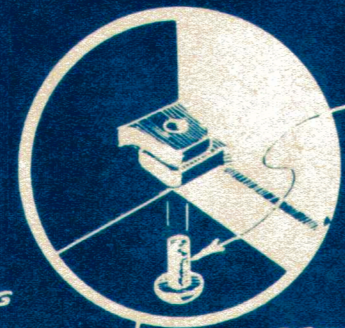


BEND FROM .030 WIRE AND ATTACH AS SHOWN

INSERT WIRE IN SLOT AND BEND OVER PROJECTION WITH PLIERS.

MAY BE DRILLED FOR MARKER LIGHTS IF DESIRED



SELF TAPPING SCREW (INSERT FROM BOTTOM).

FIVE SELF TAPPING SCREWS (INSERTED FROM BOTTOM).

REAR CORNER ASSEMBLY (INSIDE VIEW)

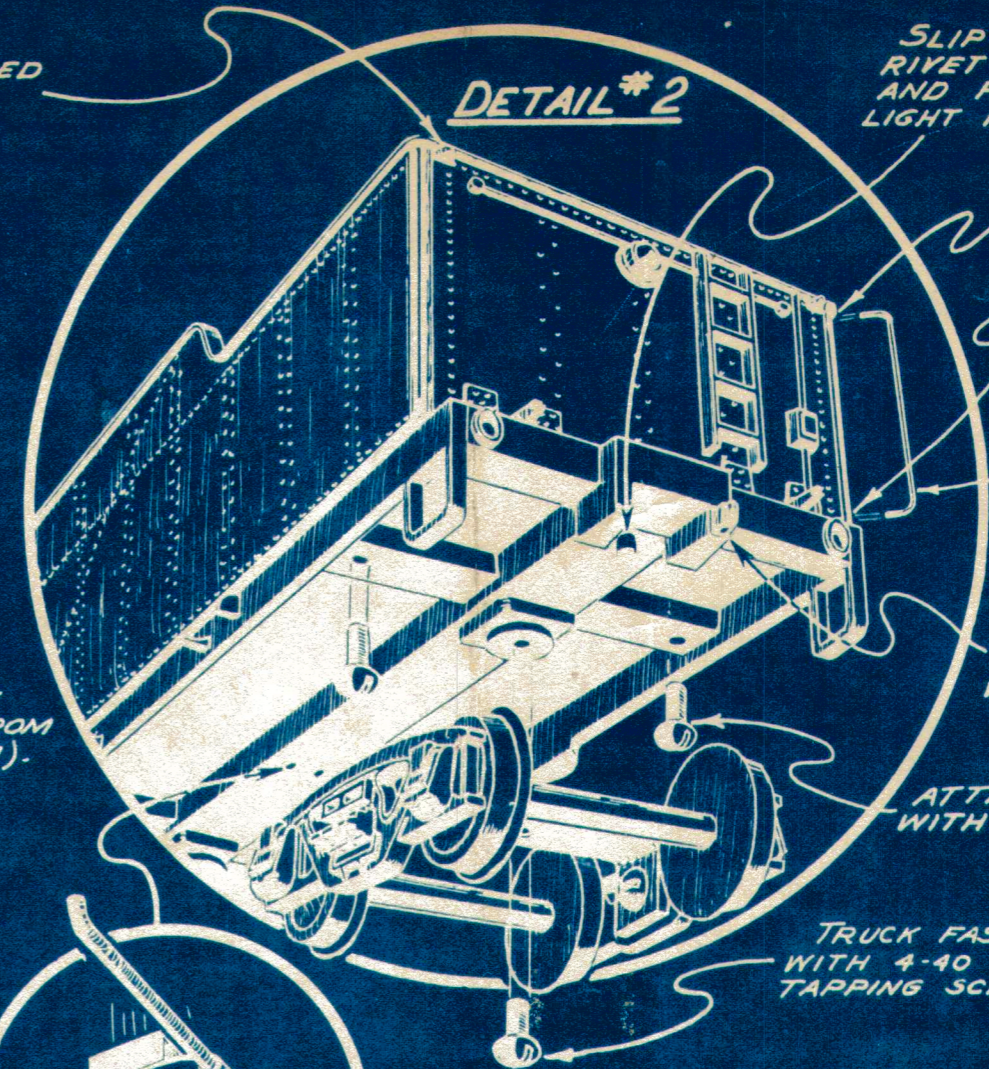
ROUND HEAD SELF TAPPING SCREW (INSERTED FROM BOTTOM).

TWO FLAT HEAD SELF TAPPING SCREWS.

BUFFER SLIPPED OVER RIVETS; RIVETS PEENED OVER WITH LIGHT HAMMER AND PUNCH.

BEND OVER PROJECTION TO HOLD PUSH POLE IN PLACE

DETAIL #1



DETAIL #2

SLIP COUPLER OVER RIVET IN UNDERFRAME AND PEEN OVER WITH LIGHT HAMMER AND PUNCH.

DRILL #67

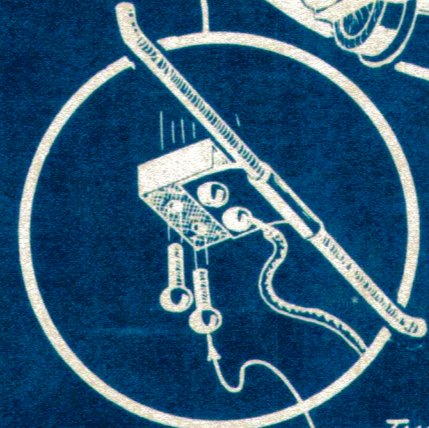
DRILL #67

BEND HAND RAIL TO SHAPE AS SHOWN AND FORCE INTO #67 HOLES.

BEND AIR HOSE FROM 1/16" DIA. BRASS WIRE AND FORCE INTO #52 HOLE.

ATTACH UNDERFRAME WITH FOUR SELF TAPPING SCREWS.

TRUCK FASTENED WITH 4-40 SELF TAPPING SCREW.



THIRD RAIL SHOE IS ATTACHED WITH TWO SELF TAPPING SCREWS TO CENTER SILL (FOR THREE RAIL OPERATION ONLY).

The first operation on the underframe is attaching the couplers. This, like the buffer, is placed over the rivet on the underframe casting and the rivet peened over with punch and hammer until the coupler is held firmly to the underframe. Use self tapping screws. Insert the screws far enough so that the trucks are secure, but still free to swivel and rock. Complete underframe assembly may now be attached to the body. The use of four screws makes it easy to detach for installing and servicing the electrical equipment.

With the addition of a few details, the tender is completed. Study the drawings carefully in all cases and attach as shown.

The air brake hose is made from 1/16" diameter brass wire and forced into a #52 hole. The hand rails are bent from .030 wire and forced into #67 holes. Fasten the push pole by bending tabs.

PAINTING & FINISHING

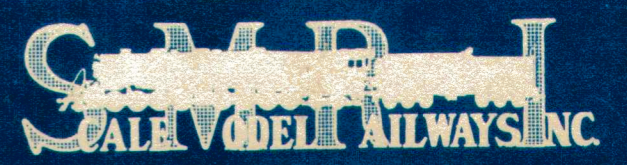
Before painting, the model should be thoroughly cleaned in gasoline. Apply at least two coats of semi-gloss paint, then give one coat of photo black to that portion of the fire box under the runboard, and the entire smokebox, including the stack. Lettering is put on in the positions shown in the drawing.

CONSTRUCTION NOTES:

The first operation in assembling the tender is to attach the buffer to the front casting. This is done by placing the buffer over the rivet on the casting and peening over the rivets with a hammer and punch. Use a small hammer and numerous light blows.

The tender castings are assembled as shown in Detail #1, using self tapping screws in all cases. First attach the front casting to the two side castings. Use two flat head self tapping screws under the tender deck. These go through the front casting into the mounting lugs on the side castings.

Two round head self tapping screws secure the tops of the castings; these are inserted from below. The rear casting is attached next at the bottom corners. Then the top casting is fastened in place with five screws, one of which goes through the mounting lug at the top of the rear casting. The tender body is now complete. In case any of the corners are not perfectly aligned, they may be adjusted by loosening the screws and shifting the offending casting slightly. In some cases it may be necessary to lightly file one of the mounting lugs.



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

SCALE 1/4" = 1'
SECTION - 4 DRAWING - FULL SIZE
Fred C. Tuxworth