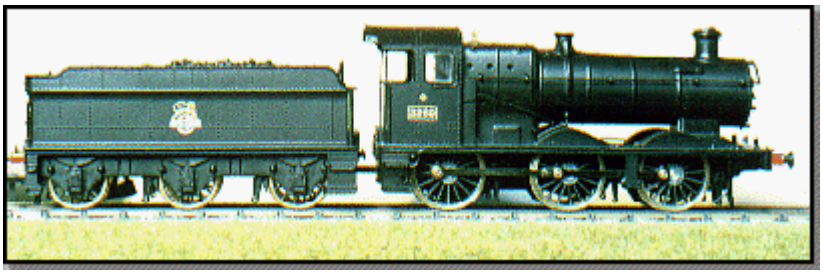
Ultrascale Data Sheet

Issue: 001-060830

Bachmann class 2251 ‘Collett Goods’



Fitting Instructions:

This is the second Bachmann loco from their 'Blue Riband' range for which we have produced a conversion pack. These conversion packs allow the loco to be re-gauged to either E.M. or 18.83, as with the first the conversion pack for the Class 8750 'Pannier Tank' all the driving wheels come fitted with the correct dia. Crank pins to suit the Bachmann coupling rods and are fully assembled and quartered on 3.0mm dia axles. The rear set of wheels also having a new brass gear fitted. The tender wheels and axles are also fully assembled.

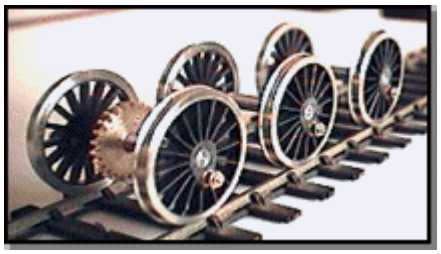


Fig. 1 Shows the loco and Tender conversion pack wheels.

The 'Collett Goods' needs the modeller to do a bit more work than is necessary to convert the 'Pannier Tank', all this is concentrated on the tender as will be explained later.

To change the loco wheels remove the bottom plate to enable the complete wheel assembly to be removed. NOTE:- When removing the three fixing screws do not mix them up, as it is important that they go back in the same holes as they were removed from.

Converting the loco

Having removed the complete wheel assembly, remove the coupling rods and refit them to the conversion pack wheels. (Fig 1) Ensure they are the right way round and the right way up with oil boxes facing up. The best way to fit the round crank pin nuts, is to use a pin chuck NOT pliers as this will damage the nuts. DO NOT OVER TIGHTEN THEM. Before fitting the conversion pack wheels the collector strips will have to be carefully eased outwards to take up any difference in the gauge.

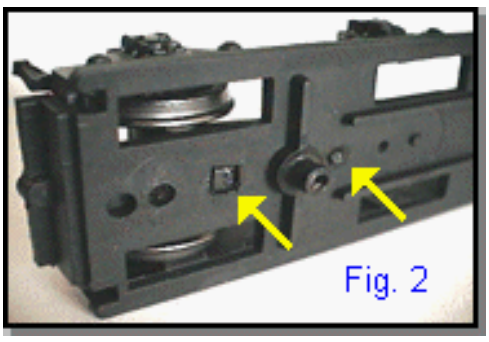
With the conversion pack wheels in place, try the base plate on the chassis to see how much will have to removed from the brake blocks to ensure clearance for the wheels. When all the clearances are OK refit the base plate making sure the screws are in the correct holes as stated earlier.

Before running the loco make sure the wheel assembly is free in the chassis and there is a small amount of side play. The loco is now ready for the track.

Converting the Tender

To convert the tender first remove the tender top from the chassis, this is done by removing the screw holding the coupling, then the two outer screws from the under side of the chassis, next remove the weight. Remove the two remaining screws and the leading & middle axle wheel assemblies can be removed. To remove the trailing axle wheel assembly, it will be necessary to remove the water pick up moulding as this retains this set of wheels, also the moulding has been fixed to the chassis with adhesive and not screwed. (Manufacturers do not make life easy for modellers who want to change gauge, another screw the same as the ones used to hold the weight in position would have done the job nicely)

To remove the water pick up moulding a craft knife with a pointed blade will be required and a small flat end screw driver, use the craft knife to break the adhesive round the square on the top of the chassis (Fig 2) then use the screw driver to lever the assembly off from the other side. (Fig 3) It will be noticed that as well as the square peg used to locate the water pick up moulding, there is also a smaller round peg also fixed with adhesive, this usually comes apart easily when leverage is applied with the screw driver. Should the small pin break do not worry to much, the square is more than capable of holding the water pickup moulding in position on reassembly. However it should be stressed that this operation must be done very carefully otherwise there is a risk of damaging the chassis. Having successfully completed this operation, the tender chassis minus the original axle wheel assemblies needs to be modified so it will accept the conversion pack axle wheel assemblies. Looking at the inside of the frames adjacent to the moulded axle boxes, there is a raised portion around the slot the axle end fits into (Fig 4), this has to be removed on all six axle end positions until it is flush with the inside of the side frame (Fig 5). The easiest way to do this is with a flat file small enough to pass through the slot in the tender base, it is suggested that a brand new file is used to do this as it will remove the plastic better. Try holding the tender base in one hand and the file in the other to remove the plastic this will ensure no damage will be done holding the tender base in a vice.



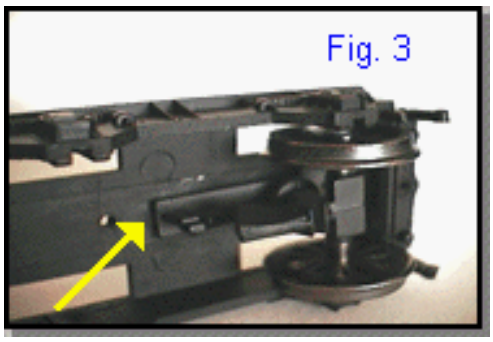
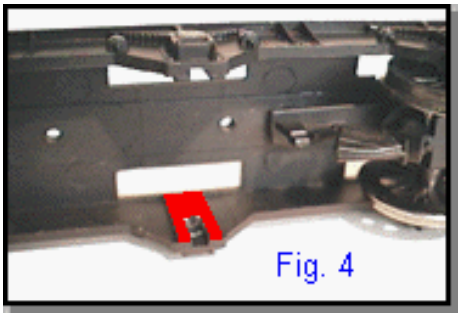
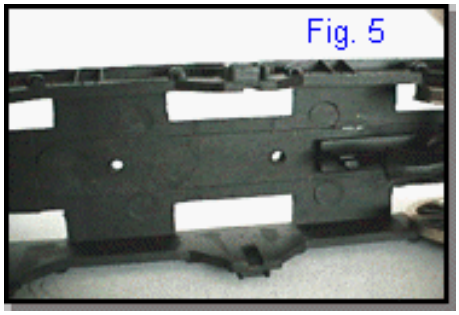


Fig. 2 shows the fixing points of the water pick up.





Remove the red shaded area in Fig. 4 until it is flush with the side frame as in Fig. 5.

Having removed the excess plastic, remove the burr left around the axle slot, this is best done with a craft knife, try fitting an axle wheel assembly into the chassis in each position. When fitted correctly the axle wheel assembly should spin freely and have a small amount of side play. It will also be necessary to ease the brake blocks with a craft knife to achieve this. (Fig. 6)

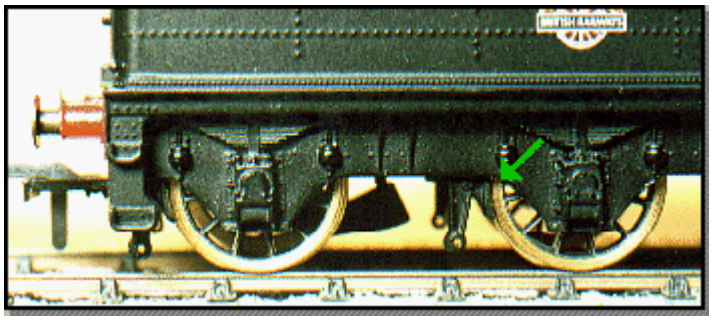


Fig. 6 Ease all brake blocks so they clear wheels.

To reassemble the tender first put an axle and wheel assembly into the trailing position and refit the water pick up moulding, if it was removed carefully it will push fit back into place and will stay there without the need for adhesive. However, if it is thought that adhesive is required use a small spot in case it has to be removed at a later date. Refit the remaining axle wheel assemblies and screw the axle keeper plate back into position, next refit the weight. The chassis can now be fitted back into the the tender top. All that now remains to be done is to try the converted loco and tender on the track, if all is ok the separate brake rods supplied can now be fitted.

Conclusion

As with the Bachmann Class 8750 'Pannier Tank', the Class 2251 'Collett Goods' makes for an easy conversion for anyone wishing to try out one of the fine scale gauges (ie. E.M. or 18.83) without going to the experience of building the complete loco. However, both models require minor modifications to get the wider gauges to fit. This is mainly due to the models being designed primarily for 'OO'. Our first conversion the Class 8750 'Pannier Tank' is the easiest of the two conversions and the comment of one of our very satisfied customers was that *'This is the nearest thing to an 18.83 out of the box ready to run loco'*