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---- M E M O ----

Date:

August 27, 2000

To:

S Scale Small Steam Supporters

From:

Bill Wade

Subject:

Replacement Part for your 0-6-0

Our builder has discovered that the gear boxes used in the first batch of 0-6-0 production kits was slightly different from the ones he had used during the design stage of the locomotive. In some cases, the motor may rub against the inside of the boiler. In order to insure that this does not happen with your model, a new motor mount is included with this letter. Sorry for any inconvenience this may cause.

We were thrilled with the quality of the components of the heavy 2-8-0 we inspected at the NMRA National Convention. Most of the parts we inspected were the master patterns. It is an excellent model, and our builder is to be congratulated.

I did shoot myself in the foot at the convention. A friend of our builder brought the loco parts from NZ for our inspection, and he offered to take them back. He left early Sunday morning and we figured it would be the quickest way to get them back to NZ. However, when I spoke with our builder the next week, he had not yet received them! Seems our courier friend failed to mention to us that he had two-plus weeks of holiday left in the States BEFORE he flew back to NZ; he had left that Sunday morning for Colorado! My failure to ask the right question set the project back by another couple of weeks, and for that, I apologize.

We do have one piece of exciting news! Our builder has agreed to create Ma & Pa #42. This loco uses the alligator crosshead of #41, yet has the Elesco feedwater heater like #43. So a true Ma & Pa modeler can now have a correct version of the post-1929 #42, and have three different locos in the roundhouse. Not bad for a minority scale, right? We have the HO guys drooling now!

And it looks like we will be moving the Sn3 E.B.T. #12 project to New Zealand. As soon as we receive some prices and dates from our builder, we will be sending out letters to the folks who are supporting this project. We also are frustrated by the delays, but we know you will be pleased with the end results.

Thanks for your continued support!

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CHECK TO ENSURE MOTOR DOES NOT TOUCH AND FROM SAND DOME INSIDE BOILER. TRIM PINS FLUSH TO CLEAR

IMM BRASS WIRE COLDERED INTO HOLE IN
MOTOR MOUNT, FLUSH OFF AT BACK, BEND
DOWN AT FRONT OF GEAR BOX TO PREVENT GEAR
BOX TIPPING FORWARD.

MOTOR SCREW HOLES

TOI) SOLDER FILLET.

BEND DOWN TABS. (MG" HOLES)

FILE DOWN REAR TO ALLOW WIRES FROM MOTOR TO GO UNDER MOUNT TO HOLES IN FRONT OF FIRE BOX CASTING.

FIRE BOX CASTINGS

YIG" PIN INTO YIG" HOLES.

CUT OFF FLUGH WITH FACE OF
FIRE BOX AND FIX WITH A.C.C.

