DAPOL

00/H0 TRACKSIDE MODEL
C62 : PRAIRIE - B.R.

Made in Wales using recycled plastic

Not suitable for children under 10 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.

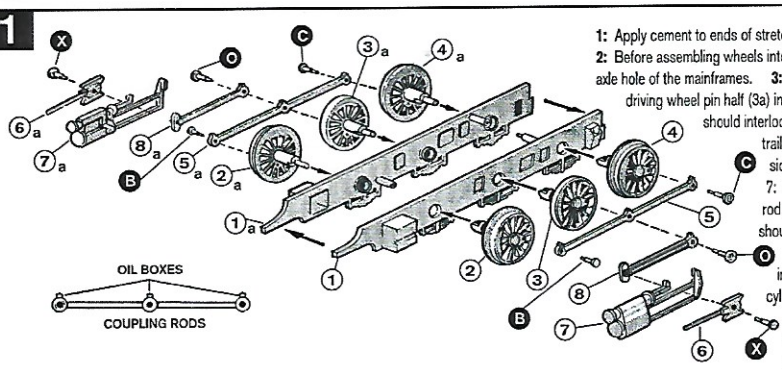
ASSEMBLY INSTRUCTIONS: It is recommended that the instructions and exploded view are studied and that the assembly is practised before cementing together.
Certain parts may need to be trimmed and may best be painted before cementing.

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



1: Apply cement to ends of stretcher pins inside left-hand mainframe (1) and press into corresponding holes on right-hand mainframe (2). **2:** Before assembling wheels into frame, note that the pair of driving wheels without flanges should only be assembled into the centre axle hole of the mainframes. **3:** Insert flangeless driving wheel socket half (3) into centre axle hole of mainframe; repeat with flangeless driving wheel pin half (3a) into other side of mainframe. **4:** Cement pin on axle and press together. Note that 'D' shaped axles should interlock. Check that wheels rotate freely. **5:** Insert driving wheel socket halves (2 & 4) into leading and trailing axle holes of mainframe and repeat with corresponding driving wheel pin halves (2a & 4a) into other side of mainframe. **6:** Cement pins on axles and press halves together and check wheels rotate freely. 7: Apply drop of cement into hole of leading driving wheel and place recessed hole in left-hand coupling rod (5) over cemented hole in driving wheel. Note that recess in box is to outside and boxes upwards. Push shoulder of pin (B) though hole in coupling rod and press into cemented hole. Head of pin should be flush with outside of coupling rod. **8:** Repeat procedure for opposite side using part 5a. **9:** Place crosshead (6) into position between slide bars of left-hand cylinder (7) and note that the crosshead engages in slot of cylinder end cover. **10:** Apply cement to hole at 'T' end of connecting rod (8). Place cemented hole behind slide bars in line with crosshead and note that flutes are to the outside and oil box top at opposite end is to the top. Insert pin 'X' through hole in crosshead and into cemented hole of connecting rod. **11:** Repeat operation for opposite side. **12:** Apply cement to face of cylinder block on left side of mainframe and note that cement must not touch piston groove on cylinder block. **13:** Press cylinder together with crosshead and connecting rod into position on left-hand side of mainframe. Note that the top face of bracket on rear end of slide bars is level with the top edge of mainframe. **14:** Repeat operations 12 & 13 for opposite side. **15:** Apply cement to the crank pin hole in centre driving wheel and push long shouldered pin (O) through large hole at end of connecting rod and centre hole of coupling rod and press into cemented hole; repeat for opposite side. **16:** Apply cement to the crank pin holes of trailing driving wheels and push pin (C) through remaining hole of coupling rod and press into cemented hole before repeating for opposite side. Check that wheels rotate freely.

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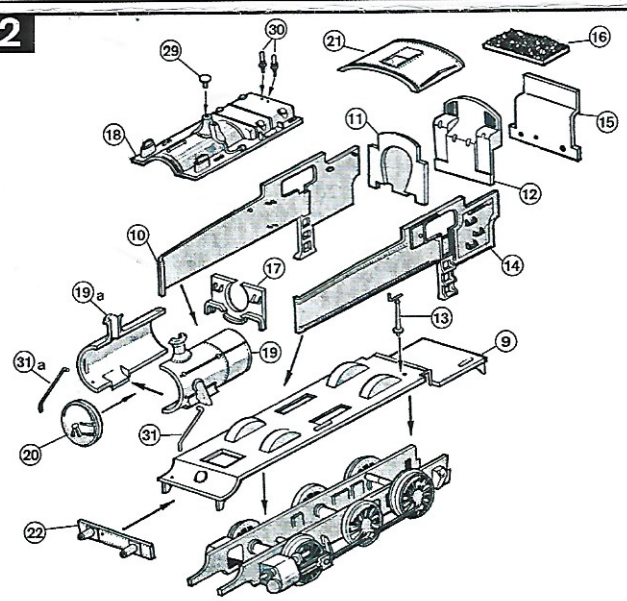
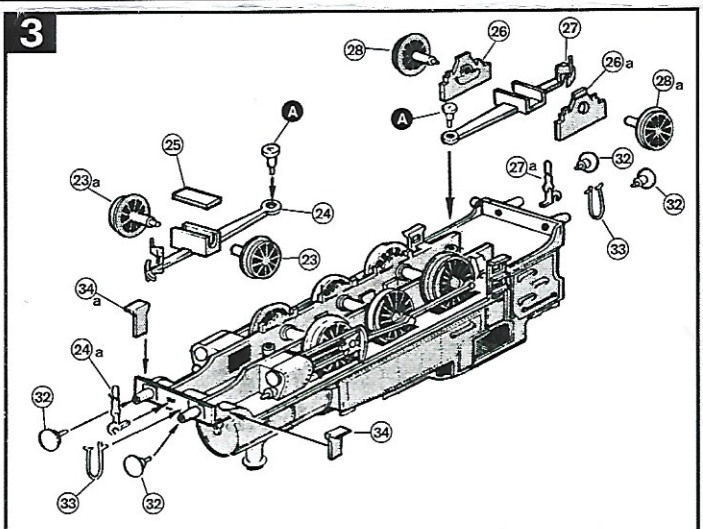


17: Cement top edge of mainframes and slide bar brackets and press into location under footplate (9). Note that location ribs at front centre & rear of underside of footplate fit inside mainframes and top edges of slide bar brackets locate into cut outs at edges of footplate valance. **18:** Cement bottom edge of right-hand cab and tank side (10) and press into position on top of footplate. Note that steps fit into cut-out on side of footplate. **19:** Cement right hand cab and bottom edges of cab front (11) and press together between locating pins on cab sides and footplate assembly. **20:** Locate and cement right-hand and bottom edges of cab back (12) to cab side and behind and against locating rib on footplate. **21:** Cement handbrake (13) into locating hole in footplate on cab floor. **22:** Cement left-hand edges of cab front and back and bottom edges of left-hand cab and tank side (14) and position on footplate. Note that steps fit into cut-out on side of footplate. **23:** Apply cement to rear edge of footplate and to side edges of bunker back (15) and press into position between bunker sides and completed bunker flush at top. **24:** Locate and cement coal (16) to locating pins on cab sides between cab and bunker back. **25:** Locate and cement tank front (17) to footplate and between tank sides with two bottom cut-outs fitting over splashers. **26:** Apply cement to side edges of tank top (18) and press into position on locating pins between tank sides. **27:** Locate and cement two halves of boiler and smoke box together (19 & 19a). **28:** Locate and cement smoke box front to front of boiler and smoke box assembly (20). **29:** Position and cement boiler and smoke box assembly to footplate and tank front lug on base of assembly fitting into cut-out in footplate. **30:** Locate and cement cab roof (21) to cab sliding plate on cab roof to rear. **31:** Locate and cement front buffer beam to footplate and mainframes. **32:** Cement locating pin on safety valve top to locating hole in safety valve casing. **33:** Cement whistles into holes at rear of tank top. **34:** Cement angled ends of boiler stays (31 & 31a) into locating holes on either side of smoke box and with other ends in locating holes at front of footplate.

3



35: Cement leading bogie wheel halves together. Note that bogie wheel pin halves (23) fit into bogie wheel socket halves (23a). Check that wheels run true. **36:** Place bogie wheel assembly into axle groove of leading pony truck (24) DO NOT CEMENT. **37:** Cement leading bogie wheel retaining plate (25) to top edges of leading bogie axle box. Check that wheels rotate freely. **38:** Apply cement to locating ribs on inside face of rear pony truck frames (26) and press into position on either side of rear pony truck. Note that the top edges of pony truck side frames and pony truck are stamped with letter 'T' (27). **39:** Push trailing bogie wheel pin half (28) through axle hole in rear pony truck side frame. Repeat on opposite side with bogie wheel socket half (28a) . Apply cement to pin and press two halves together. Check that wheels run freely. 40: Mount leading pony truck assembly to locomotive by means of pivot pin (A). Apply cement to hole in pivot pin housing on underside of front end of footplate. Push pin (A) through round hole at the pivot end of leading pony truck and press into cemented hole. Note that the pin on the coupling on opposite end of pony truck is pointing downwards. 41: Repeat operation 40 with trailing pony truck at rear end of locomotive. 42: If non-working couplings (24a & 27a) have been selected then cement the locating lugs into central locating slots in front and rear buffer beams. 43: Cement buffer heads (32) into locating holes in buffer stocks on front and rear buffer beams. 44: Cement vacuum pipes (33) to round locating holes in front and rear buffer beams. 45: Cement front steps (34 & 34a) to opposite sides of footplate and inside of valance.

TRANSFERS: Cut the transfers into the appropriate pieces. Gently float in warm water until the two parts separate. Using the end of a small paintbrush, select the transfer and apply to the painted body. Pat down with a paper cloth to absorb any excess water and leave to dry for a least one hour. Please note that the British Rail 'Totem' emblems BOTH face the front of the locomotive.