

The 2mm Scale Association Product Code 2-380.

20'9" Wheelbase Chassis for use with Proprietary N-gauge Air-braked Wagon Bodies.

See figure 1 for details of the proprietary bodies for which this kit is intended.

The following table sets out the recommended construction sequence for the kit. Soldered construction is the preferred method of assembly.

| Part no. (quantity) | Description | Instructions |
|--|-------------------|--|
| 1 (1) | Chassis | <p>For the OAA, SAA, VBA and VCA chassis only, this first stage should be done with the chassis still in place in the etch frame. Refer to photos 2 and 4 and figure 1. On the B-side of the chassis, cut the tabs which attach the five brake rodding hangers to one of the chassis longitudinal ribs part 8. Use 0.19mm phosphor bronze wire for the brake rodding and locate it on the half etched section of the hangers but against the 'step' formed by the change from full sheet thickness to half-etched. A short half-etched groove on the back of the etch and an adjacent hole, both located on a part of the etch frame which restrains the B-side axleguards, are also provided to assist in aligning the wire. Fold over the brake rodding hangers in order to trap the wire and solder the wire into place, see photo 4.</p> <p>For all chassis types, separate the chassis from the etch frame and remove the unwanted V-hangers, brake 'ladders', changeover lever plates etc which are attached to the bottom of the chassis solebars (refer to figure 1 which shows the intended use of these components). Fold the solebars and axleguards into place, then also the buffer beams. Fit top hat bearings (ref 2-041) for the wheels.</p> |
| 11 and 13, or 10 and 12 (1 of each) | Solebars | <p>See figure 1 for which profile of solebars applies to the chassis types. Fold the top flange over for its full length, and also fold the bottom flange where it is attached to the vertical (web) part of the solebar, thus forming a channel profile in the middle section of each solebar. Now pull the 'flying' lengths of bottom flange into place against the web to form a channel profile along the whole length but of varying depth. The extreme ends of the bottom flanges fold downwards; these ends are provided to assist in keeping the bottom flanges square to the web, but they do not form part of the finished detail and they should therefore be removed before the solebars are attached to the chassis. Note that two edges of the etch frame have been profiled to the correct shape of the bottom edge of the finished solebars, and these may be used to assist in this process. The references 'A' and 'B' on the back faces of the solebars indicate to which side of the chassis they should be fixed, top of solebars level with top of chassis.</p> |
| 2 or 6 (2) | Buffer beams | <p>Refer to figure 1 for which buffer beams apply to the chassis types. Parts 2 should be folded into an 'L' shape before being attached to the chassis. On one face of parts 6 there is an etched line defining an area directly below the coupling pocket – the area enclosed by this etched line should be filed out if standard DG couplings are to be fitted.</p> |
| 8 (2) | Longitudinal ribs | <p>Fit these as shown in photos 2 and 4 with the two projecting tabs on their top edges located in slots in the chassis floor and with the four main slots in the bottom edge. Note that these longitudinal ribs (and also the cross ribs parts 7 and 9) are optional and need be fitted only if the floor of the wagon is to be visible; if it is to be visible, the diagonals in the central area of the chassis floor can also be cut out at this stage.</p> |

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|-------------------------------------|--------------------------------------|---|
| 5 (2) | Disc brake support brackets | Fold down the rectangular tabs in the chassis floor which locate these parts, see photo 6. Fold the parts 5 into ‘U’ shapes as shown in photo 3 and attach them. |
| 7 (2) 9 (2) | Inner cross ribs Outer cross ribs | All of these parts are fitted by means of the slots in these parts and in the longitudinals parts 8. Parts 9 (which are not as tall as parts 7) should be in contact with the disc brake brackets parts 5 along their top edges. |
| 3 (2) | Brake callipers | These fold into a ‘U’ shape and fit onto the slots in the bottom of the disc brake brackets as shown in photo 6.. Note that the ends of these parts fit <u>inside</u> of the axleguards and the extreme ends (which are slightly curved) should butt tightly against the top hat bearing flange. In the case of the VDA chassis, the central longitudinal brake pull rod can now be fitted between the brake callipers, passing through the two fold-down hangers as shown in photos 1 and 3. |
| 15 (4) | Suspension brackets | These are for the VDA chassis only, and fold as shown in photo 3. The deep slots in these components fit around the disc brake supports parts 5 for the inner brackets (see photo 3), and around the square fold-up tabs in the chassis floor for the outer brackets (see photo 6). |
| 14 (2) [reference by wagon type] | Brake hangers Brake levers | These fold up into a deep ‘U’ shape but with ‘tails’ at the tops of the verticals both folded to the same side in order to pass through the square holes provided in the solebars. Refer to figure 1 for where these are to be located. Parts 4 are spare brake hangers but with shorter ‘tails’ and may be useful if obstructions exist behind the solebars. The relevant brake levers can now be fitted, using the pivot brackets folded down from the bottom flange of the solebars. Note that some of the brake lever types also have an intermediate pivot point in either a ‘V’ hanger or within the solebar depth; for either case an additional piece of wire will be required for this fixing. |
| 16 (4) | Wheel discs | These are optional discs for gluing to the outside faces of the wheels in order to represent the brake discs. |
| 17 (2) | Brake changeover lever plates | For the VDA only, these fit onto the solebars as indicated in figure 1 (holes are provided in the solebars for the changeover levers which should be made from wire). |

Note that, at the time of preparation of these instructions, no suitable casting exists for the underframe components (air cylinder, valves etc). This kit has not been tested with the following products and therefore the ‘fit’ of the chassis cannot be guaranteed: - Bachmann Farish OBA 373-625 to 628 etc, Bachmann Farish OCA 373-550 to 552 etc.

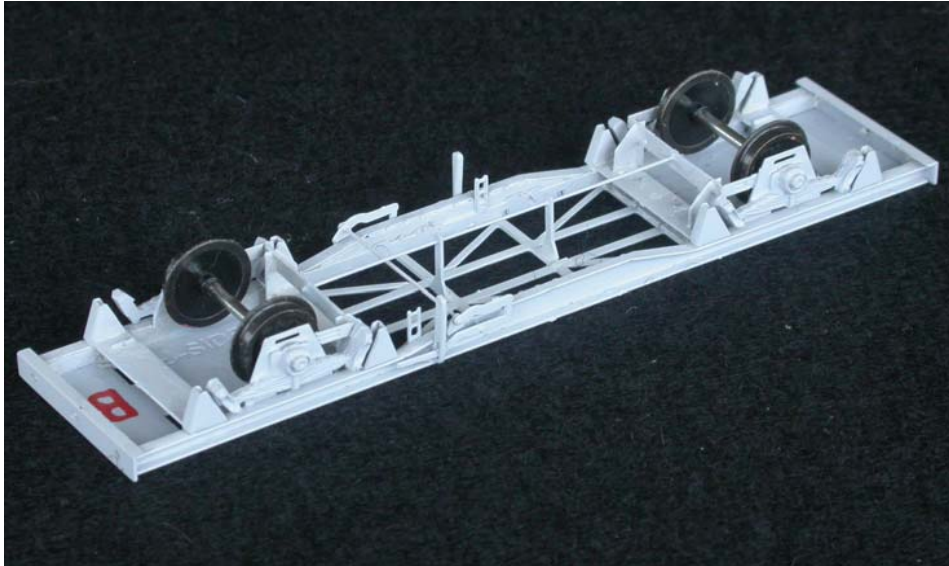


PHOTO 1 – VDA CHASSIS

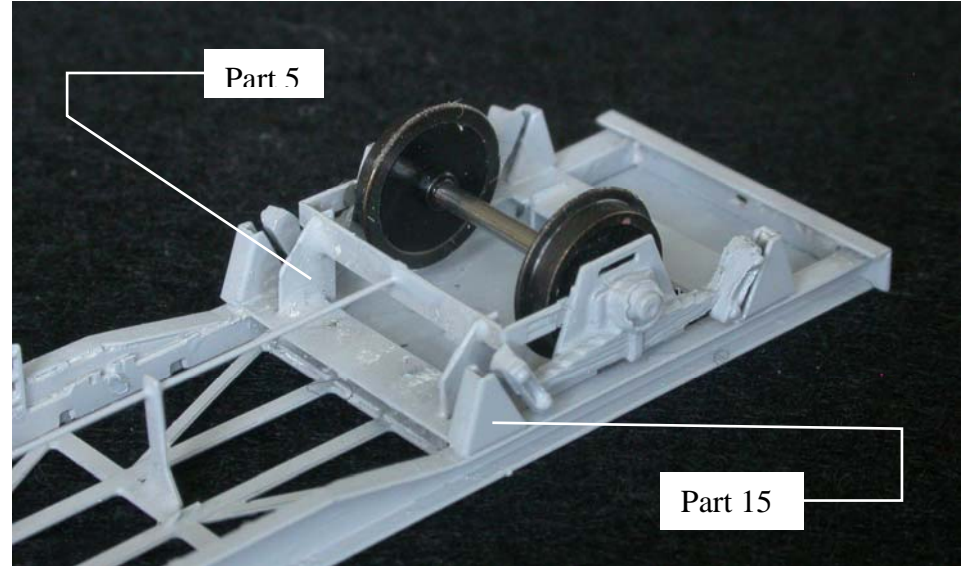


PHOTO 3 – VDA BRAKEGEAR

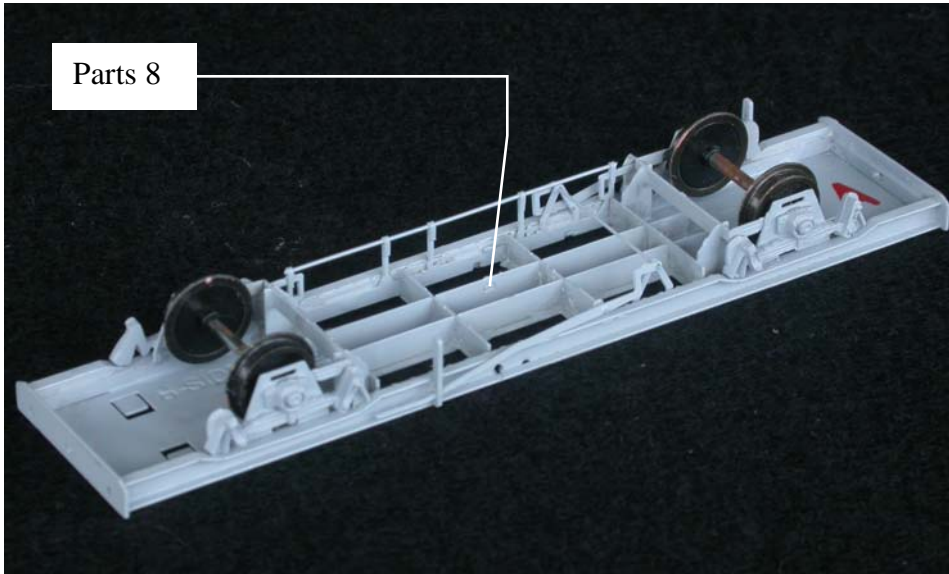


PHOTO 2 – VBA, VCA CHASSIS

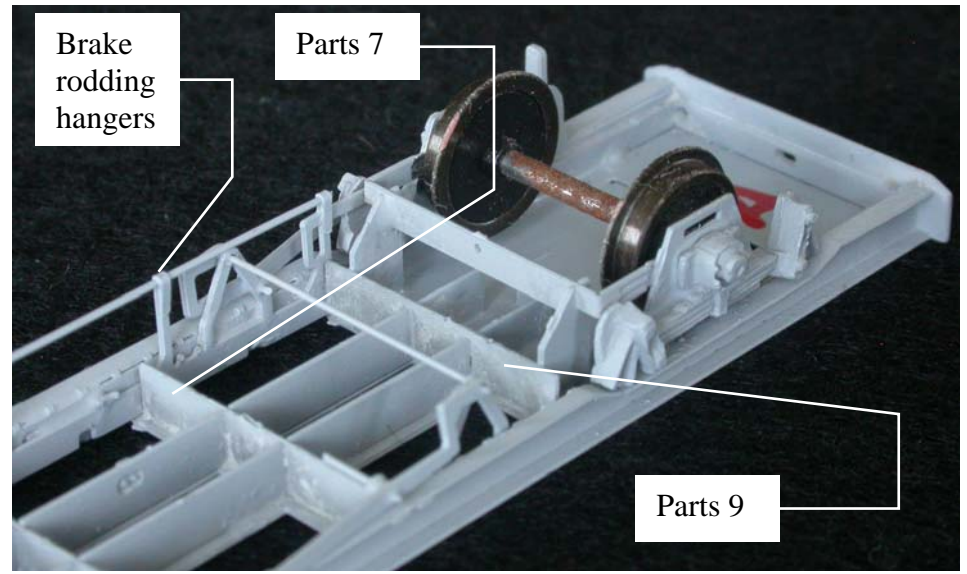


PHOTO 4 – VBA, VCA BRAKEGEAR

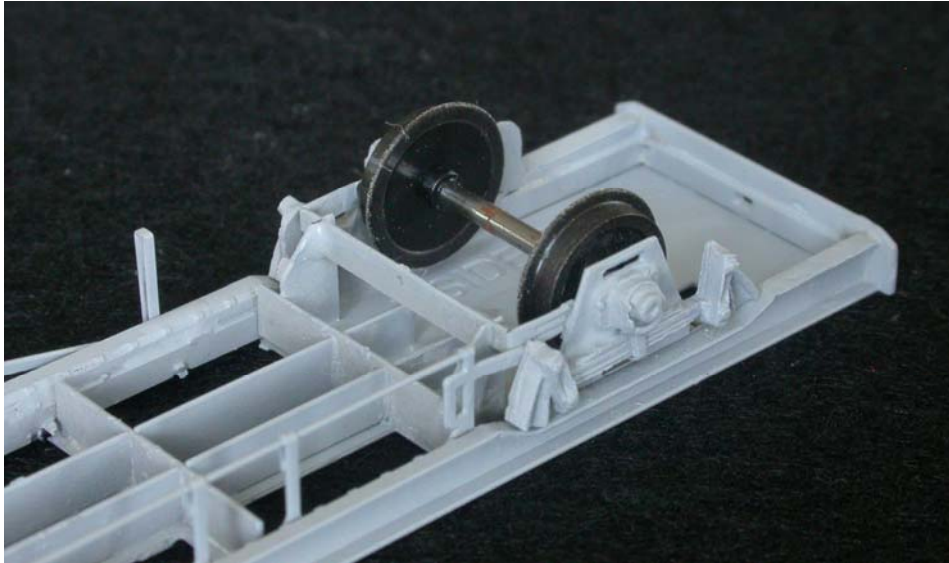
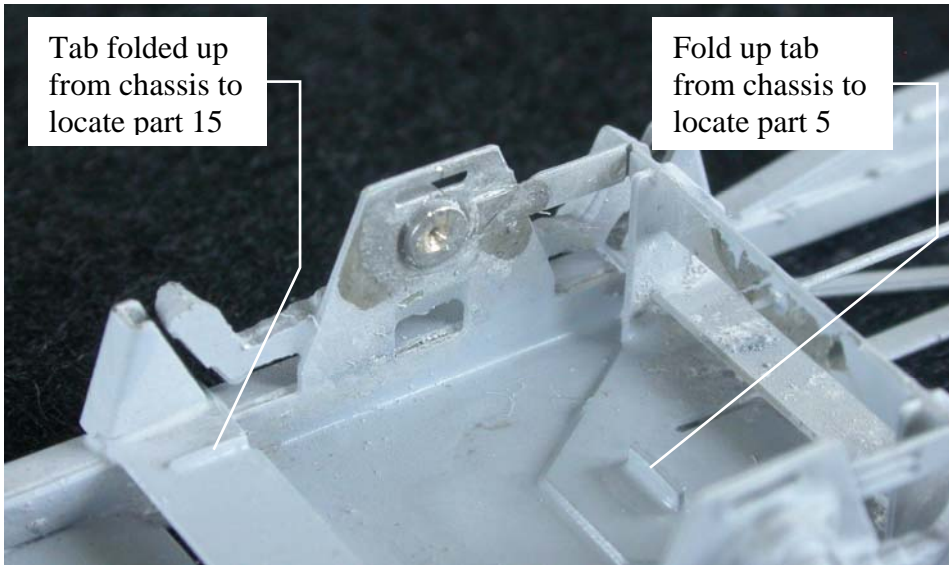


PHOTO 5 – VBA, VCA BRAKEGEAR



Tab folded up from chassis to locate part 15

Fold up tab from chassis to locate part 5

PHOTO 6 – CLOSE-UP OF BRAKE CALIPER FITTING

FIGURE 1 – CHASSIS TYPES AND COMPONENTS USED

