

A few of the known engine numbers are as follows. (There were many others, some where streamlining was removed, making other odd changes.)

#5405 Box-Pok drivers and Elasco Heater *
 #5414, 5431, 5436 " " " " Worthington Heater * (Add 45¢ for #100.1)
 #5421, 5424, 5441 Scullin Disc " " Elasco Heater *

Kits will be of the J-3a, but state choice of 79" Box-Pok, Scullin Disc (no Box-Pok in hi-rail). Or for the following, spoke, USRA tender, Walchaerts Valve Gear etc. can also be ordered:

NYC Hudson J-1a #5200

Same as J-3a generally except used spoke Drivers, Walchaerts Valve Gear, Franklin F-2 Power Reverse in place of Tank on right side, Elasco Heater *, used Sunbeam Headlight (our #86.7) and (our) USRA Tender with our #234.4 Trucks.

NYC Hudson J-2c #5474 (Boston & Albany #610-619)

Same as J-3a generally, except used spoke drivers, Franklin F-2 Power Reverse mounted under right Tank, no Elasco Heater *, used (our) USRA Tender with our #234.4 Trucks.

Modeling the J-2c or J-1a, besides variety, may be useful if you cannot locate an AF Hudson Tender.

* Elasco Heater Tank is forward of Smoke Stack, sunk into the Boiler, as on AF engines. It can be ground off for J-1a or J-2c, or for addition of Worthington Heater, #100.1.

The "Parts Instruction Booklet" is the main instructions of this "Kit Instructions". Look up each part listed in the former to see how it is installed. The separate instructions are so all instructions do not have to be repeated for each and every engine you build, keeping the differences separate in this "Kit Booklet", and as brief as possible, and in building order. We believe when you have built one kit and see how well they look and run, you will want to build another and another, so this method will be much simpler. Some few parts installation may be covered here but not part of the kit, in case you do want to add them.

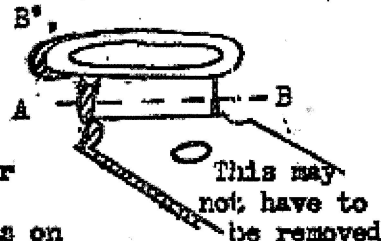
Any reference back to the "Kit Booklet" will be followed with *.

The following building order is not definite, but best to follow them.

Before starting work re-read "Soldering" and "Epoxy" articles in our catalog, P-15, and first page of "Parts Installation Booklet", also P-18 #35 of our catalog. Of course any brass part being attached to this die cast (Zamac) Boiler or other part must be filed clean, both brass and Zamac, then epoxied instead of solder, as solder will not stick to Zamac. We would recommend not filing off any more paint than necessary, as old paint gives good base and tooth for new paint. Any shiny smooth Zamac should be sanded with fine sand or emery paper.

BASIC RUNNING GEAR

First remove 3 screws on each side of the Boiler that releases the Valve Gear. Remove the two screws beneath the engine that holds the Frame on the Boiler. Slide the Frame and all wires out, cutting wires loose from Boiler Front bulb base. On the AF Pilot deck assembly where AF Pilot Truck went, saw about 1/8" from bottom of Deck. Later you will have to epoxy a piece of metal or wood between this angle and the Frame, to keep Pilot-Deck from turning a bit on the assembly screw. Saw or grind out the Boiler from the Running Board down and from front of Boiler to front of Tank, --- on each side, where cast Valve Gear was, crosshatched area on Boiler drawing. This will be where new Valve Gear will be located. Also remove 2-1" shaped steel plates on bottom where AF Frame slid under.



FRAME #18.83 -- Now we will assemble Frame to Boiler, just for practice and know how it goes together. On the Steam Chest there is a vertical ridge, flash, in the middle, over the Saddle and up the sides of the vertical pipes, file this ridge off. The Steam Chest should already be drilled by us to take Crosshead, Crosshead Guides, and Valve guides.