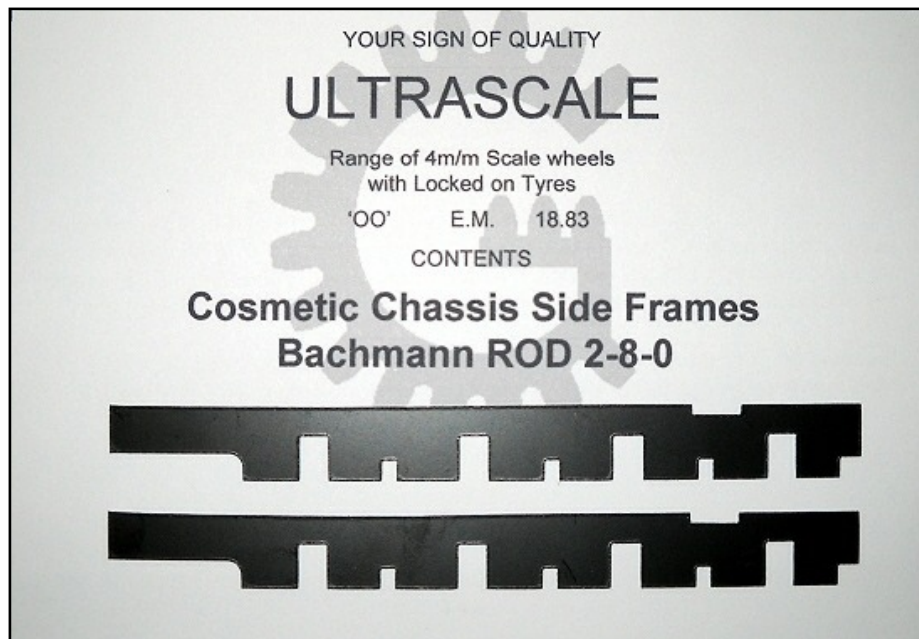


# Ultrascale Data Sheet

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## Cosmetic Chassis Side Frames - Bachmann ROD 2-8-0



These polystyrene frames are intended to be used cosmetically, to widen the Bachmann ROD GWR 2-8-0 cast chassis block to a suitable width for EM or P4. There are a few cut-outs and slots that enable them to fit around the various protrusions on the Bachmann chassis without alteration. Although they have been designed to be a close fit, it will probably always be necessary to undertake some small fitting work. The bolt head detail at the rear of the frames may be embossed from the rear if required, copying the cast detail on the chassis. The frames extend below the bottom line of the chassis as far as the springs on the keeper plate; this preserves the appearance of the bottom line of the frames, although the springs will be set back a little. It is not recommended to try and widen the keeper plate as this contains the pickups.

The slots in the frames allow clearance for a 3mm driving axle, Usually washers will be required behind the wheels, as indicated below.

Please note that the dummy frames do not extend beyond the cylinders over the top of the pony truck. This has been deliberate, firstly because Bachmann have set the pony truck a little further forward than scale for clearance reasons and the modeller may decide to modify the pony frame to bring the truck back a little, if curves permit. Secondly, the amount of clearance above the pony wheels will depend upon whether EM or P4 wheels are used. We have found it best to build up the outline of the front frames directly on the cast frame outline on the underside of the footplate with 2mm wide strips of 15thou polystyrene sheet to the profile required.

## **Fitting the Frames:**

The brakes are held securely on the keeper plate (these are accommodated by the small notches at the bottom of the new frames) may be widened if required, by either 'squeezing' the brackets on the keeper plate with fine pliers (take *great* care) or by cutting off the brakes from the keeper plate and mounting them on new hangers attached to the new dummy frames. Sandpipes on the cast chassis should be removed and can be refitted into appropriately sized holes drilled in the new frames. Alternatively new pipes can be fashioned from wire.

The frames are intended to be spaced away from the cast frame by small blocks of polystyrene sheet glued to the chassis frame. These do not have to be any particular size so long as there is adequate support. We have found that, after degreasing, Loctite Super Glue Gel works well for this. The frames are secured to the blocks with Slater's Mek-Pak solvent. The blocks may be made from either 20 thou, 40thou or even 60 thou material, depending on the gauge and clearance required behind the wheelsets. Generally frames can be widened by a total of 40thou each side for EM, 60 or 80 thou for P4. As the axle slots are a close fit on the axles, often only one brass or steel washer either side is required to adjust sideplay. With a washer in place, there should be no wear issues with the plastic sideframe. Adjustment of sideplay will be for the modeller to decide, dependent upon the radii the model is required to negotiate.

It is recommended that final gluing of frames to packing pieces is undertaken with the body in place on the chassis – using the securing screws to make sure the body is properly located - so that clearance for the axles and fit under the body is optimised before gluing.

## **Finally:**

Please bear in mind that these frames are only an aid to improving the appearance of a model when converted to either EM or P4, mostly to save the time and effort in cutting them out. The final effect will, as always, depend on the modeller's own skills

## **Further reading:**

Model Railway Journal No 205: article on M7 conversions by Philip Hall. Shows use of packing spacers and similar dummy frames.

Model Railway Journal No. 216: article on 2800/3800 conversion by Philip Hall shows use of the cosmetic chassis side frames.

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