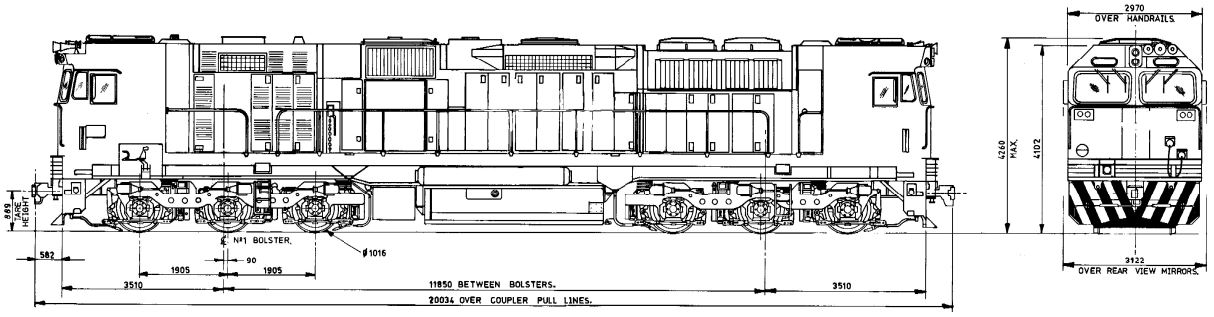
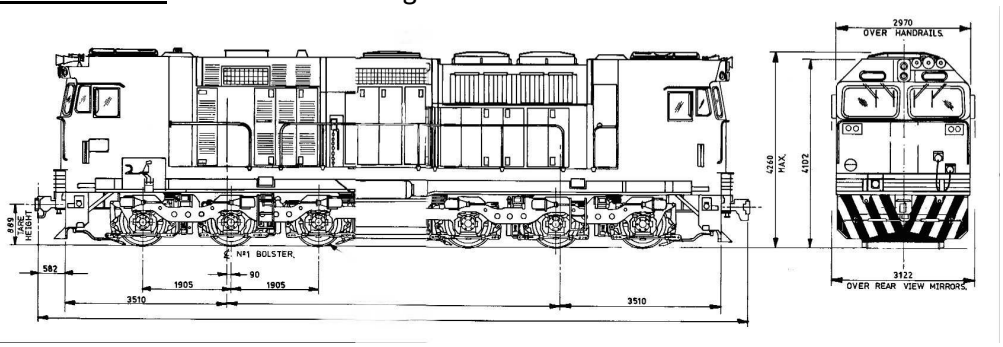
The 2800 Class – Diesel Electric, Co-Co, "*foreshortened*", 80 tonnes.



The drawing above is of a VLine N Class that is similar to and indicative of the real Queensland Railways 2800 Class Locomotive [nominally 124 tonnes]. Geof has yet to locate a QR drawing.

The real Loco is 20.0 metres long and a scale model would NOT negotiate the BTR curves, so a "*foreshortened*" model was envisaged for use on the BTR.



Drawing of the BTR version of 2800 Class loco as "*foreshortened*" for the minimum 2.4m diameter curves on BTR track and as used to make the model.

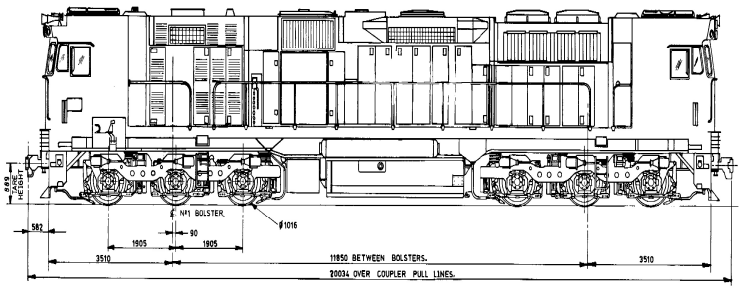
The "*foreshortened*" BTR model uses;

A pair of Aristo-Craft Co-Co motor blocks, so it has 4 motors, 2 per motor block.
Side frames are not the same as the VLine N Class drawing so are fabricated from scratch.
Cabs and Hoods fabricated from 3mm styrene.
Model has 2.4GHz R/C, MyLoco Diesel Sound Card with Horn and LED directional lights.

Photos of the model making in progress will be included as work is undertaken.

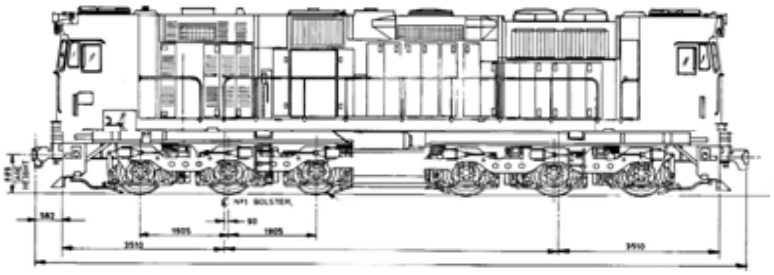
The 2800 Class – Diesel Electric, Co-Co, "*foreshortened*", 80 tonnes.

The other option for "foreshortening, was to simply 'shrink' the entire loco length to maintain 'length' proportion.



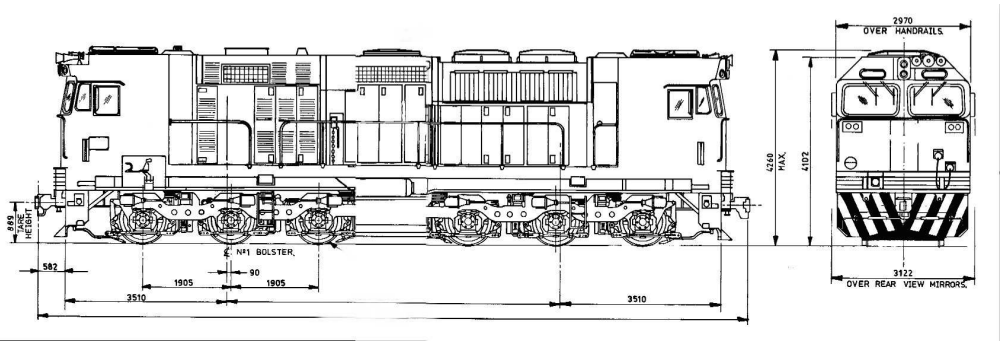
That option made the bogies look weird and un-modelable.

So then Geof tried leaving the bogies at normal length and shortening the fuel tanks, but with 'shrunken' Cabs & Hood.



That option was considered and yet the CABS then looked 'too' short.

So Geof settled on merely removing about 75% of the fuel tank length and the Hood length above that.



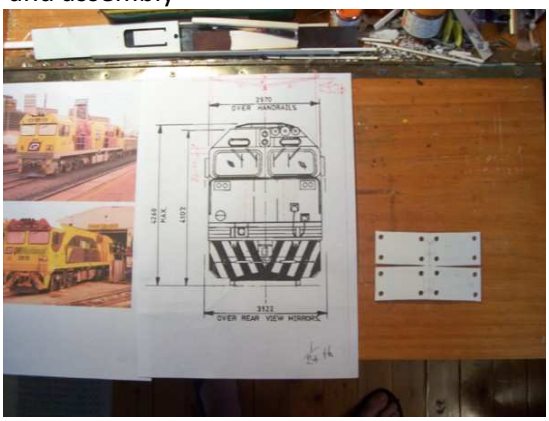
The final drawing of the BTR version of 2800 Class loco as "*foreshortened*"

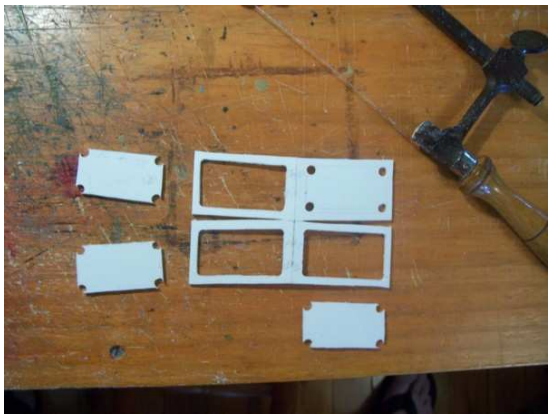
Views from above locos, depicting roof top detail.

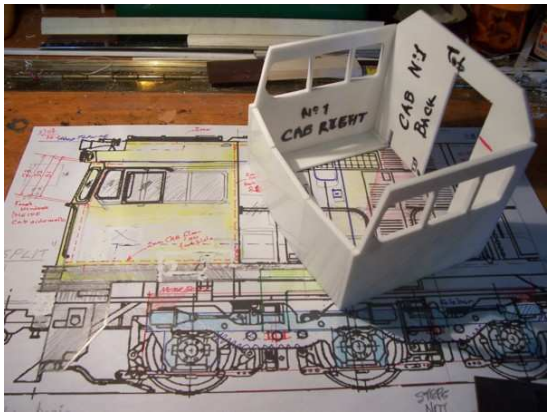
Photos of the model making in progress will be included as work is undertaken.

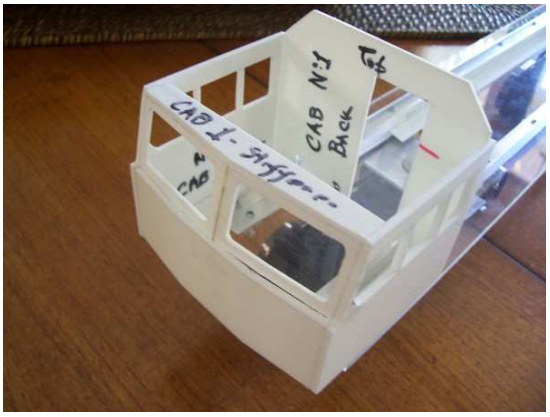
The 2800 Class – Diesel Electric, Co-Co, "*foreshortened*", 80 tonnes.

The CAB components, frets, stiffening, miters and assembly





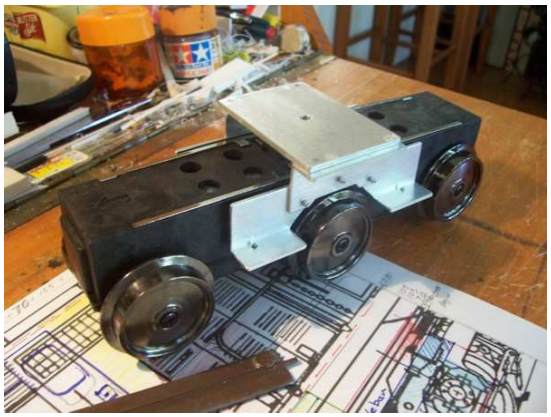
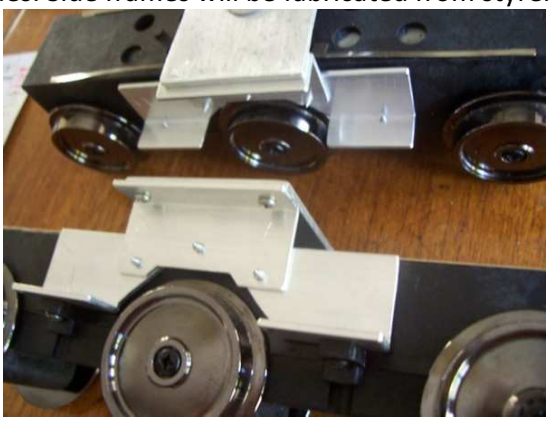
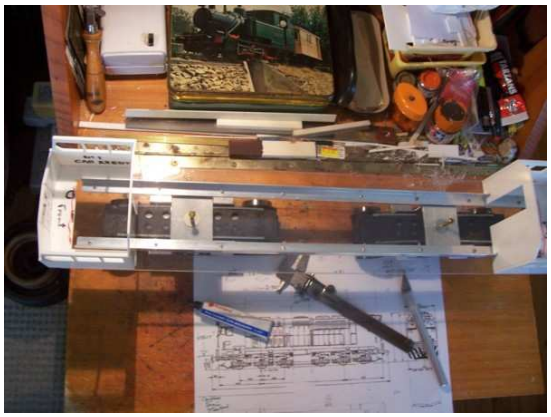


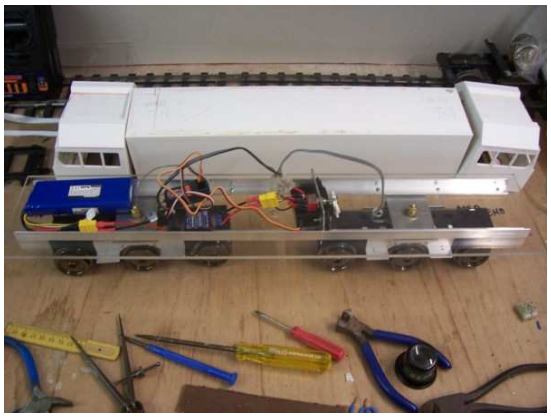
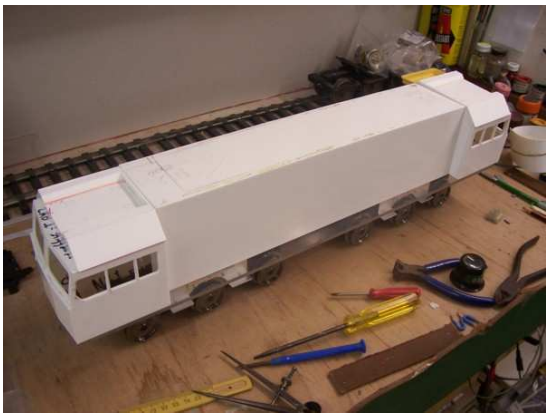


The CAB has many intersecting angles that create voids which are tricky to fill.

The 2800 Class – Diesel Electric, Co-Co, "*foreshortened*", 80 tonnes.

The motor blocks needed fabricated "A" frames. Side frames will be fabricated from styrene.

Periodic trial fitting of sub-assemblies ensures good proportions and tight build quality.

The 2800 Class – Diesel Electric, Co-Co, "*foreshortened*", 80 tonnes.

The CAB appearance, while simple lines, proved to be quite difficult and time consuming to model.


The Headlights and number luminaries are flat and vertical. The Forehead slopes back at an angle.


The voids were milled out to accept styrene blocks for those lights to be 'let-in'.

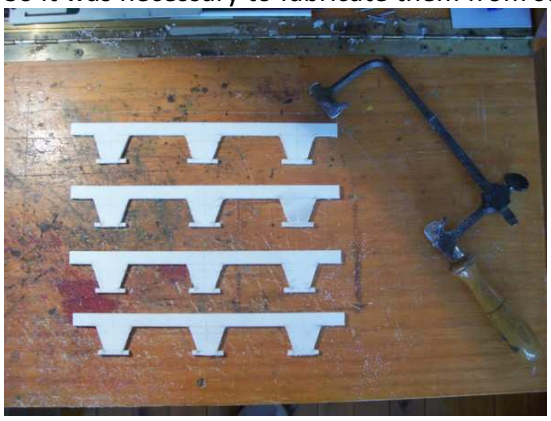

Blocks for housings for lights and number boards were fitted and glued into recesses milled earlier.


Anti-Climb Sill, Buffer Plate with Kadee coupler #906 and Cow Catcher are now in place.

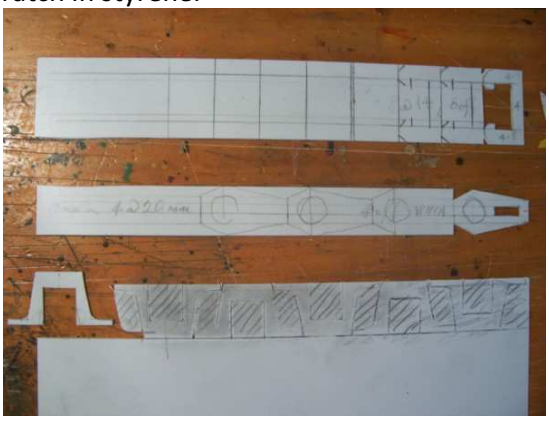
The 2800 Class – Diesel Electric, Co-Co, "*foreshortened*", 80 tonnes.

The Side Frames for motor blocks are unique, no G Scale manufacturer produces anything like them.

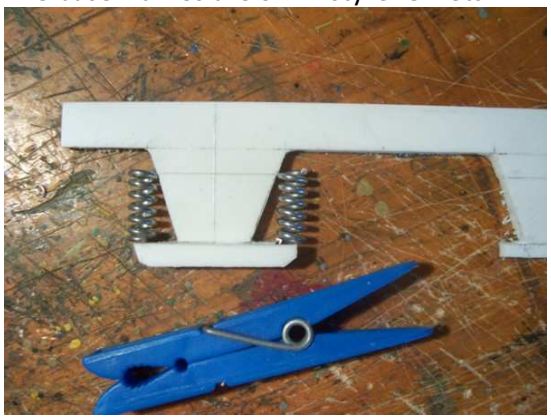
So it was necessary to fabricate them from scratch in styrene.



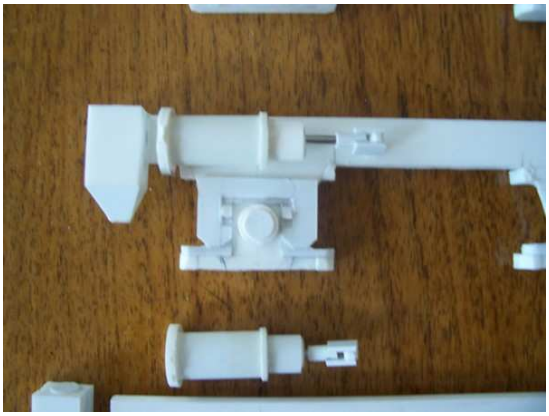
The base frames are 3mm styrene frets.



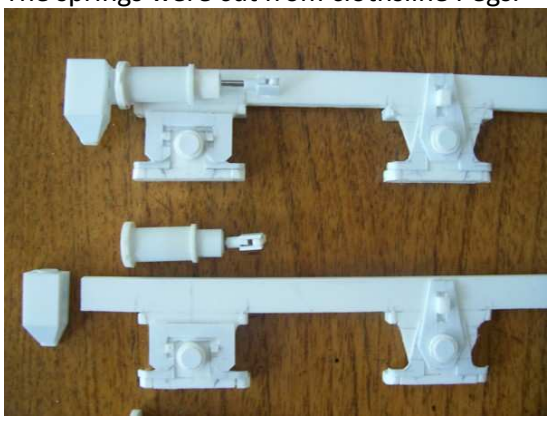
The detail items are 0.9mm frets overlaid in base relief.

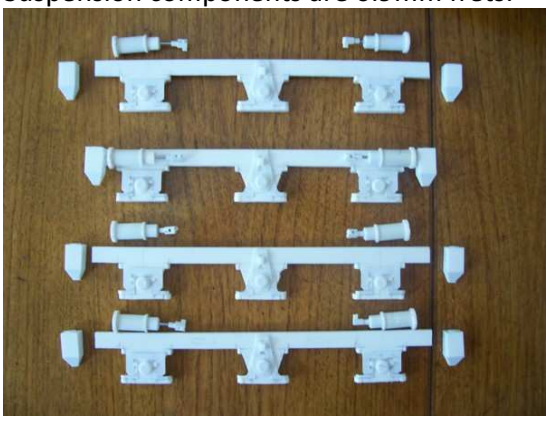


The springs were cut from clothsline Pegs.



Suspension components are 0.9mm frets.

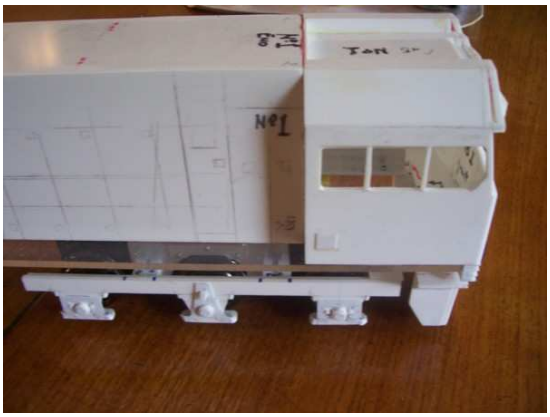




Sandboxes and Air Cylinders fabricated and ready to fit, now for the Springs.

The 2800 Class – Diesel Electric, Co-Co, "*foreshortened*", 80 tonnes.

The footplate and side Sill need thickening yet, under floor details and "darkness" to be addressed.



Ready to add Sandboxes, Air Cylinders, Springs, then mask for undercoat and painting.

Wiring includes directional headlights, charging points, recessed Hood mounted On/Off switch.

Next to add Air Horns, handrails, step ladders, air hoses, marker lights, weathering.