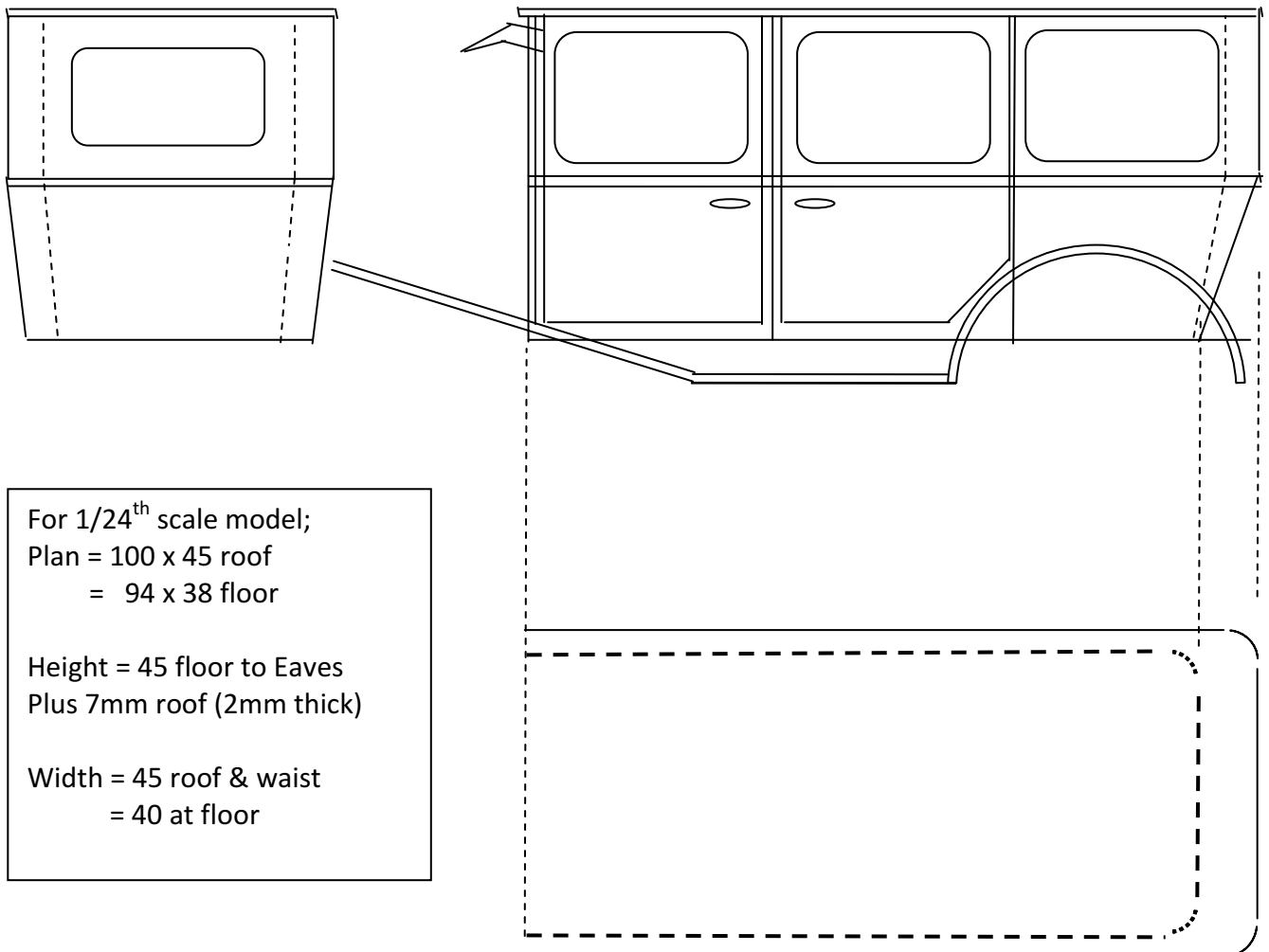


1926 Model T Ford 4 door sedan converted to railway use.



In this example the compound floor pan, mud guards, running boards pressing has been retained.



1926 Model T Ford 4 door sedan converted to railway use.



In this example the floor pan, mud guards and standard running boards have been discarded.



I love the aged, weather beaten appearance of this example.

1926 Model T Ford 4 door sedan converted to railway use.



This restored example shows off some of the unique features, finishes and proportions of the 1926 model.



1926 Model T Ford 4 door sedan converted to railway use.

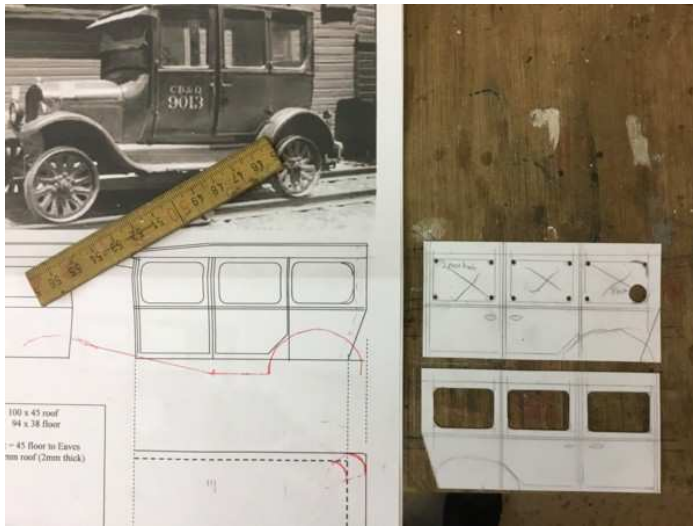


1926 Model T Ford 4 door sedan converted to railway use.



1926 Model T Ford 4 door sedan converted to railway use.

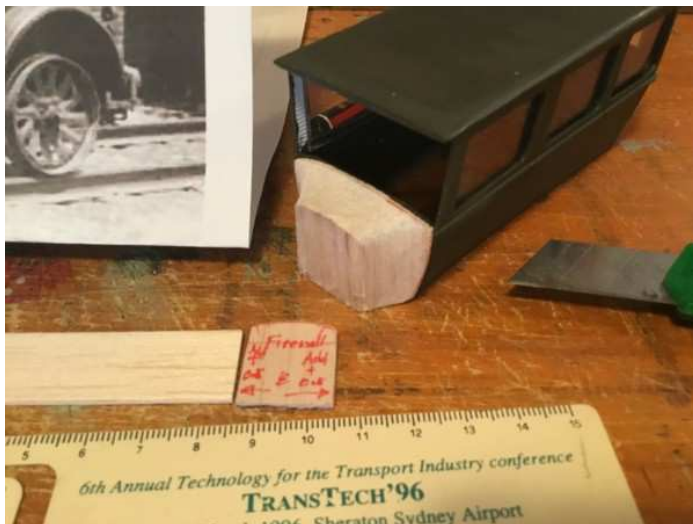
The 1/24th scale model has been fabricated from scratch in Styrene and Balsa.



Based on preceding photos, a scale sketch was done and “stretched in length” to fit a chassis already in stock. Styrene sheet 1.0mm thick was “fretted” out then parts glued to form the Cabin.



The corners were slit from 4.5mm diameter styrene tube. The Firewall to Hood transition is carved Balsa. The Roof is 2.0mm thick “flared” at the edges to capture the slight curvature and edge rounding.



This carving was a little tedious and yet rewarding.



The radiator and hood are fabricated styrene.

1926 Model T Ford 4 door sedan converted to railway use.



Yet to add Headlights, sunvisor, windscreen, door handles, radiator cap and one day some better wheels.



Powered by 1 cell AA NmHh, on/off switch, forward / Reverse switch and sound yet to be added.



1926 Model T Ford 4 door sedan converted to railway use.



1926 Model T Ford 4 door sedan converted to railway use.



See the video on Youtube.

<https://youtu.be/d6GQgek2Ejs>