



My Second OL49 (in Gauge 3)

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Since I completed my Polish OL49, 2-6-2 locomotive in 1:25 scale, I have now constructed another to Gauge 3. This necessitated the drawings I had previously used, being enlarged by 11%. I had two sets of prints made, one for permanent record and further photocopying and the other to cut out as required. As with my first model, I cut from the photocopy, the appropriate component and then by using "photomount" adhesive, glued the section to a brass sheet of appropriate gauge, prior to cutting and profiling.

The original cardboard cutout book is very detailed but to enhance the model, I found that by taking numerous photographs of the real thing, in Poland, I was able to add a great deal of detail. It had been my intention to power this model with an electric motor, which I thought would fit nicely between the frames. In practice, whilst I could squeeze it in, it did mean hacking out the centres of the air reservoirs, which are slung beneath the boiler and above the frames. The further I proceeded, the more I realised that this was not the best approach, so I abandoned the idea. Visually, my amendments are not noticeable, so in reality, the model did not get spoilt.

Whilst attending an exhibition some 18 months ago, I discussed this problem with another enthusiast, who suggested I considered building a truck of some description and powering it in order to couple behind my loco. This could then act to "drive" the loco. I knew that cardboard cutout models of various trucks and coaches were available, so on my next trip to Poland, I purchased a model book for an old 4 wheel coach, which would hide a couple of motors quite nicely.

As you will see from the attached photograph, the coach looks very small in comparison with the loco but keeping fingers crossed, it will do the job. The coach body (at time of writing) is almost complete. Very soon it will be time to fit the motors. Mounts have been provided within the coach framework, for two motors, which will drive directly onto a helical drive on the axles. The motors have an in-built gear reduction of 11:1, which I hope will be OK.

Knowing nothing about radio control, I have decided rightly or wrongly, to take my model to a professional supplier, show him what I want and let him supply the solution. It might be more costly in the short term but at least it will give me the knowledge needed for my next model. Once this is up and running, hopefully this year, I will have to find some space in my garden to lay some track, then I'll discover the truth!!!!

Painting of course is another subject!

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