



N Gauge Society Kit 12a BR Bogie Bolster D BDA/BLA NGSK0120



Kit contains plastic parts, transfers,
bogies and wheels.

*To complete this kit you will need: Liquid Plastic Cement,
Paint & Varnish*

This is not a toy. Only suitable for persons over the age of 14. May contain small parts and sharp edges. Keep away from small children.

The Prototype

This kit represents the 1250 Bogie Bolster Ds that were rebuilt between 1977 and 1981 with air brakes, six bolsters, and Y5C bogies. The last 450 had disk brakes and brake wheels rather than levers, and in 1984 were given a different TOPS code of BLA . Over time many variants with different bolsters appeared, in total over 25 different TOPS codes were used.

Getting Started

First, read the instructions thoroughly all the way through and be sure you are confident that you have identified all the parts. It is recommended that you adhere to the suggested order of assembly, though with experience, you may choose to deviate.

General Notes On Construction

Naturally, the N Gauge Society wants you to achieve the best results you can. These simple guidelines should help:

- Read the instructions through fully before you begin
- Use a sharp knife to separate the parts from the sprues
- Clean off any flash or moulding pips with sharp knife and wet 'n' dry sandpaper
- Check fit before gluing
- Use a small paint brush to sparingly apply liquid plastic cement when joining parts
- Photographs of the prototypes will help you

But above all TAKE YOUR TIME!!

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Livery and Lettering

The following notes are a general indication only. For total authenticity, the modeller should refer to books on the subject. Check out site <http://paulbartlett.zenfolio.com/> 'Paul Bartlett wagon photographs' for more Bogie Bolster D images. The inside wagon floor was generally left unpainted (natural wood), but bolsters were painted as per the wagon sides. The stanchions and underframe (including buffers) were painted black.

Original Railfreight Maroon

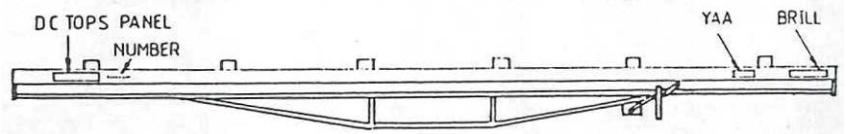
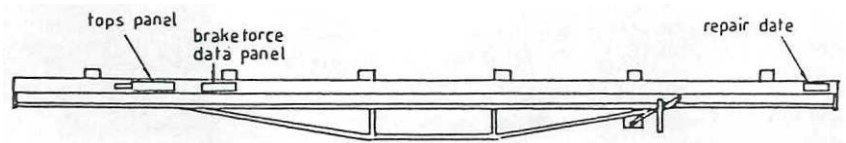
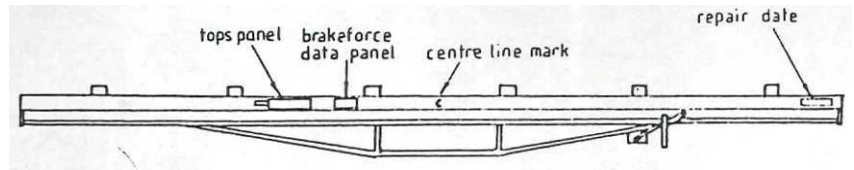
Used on all the early wagons when built (1977-78). Body, headstocks and solebars were maroon. Trusses and bogies were black.

Rail Freight Red

From 1979 onwards, early built types received this livery on repainting during the mid-1980s. Body was Rail Freight red, underframe and bogies black.

YAA Brill

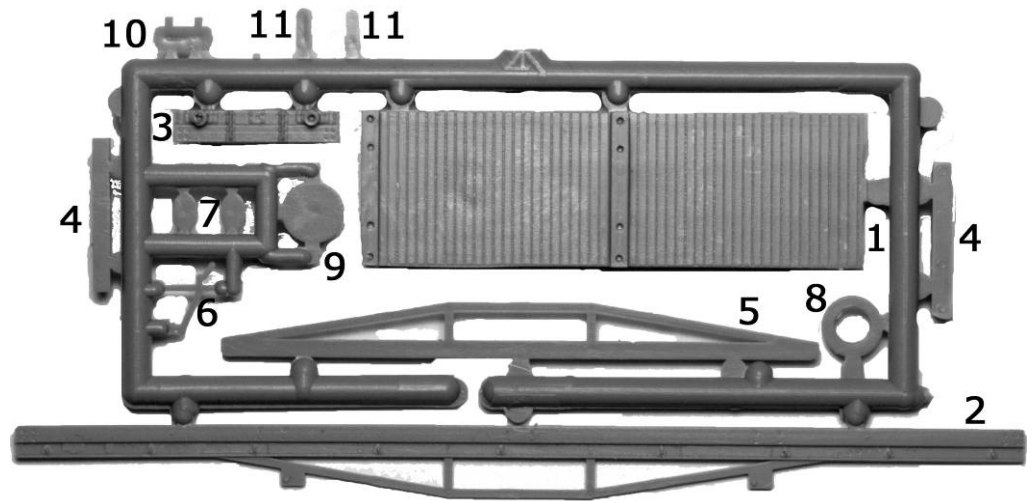
From November 1983, wagons 95001 – 703 became YAA BRILL for use with the engineers' department. Body was engineers' yellow, underframe, bogies and lettering black.



Parts

Two sprues are packaged with this kit. Use the following photograph and table to identify all the parts. Keep all the parts in a container or re-sealable bag to avoid loss and only remove parts from the sprues as you need them. Note that part 7 are not required for this kit.

Part Number	Description
1	Floor/Bolster
2	Side/Solebar/Truss
3	End/Headstock
4	Bolster
5	Inner Underframe Truss
6	Brake Lever
7	Buffers
8	Washer
9	Bogie Retainer
10	Air Brake Reservoir
11	Air Brake Cylinder



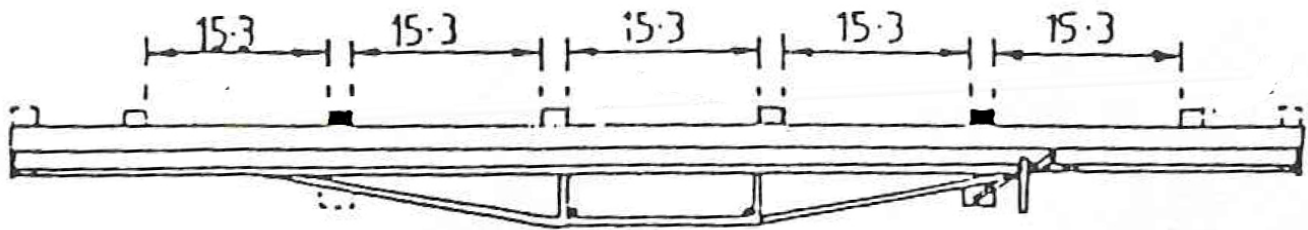
Construction

Only a few basic tools are required – a sharp craft knife, wet 'n' dry sandpaper, and tweezers (preferably fine point):

- A liquid polystyrene glue such as Mekpak is best, using a small paint brush to apply small amounts to joints.
- It may be easier if the body and bogies are left as separate units for painting and then joined together after painting.
- Refer to the exploded diagram while following the instructions.

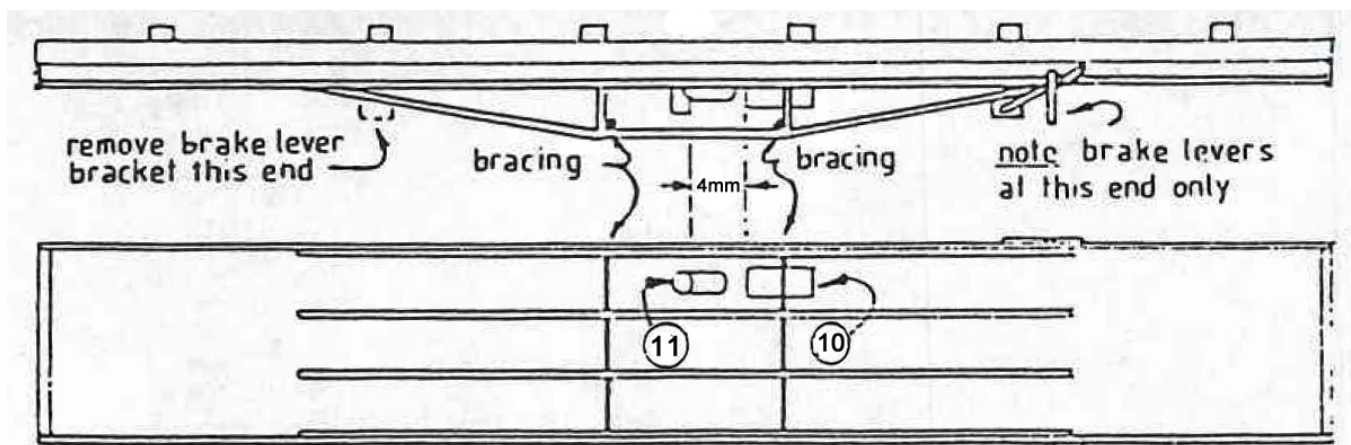
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1. Remove both the Floor/Bolster halves (**Part 1**) from the sprues and glue together. Use the edge of a steel ruler to ensure that both halves are joined perfectly level to avoid bowing in the floor.
2. On each of the Side/Solebar/Truss (**Part 2**), remove one of the brake lever brackets from opposite ends so that the remaining brackets will be at the same end of the model when the sides are fixed in place (see exploded diagram). The sides may now be glued to the floor unit ensuring that all is level and square.
3. Glue both of the End/Headstocks (**Part 3**) to the ends of the floor ensuring that all is level and square.
4. The bolster arrangement is different on these wagons. The diagram below shows the position of the bolsters. The ones shown in black are part of the wagon floor and remain. Those shown dotted need to be removed from the ends. The new bolsters are made up from the bolsters on the sprue (**Part 4**) and those that have been removed from the ends. Two are placed centrally just above the truss rods while two are placed near the ends over the bogie pivots.



Glue both the Inner Underframe Trusses (**Part 5**) to the underside of the wagon floor, locating them into the slots provided. Ensure that the upright posts on all four sets of trussing (inner and outer) are in line.

5. Glue the Brake Lever /pinning down strap (**Part 6**) to the brake lever brackets on each side. To obtain a secure bond of these delicate parts to the model, it is advised that a small amount of plastic be removed from the bottom flange of the solebar channel, sufficient only to allow the brake lever to sit tight to the face of the solebar. Note that the brake levers are at one end only, opposite each other, therefore, the mounting brackets at the other end must be removed (see exploded diagram).
6. Remove the buffer shanks on the Ends/Headstocks (**Part 3**) and drill holes to accept the spigot on the turned brass buffers. Glue these in places using a spot of superglue.
7. Glue the Air Brake Reservoir halves (**Part 10**) together. Glue the Air Brake Cylinder (**Part 11**) parts from one sprue only together. Glue underneath the wagon as per the following diagram.



8. Cut the pins provided to a uniform length of 8 mm and fix them into holes in the bolsters to form stanchions. There are four holes in each bolster allowing a choice of position dependent on the load being carried. It is advisable to drill the chosen holes a little deeper to give a firmer housing for the stanchions which once fixed in position should

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measure 6 mm in height above the top of the bolsters.

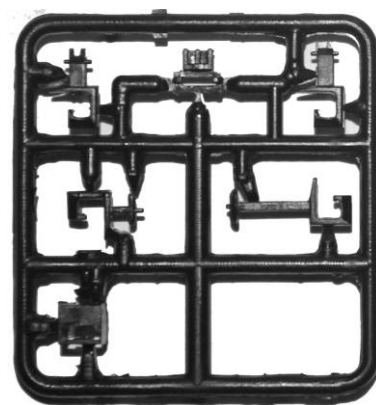
9. For the very keen, there are a number of small details which may still be added if you wish. The linkage joining the brake lever brackets may be represented with plastic rod. The angle brackets linking the four sets of trussing together on the inside corner of the upright/bottom can be made using plastic rod. The roping down rings may be added to the model by first putting eighteen turns of 5 amp fuse wire round a 2 mm drill bit, then running a sharp knife at right angles to the turns of wire to separate them into the separate rings required. These may then be taken one at a time and fixed in place onto the brackets found on the solebars.



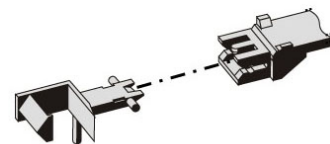
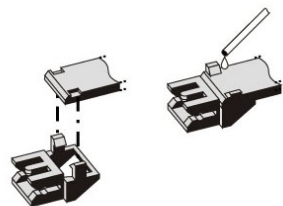
SKETCH TO NOTE (I) INDICATING POSITION OF
BRAKE ROD (X) AND CROSS BRACING (Y)

Bogies

10. This wagon is supplied with the N Gauge Society's own one-piece injection moulded bogies (thus enabling a smooth running and stable model) which only require couplings and wheels to be fitted.
11. Each coupler sprue contains one of the following (see photo, left to right, top to bottom): Short NEM coupler; NEM coupler box; Long NEM coupler; Short sprung coupler; Extra long sprung coupler; Coupler box for sprung coupler.
12. Note that coupler springs are not included. The N Gauge Society is standardising on NEM fittings (where possible) for all its kits that have bogies. The sprung coupler parts are on the sprue anyway, but it is envisaged that NEM coupling will be the modern choice for most modellers. However, springs can be obtained from spare parts sellers such as BR Lines.



13. Cut off the end of the bogie coupler bar as shown.
14. Clip on the NEM pocket as shown and reinforce with a small amount of glue.
15. Clip in the chosen coupler (short/long NEM as supplied, or other NEM couplers).
16. Add the wheels to the bogies. Place the end of one axle in an axle cup on one side, then place the other end over the axle cup on the opposite side. Use a small screwdriver to gently ease the bogie side away from the wheel until it drops into the axle cup.
17. Test run the bogie. If the wheels bind try squeezing the bogie side frames and rotating the wheels; alternatively if the wheel sets feel a little loose then remove, squeeze the frames gently, and replace.
18. The bogies are held in place with the Bogie Retainers (**Part 9**). Use only the smallest amount of glue to attach a Bogie Retainer to avoid gluing the bogie itself to the wagon. Note that you may find it easier to complete this step after painting.
19. Check the model for running. As built it is somewhat light and a little extra weight is recommended either in the form of a suitable 'load' or with the addition of a small strip of lead placed in-between the two inner sets of trussing and stuck to the underside of the wagon floor where it will be well hidden.



Congratulations - your model is now complete!

Exploded Diagram of Assembly

