

24th October 2015

LIMITED EDITION
Dapol OO Gunpowder Van
Wakefield & Co, Milnthorpe



Crafty Hobbies
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Dear Visitor,

I'm delighted to welcome you to this Exhibition. I'm sure that you will find much of interest in the layouts on display as well as opportunities to buy that elusive item or tool from the Traders who help to support our hobby. I would like to thank all our advertisers for their support and hope you can enjoy their services in the future. Thanks are also due to the staff of the leisure centre who give us tremendous help and support in staging the event. We mustn't forget the commitment of the Exhibition Committee, whose diligence and commitment ensure the success of the show.

If, after your visit, we have whetted your appetite and you would like to visit us or to join our Club, please enquire at the Club Information desk for further details, or come back to www.hgdmrs.org.uk

I would particularly like to thank Northern Rail for their sponsorship of our 2015 Exhibition Guide. We are also pleased to have worked with them on past projects and look forward to working with them on new projects in the future.

Phil Pugh - Chairman

Message from the exhibition team:

Welcome to our 2015 show. The team have tried hard to provide a good range of exhibits and trade stands. We hope we have provided a good mix of layout scales and eras, plus an interesting selection of trade stands.

Don't forget to visit the school refectory to claim your hot drink and perhaps purchase some further refreshments for your enjoyment.

The team are always seeking to improve the standard of the show, so if you have any comments or constructive suggestions to make please feel free to speak to any of us or leave your comments with the door staff.

Best regards for 2015 and see you next year at our Club 50th Anniversary Show on October 29th and 30th, which promises to be our biggest show to date – the Exhibition Team.

Bus Timetable

School	10.40	11.10	11.40	12.10	12.40	13.10 X	13.40	14.10	14.40	15.10	15.40	16.00X
Station	10.47	11.17	11.47	12.17	12.47	13.17 X	13.47	14.17	14.47	15.17	15.47	16.06X
Station	10.50	11.20	11.50	12.20	12.50	13.20 X	13.50	14.20	14.50	15.20	15.50X	
School	10.57	11.27	11.57	12.27	12.57	13.27 X	13.57	14.27	14.57	15.27	15.57X	

Notes:

The Bus will call at the station at 10.00 on the way to the school.

(1) X – this journey does not operate on Sunday

(2) The 16.00 departure from the Exhibition on Saturday, and 15.40 departure on Sunday are the LAST SERVICES TO HG STATION.

Bus service provided by Manchester Museum of Transport <http://www.gmts.co.uk/>

SOCIETY COMMITTEE		EXHIBITION SUB COMMITTEE	
Chairman	Phil Pugh	Manager	Andy Howe
Secretary	Graham Underhill	Manager	Norman Hambridge
Treasurer	Stephen Douglas	Member	Alf Storey
Social Sec	Doug Tattersall	Member	Doug Tattersall
Asst Sec	Gary Littlewood		

1 Pay Desk

2 HG&DMRS Information Stand

Information is available about the Society and advice given on all aspects of railway modelling. Please don't hesitate to ask, if we are not sure of the answers, we can probably find someone who will know.

3 Northern Vale

OO

Northern Rail & HG&DMRS

Northern Vale is a unique layout constructed by members of HG&DMRS and used by Northern Rail to illustrate to children the dangers of illegally playing on or otherwise accessing the railway. It is fully operation with overhead power, third rail and working signals. Cameo scenes on the layout depict many of the common safety issues dealt with on a daily basis, such as dangling legs over the platform, climbing the overhead gantries and walking on the track. Northern Rail take the layout into schools and to community events around the region – maybe your organisation would like to book it? If so please talk to the layout staff.

The layout is built to OO 4mm gauge, using mainly off the shelf items. It is easily transportable, being designed to fold up and fit in an estate car. Any questions please ask!!

4 Ash Valley

O

HG&DMRS

Set in the 1930's, Ash Valley is the terminus of a branch which connects to the main line at Ash Valley Junction and was constructed towards the end of the 19th century just before the passing of The Light Railways Act of 1896. The line was constructed to move agricultural produce to large conurbations throughout the country. An agricultural machinery manufacturer and a meat products factory were built at Ash Valley provided with rail access.

Passenger traffic rapidly increased bringing visitors and residents to this rural area, resulting in The Midland Railway negotiating running rights over the branch line. The railway remained independent and escaped 'The Grouping' of 1923 with the LMS continuing to have running rights.

Occasionally an LNER tank locomotive can be seen visiting the branch line. The AVR obtained locomotives from many of the pre-grouping companies and the architecture also bears a similar resemblance to the goods shed at Rowsley and the station at Oxenhope, both influenced by Midland design. The track in the station area resembles Amlych and was hand built with rails soldered to brass pins, the remainder being Peco

service. The preservation company runs its stock in between the BR services. Our preservation company has also acquired a more varied range of rolling stock and locomotives than the real one has. The two joint operators also manage to share their resources, so anything may turn up at any time. The period of the layout is around the late 1950's running into the 1960's. The track plan is similar to when the line closed. The buildings are also generally as they were in BR days and so is the station, the cattle dock, Peates hut and weighbridge area have been moved closer to the station mainly to save space. The river Banwy is also closer to the track to allow us to include this scenic feature. The Tanlan siding is closer to the station and it retains its wood yard. The Banwy bridge has been brought upstream again to permit this feature to be included in the model. We have included the siding just before the bridge to add some operational interest.

40 Speedlow

OO

Paul Harrison HG&DMRS

A work in progress, Speedlow is set in the British Rail Railfreight sector period from 1989 to 1991 and is based on operations in the Buxton area. Speedlow is located east-south-east of Buxton on the high limestone plateau and the branch is home to two quarries. The branch is freight-only and there have been no passenger services since the late 1950s.

In common with the real-life terminals at Hindlow and Dowlow the Speedlow branch is visited by both local trip and bulk freight services. The two rail-connected quarries dispatch a variety of bulk products including crushed limestone, aggregates, powdered lime, cement and palletised bagged lime. Lying between the two quarries are the reception sidings. Local Buxton based diesel locomotives and visiting locos can be seen on services at Speedlow. A rich variety of wagons including many private owner ones along with BR owned examples will be operated too. The layout will capture a slice of the Buxton area Railfreight as I remember it before the spectre of privatisation loomed up over the hills.

The layout is 20 feet long with an overall depth of 2.5 feet. It is operated with a DCC control system and so allows multiple operations of locomotives as required. It is intended to operate with 3 people to allow realistic operations combining arriving and departing services, marshalling of wagons in each quarry and the exchange of wagons as appropriate. This weekend the layout is being worked on with some operation taking place along with scenic work.

41 Demonstration - 148th scale modelling

Mark Henshaw

Mark will be demonstrating aspects of re-working, detailing, kit and scratch building in 148th scale.

42 Demonstration - Rail Safety

Network Rail

Network Rail Safety Advice.

The track is PECO code 55, control is analogue with hand held unit and the layout is fitted with electro-magnets for uncoupling. Locos and units are ready to run from either the Dapol or Farish ranges. Rolling stock varies from ready to run or kit built but all have been weathered to some degree.

38 Mayfield **N** **Pete Latham**

Mayfield is a small N gauge shunting layout. The track is Peco Code 55 and the points are operated by wires under the baseboard. Control is by hand-held units from KPC or All Components. Uncoupling is (hopefully) achieved by SEEP electro-magnets which lift the Peco couplings which are fitted with the Peco lift arms.

The scene is deliberately run-down probably prior to closure and not quite the Mayfield it once was.

39 Llanfair Caereinion **009** **Blackburn & East Lancs MRS**

Brief History of the Prototype:-

Opened in 1903 to link the market town of Welshpool to the rural community of Llanfair Caereinion, this 2 foot 6 inch narrow gauge steam railway now provides a tourist service. Built as a Light Railway to avoid some of the costs of railway construction, the narrow gauge allows for tight curves and steep gradients, enabling the line to follow the contours of the countryside. All of the trains are steam hauled, either by one of the original locomotives or one from abroad. The carriages in regular use are from Hungary and Austria with access to the enclosed seating area via an open balcony. The journey begins in the town of Welshpool. From the start the train battles up the notoriously steep Golfa Bank accompanied by the sound of the locomotive echoing off the hills.

The trains are hauled by one of the historic steam locomotives which include 'The Earl' and 'The Countess' supplied new to the railway in 1902 or other operational steam locomotives which were built for use in Sierra Leone and Romania.

Llanfair station was opened in 1903 and operated by the Cambrian Railway, it merged with the GWR in 1922, and subsequently by British Railways in 1948. Following its closure in 1956, it was reopened as a preserved line in 1963, and continues today.

Description of the Layout:-

The fictitious history of our model is similar to the history above, but with a number of differences. We have assumed that the line was more successful in its non-preservation years and this led to the line being extended through the town of Llanfair and beyond. This adds variety to the stock and operation that we can employ. We have also assumed that the passenger service did not finish in 1931, and that the line did not close in 1956, but continued working.

For our purposes, the operation of the line, from about 1956, is jointly carried out by BR and the preservation company. BR handles the freight and the regular passenger

5 HG&DMRS Club Sales Stand

With bargains galore the sales stand has the surplus locomotives, rolling stock and scenic items of our members.

6 Trader - Grosmont Bookshop

New and second hand books together with DVDs – Railway, Bus, Tram Modelling and Local History.

7 Trader - Country Park Models

A huge selection of Model Railway Spares, new and second hand. Items bought and part exchanged. All major 00 makes in stock.

8 Trader - SMTF Model Shop

Dave carries a very large selection of railway stock in N, 00 and Garden Railway amongst other railway related items.

9 Trader - Squires

A huge selection of tools to be found at this stand as well as other items that are railway related.

10 Trader - Crafty Hobbies

Crafty Hobbies return with their selection of Model Railway – Hornby, Bachmann & Dapol OO, Farish & Dapol N gauge rolling stock, scenics & buildings

11 Demonstration - Weathering **Richard Wilson**

Richard demonstrates the weathering techniques he uses to transform the 'out of the box' item to a realistically used piece of railway equipment.

12 Trader - Country Scenes and Trees

Trees, Flowers, Grasses, Billboards, Tree Making Items, Grass Applicators, Electric Power Units and Dimmers, LED's, Station Lamps, Building Light Strips, Scenic Items – ALL PRICED FOR POCKET MONEY.

13 Trader - The Locoshed

The Locoshed sell a wide variety of new and pre-loved model railway items in scales N/TT/HO/OO and O, we have a very good variety of stock with many rare and obsolete collectables on show. We also carry a wide range of accessories such as buildings, track, loco spares, wheels, bits and bobs and DCC chips etc

14 Trader - Great Central (Model) Railways

This trader will be offering: "**O Gauge**" Engines from the mid 20's to 2013 -- Clock Works all Tin Plate (Good to Excellent.) 3 Rail -- 2 Rail -- Tin Plate -- Die Cast -- Super Detail Plastic all good to Excellent in Course Scale & Fine scale, some Kit Built, some Scratch Built, from New to Excellent 2nd hand, + several Hundred items of rolling stock.

"**Hornby Dublo**" several hundred items Tin Plate -- Die Cast -- Super Detailed Plastic -
- Engines & Rolling Stock -- both in 3 Rail & 2 Rail.

"**OO Gauge**" several hundred items -- mostly New -- Engines -- Carriages and other Rolling Stock

15 Filmshow

Russell Oliver HG&DMRS

Russ will be showing a selection of railway films relevant to railway operation in our area. Material for this exhibit has been acquired over the years firstly from his late father who started off the collection and secondly by Russ who continues the trend today and is always on the lookout for material specific to our area.

16 Greater Manchester Transport Society /MTMS Stand

We are once again pleased to have been invited to operate the free, courtesy bus service to Hazel Grove station, this year we will be operating both Saturday and Sunday, actual times will be displayed on the day.

The Museum, which was opened in 1979, tells the story of public road transport in Greater Manchester from the 1820's to the present day and is based in one of Greater Manchester's earliest bus garages, adjoining Manchester's first electric tramcar depot, Queens Road. The vehicle collection which ranges from a 1890's horse bus to a full size Metrolink prototype tram includes examples of the fleets of most Greater Manchester major bus operators, most of which have been restored to their old liveries. Many of these are roadworthy, and are used on museum event days when we operate a service into Central Manchester.

If you want any more information please ask either on the stand, the bus crew or have a look at <http://www.gmts.co.uk/>

33 Demonstration – Brass Loco Kits

Ian Hallworth HG&DMRS

Club member Ian Hallworth demonstrates locomotive and rolling stock construction.

34 Hazeltown

OO

HG&DMRS

A simple drive yourself layout with two trains. The trains take a journey past Fireman Sam through the wood, behind Postman Pat's van and under Windy Miller's hill and his windmill. Other Lego characters can be seen in the town square.

35 Exchange Street

OO

Kevin Parkinson HG&DMRS

This layout started as a Hazel Grove club layout about 15 years ago. I have now revised and extended the original track layout to give more operational opportunities. There are new goods yards, carriage sidings and steam locomotive facilities.

Operations are loosely based on traffic in the north of England during the 1950s and early 1960s, covering both midland and eastern regions of British Railways. So many services are operated by steam engines, using locomotives from former L.M.S., L.N.E.R. and B.R. fleets.

Trackwork is Peco code 100, and points are operated mechanically by underboard roding. Scenery is a mixture of kits, some heavily modified, and homemade items. If you require any further information, please ask and the operators will try to answer your queries.

36 Port Wrenn

OO

David Wheelton

Named as Port Wrenn after the Doc Martin TV series but based on Padstow. Typical stock run is Beattie Well tanks, M7s, T9s and Bullied West County Pacifics. Built using Peco code 75 track the layout features DC operation and electromagnetic DG couplings.

37 Cross Heath

N

Steve Farmer

Cross heath is a micro layout set in mid-late 1970's somewhere in the boundaries of the Stoke division and has been used as a test to try some different scenic techniques.

The layout is purposely built to this size to show that you don't need a big amount of space to build a model railway; this one can be set up on a window ledge.

The layout depicts a small station that has been reduced to the basic facilities: a bus shelter on a platform, with a couple of adjoining sidings. With the local coal merchant who still receives wagons of domestic coal for local use. The other siding is a public siding and various traffic flows can be seen.

29 Three Rivers Warf**HO****Mike Bolton**

Three Rivers Wharf is a small American dockside 'switching' layout in HO scale. The time period is early postwar and the layout features scratch-built ship models with kitbashed and plasticard buildings. Track is Peco code 75. The entire layout including the points is operated with the MERG DCC system. The locos and stock are proprietary US manufacture with Kadee couplings and the locos are equipped with sound. The combination of DCC and magnetic decoupling makes for some interesting operation on such a small layout.

30 Leeds Weeklyn Hill**OO****Edward Farms**

Join us for a journey back in time to the 1960's as we take you on a shed bash of Leeds Weeklyn Hill. Here you will find East Coast Pacific's rubbing shoulders with Midland Region Top Link engines, humble freight engines, the latest diesel electric locomotives and steam visitors from further afield on railtour duties.

This 4mm DCC sound layout features models of some of the engines you you would typically find operating in Leeds during the early 1960's all incorporating realistic sounds to recreate this by gone era.

Road vehicles from the day as well cameo scenes featuring figures in and around the shed complete the scene along with shops from many popular comedy programmes – see if you can work out where they are all from.

31 Trader - Megapoints

MegaPoints Controllers locally design and manufacture an innovative range of low cost servo based points and realistic bouncing semaphore controllers. With value and simplicity in mind, we demonstrate how to dramatically reduce layout wiring, reduce the cost of motorising points and extend scale like operation of other railway features such as gates, barriers doors or decouplers. Our most recent innovations include the MultiPanel, a multi user mimic panel circuit board that allows true multi operator control of your layout and our routing engine that not only allows one button route selection, but also actively monitors routes remain established. Visit our stand for a live demonstration of our MegaPoints Controllers and accompanying products. See for yourself how a single cable is all that is required to hook-up all these devices. Web site: www.loolee.org

32 Demonstration – Soldering Demonstration**Rex Ashton**

Friend of the club Rex Ashton will demonstrate the techniques he uses in soldering the kits he builds.

17 Bodmin**N****Ray Stack**

Originally the line was used for the carriage of china clay from Wenford Bridge Branch reversing at Bodmin and onto the docks at Fowey via the main line junction at Bodmin Road. This, together with some 18 passenger workings daily and local pickup goods means that it was a busy station as all traffic from the main line to Wenford Bridge and beyond had to reverse direction at Bodmin. Also the clay trains, due to the gradients, were split for movements between Bodmin and the clay works

We have attempted to represent these workings along with the quite intensive passenger traffic that took place in the 1930's although we are using a larger variety of motive power than was originally used.

There has, inevitably, been some compression in the station area and considerably more between the bridges. The layout is constructed using 6mm ply and 20mm softwood box beams with an insulation board top surface. The legs and struts are made from aluminum box and flat sections riveted together and permanently hinged for quick assembly. Trackwork is all Peco finescale but with the crossovers shortened to bring the tracks nearer to a scale 6ft way and all frogs extended to prevent wheels dropping in the gaps and thus give smoother running. All the points are powered by SEEP point motors and the layout is split into various sections operable by either of 2 hand held controllers. Uncoupling is achieved by using DG couplings actuated by electromagnets under the track. Signals are operated by relays. Some of the stock is permanently coupled with 3 link couplings.

Bodmin Station still exists as part of a preserved line although only the station building (slightly modified) and platform remain whilst the signal box and the platform shed have been rebuilt.

18 Demonstration – Scratch Building Locos & Rolling Stock**HG&DMRS**

Club member Martyn Baker will be demonstrating the various techniques he uses to scratch build buildings and rolling stock in different scales.

Enjoyed your visit today? Join us next year for an even bigger exhibition to celebrate our 50th anniversary year! The dates for your diary are October 29th and 30th 2016. Also come and see us in our clubrooms at Hazel Grove Methodist Church for our Open day on 18th June 2016.

19 Tan-yr-Allt & Dwffyr Uchaf OO9 Stan Williams

Tan-yr-Allt is based on Tan-y-Bwch station on the famous Ffestiniog Railway in north Wales. The real station is set on a hillside along which the line meanders. Much modellers license had to be used to reduce the length of the station into a model that is manageable. The buildings are representative but the station house is a close model of how it looked before extension. Most of the buildings are constructed in plastic using Ratio and Wills material packs. Dwffyr Uchaf provides a terminus thus widening the operating potential of the whole layout and it does a similar function for another layout that can be added on. Track work is mostly PECO 009 with some N gauge. Rock faces are either broken cork bark or plaster castings and the stone embankment sides came from a suspended ceiling tile. A fair cross section of Ffestiniog Railway locomotives and rolling stock are run on the layout. We also run stock from other Welsh narrow gauge railways and occasionally from further afield depending on which operators are present with their own personal interests.

20 OO9 Society Stand

The operators of Tan-yr-Alt are members of the 009 SOCIETY which caters for small scale narrow gauge modellers. We will be happy to answer any questions regarding the Society, the layout, scenics and 009 modelling.

21 Westmoor Junction OO Simon Cullen

Westmoor Junction is entirely fictitious and was designed to be either a through station/junction or an end of line which resulted from rail closures, both by using a fiddle yard at each end. This track plan was chosen to give it the maximum operating potential. The layout is operated in the BR Blue period with a variety of passenger and freight stock been used.

The scenic board was constructed to be as big as readily transportable/portable thereby removing the need for joints in the scenery, a worthy aim until you change to a smaller car! The baseboards are constructed from 4mm plywood sheet to minimise the weight and the track is SMP with Lemaco operated copperclad points. The wiring has been configured to allow for DCC at some stage. Aluminium cassettes are used in the fiddle yards to allow for ease of moving the stock and the layout can be operated from the front if desired.

Time for a cuppa?

Visit the café for a variety of hot and cold drinks or try something to eat from our varied selection of snacks.



26 Seabury Town & Preservation Society O Mike Renwick

Seabury Town is a fictitious location based on a L.M.S. theme. It was also decided to make it a Preservation Society, as this would allow other club members to run their stock upon it. It was originally started to prove that:-

- a. Base boards need not be heavy and built like bridges.
- b. You don't need expensive multi-pin plugs to connect them.
- c. You don't need a bottomless purse to have a O gauge layout.

All stock was built from kits or bought second hand, and refurbished, the buildings are based on actual prototypes, the station being a copy of Darley Dale and the goods shed is a copy of the one at Eckington. The layout also hosts what I believe to be the "Worlds Smallest" model railway layout.

27 Static Display of Modelling HG&DMRS

A display of Models made by Members of the Society reflecting a variety of other interests in the world of modelling.

28 Caldon Low Shed OnG Nigel & Sue Tansley HG&DMRS

Caldon Low is a small village between Ashbourne and Stoke, on the present day A52. The quarry company built several narrow gauge lines to Froghall wharf from the late 1700's, supplying limestone and fireclay to the canal for transport onwards. The route changed several times, and this trackplan represents the line from the 1870's, specifically from 1907, when the engine shed was extended to accommodate a third loco. The Line was run By the North Staffordshire Railway.

The layout is based closely on the track plan as it was when "Bobs" joined "Frog" and "Toad" at the elevated, isolated engine shed, which features in the middle of the layout. In the same yard are the stables for the shunting horses, the smithy and the railway offices. Two large houses were provided for the shed manager and another railway worker and their families.

The plan has had to be compressed to make the layout practical, and bent through a right angle to make operation easier. The terrace of houses (Bangor row) has been shortened for it to fit in the space: the chapel has been moved from Stoney Row and the beginning of the inclined plane has been moved a few hundred yards down the line. The corrugated shop was open for around 80 years, being rail-served for 50 of them. The gunpowder store has wooden approach rails to prevent sparks causing explosions. These have proved very hard to electrify!

An unusual gauge (3 feet 6 inches / 24.5mm) and sparse karst scenery should be enough to make this layout different. I like different.

24 Heanor South

OO

Ilkeston (Woodside) MRC

Heanor South (pronounced heenaw) was opened by the Great Northern Railway in 1891 for passengers and 1892 for goods as a branch off the Nottingham / Derby line at Ilkeston, the original plan was to continue the line to Alfreton to tap the lucrative Derbyshire coal traffic and a road over bridge was constructed towards this goal but the track got only a few yards past the bridge when the money ran out. Passenger trains were operated to Ilkeston until 1929 when buses took most of the passengers away but workmen's trains were reinstated between 1932 and 1939. The goods traffic lingered on until 1963 mostly from the two collieries along the line and the hosiery trade in Heanor. Much of the track bed is now part of a walkway today in the Shipley country park.

Our layout shows the operation in British Railways days when we allowed passenger trains to continue and have a busy goods yard. Coal empties appear and are run round to be taken to the pits, the stock is propriety and kit built all in weathered and run down condition, our theory is the Colwick shed who were providing the locos would use whatever was to hand so anything might turn up.

25 Warwick Mill

N

Heywood MRG

Warwick Mill was started 3 years ago, and has been interrupted by the reloaction of the Clubs Premises on two occasions. The final location giving its name to the layout "Warwick Mill". The period and location depicted in the layout is early 1960's on the borders of Lancashire and Yorkshire, on the outskirts of a fictitious Cotton town.

The two mainlines cross a reasonably large river. The "River Dribble" which is spanned by a three girder rail bridge and a two lane road bridge. There is an elevated road crossing over the two mainlines to the right hand side of the layout (having crossed the river), and an upper road which supports the main station building, being served by a local bus service. The station gives access to both platforms via two staircases dropping down onto the two main platforms. There are dedicated shuttle services which terminate at the station. One crosses the main river bridge into the station and the other comes from the left hand side under the road, terminating at the platform.

There is an engineering shed at road level and a goods shed and engineering shed towards the bridge. To the left is an elevated coaling stage. The model of Warwick Mill is positioned against the backscene on the left hand side and has it's own access line serving it. This line also serves the Engineering Shed just before the two bridges. On the opposite bank, across the river there are two large semi-detached houses, with their own garages on the left hand side of the road and further along the same road there are two rows of 19th century terraced houses, situated on the hillside under which the two mainlines and the single shuttle line run. On the opposite bank of the river overlooking the bridge there is also a Hotel/restaurant and two residential bugalows. There are working signals designed and made by members of the Club.

22 Bitsa Lane TMD

OO

Tony Berry

BITSA LANE TMD is a fictitious Diesel Depot set in an area between Preston and Blackburn with the Longridge fells in the background. It is set in the 1970's when green diesels had taken over from steam locos. The layout uses a Lenz Digital Command Control system. The track is Peco Code 100. The depot has typical facilities for both fuelling and maintenance of the locos. Some of the locos have sound decoders fitted. There are several early experimental locos to be seen such as the Falcon, Lion, and Kestrel as well as 10000 and 100001. There are a number of interesting features to look out for including both moving figures and arc welders. The road maintenance workers have discovered what they think is an old unexploded World War 2 bomb so they have called the Army Bomb Disposal team to investigate. A film crew is busy recording a programme about the first World War at the rear of the layout. Both kit built and proprietary buildings are used on the layout. All the buildings have been weathered to give an authentic appearance. A disused line running over a bridge provides the scenic break between the main layout and fiddle yard.

23 Coldrennick Road

O

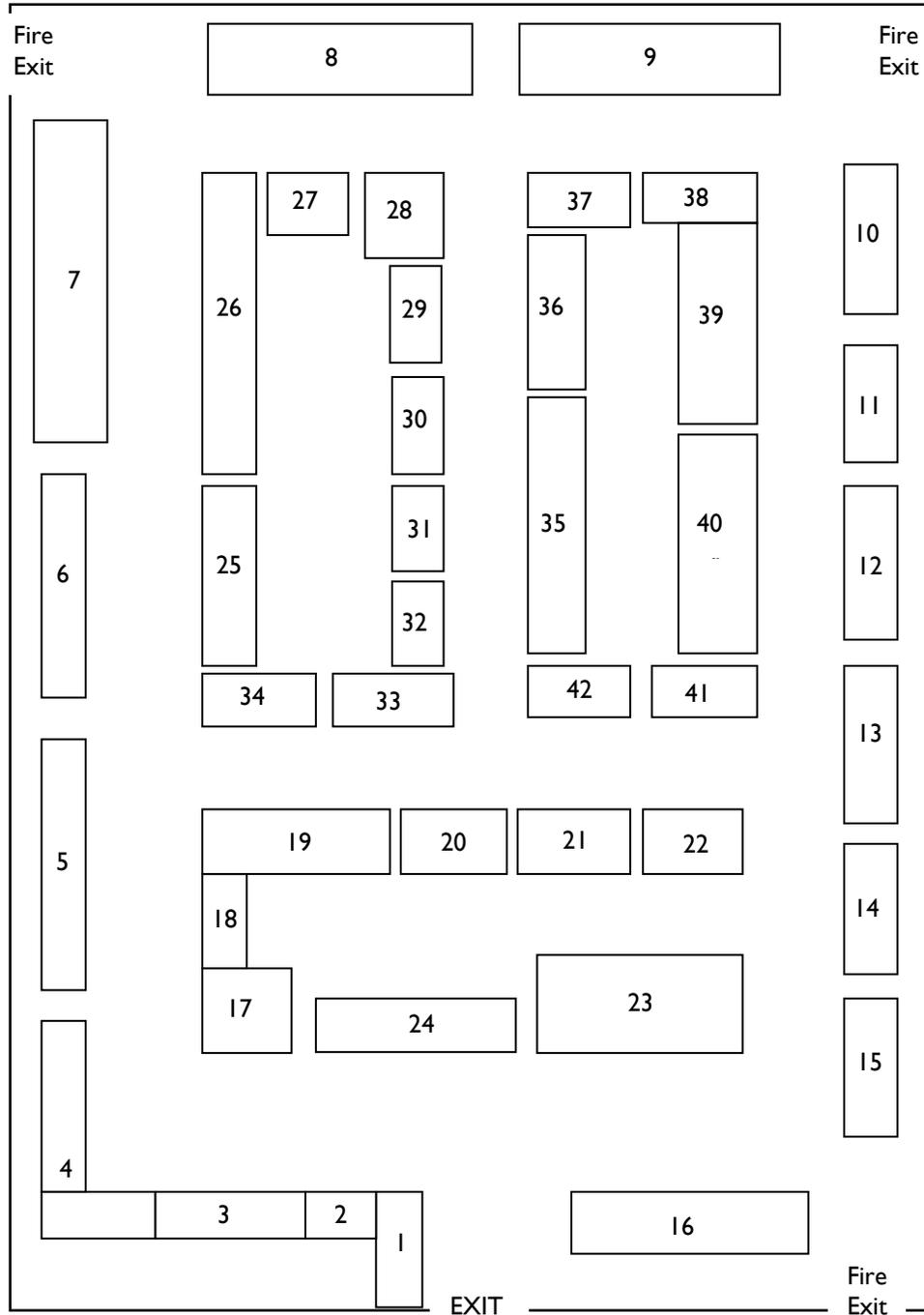
Bob Harper

Coldrennick Road is a small station on a Great Western Railway main line near Plymouth, and is the junction for the branch line to Maristow. The railway is of course imaginary, but tries to recreate a West Country scene around 1890-1900, with typical track, trains and scenery of that period. The Great Western originally used broad gauge track (7ft.01/4in./ 2.140m), on special long timber baulks instead of cross sleepers, and my railway uses this as well. Gradually standard gauge (1.429m) rails were added, and most trains became standard gauge. The broad gauge rails have been removed from Maristow, but still remain on the main line, and broad gauge trains may be seen occasionally. The broad gauge was finally abolished completely in 1892, but I am bending history a bit so as to keep broad gauge trains running along with standard gauge trains that didn't really appear until 10-15 years later. The layout is very simple, and is purely an excuse for showing a succession of trains against a typical background.

The track is of course scratch built, with superelevation on the sharper curves. The station has full signalling, with the points, signals and electrical current interlocked so that the current to the trains is only switched on when the route is correctly set up and signalled. The superb scenery is again the work of Bob Deakin, who has made carving plaster into an art form. The models are all to 'O' scale (1:43) and we have had much help from the Gauge 'O' Guild and the broad gauge society in building them. Please ask about anything that interests you, as we enjoy operating the railway and hope that you will enjoy watching it.

For those interested in the technical details, the standard gauge stock is at present built to fine scale standards, whilst the broad gauge is scale seven. All locos and coaches are fully sprung, with a cleminson arrangement on the 6 wheel coaches that enables them to go round 41/2ft. Radius curves. Wagons are all compensated, but I may try springing them as well in future. I have standardised on Portescap RG7 motors, with split axle pick up, powered by custom built controllers.

PLAN OF THE EXHIBITION HALL



Key to Plan

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| 4. | Ash Valley | 25. | Warwick Mill |
| 5. | HGDMRS Club Sales Stand | 26. | Seabury Town & Preservation Society |
| 6. | Grosmont Bookshop | 27. | HG&DMRS Model Table |
| 7. | Country Park Models | 28. | Caldon Low Shed |
| 8. | SMTF Model Shop | 29. | Three Rivers Wharf |
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| 20. | 00 Society Stand | 41. | Mark Henshaw – N Gauge Demo |
| 21. | Westmoor Junction | 42. | Network Rail - Rail Safety |

Come and chat about how we create the models you have seen today. Get some tips on how to create a model railway of your own. Look out for adverts for our summer open day next year at **Hazel Grove Methodist Church** on Saturday 18th June 2016 or, if you can't wait to get involved, then have a word with one of our members on the club stand today.