

Gauge One 3D Printing Circle

BR Brake Van World Tour 8 At Home in Pokeno

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Sunrise from the lounge.

Some of you will have noticed a colour change to the masthead above. This followed discussions with Tref Willingham at last week's zoom meeting where he expressed a preference for the green. Likewise, I was keen to create something to distinguish these travelogues from my own writings which uses the light blue background. Thus, going forward, green it is!

With the winter solstice upon us with limited daylight and only intermittent fine weather here in NZ, we have hunkered down a little for the time being. However, a recent bright spell as the solstice approached gave an opportunity for the Brake Van.



The improving weather also brought out a desire to run some trains again (it's been a while). I also thought it was time to take some photos of the brake van on home territory for once. Dawn is breaking and the mist is rising with a touch of frost, its going to be a good day.



Looking down on the railway and Glenfinnan Viaduct from the lounge. Time to run some trains.



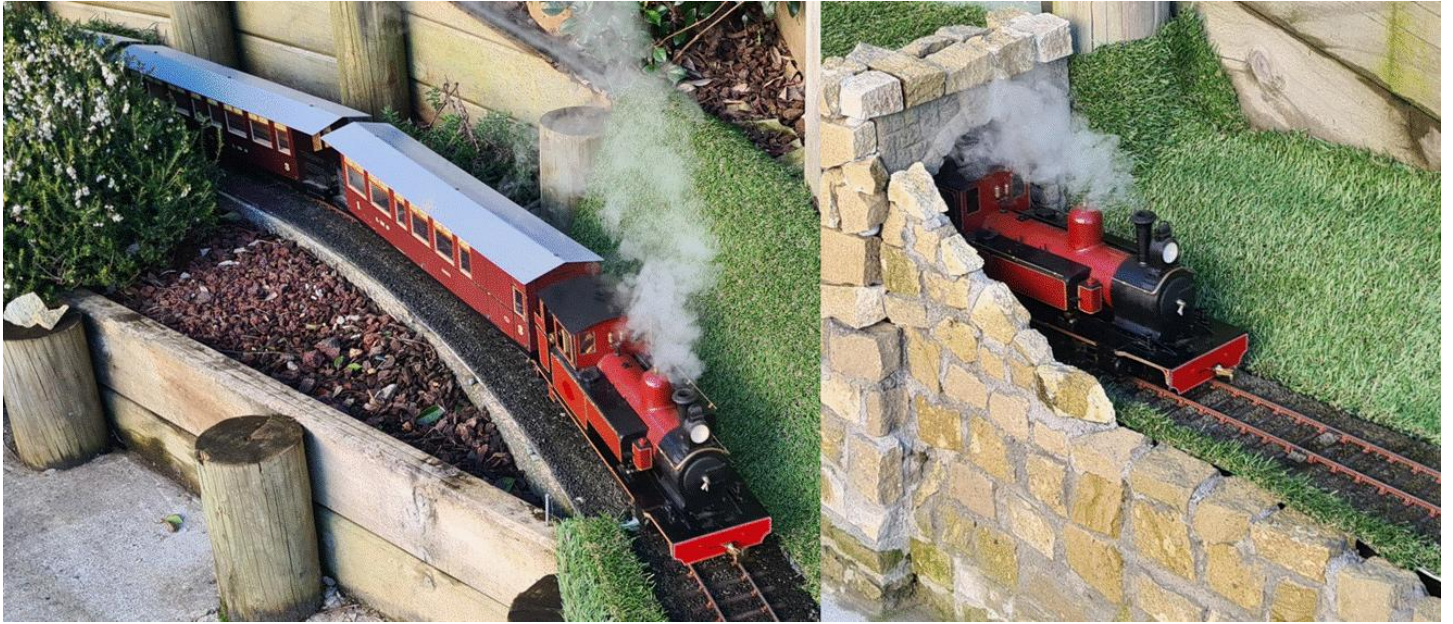
My Leek and Manifold train was chosen for the first run and the brake van was strategically placed above a newly completed tunnel. There is a nice burst of steam from the engine as it heads towards the south west corner of the railway.



Rounding the south west corner, the regulator has been opened wide for the start of the ascent up to Glenfinnan Viaduct. The train is about to enter the tunnel under the footpath that leads up to the south side of the house.



Emerging on the other side, having passed under the footpath, onto Tulloch Viaduct still working hard on the climb up to Glenfinnan.



Later on, I turned the train around for another run. This time coming off the south west corner to run along the newly decorated section along the west fence.



There will be a third tunnel at the north end of this section. However, for the moment outdoor construction activities have halted over the winter months.



The lowest point of the railway (and property) is reached where the railway curves to join the north boundary over Dubh Eas (Glen Falloch) Viaduct. This is actually 1.2 metres above the ground at this point. There is a retaining wall on the boundary that gives a further 1 metre drop to the adjoining land outside the property. Once again, the regulator has been opened wide to allow the engine to tackle the grade up to the line's highest point at the east end. This is no place for uncontrolled locos. Locomotives on this railway have to be driven!

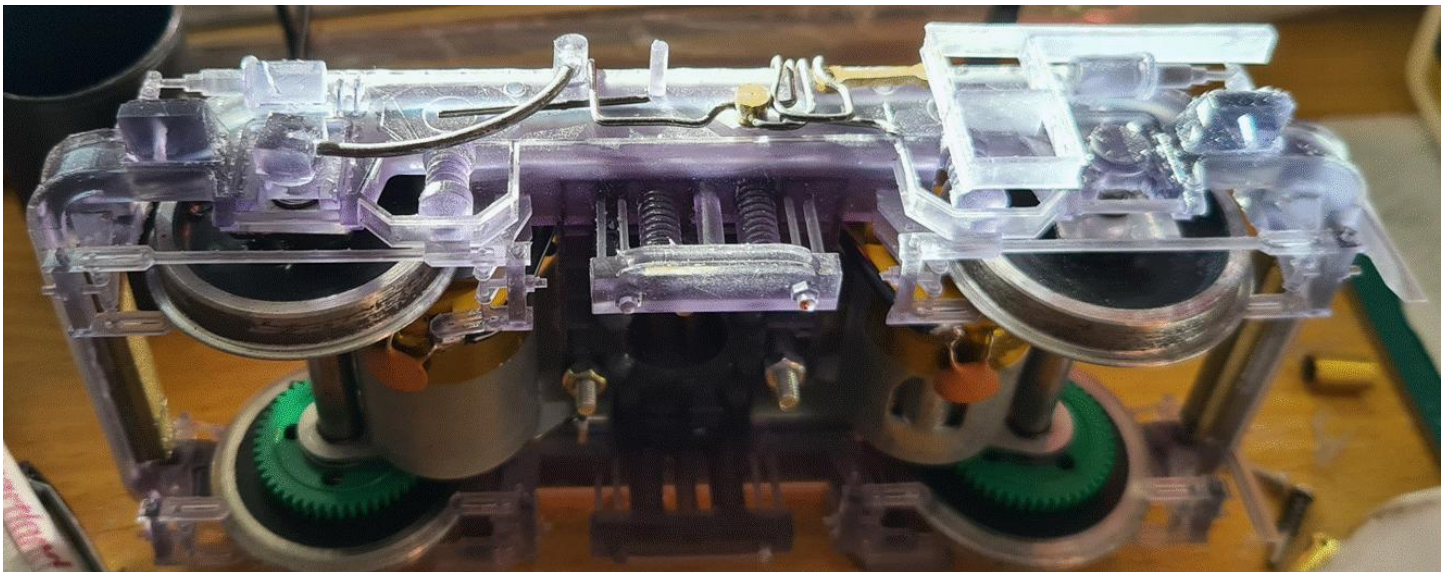


Crossing Gleann Viaduct at the east end of the railway and starting to descend towards Glenfinnan Viaduct.



Finally, crossing Glenfinnan in the setting sun at the end of the day.

I also thought to include a progress view of one of the class 27 bogies that were 3-D printed as part of a new build underway. It is largely 3-D printed in resin but with metal reinforcing to counter the susceptibility of deformation etc. and with pipe work being added prior to painting. The last remaining detail to add are the sand pipes that run from the sand boxes at each end to the underside of the wheel rims just before the point where these meet the rails. The frames have been designed to fit around the Fosworks power units. The wheel sets have back to backs set to 42mm. Hence 'fine scale' or at least my interpretation of this. The flanges have likewise been thinned a little.



The two bogies differ in that the pipework is different for each. In this example, the big difference is the unique speedometer cable visible on the left.