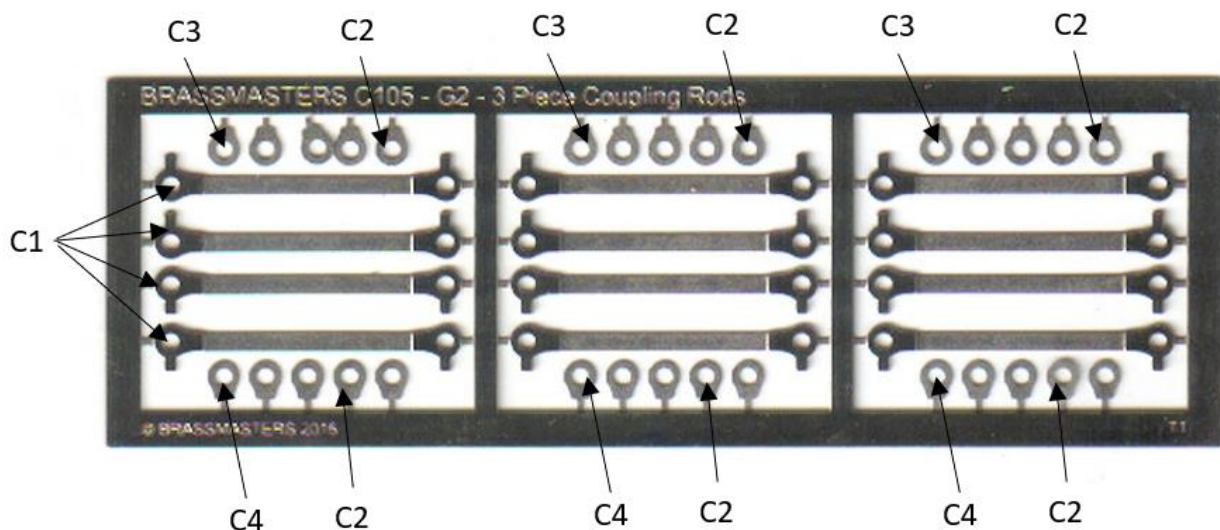


C105 – Three-piece coupling rods for LNWR/LMS/BR G1/G2/G2A locomotives



1 The three-piece rods were fitted to the G1s when built. After G2s were introduced fitted with jointed rods, the G1s, and the conversions to G2A, were slowly fitted with the jointed rods. However, some locos were scrapped still fitted with three-piece rods.

2 These rods were introduced as an alternative to the jointed rods included with the Bachmann G2 EasiChas kit, but are suitable for use with any other LNWR 0-8-0 loco so fitted.

3 There are three separate identical rods each side with two rods overlapping on the second and third axles. This required a long crankpin. The kit includes four extra long crankpins for fitting to Gibson wheels.

4 Each rod is manufactured from six etches including overlays for the bosses. There are spares for the bosses so don't worry when there are some left over at the end.

5 Cut two rods from fret [C1].

6 Open the crankpin holes using a 1.5 mm drill. When complete drill a hole using the same size drill perpendicular in a scrap piece of wood. Leave the drill in the hole in the wood. Tin the mating surfaces of a pair of coupling rods and place over the drill. This holds one end of the rods accurately ready for soldering. It is critical to align the two halves exactly in order to make one rod so take some time tweaking. See photo.

7 Attach a boss [C2] to the front of both ends, again using the drill to ensure alignment.

8 Turn the rod over and attach a left hand rear boss [C3] to the left hand end of the rod and a right hand rear boss [C4] to the right hand end with the washer outwards.

9 Place a little flux along the top surface of the rod and apply heat; the solder on the soldering iron will run down between the rods and join them. The secret is to apply only a little solder at a time. Solder will fill the "cusp" and give the impression of a solid rod. See photo left. Repeat for the whole length of the rod.

10 Repeat for the other 5 sets of rods.

11 Clean up each rod with files. Carefully blend the bosses into the front and rear faces of the rods. The prototype radius of the blend at the crankpin bosses is 6" so it is best to use a file of about 4mm diameter. We used an oval file. Referring to the middle rod in the attached photo, the file should be placed in middle step and then filed downwards to give the result in the top rod.

The photo shows, from top to bottom, boss without overlay, boss with overlay, boss blended in.

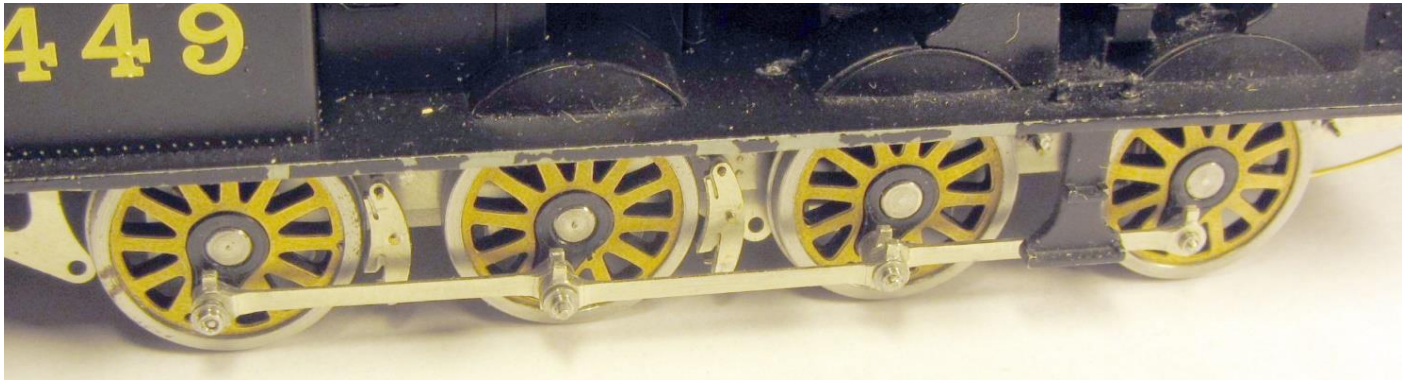


12 Open up the crankpin holes in order that the crankpin bushes will rotate in the rod. This can be done with a reamer, broach or a fine Swiss file.

Fit the rods to the wheels and test run. Don't forget for Gibson wheels, the longer crankpins supplied with the rods

will need to be fitted to the four centre driving wheels.

13 If necessary, the thickness of the bosses can be reduced by thinning the washer on the backs of the rods.



Other components available to convert the Bachmann model to the earlier LNWR pattern are

C251 LNWR chimney as fitted up to the late 1930s or later

B244 Whale pattern (BC3) tender frames