

LGB FIELD CARS & SIMILAR
Small 4 Axle

#831 "G" Scale or #1831 #1 Scale Both Ends

Assemble the #831 coupler and trim off the small "steps" on the sides of the draft gear box shank and file smooth, it is not necessary to remove the steps if you use the "close coupling" mounting below.

Remove the original coupler, trim the boss down to the top of the center beam in the pocket. Drill (#50 drill) and tap a hole down in the center of the boss for a 2-56 screw. The hole will go through the upper deck. You might need to use a bushing (3/16" tube stock) in the boss so the screw will be more secure. Slip the coupler into the slot and press it down until it is level. Secure it with a 2-56 x 3/4" screw with a washer. Trim the end of the screw flush with the deck surface and paint the tip black (a 2-56 x 5/8" may not need to be trimmed).

The above conversion leaves the coupler protruding excessively.

For "Close Coupling" invert the car and widen the pocket opening (see the illustrations) to be able to slide the draft gear box back far enough.

The "striker plate" (plate on the end sill) of the pocket is about as wide as the draft gear box (.800"). Use a razor saw and cut down to the level of the opening as shown in the illustration. Use a sharp hobby knife and very carefully cut from the inside of the pocket out toward the saw cuts. You can place the back of the blade against the boss, end of the center beam, and use it for leverage to cut through the sides of the pocket. Measure back from the striker plate .485" and cut the center beam and boss down to the same level. File the cut areas flat and smooth to the level of the pocket. Check the fit of the draft gear box in the pocket.

You can not use the original screw hole, it is too far back. Drill (use a #43 drill) a new hole .3125" (5/16") back from the trimmed end of the center beam, just in front of the original hole. There should be at least .030" between the holes. This will give the coupler enough room to swing freely, the draft gear box will protrude about .100" out from the striker plate. Secure the coupler with a #4 x 1/2" screw.

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

