



HO Structure Kit **DIESEL HOUSE** 933-2916

Thanks for purchasing this Cornerstone Series[®] kit. Please take a few minutes to read these instructions and study the drawings before starting construction. All parts are molded in styrene plastic, so use compatible paint and glue to assemble and finish your model.

By the mid 1940s, railroads were learning that diesels had much different servicing requirements than steam locos. At the end of every trip, steamers had to undergo routine maintenance and inspection. This required a turntable, roundhouse, coal or oil facilities, water tank, machine shop and other support structures at each major terminal. And since most terminals were only 100 miles apart, the frequent engine changes and servicing stops slowed operations and racked up maintenance bills.

Diesels could go much further between servicing stops, requiring only refueling, sanding and simple inspections each day. As a result, they were usually back on the road in a fraction of the time needed to service a steam loco. And if repairs were needed, many components were easily removed and replaced, greatly reducing shop time.

By the mid 1940s the American Association of Railroads (AAR) published guidelines for the design of maintenance facilities exclusively for diesels along with suggestions for the conversion of

steam facilities to diesel service.

As railroads added diesels to their rosters, major terminals soon received new diesel houses alongside existing shops. To further reduce costs and increase efficiency, the big structures were relatively simple linear designs. Large banks of windows and numerous skylights provided plenty of interior light. Tracks ran through each end of the building for fast, easy access. This also eliminated backing out or turning; once the work was done, the engine could simply be moved ahead and outside. Most had several tracks, each equipped with under-track inspection pits and walkway-height servicing platforms. Usually one track was set up to handle slightly heavier repairs and might be equipped with a drop table to simplify the changing out of trucks, wheels or traction motors and a crane to lift hoods or other large and heavy parts.

Where space permitted, fueling, sanding and watering facilities were located just outside the building to further expedite the work.

Today, most roads have further cut costs by consolidating diesel repairs at one central shop location, with some work still being done in the original service structures.

ON YOUR LAYOUT

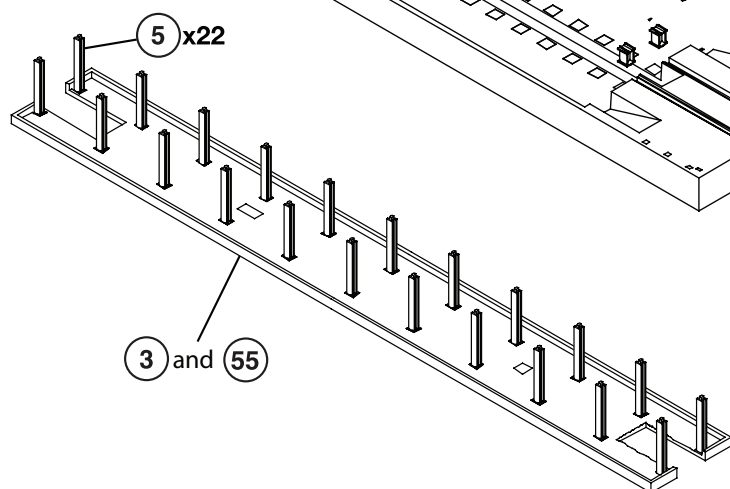
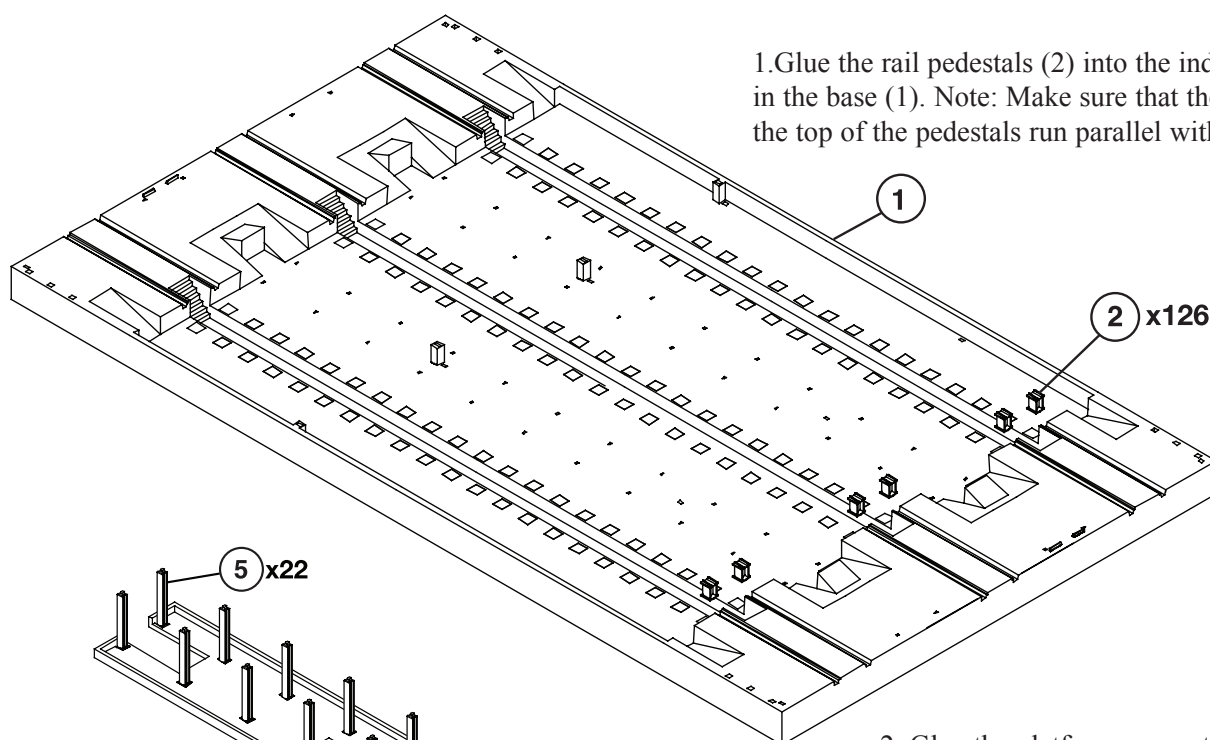
Based on a prototype built by the Milwaukee Road in the early 1950s at its shops in downtown

Milwaukee, Wisconsin, this kit is similar to facilities built by many roads. Buildings of this type usually handled inspection and light running repairs that did not require the loco to be taken out of service.

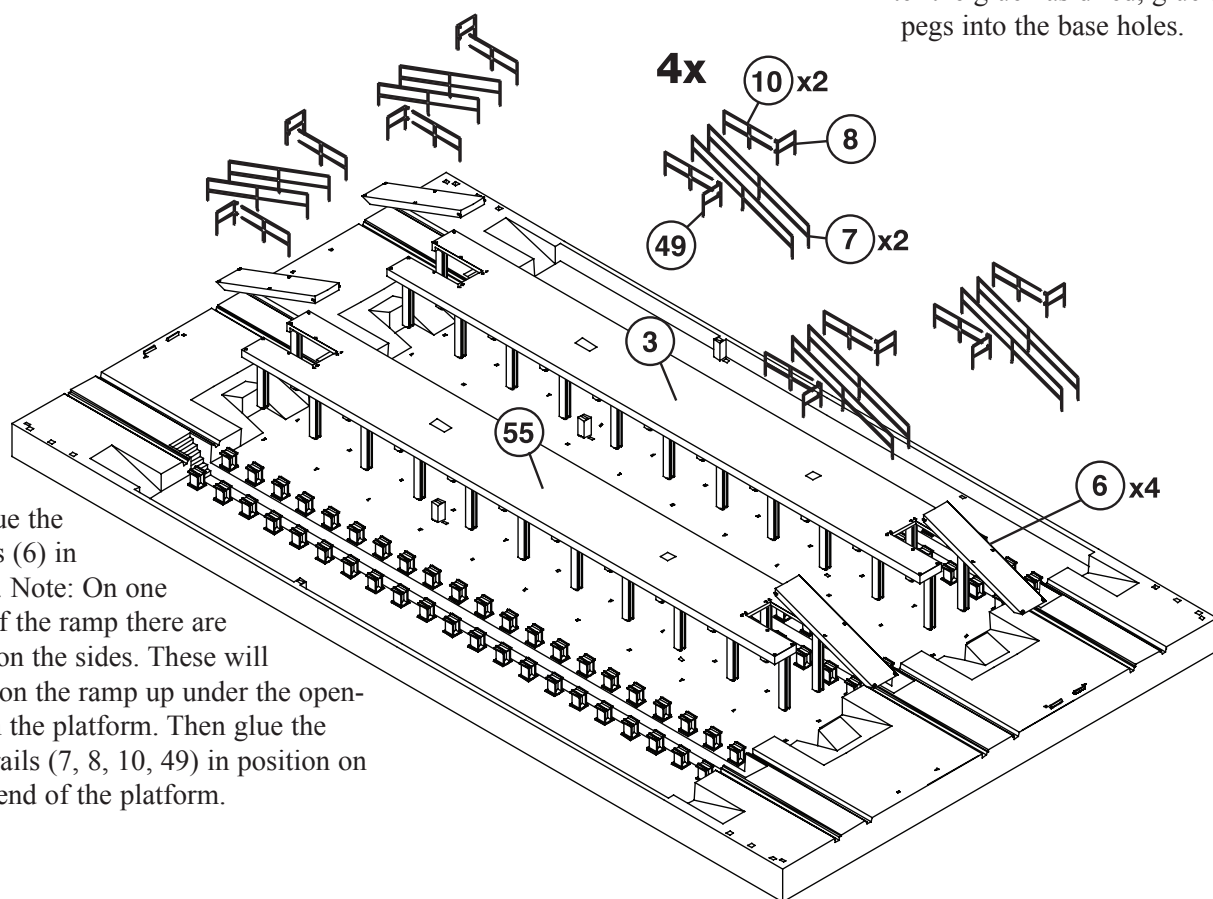
Constructing a complete diesel servicing facility scene on your layout is easy using the Diesel House as the centerpiece. The finished model will hold single or multiple engines up to 17" (43cm) long, making it an ideal choice for any modeling period from the late 40s to the present. During operating sessions, engines can be moved in for inspection then serviced outside at the Diesel Fueling Facility (#933-2908), and Sanding Towers & Drying House (#933-3182). Most facilities also have a large diesel storage tank nearby, which can be modeled with the Wide Oil Storage Tank with Berm (#933-3167) or the Tall Oil Storage Tank with Berm (#933-3168). The interior can be detailed with the Overhead Traveling Crane (#933-3102) and the Oil Drum & Figure Set (#933-3100).

A wide range of vehicles, figures, details, support structures and more are available to complete your new model. See your dealer, check out the latest Walthers HO Scale Model Railroad Reference book or visit our Web site at waltherscornerstone.com for more ideas.

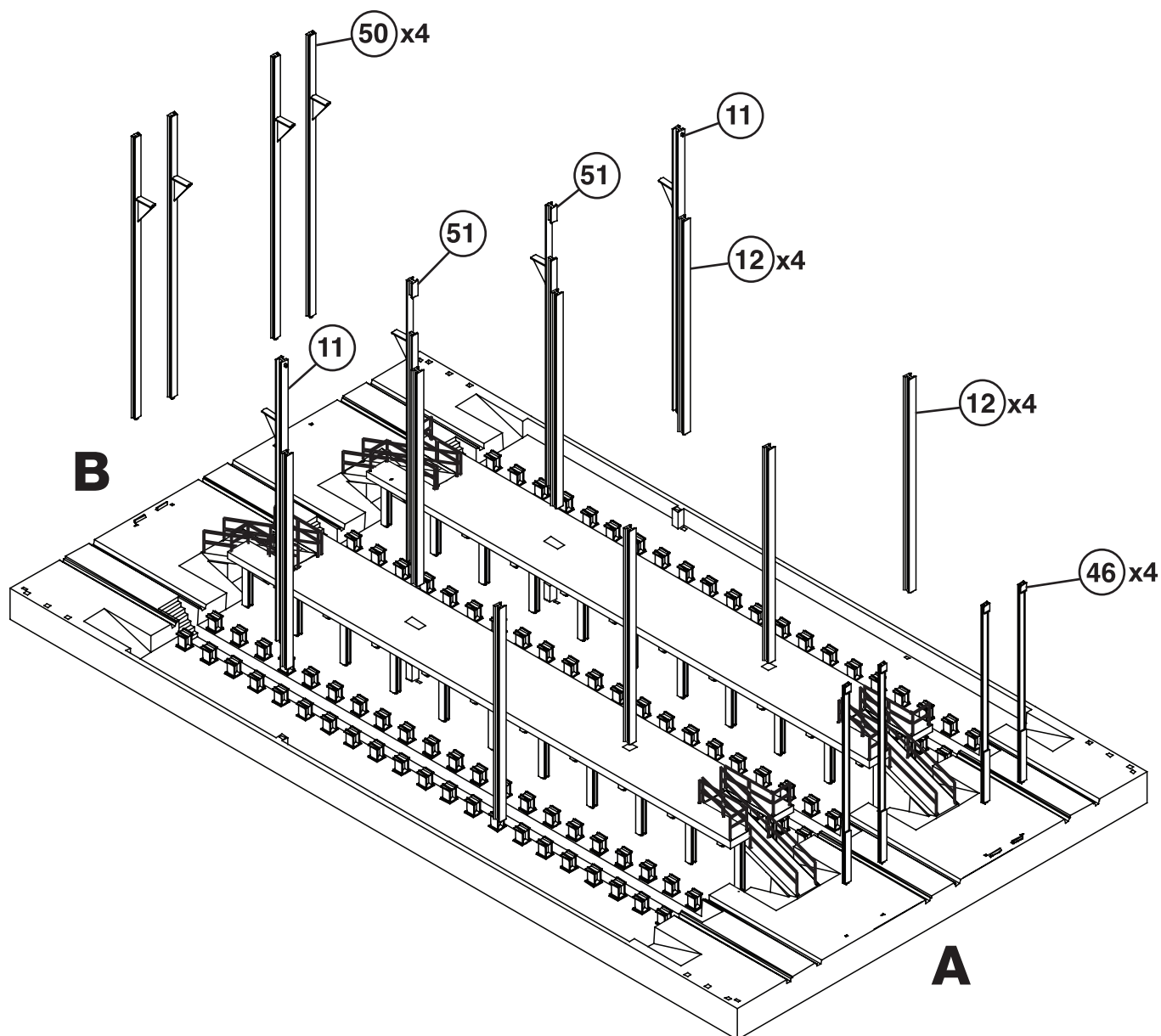
1. Glue the rail pedestals (2) into the indentations in the base (1). Note: Make sure that the ridges on the top of the pedestals run parallel with the pits.



2. Glue the platform supports (5) into the indentations on the bottom of the platforms (3, 55). Use of a square will aid in making sure the supports are perpendicular to the platform. Note: File the tops of the supports flat and trim the peg at the bottom to insure a good fit in the holes in the base (1). After the glue has dried, glue the pegs into the base holes.

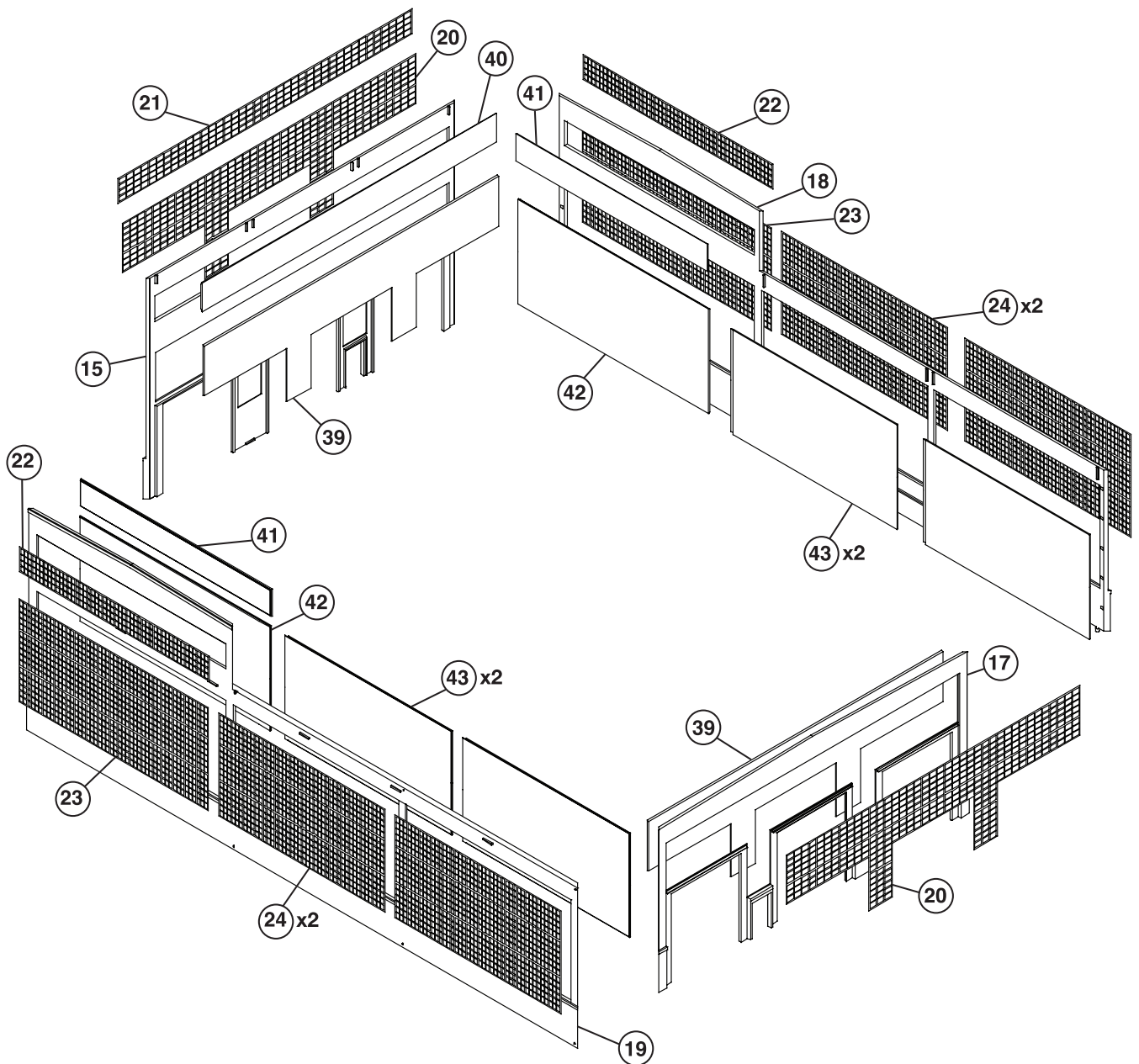


3. Glue the ramps (6) in place. Note: On one end of the ramp there are pegs on the sides. These will position the ramp up under the opening in the platform. Then glue the handrails (7, 8, 10, 49) in position on each end of the platform.

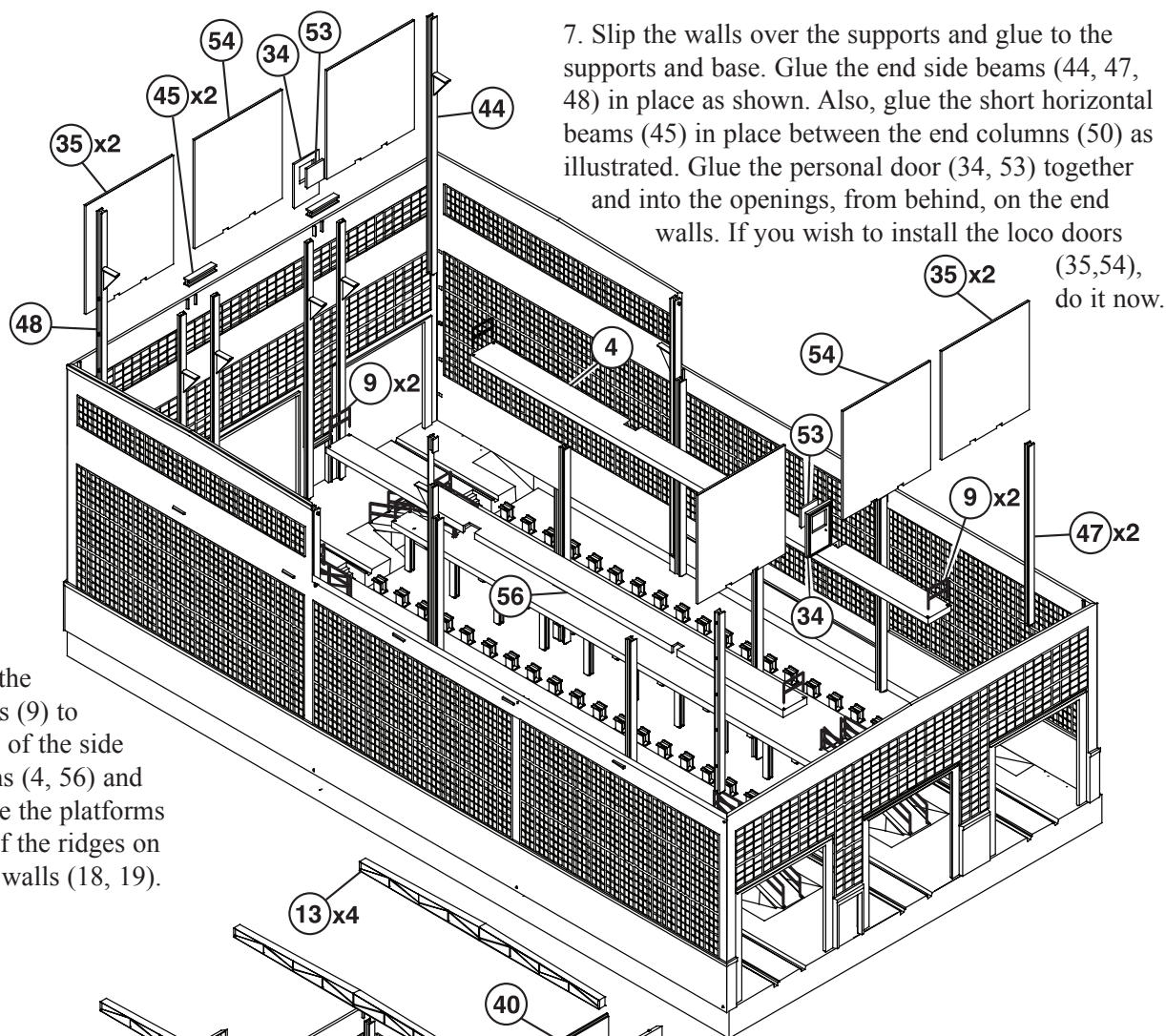


4. Glue four H columns (12) into the floor through the openings in the platforms. Then glue the two columns (51) into the floor through the platform and to the backs of #12. Next glue the remaining columns #12 into the base at the sides. Glue columns (11) in place.

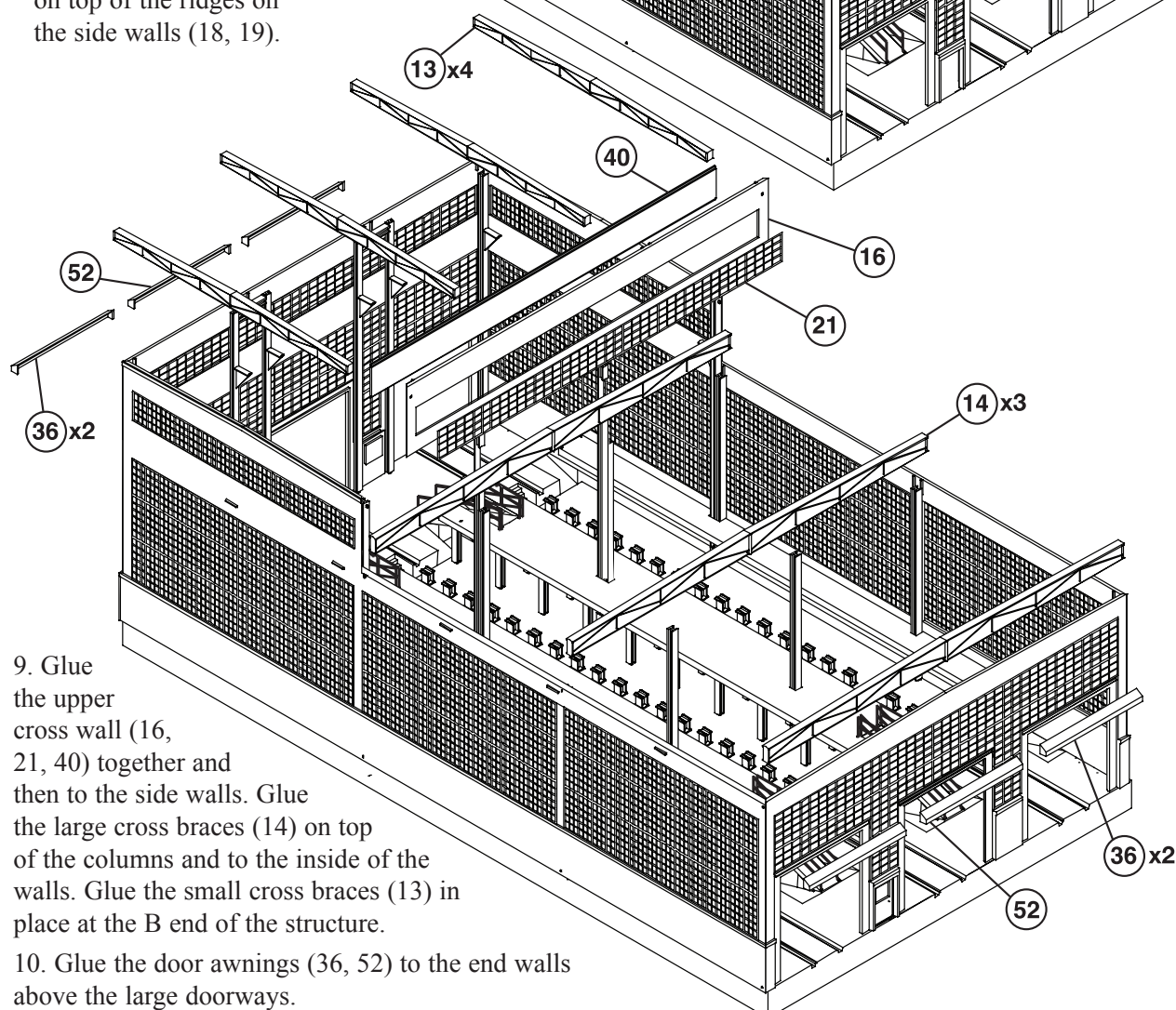
5. Glue the center columns (46) to the A end of the base as shown. Then glue the center columns (50) to the B end of the base.



6. Glue the “glass” inserts (39, 40, 41, 42, 43) into their respective recessed areas around the openings on the backs of the walls (15, 17, 18, 19). **Note: It is important that the “glass” be glued in position first!** Then glue the windows (20, 21, 22, 23, 24) into the openings in the walls from the front. Next glue the walls together.



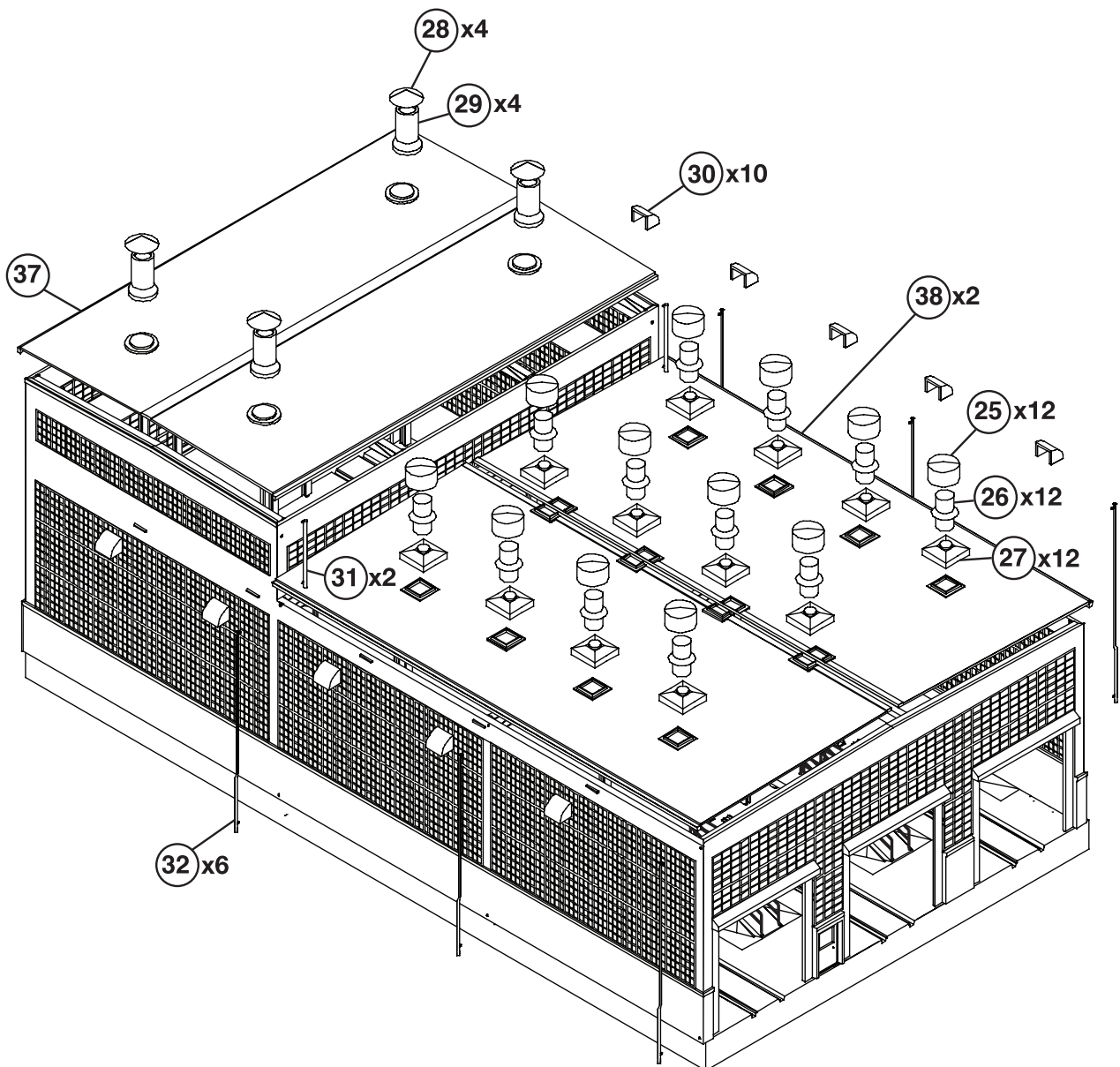
8. Glue the handrails (9) to the ends of the side platforms (4, 56) and then glue the platforms on top of the ridges on the side walls (18, 19).



11. Glue the upper roof (37) in place. Then glue the lower roof halves (38) together and to the walls.

12. Glue the upper vents (28, 29) together and to the upper roof. Glue the lower vents (25, 26, 27) together and in place on the lower roof.

13. Glue the side exhausts (30) to the side walls. Then glue the upper downspouts (31) and main downspouts (32) in place as shown.



Decaling

1. After cutting out the decal, dip in water for 10 seconds, remove and let stand for 1 minute. Slide decal onto surface, position and then blot off any excess water.

2. Lightly brush Micro Sol® on top. This will soften the decal, allowing it to conform to irregular surfaces. DO NOT TOUCH DECAL while wet!

3. When decal is thoroughly dry, check for any trapped air bubbles. Prick them with the point of a small pin or hobby knife blade and apply more Micro Sol®.