

**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**



EPHRAIM SHAY'S SIDEWINDER WAS, UNQUESTIONABLY, THE MOST POPULAR OF THE THREE MAJOR GEARED LOCOMOTIVES AMONG LOGGERS THROUGHOUT THE COUNTRY. ABOUT 2000 WERE BUILT BETWEEN 1884 AND 1945, WHEN THE LAST SHAY LEFT THE LIMA PLANT. THEY RANGED IN SIZE FROM TINY 10 TON TEAKETTLES TO 4-TRUCK BEHEMOTHS, OF 150 TONS, AND COULD BE ORDERED TO SUIT A WIDE VARIETY OF TRACK GAUGES. ONLY A RELATIVELY SMALL NUMBER OF THESE UNIQUE MACHINES ARE LEFT TODAY. A FEW ARE STILL RUNNING WHILE OTHERS, FORTUNATELY, ARE PRESERVED IN PARKS AND MUSEUMS.

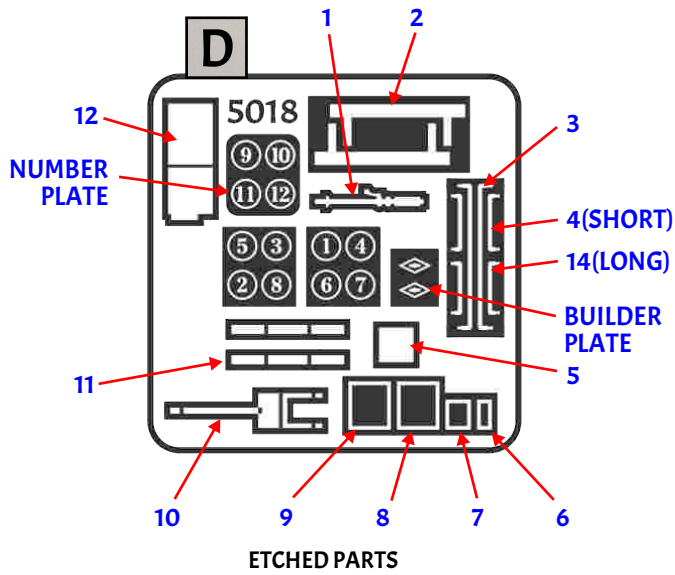
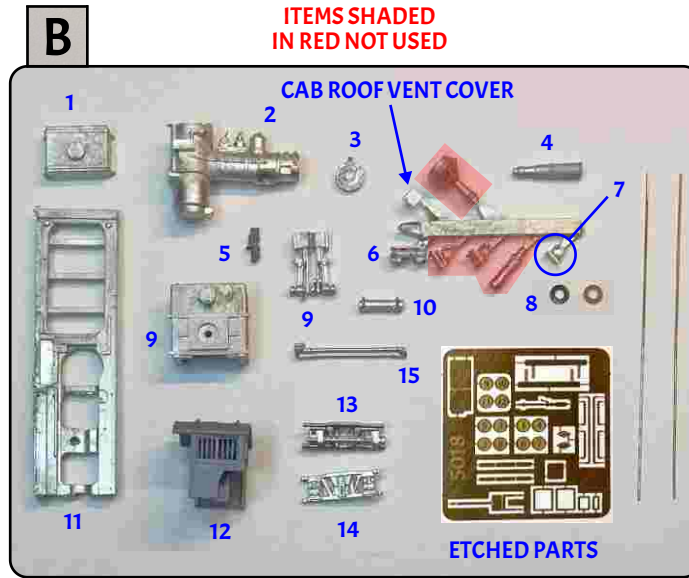
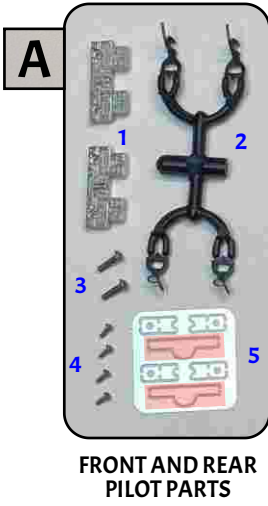
ONE OF THESE IS THE LIMA NO. 122 BUILT IN 1884 FOR THE RUMSEY LUMBER CO. OF BIG RAPIDS, MICHIGAN. AFTER A SUCCESSION OF OWNERS, IT WAS ACQUIRED BY THE MICHIGAN-CALIFORNIA LUMBER COMPANY IN 1917 AND, AS THEIR #2, SERVED AS THE YARD SWITCHER IN CAMINO, CA UNTIL 1951 WHEN IT WAS RETIRED AND PUT ON DISPLAY THERE.

THROUGHOUT ITS LONG CAREER, VARIOUS REPAIRS AND CHANGES TOOK PLACE SO THAT THE ENGINE'S FINAL APPEARANCE, AS MICH-CAL #2, DOES NOT LOOK MUCH LIKE THE "TYPICAL" SHAY. IN FACT, IT IS QUITE UNIQUE IN THIS RESPECT. BOTH THE CAB AND THE TANKS ARE HOMEMADE ADDITIONS ALONG WITH NUMEROUS OTHER ALTERATIONS TO ITS ORIGINAL FORM. WHEN BUILT, #122 WAS A WOOD BURNER AND HAD 26 INCH WHEELS. MICH-CAL CONVERTED IT TO BURN OIL AND SUBSTITUTED 24 INCH WHEELS. ORIGINALLY CLASSED AS A 13 TON LOCOMOTIVE, THESE CHANGES AND ADDITIONS BROUGHT ITS WEIGHT UP TO 18 TONS. A FINE EXAMPLE OF THE INGENUITY OF LOGGING ROAD MASTER MECHANICS.

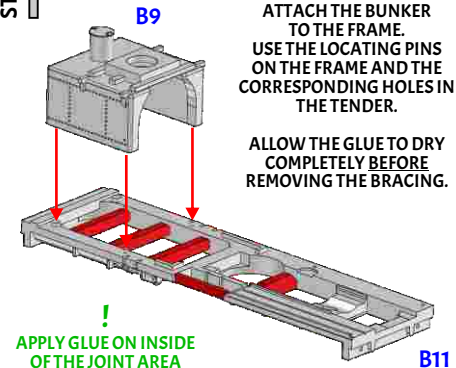
....information courtesy the Precision Scale Co.



# PARTS



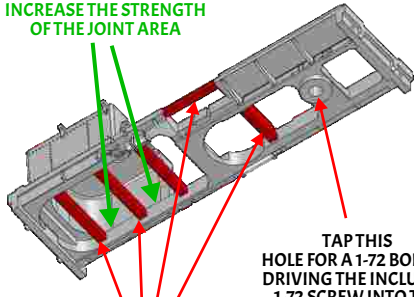
STEP 1



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.

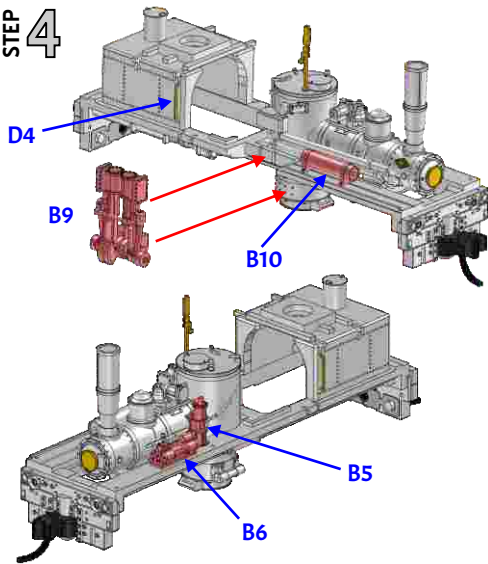
! APPLY GLUE ON INSIDE OF THE JOINT AREA BETWEEN THE TENDER AND THE FRAME TO INCREASE THE STRENGTH OF THE JOINT AREA



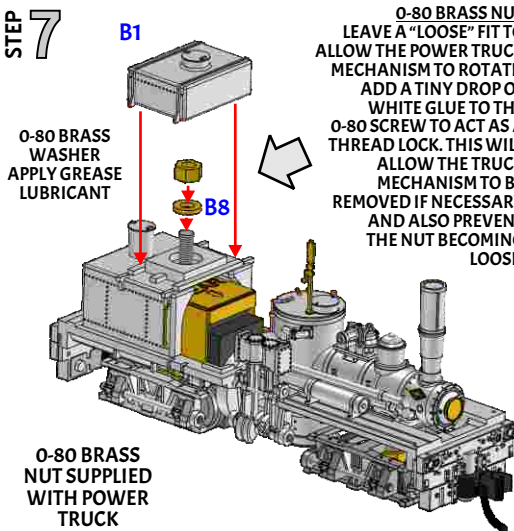
BRACING (IN RED) TO BE REMOVED AFTER GLUEING THE TENDER (B)

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 4



STEP 7

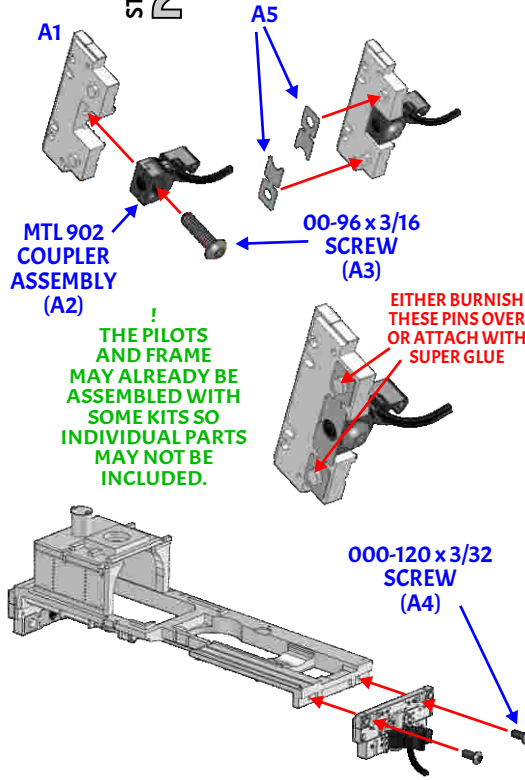


O-80 BRASS WASHER APPLY GREASE LUBRICANT

O-80 BRASS NUT LEAVE A "LOOSE" FIT TO ALLOW THE POWER TRUCK MECHANISM TO ROTATE. ADD A TINY DROP OF WHITE GLUE TO THE O-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.

O-80 BRASS NUT SUPPLIED WITH POWER TRUCK

STEP 2



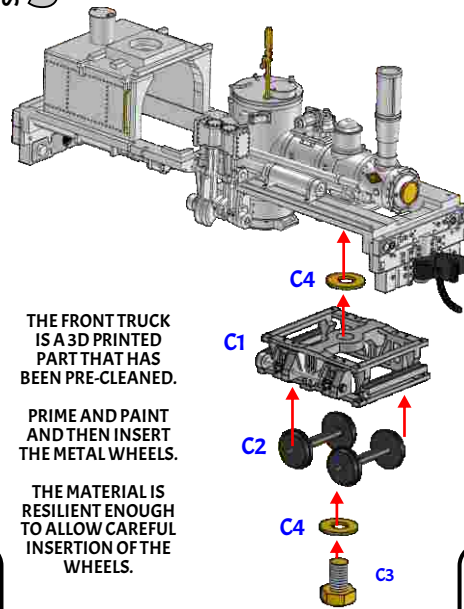
MTL 902 COUPLER ASSEMBLY (A2)

! 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

000-120 x 3/32 SCREW (A4)

STEP 5

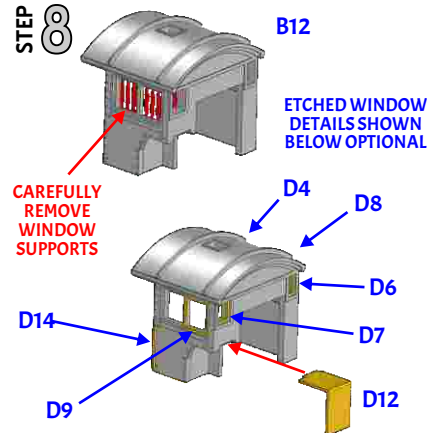


THE FRONT TRUCK IS A 3D PRINTED PART THAT HAS BEEN PRE-CLEANED.

PRIME AND PAINT AND THEN INSERT THE METAL WHEELS.

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

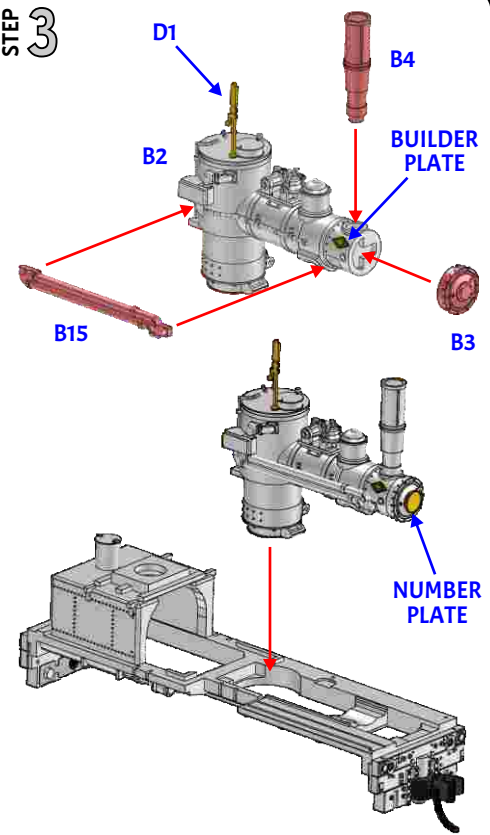
STEP 8



CAREFULLY REMOVE WINDOW SUPPORTS

ETCHED WINDOW DETAILS SHOWN BELOW OPTIONAL

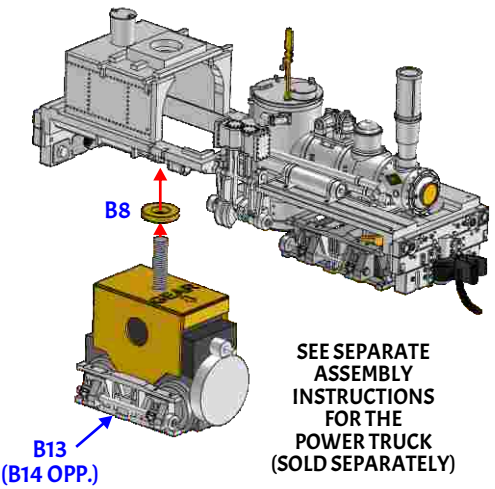
STEP 3



BUILDER PLATE

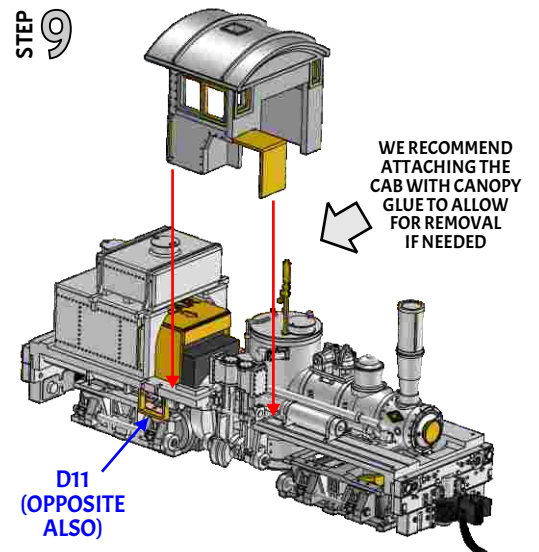
NUMBER PLATE

STEP 6



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

STEP 9



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

D11 (OPPOSITE ALSO)



