

# EXHIBITION GUIDE 2019



**Saturday**  
**Sunday**

**26th October**  
**27th October**



**Hazel Grove**  
**Sports Centre**

# **H N R C**

## ***Harry Needle Railroad Company***

**Locomotive Spot Hire, Maintenance,  
Repair & Heavy Overhauls**



**Proud to sponsor  
the Exhibition**



President and Founder member – Trevor Moseley

Committee: - Toni Zientek [Chair]; Graham Underhill [Secretary]; Gary Littlewood [Treasurer]; Doug Tattersall [Social Secretary] and Ian Bennett [Asst. Secretary]

Dear Visitors,

On behalf of the Hazel Grove and District Model Railway Society, may I extend a very warm welcome to you for our 2019 Exhibition. Once again, the show is in two halls and our Exhibition Committee have worked hard to bring you layouts which show all aspects of our hobby. Once again, we are supported by various traders who will only be too willing to assist in your purchases and give advice on the products they have for sale. There are also a number of demonstration stands, please feel free to ask any questions you may have. If you wish to take photographs for your own personal use, then please feel free. If the image is for commercial use or distribution then, it is a common courtesy to approach the layout concerned for their permission.

Again, we have the kind services of the Salvation Army and assisted by members of our society, a limited service of refreshments and hot drinks can be purchased near the main entrance. This year there is also a seated area to the left of the Pay Desk for the consumption of food purchases or for use by visitors bringing their own food. The Hazel Grove and District Model Railway Society will be making a donation to the Salvation Army for their assistance in the catering arrangements.

*Trevor Moseley (President HG&DMRS)*

### **From The Exhibition Committee**

A big welcome to the 2019 Hazel Grove model railway exhibition from the exhibition team. After the success of last year's show, we have continued with a two hall exhibition. All the popular scales are presented, with a good mix of eras. All the layouts are of a high standard and operated to keep you entertained. Don't forget to see what our able demonstrators are up to – they are a friendly bunch always willing to answer questions. Please spend some time and money with our traders, without their support we could not put on a top quality exhibition. Thanks also to the support of the staff at Hazel Grove High School and Hazel Grove Sports Centre – we couldn't do this without their co-operation.

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

Ian Hallworth, Andy Howe, Alf Storey, Doug Tattersall. This is my last year of exhibition organising, so it's goodbye from him, Regards *Norman Hambridge*

Stand <b>14</b>	<b>BELLWETHER WORKS</b> John Gough		Gauge: OO Scale 4mm = 1Ft Size = 10'x1'2"
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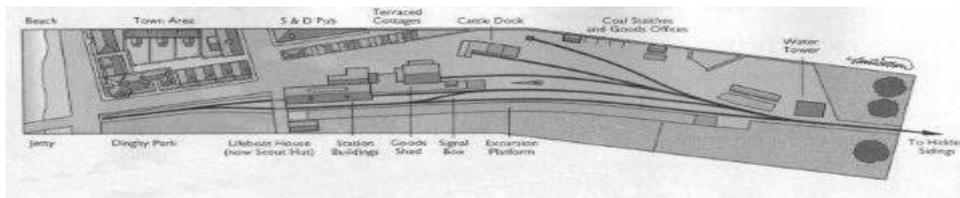
Bellwether Works – No it doesn't! With its dated workforce joke, this imaginary works is a part of the ICI Group its production primarily based on alkalis and sodium (Na) salts; using an ammonia soda process originally developed by Solvay in Belgium. The layout does not try to represent a specific site or production process but is intended to give an overview of a small part of the railway systems used in the chemical industry in the North West of England. A major part of these privately-owned railways belonged to ICI, then the bellwether of the British economy.

Stand <b>6</b>	<b>BURNHAM ON SEA</b> Alastair Knox New Mills MRC		Gauge: N Scale 2mm = 1Ft Size = 10'6"x2'3"
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Burnham on Sea is my attempt to model an actual place, using photos, magazines and books for information. Construction of the baseboards is from plywood with Sundeala tops, with integral legs from 2"X 1". Buildings are scratch built by me from Plasticard with the exception of the Queen's Hotel on the seafront which was made by Ken Ball, and some Metcalfe terraces. Track is Peco Finescale (code 55), turnouts are electrofrog, control is by AMR. Electromagnets are scattered about in strategic places for uncoupling.

The aim is to have a small S & D terminus with hands free shunting. The long platform at the front was the excursion one, and specials ran into Burnham for a few years after regular services were withdrawn.

The layout featured in the Dec 2011 and March 2016 issues of British Railway Modelling. Feel free to ask any questions, we hope we can answer them!



**Stand** *BURSHAW*  
*NORTH*  
*WESTERN*

39

Dave Forshaw -  
Liverpool MRS



Gauge: N  
Scale 2mm = 1Ft  
Size = 12' x 4'

Burshaw North Western is a fictitious station location on the West Coast main line (WCML), in North West England. The overhead wires are almost complete as part of the Weaver Junction to Glasgow project to complete the WCML electrification from Euston to Glasgow, which will be switched on in a couple of years' time. New 4 aspect colour light signalling has recently been commissioned as part of the upgrade.

So in Burshaw it is the early 1970's, steam has gone and still banned from the main lines. The British Rail corporate blue-grey image is sweeping across the country, but not yet complete. The Total Operations Processing System (TOPS) has yet to be implemented, so all locos still carry their original numbers. The D and E prefixes are disappearing as there are no longer any steam locomotive numbers for them to clash with. Some are still in green or electric blue, with varying amounts of yellow on the front ends, as well as rail blue.

Coaching stock is mainly in blue grey, with the occasional maroon interloper. LM region has just taken delivery of its first air conditioned stock (Mark 2d), but most trains are formed from Mark 1, 2a and 2c stock, gradually being cascaded as the new designs take over the prime trains, including the Royal Scot, which is usually in the hands of a pair of English Electric Type 4 Co-Cos (later Class 50).

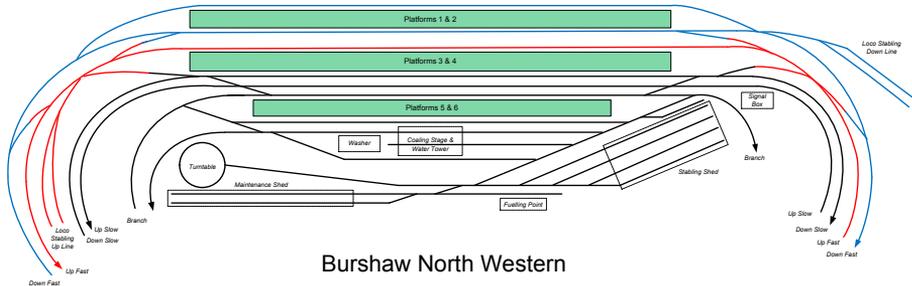
Freight is also in a transitional period, as the traditional short wheelbase unfitted and vacuum braked wagons start to give way to the new air braked stock, including HOP AB (HAA), OPEN AB (OAA) and VAN AB (VAA). The Freightliner brand has been running for a few years, and established block working, along with merry go round (MGR) coal trains, and oil trains with 100 tonne bogie tank wagons. Motorail is in operation as the reliability of output from British Leyland as it was recently branded is somewhat lacking!

The layout measures 12 ft x 4ft, built from 6 baseboards, 4 of which were recycled from previous projects. There is a 4 track continuous circuit (up and down fast & up and down slow) and a branch line plus diesel MPD, giving the potential for 6 simultaneous movements. The fiddle yard can hold over 30 trains, giving plenty of variety on a relatively small layout.

Like previous WMRC projects, we like to run authentic formations and use unusual rolling stock, so for this layout, practically all locos have been renumbered and many un-refurbished and/or repainted to make them correct for the period. Early AC electrics (81 and 85) have been created, along with the prototype HST, and Manchester Pullman. Most of the early Mk 2 coaches are conversions using Electra Graphics sides.

Burshaw is an amalgam of my home village, Burscough in West Lancashire, and my surname. It is the 3rd layout to use the name, with the 'North Western' being derived from the Wigan (London &) North Western station, which was modernised in the 1960's and provided some of the design cues, as a typical 60's brutal rebuild, which occurred at several stations along the WCML.

### Track Plan



<b>Stand</b> <b>42</b>	<b>CANADA</b> <b>STREET</b> Peter Johnson		Gauge: EM Scale 4mm = 1Ft Size= 13'4"x7'11"

'Canada Street' aims to re-create a little of the working environment of the numerous small diesel shunting engines once operated by British Railways. Many of these engines spent their working lives on hidden-away freight-only branch lines and sidings left from the pre-WW2 heyday of rail traffic. As road transport and container boxes gradually took over the distribution of more and more loads in the late-1960s or 1970s, these branch lines faded into neglect, and most of the engines that worked them had gone for scrap by the late 1970s.

The exchange sidings behind the Canada Street dock wall are visited by a variety of mixed traffic locomotives, working short mixed freight trains to and from the nearby large marshalling yard. The shunting engine stabled in the sidings then sorts the arriving train, before taking strings of wagons around the tight radius curve of the dock branch for delivery to the wharves or wagon repair workshop within the docks. Occasionally wagons may be checked on the weighbridge located within the yard. Return 'trip' trains emerge from amongst the dockside mills, before being shunted into the departing mixed trains for the onward journey towards their destination.

Operation of the layout portrays various locations around Britain between 1960 and 1979. The engines and wagons in use seek to accurately model the rolling stock from whichever year and area are being displayed. Many of the shunting engines modelled were found in only a few local areas, so the scenery aims to provide an industrial backdrop typical of many waterside regions. The buildings modelled are based on real

prototypes from a variety of different dockside locations including Ipswich, Gloucester and Liverpool.

The operating team will be happy to attempt to answer any questions you may have about the layout or rolling stock.

Stand	<i>CANALSIDE</i>		Gauge: 9mm
<b>37</b>	<i>IRONWORKS</i>		Scale 6mm = 1Ft
	David Atkinson		Size = 7'6" x 1'8"

Canalside Ironworks is a purely fictitious location, supposedly somewhere in deepest Derbyshire but could be from any industrial location in England around the 1920/30s period.

The actual layout which is modelled in a rather obscure scale for model railways of 1:50th which equates to 6mm = 1 foot of reality.

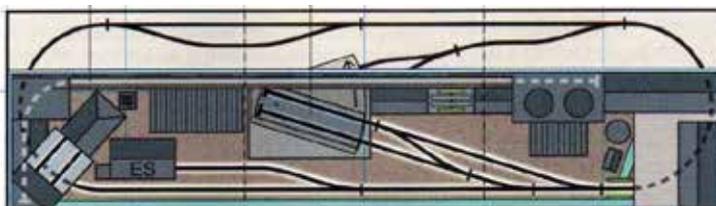
There are very few commercially produced model railway items available in this scale so virtually everything you see before you has been either kit adapted or scratch-built. The track gauge is 9mm between the rails and the loco motors/chassis are commercial produced 'N' mechanisms.

This layout has many operating features such as a working incline, water wheel, pumping beam engine, pithead winding gear and a furnace blast engine plus many more. If you have any questions or queries about the modelling techniques used please don't hesitate to ask as we will be only too willing to answer your queries.

Also, we have photographs in an album showing the various stages of construction of the layout and the locomotives running upon it, so if you would like to view these please ask and I'll be only too willing to show you.

Canalside ironworks has also been featured in the April 2018 issue of Railway Modeller. If you would like to view photographs of this layout you can type into your internet search engine Canalside-Ironworks and a Facebook page should come if encountering any problems, you can type in the full address which is:

<https://www.facebook.com/Canalside-Ironworks-806090326233570>



Stand

*CHESTER*

Gauge: OO

Scale 4mm = 1Ft

Size = 15' x 2'6"

44

*NORTHGATE 6D*

Martin Roberts



Chester Northgate shed 6D British Railways was opened with the commencement of CLC services in 1875 and was a two lane locomotive shed from the outset. At first the depot was a sub-shed of the larger facility at Northwich but as traffic increased in 1923 became a depot in its own right. By the early 1950's the original roof on the locomotive shed was in very poor condition and was replaced by a more modern concrete structure. The shed was closed in January 1960 following dieselisation of passenger services and the station closed altogether in 1969.

The layout is a 'representation' of the locomotive depot and the track plan of the former depot has been followed as near to the real place as space available permitted. The main departure from the prototype is the addition of the Northgate Brewery which has been added to the scene to make an effective 'end of scene' exit into the fiddle yard area and to add some shunting movements as entertainment.

The track work is SMP and the turnouts have been hand built and are operated using slow activating motors. All the buildings have been scratch built using Ordnance Survey maps to calculate the footprint size and photographs of the prototypes have been studied to create the end result. Rolling stock has been weathered and renumbered to give a flavour of the type of classes that were operating into Chester Northgate between 1956 and 1960.

Stand

*COAL VALLEY*

Gauge: G

Scale 15mm = 1Ft

Size = 20' x 8'

43

*MINING*

Phil Saint



The layout is a single track with an industrial scene at one end and countryside at the other. The rolling stock varies but usually a mixture of German, Swiss and Austrian. The layout is normally operated from outside. It is due to be retired soon, so this may be its last outing.

Kids watch out for the man on the handcart being chased by a Krockodil.

Stand *DEADMANS*

47

*LANE*

Mick Bryan



Gauge: OO

Scale 4mm = 1Ft

Size = 24' x 8'6"

Take a stroll down Deadmans Lane in Derby and you will encounter a sign for the East Midlands Trains Etches Park depot. Should you be lucky enough to be admitted, you will see the multiple colours of white, orange, red and blue of EMT. However, if you turn your attention to the left, gazing across the Derby to Long Eaton main line, the dominant colour is the yellow of Network Rail's test fleet based at the former British Rail Research and Technical Centre site, now mostly occupied by Loram, who maintain the test vehicles.

The layout is a depiction of the Derby site, although very much compressed to fit the available space, portraying the workings of a busy depot and the adjacent main line with the passing trains over the past 3-4 years. It gives me a broad excuse to pretty much run what I want – when I want – within reason. There may even be guest appearances by former residents of the RTC site!

Most of the yellow stock is converted from ready-to-run items to represent test coaches such as the Electrification Measurement Vehicle and Structure Gauging Train. Most people build a layout to fit the available rolling stock, however, in the case of Deadmans Lane it was very much the opposite process as the yellow collection has grown over the years beyond just the odd test train.

The layout is DCC controlled via a Lenz system, with the vast majority of the powered vehicles being sound fitted, usually with ESU Loksound decoders. Layout point control in the scenic section is an independent DCC system using the DCCconcepts Alpha Switch and encoders, whilst a Megapoints servo controller and route setting card looks after the storage yard.

Please feel free to ask questions about the layout and stock and we'll do our best to answer.

Stand *DIBLEY TO DENTON*

46

*CHANGE FOR  
HORTON DALE*

Geoff Bennett -  
HG&DMRS



Gauge: N

Scale 2mm = 1Ft

Size = 8' x 8'

A cross country line using TV show names for stations. Dibley is a country town (see the church), past Downton Village (spot the Abbey), over the working barrier level crossing and working water mill onto the tunnel to Denton Junction which is an industrial town (A Touch of Frost). Change for Horton Dale (not a TV show).

Train Services: - Cross Country Voyager operate through services, DMU operate local services with diesel pulled freight traffic and the occasional steam special.

Stand *EXCHANGE*  
*STREET*  
Kevin Parkinson  
HG&DMRS

40



Gauge: OO  
Scale 4mm = 1Ft  
Size = 18' x 2'6"

This layout started as a Hazel Grove club layout about 18 years ago. It has been revised and an extension added to 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 rodding. 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.

Stand *FARMERS*  
*GROVE*  
Stephen Farmer

11



Gauge: N  
Scale 2mm = 1Ft  
Size = 6' x 2'

The layout is set on a single-track branch across the fens linking Spalding and March and is set in the period late 1970s to early 1980s. It was built mainly in one year for a challenge between a group of friends, and it is the most non-urban layout I have ever built.

It depicts a small station on the fens with Keelings grain taken over the old goods yard and expanded their empire.

Traffic seen is typical of trains in the area with passenger services run by DMU and trip workings to the grain sidings.

Many types of trains also pass over the line on their journey.

The name for the layout is taken from the name of the signal box controlling the road crossing the road being Farmers Grove which coincidentally part of it contains my second name.

Anything you would like to know about the layout please ask.

Stand *FRESHWATER*  
*STATION (IOW)*  
Stafford Railway  
Circle



Gauge: EM  
Scale 4mm = 1Ft  
Size = 14' x 6'

Freshwater Station, Isle of Wight, was opened in 1889. It was the largest station on the FYNR line with a single platform and a two storey station building at the end of a short approach road. As well as Freshwater, the station served surrounding areas of Alum Bay and Totland. The main traffic was passenger and coal with some goods and cattle.

We found that between 1925 and 1928 the Southern Railway made some changes to the station area. They removed the engine shed, carriage shed and a cross track, added and lifted sidings/points and re-located the signal box. The platform had up to four changes in length, but the dates are not well recorded.

Early timetables from the opening and during Southern days show some eight or nine trains per day of passenger, mixed and goods. (We plan to run more than this in a running session.)

Whilst track and buildings moved about a lot, we have kept the layout as it was in 1925/30.

We have changed the long building in the station yard from an unusual coal “house” into a warehouse and turned it around to show a vehicle entrance door. An oil storage tank is now at the end of this building and much nearer to the road.

One major change to the area is having a road bridge to the north east of the station throat to hide the fiddle yard entrance.

The gauge is EM , points are electrofrog and all hand built. The auxiliary switches of the H&M point motors are used to indicate their position on the control panel and micro switches alter the frog polarity. All the points are initiated via center off-spring switches.

Analogue control is used throughout, with a Gaugemaster “cream” model UD panel mounted twin track controller feeding two handheld controllers. There are six sections able to be driven by either controller, bi-colour LED’s indicate which controller is driving which section.

Couplings are by KD with magnets fitted between the rails at strategic positions to enable “no hand” shunting. Whilst they sometimes take a considerable amount of fiddling to set them up, they seem to work well. Two working (Dapol) post signals are used, one as a Platform Starter and the other as a Home by the station throat.

Static ground signals have been fitted by the run round loop and the long siding – they all of Southern Railway design.

The fiddle yard, hidden behind a backscene and front fascia, is a sliding board with six tracks. The toggle bolts at the end of each track secure their position and pass the electrical supply.

The lists below are the main items of locos and rolling stock at the time the line is set. They have come from many varied sources, Terriers (A1X) and O2's which were typically used on the various Southern Railway Companies and the different railways on the IOW at that time.

Coaches appeared on the island at various times from the Southern Railway constituents LSWR, LBCR, LE&CR. In addition, some are from Great Central. MSJ&A as well as the North London Railway and the Metropolitan Railway.

Stand	<b>GRESTEN</b> (AUSTRIA) Malcolm Rochford		Gauge: HOe Scale 4mm = 1Ft Size = 20' x 1'6"
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St Polten is a large town situated about halfway between Salzburg and Vienna. A 91Km electrified narrow gauge line left the mainline and stretched due south into the mountains to the pilgrimage centre of Mariazell.

A non-electrified branch left the Mariazellerbahn at Obergrafendorf ending at Gresten 63 Km away.

The town of Weiselburg marks the mid-point of the line and here it crosses a standard gauge line from Pochlarn to Kienburg-Gaming. This provides a second freight exchange point with the narrow Gauge (the other being at St Polten).

The layout is set in the period 1985 – early 1990 and shows standard gauge wagons being transported on standard gauge rollwagons.

Although passenger figures remained fairly static during this period, freight was growing rapidly mainly due to the large engineering firm of Wesler A.G. at Gresten and a large timber yard at Rendegg 4 km away.

At this time the OGLB, a national preservation group, had taken over the old roundhouse at Obergrafendorf (where the Gresten joins the Mariazellerbahn). This shed now houses the national collection of narrow-gauge locomotives which regularly appear on Enthusiasts specials.

The layout is operated to standard Austrian operating practices.

Stand *HAZELTOWN*

45

Hazel Grove &  
District MRS



Gauge: OO

Scale 4mm = 1Ft

Size = 8' x 2'

A simple layout designed to get our younger visitors interested and involved in the hobby. It has two trains that children, or yourself, can drive.

Unashamedly designed to interest the children, 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.

Stand *HULME END*

41

Geoff Bridge



Gauge: OO9

Scale 4mm = 1Ft

Size = 11' x 2'6"

The Leek and Manifold Valley Light Railway was a 2ft 6inch narrow gauge railway completed in 1904 to run from the North Staffordshire Railway at Waterhouses up the beautiful River Manifold Valley to the small village of Hulme End. Hulme End was never intended to be the final terminus of the line which would be extended from there to the town of Buxton. Financial constraints however meant that the Buxton extension although surveyed was never built and Hulme End became a permanent terminus of the line.

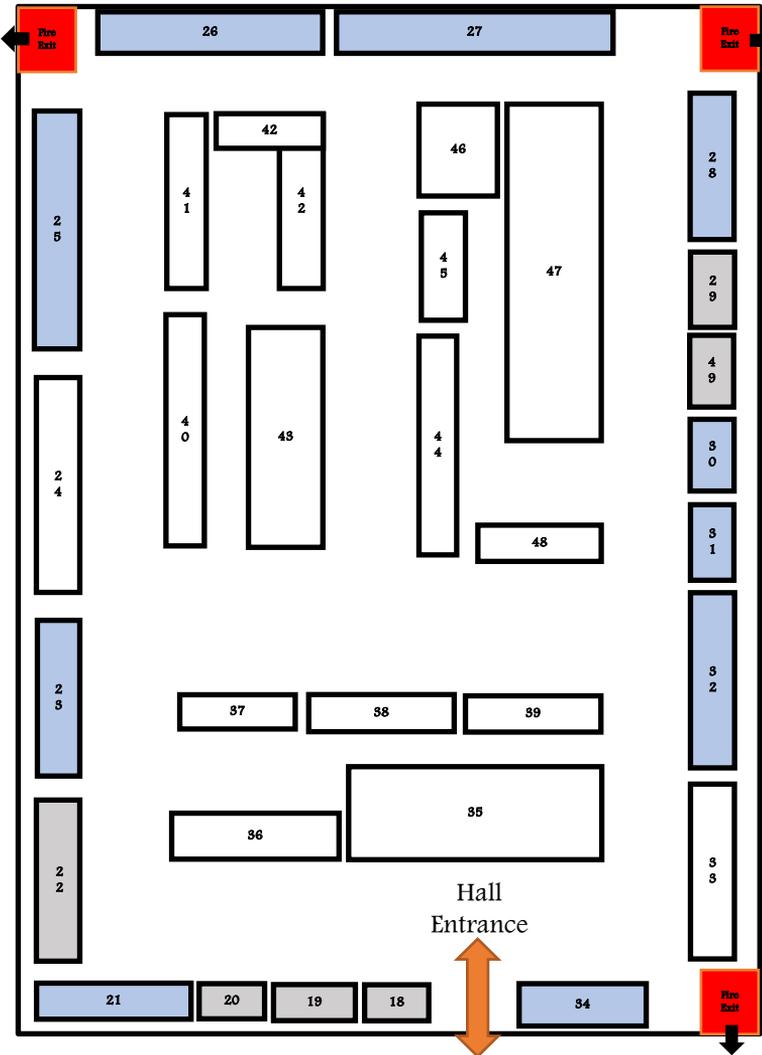
We have modelled Hulme End exactly as it was prior to the closure of the railway in 1934 except that we have added the proposed Buxton extension to our model converting Hulme End into a through station instead of a terminus. The track plan is correct, and the buildings have been made from actual measurements of the station building and rebuilt loco shed which still remain at Hulme End.

On the model we have also tried to feature the standard gauge wagon transporter trucks which were a unique feature of the Leek and Manifold Valley Light Railway, one of the many screw bridges over the Manifold River and the entrance to Swainley tunnel.

The original station buildings are still standing at Hulme End and today are used as a toilet block and a small museum. The rebuilt engine shed is now a café and the old track bed to Waterhouses is now a walking and cycling track. Perhaps after seeing our model of Hulme End you may be tempted to visit the station site and the Manifold Valley.

We have also considered what trains might have looked like had the line had later been operated as a heritage railway.

# Hall One

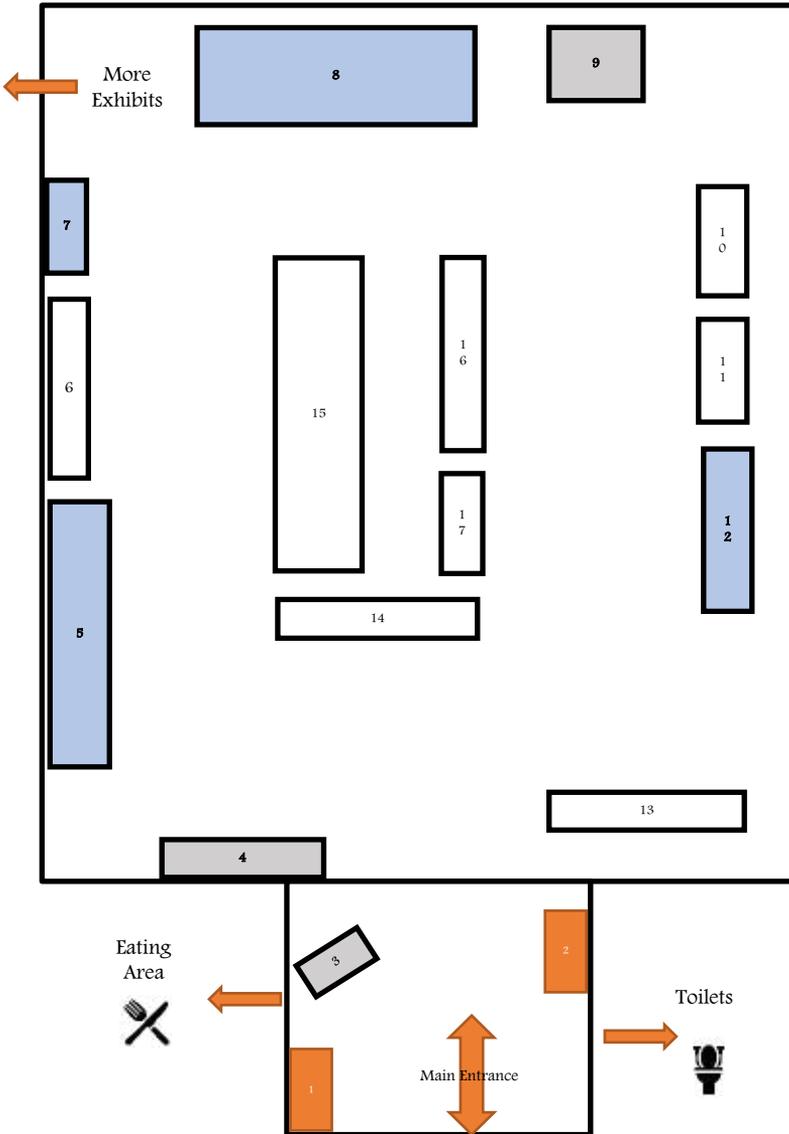


Layouts	
No	Name
24	Gresten
33	The Great White Navigation, Extraction and Steam Packet Company
35	North Holderness Light Railway
36	Freshwater
37	Canalside Ironworks
38	Stepzon Hertz Dos(e)
39	Burshaw North Western
40	Exchange Street
41	Hulme End
42	Canada Street
43	Coal Valley Mining
44	Chester Northgate 6D
45	Hazeltown
46	Dibley to Denton Change For Horton dale
47	Dead Mans Lane
48	Tuemyll Junction

Traders	
No	Name
21	Club Sales Stand
23	GM Transport Books (Formerly Grosmont Bookshop)
25	Country Park Models
26	SMTF
27	Squires
28	Crafty Hobbies
30	Trader T.B.C.
31	Made in Manchester Models
32	Along Classic Lines
34	Sawyer Models

Demonstrations & Societies	
No	Name
18	Stuart Broome Figure Painting Demo
19	Brian Davis Wagon Loads
20	Martin Baker Meccano Models
22	East Lancashire Railway
29	Scenic Detailing & Weathering Demo
49	The Stephenson Locomotive Society

# Hall Two



HGDMS	
No	Name
1	Pay Desk
2	HGDMS Information and Publicity

Layouts	
No	Name
6	Burnham on Sea
10	Oystermouth
11	Farmers Drove
13	Roehampton
14	Bellwether Works
15	Smethurst Junction
16	Huxley Junction
17	Winziges Industriegebiet

Traders	
No	Name
5	High Lane Model Railways
7	PowerBond
8	Booklaw Publications
12	North Western Models

Demonstrations & Societies	
No	Name
3	Manchester Model railway Society Display Board
4	Lancashire & Yorkshire Railway Society
9	North Staffs Railway Company (1975) Ltd

In case of accident the nearest hospital is Stepping Hill, Poplar Grove, SK2 7JE

If you need any help, please contact one of the club stewards / officials.

Stand <b>16</b>	<b>HUXLEY JUNCTION</b> George Woolnough		Gauge: O Scale 7mm = 1Ft Size = 14'6 x 2'3"
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Due to ongoing track repairs Huxley Junction is also a temporary terminus on the East to West coastal route. Local goods traffic is also diverted here before continuing to the South East coast resorts, whilst a replacement bus service is running to the South West resorts.

Stand <b>34</b>	<b>NORTH HOLDERNESS LIGHT RAILWAY</b> Don Annisson		Gauge: EM Scale 4mm = 1Ft Size = 24'x 2'3"
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Holderness is the low-lying area of the East Riding of Yorkshire between the Wolds and the coast. There were several proposals for a North Holderness Light Railway to link North Frodingham near Driffield with Beverley via Leven and Brandesburton. The line was never built, but it is shown on the North Eastern Railway tile maps, which can still be seen at several stations in the North East including York and Beverley. The final proposal for the

line was actually narrow gauge but we have taken a standard gauge version as our inspiration. We have borrowed the track plan and railway buildings of the Easingwold Railway. The layout is set in the 1950's.

The baseboards are built from 9mm plywood. The scenic section is 20 ft. long by 2ft 3in wide, with an overall length of 24 ft. The layout is built in 4ft sections, with trestle-table style legs attached to the boards. The scenery is pre-coloured home-made plaster bandage (Polyfilla and rags) covered with Woodland Scenics and Heki grass. Water is Perspex and/or gloss varnish. Trees are a mixture of Woodland Scenics, Heki, and home-made. Some of the smaller buildings are made from Wills kits. The Trout Inn, the lock cottage and the Dutch barn are Hornby Skaledale cast resin. Other buildings are scratch built: the railway buildings from plans in the Oakwood Press book on The Easingwold Railway, and the others based on photographs of prototypes in Driffield, Beverley and nearby villages.



Track is SMP Scaleway with phosphor-bronze bull-head rail. Locomotives are mainly kit built, coaches are Ian Kirk kits, and wagons are a mixture of kits and modified R-T-R. Three-link and screw couplings are used. Goods traffic is mainly agricultural: seeds, cattle-feed, fertilizer, grain, vegetables, and timber.

<span style="font-size: 2em; color: blue;">10</span>	<b>Stand</b> <i><b>OYSTERMOUTH</b></i> Dave Houghton		Gauge: OO Scale 4mm = 1Ft Size = 6' x 2'

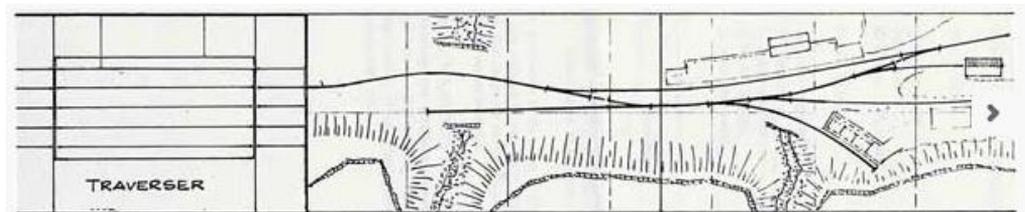
Swansea and Mumbles Railway was opened in July 1893 initially with horse drawn transport but later changing to steam traction until the line was electrified in the 1920's. The tramway was then bought out by South Wales Transport (SWT) in 1958 and was then closed progressively until complete closure in January 1960, when it was deemed to be uneconomic! A pity as the line ran all along the shoreline from Swansea to Mumbles - about 6 miles in length. The model is a depiction of Oystermouth Station in the later period of the time of electric traction when the trams, seating 106, were sometimes run as dual units thereby seating 212.

<span style="font-size: 2em; color: blue;">13</span>	<b>Stand</b> <i><b>ROTHAMPTON</b></i> Rainhill MRC		Gauge: OO9 Scale 4mm = 1Ft Size = 10' x 2'



Rothampton is a fictional place somewhere in North Wales, at the head of a valley. The railway is essentially a farmer's line bringing in the coal, farm feeds and materials. Sheep, cattle and timber are taken down the valley. Crushed stone is collected from a siding which is brought from a quarry in the mountains by conveyor to an overhead loading gantry in the siding.

Passengers are catered for on the occasional mixed trains by a single platform station with a run round loop. Extra trains are run on market days down the valley, and at weekends.



Stand *SMETHURST  
JUNCTION*  
Hazel Grove &  
District MRS

15



Gauge: OO  
Scale 4mm = 1Ft  
Size = 21' x 6'

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 passenger 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 *STEPZON  
HERTZ DOS(E)*  
Chris Humphreys

38



Gauge: L  
Scale Lego  
Size = 10' x 4'

Stepzon Hertz Doz is an L Gauge layout (Lego for those not in the know). After last year's successful debut, the layout has been extended to show off a greater range of models.

Lego has been around since the late 1950s and the first Lego railway track and models came in the 1960s. While the Humphreys family have had Lego almost from the beginning, the original blue railway track and models have not survived. In any event, Lego has changed significantly with major upgrades. The display includes a combination of some of the more recent track, locos and rolling stock, along with the pride of Lego City, the Monorail. The trains run on batteries, as do the other moving features. This year some older Lego may also sneak in.

Most of the buildings come from the Lego City and Creator ranges and form part of a far larger collection owned by Chris Humphreys. Chris can answer any technical questions. William will be on hand to help (he says) as will Dad/Grandad/John when not identifying every car on every other layout.

Stand *THE GREAT WHITE  
RIVER NAVIGATION,  
EXTRACTION AND  
STEAM PACKET  
COMPANY*  
Raven Miniatures

33



Gauge: On30  
Scale 4mm = 1Ft  
Size = 14' x 1'4"

The layout depicts a small backwoods town (Pikesville) in the Pacific Northwest area of the USA in the 1940's just after WW2. It is early spring, and a recent snowfall is beginning to melt. The scale is On30 – O Scale (1/48) running on HO track to give a 30" narrow gauge line. Geared locos such as the Shay, Climax and Heisler provide the main motive power interspersed with conventional steam and diesel units.

Facilities at Pikesville are fairly simple to serve the depot and local industries. The 'rest of the world' is represented by a turntable storage board. The layout is presented in the proscenium style, where you look into the layout rather than down on it. Operation is DCC and trains and turnouts are controlled by iPads and iPhones connected wirelessly through an Edimax router to the main controller, an ESU ECoS unit. All the locos are sound fitted and the layout has some ambient sound.

The layout is operated from the front, so please take the opportunity to chat to the team.



Stand *TUEMYLL*  
*JUNCTION*  
Simon Cullen

48



Gauge: N  
Scale 2mm = 1Ft  
Size = 12' x 5'



This project satisfied a long standing wish to have a practical circular layout without visible small radius curves but maintaining a reasonably sized scenic section. Given my available space, this could only easily be accomplished with the operating area in the centre, but it allowed curves almost 3ft in radius to be used. The layout can be operated in two configurations, the compact version is 5ft x 6ft (without the Aluminium Cassette and Exchange Sidings boards) or the complete layout is 5ft x 12ft.

However, even in the compact version, a 9ft continuous scenic section is possible. The layout is fictitious and has not been set for any specific region or period to keep the operational scope as wide as possible. I had seen a few layouts which gave me some ideas; a part station so it could either be a through station or end of line; additional tracks disappearing off scene so it could also be a junction, plus a few sidings for shunting. In the complete layout version, some exchange sidings are included for additional shunting. I intend to operate with predominantly BR Blue diesels but once I have sufficient Green diesels, I will run these on occasions.

Construction was straight forward, 4mm plywood for lightness, DC control, PECO Code 80 track except for the double slip (which is only available in Code 55). The turnouts are operated by Seep solenoids fed through a capacitor discharge unit which also switch the polarity of the turnout frogs. Scenery is standard, carved polystyrene, filler, scatter and static grass. The fiddle yard cassettes are constructed from the commonly adopted Aluminium section which allow whole trains to be changed without handling the stock.

Whilst using large radius curves is aesthetically pleasing the curved platforms and especially the scratch built curved viaduct took some time and effort to complete. Similar grief was provided by the back scene. I originally intended to use the photographic type but couldn't find one long enough and they cannot be easily shortened or lengthened or have sections inserted so my only realistic option was to paint it myself. After some research and copying photographs, I am reasonably pleased with the results.

Stand

*WINZIGES*

17

*INDUSTRIEGEBIT*

Rex Ashton



Gauge: HO

Scale 4mm = 1Ft

Size = 6' x 2'

Winziges Industriegebiet is the nearest Google Translate to 'Tiny Industrial Area'.

The layout is based on Alex Losch's American layout 'The X Street Gang' and follows on from other Inglenook type shunting planks built in the past. The trackplan which is a mirror image of Alex's original hopefully offers more realistic operation than Inglenook but with the same level of complication – time will tell.

Construction is tried and tested with a 9mm and 6mm plywood baseboard supported by trestles, L girder beams and framed by a photographic backscene and integral lighting fascia.

Trackwork is Peco Code 75 with live frog points powered by servos. The buildings are mainly Kibri kits suitably altered to fit the space and groundcover is done using a static grass applicator.

The rolling stock is mainly Roco all fitted with DG couplings.

Lenz/Roco DCC control is used throughout and operation while using cards for each wagon as with Inglenook is defined by dealing the cards into specific locations on the layout. The stock then has to be shunted into those locations.

Please feel free to ask any questions.

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