

MODELLING THE RAILWAYS OF QUEENSLAND



CONVENTION 2008

## MODELLING QUEENSLAND FEATURES

by Les Downey.

Photos by the author except where otherwise credited

There can be many reasons you choose to build models of Queensland prototypes, but the whole exercise becomes pointless if in fact the completed model does not look like a Queensland identity.

I don't have a mandate on building models of Queensland prototypes nor do I claim that the features I'm illustrating are the main or in fact the only uniquely Queensland features. They are features that have caught my attention and any methods I demonstrate at the MROQ Convention are simply ways I have tried and found they have worked for me.

I do however suggest that you keep an open mind on my methods, try them, see if you can better them, and if you find a way that you are more comfortable with then my time preparing this presentation will not have been wasted.

Likewise I suggest you objectively look at Queensland railway items and see what features scream "Queensland" at you.

They may be totally different to the features that have attracted my attention.

The key factor here is objective observation, look, listen, and decide.

This also is not an encyclopaedic A to Z of Queensland features which is an almost endless subject so I have pulled out a selection of some of the features that relate to my own currently in progress Queensland projects.

In the available presentation time today my featured models will be -

The C17 sedan cab locomotive.

The BLV Dinky van.

The CB class "blackout" van.

Many of my "uniquely Queensland" features are also relevant to other Queensland rolling stock items.

In many instances they can also be seen on other railways and in other countries, but collectively they are very much "Uniquely Queensland".

Starting with the C 17 sedan cab steam locomotives. This locomotive to me epitomises the distinctive Queensland locomotive.

The cowcatcher, headlight, double curved cab, Maloney roof, number plates, and the brown colour scheme on the later batch, are all very much Queensland.

From the rails up we have the cowcatcher, either angle iron (*Photo 1*) or plate steel (as on QR Heritage locos) (*Photo 2*) but both very distinctive features. The angle iron one protrudes definitively at a steep angle and has an outward curve in the sides of the vee. The steel plate one has very distinctive slotted holes and a more subtle angle of protrusion.

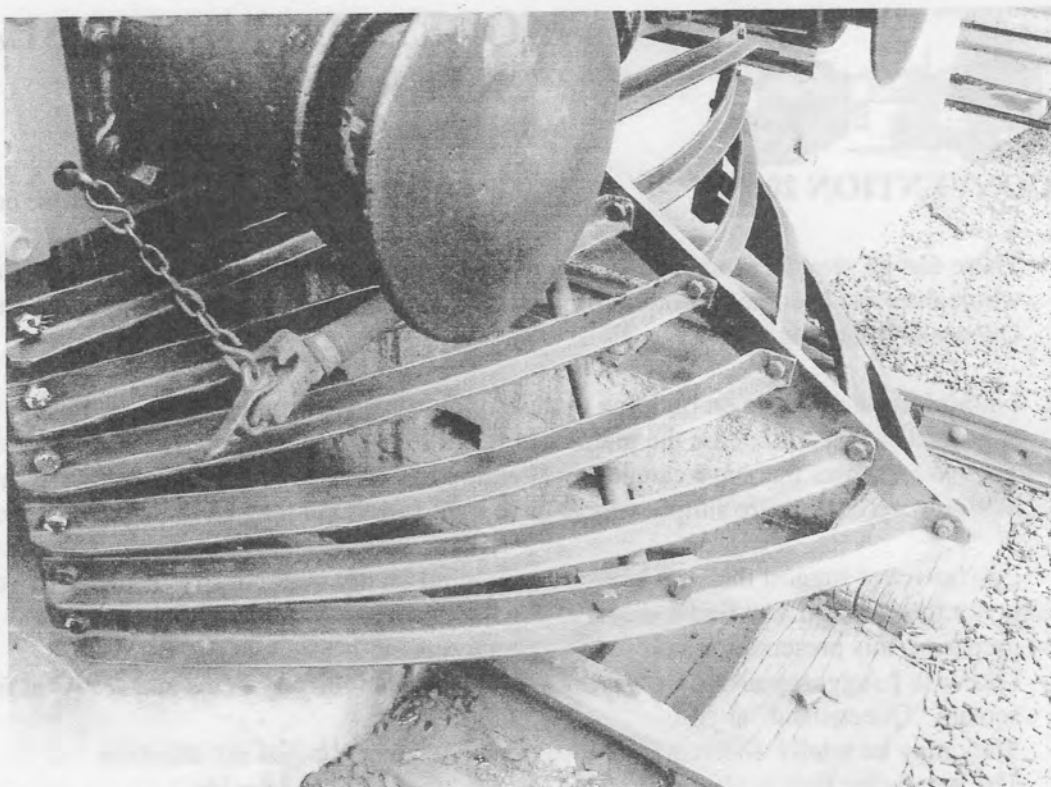


Photo 1- Angle Iron Cowcatcher



Photo 2 – Plate Steel Cowcatcher

The curvatures of the valance (*Photo 3*) can either complement or spoil your model. It isn't satisfactory just to put curves in the valance, the radii have to be correct, the starting and finishing points of the curves have to be in the right places to be Queensland, and having the straight sections in the correct places is important too.

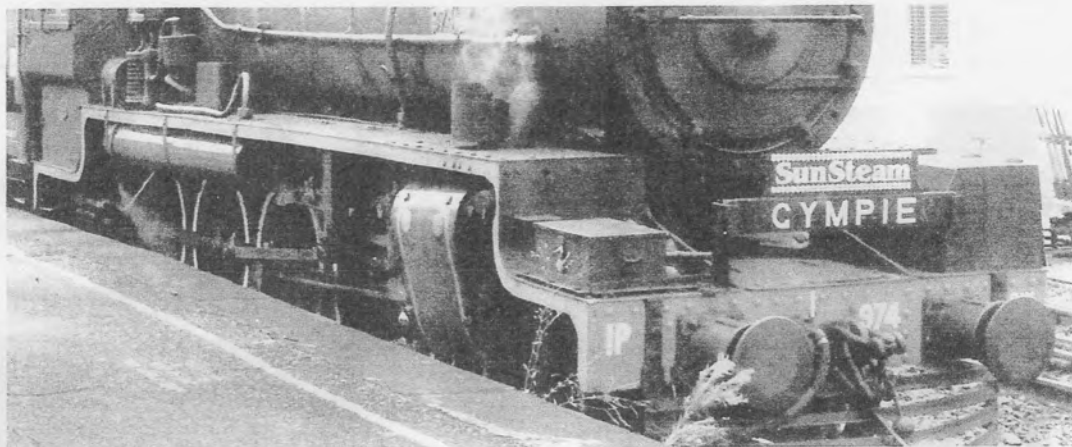


Photo 3 – Valance Curvatures

On the running plate we have tool boxes and racks and destination boards (*Photo 4*) that absolutely scream out *Queensland Rail*.

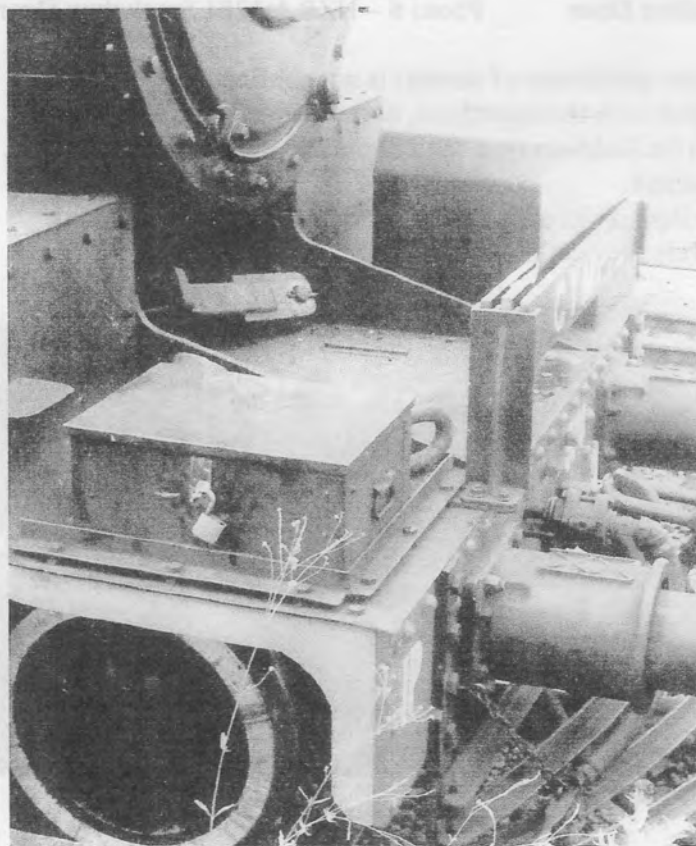


Photo 4 – Tool Boxes and Destination Boards

The smokebox door (*Photo 5*) looks like it was made up with different layers filleted together, as distinct from many other railways that have all sweeping curves (*Photo 6*).



Photo 5 – Queensland Smokebox Door

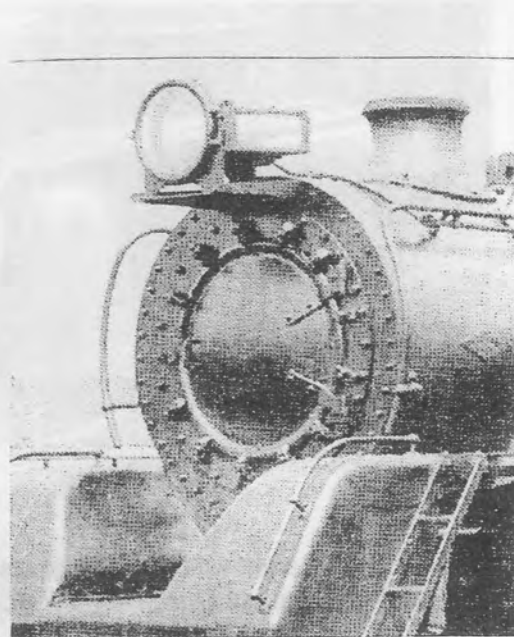


Photo 6 – NZR Ja1281 Smokebox Door

The funnel/chimney (take your preference of names) is not confined to Queensland use but both the straight shooter with the capuchion, or the flanged type are right at home here, and together with the Baldwin type sand dome and either the long or the squat steam dome are Queensland.

In some instances one single item on its own is not that “uniquely Queensland but grouped with others collectively they certainly are (*Photo 7*).

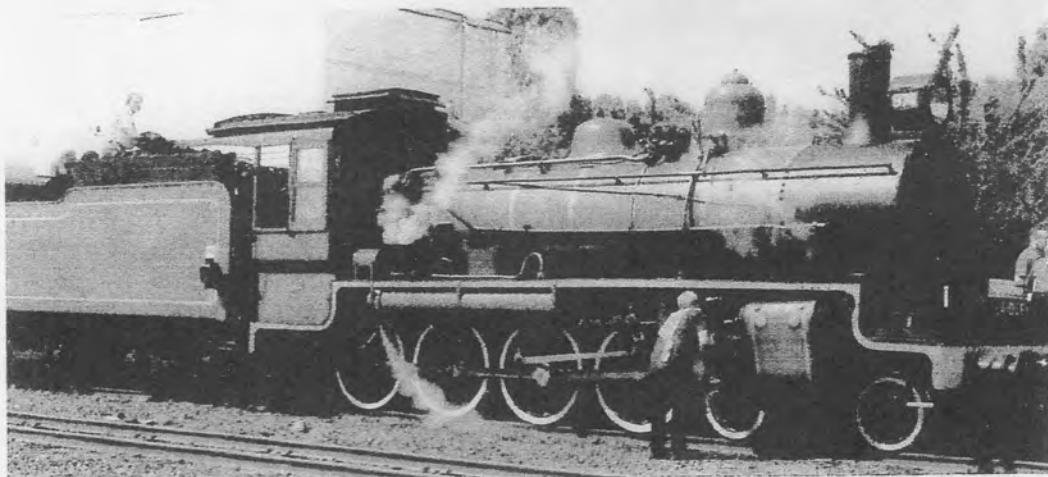


Photo 7 - C17 #974 at Grandchester.

The standard 20 inch Pyle headlight mounted in front of the chimney (*Photo 8*) is also used in many countries, but couldn't be more cohesive than it is on the front of the C17. And don't forget the illuminated number boards in the side of the headlight housing.



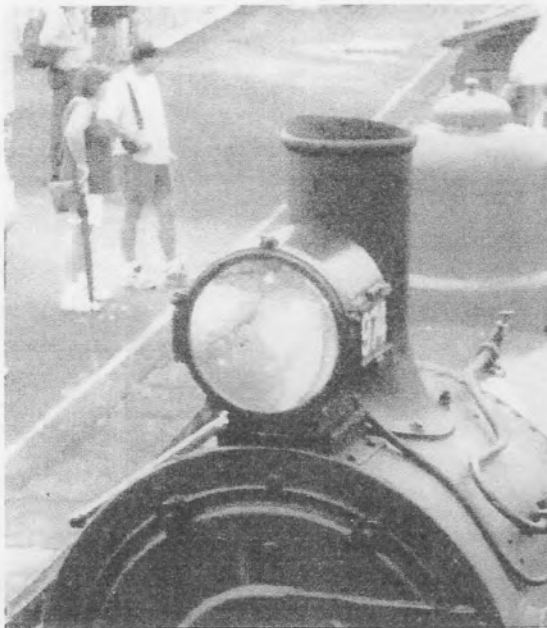


Photo 8 – Pyle Headlight

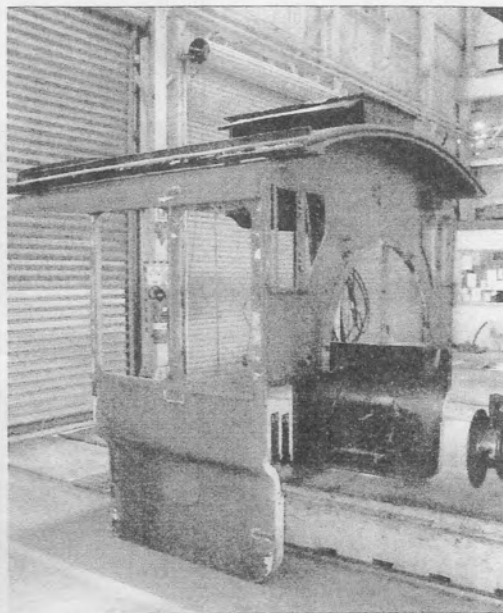


Photo 9 – Cab Curves

Another primary recognition feature is the cab, the double curves (*Photo 9*) are again truly Queensland. And the Maloney roof (*Photo 10*) is for me the highlight (no pun intended).

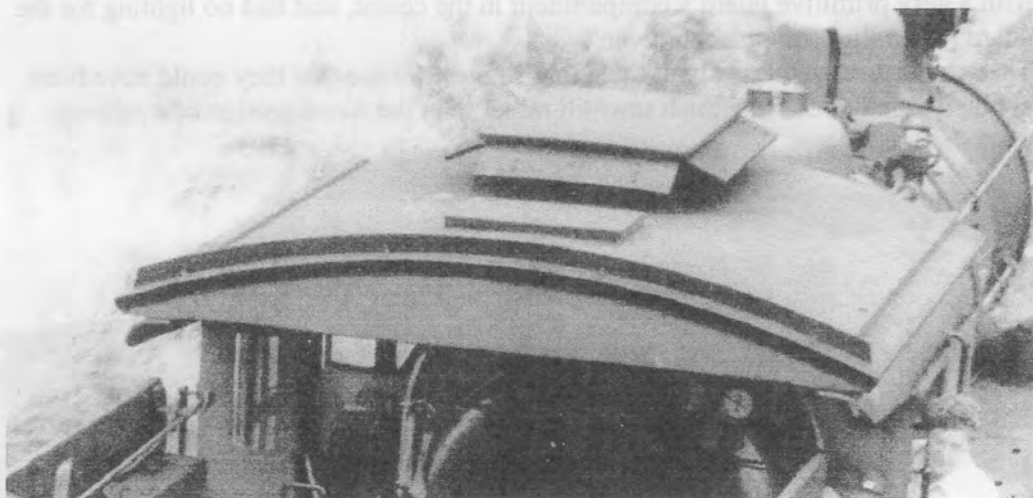


Photo 10 – Maloney Roof

A majority of the world's railways use some form of brass number plates and many use a rectangular format, but somehow the size, shape, style of numbers, and heavy set figures are very much Queensland (*Photo 11*).

And finally although most of the C17's were black with red trim, to me the use of an unusual colour of brown with green trim is *So Queensland*.



Photo 11 – Brass Number Plate

The CB wagon van (*Photo 12*) was a weight saving vehicle, a C class box wagon with a very primitive guard's compartment in the centre, and had no lighting for the guard hence the term "blackout van".

These have a ruggedness about them that suggests to me that they could have been cobbled together at some bush sawmill rather than the wood section of a railway workshops.

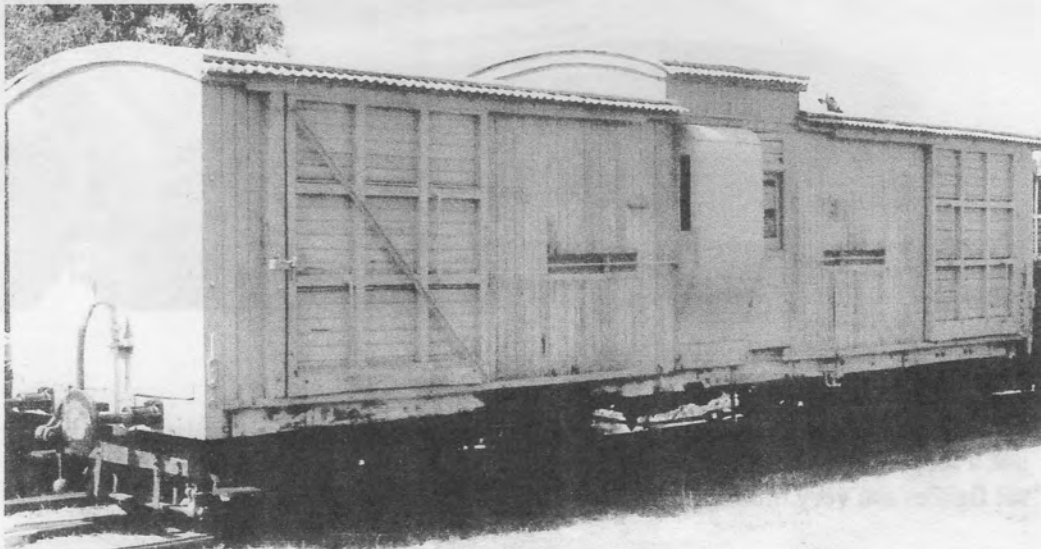


Photo 12 – CB Wagon Van

It's almost as though they were built by an American and a British worker both of whom were competing to influence the look of them. The American constructed the caboose type cupola and the other worker put in a distinctly British set of steps and handrails (*Photo 13*) up to the roof.

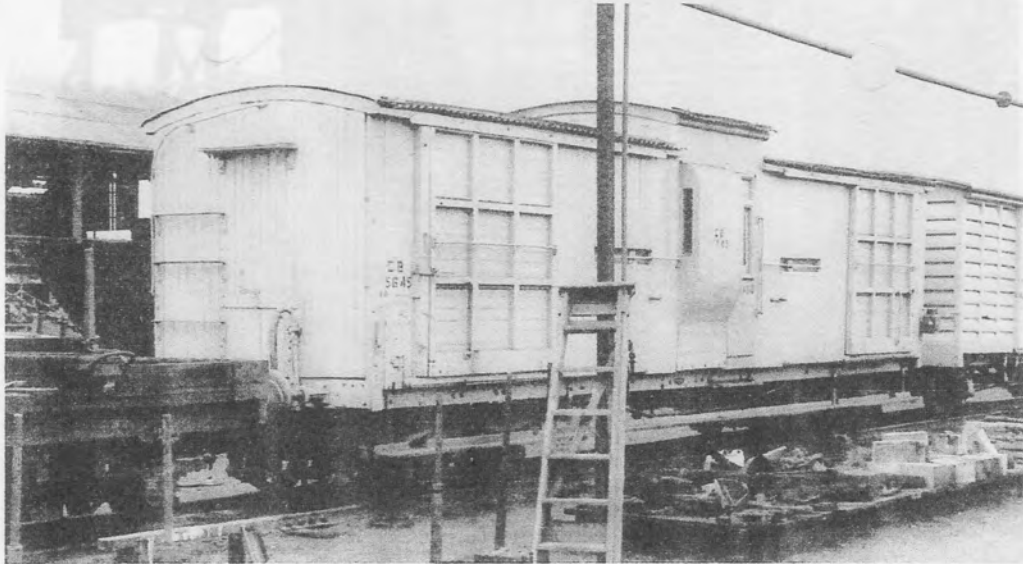


Photo 13 – CB Details

Photo: Ken Rogers

Footboards extending the full length of the vehicle tend to hide the bogies from view, which is a real curse if you are trying to photograph the bogies.

The nine panel wooden sliding doors on the goods compartments are so typically Queensland goods wagons as is the curved corrugated iron roofing material, primitive but effective.

The BLV Dinky van (*Photo 14*) is unusually short but a real cutie with its double roof, overpowering side footboards and in contrast to the CB blackout van, the prominent battery boxes, small passenger carrying capacity, guard's lookouts and compartment with the double doors, one opening inwards and one outwards, and of course the obligatory toilets.

All modern features on a vehicle which seems out of place on a main line railway.

This particular vehicle seems to have captured the imagination of the manufacturers because kits are available in both HO and S scales, and possibly in "O" as well.

Observing the features and prominent points are important if you want to build a representative model that captures the "flavour" of the real thing.

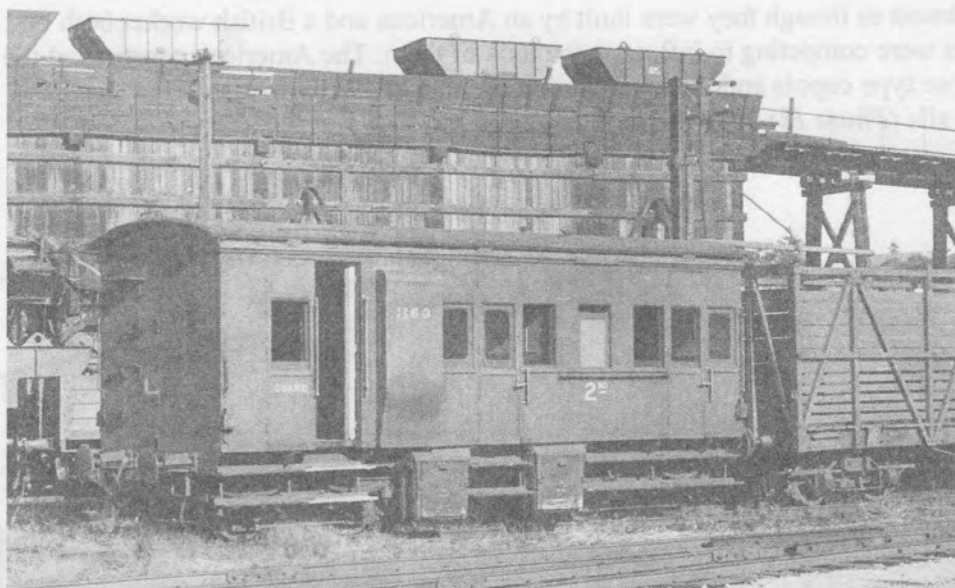


Photo 14 – BLV # 1160

Photo: John Armstrong

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C 17 #802 at Imbil

Photo: Jim Hutchinson