LOCOMOTIVE WORKSHOP

SHORT RUN PRODUCTION
MODEL R.R. EQUIPMENT

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# ASSEMBLY OF ELECTROMOTIVE SW SERIES SWITCHERS

Comment: These kits are designed to be assembled by soldering. You will need a good iron of 25 Watts or more, or a soldering torch. We recommend that you use 60tin/40lead solder as available through Radio Shack or other electronics supply houses. We prefer No-Kor-Ode soldering flux. A jewelers' saw, a selection of small files, and a good hand shear will also help.

1. Begin by notching out the corners of the frame to suit the steps. Each notch is 2 feet square. Locate and drill all small holes in the frame for railings, etc. at this time.

Also, scribe a centerline on the bottom of the frame, and locate the truck centers. If you have selected a power unit, this is the time to fit it to the frame and trucks.

2. Solder the long angles to the underside of the mainframe, about six scale inches in from the sides. Solder the 9 inch wide (scale) brass strips to the outer side of these angles, to form the side member of the underframe. Trim at the step cut-outs.

3. Cut the inner step sides from the etched sheet provided. There should be two lefts and two rights. Bend each one at a right angle at the toe of the bottom step. This way, you will have aguide as to the location of the steps.

4. Solder the inner step sides inside the underframe side member, flush with the step cut-out. Solder each of the three steps into place against the step side. Be sure to solder both at the side and at top. Gently file the outer edges of the steps flush.

5. Cut the pilots from the etched sheet. Note that they may be cut to mount the pilot steps inside or outside the pilot. (Check photograph for your preference, but inside is easier.) Solder to the steps. Trim the pilot steps to fit, with the pilot step about 6 scale inches below the bottomost side step, and solder into place.

6. Add airtanks and fuel tank, per drawings, making sure you clear the mechanism.

7. Cut the cab ends fromthe etched sheet, using a jewelers' saw for the windows, filing to final shape if needed. The cab sides

may be simply cut out from the sheet, using the window openings as etched, or the inner window frame may be filed to the larger outline and the separate window frame provided added behind. (Note: It will probably be useful to cut out the cab front in way of the hood.)

Solder the four sides of the cab together, reinforcing the corners with scrap brass angle if desired. Best technique is to gently tack solder, then check squareness, and then complete soldering.

8. Add the cab roof. Simplest technique is to mate the roof with the cab ends in the longitudinal direction, then solder all around. Last step would be to file the sides of the cab even with the sides.

9. Solder the transition piece to the rear end of the long hood. A simple way to do this is to solder scrap strips of brass (about 1/16" wide) to the inner sides of both the transition piece and the long hood, and then bring the two together and complete soldering. The strips will help greatly in aligning the two pieces.

SW-1 Notch Hood: Instead of being in one piece, the transition section is in three pieces, two etched, and one stamped. The larger end of the stamped piece is intended to fit into the long hood. Tack solder this in place. Then lay the etched side pieces on the stamping, with their bottom edges even with those of the long hood; scribe into the transition piece the upper side of the etched sides. Remove the stamping from the long hood, and carefully cut on the line, filing to final dimension. Solder the works back together. To save trying to trim the rear half of the transition stamping, fit it inside the cab front (see below.)

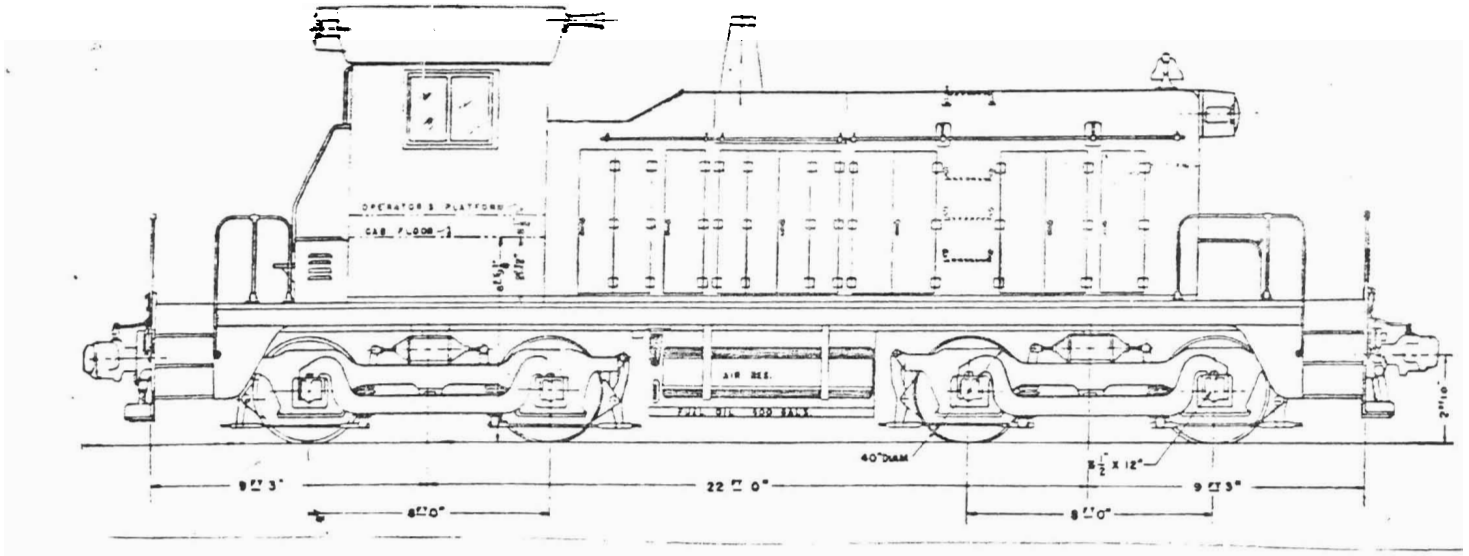
10. Solder the cab to the hood, making sure that everything is flat and square before commencing final soldering.

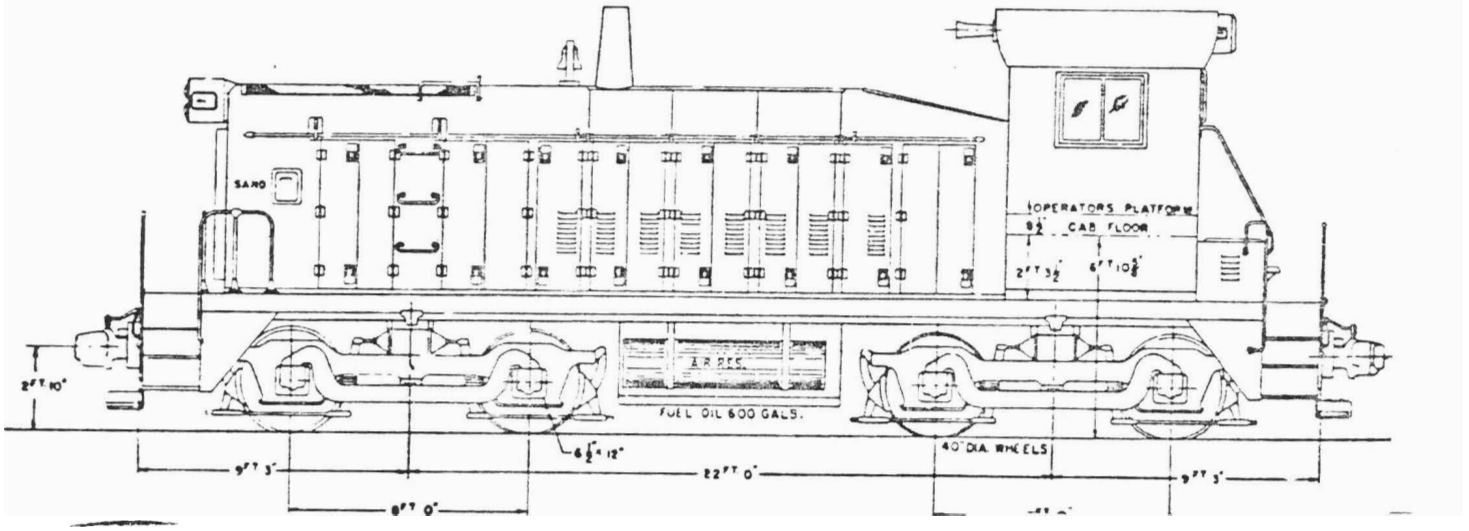
11. Add the hood front to the hood.

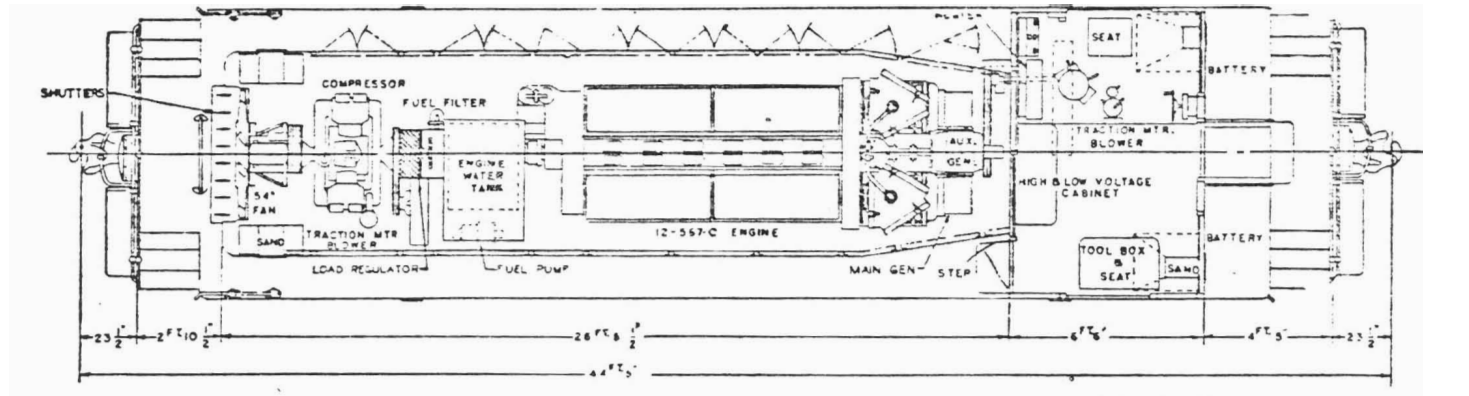
12. Add the rear battery box to the cab. Simplest way is to solder the sides into place, and then add the top, filing the top to final contour.

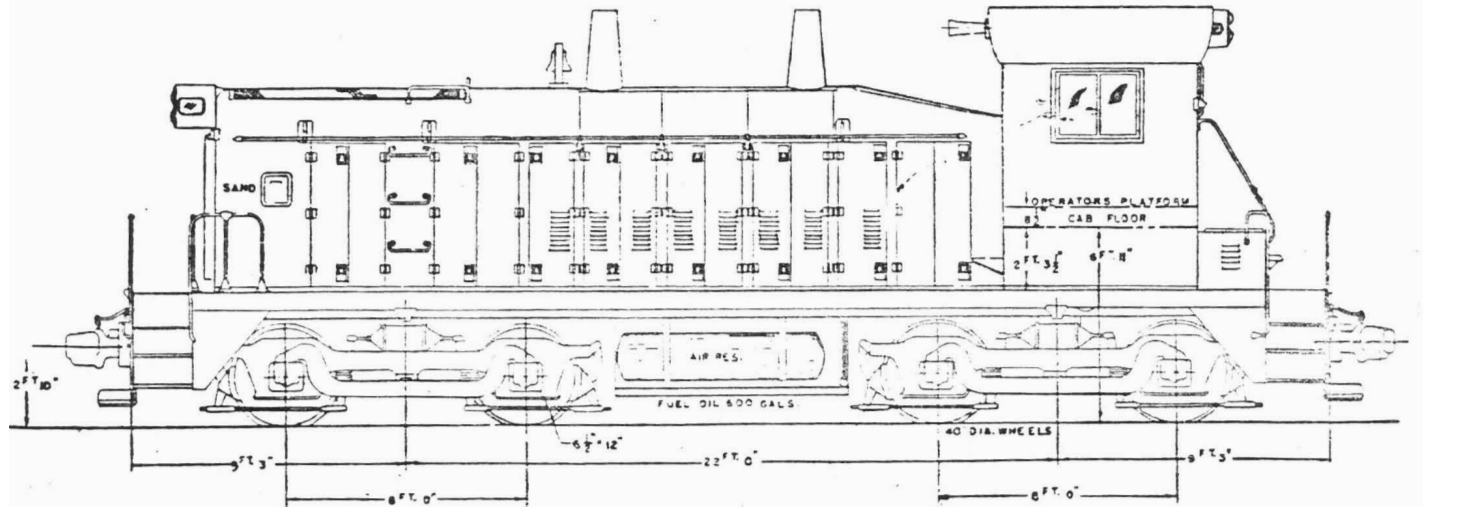
13. Add the stacks, bell, horn, etc. per arrangement drawings. Note that a piece of scrap brass must be used to cover the engine hatch on the SW8 so that a single stack can be fitted.

14. Hood railings should be added using stanchion posts.




General Motors 1,200-Hp. Switching Locomotive SW-1200

15. Attach the superstructure to the frame, using screws at the four corners, clear of the mechanism.

OPTIONS:

A. A louvered screen etching is provided in the SW1200 and SW-8 kits for making up later engines. Simply solder over radiator screen.

B. A separate kit is available for conversion of 1200hp locomotives to "cow and calf" Construction is similar, except that etched hood section replaces cab, and steps are eliminated on calf end near cab (special etchings provided.)

C. Most parts are available for the NW-5 elongated (road) switcher with Blomberg trucks.