



N Structure Kit URBAN STEEL OVERPASS

933-3871

Thanks for purchasing this Cornerstone kit. Please take a few minutes to read these instructions and study the drawings before starting construction: you may find it easier to build and paint some parts as subassemblies before final installation. All parts are styrene plastic, so use compatible paint and glue to finish your model. PLEASE NOTE: Urban Retaining Walls (#933-3882, sold separately) can be used with your new model to simplify blending with new or existing scenery if desired.

As railroad fever swept America in the 19th century, city fathers quickly granted easements to bring rail service into the heart of established business and industrial areas. Tracks often crossed or were built directly down the busiest streets and as rail traffic increased, so did the numbers of pedestrians and horse-drawn vehicles. Things got worse as automobiles chugged onto the scene and railroads and cities were soon looking for easy solutions to a complex problem. New construction materials and machinery soon brought overpasses to residential, suburban and industrial areas. These allowed the streets to remain in place, although the right-of-way was lowered, while railroads would “pass over” them on a new bridge, which came to be known as an “overpass” directly above. With the rise of the steel industry early in the 20th century, durable I-beams and sheet steel became readily available in various sizes and these were quickly adapted to railroad bridge construction of all types, especially in urban areas where there was less concern about appearance. Like traditional bridges, steel overpasses rested on concrete abutments, with wing walls added as needed to support the earth below the railroad. But in cities that wanted to eliminate grade crossings entirely, tracks were often rebuilt on elevated right-of-ways, many supported by long stretches of concrete retaining walls with overpasses about every 400' to 800' (121.9 to 243.8m) apart for through streets. Railroad stations that had formerly been at street level were also rebuilt above, with stairways leading to and from the sidewalks below. Given their visibility to passing drivers, many railroads painted their name or reporting marks on the sides of their bridge while those that saw plenty of auto traffic were also transformed into billboards advertising the road's premiere trains. Many of these durable structures are still in daily use, but have been updated to handle taller vehicles and heavier road and rail traffic. Others have been refurbished as part of hiking and biking trails. For more ideas and additional products to complete your scene, see your participating hobby dealer, check out the latest Walthers Model Railroad Reference Book or visit us online at walthers.com.

- 1) Align pins on both outside ends of Center Supports (3x 7), with mounting points on inside edge of Facing Beams (2x 8). Glue at edges where parts meet and allow to dry.
- 2) Align pins on bottoms of Center Supports (3x 7) with openings in Base (1) and glue where parts meet.
- 3) Align mounting points on top of Roof (9) with raised pins on underside of Bridge Deck (10) and glue where parts meet. Align bottom of completed deck assembly with raised ridge on bottom of Facing Beams (2x 8), and glue together.
- 4) Align Railings (2x 11) on top edge of Facing Beams and glue where parts meet.
- 5) PLEASE NOTE: If using this model with the Tall Retaining Walls (#20) from kit #933-3882 (sold separately), do not install Wing Walls (2 each #3 & 4). Wing Walls may be assembled at 90° (shown at left front) or 45° degree angles (shown at right front) to fit new or existing scenery as desired.

5A) For 90° Walls:
Glue a Straight Connector (4x 5; two per side) to left and right of Bridge Abutments (2x 2: one per side). Glue long edge of Left (2x 3; one per side) and Right (2x 4: one per side) to other end of Straight Connector as shown.

5B) For 45° Walls:
Glue flat edge of Angled Connector (4x 6; two per side) to left and right of Bridge Abutments (2x 2: one per side). Glue long edge of Left (2x 3; one per side) and Right (2x 4: one per side) to angled face of Connector as shown.

6) We recommend test-fitting the structure where it will be installed on your layout before final assembly. Align lower ends of Abutments on outside edges of sidewalks, and rest the Bridge Deck on the inset area at the top of each Abutment. Check the correct placement of the structure with your track or existing streets. This model represents a typical ballasted deck bridge (railroads preferred this style as it required less material, provided unlimited clearance and used standard track construction); test fit a length of flexible or sectional track to the deck; the last tie at each end should rest against the inside raised lip of the Deck. Adjust as needed and glue Deck and Abutments where parts meet. Complete assembly by installing track and ballast (both sold separately). For a more secure installation, the finished model can be glued to your layout surface with an appropriate adhesive (sold separately.)

