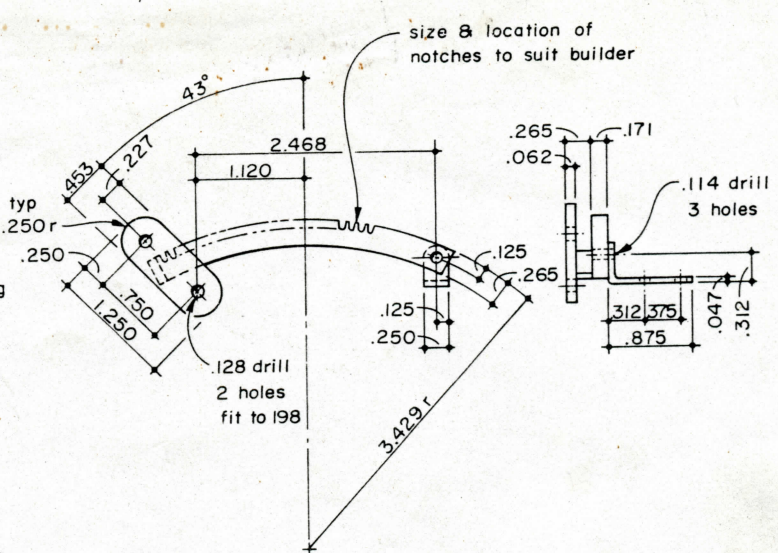


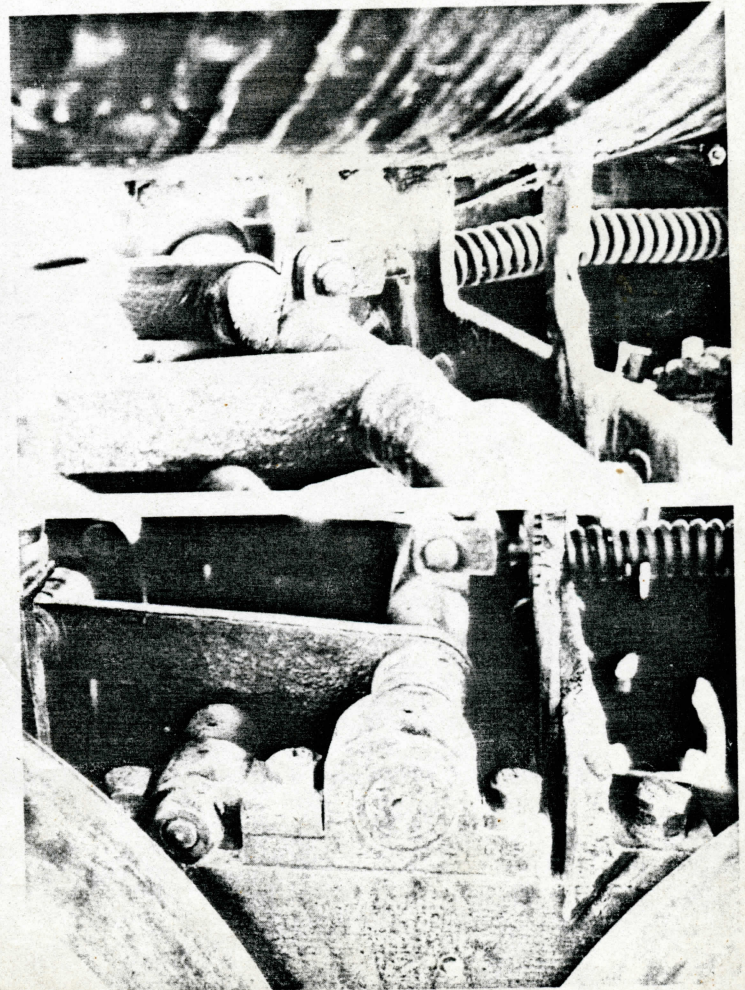
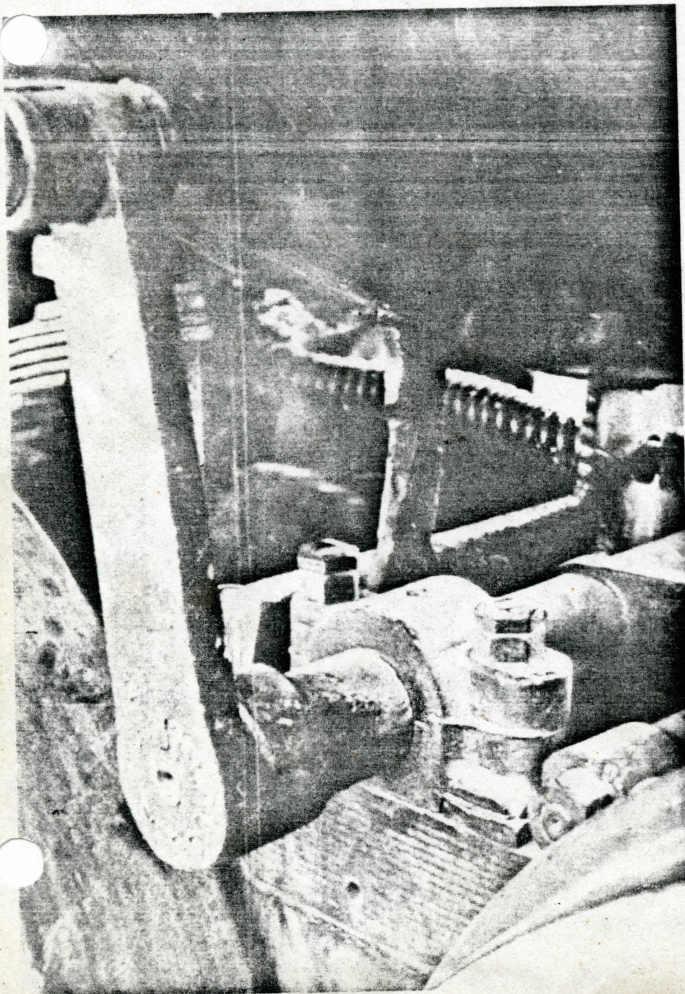
196 RELEASE LEVER DOG
Cold Rolled Steel
1 Required

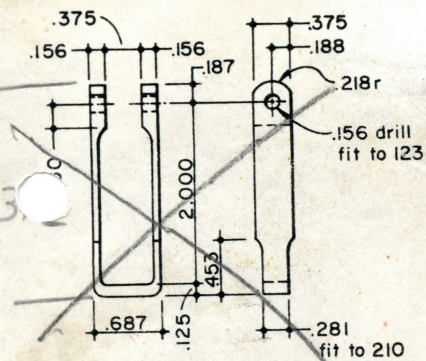


201 JOHNSON BAR RACK
Cold Rolled Steel
1 Required

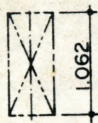
No. Req'd.	Description
22	#5-40 Model Hex Nut
8	#6-32 Model Hex Nut
12	#5-40 x 3/4 Model Hex Screw
8	#5-40 x 3/8 Flat Head Screw
8	#6-32 x 3/8 Set Screw
2	#5-40 x 2 3/8 Model Hex Screw
2	#5-40 x 1 3/8 Model Hex Screw

No. Req'd.	Description
2	#6-32 x 3/8 Flat Head Screw
4	#6-32 x 3/8 Model Hex Screw
1	#4-40 x 1/2 Model Hex Screw
2	#3-48 x 3/8 Model Hex Screw
2	#3-48 Model Hex Nut
6	#2-56 x 3/8 Model Hex Screw





389 SPRING HANGER
Cold Rolled Steel
4 Required



.064 dia wire
4 1/2 active coils
ends closed & ground

390 COIL SPRING
C.D. Wire
4 Required

117 SPRING HANGER
Same As 116 Except A = 1.593
4 Required

117A SPRING HANGER
Same As 116 Except A = 1.437

223 MAIN SPRING

These were made in the same merry way that was just described. In addition, we cut a .125 x .375 slot in each end of the assembled long leaves with an abrasive cutoff wheel. You will have two more springs to assemble for the Pilot Truck.

When we take up our work next time, the Cylinders will be our main concern.

Upper Left A detail photo showing the current spring end arrangement. Note also the clearance notch cut into the lagging to allow for spring travel. As to why they changed from the details shown I don't know, but I would guess that they found that the slot in the spring ends were too difficult to cut.

Lower Left A detail of the spring pivot of the 223 Main Spring.

Upper Right A temporary assembly photo. The eccentric straps are just in place and not timed.

Middle Right Another detail of the springs. Note the closeness of the 118 Spring End Hanger to the unlagged boiler. You might also note, for later reference, the counterbalance spring on the valve gear group that is barely showing under the boiler.

Lower Right Another view of the 223 Main Spring and the 224 Firebox Spring.

The Firebox Spring is also pictured on the lower part of pages 14, 15 and 16 of the June, 1985 issue of **MODELTEC**, and on the lower half of page 21 in the July, 1985 issue.

