

**SDLoco11 - Victorian Railways T class diesel-electric Series 2B  
Blue and Gold era and V/line era. T357-T366****Requires Bachmann S4 loco or similar available separately.**

T362 at Nowa Nowa 20/08/1971. Photo courtesy of Peter Vincent

**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. As a consequence, 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. This was the 2<sup>nd</sup> variation of the high nose entered traffic between December 1961 – May 1962 and were assigned all manner of jobs with other classes.

For the majority of their life, they were painted Blue & Gold of the Victorian Railways and then, later on, 5 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. 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locos in the form of G's and the aging B class being rejuvenated into the A-class most of the fleet was scrapped or withdrawn by 1989. Luckily 2 units have made it into preservation and currently 1 other is still earning its keep with CFCLA.

**Road Numbers:** T357-T366. **Model:** G8B

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

**Other items:** Bachmann S4 loco

**More Reference photos:**

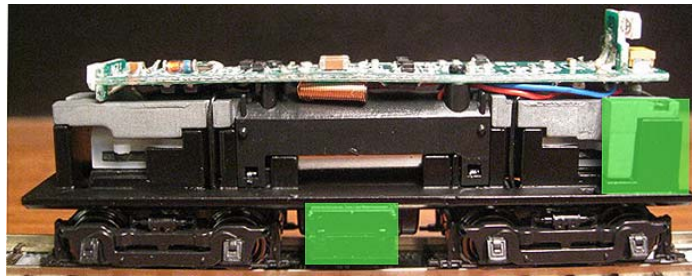
[http://www.victorianrailways.net/motive%20power/t320\\_346.html](http://www.victorianrailways.net/motive%20power/t320_346.html) <http://www.pjv101.net/index.htm>

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. 4 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 that are 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 also 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 file/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 it 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. Glue **(P23)** wooden walkway to the top of the Bachmann chassis so that the cab end is placed over the original cab end of the chassis. I.e. the area where the weight with the 2 screws was originally
3. Adapt/trim the light from the DCC board as it will foul the body at its normal height
4. Glue the battery box/fuel tank to the chassis so the battery boxes are facing the cab end

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

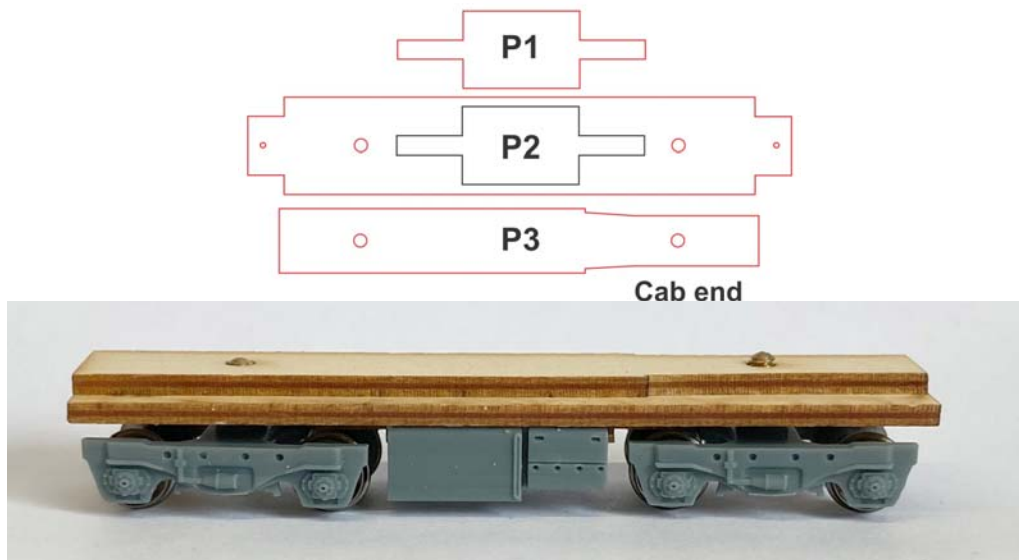
#### Cab roof:

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 in 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:

**The brass body:** The whole etch needs to be cleaned before priming and final colour application. All excess solder should be minimised. There are several ways of cleaning brass but to bathe the brass in warmed Vinegar for 20 minutes is recommended, then wash with fresh water and then air dry before applying an etch primer. Some people skip the priming stage if they are using water-based acrylics or use a sandblaster.

**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

**Numberplates and number boards in lights:** Depending on your era the numberplate background will be either diesel blue or black, which is the most common. If painting a blue background polish the plate first before coating. Once the paint is applied carefully wipe away the paint on the raised numbers, class letter and border. For black numberplates repeat the steps above. Then lightly paint a round toothpick in a small section with white paint and then gently roll this across the raised sections of the numberplates to paint the detail.

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 as allows you to put a water-based topcoat over an existing enamel or water-based VR Royal Blue

#### 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.

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#### 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



T362 courtesy of Mark Bau's website



Above T364 at Dynon. Photo courtesy of Mak Bau



Above T357 unwashed in normal working condition. Photo courtesy of Mak Bau



Brand new T366 at Spencer Street station 16<sup>th</sup> July 1962. VR photo