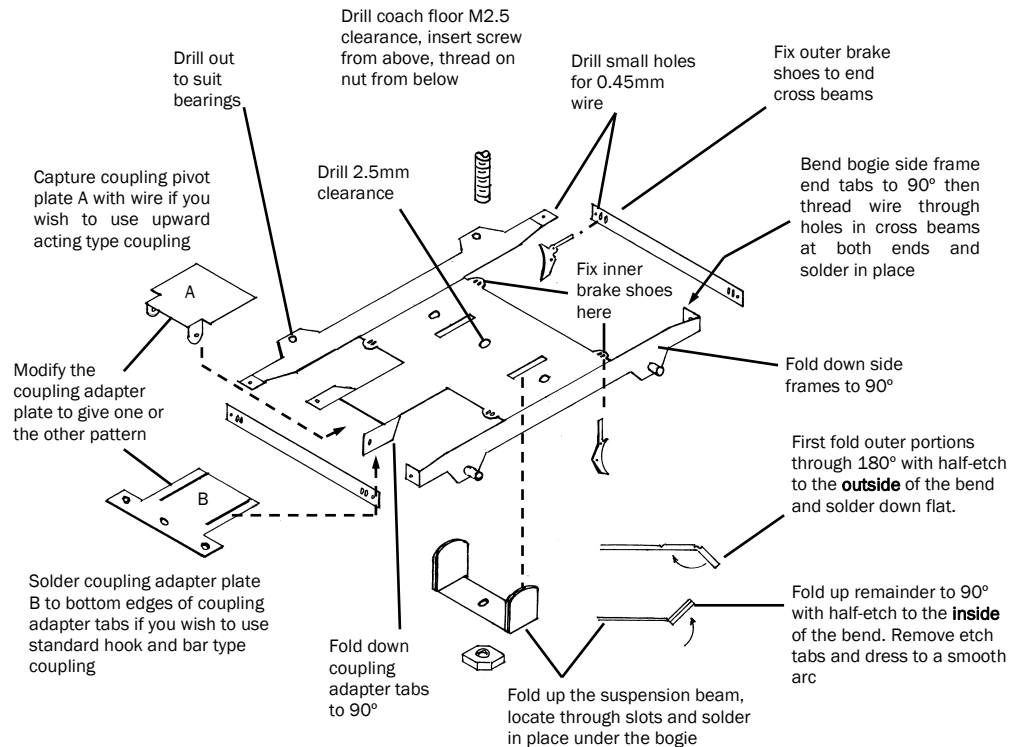


BW2 PAIR OF COACH BOGIES GWR 7'0" wheelbase plate frame

Contains etches, whitmetal cosmetic sideframes, nuts and screws. Wheels, bearings and 0.45mm wire are not provided.

Unless stated otherwise 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

The bogie can be assembled with or without springing. The standard version is assembled from the parts contained in this pack. If you prefer to spring the bogie you will need a springing pack code C57.

- 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 OO and the outermost for EM or P4.
- 3 For a sprung bogie follow the instructions in the springing pack for assembly of the additional parts. For a standard bogie use the central suspension beam supplied on the main etch. Fold the pieces at the extreme

ends back on themselves 180° with the half-etch to the **outside** of the fold and solder down flat against the outer face of the suspension beam. Dress the ends to remove the remains of the tabs and any etch cusp to give a smooth arc. This will ensure that the bogie will rotate and pivot smoothly against the underside of the coach floor. Make the remaining folds and insert from underneath through the slots in the main stretcher, then temporarily fix in place using the M2.5 screw and nut supplied. Tack solder in place, remove the fixing screw and nut and make good the solder joint.

- 4 Check that you have the cross beam the right way up, then locate it onto the folded tabs on the side frames with 0.45mm wire and solder at one side. Spring the wheelset in place, apply slight side pressure and tack solder the cross beam to the other side frame. Test the wheelset for free running. Make good the solder joints then repeat for the other end of the bogie.
- 5 Provision is made for mounting either proprietary 'tension lock' or 'Sprat & Winkle' type counterweighted upward acting 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. The adapter plate is captured between the coupling adapter tabs with the plate resting on the upper surface of the bogie stretcher.
- 6 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.
- 7 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 in place. Fix the volute spring castings to the underside faces of the transverse bolsters. Note that if you are springing the bogie then these parts might need to be filed back so that they will fit in place without impeding the action of the springing plate. Fit a step casting to the outer corners of each bogie.
- 8 Finally fit the assembled bogie onto the underframe and retain with an M2.5 nut. This can be secured with paint or adhesive.

