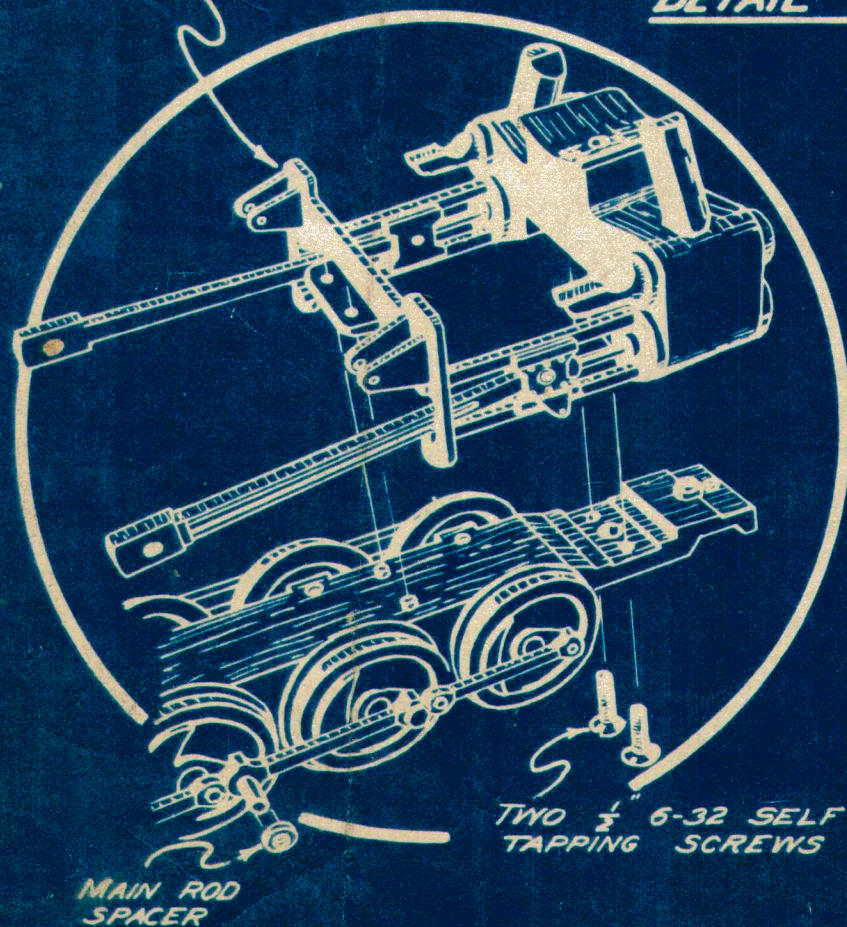


PLACE GUIDE YOKE OVER RIVETS AND PEEN OVER WITH LIGHT HAMMER AND PUNCH.

DETAIL 1

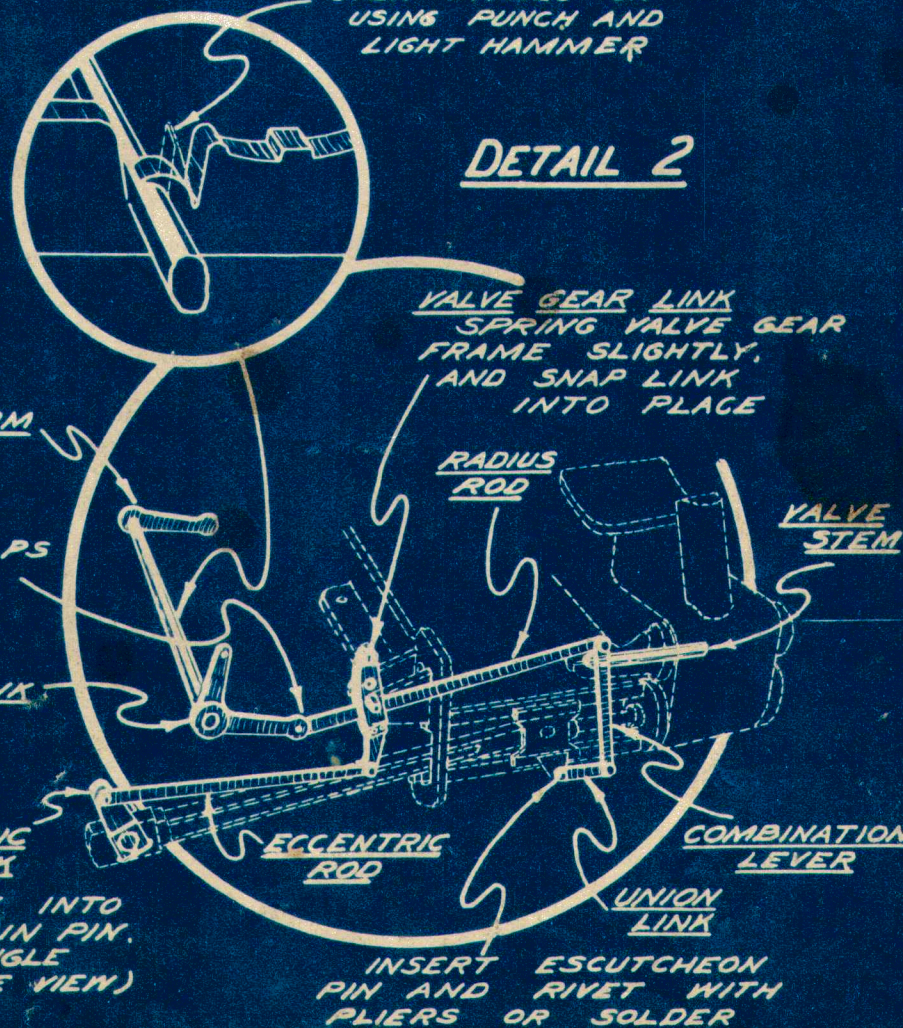
FIT REVERSE SHAFT IN SLOT AND BEND OVER PROJECTION USING PUNCH AND LIGHT HAMMER

DETAIL 2



TWO 6-32 SELF TAPPING SCREWS

MAIN ROD SPACER



VALVE GEAR LINK SPRING VALVE GEAR FRAME SLIGHTLY, AND SNAP LINK INTO PLACE

LIFT ARM

RADIUS ROD

VALVE STEM

BELL CRANK MERELY OVERLAPS RADIUS ROD (DO NOT SOLDER)

BELL CRANK

ECCENTRIC CRANK

ECCENTRIC ROD

COMBINATION LEVER

UNION LINK

TAP LIGHTLY INTO PLACE ON MAIN PIN. (NOTE ANGLE ON SIDE VIEW)

INSERT ESCUTCHEON PIN AND RIVET WITH PLIERS OR SOLDER

Due to a newly developed and patented casting process, we are able to offer you this revolutionary type of model construction. These castings being made of brass allows you the very finest of metals for model railroad work, plus detail and sharpness that can be approached only by die casting. As your work progresses on this locomotive, you will notice a number of novel methods of fabrication which is not possible with any other type of casting. We have spared no effort to simplify the construction by giving you detailed drawings, and have endeavored to place ourselves in the position of the hobby builder. We believe we have chosen a type of locomotive which will come as close as any to finding a place on every model railroad. We hope you enjoy building this locomotive and want you to feel free to call upon the manufacturer if any questions arise.

and much of an engine's personality and symmetry depends upon a well made valve action. The two assembled valve gears should be laid out and studied with reference to Detail #2, and the side view to determine which is right and which is the left assembly. Carefully thread the Union link, combination lever, valve stem, and radius rod -- in the order named -- through the hole in the guide yoke; and insert valve stem into the proper hole in the cylinder block as shown in the drawing. The link can now be slid in place between the valve gear frames. Spring the valve gear frames slightly apart so that the link may be snapped into position. Next place the eccentric crank in position on the main pin -- note carefully the proper angle on the side view drawing and tap lightly into place with a small hammer. This joint should be reinforced by soldering. The bell crank and lift arm are placed on reverse shaft. These are each tapped into position and should also be soldered. The lower part of the bell crank and lift arm come outside the ends of the radius rods (no connection is made here.) The projection on the reverse shaft mounting is bent over with a punch and hammer, and tapped down firmly to hold shaft in position. A reference to Detail #2 will make the above clear.

CONSTRUCTION NOTES:

Construction is started by slipping crossheads into the crosshead guides, making sure the projection on the crosshead points downward and placing the guide yoke in position over the guides. Then you have an assembly as shown in Detail #1. Place this assembly in position so that the rivets on the main frame project through the holes in the guide yoke mounting flange and place the main rod spacers and main rods in position on the main crank pin as shown in Detail #1. Fasten the cylinders with two 6-32 self tapping screws. (Note: Always, when inserting self tapping screws, use a large screw driver.) Then fasten the guide yoke by peening over the rivets with a blunt end punch. For best results use a small hammer and tap lightly.

VALVE GEAR:

In attaching the valve gear parts a little extra care will be worthwhile as this is the most delicate part of the engine,



**NEW YORK CENTRAL
2-8-0 CL. G-46B LOCOMOTIVE**

SCALE 1/4" = 1'
SECTION - 1

DRAWING - FULL SIZE
Fred C. Tuxworth