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The following article, 'Fitting Replacement Bogies' by Noel Leaver, was originally published in issue 3 of the *N'spirations* magazine. It is reproduced here, on the next two pages, for the benefit of **N Brass** customers.

N'spirations is an occasional and irregular, but fully exclusive and independent magazine produced especially for the discerning British 1:148 scale N'thusiast. We aim to N'spire and N'thuse with articles and high quality pictures all exclusively about British N gauge. And we would like to think that you will be N'couraged to build better and finer N gauge models and layouts. It is available, when published, on ebay and from a number of specialist N gauge traders including Osborns, BHE, Plus Daughters, Lytchett Manor Models, County Rollg Stock/N'tastisc Shop and Townfoot models. The N gauge Society shop also stocks it and their main display stand sells it at exhibitions they attend.

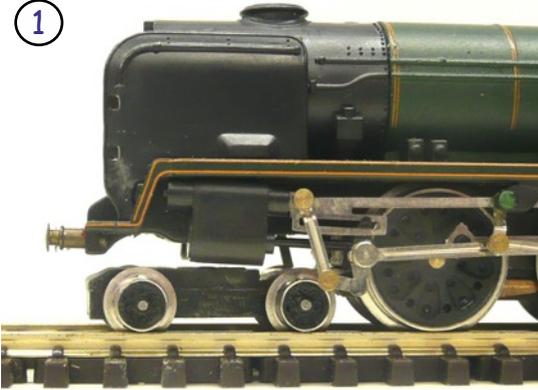
N'spirations - especially for the discerning N'thusiast

FITTING REPLACEMENT BOGIES

An easy and quick improvement to Graham Farish steam locomotives

By Noel Leaver

1



The older Graham Farish 4-6-0 and 4-6-2 locos, while not up to the level of detail and accuracy of more recent models, are reasonable representations that work well. However, their appearance is let down by the front bogies which have tiny wheels (see pic. 1). Fortunately, N-Brass make a range of replacement bogies, with larger wheels and more accurate bogie side frames, that will significantly improve the look. I think changing the bogie makes a bigger improvement than anything else you can do (see pic. 2).

Above; The old bogie. A Merchant Navy class loco fitted with original Graham Farish bogie. *Below;* The new replacement bogie. A Merchant Navy fitted with an N-Brass bogie. Note; this is one of the later Bachmann produced models so the lining is a little better and the wheels blackened compared with the earlier model. I have also added some additional details such as front steps.

2



There are 6 bogies in the range; for LMS (Pacific and 4-6-0), LNWR, LNER, GWR, SR (Bulleid), and BR Standard locos. They are supplied as a kit but construction is very simple: bend the main frame into a U shape, glue or solder the side frames on, bend the keeper plate to shape, and screw everything together. In fact painting it black takes more time than the assembly. They can also be bought ready assembled, though availability is limited. The bogies are also useful when using the Farish chassis under kit-built bodies, for example those made by Langley.

The bogies are supplied with two different length arms. It is best to use the shortest one that will fit

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so that the rear wheels do not catch and can still rotate. Often that is all you need do. However, there are two locos that require further work to provide necessary clearance:

- On the A4 a little metal needs to be filed away at the front.
- On the Duchess the ideal length arm is mid way between the two supplied. The two arms can be cut and soldered or glued together to get the right length.

The original Farish bogies had small wheels to allow them to negotiate tight bends such as Peco setrack radius one curves and points which are only 9" radius. The N-Brass bogies are advertised as suitable for 12" or greater curves. However, on some locos, like the Merchant Navy, the new bogie will work on curves down to 9" without any further changes. On most locos there is not quite enough clearance but it can be made to work with a bit of filing:

- On the (old model) Black 5 you have to file a bit off the inside rear of the front steps.
- On a Castle you need to remove a little from the inside front of the cylinder block.

These are the two I have needed to modify but there may be similar work needed on some other locos. The best way to check is to fit the bogie and see if it works. If you have problems with the bogie derailing check it is not catching on the cylinders, steps, buffer beam, or flanges of the front drivers on tight curves (you may have to file a little off). Also ensure that it can pivot freely.

Secondly - and this applies to any bogie that is derailing, not just replacements - both pairs of wheels must be able to move up and down a bit and in particular the rear wheels should be able to lift a little without the front of the bogie lifting. If it can't then an uneven rail joint can cause the whole bogie to lift and derail, and it will also reduce haulage because the bogie is taking the weight of the loco some of the time and reducing the traction.



Above; Bogie kit with etched bogie frame and wheels. Instructions and the screw that holds the bogie together are also included.

You can adjust the bogie arm by bending it slightly, or sometimes just slackening the screw attaching it to the loco is enough. Adding a little more weight to the bogie helps keep it on the track. To do this glue a small rectangle of sheet lead between the axles. Watching it go slowly over the place where it derails will usually show you what is going wrong.

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