

A Baguley from Thomas

Version 1 part 1



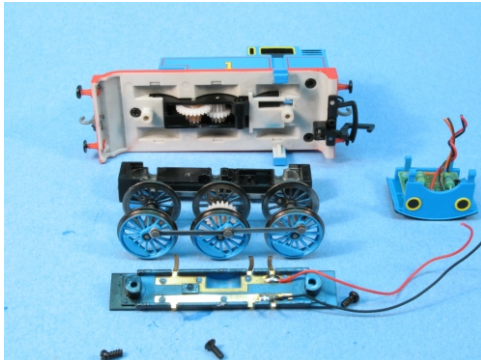
Copyright Michael Mott

Supplement to April Tome



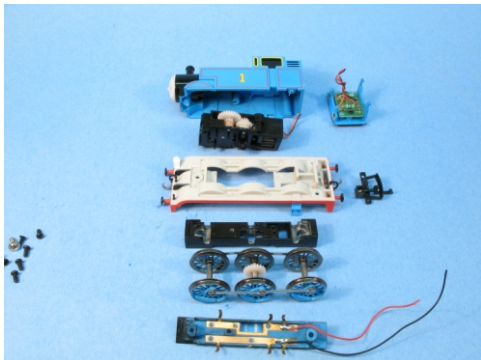
Step one

Remove the roof and cut the four wires that hold the small card this is not needed for a while and it will get replaced later. This step makes the rest of the disassembly much easier.



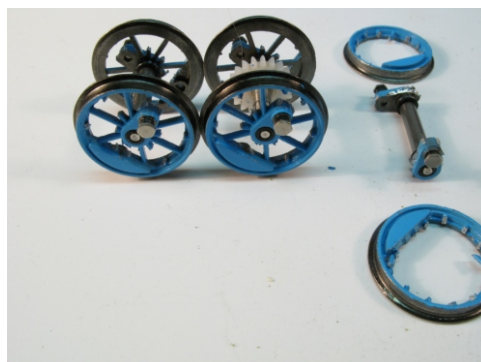
Step two

Remove the 3 screws that hold the wheels and weight to the bottom side of the footplate.



Step three

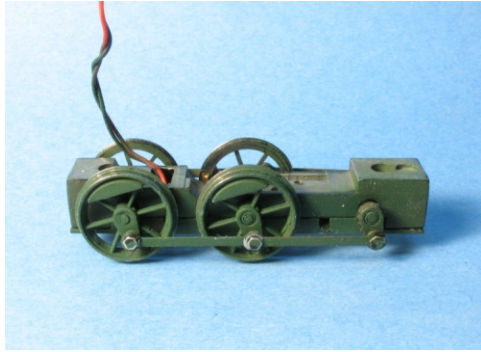
Remove the 3 screws that hold the motor drive into the body of Thomas and remove the screw holding the tension lock coupling.



Step four

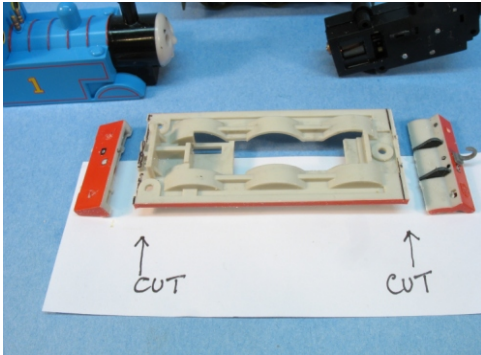
Remove the coupling rods from the wheel set and return the small screws into the wheels, this gives you the advantage of not losing them and keeping the threads clean of debris while the wheels are being modified.

Use some strong small side cutters to remove the spokes from one of the wheels completely, this will become the crank driver. Remove the alternate spokes on the remaining wheels to better represent the wheels of the Baguley



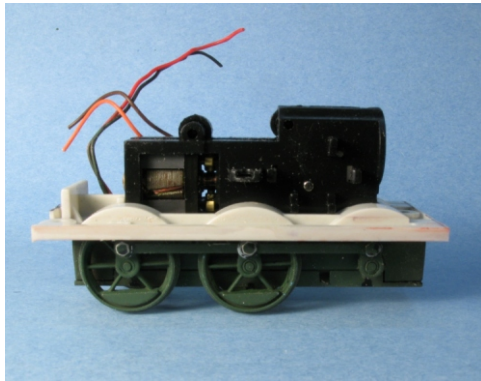
Step five

Here the wheels have been painted and replaced into the main chassis block.



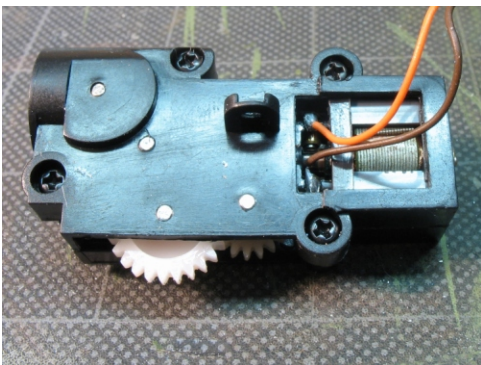
Step six

The footplate is now cut at the locations indicated to remove the buffer beams.



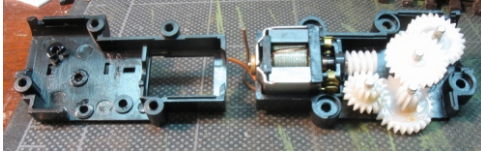
Step seven

The footplate and motor placed on the weighted section of the chassis. The motor need to be modified now to reduce its size.



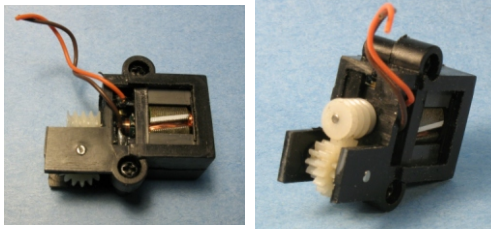
Step eight

The 3 screws on the motor block are removed and the 2 halves can then be separated and all the gears and motor removed from the plastic housing.



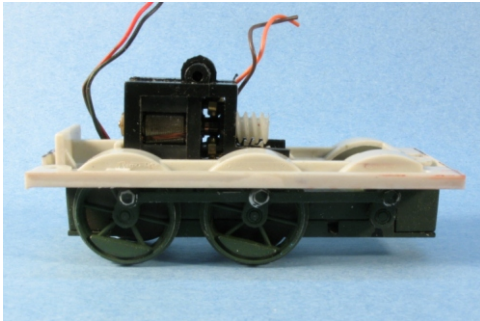
Step nine

The gears and motor are easy to lift out once the screws are removed.



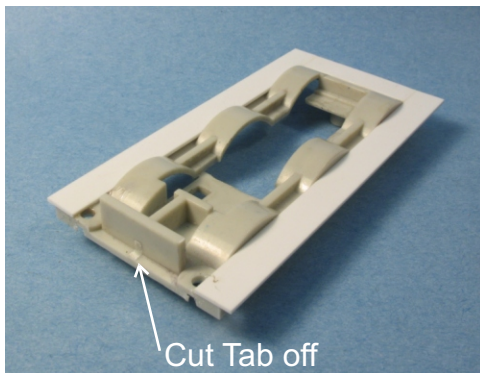
Step ten

The gears and motor are re assembled after the excess plastic and gears are removed. The material removed was mainly the housing required to hold the gears and mechanism to move the eyes on the original Thomas.



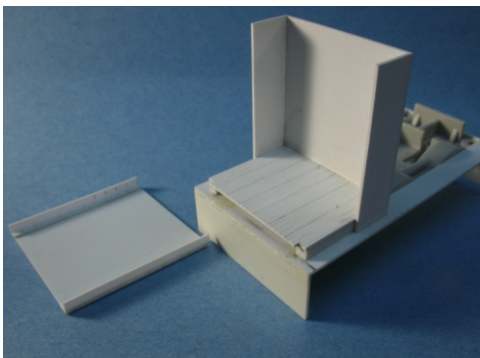
Step eleven

The smaller motor housing is better and allows for the cab area to be clear of obstructions. All of the modifications to the original Thomas are mostly completed all that remains is to reconnect the electronic card, and make the new body.



Step twelve

The first task is to clip off the little tab at the front marked on the picture then to glue some .030" x .250" styrene to the footplate to widen it a little and to give the sense of a thin plate. .020" x .250" would be better but I used what I had on hand.



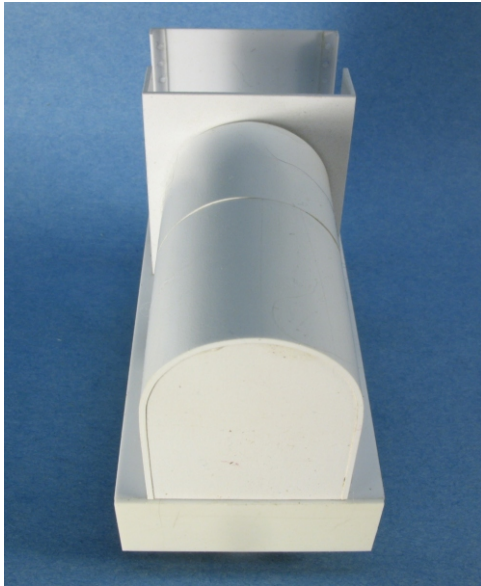
Step thirteen

The firewall sheet assembly is glued to the footplate, and the wood floor is made from some .030" sheet scribed to look like wood. The rear panel is fabricated from some .030" sheet with some .125" angle glued on the edges after embossing rivets into it. The end buffer beam plates are glued to the footplate.

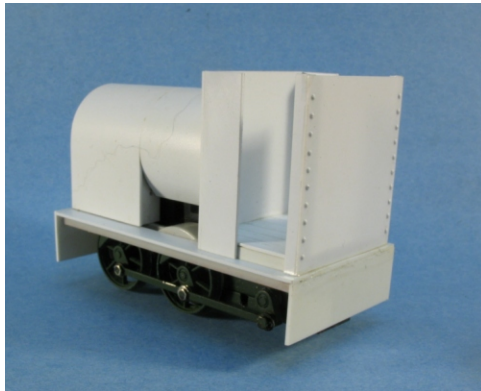


Step fourteen

The engine cover can be made a number of ways this example shows one made from a card tube.



The engine cover for this loco is made from styrene wrapped around a piece of Plexiglas tube that has a slot in the bottom to clear the motor.



The loco will look something like this by now, in part two I will add the remaining details including the brake wheel and cab controls. The drawing on the next page is full size for 16.5mm gauge track and is based on the Photographs of the Baguley locomotive in the April 2007 Tome.

