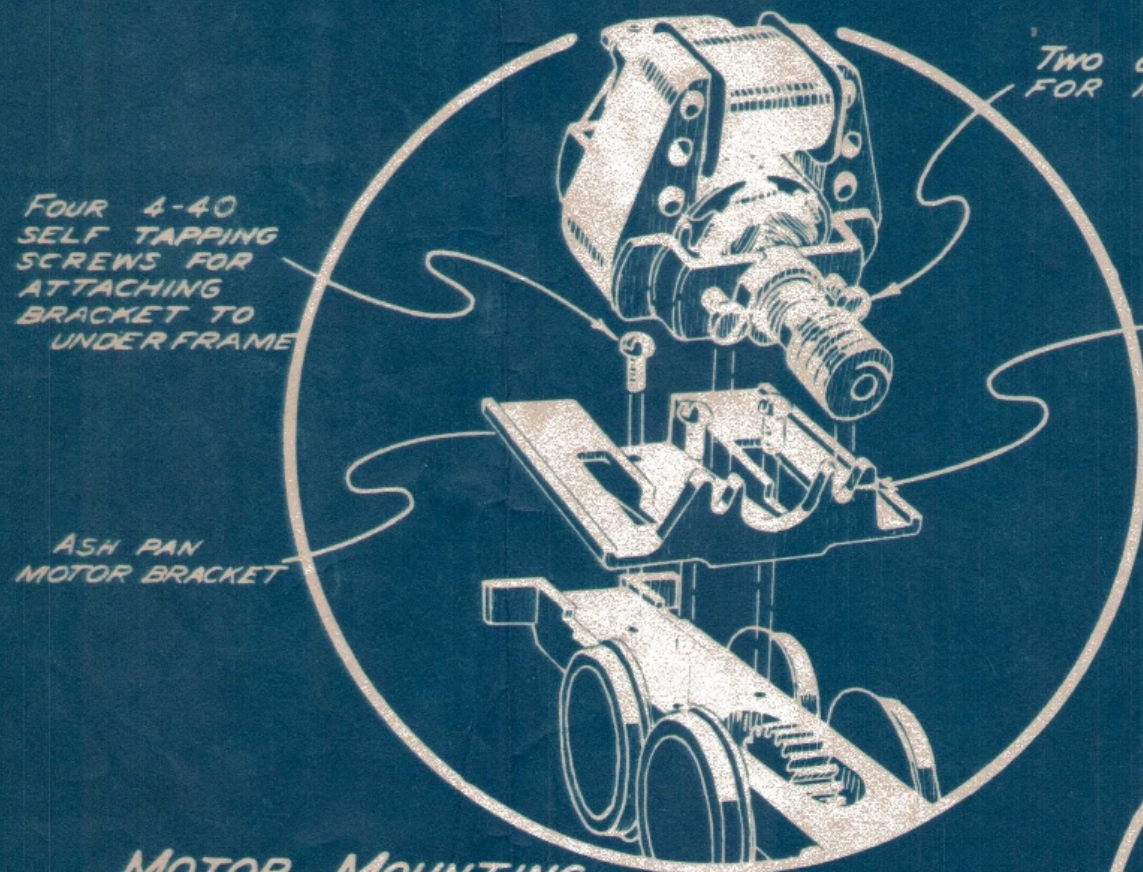
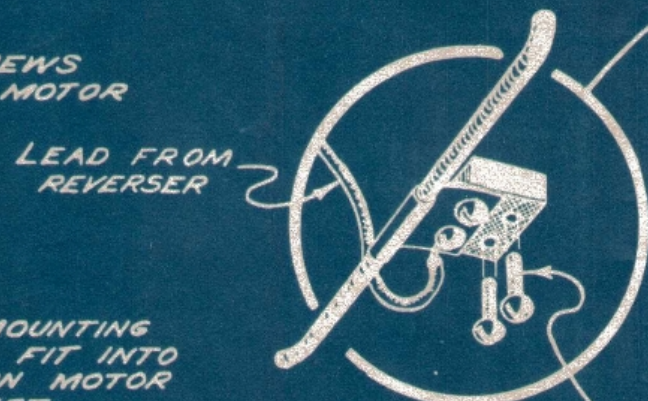


DRAW BAR HOOKS BEHIND TENDER BUFFER.



MOTOR MOUNTING DETAIL

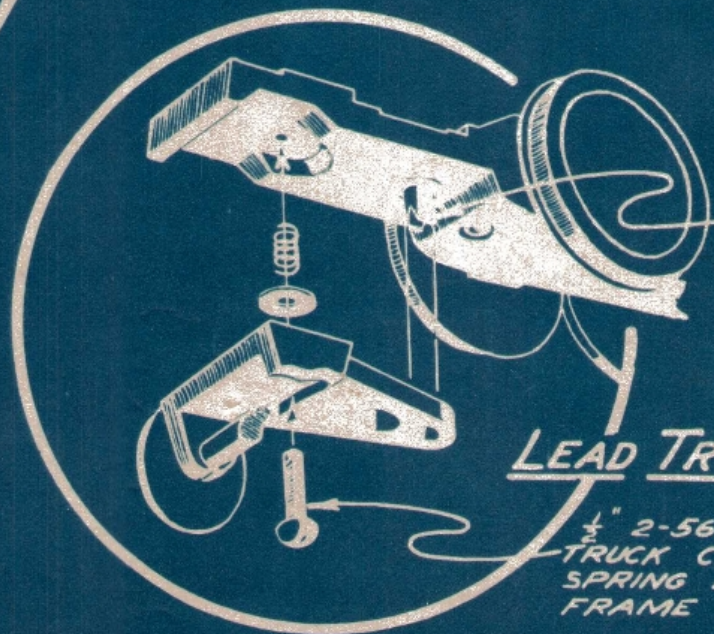
PERFECT ADJUSTMENT CAN BE HAD BY LOOSENING MOTOR MOUNTING SCREWS AND SLIDING MOTOR UP OR DOWN IN SLOTS UNTIL THE WORM TURNS FREELY WITH THE FINGERS



POSTS ARE FORCED INTO PLACE BY TAPPING WITH A LIGHT HAMMER.

COUPLER DETAIL

BEND COUPLER RELEASE GEAR FROM .030 STRAIGHTENED STEEL WIRE.



1/2" 2-56 SCREW RUNS THROUGH TRUCK CASTING, WASHER, AND SPRING AND SCREWS INTO MAIN-FRAME AS SHOWN.

Next attach the pilot. Place it in position over the rivet on the mainframe. Peen over the rivet with a punch and hammer. Insert the front coupler in the coupler pocket and fasten with a 2-56 screw. Note that the coupler and coupler pocket are both tapped so that the coupler swivels on the threads. The coupler release gear is made as shown in the detail. The posts are slipped on after the wire is bent to shape, and are driven into place with a small hammer. Notice that the holes are not tapped. A force fit is found to be more satisfactory.

Place the wheels and axle in the slots on the lead truck casting. Bend over the projecting tabs with pliers until a good running fit is obtained. Place the 2-56 screw through the curved slot in the lead truck, slip the washer and spring over the screw as shown, and insert the screw a few turns into the mainframe.

Place the truck in position over the swivel rivet and bend the tabs with a hammer and punch so that the truck is free to swivel rather loosely. Then run in the screw until it bottoms.

For test purposes the reverse may be temporarily mounted upon a flat car or elsewhere as may prove convenient. Permanent installation may be made after the tender is completed. This is done by mounting the reverser and connecting plug on the tender frame mounting brackets as shown in the drawings.

The loose wire on the engine side of the connecting plug is connected to the engine third rail shoe; or in case of two rail, merely cut off. Similarly for three rail one of the loose wires from the reverser is connected to the third rail shoe and the other is cut off. For two rail, each wire goes to a tender truck and are attached with self tapping screws to the holes in the bolster. Check to see that all the insulated wheels are on the left side.

CONSTRUCTION NOTES:

The motor and reverse come completely wired, each to one half of a connecting plug; thus making it possible to separate the engine from the tender. The connecting plug fits together in only one way, making it impossible to reverse the wiring. The only connections left to the builder are to the third rail shoes, or, in case of two rail, to the tender trucks.

The motor bracket and ash pan are combined in one casting. This is fastened to the main frame with three self tapping screws. The motor is attached to the bracket with two 6-32 screws which fit into the slots in the bracket. Use extreme care in this operation to see that the worm and gear mesh freely. It may be necessary to adjust the motor up or down slightly. Test the adjustment by turning the worm with the fingers.



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

SCALE 1/4" = 1'
SECTION - 2

DRAWING - FULL SIZE
Fred C. Tuxworth