



## WHY GAUGE THREE ?

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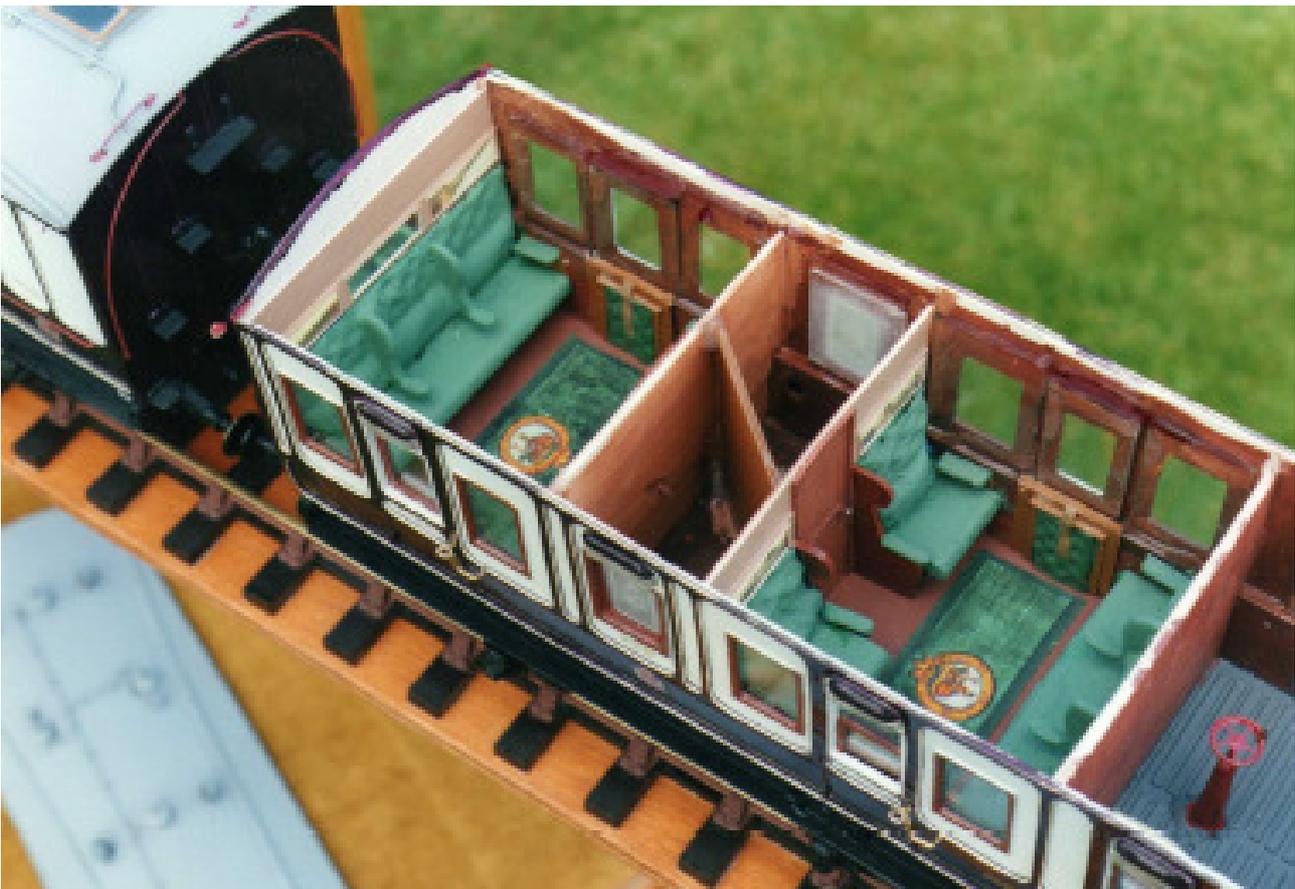
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I am doing Gauge 3 because of a fluke. When I started a model in two and a half inch gauge I didn't know there was a Society for that size and scale. I don't believe I had ever seen a model in that scale either.

I have modelled in all scales from 2mm to 7mm. I even invented a scale of 5.5mm to the foot so that '00' track and wheels would suit my Isle of Man modelling of their three foot gauge. I helped a close friend with his collection of Gauge 1 Aster steam locomotives and the large circuit in his garden. It was a privilege to do that as the costs were way outside my pocket. I did build a model kit in Gauge 1 but had my eyes on something even bigger and better. There is a photograph of a Pullman car in a very large scale in a 1930s issue of the Railway Magazine and that was a model worthy of much admiration. I fancied something similar if only to have as a static exhibit for the sideboard or mantelpiece. The greater size meant that detailing was easier and worthwhile. Basically I just like making models; carriages in particular.



*The first class compartments of the composite are finished as near to the original as possible. I made a mould for the seats and cast them in silicone bathroom sealant. There were too many to attempt making all of them like I did on the LYR saloon. The lining on the edges of the beading shows well in this view. The windows are 2mm glass. The mirrors in the compartment are silver gift wrapping tape and the pictures are real reductions from the book 'Beneath the Luggage Rack'.*



The late Don Fifer supplied parts for garden railways in the big scales. I thought five inch would be nice, if a bit large. "Was their anything a bit smaller...and I want Mansell type wheels." I enquired.

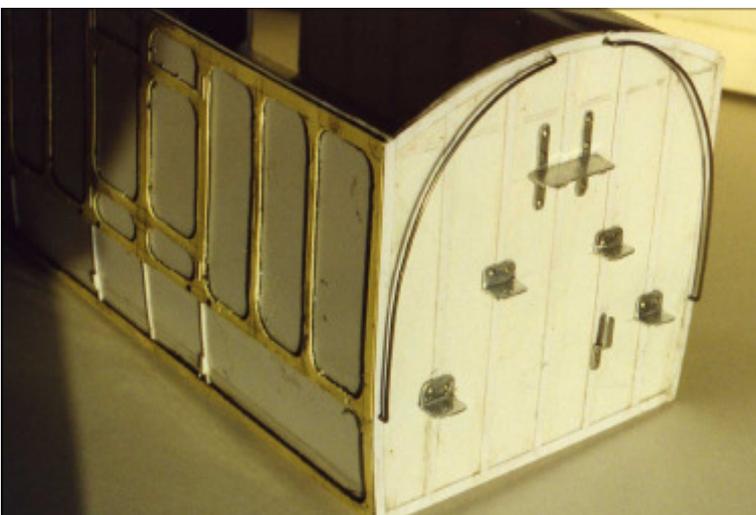
*My first excursion in to Gauge 3 was this Lancashire & Yorkshire Rly. Family Saloon of 1879 and the only purchased parts were the wheels from Don Fifer. The body is laminated Plastikard while the roof is aluminium. It will not chip off at the corners like styrene will and is lighter than wood, easy to shape, takes paint well and is very light just where you don't want it to be weighty. The carriage is fully fitted inside with buttoned seating, hand stitched by the builder.... another skill learnt in pursuit of modelling !*

Don came up with a pair of axles and wheels for two and a half inch gauge. So the scale was set for me. I decided that a four wheeled LYR carriage of 1880 would be a good and satisfying conquest.

As I built virtually every part from the leaf springs to the buttoned leather seating it took a few years to complete, off and on. The model appeared in Newsletter 53 – June 2003.

It didn't stop there though. I had found the Gauge 3 Society when the first carriage was nearly completed. Since then, I have added three six wheelers, a horsebox and one of those LNWR eight wheeled 'radial' carriages. The first locomotive in this scale has been started and as I don't mind making everything possible myself it will probably take a few years to complete. If it was available from the trade, I might not be able to afford it anyway. With my interest being mainly Victorian LYR, I doubt the trade will ever produce anything that I desire.

That brings me to the point of this story. Gauge 3 is a wonderful size. I am sure many more people would move to this scale if they knew about it and if there was a little 'ready to run' stuff to get them started. G Scale has taken off in a big way since so much has become available but what was there before LGB ?



*I made the LNWR carriages out of different colours of laminated Plastikard to allow the fine lining to be revealed when scraped back after the main colours had been applied. The fine black line and the slightly thicker golden yellow lining is therefore on the edges of the mouldings where it would be very difficult to apply by hand. The 10 thou black is constant, giving a fine line which is true around every curve and corner. All end detail is hand made from metal and pinned into position, like the prototype.*



*The LNWR carriage is complete down to the smallest details. It has full gas lighting apparatus modelled, Webb chain brake gear, rings for the emergency cord on the cornice of the roof and full interior furnishings. I had the door hands and grabs cast from my own masters and Williams Models supplied the torpedo vents as a new addition to their catalogue. Just about everything else (except the Mansell wheels from Slaters) was made by hand.*

Perhaps somebody will introduce a model of a simple tank engine that will get the ball rolling. I know GRS have several such products available but the average modeller does not know of them or realise what a great scale this is. Both Slaters and Williams Models are planning to introduce a locomotive in kit form.

I wonder how many of those brass GWR 2-6-2Ts and 'B' sets are there out there ? We are largely scratch builders but ready to run products will bring many others to the scale. This is a great size and so impressive. It really should be more popular and the growth of garden railways seems to centre on G1 and G scale etc. Gauge 3 would be much better.



What we need is exposure to the public. The best way to accomplish that is by showing a layout (albeit a small one) at a model railway exhibition. One good layout would do wonders. The other way forward is for more to be available ready made and a four or six wheel loco under frame that

*The two LNWR carriages form what could be a theatrical special so common over a century ago. The costumes and scenery went in the van. The leading actors went in the first class compartments (with lavatory access) and the rest of the party went in the third class compartments. Such an ensemble could turn up anywhere in the north of England and therefore complements my existing LYR stock. I must admit that the track work is computer trickery and not my existing layout, but I live in hopes that someday.....*



*The interior of the third class end of the composite. These had sepia photographs as in the first class end but an advert instead of the mirror. I was able to use reproductions of the old adverts (taken from old magazines) by reducing them on a photocopier. The seating is another moulding in silicone sealant. Third class had boarded floors and no carpets so I only had to paint two for the 'upper class'*

might take any variety of home built superstructure would get people started. I remember that being proposed thirty years ago for 7mm scale.

There is a conception that anything bigger than '0' gauge is model engineering rather than modelling. I came up against that at the Manchester exhibition where I entered two carriages in the annual competition and found the feelings of many others was that I

shouldn't be entering as my scale was outside of the 'model' concept.

The carriages did cause a lot of interest and quite a few compliments. Few people recognised the gauge or scale and many thought they were just 'big' gauge 1 models.

Even the major modelling magazines are indifferent to Gauge 3 and I suppose that selling magazines is linked to the mass modelling small scales where even gauge '0' is viewed as a minority interest. When did you ever see any Gauge 3 featured.... apart from a few

features in 'Garden Rail' magazine some years ago ?

But then..... I was the Editor who made that happen.



*The LNWR six wheeled van has my own variation of the Cleminson flexible under frame. It will go around 4ft radius curves where the eight wheeled composite needs over six foot to run smoothly ! So much for the Webb's patent radial wheelbase on the eight wheeler.*

The LNWR Webb radial composite, built because I have always admired the classic livery. I could not have lined it so perfectly in any smaller scale so the experiment in laminating the coloured Plastikard was a way around that problem.... and it worked

