



HO Structure Kit **LAKEVILLE WAREHOUSING** 933-2917

Thanks for purchasing this Cornerstone Series® kit. Please take a few minutes to read these instructions and study the drawings before starting. All parts are styrene plastic, so use compatible glue and paint to finish your model.

A railroad's survival depends on its ability to pick up and deliver goods and services. While passenger service gets more press, freight has always been more lucrative. Raw materials, components and finished products zigzag around the world by train, plane, boat and truck to reach their destination at factories, retailers and consumer's homes.

As they expanded across the country, railroads offered a fast, efficient and often, the only way to transport materials from place to place. The railroad brought dry goods from factories in the east to homes on the prairie and food from the west to tables in the east. By the 1880s you could buy everything from dresses to a kit to build your house through mail order catalogs. And everything you ordered traveled by rail.

Serving as a way station between manufacturer, transporter and consumer, warehouses provided transfer and temporary storage facilities in cities and towns along the tracks. Clusters of warehouses developed at rail connections across the country. These "warehouse districts" soon became bustling hubs for shipping, storage and wholesale enterprises. Many evolved from a combination of factories and residences and as they grew, the residences disappeared. Throughout the first half of the twentieth century, warehouse districts thrived, some growing into regional distribution centers.

The first industrial park (planned manufacturing district) was created in 1905 in Chicago. Frederick Henry Prince, an East Coast investor, acquired the Chicago Union Junction Railroad as a switching line transporting goods from the Chicago Union Stock Yard to major trunk railroads. To expand his business operations, Prince developed the Central Manufacturing District and by 1915, about

two hundred businesses occupied the district. A prime selling point for the district was the low rail rates.

A few other industrial parks were established in the ensuing years but the real boom occurred in the 1950s. The Federal Highway Act of 1956 created the interstate highway system and changed the way Americans lived and conducted business. Government transportation policies and housing programs encouraged suburban flight. The suburbs offered cheap land, open spaces and an escape from crowded city life. More people had their own homes and their own cars than ever before. Along with this growth came the need for more consumer goods and a network to support them.

The new roads of the interstate system allowed bigger trucks to carry larger amounts of freight for greater distances. Commercial intercity truck freight tripled from 1950 to 1980, at the expense of railroads. More and more industrial parks were developed to bring jobs and a larger tax base to suburban towns. Manufacturers and warehousing operations took advantage of the improved roadways and growing suburban populations to move away from the crowded, high rent districts in town. Another blow to the old warehouse districts was containerization that partially eliminated the need for warehouses and allowed materials to be shipped further inland.

Older warehouse districts in some cities fell into decline. Buildings were abandoned and boarded up. Eventually urban renewal projects began to breathe new life into the old districts. The National Historic Preservation Act of 1966 provided money that cities could use to repurpose their warehouse districts. With solid construction and open spaces, the old buildings offered great potential for conversion. Refurbished warehouse districts in cities are now home to trendy residences, specialty shops, entertainment venues and popular restaurants. A prime example is Regina, Saskatchewan's warehouse district. Once the distribution center for western Canada, the area is now

home to a unique mix of manufacturing, distribution, shops, condominiums and other businesses.

Unlike older warehouse districts that centered around rivers and rail corridors, industrial parks of the later 20th and early 21st centuries are located close to highway interchanges. While many also have rail service, others do not. Today's modern warehouses offer more than just storage and distribution. Many provide logistics, fulfillment and light manufacturing services. And, given the current trend of just-in-time production schedules, a warehouse often operates 24 hours a day. These low slung, utilitarian structures are designed to serve a functional rather than aesthetic purpose, but are often landscaped and painted to blend in with their surroundings.

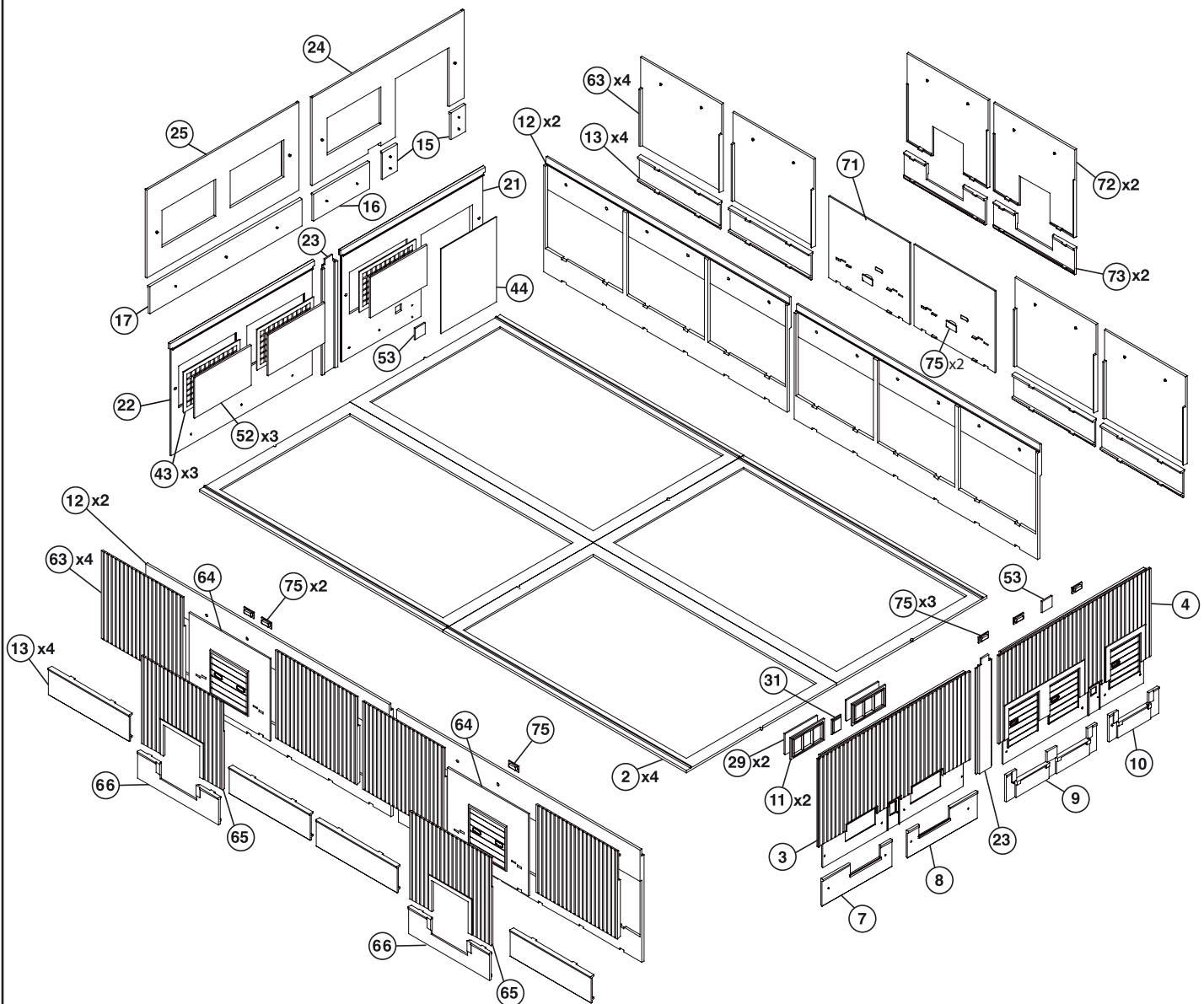
On Your Layout

Modern warehouses like this can be found almost everywhere along the tracks, making Lakeville Warehousing a great addition to any industrial park. The versatility of this model makes it ideal for any warehousing operation on your modern-era layout and it's a great way to show off your freight cars. If you're modeling a particular industry such as a paper mill, the warehouse can serve as temporary storage for newsprint, stationery, paper towels and whatever else your paper company produces.

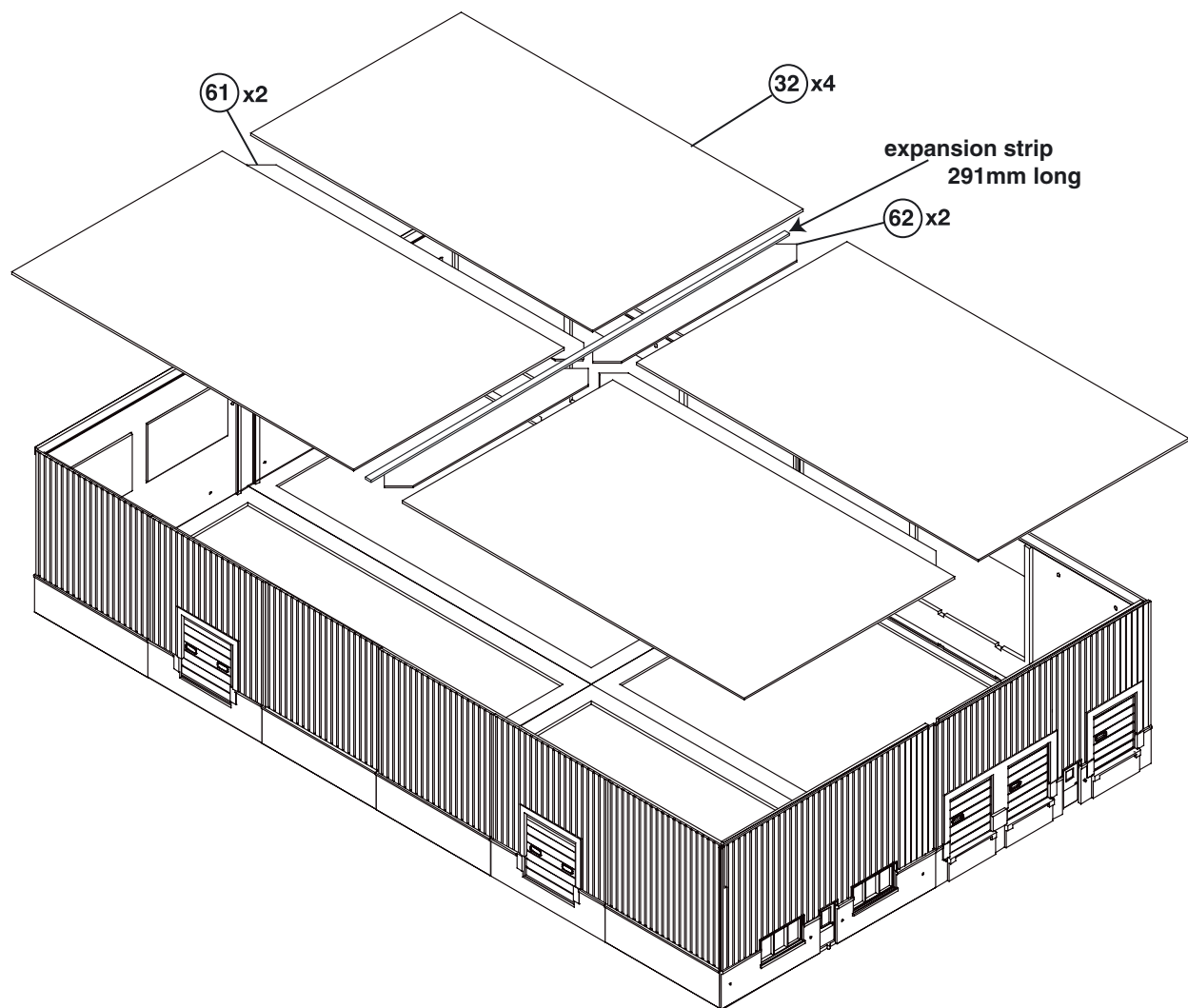
Bring life to your scene by parking 45/102 Stoughton® trailers (933-1400 series) and 53' Stoughton® van trailers (933-1450 series) at the streetside loading docks. And complete the scene with details such as wall-mounted lamps (933-1094) and utility poles (433-1621), each sold separately.

For additional figures, vehicle and accessories to set the scene, see your dealer, check out the latest Walthers HO Scale Model Railroad Reference book or visit our Web site at waltherscornerstone.com for more ideas.

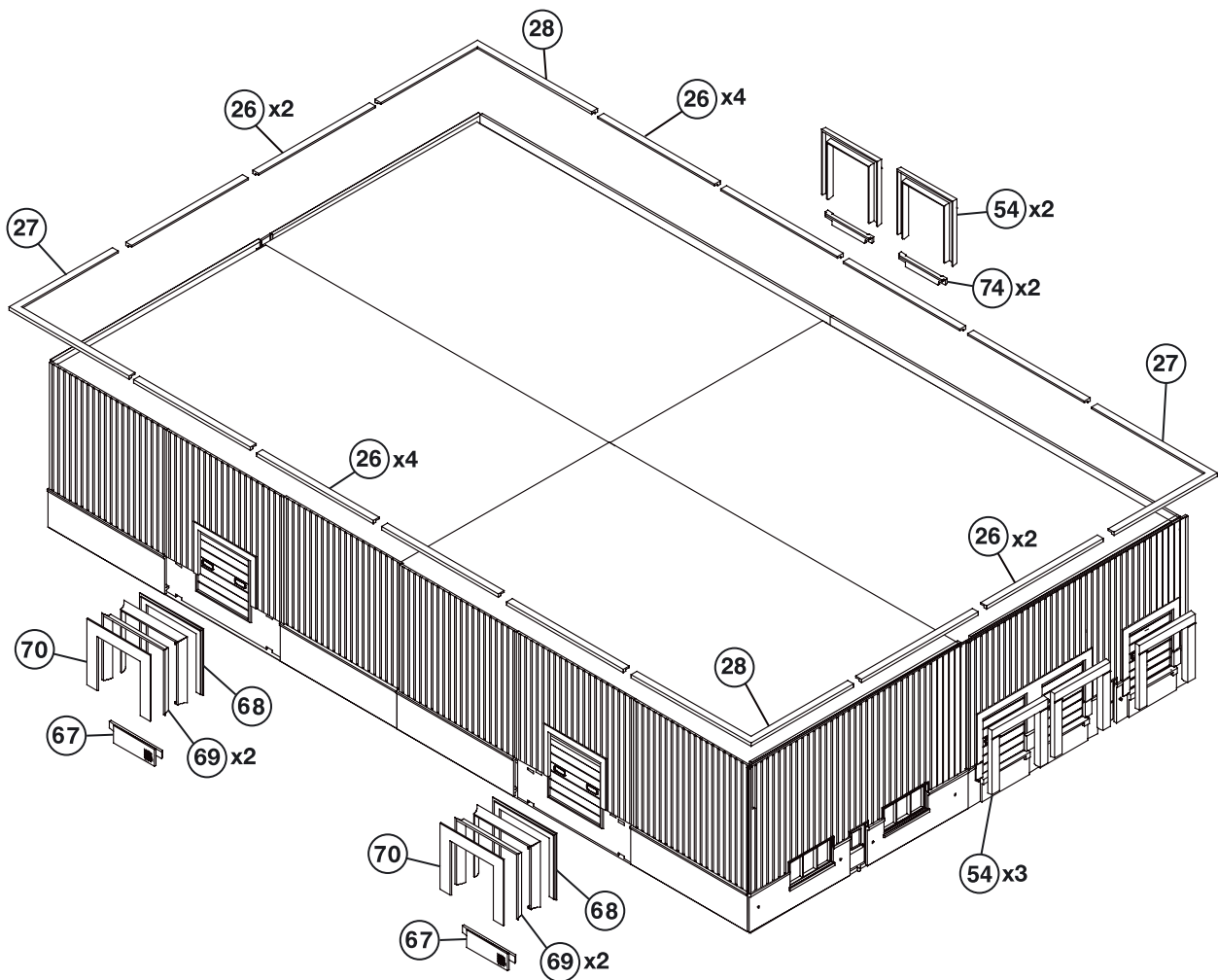
Lakeville Warehousing is flexible in design because of its modular wall construction. It can be built smaller by only using some of the components, or larger by combining additional kits. Wall segments with different loading doors, windows and solid panels are interchangeable and can be arranged to fit your needs. Build the kit per the instructions, or take a few moments to study and rearrange the parts to create a new design.



1. Begin construction by gluing all the foundation plates (2) to each other. Make sure the locating ridges on the plate line up as shown. Once dry, use a sharp knife to remove the 2 alignment nubs that protrude from the foundation. These will interfere with the final wall assembly if left in place.
2. Take a moment to locate the front and back sides of wall support 12. Properly positioned, the rectangular notches are at the bottom and the back side has a locating ridge across the top to support the roof. Once oriented, glue the two panels together. Using the alignment tabs to aid placement, begin by adding panels for the large door (64) or small door (71) to the inner wall support where shown. Four large doors and two small doors are provided, so you can easily customize your model. Place corrugated panels (63, 65 or 72) as shown, along with the lower brick panels (13, 66 and 73). Check the fit, and when satisfied, glue the panels in place as a set. Secure “glass” (75) to the back of each door with just a small amount of glue. Note: Door “glass” #30 and #75 are the same. They are interchangeable.
3. Place end walls 3 and 4 face down on the work bench, making sure they join together with no gaps and are flush along the bottom edge. Glue splice plate (23) to the back side of both parts to permanently join them. Add lower brick panels (7, 8, 9 and 10) to the front as illustrated. Glue the windows (11) and “glass” (29, 31, 53, 75) in place.
4. Inner end wall supports (21, 22) have a ridge on one side to support the roof. With the ridge facing up on both pieces, slide splice plate (23) into position between them. When satisfied with the alignment, glue all three pieces together. Dry fit the corrugated wall panels (24, 25) into position using the pins as a guide. Use panel 24 to align 25 properly. Add brick panels (15, 16 and 17) and when satisfied with the fit glue them in place. Finish up by adding windows (11, 43), roll-up door (44) and “glass” (52, 53) from the inside.
5. Glue the four finished walls to the base completed in step 1.



6. Be sure to remove any flash or burrs from the edges on roof panels (32) with a sharp knife or sandpaper. Glue one lengthwise splice support (61) onto the underside of two panels (32) first. Then glue the two horizontal splice supports (62) to the bottom of these. Cut the provided expansion strip to a length of 291mm and glue it in the middle of the roof panels, on the splice supports, as shown. Next glue the other lengthwise support (61) to the bottoms of the remaining panels (32) and finish gluing the roof together. When satisfied with the fit, glue the roof onto the ledges on the inside of the walls.



7. For the small doors, add drop step (74) and weather seal (54) in place. Note: the small doors on the end of the structure will only require weather seal (54). For the large doors, add drop plate (67) to the brick wall. With the locating ridge facing the structure, glue mounting flange (68) to the wall. Glue two weather bellows (69) together and then to the striker plate (70). Glue this assembly to the mounting flange (68) as shown.

8. Finish by gluing the corner caps (27, 28) and then the straight caps (26) to wall tops as illustrated.

SIGNS

To mount signs, simply cut the desired name and, using a small drop of white glue on the back, glue it in place.