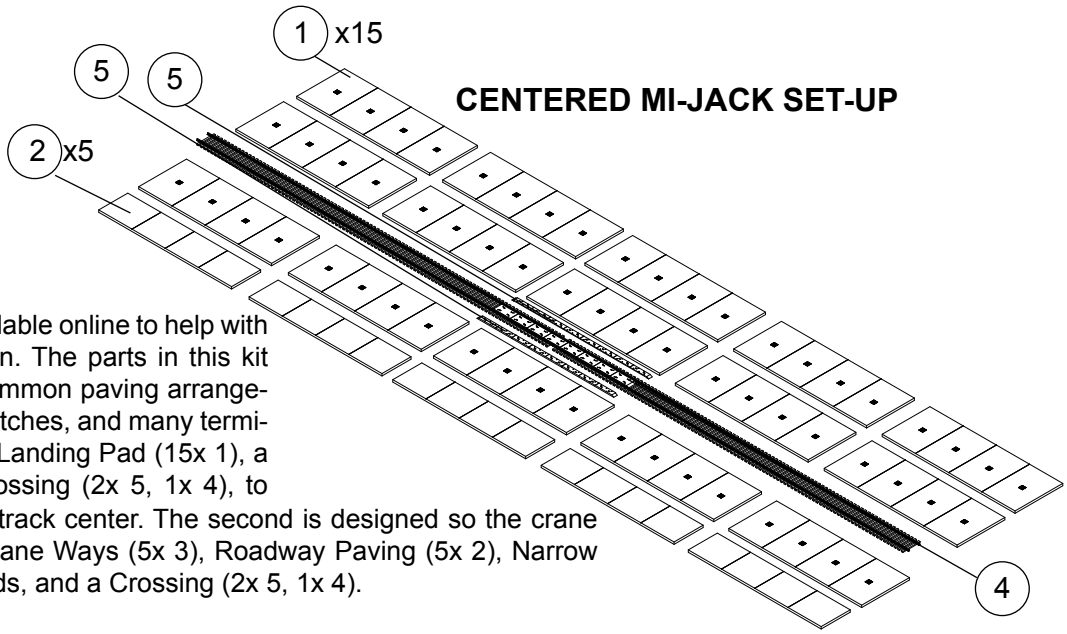
HO Structure Kit

INTERMODAL YARD PAVEMENT

933-4120

Thanks for purchasing this Cornerstone kit. All parts are styrene plastic so use compatible glue and paint to assemble and finish your model. Please take a few minutes to read these instructions and study the drawings before beginning construction. You may find it easier to work in stages assembling and painting some parts before completing assembly on your layout. These instructions show the basic assembly of two common prototype designs, however additional kits (each sold separately) can be combined to build longer and larger terminals, and molded cut lines on the underside make it easy to cut and customize each part if needed. PLEASE NOTE: Part #6 on the Grade Crossing sprue is not used with this model and may be discarded or kept for future projects as desired.

One of the biggest changes for American railroads in the mid-1950s was the rapid growth of piggyback service moving trailers and the new containers by train. Along with developing the specialized rail cars needed, learning how to handle trailers more efficiently was also an ongoing process. Yards serving large cities were the first to have dedicated facilities with trailer loading ramps, but small ramps were built in outlying areas where there was some potential business. All of these facilities used "circus-style" loading: each and every trailer was driven or backed into place, and every flatcar had to be turned to face the correct direction of travel, all of which increased time and costs. Along with a new generation of standardized equipment and bigger trailers, the 1960s would also usher in the first efforts to use cranes to speed loading and unloading. Some roads experimented with existing stationary or small gantry cranes – some even fired up their heavy wreckers – but what was needed was a higher-capacity off-track machine that could go directly to the trains. Existing designs for mobile straddle cranes used to move boats and lumber, as well as heavy-duty forklift-type machines were soon modified and enlarged specifically to handle trailers and containers. Once in daily service, the dramatic increases in speed and efficiency made it clear that the days of small ramps were numbered. As these facilities closed, trailers and containers were driven in from outlying areas to a central point or hub, and these facilities also began changing as the business grew. Given the weight of the equipment and volume of traffic, gravel driveways quickly gave way to paving as terminals added miles of access roads, landing pads alongside the tracks, grade crossings and crane ways. Concrete was the material of choice, as it held up well under the heavy traffic, its rough surface reduced slipping and skidding during wet or snowy weather, and its light color reflected plenty of light for added safety and security after dark. By the late 1970s, several factors lead to a dramatic increase in the number of containers moving cross-country by train, and intermodal terminals as they were popularly known were constructed at many docks and harbors. Railroads were also outgrowing their land-locked terminals in older yards, and new facilities covering hundreds of acres were built in outlying areas. Empty spaces nearby didn't stay that way for long, as import/export companies of all kinds began locating new warehouses and distribution centers nearby to take advantage of the fast delivery and shipping. In recent years, some larger manufacturing firms have also built dedicated smaller terminals on their property as a way to speed shipping products. This kit provides a quick and easy way to add paving to a new or existing facility on your contemporary HO layout. A wide range of accessories are also available to add the finishing touches including WalthersProto® and WalthersMainline® intermodal flats and well cars, Cornerstone® MI-JACK Translift® (#933-3122) and Kalmar (#933-3109) Container Crane kits, SceneMaster lights, figures, vehicles, containers and trailers (each sold separately) and more. For additional structures, scenery and supplies, see your participating hobby dealer, check out the current Walthers Model Railroad Reference Book or visit us online at walthers.com.



CENTERED MI-JACK SET-UP

GENERAL ASSEMBLY

Numerous prototype photos are available online to help with planning and to simplify construction. The parts in this kit can be used to model one of two common paving arrangements as shown on the following sketches, and many terminals use both. The first has a wider Landing Pad (15x 1), a single Crane Way (5x 2) and a Crossing (2x 5, 1x 4), to allow a crane to operate above the track center. The second is designed so the crane operates off-center, and includes Crane Ways (5x 3), Roadway Paving (5x 2), Narrow (5x 1) and Wide (10x 1) Landing Pads, and a Crossing (2x 5, 1x 4).

1) Start by test fitting - do not glue - the various sections along the edges of the ties on new or existing straight track as shown. This is also a good time to plan for service and access roads, crossings, structures and other details (available separately) you may wish to add.

GRADE CROSSING ASSEMBLY

2) PLEASE NOTE: As crossings require a bit more width, we recommend installing them before the paving to determine the correct placement and alignment of the various sections. The standard parts model a typical 60' (18.2m) crossing to handle large intermodal cranes. Crossing sections can be used with Code 70, 83 or 100 straight tracks (sold separately).

3) Install Crossing Edges (2 x 5) against outside of rails as shown; make sure inset areas on underside clear spikes or other details and glue to ties.

4) Place Crossing Center (4) so ends are in line with both Crossing Edges as shown making sure inset areas on underside clear track spikes or other details. Run a car or locomotive over the crossing to check clearances and adjust as needed; glue to ties along center of track.

5) Place Crossing Centers (2x 4) so ends are in line with Crossing Edges as shown making sure inset areas on underside clear track spikes or other details. Run a car or locomotive over both crossings to check clearances and adjust as needed; glue both in place to ties along center of track.

6) Once you have your design finalized, paving sections may be set in place, or for permanent mounting, we suggest using white glue, Carpenter's glue or slow-setting epoxy to allow time for making adjustments if needed.

OFFSET MI-JACK SET-UP