



HO Structure Kit

BRICK FREIGHT HOUSE

933-2953

Thanks for purchasing this Cornerstone Series® kit. All parts are made of styrene plastic, so use compatible glue and paint to finish your model. Please take a few minutes to read these instructions and study the drawings before starting. **PLEASE NOTE:** This kit can be constructed as a freestanding building or attached to the Freight House (#933-2954, sold separately). If you are building a combined structure, note step #1 for special instructions and use the part included with the Freight House.

For decades, the movement of small freight shipments was critical to a railroad's financial success. Railroads were the best all-weather, long-distance transportation system available and became THE way to ship virtually anything. But moving individual packages was a slow and complex operation as every item had to be handled many times. Mountains of routing slips, waybills, checklists and other paperwork were needed and they required an army of clerks to process and maintain. As single items, they were classified as less-than-carload lot (lcl) shipments; while each item didn't require its own car, they were sorted and grouped by destination then reloaded into a single car for their trip.

In small towns where there were few customers, freight shipments were handled at the local depot, usually a small "combination station," so called because freight, passenger and office facilities were combined under one roof. In towns with more business and small industries, railroads often constructed separate freight houses. Here, cargo could be stored securely and transferred easily between road and rail for local

delivery. The biggest freight houses were found in major cities, where railroads often needed separate facilities for lcl shipments moving in freight trains and express business handled aboard passenger runs. Big city operations generated so much paperwork that they required a dedicated office area. This was usually attached to the freight handling buildings, but some were freestanding structures located close by.

In the years following World War II, competition for lcl traffic grew dramatically with the arrival of newer and bigger trucks, and commercial airlines. This led many railroads to look at ways of modernizing and improving their service. Colorful express service boxcars appeared on some roads, while others ran dedicated trains that rushed lcl freight between major terminals. Other changes were also taking place, as lessons learned about logistics and shipping during the war years, such as the use of pallets and forklifts to handle cargo, were adapted to civilian industry.

As a result of all the hands-on operation, these big city facilities were open around the clock. This also kept items moving in tune with the schedules of the railroads, for packages had to be sorted, processed and reloaded by a set time each day in order to be on the trains. This also allowed packages to be ready for pickup at certain times, allowing an extra measure of service for larger customers.

While the railroad package business was a good system (and served as the model for today's parcel delivery services), it was just no match for

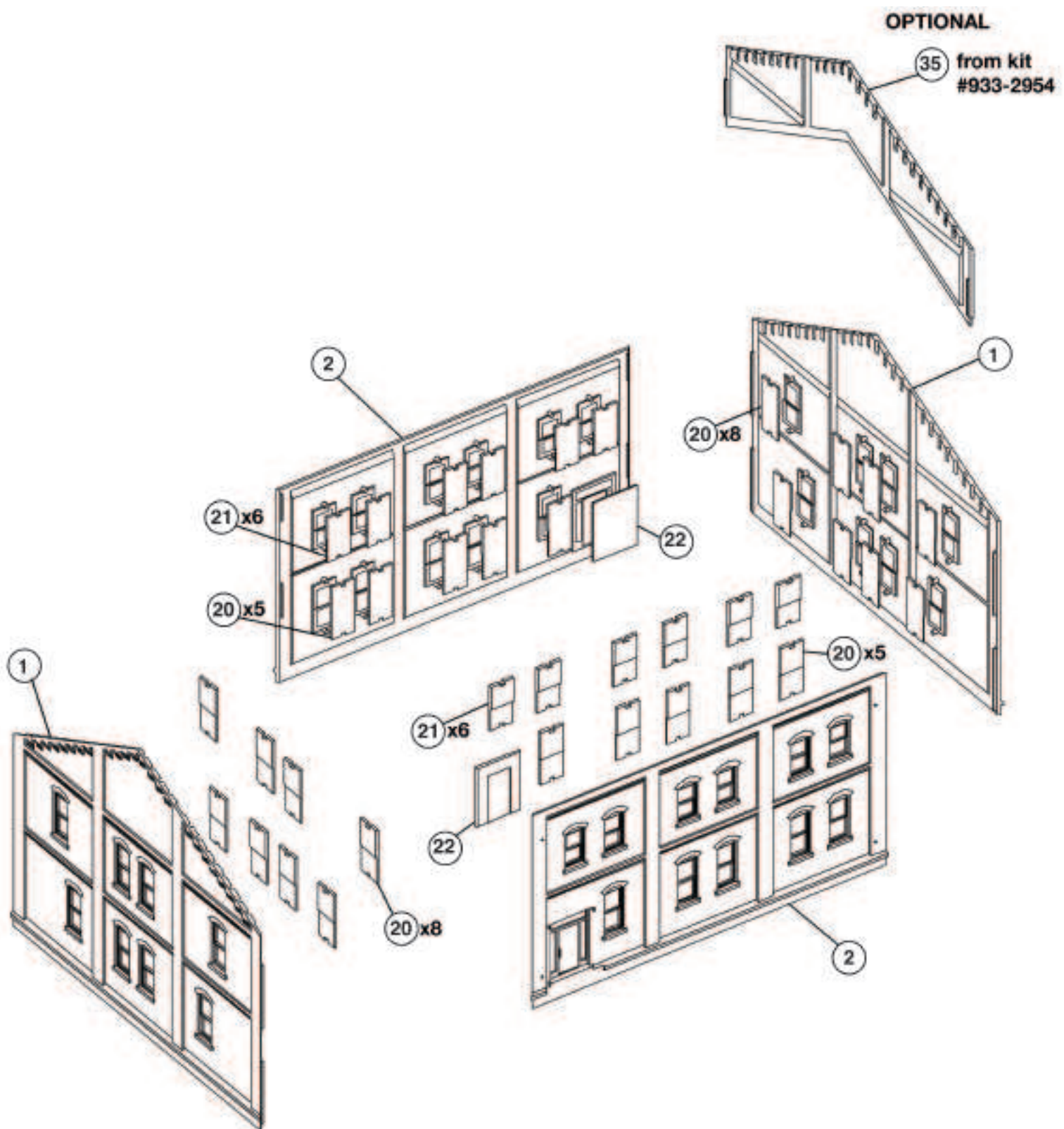
the advantages of local and long-distance trucking and most railroads were out of the lcl business by the 1960s.

ON YOUR LAYOUT

Based on a Milwaukee Road facility located a few blocks south of the main passenger station on Everett Street in Milwaukee, Wisconsin, this kit is similar to freight offices used by many railroads and industries.

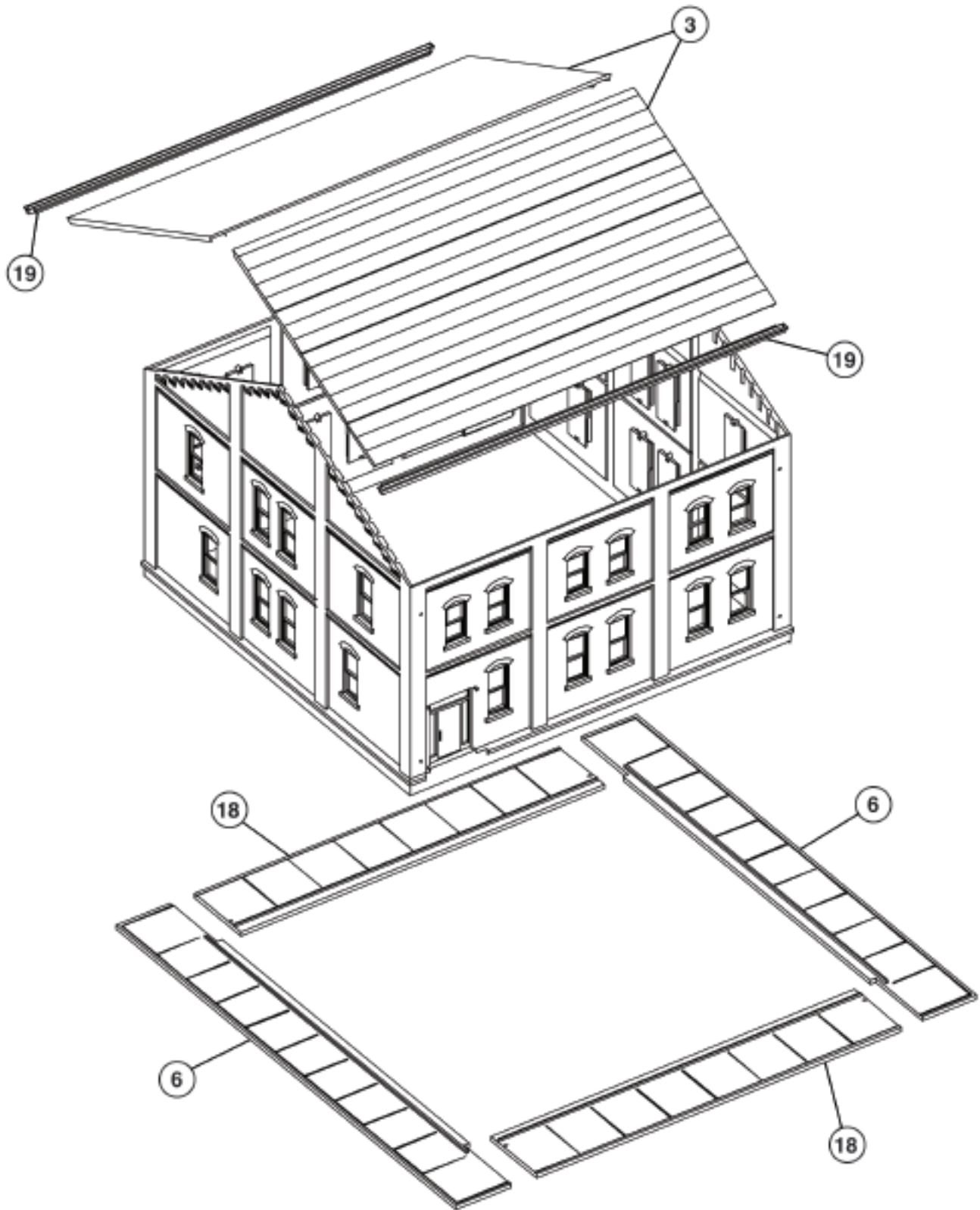
Its brick construction and detail fits any era from the early 1900s to the present. The building can be combined with the Freight House (#933-2954, sold separately) to model a typical city freight handling operation. By itself, it can be used as a railroad yard office or administration building, and similar structures have also served as the main offices for all types of heavy industries including steel mills, copper smelters and assembly plants.

Round out the scene with SceneMaster™ vehicles and details from Walthers. See your dealer, check out the latest Walthers HO Scale Model Railroad Reference book or visit walthers.com for more ideas.



1. Glue the window “glass” (20) in place on the backs of the end walls (1). Note: If you wish to combine this kit with the Freight House 933-2954 (sold separately), substitute wall #35 found in the Freight House kit for one of the end walls (1).

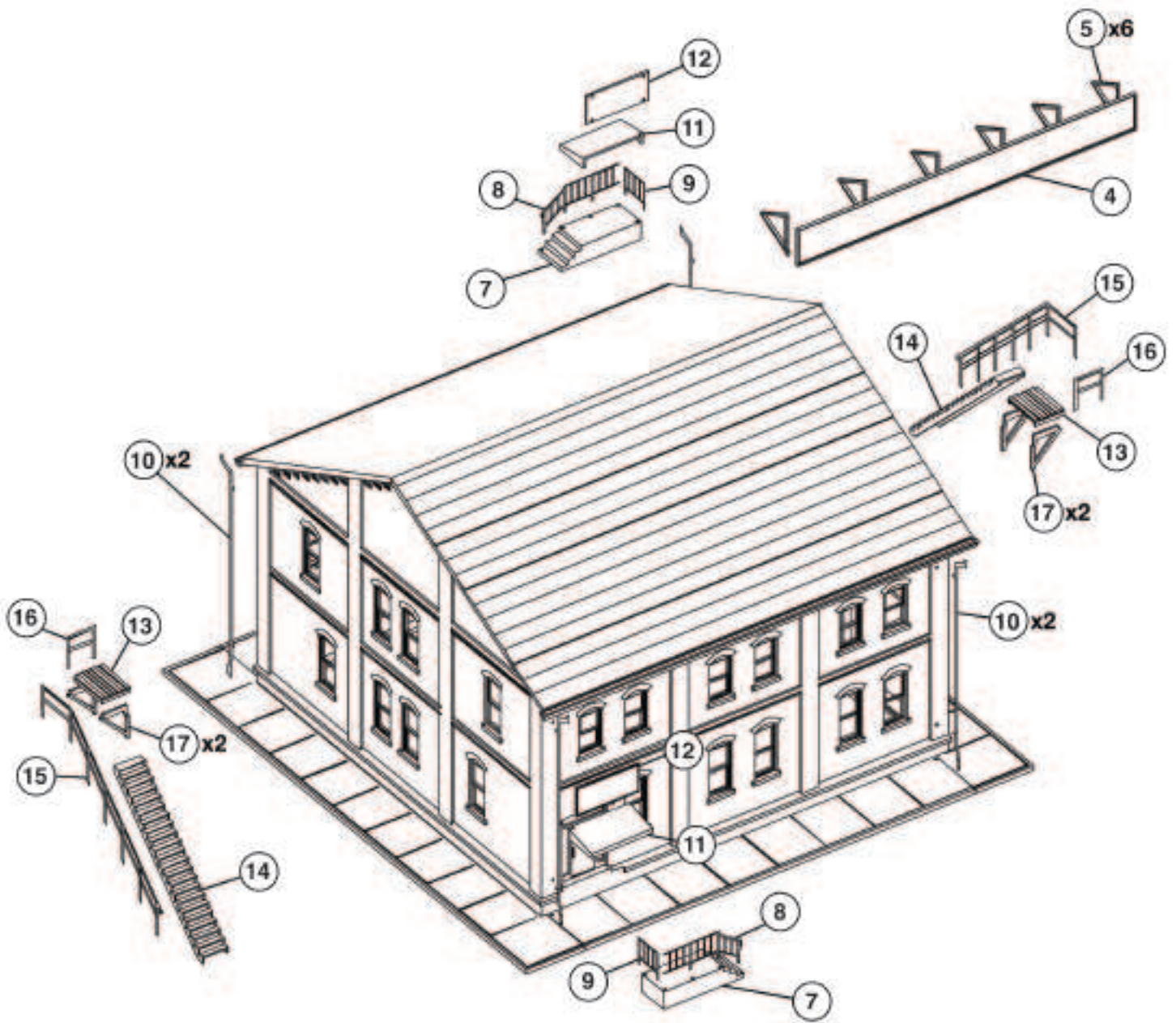
2. Glue the upper window “glass” (21) and lower window “glass” (20) in place on the backs of the side walls (2). Then glue on the door “glass” (22).



3. Glue the base (6, 18) together. Then glue the walls together and to the base.

4. Glue the gutters (19) underneath the bottom edge of the roof (3) halves. Then glue the roofs together and onto the walls.

5. Glue the downspouts (10) into the holes in the sides of the walls, the base and the holes underneath the gutters.



6. Glue the door canopies (11) over the doorways on the side walls.

7. Glue the sign boards (12) above the canopies.

8. Glue the stair assemblies (7, 8, 9) together and then in place under the door ways.

9. Glue the fire escape (13, 14, 15, 16, 17) together and then under one of the upper windows, of your choice, on the end wall.

10. Glue the braces (5) to the back of the large sign (4). Note: The protruding piece on the bottom of the brace goes underneath the sign so that the bottom edge of the sign does not rest on the roof. Glue the finished sign on one side of the roof. Note: There are only enough braces to make one complete sign.

SIGNS

To mount signs, simply cut the desired name and, using a small drop of white glue on the back, glue it in place.