



SDLoco10 - Victorian Railways T class Series 2
Blue and Gold era and V/line era. Resin body T347-T356
Requires Bachmann S4 loco



T347 staff exchanger cutouts and no cab valances, circa 1980. Photo courtesy of Mau Bau's website

Basic history: The T class became the largest diesel class on the Victorian Railways and was built by Clyde's Granville workshops over 13 years from 1955 to 1968. Therefore, there are 5 versions but the group is commonly called the 3 versions of "Flat Top", "High Nose" and "Low Nose". They were purchased to serve the state's branch lines and to replace the ageing K's and the newly arrived J-class steam locos. The second series was constructed from June to December 1959 and when they entered traffic, they were assigned all manner of jobs with other classes.

With the arrival of larger locos in the form of G's and the aging B class being rejuvenated into the A-class most of the fleet was scrapped or withdrawn by 1989. For the majority of their life, they were painted Blue and gold of the Victorian Railways and then, later on, were painted in the V/Line orange and grey. Towards the end of their working lives, they received the 'chopped' valance treatment, which altered their appearance, but maintenance was easier. Sadly, only T356 has made it into preservation and currently wears the classic VR Blue and Gold paint scheme.

Road Numbers: T347-T356. **Model:** G8B

Tools needed: small files, sanding sticks, fine grade sandpaper 800-1200 grit, 0.3mm drill bit, and the 'Wedge' by Spirit Design for handrail folding are available separately from the website.

Other items: Bachmann S4 loco

More Reference photos:

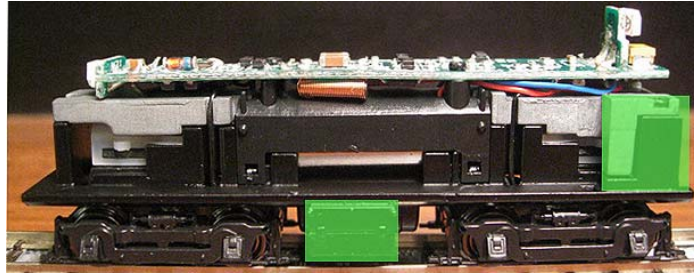
http://www.victorianrailways.net/motive%20power/t320_346.html <http://www.pjv101.net/index.htm>

Train Hobby T class 2nd series 'High Cab' profile book

Bachmann S4 disassembly and modifications:

Hint: Use a camera or phone to take photos of the disassembly procedure if you don't feel confident about where all the parts come from.

1. Remove the body by inserting a small screwdriver between the chassis and the side sill and then gently pry the shell upwards. Once it is raised from the base of the chassis, the shell should pull off readily. Four dimples grab the inside of the body. Located 21mm on either side of the long hood and 21mm back from the front of the cab. Insert your screwdrivers around these areas to free the body
2. Remove the screws securing the two weights above the bogies
3. Remove 2 screws securing the DCC board
4. Unsolder the four wires attached to the bogies at the DCC board end. With the tip of a small screwdriver, scratch a line on one bogie underside face and on the walkway face where it is housed. This will aid the correct bogie going back to its correct spot although it shouldn't matter we know this configuration was done at the factory and worked well
5. Remove the bogie worm drive covers by gently prizing them off at the long end near the face of the weight towers. Take your time as this is fiddly
6. Using the photo below as a guide/grind the Fluro green area with the weight that has two screw holes to the width of the running board of the chassis



7. Trim the weight to match the profile just created in step 8
8. Grind off the battery box faces flush with the walkway sides
9. Grind away the area on the chassis walkway side edges so that slides into the body freely
10. At each corner of the Bachmann chassis, the running board remove a 2mm x 2mm section as per the photo below



Bogies:

1. Trim the brake block shoes and clasp extensions flush with the bogie side frames
2. Using a small screwdriver at one end of the bogie insert it and gently twist so that the bogie frame separates from the bogie mechanism. Note the orientation of the wheels and gears before total removal
3. File the bogie sides down so that the raised detail is flat with the background main shape
4. Trim the excess flash from each of the T class cast bogie side frames and glue these to the face of the bogie side frame. See the photo below of the model or prototype pictures to gauge placement

Chassis Mechanism re-assembly:

1. Using any notes or phone /camera shots, reassemble the chassis with bogies, grease the gears and install the DCC decoder board. Resolder the bogie wires to the board
2. Adapt or trim the light from the DCC board as it will foul the body at its normal height
3. Glue the battery box/fuel tank to the chassis so the battery boxes are facing the cab end
4. Glue the 2 wooden coupler spacers to the underside of the chassis in front of the bogie towers

After 12 months my original Bachmann DCC board died so I replaced it with DigiTrax DZ126

Original
Bachmann cab
end weight now
becomes the long
hood end



New Cab end

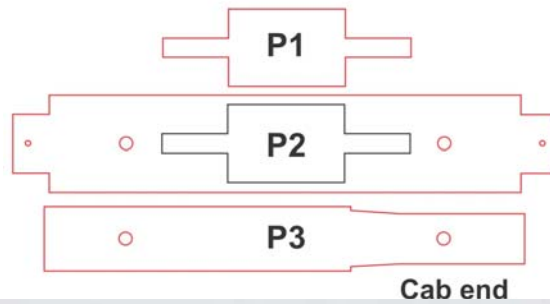
Cab roof:

Glue the cab roof to the body using PVA. The etched fold lines should be located inside the cab so they will not be seen. Bend the roof to match the profile of the cab

Handrails: several very flexible laser-cut handrails have been provided. Lightly sand the laser meniscus from the edges whilst still trapped within the holder sheet using 240-400 grit white sandpaper. Drill holes where dimples are located on the body and glue using Super Glue. The nose handrails should be fashioned using a SpiritDesign 'Wedge' and 0.3mm wire provided. These are glued into place using PVA.

Dummy chassis:

1. Glue **(P1)** fuel tank and bogie alignment piece to **(P2)** using the scribed line as a guide
2. Using 2 toothpicks as a guide, glue **(P3)** to the other side of the assembly made in step 6 paying attention to which end the cab end is
3. Glue the fuel tank/battery box 3D print to **(P1)** making sure the battery box is facing the cab end



Bogies:

Using the screws provided insert the bogies into the chassis and add a drop of glue or nail polish to the screw ends to stop them from unwinding

Painting:

VR Blue and Gold era: - Steam Era diesel blue: Cab roof, loco shell and exhaust stack depending on the era. **Black:** Underframe, bogies, air tanks, handrails and associated gear. **Silver:** Exhaust stack depending on the era, fuel sight gauges, windscreen wipers, central side window pillar and horns depending on the era. **Red:** Horn trumpet ends depending on the era. **Steam Era diesel yellow:** handrails depending on the era, nose face and the long hood face ends as per prototype photos

V/Line Orange and Grey era: - Steam era V/Line Orange: valance sides, nose faces and nose handrails, cab sides only and headstocks/pilots. **Steam Era V/line Diesel Grey:** All other areas except staircases. **Black:** staircases, fuel tanks and bogies. **Silver:** exhaust and middle bar of the cab window. **White:** all walkway handrails only

Decals:

The chevrons and stripes are the highest quality decals on the market and have been especially screen printed for Spirit Design to match Steam Era Diesel Yellow. In addition, they feature a unique border fractionally wider than the artwork work. This means you can cut away from the decal and when soaking off, only the artwork with the small clear border will come away. No more having to trim as close as possible; the special mask does this for you.

Numberplates: the paper number plates are best trimmed as close as possible to their respective white edges and applied to the loco using Microscale clear water-based topcoats as this acts as a glue as well and allows you to put a water-based topcoat over an existing enamel or water-based VR Royal Blue

Couplers:

1. Test fit the chassis into the body and open out the coupler access in the pilot enough so that a 1015 Microtrains coupler can be pushed from the front into its final position on the loco
2. Drill 0.8mm holes for the coupler screws and attach the couplers which will then lock the body to the mechanism, if using the dummy chassis use PVA to glue it to the underside of the loco walkway



T351 chopped valance Geelong loco 29/04/1989. Photo Chris Pearce



T 353 between duties at Geelong 04/03/1989. Note the different chopped valance compared to T351. Photo Chris Pearce