



# HAZEL GROVE & DISTRICT MODEL RAILWAY SOCIETY

President and Founder Member - Trevor Moseley

Committee:- Toni Zientek (Chair); Graham Underhill; (Secretary)  
Ted Dunaway (Asst. Secretary); Gary Littlewood ( Treasurer)  
& Doug Tattersall (Social Secretary & Exhibition Liason).

October 2017

Dear Visitor,

Model Railways, after fishing, is the most popular pastime and hobby for people of all ages. For many, nostalgia is uppermost in their minds. Equally, developments in technology and manufacture are giving us a hint of the future for rail travel with the idea of hyper speeds in a tube. The modeller is not far behind in representing these technologies in a smaller form, as are the model manufacturers with a range of 'off the shelf' formats being made available. 3D printing has also widened our ability to represent the railway world even more accurately. Digital technologies have been embraced by the hobbyist for electronic systems control.

There has never been a more exciting time for new entrants to the hobby to explore and create the world in miniature. Being able to learn and develop new skills in a relaxing environment in our busy world is important. After viewing our exhibition we hope you are impressed enough to want to join us at Hazel Grove to develop models and layouts of which to be proud. Happy viewing today.

Toni Zientek (Chair)

## From the Exhibition Committee

Welcome to the **2017 Hazel Grove Model Railway Exhibition** from the team. Building on the success of last year's 50<sup>th</sup> Anniversary Show, we present for your enjoyment another balanced selection of quality layouts in all the popular scales. As a visitor to the exhibition you may not realise the effort that goes into booking the exhibits – it takes many visits to other club exhibitions over the course of a year to seek out suitable layouts. No layout is invited without one of the exhibition team seeing it in operation – how well the trains run and how realistically they are operated is a key selection criterion. It is not just the standard of modelling or the uniqueness of the layout that we consider when inviting layouts to our show. Many popular layouts are booked up for a year or two ahead, so we are actually inviting layouts two to three years ahead too, all of which requires careful planning and attention to detail.

Relax and enjoy this year's show – if you have any constructive feedback or comments, please speak to one of the club stewards who will forward your remarks to the exhibition team, who are:

Ian Hallworth, Norman Hambridge, Andy Howe, Alf Storey, Doug Tattersall.

STAND

5

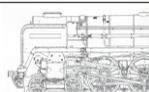
**Arzi bei Imst Strassenbahn**

Dave Haughton

Gauge: HO (Tram)

Scale: 3.5mm : 1ft

Size: 6ft X 2ft



**Arzi Bei Imst** never had a tramway but exists up the Inn Valley near Innsbruck in Austria. The model, is therefore, completely made up, but trams from Innsbruck, Vienna and other parts of Austria are run on the layout.

STAND

8

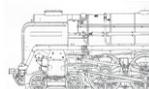
**ASTON MAGNA**

Mark Henshaw

Gauge: 9mm Finescale

Scale: 2.06mm:1ft/1:148th

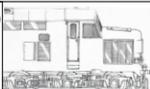
Size: 25ft X 7.5ft



Started primarily as an experiment in 1:148<sup>th</sup> scale track: built to 9mm gauge with the check rail and crossings reduced to 0.925mm from the normal N gauge 1.1/1.25mm; but with proper UK outline timbering. **Aston Magna** is a fictional light railway which at 'grouping' was swallowed by the Great Western Railway Company. Operated in the early 1942 period when the building of nearby airfields and military establishments saw an increase in traffic. The railway through Aston was scheduled for closure prior to the outbreak of hostilities and with its signalling removed, is operated as 'single engine in steam'. A mixture of steam and diesel railcar hauled trains work the route. A recent extension of the route has turned this quiete backwater into a vital diversionary route bringing a host of mainline trains. Track is built in-situ using code40 bullhead rail soldered directly onto copper-clad sleepers. The trains are a mixture of re-worked RTR, kit or scratch built and all are weathered, detailed and close coupled using a mixture of hybrid and three link couplings. All wheels employ 0.5mm low profile flanges, and a maximum effective flange thickness of 0.55mm. The general back-to-back measurement is 7.45mm. All the railway vehicles are to within +/- 2% of scale and proven diagram vehicles. The layout is analogue DC controlled via a hand-held controller. Shunting is done by hand as on the real thing. All vegetation is made of the same material and colour to de-emphasise its presence and to create a scenic base upon which scatters or paints may be applied later.

STAND

13

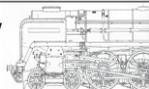
**BLAKECASTER**

Peter Wilson

Gauge: 7mm narrow

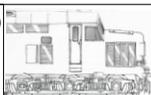
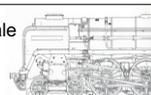
Scale: O-16.5

Size: 17ft X 6ft



**Blakecaster** is the terminus of the Staffordshire Moorlands Light Railway. The railway serves a large country estate and the village of Blakecaster which are isolated from the outside world by the infamous Patchway Bog.

Blakecaster has limited road connections to the outside world and its main connection is by the narrow gauge railway which was laid along a narrow ridge across the bog. The layout was originally built by the late Howard Clarke and Mervyn Axson, both stalwarts of the 7mm Narrow Gauge Association. Blakecaster is now being exhibited by Peter and Arline Wilson, who are members of The Stafford Railway Circle and The 7mm Narrow gauge Association.

<b>STAND</b> <b>16</b>		<b>BONNINGTON GOODS</b> Liverpool MRC	Gauge: OO Finescale Scale: 4mm : ft Size: 18ft X 3ft	
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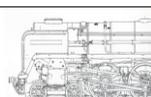
**Bonnington Goods** or **The Bonnington Branch**, which it is sometimes known as, was located not far from Leith Docks. When the branch was built, it served several industries in the area such as timber yards, foundries, transformer works, coal merchants and the whisky trade.

At the north eastern end of Bonnington Station, the line leaves the old Edinburgh, Leith & Granton branch to North Leith Citadel. It then passes Gaudies Sawmill and the goods siding with its two timber sheds and crosses over West Bowling Green Street. The VAT 69 whisky bottling plant is next. This has a small loading platform and is served by a small siding . It then crosses over the Water Of Leith and into the goods yard. The large warehouse overlooking the yard is the Bonnington Bond, which was used for the storage of whisky. This is served by a small spur which crosses over Anderson Place into it.

Most buildings on the layout have been scratch built . I have used computer graphics to design the large warehouse and several other buildings. The track is SMP fine scale with Peco Finescale points. All points are electrically operated using a mixture of Peco and Seep Point motors. Rolling stock is from Bachmann, Dapol, Hornby, with kits by Airfix, Ratio and Parkside Dundas. Wagon loads are mainly from the Ten Commandments range.

Some locomotives are from the Bachman and Hornby ranges. Most have been weathered and renumbered. I also have built a large number of brass and white metal locomotives, which I use on the layout.

The layout is based on the British Railways 1955-1965 period, using both steam and diesel locomotives. It has been featured in a series of articles in the Railway Modeller starting September 2009 before making its debut in November 2009 at the Warley National Model Railway Exhibition at the NEC.

<b>STAND</b> <b>9</b>		<b>CANAL LANE</b> Jim Barry	Gauge: OO Scale: 4mm : ft Size: 11ft X 1.5ft	
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The layout, built to 4mm scale, is not based on any particular location but was built (not by us) with the industrial decay of the Sheffield area in mind. The layout is exhibited to depict a small scrapyards in the 1980s, 'Red Stripe' period.

The track work is by Peco and the locomotives and rolling stock are a mixture of proprietary and kit built products. The buildings are in the main constructed from bits and pieces, with the scrap made from cut up drinks cans and fish tins suitably weathered. The layout has been adapted in order to make it easier for me to operate given my difficulty in standing for long periods.

For any further information about this layout, please ask.

STAND

19

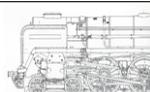
**CHAT YARD**

Nigel Tansley

Gauge: O9

Scale: 4mm : ft

Size: 4ft X 2ft



**Chat yard** was begun in 2016 to assess the potential of O9 (7mm scale on 9mm track, 15inch gauge). The layout is 3 feet by 2 feet in area. There is potential to connect an urban layout ('Fulchat'). The pun in the name is deliberate, no rush here!

There is a storage area and siding on the baseboard at the rear and in the quarry. The baseboard is 6mm ply on 2" by 1" timber. The sides and rear are also 6mm ply. The scenery is Kingspan type insulation material. The lighting is 9 volt LED.

The layout is an oval of level track with a branch leaving and heading into the old quarry workings, bringing selected stone to the Chat Saw (cream building) for preparation by monumental masons. The fan of sidings in front of the buildings allows for stone to be shunted around. The buildings apart from the saw shed are leftovers from the old quarry with the explosives store looking decidedly worse for wear.

The loco collection reflects the yard owner's inability to ignore a bargain. The locomotives are scratch built on 'n' gauge or narrow gauge chassis, by Fleishmann; Grafar; Graham Farish; Lima; Peco 016.5 and others. All locos bear a family resemblance to preserved locomotives.

The name of the layout is derived from the 'Chat Saw' used in stone cutting.

Please ask if you need any other details, we are never too busy to talk.

(Contact details for Nigel 07730774613)

STAND

14

**ECCLESFORD JUNCTION**

David Carter

Gauge: OO

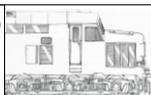
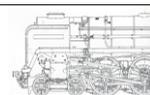
Scale: 4mm : ft

Size: 20ft X 10ft



**Ecclesford** is a typical but fictional North West town in the period from 1990 to the present day. Originally built as a junction, the station was altered when the junction disappeared and the former branch line track bed is now used by a narrow gauge tourist line. The main line, meantime, sees a good deal of action featuring the colourful liveries of modern trains.

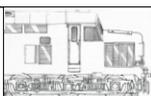
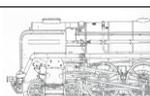
The buildings are mostly based on local structures – the main station building is based on the Greyhound Hotel in Brierfield. The large office block is based on a similar building in Burnley and the HiFi shop on the main street exists in Nelson! Most are fitted with internal lighting - in addition we have street lamps, working crossing barriers, operating roller shutter doors and many animated scenes including a children's playground, a trackside working party and some rather spooky activities in the church crypt – and if you tire of seeing the trains you could always wander along the main street and watch the working televisions – both black & white AND colour!!

<b>STAND</b> <b>22</b>		<b>FIGGTON</b> Hazel Grove & District MRS	Gauge: N Scale: 2mm : ft Size: 10ft X 2ft	
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This small branch terminus layout was started, but never finished, by former club member Brian Figg. Sadly Brian passed away two years ago and the layout was put in the hands of the Hazel Grove Society. A number of N Gauge modellers in the society decided that it would be a worthy task to refurbish and complete the layout, with the aim of exhibiting it in Brian's honour.

**Figgton** is a small country terminus, with all the expected facilities of a goods yard, engine shed and a dairy, set somewhere in Southern /Western region of British Rail territory during the late 50s/early 60s. The trains by Farish and Dapol ,with a few kit built items sourced from the usual suppliers including the N Gauge Society. Hands-free shunting is available care of the DG coupling system. Track is Peco code 55 and control is conventional DC.

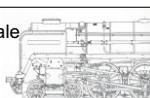
Refurbishing and completing Figgton has proven a good training ground for some newer members to aquire skills they never thought they had and older ones to keep their hand in !!

<b>STAND</b> <b>21</b>		<b>HAZELTOWN</b> hazel Grove & District MRS	Gauge: OO Scale: 4mm : ft Size: 8ft X 2ft	
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**Hazeltown** is a small portable layout built by Society members purposely for children to operate and learn about railways. Based loosely on a combination of features on 'Underground Ernie' and 'Thomas the Tank Engine', along with a mixture of 'supersize' figures from the Lego range, this layout has lots of imagery to stir children's interest.

The track plan is a simple oval with a passing loop at the front by the station allowing a choice of passenger or goods trains to be run. One train goes round clockwise, the other anti-clockwise.

Children operate the trains using a hand-held controller at the front of the layout. Many of the buildings are modified kits, while the scenics are totally scratchbuilt to fit the 8ft x 2ft space. Please feel free to ask any questions.

<b>STAND</b> <b>10</b>		<b>HINDLOW</b> David Tomlinson	Gauge: OO Finescale Scale: 4mm : ft Size: 8ft X 2ft	
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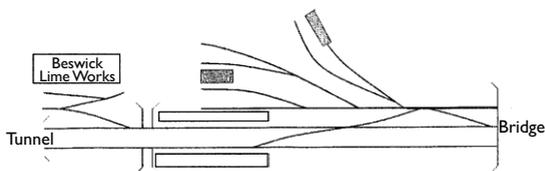
This educational layout was mainly built by newcomers to model railways with the support of experienced modellers. The scenic part of the layout reflects an impression of the two mile stretch of line between **Hindlow** tunnel (north end) and the cattle bridge near Harpur Hill.

At the tunnel end of the line is the former Beswick Lime Works followed by the road bridge and then the former LNWR station and goods yard. The line then goes into a short cutting past a fragment of the former Ryan Sommerville Limestone Quarry and

finally ends at the cattle bridge where one track leads up the Harpur Hill branch and two tracks lead to Buxton.

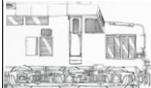
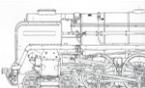
The model is a testament to all those who worked in the area and to those who have aided us with the research for this project. A single track still exists today from Buxton along this route through the tunnel to the Hindlow Quarries and is still in regular use.

The era we are depicting saw local passenger trains between Ashbourne and Buxton (these ceased in 1953), light mixed local freight mainly between Uttoxeter and Buxton and high volume lime products between the quarries and all areas of the UK. In addition, the quarries needed a regular supply of coal from the nearby coalfields.



Some of the main features of the layout are scratch built structures i.e. Beswick Lime Works, station platforms with wooden trestles, Grand Junction Station Kits for the station, working signals using servo motors, dry stone walling using DAS modelling clay, scenic banks/quarries using artex dry lining, the bespoke painted back scene and the bespoke cassette system.

Shunting plays a significant part of the layout within the area of the Beswick Lime Works, the Station Yard and the branch to the Harpur Hill Quarries. Rolling stock is mainly LMS and former LNWR ready to run with a number of scratch built wagons.

<b>STAND</b> 		<b>HOLLOWBECK SHED</b> David Wellington	Gauge: O Scale: 7mm : ft Size: 19ft X 3ft	
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Whilst Gateshead Depot housed the glamorous Pacifics that graced the East Coast Main Line, **Hollowbeck Shed** represents a refuge for the more unfashionable steam types plus new-age Diesels based in the Tyne and Wear area during the early 1960's – and in chunky 'O' gauge.

The layout depicts a two-road sub-shed south of the River Tyne that used to serve a Brewery. The beer now goes by road as can be seen by the relevant road vehicles and the shed has been commandeered by BR as temporary cover for a mainline Depot which suffered a fire at this time.

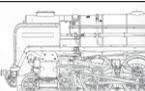
The scenario is fictitious of course, but provides an opportunity to showcase a fleet of work-stained loco types applicable to the period; plus some in ex-works condition on running-in turns from Darlington after overhaul.

As well as the depot building, Hollowbeck also features a working turntable, sheer legs, mess hut, ash pit, coal stage and, of course, the large brewery that hides the fiddle yard. Locomotives depicted are mostly kit built with some classes duplicated to add authenticity.

Locomotives from all Northeast depots are featured and accurately listed from the 1962 allocation book; with one exception that only the most expert will be able to identify – now there's a challenge!

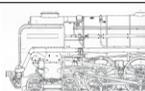


A spotters' list of locos on show can be requested from behind the layout. This also gives details of the kits and their pedigree. The layout is also displayed as a publicity vehicle for the Thompson B1 Loco Trust; custodians of ex – LNER 4-6-0 no. 61264 based at the North Yorkshire Moors Railway. Enquiries welcomed.

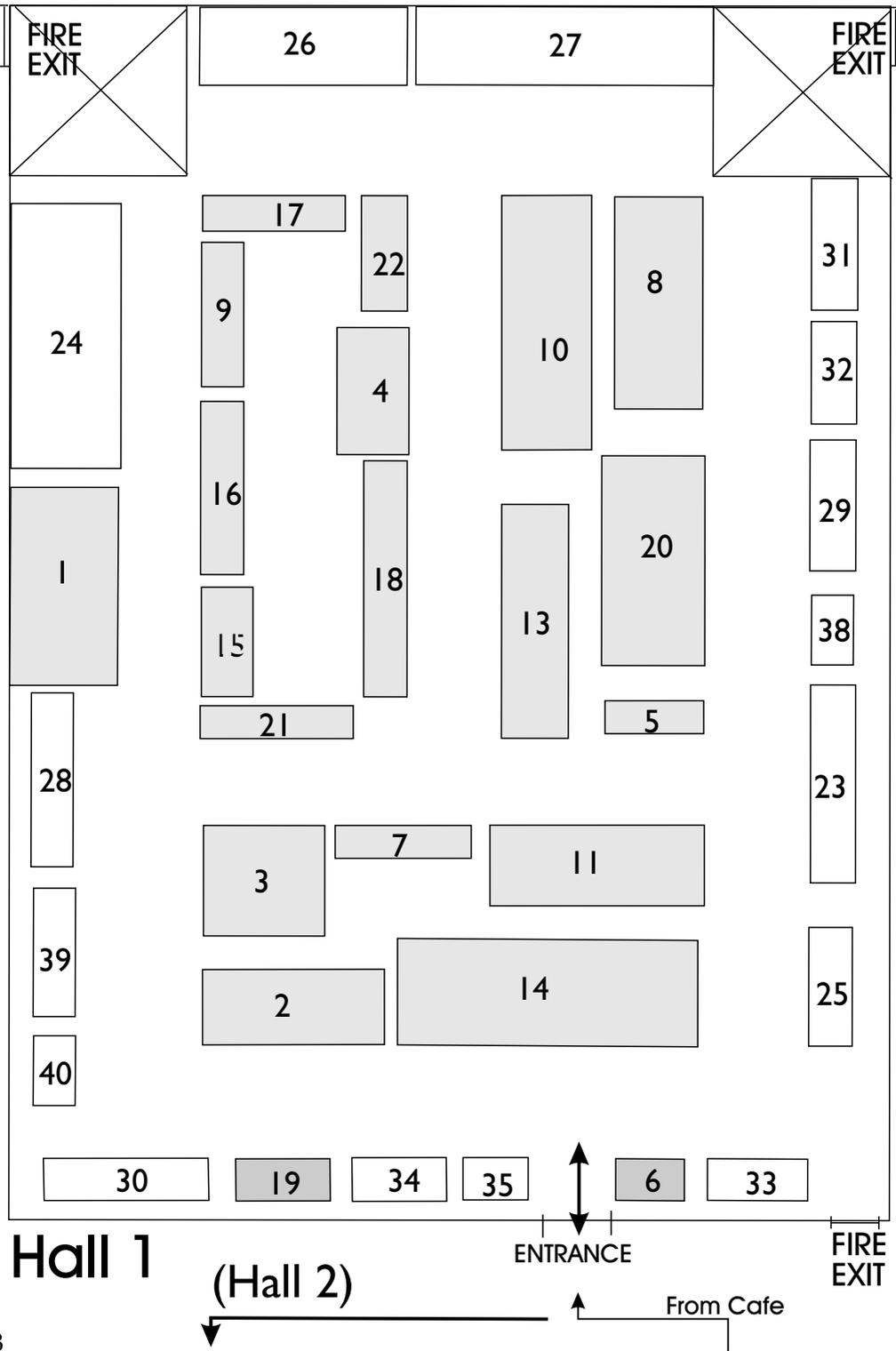
<b>STAND</b> <b>6</b>		<b>LYMEBROOK YARD</b> Steve Farmer	Gauge: N Scale: 2mm : 1ft Size: 4ft X 2ft	
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**Lymebrook Yard** is an example of what can be achieved in a space of 4x2 feet. It is a continuous run layout set in North Staffordshire just north of Newcastle-under-Lyme on a branch to Crewe.

Trains are mainly DMU for the passenger trains with loco hauled freights and parcels passing through, or with wagons being tripped to the yard. The layout features electromagnets for uncoupling in the yard area. Track is PECO code 55 and control is by KPC

<b>STAND</b> <b>2</b>		<b>MARISTOW</b> Bob Harper	Gauge: O Finescale Scale: 7mm : 1ft Size: 25ft X 6ft	
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**Maristow** is a small village on the Devon bank of the Tamar, a few miles north of Plymouth, at the end of a short branch line from Coldrennick Road. One of the “Duke” class 4-4-0 locos was named after the town. The railway is of course imaginary, but tries to recreate a West Country scene around 1900, when the evidence of the recent (1892) conversion from the Broad Gauge is still very obvious. Specific items are the longitudinal track (the “balk road”) recently narrowed from 7ft gauge, the Broad Gauge clearances on the bridge and tunnel (with the track offset through the bridge after one rail was slewed over on conversion), the height of the platforms and the non-independent rotating ground signals among other things. We have had much help from the Broad Gauge Society in getting the details right for this type of prototype.



## Layouts

1. **Pugatory Peak**
2. **Maristow**
3. **New Bryford**
4. **Pen-Y-Graig**
5. **Arzi bei Imst  
Strassenbaum**
6. **Lymbrook yard**
7. **Millfields Yard**
8. **Aston Magna**
9. **Canal Lane**
10. **Hindlow**
11. **Hollowbeck Shed**
13. **Blakecaster**
14. **Ecclesford Junction**
15. **Untermutten**
16. **Bonnington Goods**
17. **Seaport**
18. **Warmington**
19. **Chat Yard**
20. **Smethurst Junction**
21. **Hazel Town**
22. **Fighton**

## Traders

23. Country Scenes and trees
24. Country Park Models
25. The Locoshed
26. SMTF
27. Squires
28. Grosnant Bookshop
29. Crafty Hobbies
30. JP Model Railways
31. Booklaw
32. Direct Train Spares
33. High Lane Model Railways
34. North Western Models
35. Manchester Locomotive Society
36. Hazel Grove Society Shop



Please ask  
operator before  
taking  
photographs  
of exhibits

## Demonstrations & Societies

38. Richard Wilson  
Scenic Detailing and Weathering
39. Ian Halworth
40. Rex Ashton
41. East Lancshires Railway  
Heritage Display
42. Stephenson Locomotive Society  
Heritage Display

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## Hall 2 (See plan opposite)

### *Heritage and Information Stands*

41. East Lancashire Railway
  42. Stephenson Locomotive Society
- Film Show - Railway videos throughout  
the day**
36. Hazel Grove Model Rail Society Shop
- Lots of Modelling Bargains**

## Café Services

### *Breakfast Barmes*

### **Hot Meals**

### **Hot & Cold Drinks**

and a variety of snacks  
throughout the day.  
Confectionary, Fruit, Snack Bars.

**Don't forget your  
Complementary Drink !**

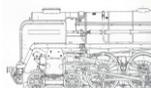
The station has full signalling, with the points, signals and electrical current mechanically interlocked so that the current to the trains is only switched on when the route is correctly set up and signalled. The rolling stock is all from the 1900-1914 period, and the buildings are scratchbuilt, mostly in Plastikard of various West Country prototypes, particularly Abbotsbury and Perranwell. Most of the excellent scenic detail is the work of Bob Deakin.

For those interested in the technical details, the standard gauge stock is at present built to fine scale standards, and all locos and coaches are fully sprung with a Cleminson arrangement on the 6 wheel coaches that enables them to go round 4½ft. 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. I developed the automatic couplings some years ago so as to be robust, cheap and easy to make, relatively unobtrusive, and extremely reliable. Hopefully this all adds up to smooth and reliable operation, (but the humans in the system will still probably foul it up somewhere!).

<b>STAND</b> <b>7</b>		<b>MILLFIELD YARD</b> Pauline McKenna	Gauge: N Scale: 2mm : 1ft Size: 9ft X 1.5ft	
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Set in period between 1990 to early privatisation which allows for a good selection of loco liveries. **Millfield Yard** is set somewhere on the Southern Region around London. This allows locos from any region to appear. It has a station terminus on the upper level which is 3<sup>rd</sup> rail, and a freight yard on the lower level, which deals with steel traffic. Also, 3 reception sidings receive trains which are then shunted into the warehouse.

All the track is Peco code 55 fine scale using Seep point motors operated with pushbuttons. A lot of the buildings are scratchbuilt (warehouse, viaduct, station canopies) whilst some are from the Bachmann Scenecraft range and Metcalf card kits. All scatter material is from the Woodland Scenic range. Dapol uncouplers are used; I have used some of the Dapol magnets which are too large, (located on the back lines) and old Farish magnets (from locos) for the front lines. When painted and weathered with the track they are quite difficult to see. All locos are detailed and weathered, with

<b>STAND</b> <b>3</b>		<b>NEW BRYFORD</b> Mike Bryon & Peter Taylor	Gauge: OO Scale: 4mm : ft Size: 5.5Mts X 3Mts	
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**New Bryford** had previously been exhibited in the mid/late 1990's and after a change of ownership it has returned to the original builder and couple of fellow modellers. It has been extensively refurbished including a new, deeper backscene and conversion to Digital Command Control (DCC) operation via a Lenz 100 system.

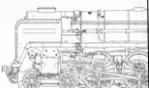
It portrays the railway scene within the Manchester/Wigan/Bolton area in the last 5-6 years. Passenger traffic is varied from humble Northern Rail DMU's to Voyagers on Anglo-Scottish duty and the occasional Pendolino drag diverted from the West Coast main line. Railtours often bring unusual motive power to the area including steam locos en-route to tackling the famous Settle-Carlisle or Shap routes.

Freight is equally varied in the region, with DB Schenker, Freightliner, Direct Rail Services and Colas Rail all having regular workings through New Bryford. To add extra colour, Network Rail test trains also feature.

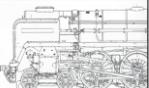
The DCC system enables us to control each item individually including lights and sound. Much of the stock is modified/repainted/renumbered from ready-to-run items from all the major manufacturers. There are a few kit and scratchbuilt items to add further variety.

Peco Code 75 track is used in the scenic section and Code 100 in the storage yards (only because I had some spare when originally built!) with Peco point motors – all have been fitted with extra switches to improve electrical reliability.

Please feel free to ask any questions about the layout and its' rolling stock.

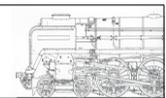
<b>STAND</b> <b>4</b>		<b><i>PEN-Y-GRAIG</i></b> Barrie Johnstone	Gauge: 5.5mm Scale: 12mm : 1ft Size: 10ft X 7ft	
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**Pen-y-Graig** station is set somewhere in North Wales, on a narrow gauge line built to carry slate and minerals from mines and quarries in the district, to a standard gauge railway in a town some miles away. Set just outside the local village, the station serves a slate quarry on the hill above via a water balance incline from the station yard. There is an engine shed and workshop across from the station and next to the station building is a goods yard and coal merchant. A quarryman pushes wagons between the quarry and the head of the incline and controls its operation. The layout is constructed to a scale of 5.5mm / ft. on 12mm gauge track. When construction started many years ago, the layout was almost completely scratch built, but now includes kit built stock from the 5.5 mm. Scale Association. It is an ongoing project with detail work still to do.

<b>STAND</b> <b>1</b>		<b><i>PURGATORY PEAK</i></b> Macclesfield MRC	Gauge: HO Scale: 4mm : 1ft Size: 33ft X 10ft	
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The railroads around **Purgatory Peak** were conceived in the euphoria of the mining boom of the late 19<sup>th</sup> century when deposits of several heavy metals, including gold and silver, had been discovered. The booming American economy created ever-increasing demands and packhorses were simply not quick enough to deliver. And so the Denver and Colorado Western was born. It's now the late 1930's and times are hard. As for the railroad – it just keeps plodding on. Nothing much changes in this part of the world ... unless it has to! Purgatory Peak was selected for the area to model, not for its scenic beauty (it has none), nor for its significance as a milestone in railway

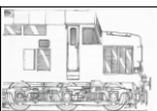
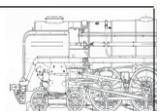
history (as if!). It was simply chosen because getting to this point (the highest) not only on the original railway but also on the model, had been sheer purgatory! The upper level was the original "Denver and Colorado Western" line but has long since been bypassed by subsequent improvements to the system following acquisition by the "D&RGW". The mines, served by the improbable zigzag, are struggling following the Great Depression but, despite their best efforts, the "D&RGW" have not been able to dispense with the branch (under the mine) to Oblivion. For the technical information and more background search the web for Purgatory Peak Model Railroad or see: <http://sites.google.com/site/purgatorypeakmodelrailroad9>

<b>STAND</b> <b>17</b>		<b>SEAPORT</b> Geoff Bennett	Gauge: N Scale: 2mm : 1ft Size: 11ft X 2ft	
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An N Gauge portable layout that can be set up at home or away in 30 minutes. Set in the present, **Seaport** is a small fishing town and sea port on a river estuary somewhere on the UK coast. The railway came to Seaport in the late 1800s as a branch from the main line to convey fish to the inland markets. As the town flourished it became a deep sea port. When the fishing died out, the line fell into disuse. In more recent times, an endeavour to encourage tourism, the Borough Council invested heavily in developing the old fish quay into the Promenade Station. The docks can be seen from the promenade and the town is just out of sight behind the Station Hotel.

The station enjoys a frequent passenger service to other towns and a "Cross Country" service further a field. In the summer months steam and charter specials visit. Freight is light, mostly to Network Rail sidings and trip workings to the processing plant.

If you have any questions or comments, please ask. Seaport is available for exhibitions.

<b>STAND</b> <b>20</b>		<b>SMETHURST JUNCTION</b> Hazel Grove & District MRS	Gauge: OO Scale: 4mm : 1ft Size: 21ft X 6ft	
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Set in the north east of Manchester **Smethurst Junction** depicts a small suburban branch line with a terminus station and freight facilities from the late 1990's to the present day. Frequent passengers services are provided by a variety of Diesel Multiple Units operating from Manchester Victoria and beyond. Train loads of steel and general merchandise are for the distribution depot and additional sidings are for engineers traffic. A small locomotive servicing point is on the lower level yard. The loop line allows other freight traffic to run round and gain access to another terminal further along the line.

STAND

18

**WARMINGTON**

Doug Tattersall

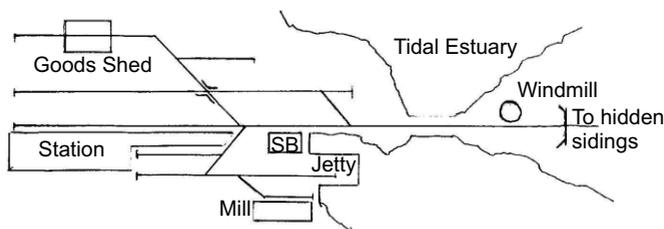
Gauge: OO

Scale: 4mm : 1ft

Size: 27ft X 2ft



**Warmington** depicts the terminus of a branch line off the main London line to a small coastal town in Suffolk. The operating period is set in the late 1950s to early 1960s, during the steam to diesel transition. Therefore a wide range of rolling stock can be seen. Outgoing steam includes a variety of ex Great Eastern and Great Northern classes plus some British Rail standard types. Pilot scheme diesels are seen in abundance together with early diesel multiple units include the experimental lightweight type. Coaching stock is a mix of Gresley and BR Mark 1 types, whilst goods vehicles are the usual mix of everything. The layout is fully signalled with many being operational. Traffic consists of through trains to London, local services, goods traffic including fish trains, parcels and the occasional horse box.



STAND

15

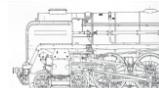
**UNTERMUTTEN**

Dave Howsam

Gauge: HOm

Scale: 4mm : 1ft

Size: 7ft X 3ft



**Untermutten** is imagined to be on the Albula line of the metre gauge Rhatische Bahn in Switzerland. In reality it is served by post bus from Thusis. This basic layout was developed simply to run my stock, nearly all Bemo, which had been unused since the disposal of my first HOm effort Obermutten. The period is set as 1989, but there are anachronisms.

The station itself is on one baseboard to avoid a join in the overhead wires (which **do not** power the locos) and just accommodates a four coach train plus "luggage" van. An 8 road traverser, using extending drawer runners, is used for train storage. Thus taking longer to set up a road than with points, but giving more, and longer, trains. A train turntable and cassettes have now been added to give a greater variety of operation and stock to the sequence timetable which assumes Untermutten is not a normal crossing point for passenger trains. Glacier and Bernina Expresses pass through without stopping.

Note the rural scene is not over populated and passengers were not allowed on the platform before the arrival of the train - the approach of which is announced by bells. In addition, trains were not allowed to enter the station from opposite directions at the same time.

Please do ask if you want further information regarding anything on the layout.

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