

# dapol 00/H0 TRACKSIDE MODEL C060: DREWRY SHUNTER

Made in the UK  
using recycled plastic



Not suitable for  
children under 14 years old



**Please Note** - The tools used to produce this model were made over 50 years ago. Over the period, changes have been made and it may be that reference numbers moulded into the plastic parts do not match the numbers used in these instructions. Therefore we advise you to FOLLOW the exploded diagram and instructions.

**ASSEMBLY INSTRUCTIONS:** It is recommended that the instructions and exploded view are studied and that the assembly is practiced before cementing together. Certain parts may need to be trimmed and may best be painted before cementing.

## WARRANTY:

Parts can get bent during transit or by prolonged storage. However misshapen parts can be straightened by placing them in hot water to soften the plastic and then carefully manipulating them back into shape by finger pressure. Please be careful that the water does not cause harm to skin or fingers.

In the event of parts being broken or missing, then you MUST return to the place of purchase (the seller). The seller will replace your kit and return the original kit to Dapol under their agreed contractual terms. Do **NOT** return to Dapol.

Finally please note that Dapol does not keep individual parts for any kit.

1. Apply cement to pins on ends of stretcher pegs on inner face of side frames (1 & 2) and press into holes in corresponding stretcher pegs. Allow to dry.

2. At this stage, if desired, coupling and connecting rods should be painted silver and set aside to dry.

3. Place a small drop of cement on the end of a piece of wire or pin and push into holes in stub axles of driving wheels with projecting tongue (3, 4, 5). Press axle pins (6, 7, 8) into holes in stub axles. When dry, insert through axle holes in main frame assembly.

4. Place a small drop of cement into stub axle holes of driving wheels (9, 10, 11), insert through main frames, locate and press onto the axle pins and fit into projecting tongues of opposite driving wheels, ensuring cement does not come into contact with main frame and that the wheel assemblies fit tightly and run smoothly.

5. Place a small drop of cement into large 'D-shaped' hole in fly crank (12) and insert large diameter half of jack shaft (13). When thoroughly dry, pass through jack shaft holes in main frame, check that it rotates freely then locate and cement small diameter end in small 'D-shaped' hole in fly crank (14). Ensure that cement is kept clear of mainframe and allow to dry.

6. Apply cement to holes in driving wheels (keep cement from face of driving wheels), attach coupling rod (15) (flush side against face of driving wheel), insert small shouldered coupling pins (16, 17) then secure connecting rod (18) (flush side inwards) to third driving wheel by passing longer shouldered connecting rod pin (19) through hole in connecting rod and coupling rod.

7. Apply cement to hole in fly crank and locate coupling pin (20) through connecting rod and into fly crank hole.

8. Repeat procedure with coupling rod (21), shouldered coupling pins (22, 23) and connecting rod (24), long shouldered connecting rod pin (25) and shouldered coupling pin (26). Ensure no cement comes into contact with coupling and connecting rods. 9. Locate and cement small rear sand boxes (27, 28) over locating lugs at rear of side frames. 10. Locate and cement small front sand boxes (29, 30) over locating lugs at front of side frames.

11. Cement halves of fuel tank (31, 32) together. Repeat with halves of other tank (33, 34). Locate and cement pins on top of tanks to locating holes beneath chassis.

12. Cement cab front (36) (rivet detail facing outwards) into position against raised step on chassis then locate and cement cab sides (37, 38) to right and left raised step on chassis (doors in cab sides to the rear) and to cab front. 13. Locate and cement instrument panel (39) over lug on inner side of cab front.

14. Locate and cement dashboard (40) to ribs on inner side of cab front and cab sides. 15. Cement pin on brake wheel (41) into locating hole on inner side of cab end (42). Position and cement cab to rear of raised step on chassis and to cab sides. 16. Position and cement cab roof (43) to cab assembly (cover plate on roof to front).

17. Locate and cement horn (44) into locating hole in cab front. 18. Position and cement body sides (45, 46) flush to ribs on chassis and cab front.

19. Cement body front (47) into position with the locating lugs at bottom of the body front fitting into locating slots in front of chassis.

20. Locate and cement body top (48) into locating ribs on body sides ensuring that the engine exhaust location pin is to the front of assembly.

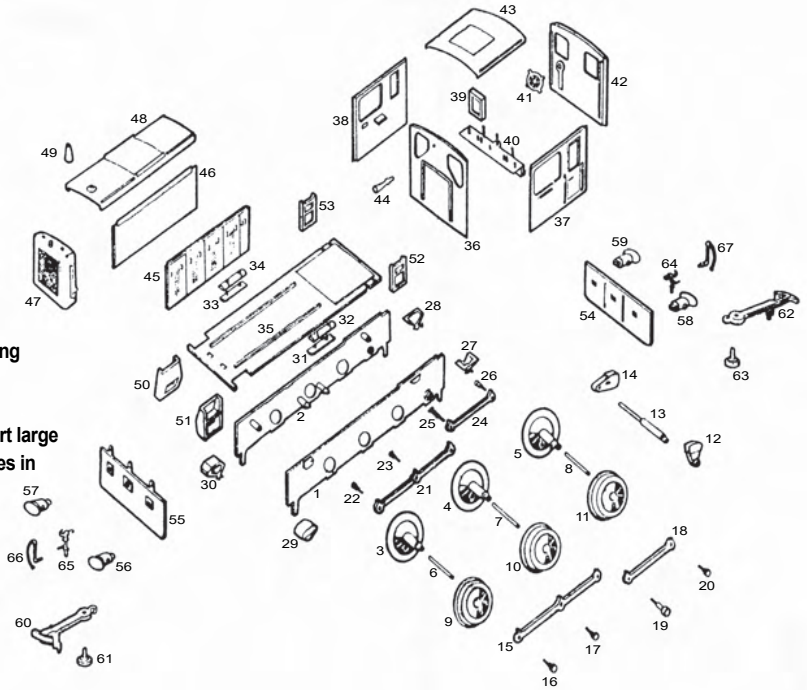
21. Cement and fit hole in larger diameter end of engine exhaust (49) over pin on front of body top assembly. 22. Locate and cement front steps (50, 51) over right and left locating ribs beneath front of chassis. 23. Locate and cement rear steps (52, 53) to cut outs in rear of chassis. 24. If yellow and black stripes are to be painted on body front and cab rear, it should be done at this stage. Also chassis footplate, fuel tanks and steps should be painted matt black. 25. Position and cement main frame assembly to locating ribs beneath chassis (jack shaft to be at rear). 26. Cement buffer plates (54, 55) into position. Note that if working couplings are employed, the recessed slot in the rear should first be cut through with a sharp knife. 27. Cement ribs on back of rear buffer plate (54) between rear main frames. The top of buffer plates should be flush with chassis footplate (buffer and coupling tops to rear). 28. Cement ribs on back of front buffer plate (55) between front main frames and flush with top of chassis footplate (lamps, buffer, and coupling slots to the front). 29. Front and rear buffer plates should be painted red at this stage. 30. Locate and cement buffers into buffer plates (56 - 59).

31. The desired coupling must now be selected. Note\* In addition to the scale coupling hooks for non-working models a working 'buckeye' type of coupling is provided. If required, a 'Peco' coupling can also be used, however the stem of the pivot pin should be shortened to suit.

32. If working coupling (60) is selected, first push the rear of the coupling through hole in buffer plate, then insert the pivot pin (61) through the hole in the coupling and cement into locating bush beneath chassis and between the main frames. Ensure that no cement comes into contact with the coupling.

33. Repeat procedure for the second coupling (62) and pivot pin (63). 34. If non-working couplings have been selected then cement the locating lugs of the scale coupling hooks into central slots of buffer beams (64, 65). 35. Locate and cement vacuum brake pipes into holes in either end of body (66, 67). Note any further painting should be completed at this stage. 36. Apply transfers. First cut sheets into separate subjects. You will need to choose a pair of locomotive numbers and the two British Railway 'totem' logos. Take one logo and one number and dip each into warm water for a few minutes. Slide off backing paper and carefully position logo transfer onto right cab side below large window. Note that the British Railways Lion should always face forward. Do the same for the number, placing it under the logo.

37. Cement cab front (36) (rivet detail facing outwards) into position against raised step on chassis then locate and cement cab sides (37, 38) to right and left raised step on chassis (doors in cab sides to the rear) and to cab front. 38. Locate and cement instrument panel (39) over lug on inner side of cab front. 39. Locate and cement dashboard (40) to ribs on inner side of cab front and cab sides. 40. Cement pin on brake wheel (41) into locating hole on inner side of cab end (42). Position and cement cab to rear of raised step on chassis and to cab sides. 41. Position and cement cab roof (43) to cab assembly (cover plate on roof to front). 42. Locate and cement horn (44) into locating hole in cab front. 43. Position and cement body sides (45, 46) flush to ribs on chassis and cab front. 44. Cement body front (47) into position with the locating lugs at bottom of the body front fitting into locating slots in front of chassis. 45. Locate and cement body top (48) into locating ribs on body sides ensuring that the engine exhaust location pin is to the front of assembly. 46. Cement and fit hole in larger diameter end of engine exhaust (49) over pin on front of body top assembly. 47. Locate and cement front steps (50, 51) over right and left locating ribs beneath front of chassis. 48. Locate and cement rear steps (52, 53) to cut outs in rear of chassis. 49. If yellow and black stripes are to be painted on body front and cab rear, it should be done at this stage. Also chassis footplate, fuel tanks and steps should be painted matt black. 50. Position and cement main frame assembly to locating ribs beneath chassis (jack shaft to be at rear). 51. Cement buffer plates (54, 55) into position. Note that if working couplings are employed, the recessed slot in the rear should first be cut through with a sharp knife. 52. Cement ribs on back of rear buffer plate (54) between rear main frames. The top of buffer plates should be flush with chassis footplate (buffer and coupling tops to rear). 53. Cement ribs on back of front buffer plate (55) between front main frames and flush with top of chassis footplate (lamps, buffer, and coupling slots to the front). 54. Front and rear buffer plates should be painted red at this stage. 55. Locate and cement buffers into buffer plates (56 - 59).



## Suggested Colour Scheme:

Matt Black: Chassis - Sandboxes - Mainframes - Fuel Tanks - Steps. Green: Cab and body of locomotive. Dark Grey: Cab Roof.

Red: Buffer Beams. Silver: Buffer Heads - Coupling Rods and Heads of Coupling Pins. Yellow & Black: Stripes on body front and cab rear (optional)

**Alternative Colour Scheme:** Black: Locomotive. Red: Buffer Beams. Silver: Buffer Heads - Coupling Rods and Heads of Coupling Pins.