



# ALW 'SUPER 63' GE 63-TON BOXCAB REBUILD

## Prototype "History"

In 1924, ALW successfully rebuilt 3 GE 63-ton boxcab electric locomotives with increased tonnage and tractive effort by replacing the original traction motors and trucks with ALW 28-ton cast frames from two ALW boxcabs. The projects were later nicknamed the "Super 63's" and the name stuck. Since the first 3 units, many railroads have requested ALW Super 63 rebuilds including the Colfax, Des Moines & Northern.

## Required Parts

1x GE 63-Ton shell

2x ALW 28-frame

1x ALW 28-ton frame bolster

1x ALW sandbox pack (any style)

2x NWSL 6'6" WB Stanton Drive

## Building Tips

1. Resin can be brittle! Drill small holes before drilling bigger holes and cut with a rotary tool & cut-off wheel.
2. CA glues are preferred, model cements will not affect the resin.

## The Shell

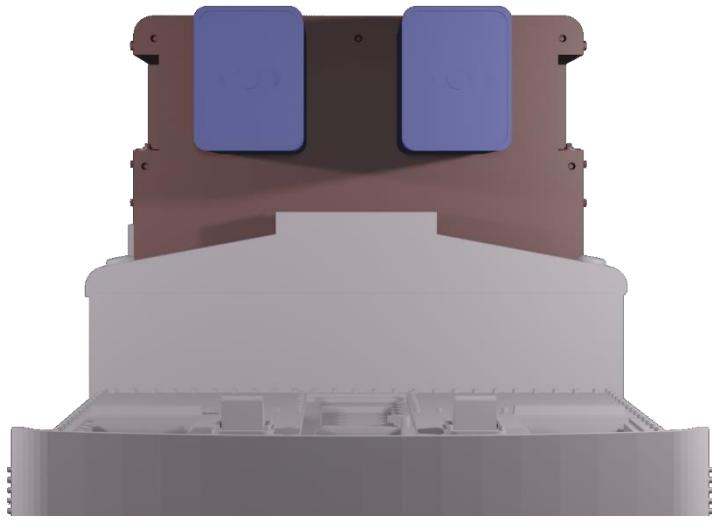
The shell will require only slight modification. While ALW typically recommends cut-off disks for cutting resin, using cutters here will be easier. On both pilots, the steps must be cut at the base directly where they attach. It is also advised to sand the underside of the pilots after removing the steps.



Cut at base

## Stanton Drives & Trucks

The ALW 28-ton frames are designed to fit over the Stanton Drives, simply with friction after being pressed into place. These large frames are now the pilots of the locomotive, similar to a Little Joe or the Oregon Electric/FDDM&S 80-ton locomotives. Tiny divots will mark where to drill for the front grab irons & railing, but don't forget to position the two sandboxes on each pilot. We suggest using CA glue to fix the sandboxes to the pilot. See the photo on the next page for positioning the sandboxes.



Sandboxes (Blue) Positioned on ALW 28-ton frame pilot (Red)

## The Frame (+Weight & Electronics)

The frame is the only component specifically designed for the Super 63 Boxcabs. Because of the filament printing process, one side may fit the drives better, so try test fitting the drives, and invert the frame to see what side fits smoother. The frame fits into the shell perfectly flush, the Stanton Drive trucks bolt on, leaving an almost flat interior above the frame. There is more than enough room to fit all electronics plus extra weight, how much extra weight is completely up to you and your requirements. There is a slot behind each of the truck mounting holes to feed the wires from each drive to your decoder of choice.

## Couplers, Extra Details

ALW recommends standard Kadee coupler boxes, which will slide into the ALW 28-Ton frames and lock in with the provided pins. Small holes can be drilled in the roof of the shell to feed wires from a pantograph or trolley pole to the electronics. ALW has a large selection of detail parts which can be used to further improve this kitbash. Resin will accept most paints, ALW recommends airbrushing a solid coat of primer before painting.