



## **Committee**

Chair; Toni Zientek, Secretary; Graham Underhill  
Asst. Secretary; Ted Dunaway, Treasurer; Gary Littlewood  
Social Secretary & Exhibition Liaison; Doug Tattersall

October 2018

Dear Visitors,

Welcome to our 2018 exhibition at Hazel Grove Sports Centre, two halls packed with excellent layouts and a wide variety of traders who support model makers both regionally and nationally. On behalf of the society I would like to thank Hornby Hobbies for donating a boxed 'Postal Express Train Set' to celebrate our 50 years of railway modelling. Enter the prize draw for a chance to win this set and start someone on the road to our wonderful world of railway modelling.

Unfortunately we are unable to offer full café services to you this year, owing to changes to the structure of the school building. However we are very grateful to members of the Salvation Army for stepping into the breach to provide a refreshment service which can be brought into the lounge, near to the entrance, for your comfort and convenience. We will be making a donation to the Salvation Army at the conclusion of the exhibition.

I would also like thank our advertisers and sponsors whose contribution really helps us to mount an exhibition such as you will see today. I must also thank the members of the Society ( ageing as they are ) who make a tremendous physical effort to mounting the exhibition, each finding where they can best help.

Thank you for your interest by visiting us today, hope you enjoy the exhibition.

Toni Zientek

Dear Visitors,

A big welcome to the 2018 Hazel Grove model railway exhibition from the exhibition team. This year we have expanded the exhibition space to two halls so that we can bring some rather larger than usual layouts to the show.

Take a good look at Corwen from Liverpool MRS as it makes it's exhibition debut here. We also commend you to look at the efforts of young Ryan Brown on Low Moor. Indeed we hope you find all the layouts to have been built and operated to a high standard.

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 your 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:

Norman Hambridge ( Exhibition Manager )

## •Hospitality / Catering•

The school notified us at the end of term in July it had changed its catering facility to another use and could no longer provide a similar service enjoyed in previous years. We have therefore had to make alternative arrangements to provide refreshments, acquiring the use of a Salvation Army mobile canteen. We will be serving refreshments of Tea, Coffee, Soft Drinks, Crisps, and items of confectionary. We have the use of a 'lounge' area immediately facing you on entry to the exhibition at the pay desk. Here you can sit and rest whilst enjoying your refreshments.

We sincerely hope these arrangements will be to your satisfaction during your visit to the show. Once again we apologise for this change and inconvenience after so many years of having the ability to use the on site.

Stand 1	<b>AMALGAMATED WAGON WORKS</b> <i>Ben Lord</i>		Gauge: O Scale: 7mm to 1ft. Size: 12ft x 2ft
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**Amalgamated Wagon Works** is a small wagon repair shop set on an overcast autumn day in 1932. The scene is not based upon any one location but somewhere in East Yorkshire. Around this time these small repair shops could be found all over the country repairing private and group wagons. The layout was constructed as a basic experiment in a different scale by members of Rochdale Model Railway Group in the late 1990's, designed to be as compact as possible; (12ft X 2ft), to fit in the back of a Ford Focus, but still have operating interest. It attended a few shows and then was mothballed for approximately 10 years. As a new modeller with a young family, I find my time is at a premium and I cannot devote the time to build a layout from scratch. I therefore have chosen to resurrect, rebuild where necessary and improve this old layout putting my own stamp on it. The layout was featured in Model Rail magazine MR231.

All the buildings have been scratch built from plastic card sheeting. The office building has a plastic card frame with DAS clay scribed stone. The warehouse buildings are embossed brick plasticard with windows from brass etches. The yard cobbles have again been made from scribed DAS clay. I weather all items through dry brush painting using three main colours from the Games Workshop Citadel range of acrylic paints, and on average I have spent between £15 - £20 pounds per wagon which I pick up from stands at shows usually consisting of older built kits.

In terms of operation a train is brought onto the layout from an offstage transfer yard. The train is broken down with the goods being delivered to the warehouse, via the wagon turntable, where they are exchanged for new engineered products. Wagons for refurbishment are taken to the factory building and 'repaired' with a new paint job. The train is then built up and held in the large siding before it is released off stage.

Stand

17

**ASH VALLEY***David Moore ( Hazel Grove & DMRS)*

Gauge: O

Scale: 7mm to 1ft.

Size: 26ft x 26ft

Set in the 1930's, **Ash Valley** is the terminus of a branch line which connects to the main line at Ash Valley Junction. It was constructed towards the end of the 19th century just before the passing of the Light Railways Act of 1896. The line was used to move agricultural produce to large conurbations around the country. An agricultural machinery manufacturer and a meat products factory were built as Ash Valley was given rail access. Passenger traffic rapidly followed 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 the running rights to use the branch. Occasionally an LNER tank engine can be seen visiting the branch line. The A.V.R 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 plan in the station area resembles Amlych and was hand built with rails soldered to brass pins, the remainder being Peco. All buildings and structures modelled are from areas within the Midland Railway region and are scratch built. This weekend, following the theme of the town and industry re-growing after the recession in the 1930's, the formerly abandoned mine has re-opened under new ownership. With a capital injection the mine-owner has bought land over the small river for coal to be taken away by lorry/horse and cart. In re-opening the mine many hurdles have been overcome including "subsidence", and for those with long memories a new mine entrance being created.

Work continues to develop and improve the operating timetable. The recent increase in the number of light locos available has helped greatly. Work continues on completing the signalling and point rodding, and we hope to have a new lighting rig in the near future.

Changes and improvements to the layout never cease as members of the team continuously bring in new ideas. The future of Ash Valley looks bright.

Stand

4

**AXMOUTH***Steve Saxby*

Gauge: OO

Scale: 4mm to 1ft.

Size: 12ft x 2ft

**Axmouth** is the result of a holiday in Devon and researching the network of ex-LSWR/SR lines in the east of the county. Although BR-Blue modellers, an SR liveried Hornby M7 was purchased so a layout was needed to run it on.


The track plan of the terminus at Seaton offered good operating potential; main platform, bay, engine shed and goods yard. This also had an interesting location right alongside the river estuary. However rather than simply follow this plan, we have made Axmouth a 'mirror-image' to place it on the opposite bank.

The name Axmouth was chosen as it sounds suitably railway-like and the river it is next to is the Axe. Other SR stock was added to the fleet so the setting for Axmouth is in the late-1930's.

The two baseboards are 18" x 36" giving a 6' scenic length so the Seaton plan needed to be compressed - the real thing could accommodate quite long holiday trains. However, the main platform can still take a three coach branch train plus a T9.


The buildings are from the Bachmann 'Shillingstone' range and add nicely to the SR country feel. We both have an interest in SR EMU's so Axmouth has been given 3rd rail but just into the bay - this is part of an SR test for rural electrification. Had the second world war not intervened, much more of the ex-SR lines would have been electrified. Anyway it is an excuse to run the superb Hornby 2-Bil.

Track is Peco Code 75 for speed of construction, and although we are committed DCC enthusiasts, Axmouth is DC.

Stand 2	<b>CALICO ROCK</b> <i>Colin Oldfield (Rainhill MRC)</i>		Gauge: N Scale: 2mm to 1ft. Size: 10.5ft x 2.5ft.
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**Calico Rock** is a small town in Arkansas U.S.A. which actually exists although some liberties have been taken. A small railroad depot is situated on the outskirts of the town served mainly by Union Pacific, Santa Fe and Burlington Northern roads. Local industries are a coal loading plant served by conveyor from the mine just out of site behind the hill, oil and gas distribution depot, and a few other small businesses. The real town is the site of a state penitentiary which is assumed to be just along the highway.

The layout is a club layout and therefore many types of stock and locomotives are to be seen, normally whatever takes member's fancy. Construction is progressing with all major track laying and basic scenery completed. Track is all Peco code 80 with points operated by Seep point motors on the probe and stud principle. All buildings are sourced from kits with modifications where necessary. This is only the second outing for the layout and the operators will be pleased to answer any questions you may have.

Stand 6	<b>CORWEN</b> <i>Bill Follett ( Liverpool MRS)</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 32ft x 8ft.
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**Corwen** Station was originally opened in 1865 by the GWR and closed by BR (LM Region) in December 1964. It was located on the line between Ruabon and Barmouth. The layout depicts the station in the period 1950's/1960's. Virtually all the buildings on the layout are scratch built. The engine shed was actually closed in the mid 1920's, it being a joint GWR/LMS shed.

We decided to keep it open to add some variety to operational features. The turntable does not work at present but it is intended that it will eventually. Signals are all hand built and illuminated and operated by servo's. The points on the main scenic part of the layout are also operated by servo's through the Megapoints System. Points in the fiddle yards are all powered by solenoid point motors.

The layout is DCC using a Lenz 100 system, all locomotives are fitted with sound decoders (either Zimo or ESU Loksound). The layout is run through a sequence of train movements loosely based on a timetable.

Stand <b>16</b>	<b>HAZEL VALLEY</b> <i>Russ Oliver ( Hazel Grove &amp; DMRS)</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 28ft x 12ft
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**Hazel Valley** is a layout loosely based on railway practice and operation on the Hope Valley line between New Mills South Junction and the City of steel, Sheffield. Picture the scene, it is 1974 and the route of this railway modelled has escaped the cold wind of the Beeching axe. The station has survived the policy of rationalisation thanks to the protest of the local people to which this station serves.

The cessation of passenger traffic from Manchester to Sheffield via the infamous Woodhead Route has brought extra passenger services to the Hazel Valley route, thus supporting the existing passenger services provided. Unfortunately the passenger service to the small market town via the branch line was withdrawn as part of the Beeching cuts and a replacement bus service provides the alternative service to compensate for this loss. The branch line survives to carry freight traffic to and from the cement works and British Railways corporate liveries rule the day !

Following the easing of the steam ban in 1972 the route enjoys occasional railtours and charter trains of the day, thus adding extra variety to the layout. Look out for locomotives on these railtours as they will jog your memory of mainline steam locomotive activity at that time and in the area.

Any questions relating to the layout, you are welcome to chat about it. See our operators for details.

Stand <b>19</b>	<b>HAZEL TOWN</b> <i>Chris Pearson ( Hazel Grove &amp; DMRS)</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 8ft x 2Fft
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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.

Stand  
20

## KEXBY

Mark Howarth



Gauge: 00  
Scale: 4mm to 1ft.  
Size: 20ft x 1.75Ft

**Kexby** is inspired by the DVL.R. Which ran from York Layerthorpe to Cliff Common, and remained independent throughout its existence. I've changed history, and assumed that the line was taken over by the LNER. I've also assumed that nationalisation hasn't taken place, so even though the layout is set in the early 1950s, everything is still in LNER livery.

Kexby has been around for about a few years now. But, there's still do a lot more work to it. Is a layout ever finished. The cardboard buildings I first had have been replaced by plastic ones from the Wills Craftsman range. Many more details will be added to create cameo scenes. And all of the rolling stock will be weathered, and added to with some kit built locos augmenting the RTR items.

Feel free to ask any questions, I'll do my best to answer them...as long as I'm not in the middle of a complex shunting manoeuvre.

Stand  
12

## KINMUNDAY

Martin Jones



Gauge: EM 18.2mm  
Scale: 4mm to 1ft.  
Size: 16ft x 1.5Ft

During the early part of 1915, the Admiralty located and began construction of an airship station at Lenabo close to the village of Nether **Kinmundy** some eight miles west of Peterhead. Ostensibly built for U-Boat reconnaissance purposes and help protect the Fleet at Scapa Flow from potential air and sea based attack. To aid the construction and subsequently service the facility a 3 ½ mile long branchline was constructed from a junction with the Peterhead line at Longside. The earthworks of which can still be seen today. No expense was spared by the Royal Navy, (total costs were estimate at £ ½ million at 1915 prices!). When construction was complete RNAS Lenabo was a sizeable affair, with powerhouses, a gasworks, water-works, engineering shops, various canteens, messes, living quarters, garages, a fire station, two cinemas and a church all supporting an establishment of approximately 500, mainly naval ratings and operational crews.

The branch, completed in 1916, was used for both passengers and goods in connection with the site until 1920. However, with the cessation of hostilities in 1918, the RAF as successor to the RNAS, took over the site, but it proved to be unsuitable for fixed wing aircraft training and was quickly relegated to the Admiralty Disposals Board. Derelict by 1927, the site was cleared by the early 'thirties. Local visionaries saw in Lenabo a magnificent local readymade base for industrial peat processing, another, the potential for a canning factory. The base has long since being consigned to history and terminus site is now part of a Forestry Commission



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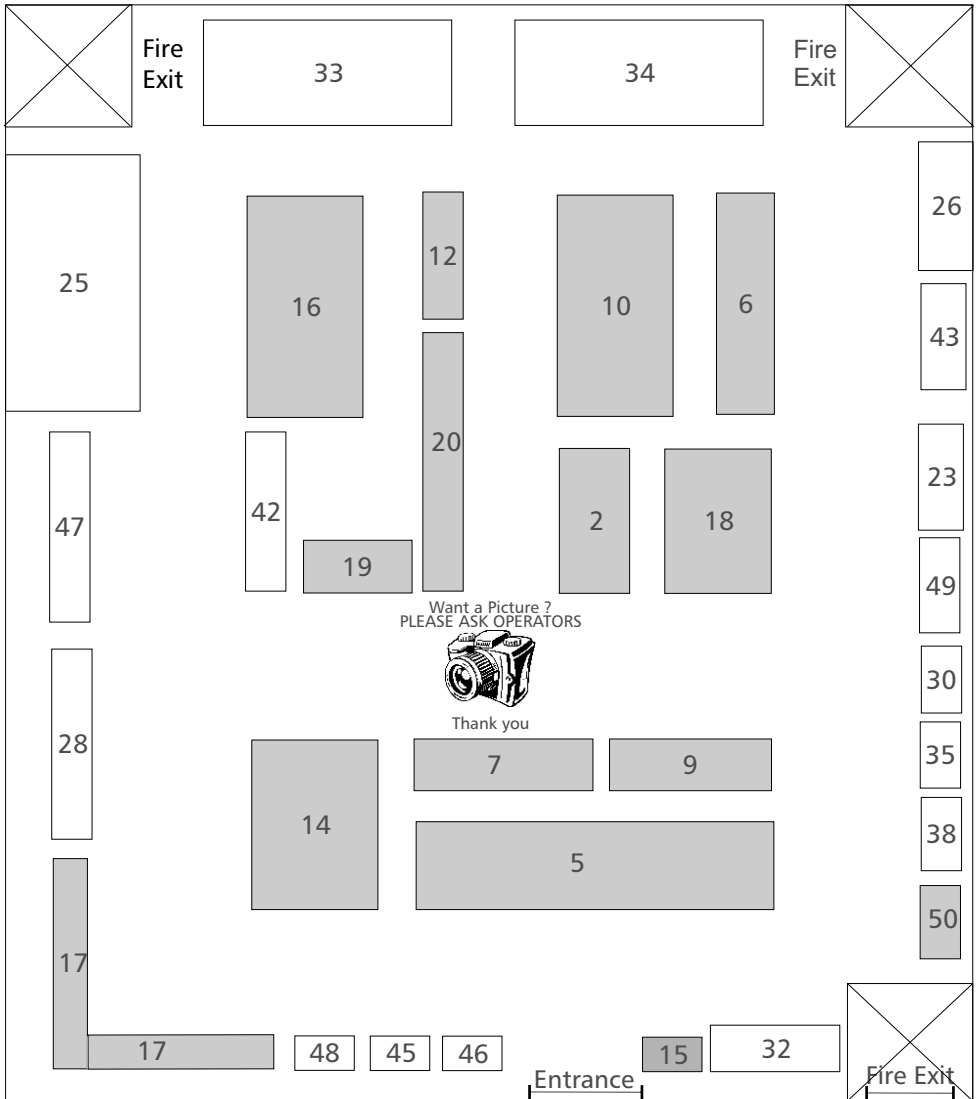
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# Hall 1



## Layouts

2. Calico Rock
5. Nine Mills
6. Corwen
7. Rothbury
9. Westmoor Junction
10. Wolfe Low
12. Kinmunday
50. The Sidings
14. Yorkshire Coast Electric Rly.
15. Scrich Model Tramway Mus.
16. Hazel Valley

17. Ash Valley
18. Stepzon Hertz
19. Hazeltown
20. Kexby

## Traders

23. Axminster Tools
25. Country Park Models
26. Crafty Hobbies
28. Grosmont Bookshop
30. Made in Manchester Mdls
32. Sawyer models
33. SMTF ( Brookside)

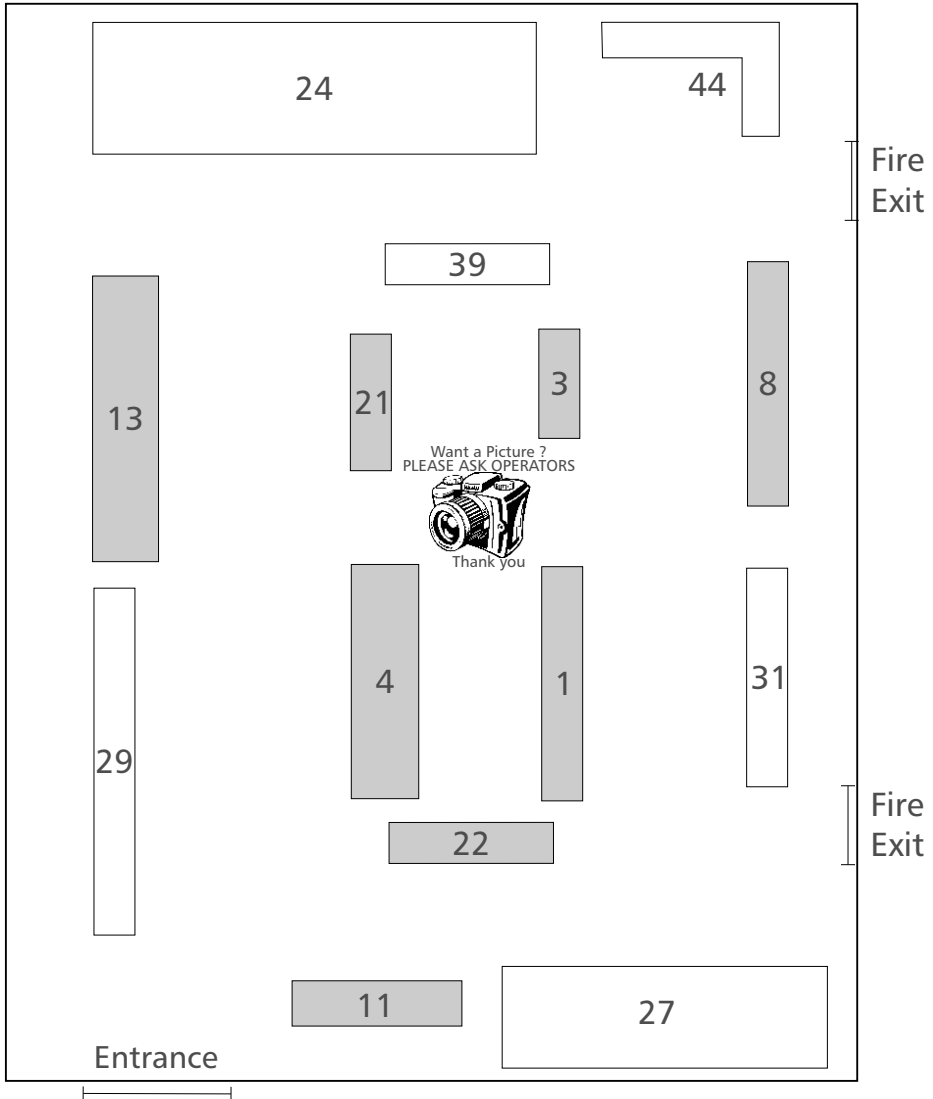
34. Squires
35. The Locoshed
49. Country Scenes & Trees

## Other Exhibitors

38. East Lancs Railway Society
42. Model Bus Federation
43. Richard Wilson ( Demo )
45. Ian Hallworth ( Demo )
46. Rex Ashton ( Demo )
47. Club Shop
48. Loco Doctor



# Hall 2



## Layouts

1. Amalgamated Wagon Works
3. Maesog
4. Axmouth
8. Magantic
11. Wormhill
13. Welney Depot
21. Low Moor
22. Patricroft Low

## Traders

24. Booklaw
27. Direct Train Spares
29. High Lane Model Railways
31. North Western Models

## Other Exhibitors

39. Stuart Broome (demonstration)
44. Stevenson Locomotive Society

# Printers Adv

Stand <b>18</b>	<b>STEPZON HERTZ</b> <i>Chris Humphreys</i>		Gauge: L ( Lego ) Scale: Size: 8ft x 4Fft
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**Stepzon Hertz** is an L Gauge layout ( Lego for those not in the know ) made especially for this year's exhibition and designed to fit in a 8' x 4' space.

Lego has been around since the late 1950's and the first Lego railway track and models came in the 1960's. 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 rechargeable batteries, as do the other moving features.

The many 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.

### VERY LATE ADDITIONS to the exhibition :

As a result of one layout and one trader being unable to attend the exhibition, we have replaced them with the following exhibits.

If required, information about these layouts is available from the layout operators.

Stand <b>7</b>	<b>ROTHBURY</b> <i>Richard Williams</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 12.5ft x 3ft.
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Stand <b>9</b>	<b>WESTMOOR JUNCTION</b> <i>Simon Cullen</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 12.5ft x 2ft.
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Stand <b>50</b>	<b>THE SIDINGS</b> <i>Nick Gurney</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 6ft x 1ft.
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Stand <b>49</b>	<b>COUNTRY SCENES &amp; TREES ( Trader )</b> <i>Martin Wood :Tel No. 07923 834820 : email: martin.s.wood@gmail.com</i>		
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**Stand** **LOW MOOR**

21

*Ryan Brown*

Gauge: N  
 Scale: 2mm to 1ft.  
 Size: 5ft x 2Fft

**Low Moor** is a made up place in the North Yorkshire Moors. The trains are configured as 4 car coaches as it is a small branchline that has to be passed through for the railway to operate. The place has come to life as a small company has started business making the local community prosper.

The layout is 5ft long by 2ft wide, has taken 2 months to build and been a success. It is an N gauge branchline that has hit on hard times.

**Stand** **MAESOG**

3

*Charles Insley*

Gauge: 009  
 Scale: 4mm to 1ft.  
 Size: 6ft x 2ft.

**Maesog** is the upper terminus of the Vaenol Tramway, a narrow gauge light railway in the borders of England and Wales. You see it as it may have looked in the late 1920's before the irresistible rise in the internal combustion engine made such little railways uneconomic. The model, and the vaenol tramway are, of course, freelance, but are based heavily on such railways as the Corris, the Gly Valley Tramway, with a dash of the Welshpool and Llanfair and convey I hope, a flavour of the Welsh Narrow gauge railway scene in the years between the two world wars.

The model is 009 ( 4mm to 1 foot scale), on 9mm gauge, or 'N' gauge track, which represents a prototype gauge of 2ft 3ins. The stock is a mixture of kit built and scratchbuilt, and the locomotives use commercial 'N' gauge mechanisms.

**Stand** **MEGANTIC**

8

*Bob Harper*

Gauge: 0N2  
 Scale: 4mm to 1ft.  
 Size: 10ft x 2ft.

**Megantic** is the latest, and last part of my Maine(USA) 2ft gauge system; I've now filled every possible space in my basement! Megantic is the other end of the line from Franklin, and also the source of the timber used in the sawmill at the junction.with the main line.



The station is mainly based on Bigelow, on the Sandy River system, though some of the scratchbuilt structures come from other stations on the 2ft lines.

Most of the rolling stock are now kit or scratch-built models of genuine Maine vehicles, but the severe space restrictions mean that I am limited to small "Forney" style tank engines and short trains.

Stand  
5

## **NINE MILLS (1990'S)**

*David Forshaw ( Liverpool MRS )*



Gauge: N  
Scale: 2mm to 1ft.  
Size: 28ft x 11ft.

**Nine Mills** is a fictitious MPD located in the Midlands, where the LMS and GWR both had depots. By the early 1960's the Midland shed has been replaced by a new diesel facility, the GWR shed remains in use, but the steam locos continue to use the LMS coaling & ash plant. Behind the depot runs a London Midland Region main line, running a wide range of local and long distance cross country passenger services, including some displaced from the west coast main line due to electrification work. The line also sees extensive freight workings, often pausing nearby in the passing loops. The engineers department has taken over some of the rationalised sidings, due to declining traffic.

A 44 train fiddle yard, capable of holding over 1200 wagons or 500 coaches, provides a steady flow of trains for the main line, taking about 45 minutes before the same train is seen twice. The scenic sections use Peco finescale (code 55) track and fiddle yard code 80. Scenic structures are a mixture of modified kits, scratch built and SD Mouldings. Selected Hornby Lyddle End and Farish Scenecraft will also be seen.

Motive power is mainly Graham Farish and Dapol, with Minitrix, Union Mills and Peco, making up the 100 + loco fleet. Many have been detailed, extensively modified, or are now completely different locos using body kits. Over 40 steam types and 20 diesel classes are represented. Farish, Dapol & Ultima kits provide most coaching stock. Wagons are a varied mix of RTR and kits, many from the 'N' Gauge Society. Many prototypical full length trains will be seen running around the layout, watch out for the rare and unusual stock and we also run suitable latest releases from the manufacturers. The layout was Railway of the Month in Railway Modeller, September 2009 and featured in their 2010 annual. The layout has also featured in Hornby Magazine, March 2012, and Model Rail, February 2013, all prior to the recent extension of the layout.

Stand  
22

## **PATRICROFT LOW**

*Russell Hampson*




Gauge: 00  
Scale: 4mm to 1ft.  
Size: 6.75ft x 2ft

**Patricroft Low** is a small fictitious stabling point and wagon works, set just off the Manchester Ship Canal in the late 1960's to early 1970's. The wagon works sees a lot of small goods wagons coming in for minor repairs, whilst the stabling point caters mainly to modern diesel traction, with the odd steamer appearing from time to time. At the East end of the layout a small industrial unit has recently been constructed to take advantage of the convenient location and yard's connection to the mainline and shipping canal.

The layout has been built on a tight budget, comprising of card kits, downloaded kits and using Ikea desks as baseboards! All of the points are operated by rods under the baseboards and the layout is controlled by an NCE Powercab system.

Stand <b>15</b>	<b>SCRICH MODEL TRAMWAY MUSEUM</b> <i>David Haughton</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 6ft x 2ft
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The layout is 'loosely' based on Crich Tramway Museum in Derbyshire and therefore runs a variety of mainly British Trams of the preserved era, but also one or two foreign trams. It is hoped that there will be several trams visiting on the weekend from other locations.

Stand <b>13</b>	<b>WELNEY DEPOT</b> <i>Richard Smith</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 11ft x 4ft
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I have for a while been interested in the 04 diesel trams used on the Wisbech and Upwell line: and it was an attempt building one using a Bachmann class 04 and a December 2016 Railway Modeller article which sparked the creation of this layout. Ian Futers article presented a Wisbech & Upwell 'what if' and my layout is loosely based on his idea. I wanted to try some new baseboard building techniques to include a dropped section for a river or canal, and some of the static grass products now widely available on the market. The layout is very much a combination of firsts for me as a railway modeller, plywood baseboards, static grasses, a river/canal and a superb laser cut balsa kit from Osborne Models; combined with some of the plastic kits and other scenic products available today have created what you see before you.

Stand <b>10</b>	<b>WOLFE LOWE</b> <i>Shaun Horrocks</i>		Gauge: 0 Scale: 7mm to 1ft. Size: 27ft x 6ft
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**Wolfe Lowe** is a small terminus station located somewhere in Staffordshire Moorlands. The era is LMS, pre-grouping but ambiguous as to which constituent company to allow the layout to accommodate Midland, LNW and North Staffordshire stock. The layout incorporates a small sandstone quarry and iron ore mine. In the quarry, wagons are filled with stone and hauled by a private railway locomotive down to a head-shunt where they are exchanged with mainline railway company engines for the final leg into the station. The ore is delivered to wagons using a mine train which operates fully automatically – loading, moving and unloading without the touch of human hand!

The layout's track plan is inspired by Leintwardine from Ian Rice's book Light Railway Layout Designs. Train control is by conventional DC although concessions have been made to modern technology with the use of servos to operate the points and Raspberry Pi in overall control of the automatic operation of the two foot gauge mine railway. The Pi communicates with a network of 5 micro-controllers 2 of which operate the servos which perform the loading and unloading of mine wagons. Another micro-controller senses the train's position and controls its direction and

Stand <b>11</b>	<b>WORM HILL</b> <i>Pete Latham</i>		Gauge: N Scale: 2mm to 1ft. Size: 8ft x 2.5ft
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**Worm Hill** is a continuous run N Gauge layout which is really a condensed version of PeakForest in Derbyshire. All visible track is PECO Code 55 but PECO Code 80 set-track and points are used on the hidden curves. Control is by a KPC handheld controller and the Seep point motors are operated by the stud and probe method through a CDU.

As befits the prototype, most of the traffic is the conveyance of stone products. The layout is set in 2000 and the stock is appropriate.

Stand <b>14</b>	<b>YORKSHIRE COAST ELECTRIC TRAMWAY</b> <i>Danny Kaye (Barnsley MRC)</i>		Gauge: 00 Scale: 4mm to 1ft. Size: 20ft x 2ft
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This is an OO gauge tramway and road system inspired by the Isle of Man, and can be displayed in various forms and sizes.

Track and Overhead:- The track is made from code 75 rail soldered to copper clad circuit board sleepers to simulate spiked flat bottom rail. Only every 5th sleeper is made this way, the intermediate ones are cardboard slipped under the rails (on the stretches where the sleepers are visible). The 'Seafell Mountain Railway' section is isolated from the main line (we can't build a dual gauge siding when both lines are the same gauge!) and is the only part of the tramway wired for 2 rail current supply. Another factor that reduced the amount of wiring was the decision early on to use Digital Command Control (DCC) for the layout. This means that there are only 2 wires to the whole system: 1 to the track and 1 to the overhead. Each tram has a decoder ("chip") inside which responds to a unique address programmed by the controller. In our case the address corresponds to the fleet number of the car. Thus any tram may be controlled anywhere on the layout without isolating sections.

The self-powered moving road vehicles are individually motorised and have a steering system which uses a magnet to follow a wire buried in the road surface. Although commonly known as the 'Faller System' (after the German model manufacturer who commercialised it in the late 1990s) we credit it to Wing Commander Ken Wallace (of autogyro fame) who invented the system in 1957. All our vehicles use scratch built steering mechanisms to an improved design which are more suited to heavy 4mm scale vehicles (Steve Watson, their creator was an automotive engineer). We have extended the system by giving the vehicles speed control by infra-red sensors. This allows the vehicles to follow each other and queue without colliding. Track detectors at the level crossings are triggered by the trams and cause the vehicles to give way.

In pursuit of reliability, we realised that, as a club layout, a common set of standards for fittings and trolleys was required. These were based on the NMRA standards. A set of drawings for trolley wheels, frogs and suspensions was produced for members to work to and wire height was fixed at 80mm (20ft) above rail, rather than the MER 17ft, to accommodate double deck trams. The loading gauge was also made wide enough to accommodate the larger trams.

Rolling Stock:- As this is a club layout, anything goes and the line accommodates cars to suit the members' interests. This includes (among others) Leeds Horsfields, Felthams and even Blackpool Balloons. These are mostly EFE die cast models motorised using Tramalan power units. Most trams are fitted with a changeover switch permitting 2 rail running on layouts 15



without overhead. The occasional MER car may be seen too, on occasions...

Inspired by the Manx Electric Layout, this layout came about when a mis-calculation meant that an additional length of baseboard was required to accommodate a town scene during construction of the club's 'Castle Oswick'. Decisions were made to use 'OO' gauge track and an overhead wire height that would accommodate double-decker trams.

When connected to the Castle Oswick layout we have to gain a height of 8 inches in the journey from south to north, in order to pass over the BR main line. Thus the general lie of the land was established but, in order to reproduce some of the well-known MER scenes, we needed hills and dales. This dictated the baseboard construction, which is open plan frame with 3/8in ply track bed. This is warped to a maximum 1 in 24 gradient and held by struts from the main frame, based on the NMRA standards.

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