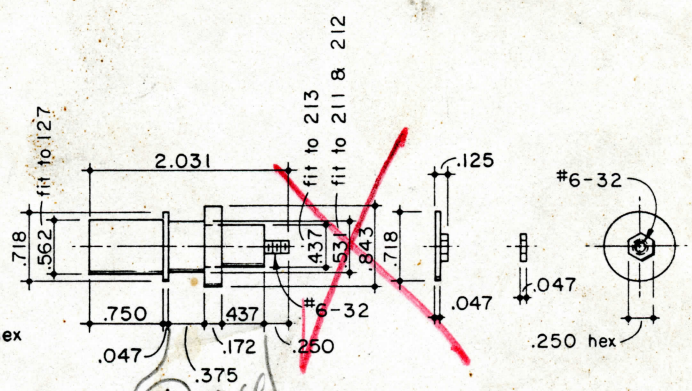
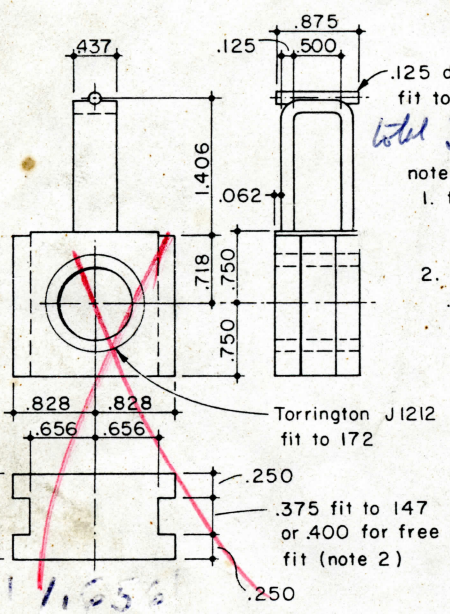


114 FRONT & REAR PINS
Cold Rolled Steel
4 Required

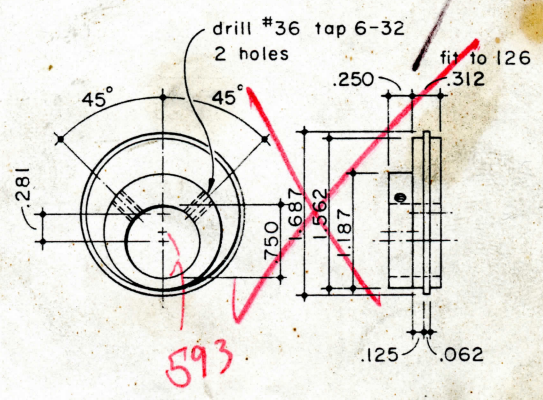


111 MAIN PIN
Cold Rolled Steel
2 Required



173 JOURNAL
Cold Rolled Steel
6 Required

- notes—
1. for cast frame 147 change:
.250 to .187
.375 to .500
 2. for front axle increase
.375 to .437 for additional lateral movement



125 ECCENTRIC CAM
Brass
4 Required

1.156

1.312

1.687
1.542

in place for convenience.

114 FRONT AND REAR PINS

These are a straightforward turning job on the lathe. The Front Pins have very little clearance from the main rod so you can plan on fitup to reduce the threaded portion of the Pin in length.

111 MAIN PIN

Again straightforward turning and one additional spacer.

Assemble two sets of 125 Eccentric Cams back to back in pairs on the 172 Main Axle, then in turn the 173 Journal and the 127 Main Driver, properly quartered. The Eccentric Cams will be positioned and timed much later. My locomotive is oil-fired and so I chose to put my axle-driven water pump near the rear driver so that it would not be seen. I also found that it was not the easiest to get to for servicing. If I have to pull a major overhaul in the future, I plan to

reposition my pump near the front axle. This is the way Gail Gish set up his locomotive, a coal burner, and the pump doesn't look too much out of place. So choose your fuel and pump location. Any commercial hobby pump unit should fit or be made to fit. The Eccentric Cam gives a 1/4" stroke and, if the pump you use is different, you can adapt the design to suit.

In our next session we will get started on Equalizers and Springs.