This technical update bulletin addresses issues that were incorrectly described or omitted from the Operator’s Manual that was included with the N&W Y6b, HO locomotive.

1. **SMOKE UNIT MANUAL TOGGLE SWITCH LOCATION CHANGE:** The smoke unit manual shutoff switch is not located behind the boiler front as indicated in the Operator’s Manual. It is located beneath the cab as indicated in the photograph below.

![Smoke Unit Manual Toggle Switch Location Change](image1.png)

2. **REMOVAL OF SHIPPING FOAM BETWEEN BOILER AND FRONT ENGINE:** There is a small black foam piece that was inserted between the boiler and the front engine of the locomotive to stabilize the front engine assembly during shipment. This foam piece must be removed prior to operating your locomotive or it may cause derailments.

![Removal of Shipping Foam Between Boiler and Front Engine](image2.png)

3. **COMPLETE AND FIRM INSERTION OF TETHER CABLE PLUG:** The tender tether cable plug fits VERY snuggly inside the socket on the locomotive side. If this connection is not firmly and completely made, it will result in intermittent or otherwise improper performance from the locomotive. It may be easiest to use a pair of needle nose pliers or tweezers to ensure that the tether plug is completely plugged into the locomotive, not just partially inserted.