

Modelling Cane Railways

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Large Scale
Cane Wagons

CaneSIG: <http://www.zelmeroz.com/canesig>

Large Scale Cane Wagons built by Jim Petropulos of Los Angeles



Above and below right: The first ten cars I made were these double bay, top loading-unloading types. The 'cane' in the cars is dried grass. The top loading Gregg Car on the following page is a likely prototype for this wagon.

Since 1992 I have been scratch building models of sugar cane cars using K & S brass structural and sheet brass for my garden railway. I work in the large so called 'G-scale' as in garden railway size.

Each of these cane cars are built much like full sized railroad cars from the frame up. I use an 80w soldering iron and hand tools; razor saws, files and some jigs I made (also from K & S brass) to produce consistent results.

These cane cars sit outside night and day, on the tracks rain or shine just like the real thing. Brass is such a durable material for outside railroad models. Even my dog can't do much damage to them chasing the cat. (She knocked some off the tracks a few times). No problem!

It takes about a minimum of a month of evenings, and weekend afternoons to complete one car. I have completed thirteen out of an original plan to build twenty. Having found this to be a very enjoyable facet of the hobby for me, I may not want to stop at twenty. Also, I found there are a variety of styles of

sugar cane cars, as well as other rolling stock I might consider building too.



K & S structural brass shapes can be found in most hobby shops catering to the model railroad hobbyist.

The photo below shows most everything I use in building these cars. The blue Sharpie™ felt tip pens are used to write on the brass and mark for cutting. The large book is the *1943 Car Builder's Cyclopedia*

(The catalogue of railway car builders for domestic and export orders). I patterned the rack to the left of the book to hold the various brass pieces I use, similar to retail display racks.



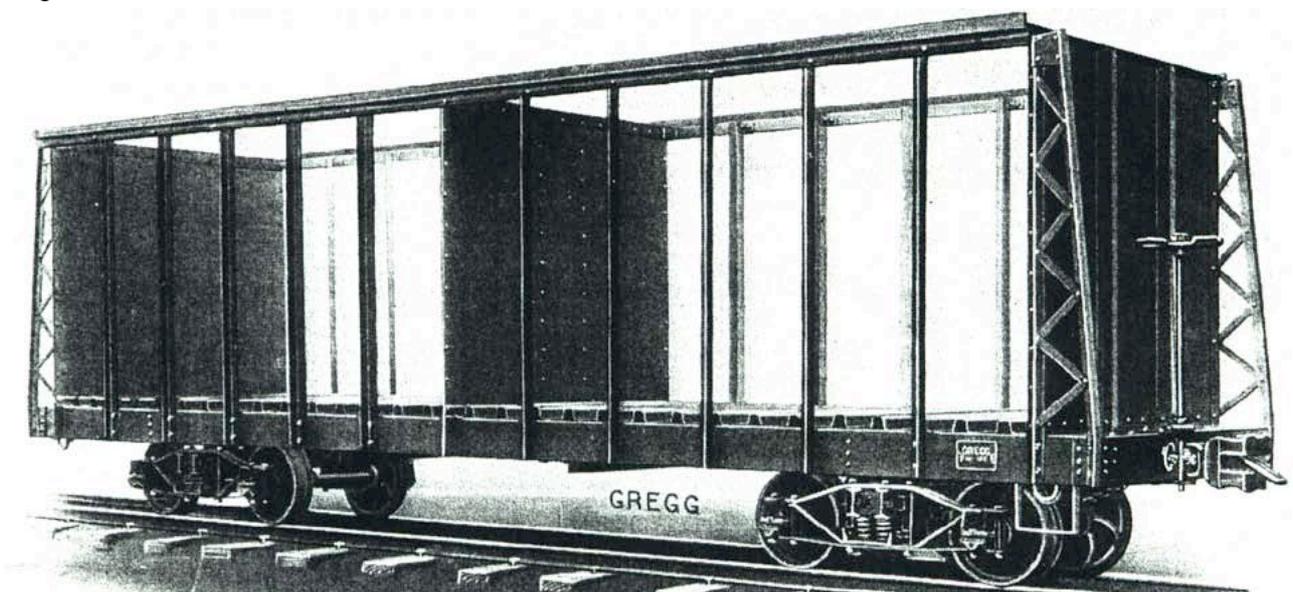
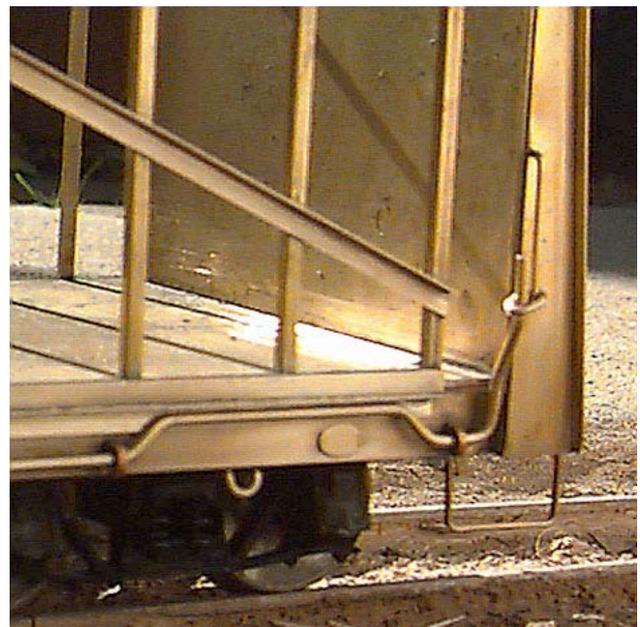
Additional resources

Excerpts from the 1943 *Car Builders Cyclopedia* have been reprinted in *Train Shed Cyclopedia #83* (Newton K Gregg).

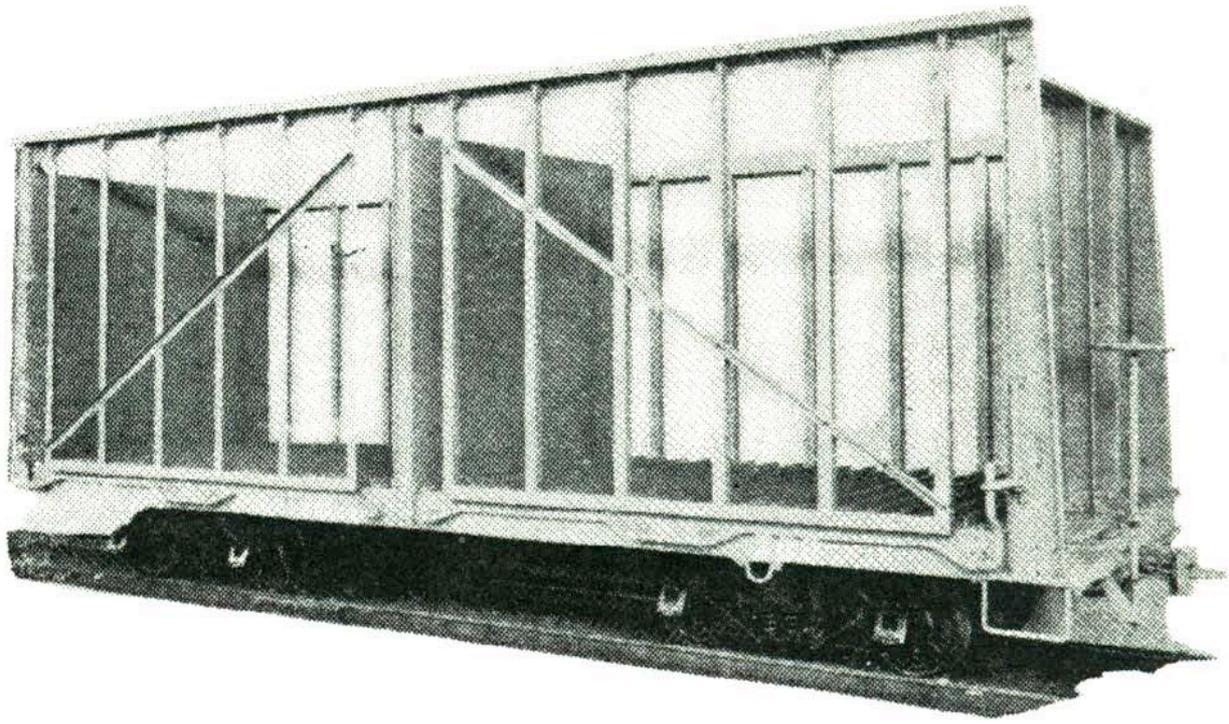
Cuba has been a favourite railfan destination, thus there are a variety of books, videos and other resources available, including detail photos of cane wagon on the CaneSIG web site.



Above and below: A typical two-bay side discharge cane car by Magor Car Co. for export to sugar cane producing countries like Brazil, Cuba, Mexico, etc.



Gregg Company's 'Confluente' all-steel car; capacity 12 tons, length 25', width 6'; hand wheel brake on one truck; floor of pressed steel cleats, steel superstructure 5' 6" high; unloaded by chain lift; and used extensively in Cuba. Source: 1919 *Car Builders Cyclopedia*, p 952, fig 2776.



Typical two-compartment, one-side discharge, all-steel cane car. Capacity 10 metric tons, built by Magor Car Corporation, New York, for export to sugar producing countries. Source *1943 Car Builders Cyclopedia*, p 1221.



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Gregorio Arlee Manalich Mill, Cuba: two different side-unloading 2 ft 6 inch sugar cane wagons (above), and a cane wagon loader (below) with at least three different wagon styles being loaded, during a railfan tour, February 2003. Claus Kleinhapl, photographer.



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