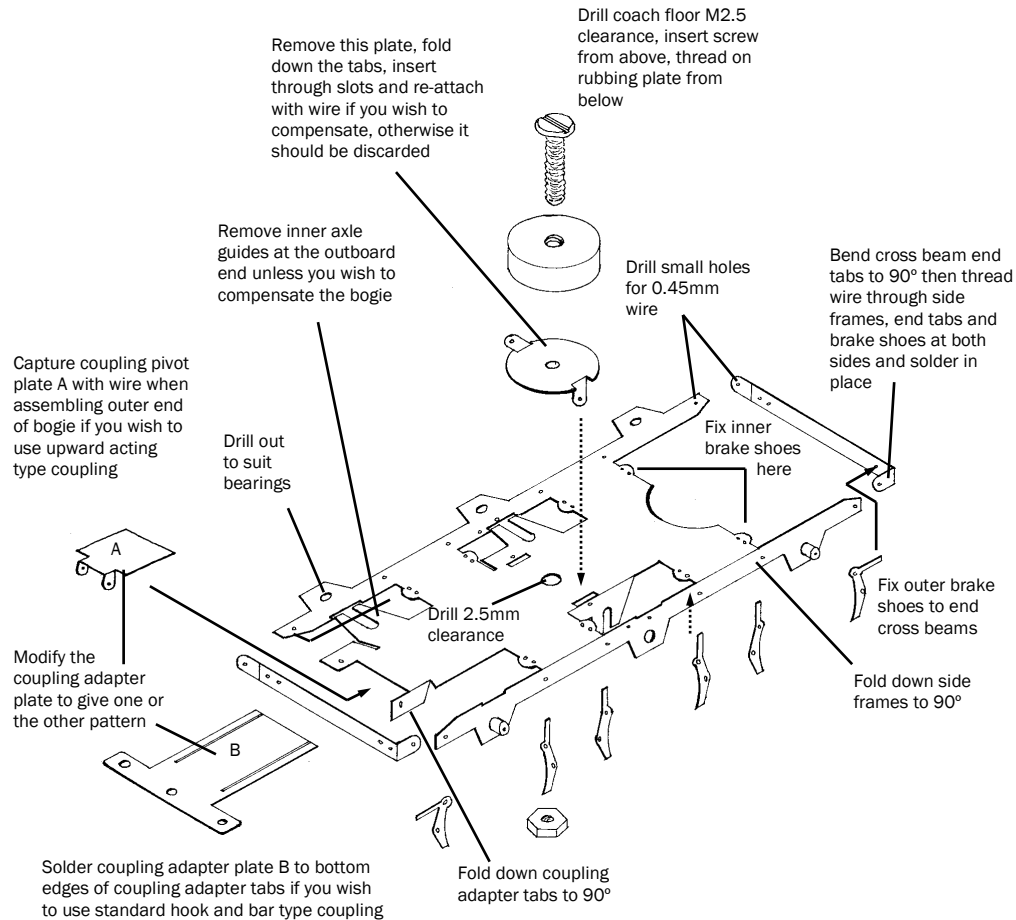


BM1 PAIR OF COACH BOGIES LMS 6-wheel

Contains etches, whitmetal cosmetic sideframes, turned brass threaded rubbing plates, nuts and screws. Wheels, bearings and 0.45mm wire are not provided.

All bends should be made with the half-etch to the inside and reinforced with a fillet of solder. Drill all holes before removing from the fret.



Assembly instructions

If you wish to compensate the bogie the circular plate can be removed, the tabs folded down and inserted into the slots and re-attached below with wire to allow some tilt along the centre axis of the coach. At the outboard end of the bogie the inner axle guides can be folded down, also the small axle centre pivot tab to allow the outer wheelset some lateral and vertical movement. If these refinements are not required the circular plate should be discarded and the axle guides at the outboard end also broken off and discarded. The axle guides for the centre wheelset can be used to allow some vertical play and also more importantly some side play to aid the bogie in getting round

sharper than scale curves. The pinpoints should be removed from the centre wheels and the axle retained with wire across the axle guide.

- 1 Drill out all holes as indicated, solder in the bearings (preferably shouldered rather than waisted) then separate the parts and make all folds.
- 2 If you wish to fit brake gear solder all brake shoes in place on the centre stretcher and the end cross beams. Note that each location has alternate fixing positions. Use the innermost for 00 and the outermost for EM or P4.
- 3 Feed a piece of 0.45mm wire through the holes at the inboard end of the side frame, through the end tab of the cross beam, through both sets of brake shoes (if fitted), then the other end tab and side frame. Solder the wire at one end only then spring the wheelset in place, apply slight side pressure and tack solder at the other side frame. Test the wheelset for free running and ensure that the wire is not in contact with the wheel flanges, bending the wire slightly to achieve clearance if necessary. Make good the solder joints.
- 4 Provision is made for mounting either proprietary 'tension lock' or 'Sprat & Winkle' type couplings. If using the latter the coupling adaptor plate should be modified to pattern A by cutting off the end with the three etched holes and bending down the tabs. Repeat the assembly of the outboard end of the bogie as above but as the wire is slid in place the adapter plate is captured between the coupling adapter tabs with the plate resting on the upper surface of the bogie stretcher.
- 5 If using 'tension lock' couplings remove the bend up tabs on the coupling adaptor to give pattern B and fix the adaptor in place, noting that the coupling adaptor tabs locate in the half-etched slots in the coupling adaptor. Check that the coupling will have sufficient reach before soldering in place.
- 6 Complete the brake gear (if fitted) by soldering wire cross shafts between each pair of brake shoes. File off any excess solder or wire from the outer faces of the etch then fix the whitmetal sideframes and spring/axlebox units in place. Fix the bolster end castings to the inside faces of the brass sideframes.
- 7 Finally fit the assembled bogie onto the underframe and retain with an M2.5 nut. This can be secured with paint or adhesive.

