

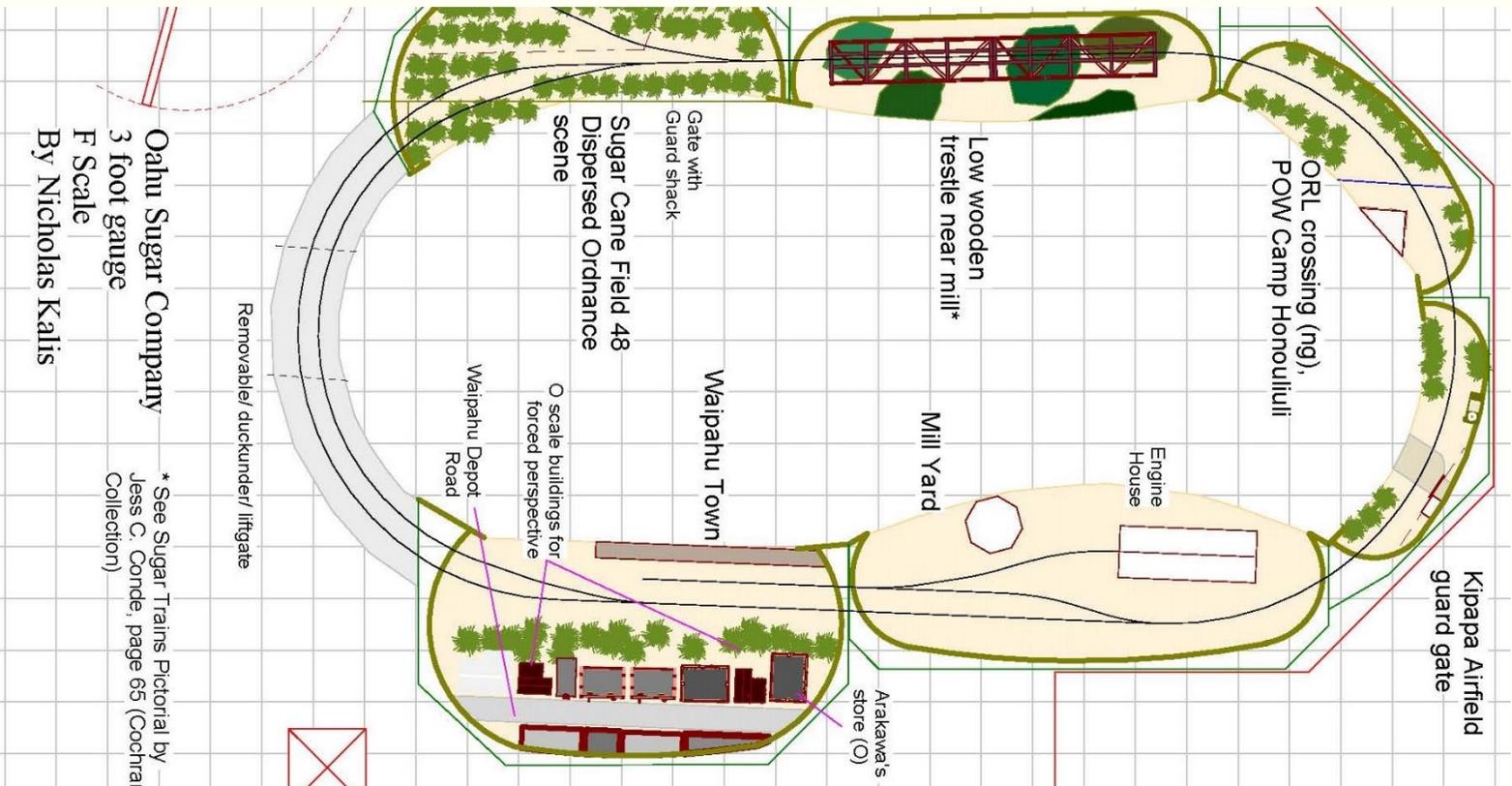


# INTRODUCTION

## *Railroad map of Oahu*



# Fn3 (1:20.3) Oahu Sugar Company November 2017 Open House



**Oahu Sugar Company**  
 3 foot gauge  
 F Scale  
 By Nicholas Kalis

\* See Sugar Trains Pictorial by  
 Jess C. Conde, page 65 (Cochitran  
 Collection)

## Fn3 (1:20.3) Trestle

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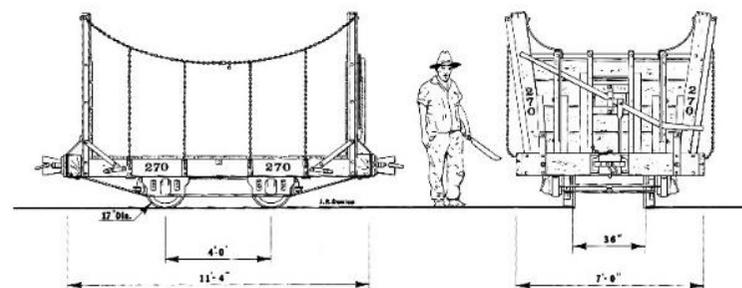


# Published Plans for Sugar Cane Car

Drawings by Jim Dunlop appeared in Bob Brown's *Narrow Gauge and Shortline Gazette*

*I am having these 3D printed by Shapeways in 1:20.3 scale*

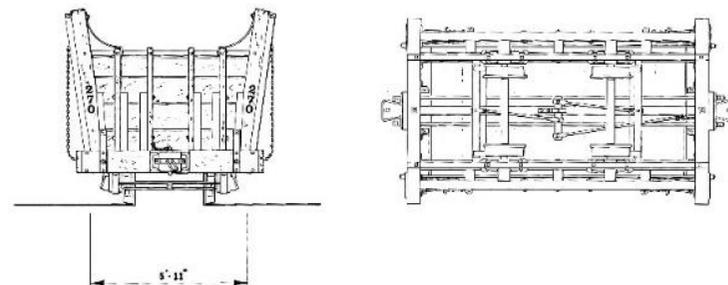
*Contrast the size of sugar cane car to a standing human*



## Oahu Sugar Company

*Sugar Cane Car*

BY JIM DUNLOP



© Oahu Railway and Land Company

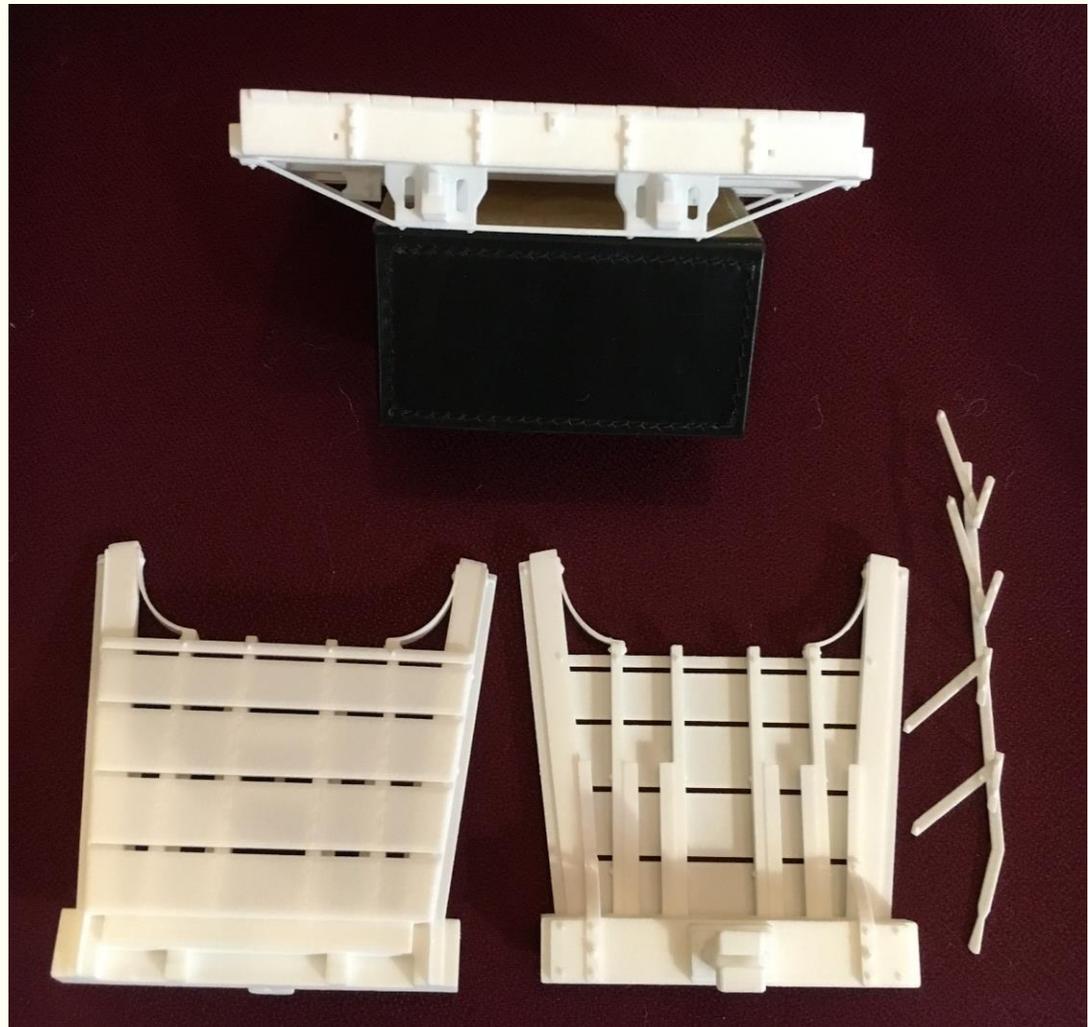
# Sugar Cane Car by Shapeways

---

*These 3D parts were printed by Shapeways in 1:20.3 scale*

*All I need to do is*

- 1. Use metal brush to create wood grain*
- 2. Paint*
- 3. Assemble*
- 4. Install wheels  
(already purchased)  
not photographed*



# Working on the railroad

Mud press rail cars hauled juice sediment to the fields to serve as fertilizer

A map of Oahu Sugar Co. dated April 14 1925 illustrates the plantation was divided into fields numbered 1 through 56. I thus have numbered one field on my layout as Field 48.

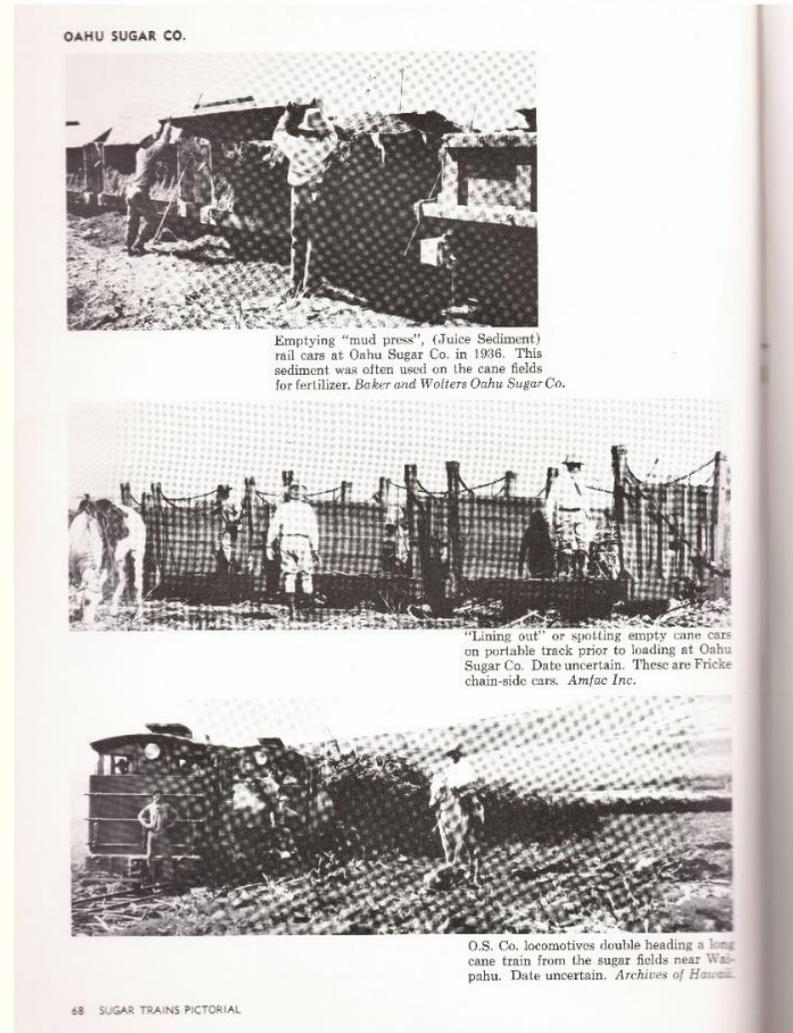
Source: *Sugar Trains*, page 317

A portable track leveler was used to clear through the cane to lay portable track

Source: *Sugar Trains*, page 324

“Temporary railway tracks are laid in the fields of cut cane, over which cars are hauled to the permanent railways running to the mill”

Source: page 67 Coulter



## A Postcard from Paradise

---

*Oahu Sugar Corporation owned or leased approximately 14,000 acres of land of which approximately 12,000 acres were planted in sugar cane and the remainder were used for roads ditches, buildings, athletic fields, waste and pasture lands, etc.*

*The lands of said corporation were located approximately 13 miles from the city of Honolulu, Oahu, of the then Territory of Hawaii, and laid between and adjacent to Pearl Harbor on the Southeast and Schofield Barracks on the Northwest.*

Nice colorized postcard. This is why I chose to model Hawaii – it does not get any more cheerful than this



## Why Fn3?

---

I had modeled HO and found operation not that reliable (see my front page article in September 2007 *Railroad Model Craftsman*)

I want trains that can entertain children that come to observe and operate – Fn3 fit the bill

At the long gone Granddad's Hobby Shop, I inspected Bachmann On30 and found they had the same size and heft of HO – so no go there

While Fn3 could be too large, in the case of small plantation locomotives and rolling stock, Fn3 works perfectly for me

## Palm Trees

---

A must have for any tropical model railroad.

Military modelers have been making palm trees for years for their Pacific Theater dioramas



## Modeling Palm Trees

---

G scale  
(approximation)  
palm tree built by  
N Kalis



## Chronology

---

- **1849** – German ship captain Heinrich Hackfeld docked his boat in Hawaii
- **1894** - Benjamin F. Dillingham founds Oahu Sugar Company on 20 acres of lands leased from James Campbell in the vicinity of Waipahu; elevation 10 feet Waipio Peninsula to 700 feet at Waiahole Ditch;
- 94% of land used for cane was leased. H. Hackfeld & Co. served as factors since its inception
- **1897** – Oahu Sugar Company incorporated; its Board of Directors named the sugar mill site to be at Waipahu

## Chronology – 1897 - 1917

---

- **1897** - First locomotive *Waipahu* arrived
- **1897** – A. Ahrens becomes first manager
- **1899** – First sugar cane of OSC harvested
- **1900** – Sugar mill appears in photograph with 170-foot high smokestack (originally 225 feet tall); one of two, one was demolished in 1970
- **1900** – Portable Track cars acquired
- **1900** - Second and third locomotives *Waikele* and *Waiawa* respectively arrive
- **1908** - Fourth locomotive *Waikane* arrives in January Fifth *Waikakalaua* arrives in June
- **1910** – Field 19 Water Tower Acquired
- **1912** – First plantation to install a 12 roller mill
- **1913** – Construction started on water tunnels
- **1916** - Tunnel brings millions of gallons of water from Windward Coast
- **1917** – US Navy requisitioned Ford Island (Seen in the film *Tora!Tora!Tora!*)
- **1917** – Rearrangement and enlargement of mill yard to provide sufficient track space for increased number of can cars required when operating two mills simultaneously.
- **1917** - Sixth locomotive, *Koalipea* (0-6-0T) arrives

## Chronology – 1920s

---

- **1918** – Last crop harvested on Ford Island, later taken over by the Navy for an airport and housing
- **1920s** – New cane cars being added to keep up with increasing sugar production
- **1920** – 45-lb rails imported to replace lighter rails
- **1920** – Japanese strike in Oahu
- **1921** – Oil Tank Car acquired (retired 1951)
- **1921** - New shop building constructed “with facilities to overhaul locomotives and steam plows”
- **1922** – Waiawa cut-off built
- **1924** - Seventh and final locomotive *Hoaeae* (No. 8) arrives
- **1924** – Field Superintendent Hans L'Orange convinced the company to give up several acres of cane field to create the Oahu Sugar Co. Field as a recreation area for Oahu Sugar Co. workers.
- **1925** – Railroad signal acquired
- **1925** – Population of plantation ranged between 9,500 – 10,000 people with 2,850 on payroll

## Chronology – 1920s and 1930s

---

- **1926** – Mud Press Cars [Mud Press is juice sediment often used on the cane fields for fertilizer] and Gregg Flat Cars acquired
- **1927** – Grade crossing eliminated at Government Road by which railroad crossed below the road; concrete bridge went over the cut
- **1930s** – OSC provided garbage collection, street cleaning and sewage disposal
- **1931** – 984 cars total and one mile of permanent flume; mules and tractors haul cars over the portable tracks
- **1936** – Grab loading method of filling rail car appears in photograph dated that year
- **1937** – Hans L'Orange becomes manager
- **1938** – Weed Burn car acquired
- **1939** - Railway reaches 60 miles of three-foot gauge track plus unspecified amount of portable track on which operated 939 plantation cars (860 four-ton cane cars, fifty flat cars, and 29 other cars)

## Chronology – From WWII to the end

---

- **World War II** - around Waipahu alone over 2,800 acres commandeered from Oahu Sugar for POW Camp for German prisoners, airport assembly and staging areas for barges, pontoons, and landing craft and Bombs and munitions were stored in cane fields and tunnels.
- **1944** - (April) Kipapa Airport operational
- **1944** – Ammunition trains run
- **1946** – Low trestle on Oahu Sugar Company tracks appears in photograph of that year
- **1946** – Oahu Sugar began using large cane trucks
- **1947** – OR&L abandoned its main line at the end of this year
- **1947** - Oahu Sugar Company absorbed Honolulu Plantation Company
- **Late 1950** - Railway system eliminated
- **1970** - Oahu Sugar acquired much of the land of closed Ewa Plantation
- **1994** - Operations ended in anticipation of end in 1996 of agricultural leases

# Two Factors Hindering the Hawaiian Sugar Cane Industry

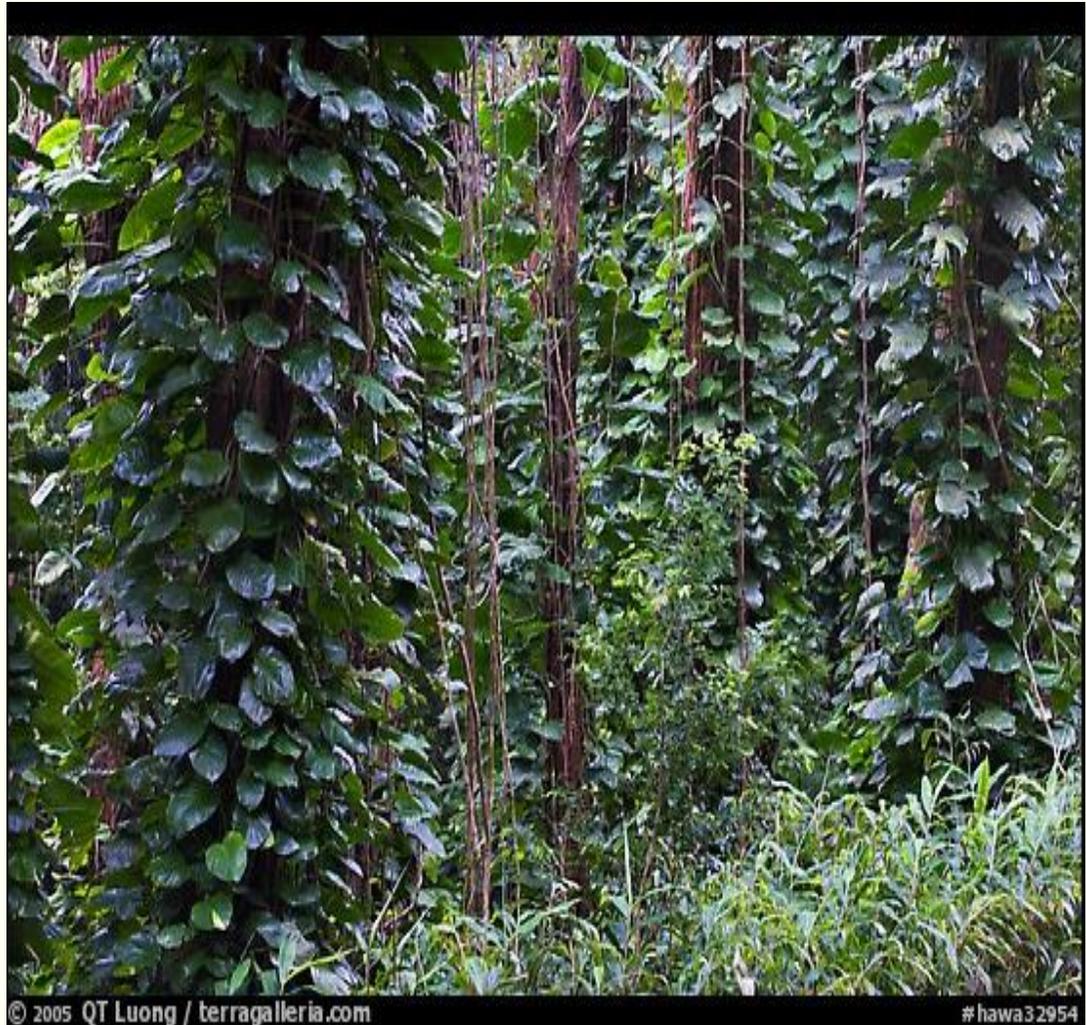
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Two factors handicap the sugar cane industry in the Hawaiian Islands.

The peculiar isolation of the islands, with the resulting scarcity of labor, works a hardship on all the plantations of the territory.

The climate, with its cool winters and its scant annual rainfall in large areas, delays growth and necessitates costly irrigation for a large number of the plantation companies.

*Tropical vegetation near the pail lookout, Oahu island*



## What does sugar cane look like?

---

Here is a fellow in pith helmet – this photograph gives us an excellent idea about the size of sugar cane

The soil of the sugar cane land, like that of all the land in Hawaii, is derived from decomposed, basaltic lava, the product of very recent vulcanism.

Several methods of modeling sugar cane can be found on the website of the CaneSIG



# Oahu Photographs

Overhead view of Waipahu is included

Oahu sugar cane plantation is located on the leeward side of the island of Oahu, about fifteen miles from the city of Honolulu.

者新家は全島で概ねの稱あり、(四)ワイパフ砂糖製造工場を中心としたるワイパフ村地及び町の全景。(五)ワイパフ日本人社交俱樂部會館。(六)アイエアの町を隔て、ポール・シチーを望む。



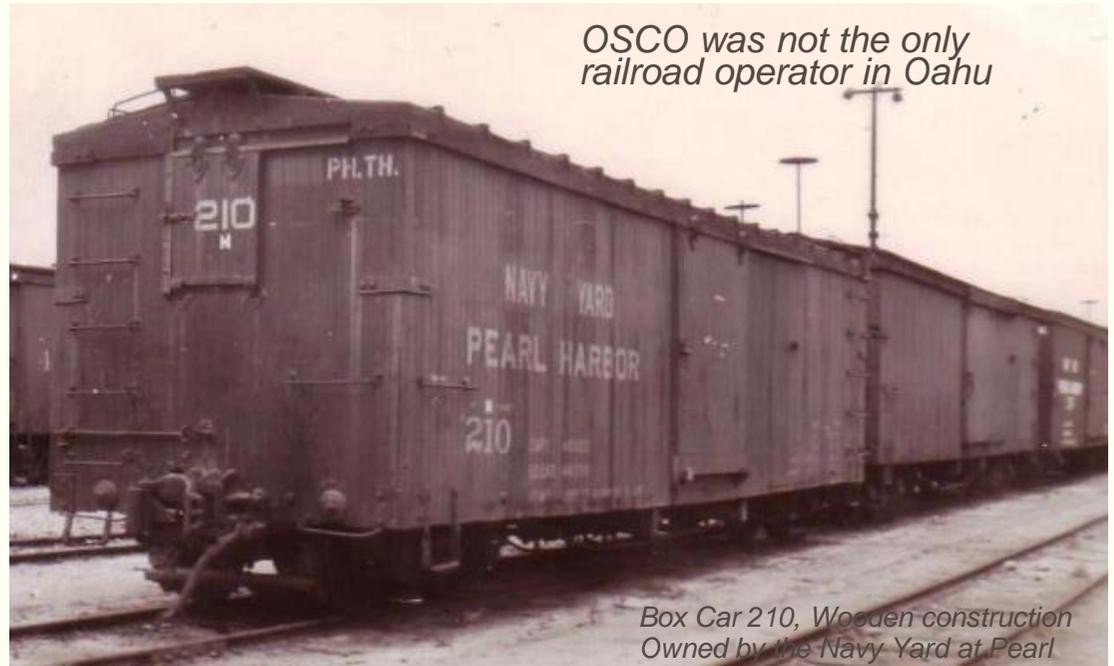
ISLAND OF OAHU: (1) Kaena Point, a fishing ground on western end of Oahu. (2) Nanakuli Beach. There is a large picnic ground here. (3) Ewa Sugar Plantation. Fine quarters are provided for laborers here. (4) View of Waipahu, with its sugar mill, streets and sugar cane fields. (5) Japanese Social Clubhouse at Waipahu, erected for laborers of the plantation. (6) View of Pearl City across Aiea.

オアフ島

一周道順(四)

(一)カエナ・ポイント、オアフ島の最西端、釣魚の名所。(二)オナグイ海岸は大仕掛の遠遊地として知られる。(三)エワ砂糖耕地である、富耕地就前

# MOTIVE POWER AND ROLLING STOCK

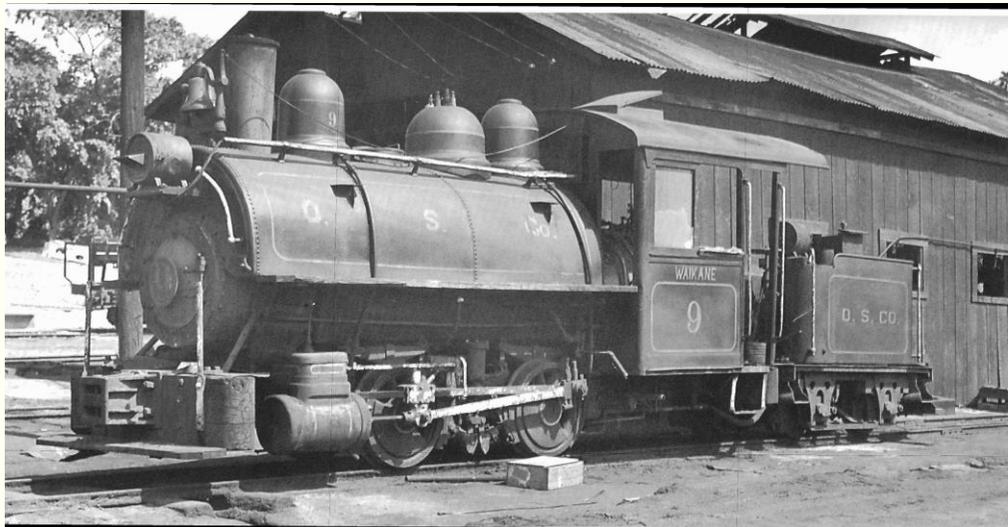


*OSCO was not the only  
railroad operator in Oahu*

*Box Car 210, Wooden construction  
Owned by the Navy Yard at Pearl  
Harbor, Oahu*

# Waikane No. 9 Oahu Sugar Company

---



Bachmann Item No.  
82099 H.K. Porter 0-  
4-0 Saddle Tank  
Locomotive 1:20.3  
Narrow Gauge is the  
basis for my model.  
Locomotive plate  
custom made by  
Robert Dustin  
Locomotive Plates of  
Thompson, CT

## Sugar Cane Cars Waiting to be loaded

---

Note harvesting equipment in background

In 1928, total output of Waipahu plantation was 76,313 tons, about eight per cent of the sugar produced on the Hawaiian Islands.

*Year of photograph unknown*



# RAILROAD STRUCTURES

*Photo: Weigh Station, have  
modeled this in 1:20.3*



## Flat roof water tank in Oahu

---

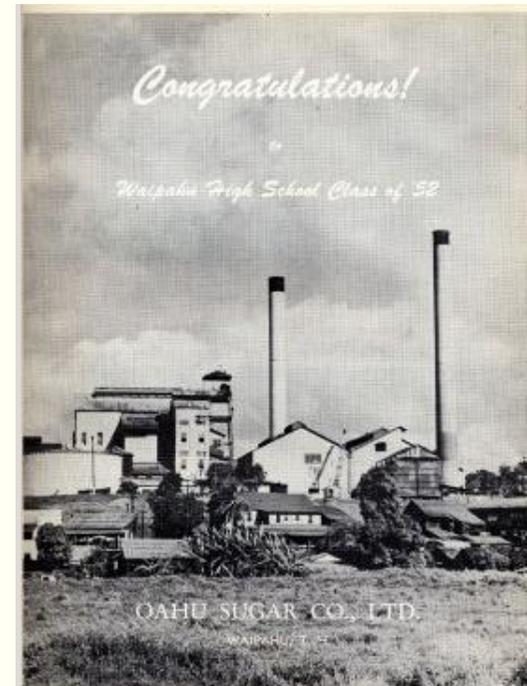
While this photo is NOT of the *Oahu Sugar Company*, it might give us a clue that OSCO water tanks had flat roofs



**Oahu Railway Excursions**  
© John Szalay, 1947-8

# MODELING THE WAIPAHU SUGAR MILL

*Photographs of prototypes to model can be found  
in the darndest places. Advertisement  
congratulates Waipahu High School Class of 1952  
upon the occasion of their graduation*



# Waipahu Sugar Mill

---

Note the many roof lines including clerestory roofs. Also note the two Quonset huts. Near the mill is a chemical laboratory, a one-story building, the diminutive size of which is in contrast to the tall structure towering above it.

In the vicinity of the mill are sheds for agricultural implements and tools, for plow-engines, for all the various kinds of machinery used in a large-scale agricultural enterprise. Several plow-engines and tractors stand in the open air in spaces reserved for them.



## More recent photographs of Waipahu Mill

---

Note the single smoke stack is belching soot (right photo)



Aerial Taken in 1966

From inside the mill extends a narrow gauge rail-way track paralleled outside by ten sidings.

# MODELING AN OAHU PUMP HOUSE

*Unsure whether pump house is in Oahu but it is surely in Hawaii.*

*During the dry season, pump stations were required to bring up 94 million gallons of water daily required to irrigate sugar cane plantations in Oahu*



# Two Views of Abandoned Pump House

---

I intend to model this in O scale for the purposes of forced perspective

Base appears to be poured concrete with main structure built of corrugated sheet iron

Note the large horizontal Metal vent with seven louvers under the eave



# MODELING A HARVESTER

*PHOTO: CLAW HAS BEEN ABANDONED  
SOMEWHERE IN HAWAII.*

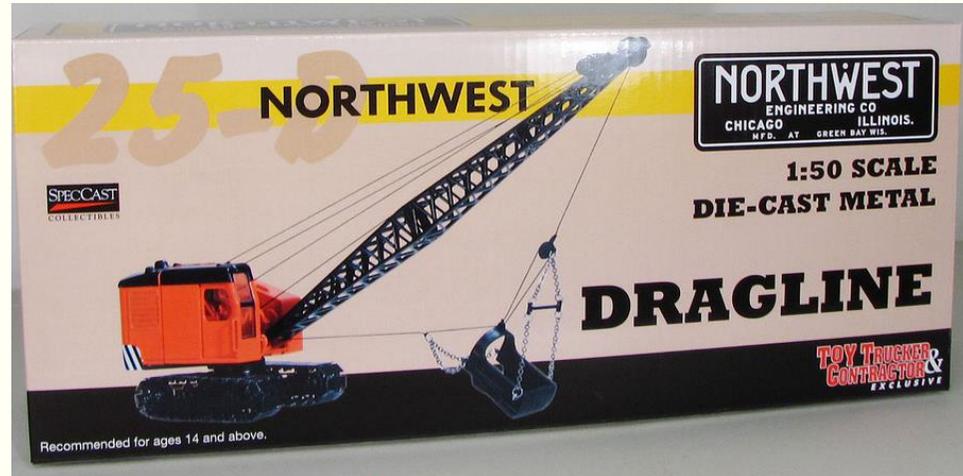


# Modifying a Northwest 25-D as a Harvesting Claw

---

This prototype claw can easily be modeled in styrene to approximate claws then in use in Oahu.

I will attach scratch-built claw to a die-cast metal 1:50 scale Northwest Engineering Co. 25-D Dragline (the official replica for the *2009 National Toy Truck'n Construction Show* held in Indiana) manufactured by Spec Cast of Iowa.



While I model 1:20.3 scale, a 1:50 model can serve to create forced perspective if placed at the rear of the scene and separated by an area that evidences little in the way of scale

# MODELING VEHICLES

*TRUCK NUMBER 2. THE NAME OF THE SUGAR COMPANY IS UNFORTUNATELY QUITE BLURRY CAN ANYONE IDENTIFY THE MANUFACTURER OF THIS TRUCK?*



## Hawaiian License Plates of 1941 and 1942

---

Affixing this to model autos would give a layout a sense of place and time

License plates such as these can be easily found on the internet



## Waipahu Traveling Salesman

---

Reads “Oahu Candy Co.” with telephone number on bottom row to the left

Note the spoked wheels and skinny rubber tires

Manufacturer is obviously Chevrolet



# Schofield Barracks Truck

---

REO

Schofield Barracks  
were located in Oahu



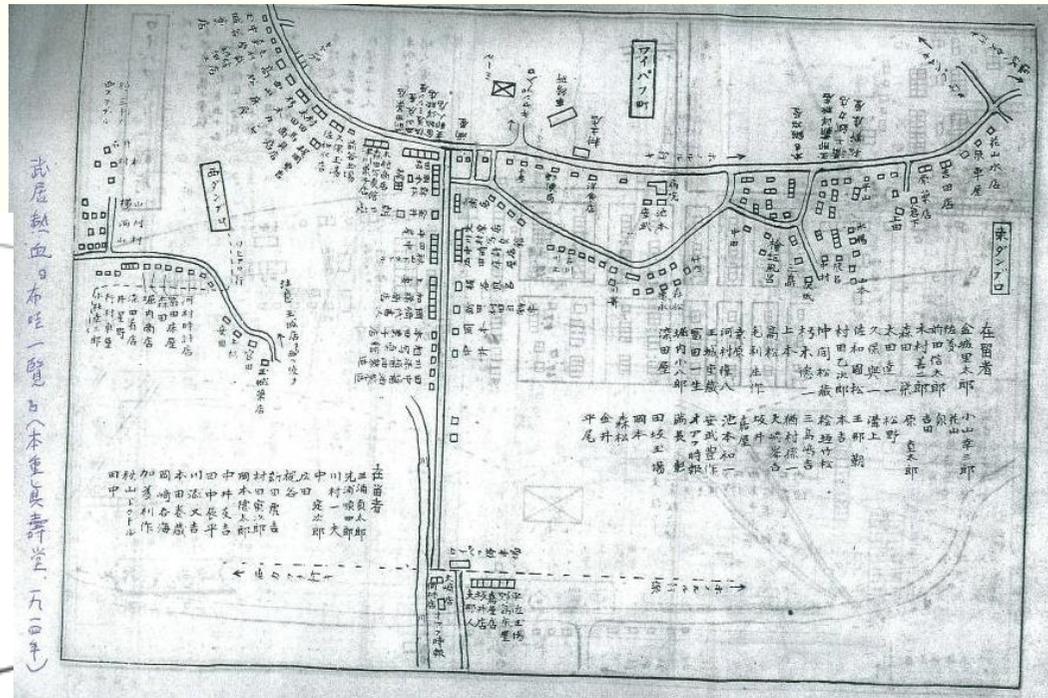
# MODELING WAIPAHU STREET SCENES

*PHOTO: Waipahu Movie Theater, still standing but converted into a church*



# Old and New Maps of Waipahu

Written in  
Japanese



# Waipahu Depot Road

---

Early view

Modelers could easily use model structures intended for Wild West towns to model a scene such as this

Accurately modeling Waipahu would require including telephone poles on one side of the street

Note the height of the tree in the background



# Waipahu, Depot Road

---

Sugar Mill at top of hill (circa 1910) (right photo)

A *Star-Advertiser* photo from November 1960 (bottom)



## Waipahu Depot Road, Waipahu

---

Appears photo taken while Depot Road was being paved with asphalt.

Waipahu Sugar Mill is in the background.

Note the two smokestacks and covered sidewalks



# Oahu Fire Station

---

Located in Waipahu

Built in 1931 by the  
Hawaiian Fire  
Department

Fire Station number 12

This would be a great  
building to model as it  
would give a layout a  
sense of place.



# Waipahu Business District

---

Aftermath of flood

This photo would assist any modeler in reproducing the Coca-Cola and Horuchi Store signs and the corrugated panels that shade sidewalk strollers



# Waipahu, Oahu

---

This was the business district for the Oahu Sugar Company employees. A new structure appears under construction at the Sugar Mill (below)

Styles of autos parked on street suggest this photo was taken in the 1960s



Waipahu Depot Road appears unpaved. Sugar Mill appears at top of hill. This is the same road as appears in the earlier slide

## Early view of Waipahu and Arakawa's Delivery Truck

---

Note all vehicles parked along the road ran on spoke wheels

A Waipahu tradition for 86 years, Arakawa's name can be discerned from signage on the side of one of the pictured delivery vehicles

"Arakawa's Plantation Store opened in 1909 and was successful from the first. Longtime owner and son of the founder, Goro Arakawa: 'We offered credit to the plantation workers as we were competing with Oahu Sugar's own store. Most of our merchandise came by Oahu Railway, and we'd go pick it up at the depot'" . Page 116 Chiddix



## Waipahu in Color

---

Rare color photograph from this time period.

Note the vehicles – this photo seems to be taken sometime in the 1930s – 1940s

Building with Coca-Cola sign may be the flood-destroyed building pictured in an earlier slide

One of the buildings appears to contain an art studio but its name is illegible



# MODELING COMPANY STORE



# MODELING R. KATO STORE



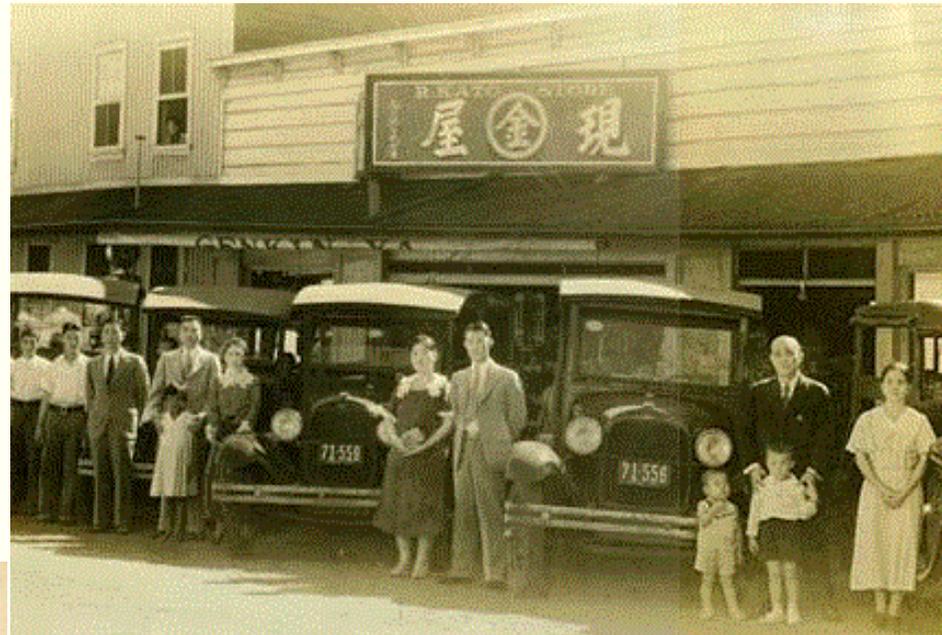
# The Kato Store in Waipahu – Past and Present

---

Several generations of the proprietors are pictured here

Delivery trucks seem to be on display too

Note the oversized (by today's standards) license plate – an interesting modeling detail



# MODELING AGRICULTURAL STRUCTURES

*PHOTO: CANNOT BE SURE THIS WOODEN TANK IS ON THE  
OSCO PLANTATION,  
BUT OSCO WATER TANKS MAY APPEAR SIMILAR*



# Fertilizer Shed, Oahu

---

Oahu Sugar Company

Used as a fertilizer storage and mixing facility (right)



Oahu Sugar Company

Sugar cane plantation shed (left)

# MODELING AGRICULTURAL DITCHES

*WAIPAHU SUGAR MILL IS IN THE DISTANCE.  
AT ONE TIME THERE WERE TWO SMOKE  
STACKS; HERE ONLY ONE SMOKE STACK IS  
IN EVIDENCE*



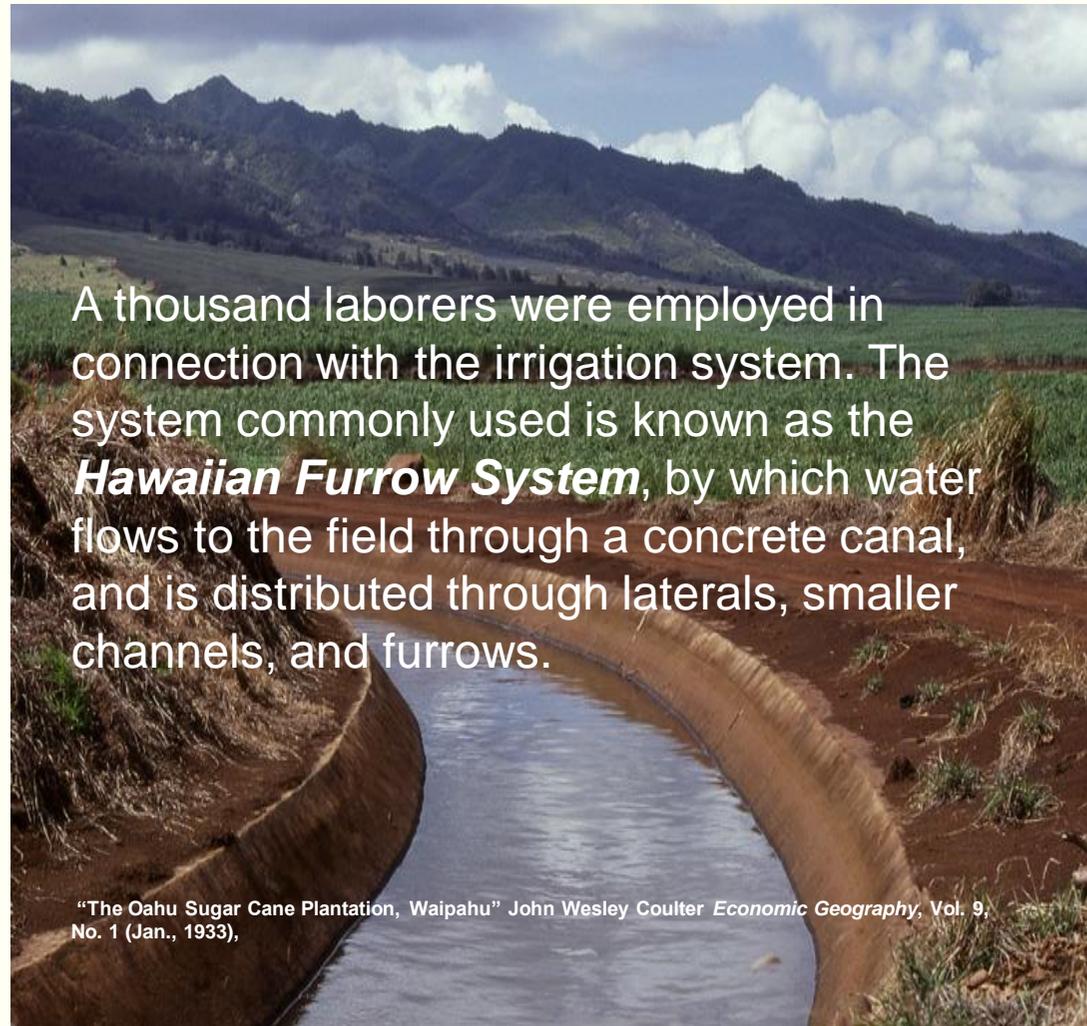
# Oahu Waihole Ditch

---

Nice color photo, too many photos are only in black and white This water was intended for irrigating the sugar cane fields. Our chronology explained this land only became fit for sugar cane agriculture after tunnels were blasted through the mountains (there too a railroad served its tunneling enterprise well)

To make up the deficiency in moisture, the Oahu Sugar Company spent almost six million dollars to build an irrigation system, which requires an annual outlay of \$365,000 for power for pumping alone (in 1932 dollars).

The plantation is situated on the lower slopes of the Waianae mountains, a location where irrigation is more difficult than on level ground.



MODELING  
COMPANY  
HOUSING



## Close up of housing

---

For use of Filipinos

There were 1,700 Filipinos employed on Waipahu Plantation, and 900 Japanese. There were in addition several hundred American citizens, many of them of Japanese, Portuguese, Chinese, and other racial descents, and also a number of Hawaiians.



# Oahu Sugar Company Hospital

---

The Oahu Sugar Company provided many services for its employees



# OAHU AT WAR

*PHOTO  
INTERMENT CAMP ON OAHU  
NOTE THE BARBED WIRE FENCE*



# Internment Camp to be among new US Monuments

Built to intern Japanese and European Americans, Japanese and European resident aliens, and POWs captured in military operations during World War II, **Honouliuli Internment Camp** was located in Honouliuli Gulch, west of Waipahu, on Oahu. Opened in 1943, the Honouliuli Internment Camp was the last, largest, and longest-used World War II confinement site in Hawaii. Incarcerating nearly 4,000 individuals, the largest prisoner of war camp in Hawaii held 320 internees, mostly second-generation Japanese Americans, but also Japanese, German, and Italian nationals.

**Former internment camp to be among new U.S. monuments**

BY JULIET EILPERIN

Expanding on his recent push for public lands protection, President Obama will designate both Colorado's Browns Canyon and the Honouliuli Internment Camp in Hawaii as protected areas under the Antiquities Act on Thursday in addition to Chicago's Pullman Park district, according to White House officials.

Asian American and conservation activists have lobbied for years to give the sites in Colorado and Hawaii federal recognition.

The Browns Canyon designation will include 21,000 acres around the Arkansas River, a stretch of water that runs through the canyon that boasts a wild trout fishery and whitewater rafting.

The Honouliuli Internment Camp, which is on the island of Oahu, incarcerated more than 4,000 people as Hawaii's largest and longest operating prison camp during World War II.

Throughout Obama's time in office, the administration has sought to protect a combination of places that are ecologically valuable and historic areas that resonate with Americans of color.

A White House official, who spoke on the condition of anonymity because the president had not yet made the designations, wrote in an e-mail that taken together, the three "monuments help tell the story of significant events in American history and protect unique natural resources for the benefit of all Americans."

Carole Hayashino, president and executive director of the Japanese Cultural Center of Hawaii, said in a statement: "As a new national monument, Honouliuli will be a great gift to our state and nation.

"On behalf of the Japanese American internees and their families, I want to thank President Obama for vindicating the honor of those who were incarcerated and for recognizing the historic site as a lesson in injustice and forgiveness for all Americans and for future generations."

Ryan Bidwell, campaign director with the Conservation Lands Foundation, said in a statement that the two "are places among America's public lands that represent vital parts of our country's history, and places that provide opportunities for our kids and grandkids to explore and experience the outdoors."

Obama will travel Thursday to Chicago to make the Pullman declaration in person, while remotely designating the other monuments.

The National Park Service will manage the monuments in Chicago and on Oahu, while the Bureau of Land Management and National Forest Service will jointly manage the Colorado monument.

More at [washingtonpost.com/blogs/energy-environment](http://washingtonpost.com/blogs/energy-environment)



**The Honouliuli Internment Camp on Oahu opened March 1, 1943. More than 1,400 U.S. citizens of Japanese, Italian and German descent were held in five camps across Hawaii during World War II.**

R.I. LODGE/COURTESY OF HAWAII'S PLANTATION VILLAGE

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Washington Post February 19 2015  
Page A2

# Kipapa Army Airfield

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## View of Gate

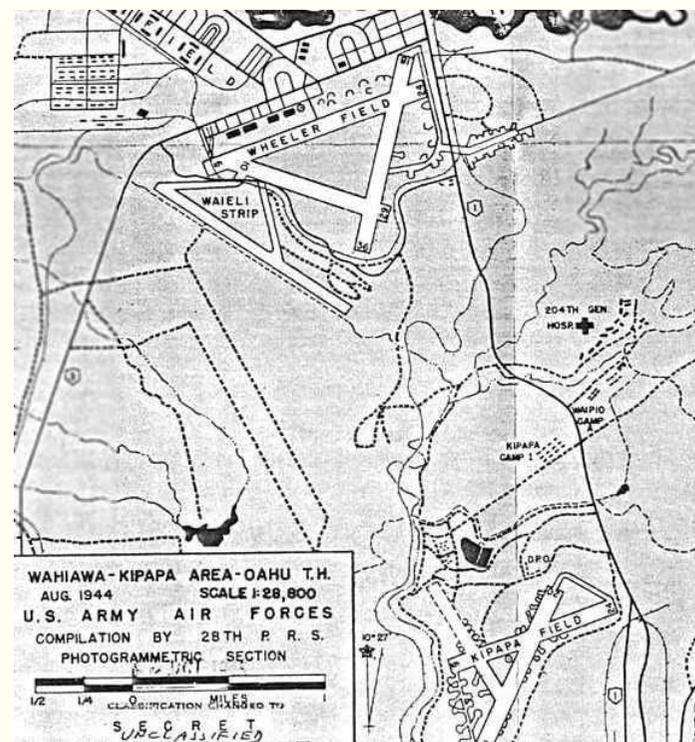
This appears on my backdrop

In 1940, the entire Island of Oahu was carefully surveyed for sites on which landing fields could be constructed. With the exception of the Kipapa Gulch area, all level ground that might be available for airfields was either so occupied; projects were underway for preparation of airfields; or air turbulence created by the close proximity of mountain ranges precluded such development. Kipapa Gulch, the only site where an airfield could be constructed, was selected because it could accommodate two 5,000 foot runways free from obstructions. Initially two reasons precluded use of the area. First, it was located about 2/3 of the distance between Pearl Harbor & Wheeler Field which would further increase air congestion over that part of the island. Secondly, it would remove from cultivation a highly productive tract of land.



## Kipapa Army Airfield - Continued

During the war Kipapa saw little Navy use as carrier aircraft constantly deployed. By default, the Army Air Corps became its principal user as a major transiting point for units going overseas. Aircraft from this airfield searched and patrolled over the surrounding Pacific area, maintaining a 24-hour vigil to avert any attack. A large number and variety of squadrons were stationed at Kipapa Airfield during World War II. The 5th Bombardment Group, 31st Bombardment Squadron, transferred from Hickam Field to Kipapa Field with B-17s & B-18s on May 23, 1942 until September 9, 1942. The HQ 90th Bombardment Group, 321st Bombardment Squadron arrived at Kipapa Airfield on September 12, 1942 from the mainland United States with B-24s.



The 13th Air Force, 307th Bombardment Group, 370th Bombardment Squadron arrived at Kipapa Field on November 2, 1942 from the mainland United States with B-24s and flew sea-search missions. The 18th Fighter Group, 6th Fighter Squadron, moved to Kipapa Airfield with P-70s on November 17, 1942. The 28th Photographic Reconnaissance Squadron, 7th Air Force (attached to VII Fighter Command), flying F-5s was based at Kipapa Airfield in July 1944. The 38th Bomb Group, 70th Bombardment Squadron, equipped with Martin B-26 Marauders was kept on alert with 500-pound bombs at Kipapa Field during the Battle of Midway.

Kipapa Field became a Mililani Town housing development as its central location (south the Mililani Golf Course between Meheula Parkway and Hokuala Streets) and level area made it ideal for redevelopment.

## Bombs being transported by steam during WWII

---

Bombs were dispersed throughout the Oahu Sugar Company fields

Some of the bombs which fell on Tokyo were once hidden in Waipahu's gulches

OSCO lost in cane area to war use about 1,016 acres. This area was divided up into some 67 different parcels. Area was lost for Army camps, gun emplacements balloon barrage stations, search light stations, air fields, dredging pipe lines, roads, etc.



# Checkpoints

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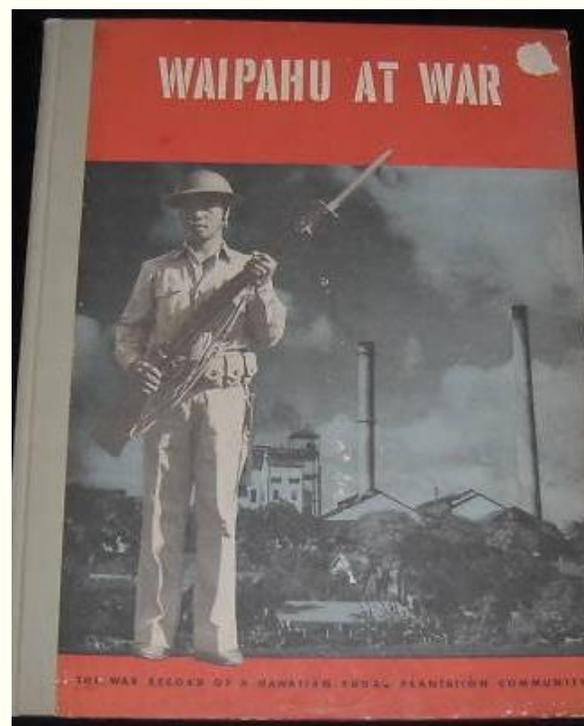
The plantation contained an Anti-Aircraft Battery in 1943 H.S.P.A.

Oahu Sugar Co. had military checkpoints manned by US Army GIs.

Source: *Sugar Trains Pictorial*, page 66

Another photograph of sentries guarding a gate along a cane haul road appears on page 247 of *Next Stop Honolulu!* By Jim Chiddix and MacKinnon Simpson

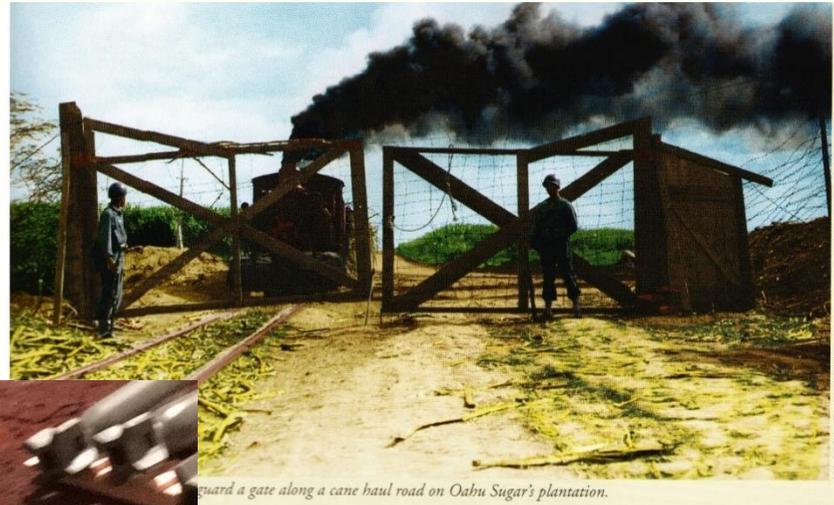
**Waipahu Battery**  
(1942 - 1945), *Waipahu*  
Located in a sugarcane field somewhere in the West Loch vicinity was **Naval Antiaircraft Shore Battery No. 2** (1942 - 1944) four 5-inch naval guns. A 120mm AA battery was located near the Waipahu High School in 1944.



## Checkpoints - continued

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Another photograph of sentries guarding a gate along a cane haul road appears on page 247 of *Next Stop Honolulu!* By Jim Chiddix and MacKinnon Simpson



# XT-10 KIPAPA MUNITION TUNNEL

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According to Chiddix  
“One of the many  
tunnels built on Oahu  
Sugar land used to  
store military materiel  
during the war” Appears  
on page 246 of Chiddix  
*Next Stop Honolulu*

*We have painted this  
on our backdrop*



---

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FOR MORE  
INFORMATION

*PHOTO: UNKNOWN MODELER*



## To learn more about modeling cane railroads visit ...

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- CaneSIG is a free resource for modelers of the world's sugar cane railways.
- Please contact the Coordinator if you have resources you would like to share.
- Materials have been provided by modelers and enthusiasts for the personal use of other modelers only.
- Please do not abuse this privilege; contact the copyright holders for any other use.
- A C Lynn Zelmer is the CaneSIG coordinator

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*My own layout was inspired by Pat Turner's photographs of Ty Treutelaar's Gn3 Aina Nani Railway*

## What is the CaneSIG? Continued....

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- The purpose of this on-line special interest group is to preserve, develop and exchange information for the modelling of sugar cane railways worldwide.
- CaneSIG affiliates with other organizations (e.g. [NMRA](#) and [Australasian Region](#)) with broader modelling or historical purposes as appropriate, but membership in the SIG itself remains open to any individual who supports the objectives of assisting cane railway modelers.
- The SIG publishes the results of its work on a non-commercial web site ([www.zelmeroz.com/canesig](http://www.zelmeroz.com/canesig)) and in other publications as appropriate. The SIG also exchanges prototype and modelling information to build an international community of interest.

### Who provides CaneSIG materials?

- CaneSIG materials have been provided by cane tramway modelers and enthusiasts. You are encouraged to contact the CaneSIG coordinator ([lynn@zelmeroz.com](mailto:lynn@zelmeroz.com)) to contribute materials which you believe complement the materials on the site.

### How do I "join" CaneSIG?

- CaneSIG is a virtual special interest group with two faces. The first face is this web site, managed by the CaneSIG coordinator in Australia. You don't need to join anything to participate in the public face of the SIG.
  - CaneSIG's second face is the group of modelers and enthusiasts who provide resources and other support to the SIG. There aren't any financial costs to participating in this face of the SIG, but only individuals who make a significant contribution to the SIG are considered to be 'members'. Likewise, there aren't any practical benefits to being 'members' beyond the knowledge that you are assisting fellow modelers and that you may be called on for advice on your particular specialty.
- *This material has been adapted from the CaneSIG website*

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