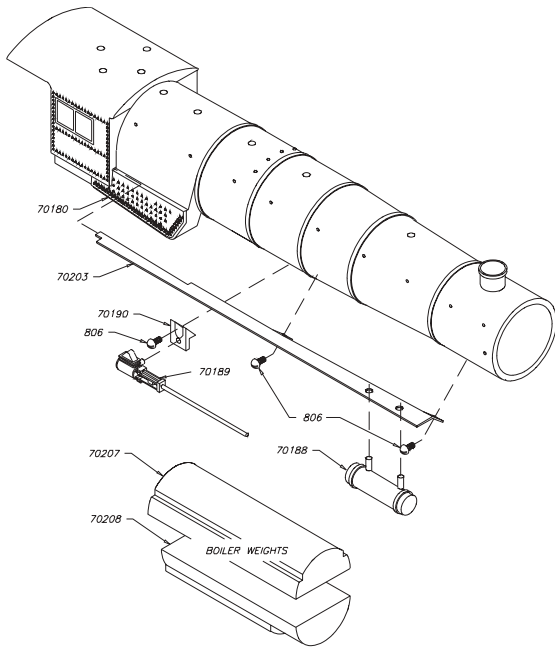


# PRR N-2s & USRA 2-10-2

LATEST VERSION OF USRA 2-10-2

70204	BACKHEAD	<b>MOTOR WORM GEAR</b>	
70205	CAB FLOOR	WORM	1030
70207	TOP WEIGHT	AXLE GEAR	1021
70208	BOTTOM WEIGHT	AXLE SPACING	.820
		GEAR RATIO	29-1

<b>FLANGED DRIVERS</b>	
#18000	62" lt.
#18070	62" hvy. w/ gear

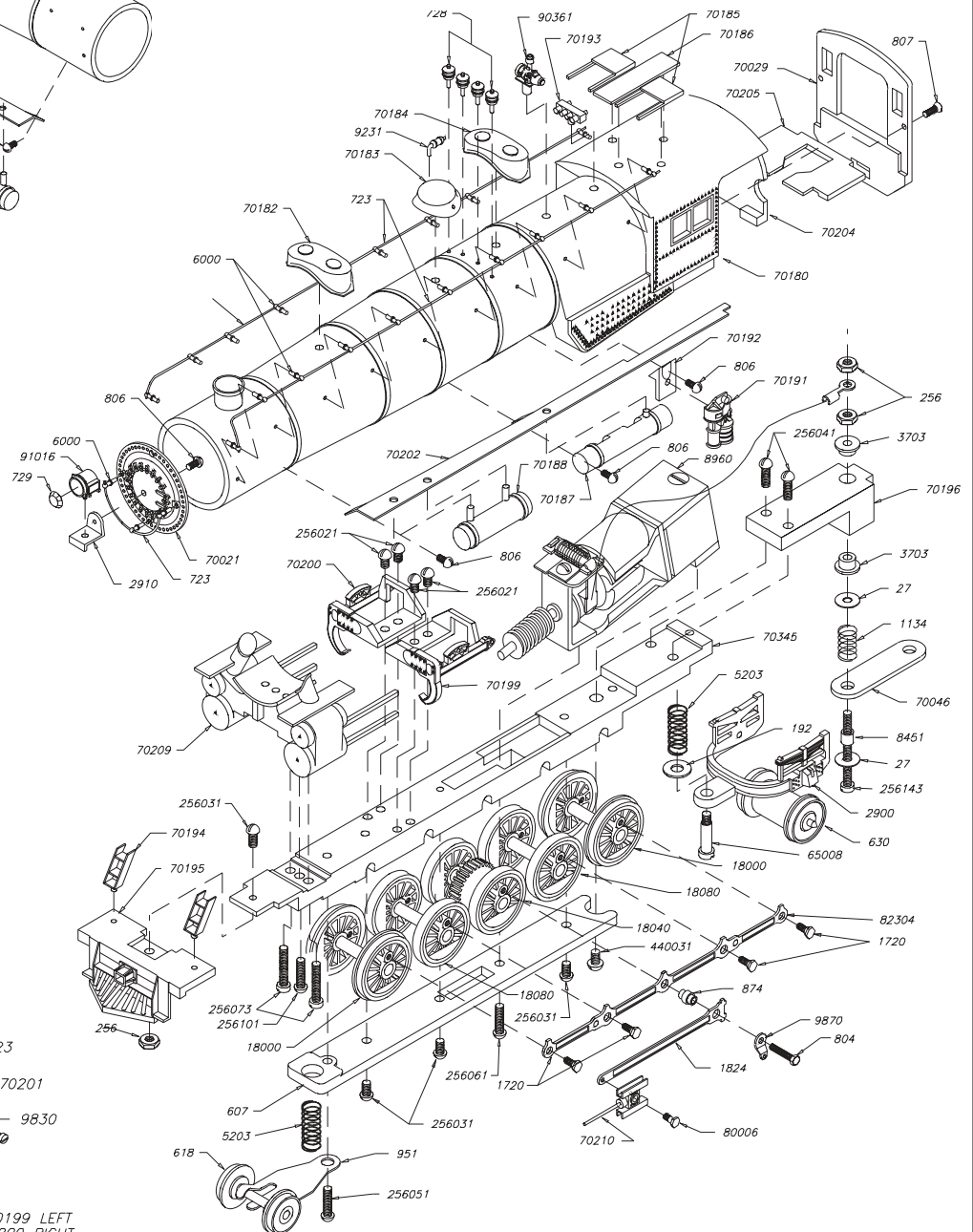
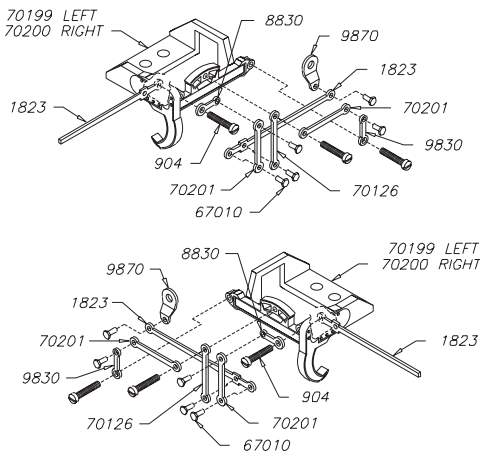


### Pilot Coupler

Use Kadee® #6 coupler and pocket. Remove cast on coupler pocket from pilot. File pilot to fit pocket. Mount pilot to frame. You may want to glue this on frame so coupler screw does not have to be tight. Pass 2-56 screw down through frame, pilot and pocket. Secure coupler pocket with a 2-56 nut. Do not draw nut too tight.

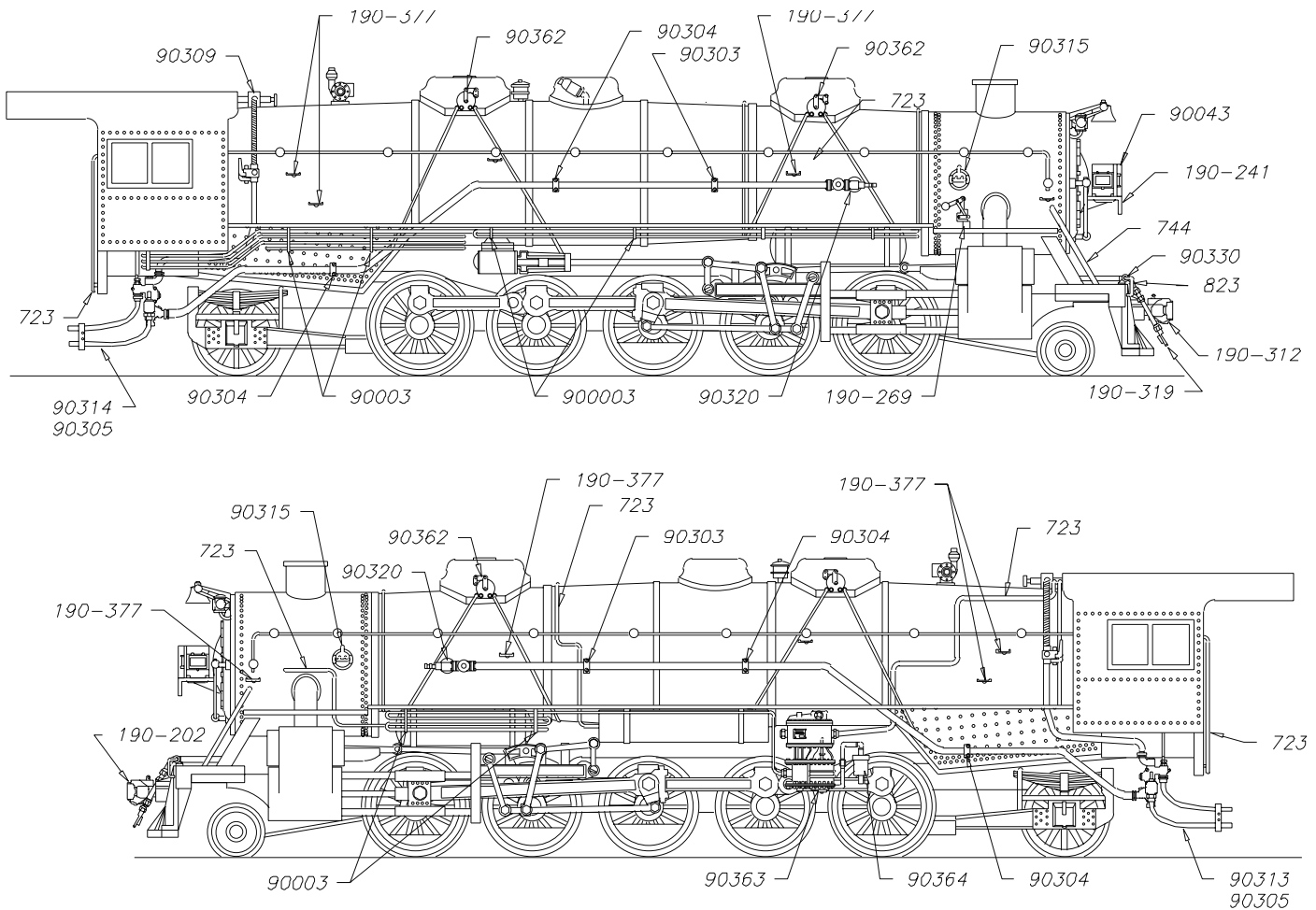
### VALVE GEAR

KIT #100735  
ASSEMBLED #500735



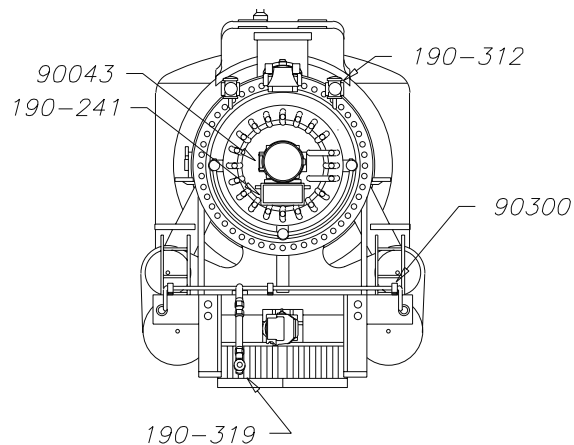
# PRR N-2s & USRA 2-10-2

## SUPER DETAIL KIT #100740



PART #	QTY	DESCRIPTION
723	8	.020 dia.handrail stanchions
744	2	.032 dia. pipng wire
804	2	0-80 x 1/4, pk. 12
7510	3	Pk. 10 marker light jewel, Red
7520	9	Pk. 10 marker light jewel, Amber
7530	3	Pk. 10 marker light jewel, Green
30104	1	Headlight jewel
90003	10	Piping bracket
90018	1	Air & signal hoses, tender
90019	1	Steam hose, tender
90043	1	Headlight bracket
90303	2	Large pipe bracket
90304	4	Small pipe bracket
90305	2	Injector bracket
90309	1	Turret

PART #	QTY	DESCRIPTION
90313	1	Left injector
90314	1	Right injector
90315	2	Inspection lid
90320	1	Check valve
90330	6	Lift stanchions
90362	4	Sander valve
90363	1	Air compressor
90364	1	Strainer, air compressor
190-221	1	Brake cylinder
190-241	1	Headlight bracket standard
190-269	1	Damper control
190-292	1	Standard coupler
190-312	2	Marker light, loco
190-319	1	Air hose set, loco
190-377	5	Boiler steps



### Smoke Unit Kit For Bowser & Penn Line Locos

Kits includes a Model Power Smoke Unit, Instructions and the necessary mounting hardware. Smoke fluid not included.

#100416 For USRA 2-10-2, and PRR N-2

**REQUIRES DRILLING SMOKE STACK TO ACCEPT SMOKE UNIT**

### Marker Light Jewels:

Rule of thumb: Green to front, amber to side and red to rear.