C57 Four Wheeled Coach Bogie Springing Pack (enough for 2 bogies)

Containing etches, springs, nuts and screws to convert Comet standard 4-wheeled bogies. The standard design allows for each bogie to pitch fore and aft to take up undulations and irregularities in the rail head. The use of these sprung units affords some measure of damping out of any shocks transmitted to the coach body. This limits any tendency for the coach to wobble visibly from side to side when traversing less than perfect track and pointwork. Subjectively, the coach appears to glide along undisturbed by all but the worst track conditions.

Our thanks to Rodney Cooper of Rocar for his assistance in the development of this product.

Preparing the main bogie stretcher

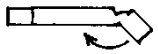
1 Open out the holes in the main bogie stretcher so that centre hole will easily pass an M2.5 screw and the outer holes are a close fit on M2 screws. → 2 Insert M2 screws through the holes in the main stretcher and solder in place.

Preparing the springing units

1 Drill the central hole in the springing plate to 2.5mm clearance. → 2 Select the longer uprights B for Gresley bogies only. Use the shorter uprights A for all others.

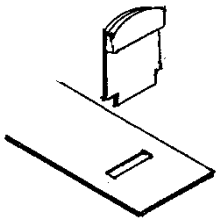
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3



Fold the shorter portion of the uprights through 180° with the half etch to the **outside** of the bend and solder them in place.

4



← Solder the tabs in the uprights into the baseplate slots, ensuring that the uprights are vertical, then dress the top edges to a smooth arc.

Assembly

1 Check that all the screws will pass through the holes without catching their threads. → 2 Place the springing unit over the M2 screws and pass the uprights through the slots in the main stretcher.

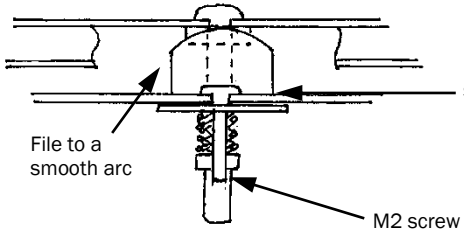
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3 Thread the coil springs onto the M2 screws and capture with M2 nuts.

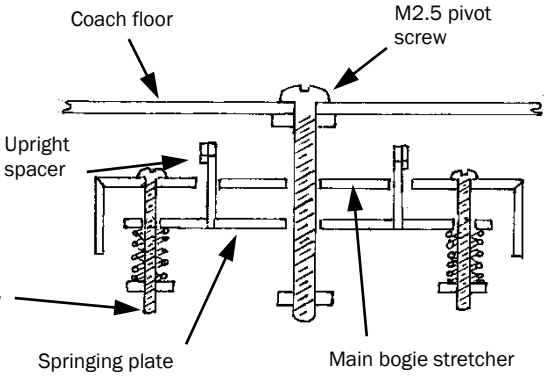
← 4 Invert the coach and place the bogie assembly over the M2.5 screw.

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5 Retain the bogie assembly with a nut threaded onto the M2.5 screw bolt and secure it with your favourite thread locker.



Longitudinal cross section



Lateral cross section

Adjustment

The design and spring rating assumes a coach body weighing around 200g and a buffer centre ride height of 14mm. If the coach body is lighter, it will ride higher for a given spring setting, and conversely if it is heavier.

The amount of damping achieved increases with the amount of spring compression by turning the nut further up the thread.

The two are inter-related, and a little experimentation should enable a satisfactory compromise of good damping at the correct ride height. If the body is heavy and it is not desired to compress the springs further, then it is possible to raise the body height by introducing a washer or some metal or plastic shim at the point on the underside where the uprights bear.

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