Technical Data

Hamilton Watch Company

LANCASTER, PENNSYLVANIA

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SUBJECT:

Grade 992B - New 21 Jewel Lever Set Railway Special

Ten years of direct research, and nearly fifty years experience in manufacturing high-grade watches exclusively have gone into the design and construction of the Hamilton 992B Railway Special — America's finest and most accurate railroad watch.

This is a completely new movement from winding arbor to balance wheel, and its parts are not interchangeable with those of previous 992's.

992B is a 16 size, lever set movement with 21 *friction set* ruby and sapphire jewels. It is adjusted to temperature and *six* positions. All parts — with exception of the hairspring — are perfectly interchangeable. In addition to major technical advances (fully described in this data sheet) other changes have greatly simplified the problems of cleaning, repairing and adjusting.

Winding and setting mechanism has been designed for increased strength and ease of handling. The shipper lever is held in position by a screw that comes through the pillar plate from the back of the movement and is threaded into the lever. This screw is blue for identification and need not be loosened or removed before taking

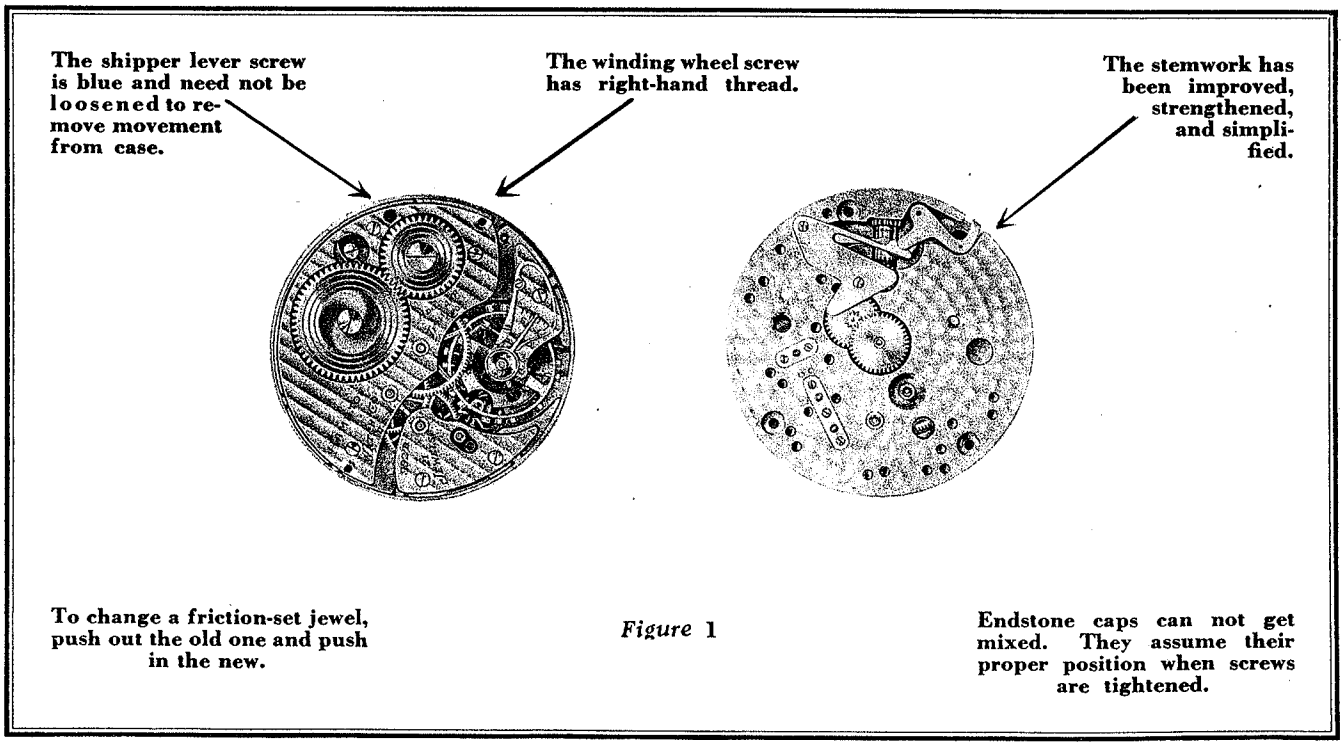

Figure 1

the movement from the case. The winding wheel is mounted on a steel shaft and is held in position by a screw with a *right-hand thread.* This change in design standardizes the screws in this movement. All screws have right-hand threads. Furthermore, this winding wheel construction provides smoother action by steel bearing on nickel-silver, and prevents grease from working its way up onto the movement. The winding arbor, when in place, is surrounded by the pillar plate and is held in position by a clip which can be removed by lifting it straight up with tweezers. This unique feature in stemwork design makes possible the removal of the barrel bridge without disturbing the winding mechanism.

and bridges The hole jewels cannot get mixed or lost and the endstone caps are all of different shapes so that they can easily be returned to their original positions.

Hamilton's new whue Elinvar hairspring is introduced for the first time in the 992B. Self-compensating for changes of temperature, protected against the effects of residual magnetism, and resistant to rust and corrosion, the new Elinvar hairspring has the hardness and elasticity of tempered steel. The chances of damaging the hairspring or of disturbing fine adjustments have been reduced to a minimum. The two-piece balance staff, identified by the blue hub, can be changed without destroying trueness or poise of the balance.

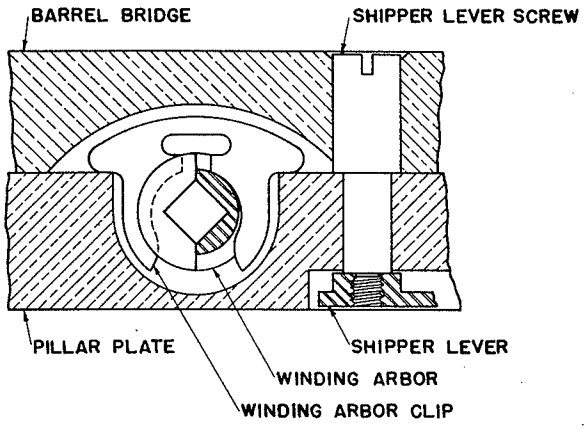

Figure 2

Friction jeweling in this movement contributes its share to accuracy of location of train and escapement parts, and ease of handling when being assembled. To replace a broken jewel, it is only necessary to push the old one out and the new one to the proper depth.

All the jewels have been standardized. When cleaning the movement remove the endstone caps and wash the hole jewels without removing them from the pillar plate

To regulate the 992B, one full turn of the regulator screw will change the rate approximately fifteen seconds per day. One full turn of two meantime screws on the balance wheel will change the rate about three seconds per hour.

Caution — When ordering repair parts for this new 992B Railway Special, use material catalog numbers listed on the back page of this sheet. If you order parts without catalog number, be sure to specify new grade 992B.

REMOVING TRAIN OR CAPPED JEWELS

Broken train or balance jewels may be removed by driving out the entire setting as illustrated in Fig. 3, using a standard staking set with a flat face punch smaller in diameter than the setting to be removed.

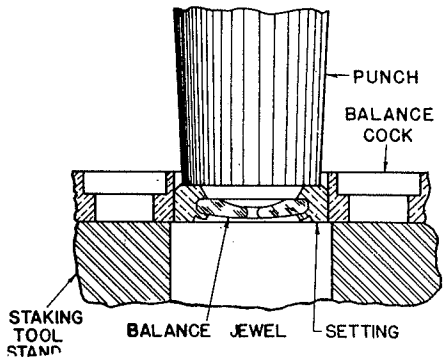

Figure 3

REPLACING TRAIN JEWEL SETTINGS

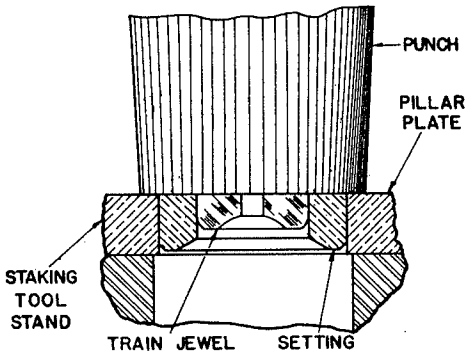

Figure 4

All train jewels with settings should be replaced by driving the setting into the plates or bridges from the inside as illustrated in Fig. 4. A flat face punch with a face diameter larger than the complete setting should be used first as illustrated. This will permit driving the face of the setting flush with the plate or bridge surface immediately surrounding the setting. All lower jewels are set correctly when flush. For proper end-shake the center and third *upper* jewels should be pushed .004″ below flush, and the fourth *upper* should be pushed .014″ below flush by using a punch smaller in diameter than the setting, as shown in Fig. 3.

REPLACING CAPPED JEWELS

The escape, pallet and balance upper and lower jewels should be driven in place from the outside using a flat face punch larger in diameter than the setting and driving the jewel and setting flush with the surface of the endstone cap recess, as shown in Fig. 5. This establishes the hole jewel in its proper position so that the endstone will lay flush and parallel with the hole jewel.

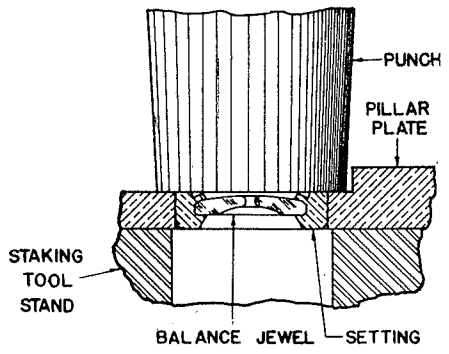

Figure 5

HAMILTON WATCH MATERIALS

Grade 992B — 16 Size — 21 Jewels

Description — All jewels are in friction settings. All upper settings are gold. Center wheel is round arm, gold. Third and fourth wheels are round arm, gilt. Escape wheel is steel

Cat. No.	Parts
609	Arbor—barrel
610	Arbor—pallet
611	Arbor—winding
601A	Balance—and hub
612	Balance—and staff
613	Balance—complete
614	Barrel
615	Barrel—and arbor
616	Click
617	Clip—winding arbor
618	Clutch
387A	Collet—hairspring
619	Endstone—balance upper cap
620	Endstone—balance lower cap
621	Endstone—escape upper cap
622	Endstone—escape lower cap
623	Endstone—pallet upper cap
622	Endstone—pallet lower cap
604A	Hub—balance
624	Jewel—balance upper and lower
625	Jewel—center upper
626	Jewel—center lower
627	Jewel—escape upper
627	Jewel—escape lower
628	Jewel—fourth upper
629	Jewel—fourth lower
630	Jewel—pallet upper
627	Jewel—pallet lower
628	Jewel—third upper
629	Jewel—third lower
631	Jewel—pallet stone—right
632	Jewel—pallet stone—left
479	Jewel—roller
678	Lever—clutch
679	Lever—shipper
633	Pallet—and fork
634	Pallet—fork and arbor
*635	Pin—banking
636	Pinion—cannon
637	Pinion—escape
638	Pinion—fourth
639	Pinion—third
640	Pinion—winding
641	Regulator
642	Roller—large
643	Roller—and pin

Cat. No.	Parts
644	Roller—small
481	Screw—balance
482A	Screw—balance meantime
†495	Screw—banking
645	Screw—bridge and balance cock
646	Screw—bridge, pallet
647	Screw—case
648	Screw—click
649	Screw—dial foot
650	Screw—jewel, balance upper cap
6093	Screw—jewel, balance lower cap
6093	Screw—jewel, escape upper cap
6093	Screw—jewel, escape lower cap
1366	Screw—jewel, pallet upper cap
6093	Screw—jewel, pallet lower cap
651	Screw—lever, shipper
518	Screw—regulator
652	Screw—spring, regulator
6096	Screw—spring, setting cap
1798	Screw—stud, hairspring
653	Screw—wheel, ratchet
654	Screw—wheel, winding
655	Spring—click
656	Spring—clutch lever
675	Spring—hair
5348	Spring—main—Str. 15½ MM
657	Spring—regulator
658	Spring—setting cap
659	Staff—balance
660	Staff—center and pinion
677	Stud—hairspring
661	Wheel—center
662	Wheel—center, staff and pinion
663	Wheel—center, complete
664	Wheel—escape
665	Wheel—escape and pinion
666	Wheel—fourth
667	Wheel—fourth and pinion
668	Wheel—hour
6042	Wheel—minute
669	Wheel—ratchet
670	Wheel—setting
671	Wheel—third
672	Wheel—third and pinion
673	Wheel—lower winding
674	Wheel—winding

*Used to serial No. C4048
†Began with serial No. C4049

For Prices See Retail Material Price List

It Pays to Use Genuine Hamilton Watch Materials