

## LF20 Frames for GWR Large Prairie 2-6-2Ts

Components required to construct a complete chassis:

Motion set LM20 Cylinders LC2  
Pony truck LS2 Trailing truck LS2  
Crossheads LS8  
6 Markits 5'8" 18 spoke drivers (WH206/208)  
3 axles 6 crankpins and washers (RM2)  
1 set 12mm 10 spoke bogie wheels (WH31)  
1 set 14mm 10 spoke trailing wheels (WH33)  
Gearbox GB5/20 and Drive Extender or GB1/20  
Mashima MH1624 motor

This etch contains sideframes, balance weights, brake shoes and brake pull rods to produce a basic chassis of the correct scale dimensions and appearance which can be used as a substitute for a kit or RTR chassis. Cylinders, motion, crossheads and pony trucks to complete the chassis are all available from our range - see the panel above. A separate fret of 00 spacers is included, which can be exchanged for EM (LS10) or P4 (LS60) by returning them to us in a stamped, self-addressed envelope.

Coupling rods are included to ensure an accurate match to the axle centres, but it might well be found that those supplied on the motion etch code LM20 are also at accurate centres.

As supplied the frames are suitable for the Airfix/Dapol/Hornby RTR model, but can also be adapted for the Wills/SE Finecast kit.

We recommend the Mashima MH1624 motor with our gearbox GB5/20 and Drive Extender for this model, and can supply the latter two together with Markits driving and bogie wheels if required.

Please note that all bends should be made with the half-etched lines to the inside and reinforced with a fillet of solder.

### Assembly Instructions

1. The frames may be assembled rigid, or with sprung axles using our hornblocks and springs (code LS55). If you wish to spring the chassis cut through the spring hangers using a piercing saw and remove them together with the centre portion of etch within the hornway. The sides of the hornways are etched at 5.85mm approx. so as to ensure that any slight variations in the width of the machined grooves in the hornblocks do not result in any one of them having a loose fit within the hornway. Each hornway must be carefully dressed with a file to achieve a good sliding fit to each hornblock, which should then be marked up or placed into a labelled bag to ensure it is assembled only into the hornway to which it has been precisely matched. Take time and care over this stage, removing material slowly and from each face equally. The hornblock must drop in freely under gravity but must not show any fore and aft play which might cause the coupling rods to bind. This might sound daunting, but the patient builder will be rewarded with a chassis having superior ride, track holding and traction compared to an unsprung chassis.
2. For rigid axle assembly, carefully open out the axle bearing holes in the frames until the bearings are a close fit, ensuring the bearing flanges fit snugly against the frames. This is best done using a five sided broach. If you are using our chassis jigs (see below), DO NOT solder the bearings in place at this stage. Open out the holes for the brake cross-shafts to 0.75mm.
3. Select the appropriate frame spacers - the size and position of them will depend on the siting of the body fixings and your preferred motor/gearbox and pick-up arrangements. Our own preferences are, where possible, for a tongue and slot fixing at the front buffer beam and a single bolt fixing under the cab, together with wiper pick-ups mounted below the chassis. A suitable layout of spacers is shown (sketch 1) to suit this and two of our gearboxes and a Mashima MH1624 motor.
4. If you are springing the chassis drill out the holes at each side of the hornways and those in the separate spring etches to 0.5mm as shown in sketch 3. The frame spacers fold to right angles on the half-etched line. Solder your chosen ones to one of the frames, then assemble by clamping the other side frame to the first using the wheelsets to check alignment before soldering the second side frame. This crucial stage of the assembly can be achieved more easily and with greater accuracy by using our frame assembly jigs (code LS16 for 00, LS17 for EM and LS61 for P4). Full instructions are

provided with them. If you are springing the chassis using our hornblocks please note that you will need a set of four turnings (code LS59) which are intended to locate in the hornway during this stage of assembly.

5. For a sprung chassis insert the spring and hornblock, ensuring that they are placed into their correct hornways only. Note that the grooves in the hornblock are not on the centre line. This allows you to choose a greater or lesser amount of sideplay on each axle. Use 0.45mm wire to locate the spring detail and solder in place using a minimum of flux. This captures the hornblock and the protruding centre shackle should ensure that the bottom of the hornblock is slightly above the bottom edge of the chassis giving approximately 1.0mm of movement only. Do not be tempted to file too much material from the top of the centre shackle. Greater travel should not be necessary and there is then a risk that the spring could become dislodged if there is too much downward travel.
6. Solder lengths of 0.7mm wire through the brake hanger holes. Solder the brake overlays to the brake rear etches (sketch 4) then thread on and solder in place. Alignment of them is made easier if something of suitable thickness is used to space out the brake shoe from the frame, with a wheelset fitted to ensure correct spacing relative to the wheel treads.
7. Lengths of 0.7mm wire are next threaded through the bottom brake hanger holes on one side of the chassis, through both sets of brake pull rods (ensuring that they are the correct way round) and then through the second set of brake hangers. Solder the wire to the brake hangers, then slide the pull rods outwards to line up with the inner edges of the frames and solder them to the wire. If you prefer greater prototype accuracy at the expense of greater strength you can decide to solder the two pull rods together and fix this assembly along the chassis centreline so that the lever at the rear end aligns itself inside the brake pivot brackets. However, as well as being more fragile, this will also make it more difficult to arrange pick up from the underside of the chassis.
8. Finally, solder on M2.0 fixing nuts for cylinders, leading and trailing trucks and pick-ups as required.

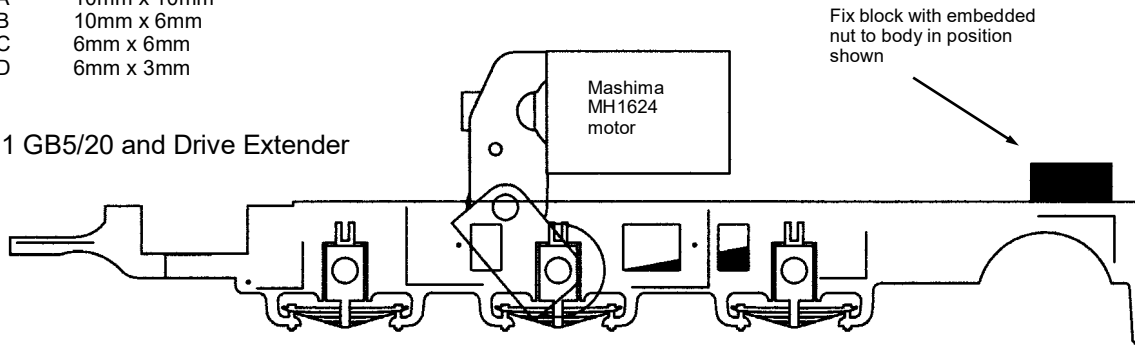
The chassis can now be washed to remove any flux residues, but before painting we suggest that you fit the cylinders, motion bracket and wheels and check the fit of the body. You may find some slight filing is required to obtain a perfect fit. If you next assemble the pony trucks then the all can be painted together and left to harden whilst the motion is assembled. If you are springing the frames take care to avoid getting any paint on the hornblocks or hornways.

Our preference is for wiper pick-ups made from 26swg phosphor bronze wire (sketch 5) as offered in our product code LS23. The wire is soldered to PCB strip which is bolted to a frame spacer. We recommend that, if possible, you arrange the pick-up to be "bolt on" since this allows for easy removal and adjustment of the wire wipers.

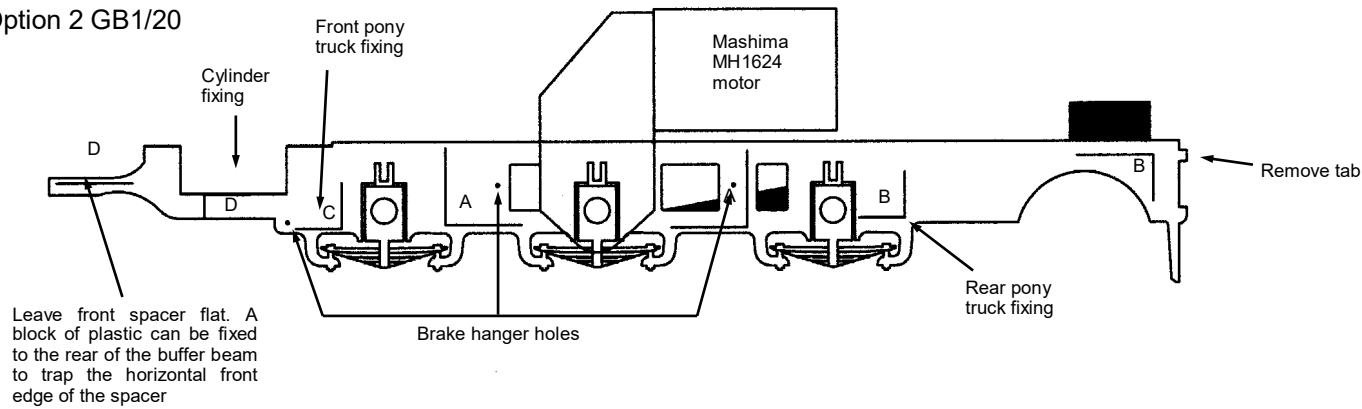
### SKETCH 1

- Spacer A 10mm x 10mm
- Spacer B 10mm x 6mm
- Spacer C 6mm x 6mm
- Spacer D 6mm x 3mm

#### Option 1 GB5/20 and Drive Extender

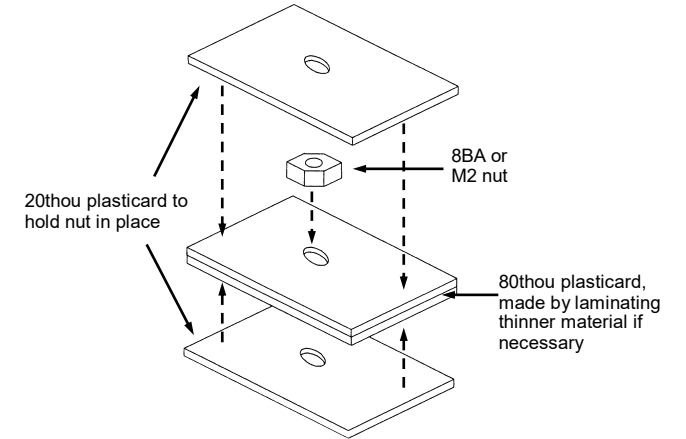


#### Option 2 GB1/20

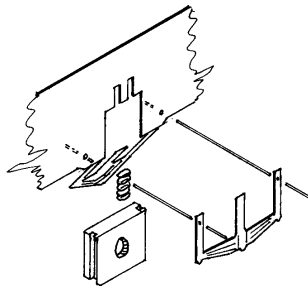


Leave front spacer flat. A block of plastic can be fixed to the rear of the buffer beam to trap the horizontal front edge of the spacer

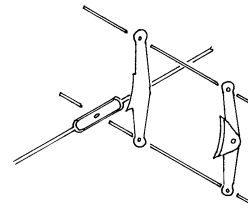
### SKETCH 2



### SKETCH 3



### SKETCH 4



### SKETCH 5

