

the sprue face down so that the frame is on your left and the corrugated door is on your right. Laying your knife blade against and parallel to the insides of the frame at the bottoms, carefully cut through the sprue and the base of the frame (1) and (2). Then repeat the same cut at the top, at the two sprue attach points (3) and (4). Now turn the sprue over so the door frame is on your right. Lay your blade against and parallel to the side of the door frame and separate the frame from the remaining attach points (5) and (6) about halfway up the side. Now your frame is free, but you've got a little excess left on the back of the frame where the last two cuts were made. Carefully remove these with your blade and then examine all six places where you separated the attach points and finish smoothing them with a small jewelers' or hobby file.

When you fit the door frame to the end walls, you will find that a little gremlin snuck in to the mold during the production process, and the door widths shrunk a little too much, so some filing needs yet to be done on the doorway to make the frame fit. When you get the door width to the size it needs to be. DON'T glue it in place unless you're going to paint it the same color as the walls. Most door and window trim-work is a different color than the wall, however now is the time to glue the end and side walls together.

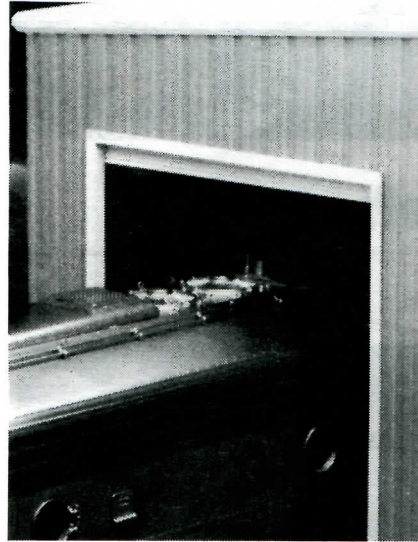
This kit includes two sprues containing four downspouts and two roof support braces. You will only need 4 downspouts and one should be cemented at each corner of the sidewall sections about a scale foot or so in from the corner.

Cement the downspout to the wall, with one end tucked up tight under the guttering so that no gap shows at all. At the bottom of the wall you'll find that the downspout is larger than the wall height, so trim off the excess flush with the wall bottom.

When the walls are dry (make sure they dried at right angles to each other) it is time to paint them. If your windows, personnel doors, downspouts and engine doors are going to be the same color as the walls, go ahead and cement them in place, but if they are to be a contrasting color, paint your walls now and let them dry. Then mask off the walls so that only the rain gutters and the downspouts at the top of the walls show, and spray (or brush) the rain gutters, downspouts, personnel doors, window frames, enginehouse doorframe, roof and roof vents the same color (usually white or off-white).

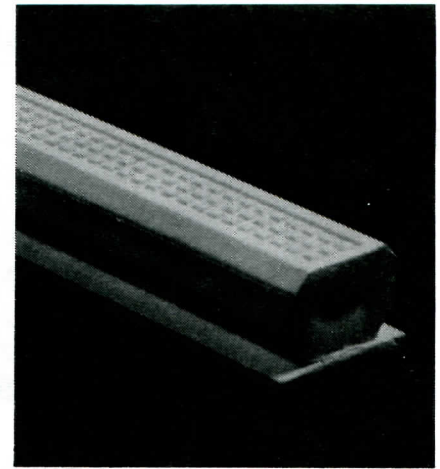
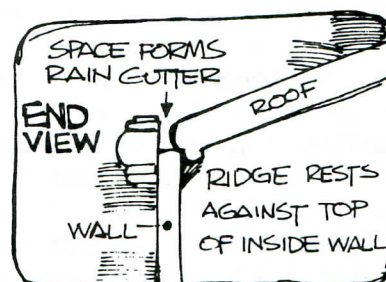
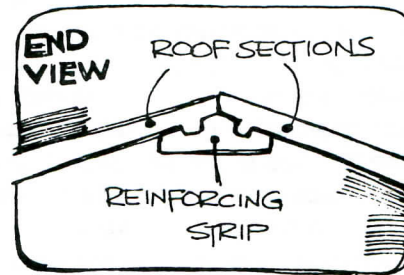
If you're going to leave the door open, after painting the enginehouse walls and door frame cement the door frame in the door opening and you're done. If the door is to be closed, cement the corrugated roll-up door to the back of the engine door frame, paint and install. An extra bit of realism and dimension can be added by finding the height of the tallest locomotive to be housed in this enginehouse, then cutting off a short piece of the corrugated door

and cement it in place at the top of the inside door frame, making sure all locomotives can pass freely beneath it. The effect is that of a door that has not been rolled up all the way. A coat of flat aluminum paint on the door itself, while painting the door frame molding the same color as the rest of the building's trim, makes a really nice appearance.



The Roof

The two roof sections are held together and braced by the two roof support braces which are to be cemented to the underside of the roof centerline, the underside ridges at one edge of each roof panel falling into the slots provided 10 the support braces. The roof should then nestle down into the sides of the building with the top of the roof even with the top of the sidewall rain gutters. As with our earlier Warehouse and Retail Store, the outside edge of the roof panel should not fit flush up against the sidewall top, A slight gap should remain, This gap forms the actual gutter. You're on your own for the scale dead leaves to clog it up. Read the "Final Tips" section before cementing the roof in place.



The Roof Vents

Cut the vents from the sprue and trim off any flash. At each end of each vent there is a slight depression. It shouldn't be there, but is an unavoidable result of the molding process. You may want to fill the depressions with plastic filler. Let it dry and sand smooth. You will notice the bottom of the vent has a slight V to it, as does the base plate. This matches the slope on the roof. Cement the vent to the baseplate. Then space the four vents out evenly along the roof ridge and cement in place. Now paint the roof if you haven't done so already. Whatever color you choose usually these roofs are white or off white or another very light color to help reflect off the sun's rays. The series of squares on the top of the vents are the venting screens, and these should be painted a darker color, like a brownish gray.

Final Tips

We would suggest cutting a heavy sheet of styrene (.040 or thicker - not provided in kit) to the inside dimensions of the walls. Cutting out a space through the middle of the open doors wide enough for the ties of your track to fit snug against. Build up the floor layers of sheet styrene until they equal the rail height. Paint the top sheet a concrete color and wipe any paint off the rail tops. You can also make a shallow pit under the engine between the rails, or place styrene between the rails to indicate concrete flooring here too. If you do, make sure you leave space for the locomotive's wheels between the rail and the middle filler section. Also, if you decided not to put side windows in on the side wall sections next to the open locomotive door. You're faced with those scribed window locations showing for all the world to see. Try covering that portion of the wall with thin (.010) sheet styrene and using some Plastruct and Evergreen Scale Models dimensional strips to indicate interior bracing. The neat thing about buildings like this is that they're going up all around us each day, and you can pick up a lot of detail ideas just by observing the prototype. Go to it!



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