

BACHMANN**Side Dump Ore Car**

#789 "G" Scale
#1789 #1 Scale

This conversion mounts a coupler directly on the end of the centerbeam of the underframe and looks more prototypical than mounting a #831 in the original pocket.

Remove the original coupler. Cut the shank (tail) off the #789 draft gear box and file the box smooth and flush. Assemble the coupler into the shortened box. Set it on top of the half circle plate on the end of the frame. Note where the rib is on the plate, file a groove in the bottom of the draft gear box so it will fit flush against the plate and the end of the centerbeam. Hold the coupler in position on the plate and mark the rib through the rear hole. Carefully drill (#43 drill) a hole through the rib and plate. Because of the dump bed it may be easier to drill from the bottom, the hole will be right against the inside of the back lip of the boss. Keep it along the centerline and as perpendicular as possible. You need to leave the rib in place for the needed platform strength. Tap the hole for a 4-40 screw. Secure the coupler to the platform with a 4-40 screw. If the back of the box is not tight against the end of the beam then use a thin shim to fill it in and make it snug. Do not make the shim too thick or it will cause the platform to tilt down.

A mounting option (if you desire more mounting strength) is to put 0-48 screws through the inside of the box into the end of the beam. Disassemble the coupler (or before assembly, file the groove) and place it on the platform, use a #52 drill and drill two holes through the back of the box, centered where the springs will fit. Drill through until you hit and mark the end of the beam. Remove the box and use a #55 drill and drill through the beam. Place the box in position and secure it with 0-48 x 3/16" screws (or tap the holes for 0-80 screws) from the inside of the box. Assemble the coupler with the box attached to the beam, the springs will fit over the screw heads.

Check the coupler for the correct height, function, and clearance, make any adjustments necessary.

You can use other couplers for this, like the #835, but the #789s gear box looks better with its flush lid screw and strikerplate lip.

