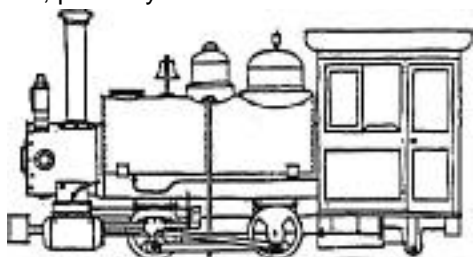




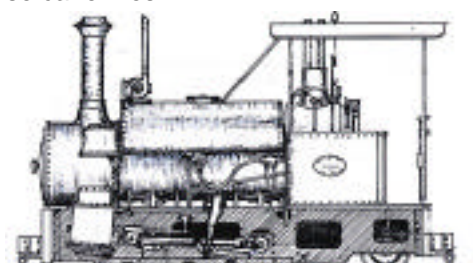
Modifying the Colonial Baldwin 0-4-0



This model started as a *Colonial Model Railways* Baldwin saddle tank kit in HO_n30 (drawing below, 3.5 mm to the foot with a 9 mm gauge N scale mechanism). However, it looked too American for a cane loco, primarily due to its closed cab and bell.



The first step was to leave off the bell and fill in the hole with putty. A diamond-style smoke stack from my parts box (likely from a Roundhouse Shay detailing kit) was epoxied in place. Stacks like this helped minimise cane fires.



Pleystowe Mill's John Fowler 0-4-2 saddle tank locomotive as rebuilt 1950s to end of service. Drawn by Jim Fainges © 1998

The tropical-style cab was more difficult. Open cabs on cane locos such as Pleystowe Mill's Fowler 0-4-2 (above) provided the inspiration but appeared likely to be too fragile unless built in brass... and I was

neither confident about my metal working skills nor wanting to tackle representing rivets, etc.

Fortunately, while most of the steam locos used in the sugar industry had been delivered with riveted construction, repairs and modifications would likely have been welded. As the deadline for installing the dioramas fast approached I decided to use styrene for the uprights and 'welded' panels. The result was a cab the same size and shape as the original but with right angle stock corner posts (albeit oversize) for roof supports.

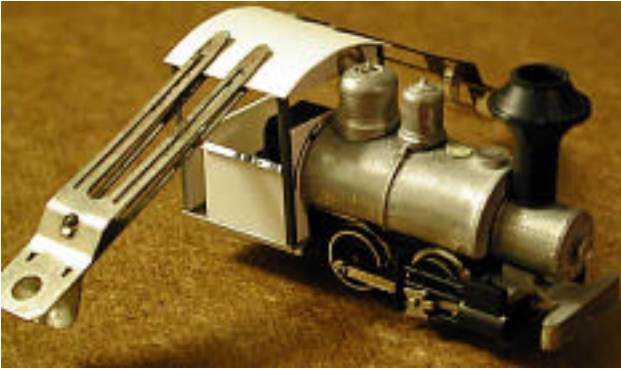


The black pieces in these photos are ~1 mm angle stock and are very flexible, even in short lengths. The 'door' end of the side panels and the tops of the front and back panels could also have had angle braces to be more realistic but that is only apparent in the construction photos and wouldn't have added significant strength to the model. On the other hand HO scale 2 x 8 bracing on the bottom of the side walls is critical to keeping them square and in place.

The white components, except for the HO scale 2 x 8 braces, are cut from .010" (roof and sides) or .020" (back and front) styrene sheet using the original cab as a pattern.

The cab was test fitted at every stage of construction and cab components assembled in place to ensure fit and squareness. Styrene cement applied with a small brush was used for fixing the styrene parts.

CaneSIG: Modelling Cane Railways



The cab is being held on the locomotive frame by friction and Blu-Tack (a putty-like reusable adhesive) while the roof is being glued. This ensures that the completed cab will fit in the slightly off-square frame.

When the cab assembly was complete the model was disassembled to be washed and dried for painting. The cab was then epoxied in place and the model handpainted and weathered.

A driver, minus his toes to fit in place, and a tow rope wound around the front footplate completed the model.

Tolerances were tight and the construction seemed flimsy but the result is actually quite sturdy. Sacks of coal or a stack of wood, plus tools for handling could also have been appropriate but wouldn't likely have been visible on the museum diorama where this loco was headed.



Australia's *Colonial Model Railways* went out of business in 2001 but Chivers Finelines (UK) made the kits and have indicated that they may supply them again in the future. Other kits in the series included a Fowler 0-4-0 and the Australian-built Bundaberg Fowler 0-6-2.