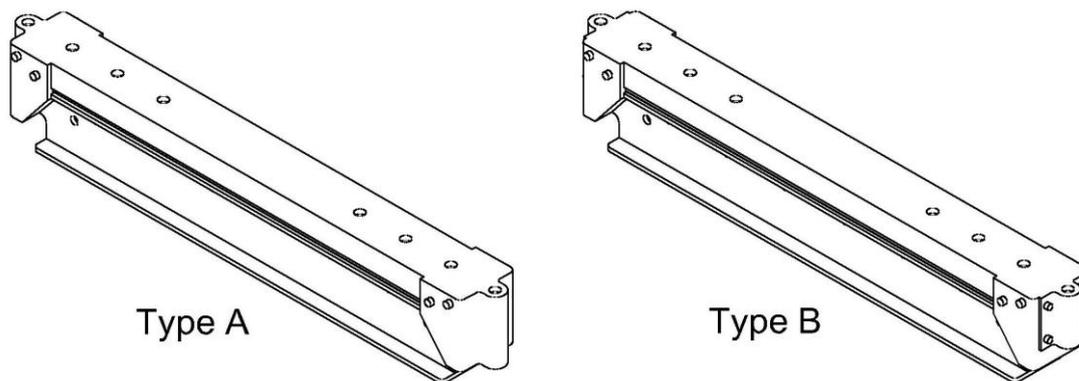


## Rumney Models BR Bogie Bolster C Late Type Bolsters

This set of instructions covers Rumney Models kits F.03A and F.03B. These kits provide detailed late type bolsters as fitted to BR Bogie Bolster Cs built from around 1954. They are designed to be used with the Bachmann model in conjunction with Rumney Models detailing kits (C.05 & C.05A) to produce an accurate late BR era Bogie Bolster C model.

The difference between F.03A and F.03B lies in the centre pair of bolsters. On diagram 1/475 wagons these were fixed meaning the ends of the bolsters were slightly different. F.03A consists of four Type A bolsters and F.03B consists of 2 Type A bolsters and 2 type B bolsters.



The kit consists of four whitemetal bolster castings and a small etched brass fret with the bottom of the metal angle on along with D links and Bolster pins.

### Prototype Notes

In 1954 the design of the bolsters fitted to the BR C type bogie bolsters was changed from a simple length of rectangular section timber to something more substantial involving a pair of steel C section beams on which a length of timber sat with metal locating pockets on the ends.

In terms of numbers constructed there were 1350 unfitted wagons built to either diagram 1/474 or 1/477 and 720 unfitted wagons to diagram 1/475. All fitted wagons (some 1400) were to diagram 1/477.



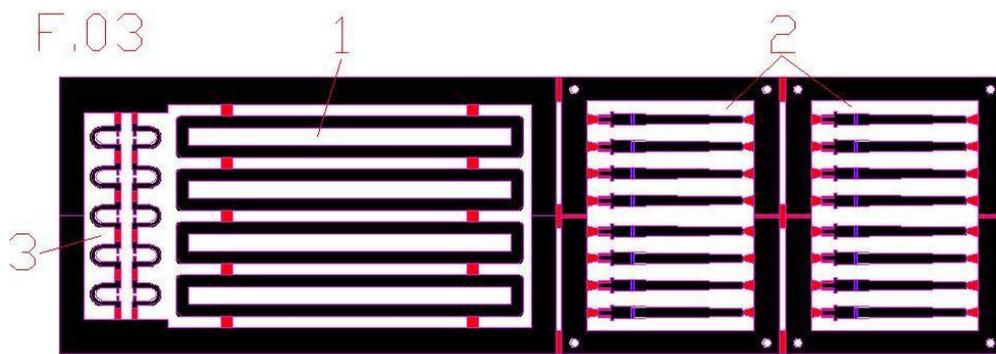
## Construction Notes

Read through the instructions first and familiarise yourself with the components. Drawings and photographs taken during the construction of the test etches are included to attempt to make my waffle clearer.

Everyone has their own soldering methods. I now use a temperature controlled soldering iron with predominantly 145° solder and La-Co paste flux for soldering brass. For soldering brass to whitmetal use either low melt having tinned the brass with normal solder first or 100°C solder.

## Component List for Etched Brass Fret

- 1 - Angle bottom
- 2 - Bolster pins
- 3 - D links



## Preparing the Bolster

Firstly the whitmetal casting needs to be prepared. Clean up any flash, if there is any. There are eight small indentations on the top of the casting; these need to be drilled out using a 0.6mm drill. Finally there are two small indentations towards the ends on what is the two steel C sections on the real thing; these need to be drilled through, again use a 0.6mm drill.

The angle bottom (1) needs to be fitted to the castings. Remove form the fret, clean up the connecting tags and solder in place on the casting. The angle bottom should simply slide over the bottom of the castings. Once in place the excess at the bottom of the casting can be cut off using a piercing saw so that it is flush with the metal angle bottom.





### **Bolster Pins and D Links**

The bolster pins (2) are designed to be soldered together in pairs. This should be done whilst still attached to the surrounding fret. Use the four small holes on one of the two frets to drill 1mm diameter holes into a piece of scrap wood or mdf. These can be used to locate 1mm brass pins made from wire, holding the two frets together while you solder them. The frets should be arranged so that the half etched connecting tags at the ends of the pins are against each other. Remove from the fret and tidy up.

Towards the base of each pin there should be a hole created by two half etched slots. Open this out using a 0.3mm drill. Remove the D links (3) from the fret and clean up the connecting tags. The D link can then be gently fitted in place. You will have to prise the sides out slightly to locate them in the hole then close them up again.

The pins can then be fixed in place on the top of the bolsters. The position of these varied depending on the load though they were always placed symmetrically about the wagon centre line.

### **Modifying the Bachmann Model**

The GWR type bolsters on the Bachmann model need to be removed. If you have access to a milling machine then this is probably the easiest route to take. If not then a pair of cutters, a chisel or a burr in a mini-drill can be used to remove the plastic. Whichever way you choose to go about it take great care and make sure the body is firmly clamped in place before attempting to remove any plastic.

The vast majority of unfitted Bogie Bolster Cs and most of the fitted ones had bodies of welded construction. Now is a good time to modify the bolster pockets on the sides of the model, a file will do to remove the moulded rivet detail. If modelling a 1/475 wagon the centre pair of bolster pockets on each side will need to be removed.

On the real thing the bolsters sat on slightly heavier section timber than the planking along the rest of the floor. These ran the full width of the wagon and were the same thickness as the bottom of the bolsters. 0.010" plasticard can be used to represent this, glued to the bottom of the bolster. You may wish to have a trial fit of the bolsters before contemplating these parts.



## **Painting**

I use Halfords grey primer in a tin through an airbrush with cellulose thinners to prime just about everything, including plastic bodies. The primer is synthetic and has no adverse effects on the types of plastics used on RTR railway models and kits. The cellulose thinners used evaporate so quickly that they don't have time to attack the plastic. You can then put your choice of paint over the top including cellulose. Don't use the red oxide in a tin on plastic though as it won't adhere and the paint will just come off.

If you wish to repaint the body then do so before fitting the bolsters. Remember that the floor was left as unpainted wood.

On the bolsters the metalwork was painted either grey (unfitted wagons) or bauxite (fitted wagons). The wooden top was left as unpainted wood.

## **Fitting the Bolsters**

Once the plastic bolsters have been removed from the body, any body modifications undertaken and the bolsters painted they can be glued to the body. The bolsters line up with the pockets on the sides but the positions varied so use a prototype photograph as reference. Remember that on 1/475 wagons the Type B bolsters were fitted in the middle. They were 11' 6" apart, spaced symmetrically about the wagon centre line.

Justin Newitt - September 2017