N ALCO RS-3 DIESEL LOCO
JAPAN

FIG. 1
Exploded Loco Assembly

Mr. Roundhouse Superintendent:
The Atlas Alco RS-3 Diesel has been carefully
assembled and tested before leaving the factory.
It will provide virtually maintenance-free service;
however, normal wear from extended usage
may necessitate occasional replacement of
lamps and motor brushes.

Major disassembly should rarely be necessary
and is not recommended for the novice. Only
a person experienced in the repair of mini-
ture locomotives should attempt dismantling
the model as shown in the exploded perspec-
tive drawings and described in this text.

IMPORTANT!
Before attempting any disassembly, all the
instructions should be carefully read and the
exploded perspectives studied thoroughly in
order to become familiar with the several latch
locations which are identified in the drawings
in a bold italic typeface in LATCH.

Also, it is not necessary to completely dis-
mantle the Chassis in order to remove or
replace the TRUCKS. See "Truck Replacement" on
reverse side.

BODY Removal
1) Disengage handrails from holes in cab
   walls.
2) Remove Cab by gently pressing against its
   rearwall and, simultaneously, gently wiggling the
cab sideways. This will release the rear cab latch
   allowing cab to be lifted far enough to release
   cab front latch bars.
3) Remove loco body as follows: Notice that
   removing cab discloses a small, square hole in
   the body sidewall on each side. These holes
   engage a small tab, or boss, on the side of the
   mainframe castings. Use a jeweler’s screw-
   driver, or the like, to very gently lever the body
   upward only enough to allow the battery
   boxes to clear the boxlike protuberance on the
   mainframe sidewalls. Now, slide the body shell
   very slightly forward to release the U-shaped
   body latch at the bottom of the frontwall. The
   body can now be lifted away. Also, the
   Rail/Running Board Unit can now be
   removed.

CHASSIS Disassembly
1) Remove both Headlight Circuit Boards by
   sliding them away from the mainframe castings.
2) Lay the mainframe on its rightside and
   remove the screw at each end. Carefully lift
   away the Left Mainframe to expose chassis
   elements. Be careful not to lose the #420004
   Insulating Bushings separating the mainframe
   castings at each end.

FIG. 2
Exploded Truck Assembly

NOTES
A) 420001 WORM ASSEMBLY includes
   Worm, Shaft, one 420002 Housing Block, one
   420003 Bushing and Male Universal Coupling.
B) 420000 MOTOR ASSEMBLY
   includes Female Universals on shaft ends
C) Numerals in parentheses indicate
   number required per loco if more
   than one.
D) 420009 HEADLIGHT CIRCUIT BOARD
   includes built-in directional diode.

TRUCK Replacement
We recommend against attempting repairs to the
trucks. Disassembly is relatively easy but
reassembling is very difficult and requires a
great deal of skill. Usually, it is more
economical to replace a truck rather than
attempt repairing it. To remove or replace a
truck, merely loosen the mainframe nuts a
turn or two. This will provide sufficient
additional clearance between the two mainframe
castings to allow the trucks to drop out. Retighten
screws after replacing trucks. Should it be
necessary to disassemble a truck, work over a
shallow-sided box to prevent loss of parts and
proceed as follows: Use tweezers to disengage the
tiny latches at the end of the truck frame. Entire
tuck can now be disassembled.

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