

Nn3 CLASS A, 16 TON, T-BOILER SHAY LOCOMOTIVE SHELL KIT.
THIS IS A MODEL KIT SHELL DESIGNED TO BE POWERED BY
THE SHOWCASE MINIATURES POWERED TRUCK (NOT INCLUDED)
IT REQUIRES ASSEMBLY AND PAINTING

MOST OF THE EARLY LOCOMOTIVES WERE SMALL - RANGING FROM 10 TO 17 TONS - AND NEARLY ALL HAD "TEE" OR, MORE PROPERLY TERMED, BOOT BOILERS. IN LATER YEARS, THIS GAVE WAY TO THE STRAIGHT BOILER AND THE WAGON TOP BOILER WITH RECTANGULAR FIREBOXES.

THE MOST COMMON FUEL WAS WOOD, ORIGINALLY, BUT MANY ENGINES WERE CONVERTED TO COAL OR OIL. MOST WOOD BURNING SHAYS CARRIED DIAMOND STACKS WITH SOME TYPE OF SPARK ARRESTOR, USUALLY A SCREEN AT THE TOP. COAL AND OIL FIRED LOCOMOTIVES HAD TAPERED OR "SHOTGUN" STACKS ALSO WITH SOME KIND OF SPARK ARRESTING DEVICE AS A RULE.

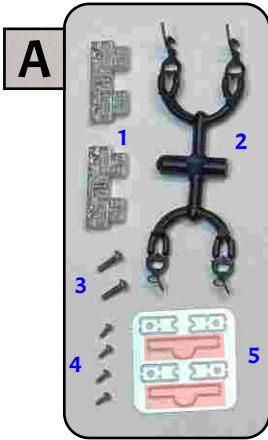


**BUILT UP PHOTOS OF THE
CLASS A SHAY ASSEMBLED KIT**

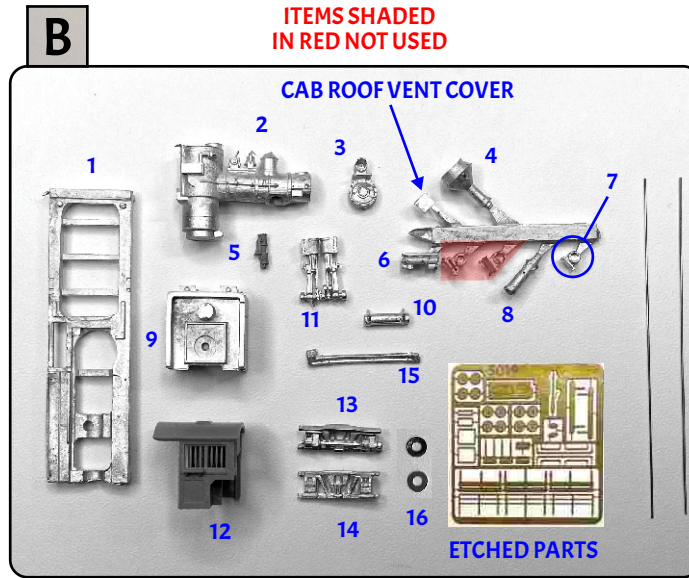


AN INTERESTING FEATURE OF THE SHAY "CONCEPT" IS THE FACT THAT ALMOST ANY SIZE, OR DESIGN OF THE LOCOMOTIVE COULD BE ORDERED TO VARIETY OF TRACK GAUGES WITHOUT ALTERING THE BASIC DESIGN OF THE ENGINE. ONLY THE TRUCKS WERE CHANGED, TO SUIT THE GAUGE, AND CYLINDERS SLANTED AT WHATEVER ANGLE WAS REQUIRED TO MATCH THE LOCATION OF THE CRANKSHAFT.

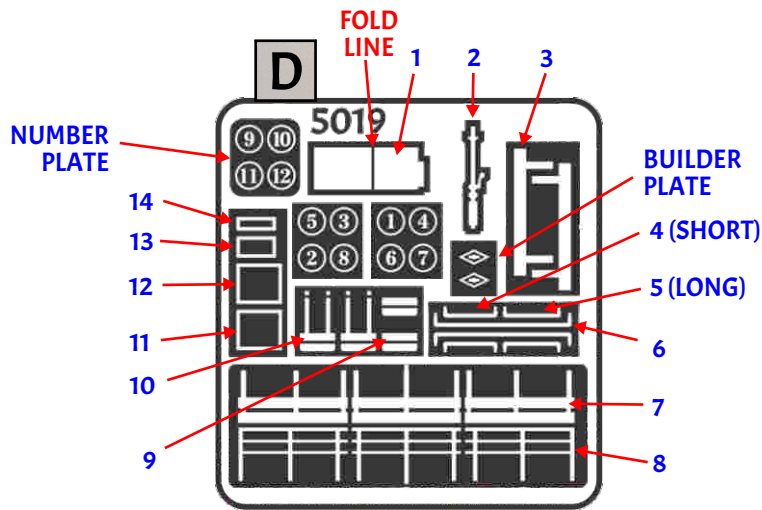
PARTS



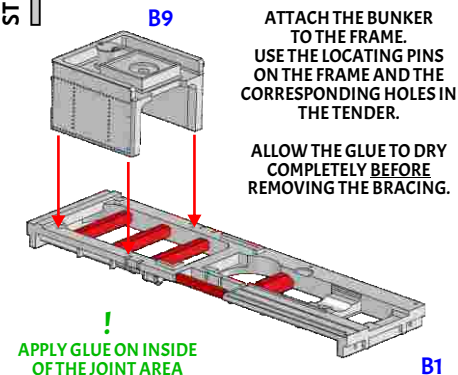
FRONT AND REAR PILOT PARTS



FRONTTRUCK PARTS



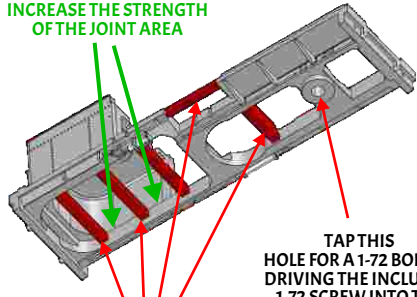
ETCHED PARTS

STEP 1

ATTACH THE BUNKER TO THE FRAME. USE THE LOCATING PINS ON THE FRAME AND THE CORRESPONDING HOLES IN THE TENDER.

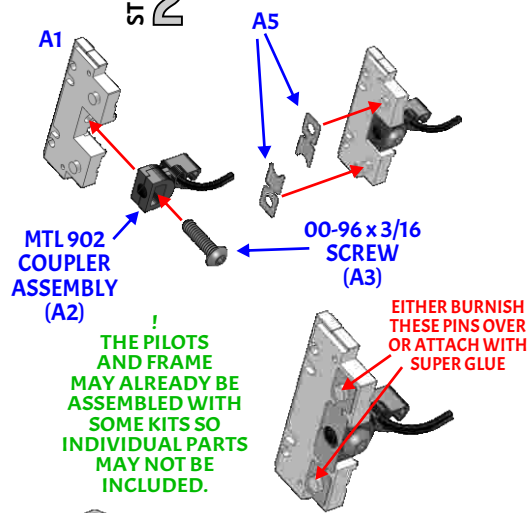
ALLOW THE GLUE TO DRY COMPLETELY BEFORE REMOVING THE BRACING.

! APPLY GLUE ON INSIDE OF THE JOINT AREA BETWEEN THE TENDER AND THE FRAME TO INCREASE THE STRENGTH OF THE JOINT AREA



BRACING (IN RED) TO BE REMOVED AFTER GLUEING THE TENDER (B)

TAP THIS HOLE FOR A 1-72 BOLT BY DRIVING THE INCLUDED 1-72 SCREW INTO THE BOLSTER HOLE TO TAP IT. IT SHOULD THREAD ITSELF INTO THE HOLE

STEP 2

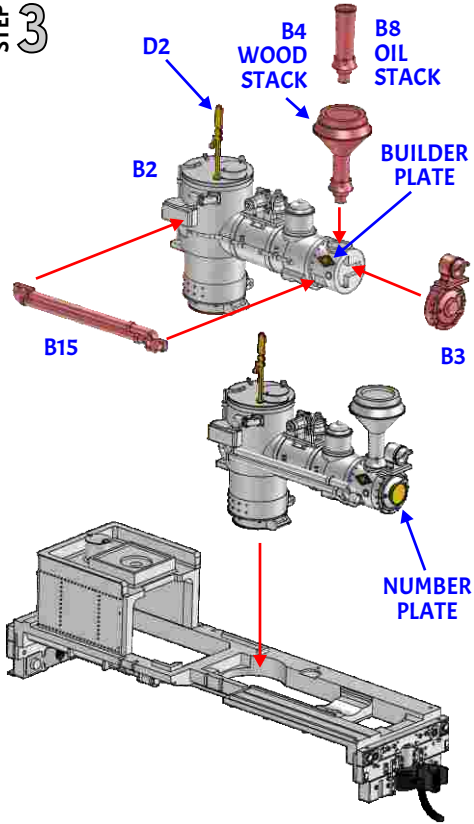
MTL 902 COUPLER ASSEMBLY (A2)

00-96 x 3/16 SCREW (A3)

000-120 x 3/32 SCREW (A4)

! THE PILOTS AND FRAME MAY ALREADY BE ASSEMBLED WITH SOME KITS SO INDIVIDUAL PARTS MAY NOT BE INCLUDED.

EITHER BURNISH THESE PINS OVER OR ATTACH WITH SUPER GLUE

STEP 3

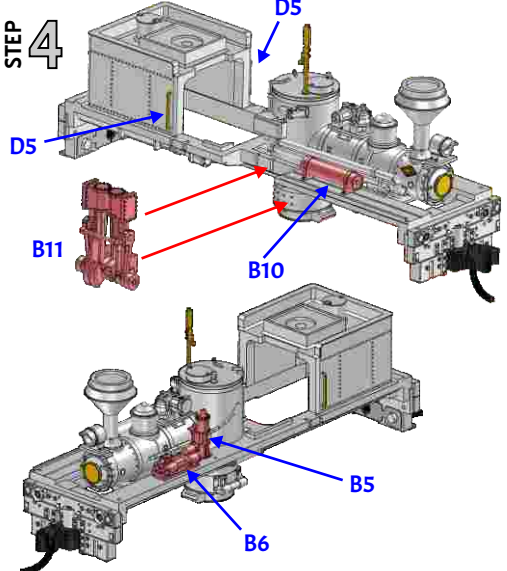
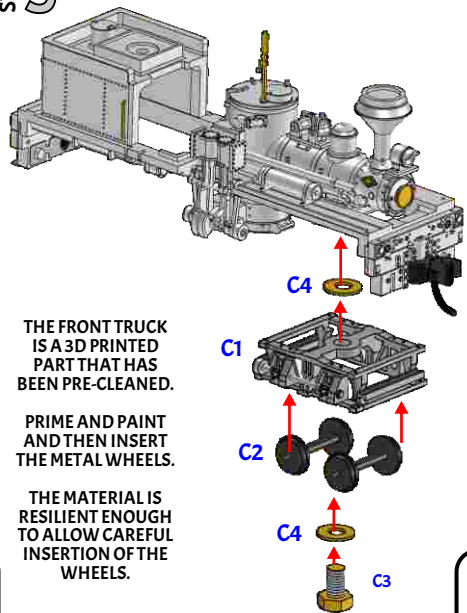
B4 WOOD STACK

B8 OIL STACK

BUILDER PLATE

B3

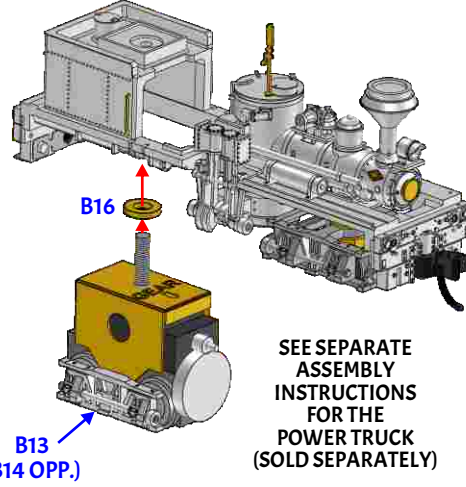
NUMBER PLATE

STEP 4**STEP 5**

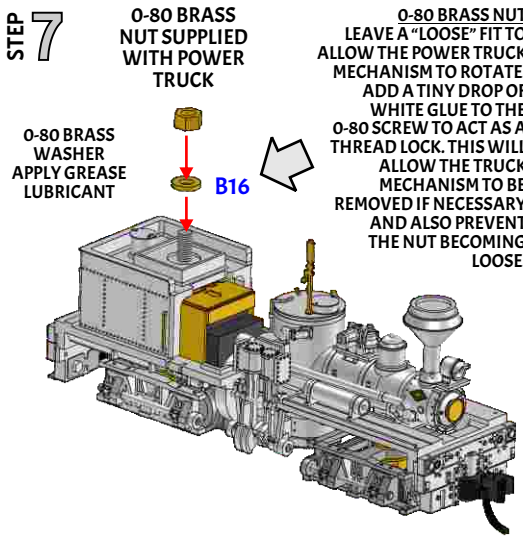
THE FRONT TRUCK IS A 3D PRINTED PART THAT HAS BEEN PRE-CLEANED.

PRIME AND PAINT AND THEN INSERT THE METAL WHEELS.

THE MATERIAL IS RESILIENT ENOUGH TO ALLOW CAREFUL INSERTION OF THE WHEELS.

STEP 6

SEE SEPARATE ASSEMBLY INSTRUCTIONS FOR THE POWER TRUCK (SOLD SEPARATELY)

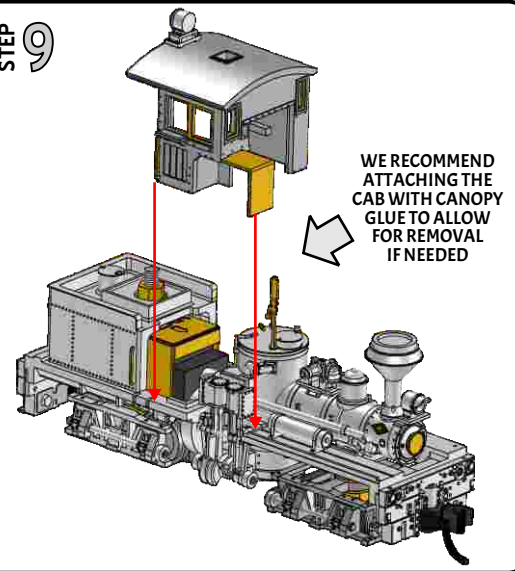
STEP 7

0-80 BRASS NUT SUPPLIED WITH POWER TRUCK

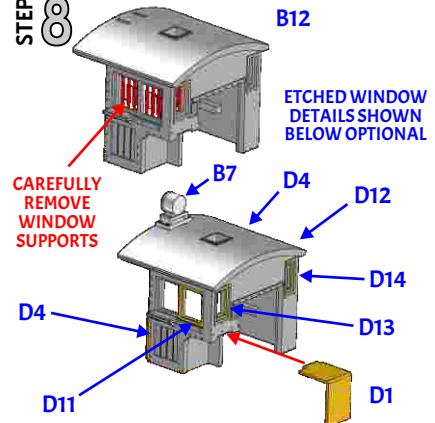
0-80 BRASS WASHER APPLY GREASE LUBRICANT

B16

0-80 BRASS NUT LEAVE A "LOOSE" FIT TO ALLOW THE POWER TRUCK MECHANISM TO ROTATE. ADD A TINY DROP OF WHITE GLUE TO THE 0-80 SCREW TO ACT AS A THREAD LOCK. THIS WILL ALLOW THE TRUCK MECHANISM TO BE REMOVED IF NECESSARY AND ALSO PREVENT THE NUT BECOMING LOOSE.

STEP 9

WE RECOMMEND ATTACHING THE CAB WITH CANOPY GLUE TO ALLOW FOR REMOVAL IF NEEDED

STEP 8

B12 ETCHED WINDOW DETAILS SHOWN BELOW OPTIONAL

CAREFULLY REMOVE WINDOW SUPPORTS

D4

D11

D7

D4

D12

D14

D13

D1

