



HO Structure Kit CARFLOAT APRON 933-3068

®

Thanks for purchasing this Cornerstone Series® kit. All parts are molded in styrene, so use compatible paints and glues. Please take a few minutes to study the drawings prior to assembly.

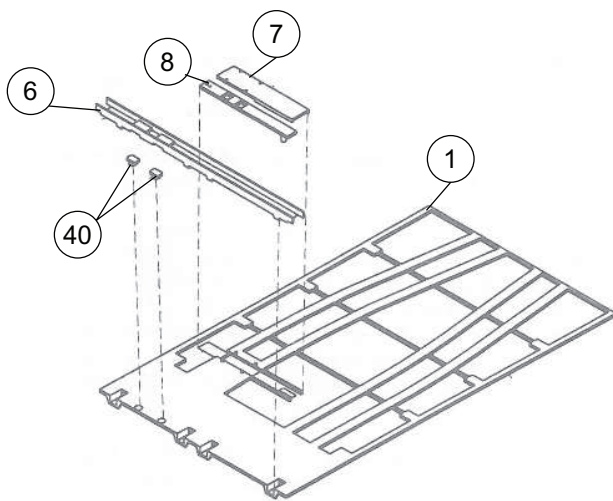
Operators who like switching challenges will find a carfloat operation an ideal assignment. The apron works the same as any interchange track between two railroads. Since the waterfront was quite crowded, this type of operation also works well in a limited space. Switching moves will be frequent and slow. Depending on the industries, or the needs of local customer, virtually any freight car that's correct for your time period could be seen passing through the apron.

Using the Railroad Carfloat (933-3152) as a floating interchange yard, you can increase the variety of equipment moving on and off your layout during each operating session. You can also use several carfloats as portable staging yards, loaded or empty, to increase the amount of work done here.

Moving your fleet will require Railroad Tugboats (933-3153). This handsome model features the higher pilot house that improved visibility above loaded floats. Many were painted in the same colors as early diesels or streamliners, so this can be very colorful model in any scene.

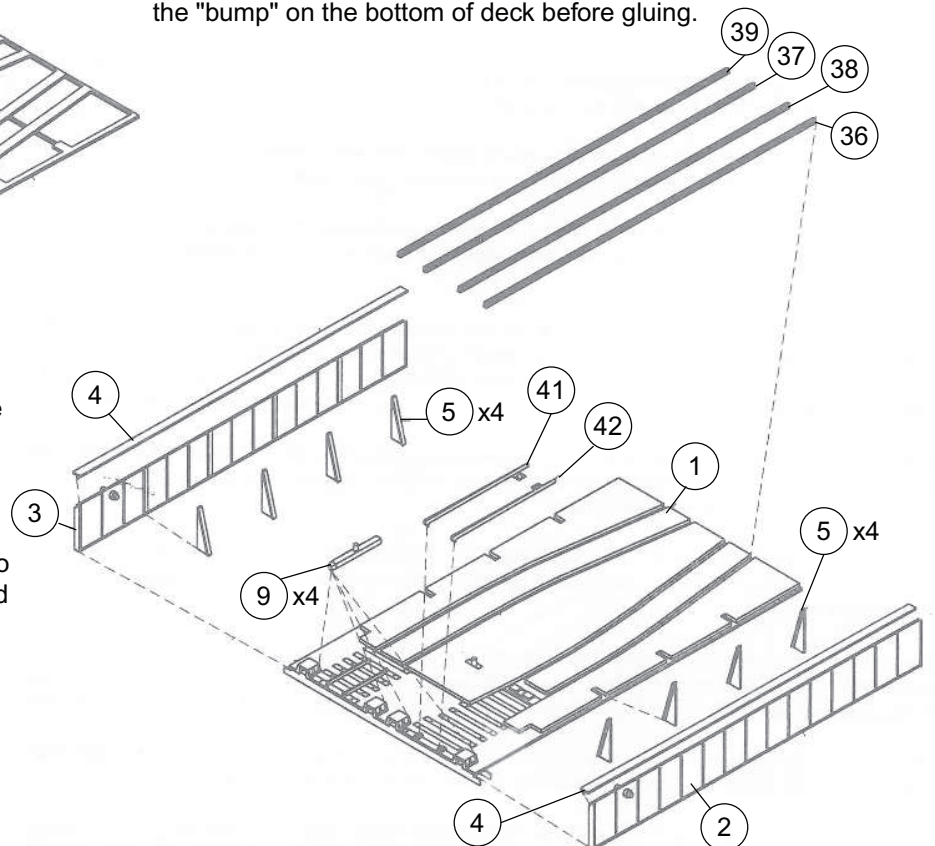
Due to tight curves and close clearances, motive power along the water front was limited to small engines. Walther's Mainline SW1 (910-9200 Series) fits a wide time frame and is available painted and lettered for several owners.

For additional figures, vehicle and accessories to set the scene see your dealer, check out the latest Walther's HO Scale Model Railroad Reference book or visit our web site at waltherscornerstone.com for more ideas.

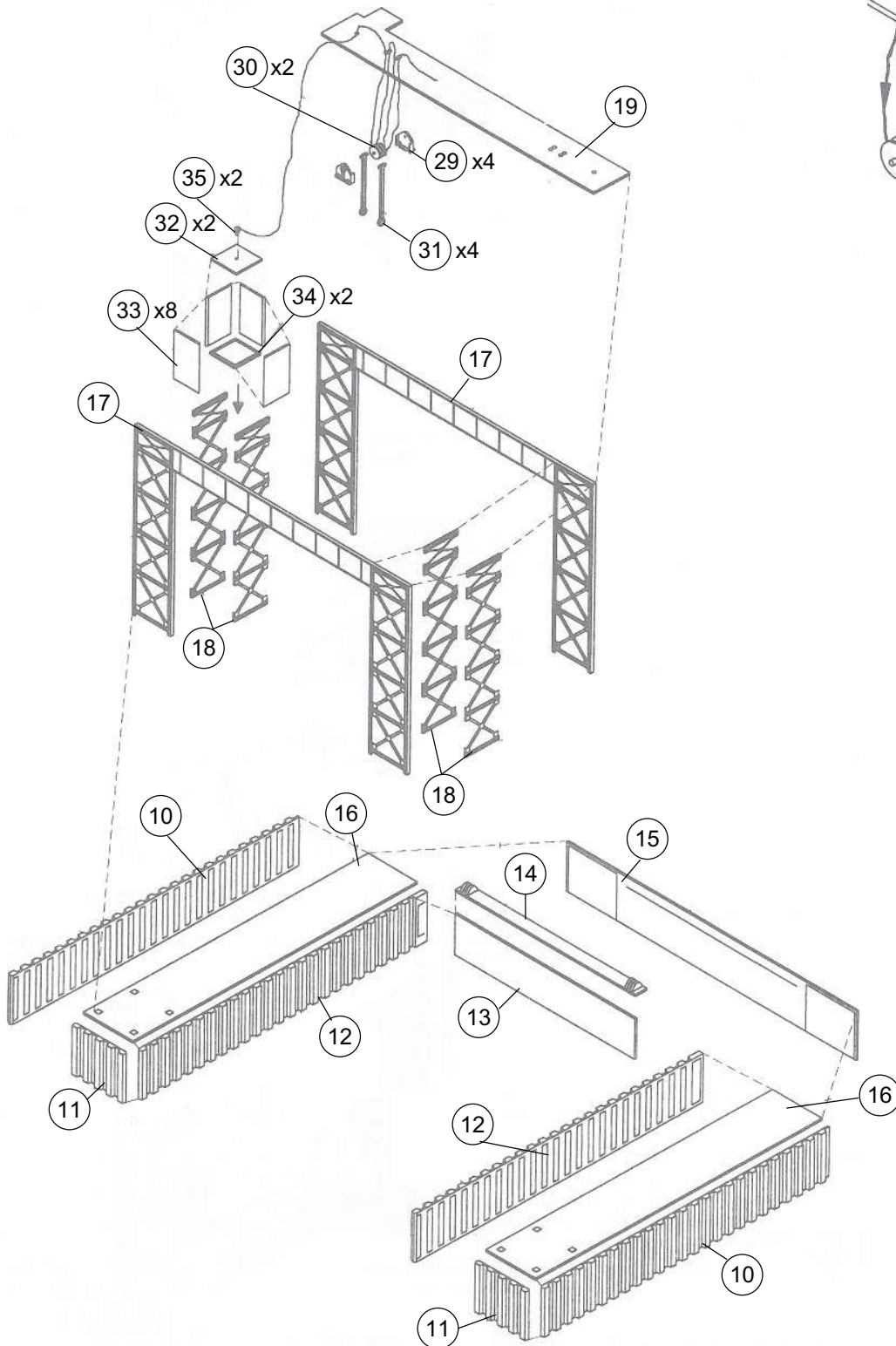
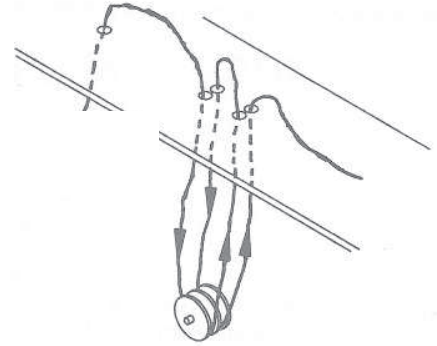


1. Begin by placing pivots (40) in the bottom of the deck (1). Glue the cross brace (6) in place on the floor, being careful not to get any glue on the pivots. Next, place the throwbar (8) in the slot on the bottom of the floor and glue the cover (7) on top, again being careful not to get any glue on the lever. Note: to ensure smooth and lasting operation, add a drop of plastic compatible grease to the "bump" on the bottom of deck before gluing.

2. Snap switch points (41, 42) into slots of the switch lever and press the ends into the pivots. Glue the rails (36, 37, 38, 39) in position on the deck (1). Note: the plastic rail pieces match code 83 size rail. The modeler may substitute metal rail of code 83 or other size. The metal rails will need to be notched to receive the switch points, and if another size of rail is chosen, new switch points will need to be made. Next, glue the top flanges (4) onto the side girders (2, 3) and then glue the girders onto the deck. Glue the knee braces (5) into the grooves on the deck and the girders. Slide the toggle bars (9) into the sockets in the deck.

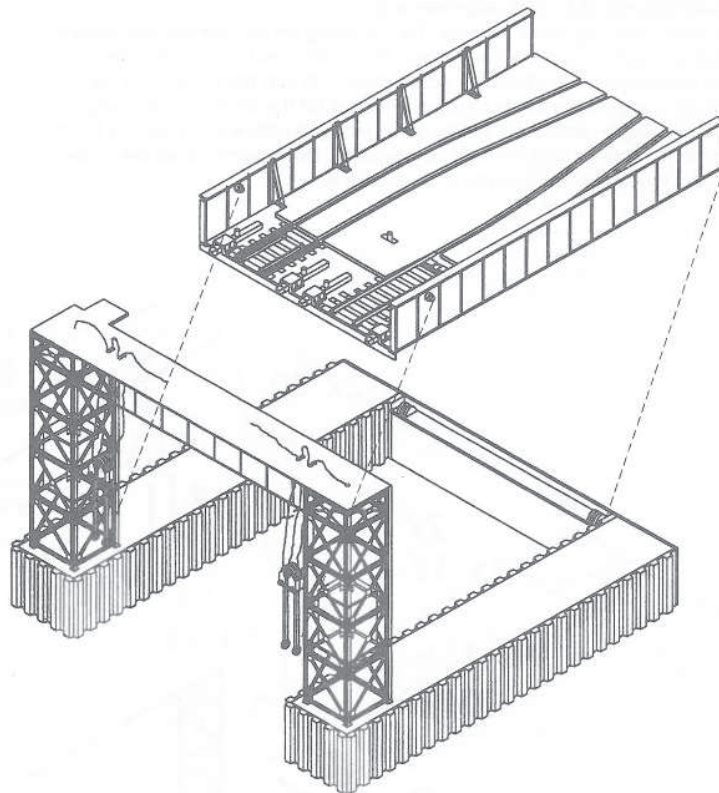


3. Glue the jetty sides (10, 12) and fronts (11) to the tops (18). Glue these to the bulkhead or seawall (15). Then, glue the abutment front (13) and top (14) in place. Now, glue the lifting structure fronts (17) and sides (18) together as shown. Next, glue the counterweights (32, 33, 34) together and then glue the eyebolt (35) to the top (32). Cut string into two equal lengths. Tie the string on the eyebolt and thread it up through the single hole in the headhouse floor (19), and then around the pulley (30) as illustrated. Insert the connecting bars (31) and the pulley into the pulley sides (29) and glue the sides together. Repeat for the other counterweight. Place the counterweights down the shafts of the lifting structure and glue the floor in place with the platform facing the rear (shore side). Don't worry about the pulley or weight height, these will be adjusted in the next step.



4. When mounting the jetty and bulkhead assembly to your harbor scene, keep in mind that this is essentially a "water line" model. Various products are available to represent water which is compatible with plastic. A good approach is to mount the model to a flat surface painted to represent the water (muddy browns and greens) and then adding a thin layer of clear resin "water."

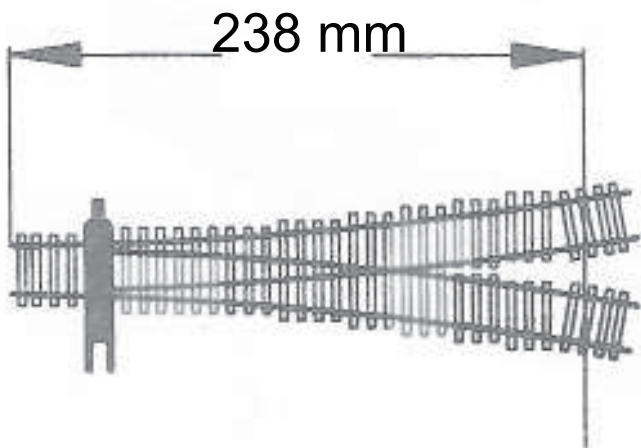
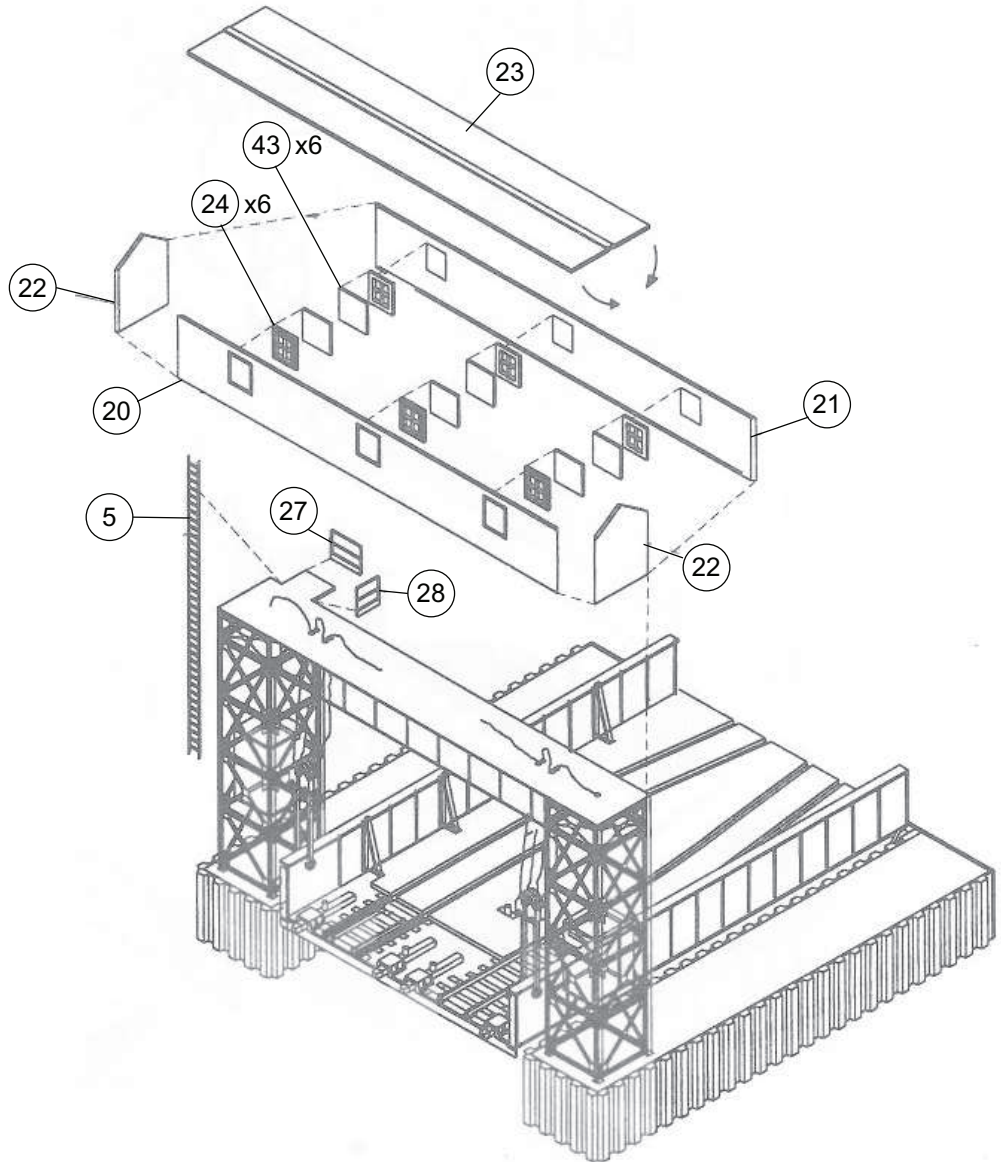
5. Snap the completed deck assembly into the pivoting mountings on the abutment top. Hook the connecting bars to the pegs on both sides of the side girders. Now, adjust the height of the apron so that it is even with the carfloat (933-3152) by "docking" the float and locking it to the apron with the toggle bars. Raise the counterweights to about halfway up and adjust the strings until the slack is removed. Secure the free ends of the strings in place using pieces of tape to allow future adjustments. At this point you may wish to use a small amount of liquid plastic cement to secure the connecting bars to the girders.



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 the 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®.

6. Glue the windows (24) in place in the headhouse walls (20, 21). Then glue the "glass" (43) to the backs of the windows. Glue the headhouse walls (20, 21, 22, 23) together and, after bending the roof (23) downward, glue that to the walls. Next, glue the railings (27, 28) to the floor. You can either glue the headhouse onto the floor or merely place it in position to allow for future adjustment of the string. Finish assembly by gluing the ladder (25) to the lifting structure, alongside the open side of the platform.



Note: To make a proper track approach to the deck, we recommend using a Walther's Code 83 #4 Wye turnout (948-8807) cut to the length of 238mm measuring from the single-track end, as shown in the diagram. It will be helpful to file a slight bevel on the inner edges of each rail head at the two-track end to guide wheels as they cross the gap.