



HO Structure Kit REA TRANSFER BUILDING AND FREIGHT HOUSE 933-3095

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

As America's railroads grew and prospered in the 1830s, a new enterprise would soon become a major part of their business. When First Express Company began operation between New York City and Providence, Rhode Island in 1839, a courier hand-delivered each package, traveling by sailing ship, stagecoach and railroad. The business soon reached a point where one person couldn't carry everything, so the company secured the use of a rail car from the Providence and Boston. This set the pattern for the express business for the next 100 years.

As the population moved inland, stagecoach lines and railroads became the best way to travel. Folks out west needed just about everything sent from the east, fueling the growth of many regional express companies. When the US entered World War One in 1917, the remaining express companies came under control of the United States Railroad Administration (USRA). Operations were combined and streamlined to increase efficiency and the service was named American Railway Express. When government control ended in 1920, the railroads asked that American Railway Express be allowed to continue. While the government agreed, they really wanted the railroads to operate it. This became a reality in early 1929, when 69 railroads created the Railway Express Agency (REA).

Railroads were the best all-weather, long-distance transportation system available and REA became THE way to ship virtually anything. Packages were collected daily from outlying stations by local trains or trucks and routed to larger facilities. There, individual items were consolidated into single-car shipments heading for the same region. Customers could also specify different levels of service, paying extra for faster delivery when needed.

Most express shipments moved in baggage cars (some railway post office cars as well as gas-electrics, interurbans and streetcars also had baggage/express compartments) owned by the railroad but with small "Railway Express Agency" lettering. When possible, entire cars were loaded for a single destination and sealed. A car might be partially loaded to make deliveries enroute and would be accompanied by a messenger to provide security. In later years, messenger cars fitted with a seat, heater and toilet were used. These were visually identical to standard baggage cars, but were typically marked with a small star emblem.

Some larger roads also ran "express" trains that operated like local wayfreights. These trains stopped at larger towns to set out and pick up baggage/express and storage mail cars. (Storage mail consisted of sealed pouches and was not sorted enroute, and the cars were also virtually identical to baggage cars but lettered for mail service.) While not a fast way to travel, some of these trains carried a combine or coach to handle those few passengers willing to brave the trip in the dead of night. Some were run with a caboose if lots of switching and backing was required.

Urgent shipments typically went on premiere or "name" trains. Space was limited and timing critical, as the car had to be ready for the train well before departure time. This simplified and accelerated express operations at the main passenger terminal, as only small or last minute items had to be loaded.

Railway Express also offered specialized freight services using cars fitted with high speed trucks and steam and signal lines for use on passenger trains. This included express reefers that handled highly perishable loads like strawberries and fish, as well as express box cars which carried smaller on-line express shipments.

While nearly every station large or small on a railroad doubled as an office for the REA, city transfer terminals were the pivot point of operations. Typically built as close to the departure tracks of the major passenger stations as possible, each railroad serving the city would operate its own REA terminal, or share a facility with other nearby lines.

The first floor was basically an enclosed loading dock. Workers would unload incoming cars, checkers would inspect the items and paperwork, sorters would stack items heading to the same destination and other workmen would move these to the appropriate spot for reloading using all sorts of freight handling

equipment. At the same time on the opposite side of the building, the same type of work was being done to get loads to and from waiting trucks. While many were part of the familiar green and red REA fleet, others belonged to private cartage companies and large industrial and commercial customers who handled their own pickups and deliveries.

Each and every package coming in or leaving was handled as an individual shipment. In an age before computers, keeping track of the paper work and billing was a monumental job. Armies of clerks occupied offices on the upper floors. Others handled the complex day-to-day scheduling of trucks and railroad equipment.

As a result of all the hands-on operation, many of these facilities were open around the clock. This also kept items moving in tune with the schedules of the railroads, for packages had to be sorted, processed and reloaded by a set time each day in order to be on the trains. This also allowed packages to be ready for pickup at certain times, allowing an extra measure of service for larger customers.

While REA was a good system (and was really the model for today's intermodal parcel delivery services), declining passenger traffic forced railroads to reduce or discontinue service. Fewer trains and slower schedules meant longer express delivery times and customers soon turned to trucking companies and airlines. Although REA ended operations in 1975, some transfer terminals survived under new ownership. The size and layout of the building, as well as its location near the busy commercial and industrial parts of town made the facilities ideal for use by small trucking companies and local freight forwarders. A few survive today in that role.

ON YOUR LAYOUT

Based on an actual REA transfer terminal in Jersey City, New Jersey, your new model is typical of facilities in medium-sized cities. Additional kits can be combined if a larger building is needed. When completed, your new model is an ideal way to expand operation on your layout and fits the steam-, transition- and diesel-eras. All types of express cars were moved in and out during the day on fairly tight schedules, so a switch crew will have plenty of work here. Like the prototype, you can also share the facility so cars from two or more lines can be used.

Transfer facilities were built as close to the main passenger terminals as space would allow and this can be modeled using the Union Station (933-3094) and Butterfly Style Platform Shelters (933-3175). If space is limited, these buildings and some staging tracks will allow you to create a unique switching layout with lots of interesting operation and equipment in a fairly small area.

Baggage cars will be critical to your new express business and can easily be modeled with Walthers Budd 73' Baggage Cars (932-6400 series). These fully assembled models are typical of cars in operation from the 1940s to the present. And since most railroads continued to use heavyweight and streamlined baggage cars until the end of the express business, you can easily mix and match equipment.

A pioneer in the movement of refrigerated loads over long distances, big city terminals would often see REA Express Reefers waiting to be unloaded. While empty cars might carry other types of refrigerated cargo on the return trip, they were sometimes reloaded with packages to avoid returning empty. Walthers ready to run 50' Railway Express Agency Riveted Steel Express Reefer (932-6240 series) is based on prototype cars delivered in the late 50s and will add color to any scene.

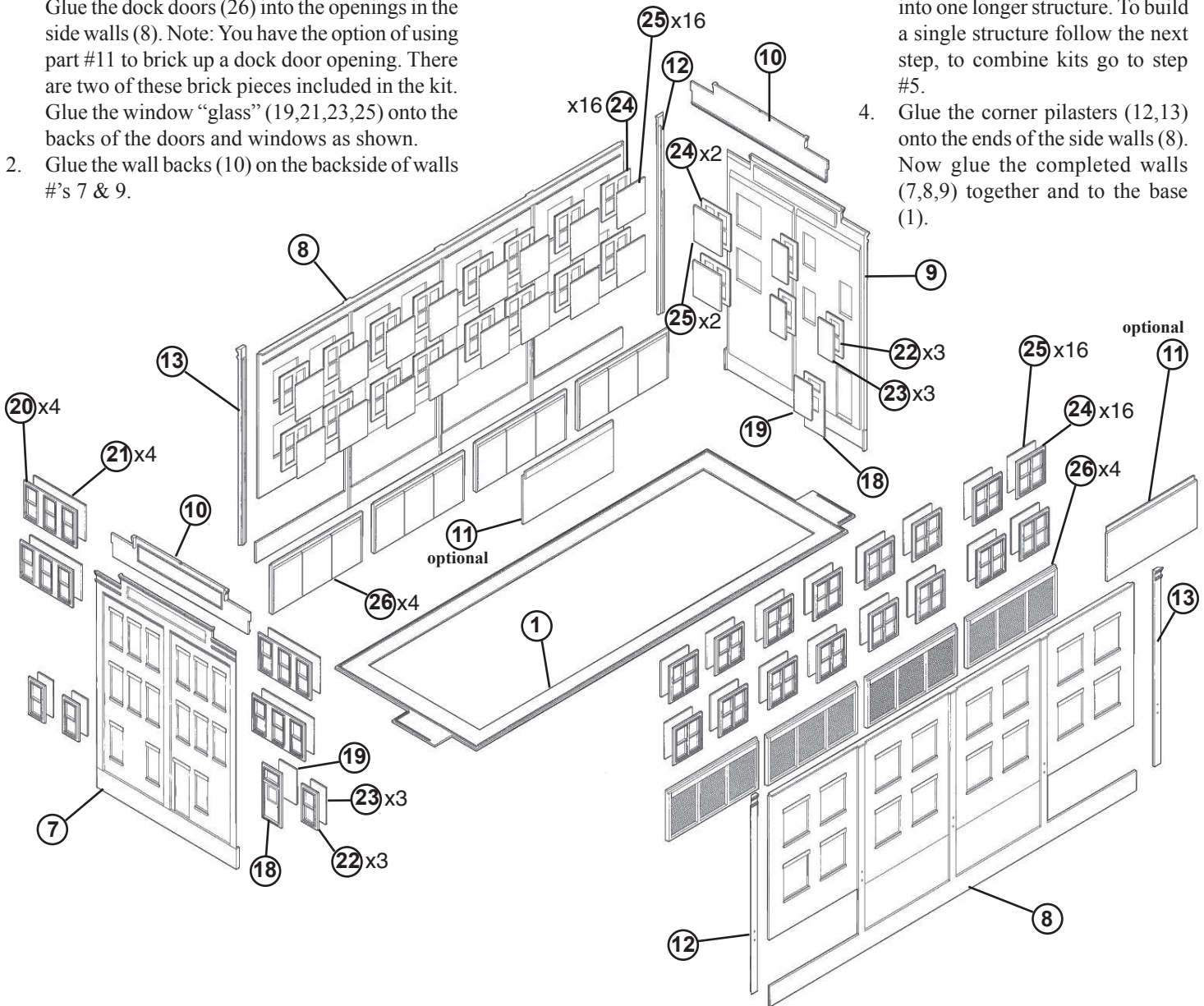
REA operated a wide range of trucks, ranging from small local delivery vehicles to semi trailers. Many different kits and assembled models are available separately to detail the dock and street.

Since these facilities ran nonstop, you can bring the scene to life with a variety of figures. And during its long history, REA routinely handled shipments of just about any size, from tiny parcels to automobiles. These can be modeled using any of the boxes, crates and other superdetails available separately.

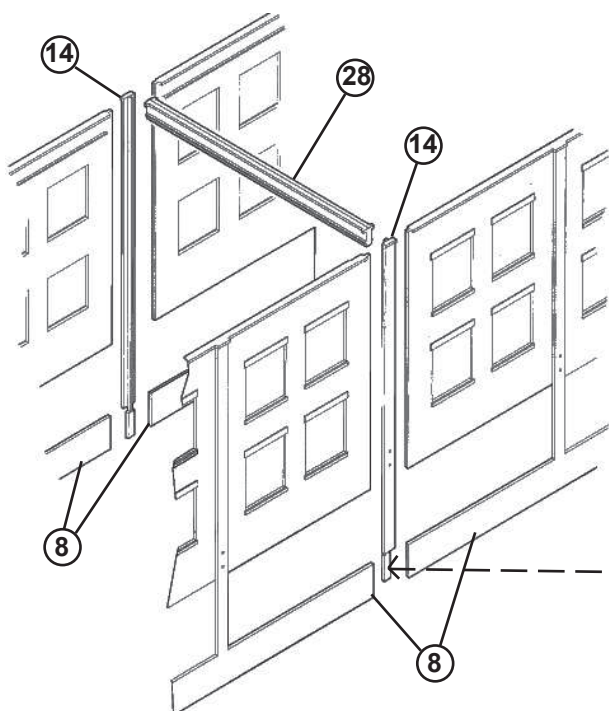
For additional ideas to complete your new model see your hobby dealer, check out Walthers web-site at www.waltherscornerstone.com or the latest Walthers HO Scale Model Railroad Reference Book.

1. Glue the windows (20,22,24) into their respective openings in the walls (7,8,9). Glue the small doors (18) into the openings on walls #'s 7 & 9. Glue the dock doors (26) into the openings in the side walls (8). Note: You have the option of using part #11 to brick up a dock door opening. There are two of these brick pieces included in the kit. Glue the window "glass" (19,21,23,25) onto the backs of the doors and windows as shown.
2. Glue the wall backs (10) on the backside of walls #'s 7 & 9.

3. You have the option of building one structure, as found in this kit, or combining two or more kits into one longer structure. To build a single structure follow the next step, to combine kits go to step #5.
4. Glue the corner pilasters (12,13) onto the ends of the side walls (8). Now glue the completed walls (7,8,9) together and to the base (1).

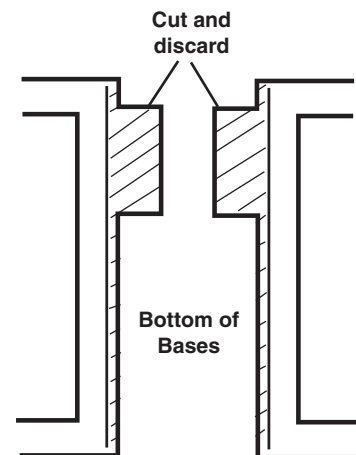


COMBINING TWO OR MORE KITS

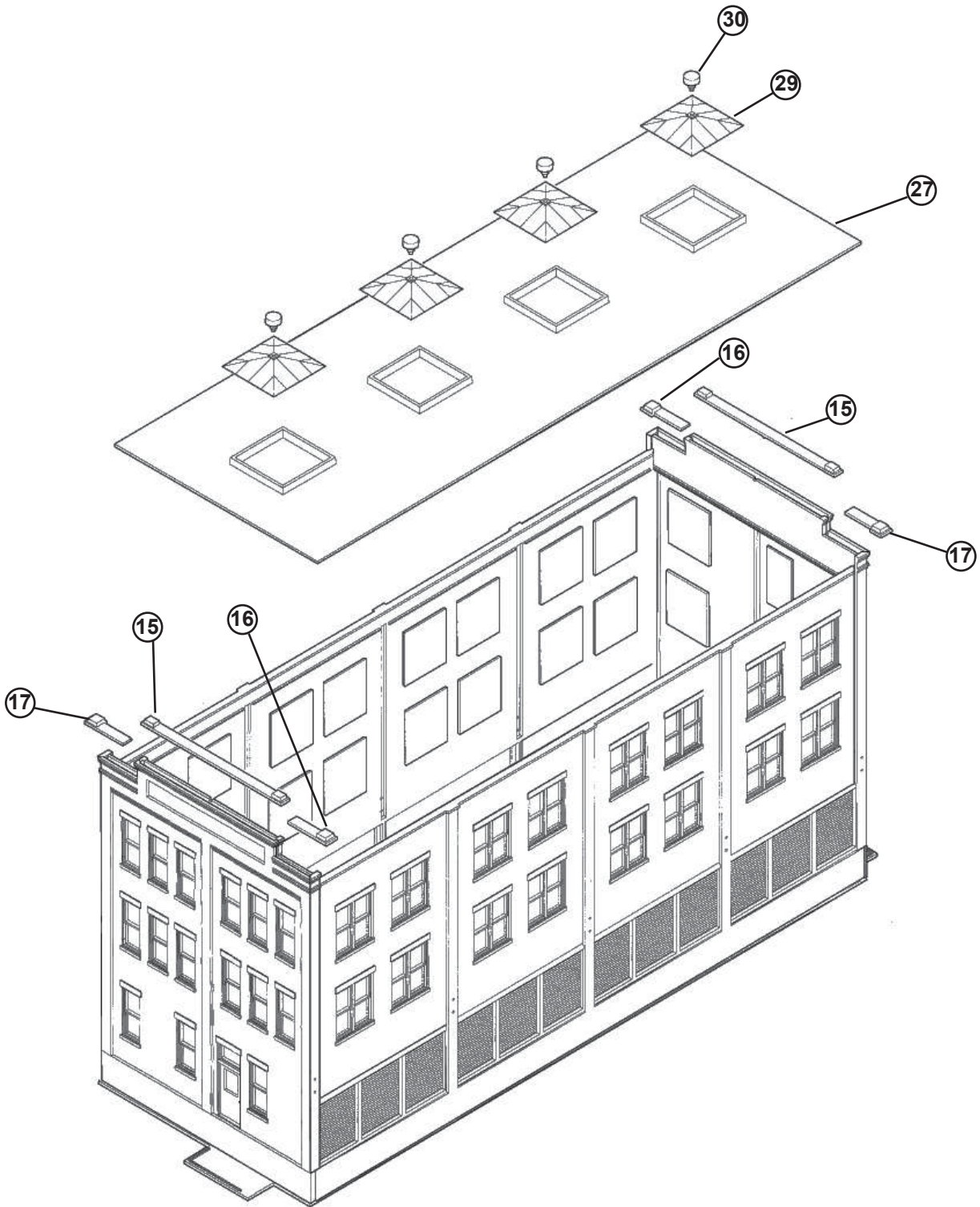


5. Glue the middle pilaster (14) between the two side walls (8) that you are combining. Next cut off the ends of the bases (1) that will be glued together. Follow the groove that is found on the underside of the base. Remember, you only have to cut off the ends that will be glued together. Glue the bases together and then glue on the walls. Glue the fire wall (28) on top of the roofs. This will fill the gap between the roof pieces.

NOTE: The bottom part of #14 goes behind the side walls.

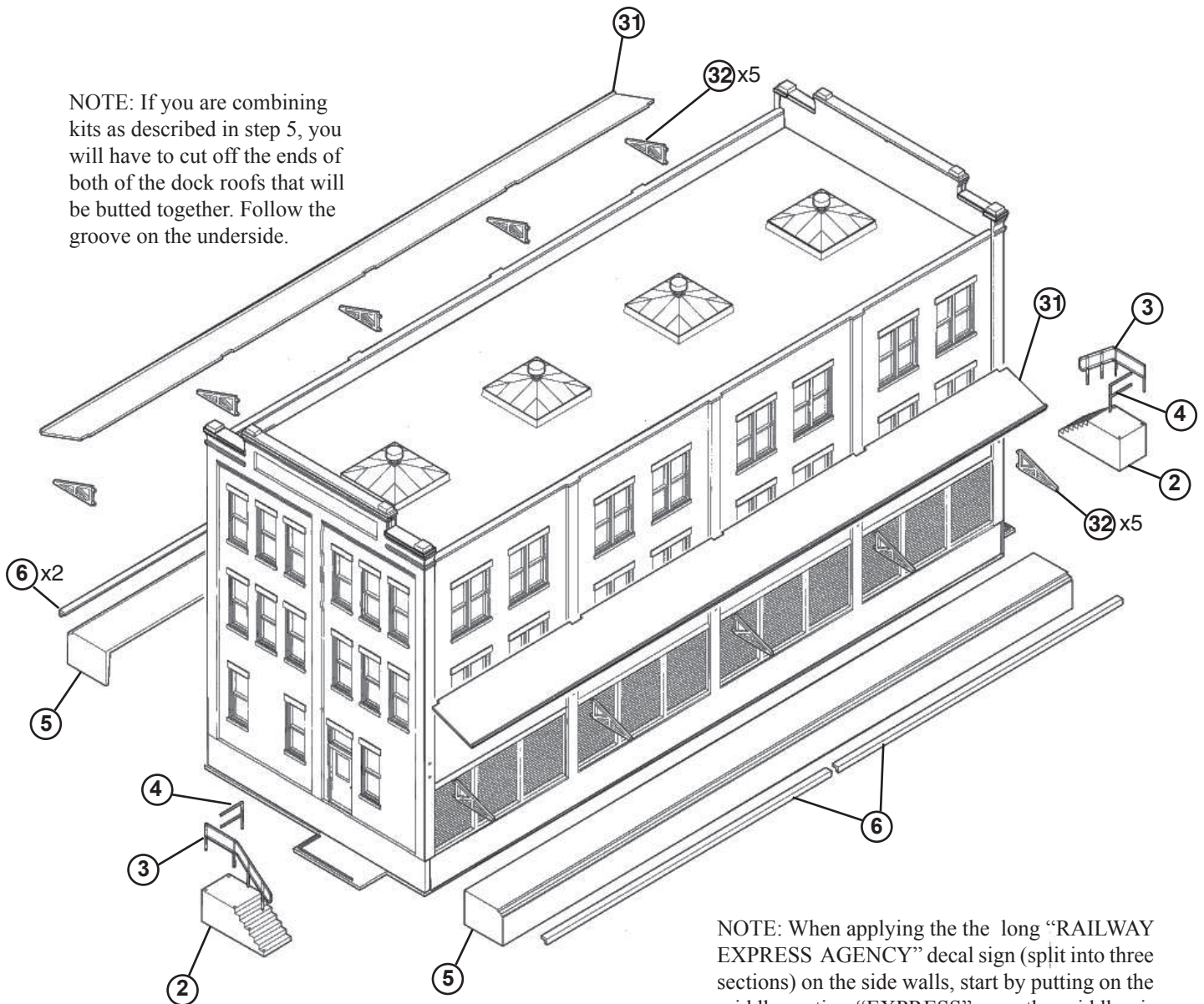


6. Glue the wall caps (15,16,17) on.
7. Glue the roof (27) in place.
8. Glue the vents (30) to the tops of the skylights (29) and then glue the skylights in position on the roof.



9. Glue the roof brackets (32) into the holes in the side walls. Next glue the dock roofs (31) onto the brackets and the side walls.
10. Glue the dock bumpers (6) onto the front edge of the docks (5) and then glue the docks to the side walls, under the doors.
11. Glue the railings (3,4) in place on the steps (2) and then the steps onto the pads of the base under the doors on the end walls.

NOTE: If you are combining kits as described in step 5, you will have to cut off the ends of both of the dock roofs that will be butted together. Follow the groove on the underside.



NOTE: When applying the the long "RAILWAY EXPRESS AGENCY" decal sign (split into three sections) on the side walls, start by putting on the middle section "EXPRESS" over the middle pilaster on the wall with the "P" and "R" straddling the pilaster. Then add the end pieces, overlapping them on the middle section with the "A" in "WAY" on the pilaster to the left and the "A" in "AGENCY" on the pilaster to the right.

DECALING

1. After cutting out the decal, dip in water for 10 seconds, remove and let stand for 1 minute. Slide decal onto surface, position and then blot off any excess water.
2. Lightly brush on Micro Sol® on top. This will soften the decal allowing it to conform to irregular surfaces. DO NOT TOUCH DECAL while wet!
3. When the decal is thoroughly dry, check for any trapped air bubbles. Prick them with the point of a small pin or hobby knife blade and apply more Micro Sol®.