

SELF TAPPING SCREW FOR ATTACHING CAB. INSERT FROM INSIDE OF FIRE BOX.

HAND RAIL POSTS ARE FORCED IN PLACE BY TAPPING WITH A LIGHT HAMMER.

TAPPED 2-56. BELL BRACKET SCREWED IN

MARKER LIGHTS ARE ATTACHED WITH 0-80 SCREWS.

BACK HEAD ATTACH TO FIRE BOX WITH 2-56 SCREW

BACK PLATE RESTS ON MAINFRAME

SELF TAPPING SCREW FOR ATTACHING CAB.

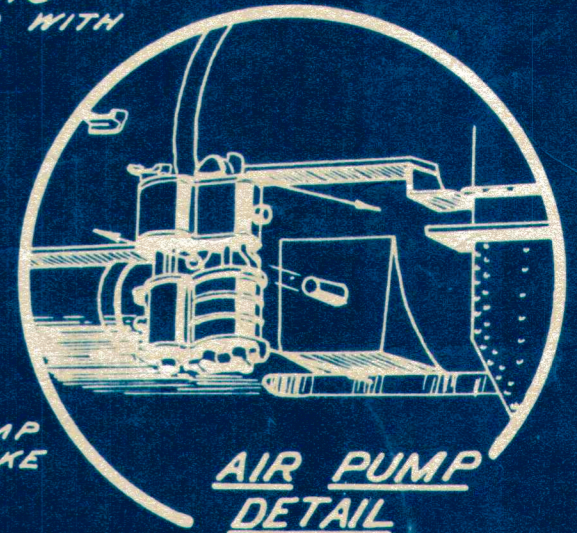
REACH ROD MADE FROM 1/16" DIA. BRASS ROD (NOT ATTACHED TO BELL CRANK).

BEND PROJECTIONS AROUND PIPES TO SECURE INJECTOR.

3/4" 6-32 SCREW TO ATTACH BOILER TO MAINFRAME.

FORCE HEADLAMP SOCKET INTO SMOKE BOX FRONT.

SMOKE BOX BRACES FORCED INTO HOLES IN PILOT (DO NOT ATTACH TO SMOKE BOX).



AIR PUMP DETAIL

PLACE AIR PUMP OVER RIVET ON LEFT SIDE OF BOILER AND PEEN OVER WITH A LIGHT HAMMER.

CONSTRUCTION NOTES:

To begin this section, the boiler should be attached to the chassis. Insert a 3/4" 6-32 screw from below, up through the main frame and cylinder block, into the bottom of the smoke box. The boiler should set down evenly over the motor and transmission so that the back plate rests on the main frame. A slight readjustment of the motor may be necessary to accomplish this. After a satisfactory fit is obtained, the boiler had best be removed for the attachment of the remaining details.

The backhead is simply fastened with a 2-56 screw to the rear of the fire box. The cab is attached to the fire box and runboard with the self tapping screws. These screws all are inserted up from the underside as shown. A little filing on the cab may be necessary to effect a

perfect fit. The hand rails are next. The holes for the hand rail posts are not threaded. The posts are merely forced into place by tapping with a light hammer. The handrail wire (straightened steel) is then threaded through the posts. The front runboard steps are fastened with 1/8" 2-56 screws as illustrated. Place the injectors in correct positions as shown in the detail (refer also to side view layout, Sec. 1). The reach rod is a piece of 1/16" diameter brass rod forced into a hole in the reverse gear. It is finally bent to shape after the boiler has been attached to the chassis. Note, that no connection is made to the bell crank. The pilot braces are also made from 1/16" diameter brass rod and are forced into holes in the pilot. These too are bent to shape after the boiler has been

attached to the chassis. The air pump is placed in position over the rivet on the left side of the boiler. It is secured by peening over the rivet with a light hammer and punch.

The details on the smoke box front are added before attaching it to the boiler casting. The hand rail posts and hand rail are attached as on the boiler. The marker lights are fastened on the brackets with 0-80 screws. The head light socket is merely forced into the hole in the headlight far enough so that when the bulb is in the socket, it is flush with the front of the headlight. The wire is threaded through the hole in the bottom of the boiler, through the frame and fastened under the screw on the third rail shoe. The smoke box front is then merely pushed into the front of the boiler casting.

S&M
SCALE MODEL RAILWAYS INC.

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

SCALE 1/4" = 1' DRAWING - FULL SIZE

SECTION - 3 Fred C. Tuxworth