HGDMRS 2016 Exhibition Guide (text only)

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Part 1-Layouts
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See end of file for Part 2 -Traders and Part 3 - Demonstrations.

Organised by Stand number

Stand 4 MANCHESTER MODEL TRAMWAY GROUP
Size: 44ft x 2ft.
Track: O Gauge
Scale: 2 / inch

The group traces its roots back to when our founder, the late George Oakley, first exhibited the model trams he had built for his son, Rodney, at the Manchester Model Railway Society's Exhibition in 1949.

Because George modelled Manchester cars, at the time of writing we have no serviceable model Manchester vehicles. George's models are now too delicate and valuable to operate in "normal service". Plans are in hand to build models of Manchester, Salford and Stockport trams in the not too distant future.

George had an interest in both Manchester and Llandudno & Colwyn Bay tramway systems and modelled both operators' cars even though they were standard and narrow gauge respectively. Consequently he devised a compromise scale gauge ratio, unique to our group, based on a piece of 'Meccano', a sample of which is taken to every show we attend. This set the 2 / inch gauge!!

The track is standard coarse 0 gauge rail and chairs, mounted on a hardboard base, many pieces of which are over 50 years old. In the reverse of full size practice, the track is LIVE at 24v dc, and is divided into sections, so the cars can be controlled, with earth return by the overhead.

In the last few years, we have attended MOSI, The NEC, The NRM York, Severn Valley Railway, Ribble Steam Railway, Festival of Model Tramways and now, Hazel Grove.

Stand 8 WANSBECK ROAD
MICK SIMPSON
Size: 10ft x 1.5ft.
Gauge: N
Scale: 2mm : Finescale.

Wansbeck Road represents a County Durham colliery village station and is set in the period 1957 - 1962. Although some of the structures on it are based on prototype
locations the layout has no connection with any place it is purely a figment of imagination and a nostalgic glance into the past. The layout has been designed to be
viewed from what is described as normal viewing distance (NVD) which in 2mm scale can be anything from between 15" to 2' 6". I have tried to model everything to a consistent overall standard which is where I feel some models fail. Just how successful I have been the viewers will have to judge for themselves.

Baseboards are fairly standard being 6mm ply box section glued and pinned with crossmembers 'hole sawed' to make them as light weight as possible with trackwork constructed to the standards of the 2mm Scale Association using a plastic track base for
plain track and pointwork of soldered construction. Track components are obtainable from the 2mm Scale Association. Scenics comprise a good number of buildings and these are all scratch built from balsawood and cardboard covered with brick papers.

Windows are my own design of etching manufactured for me by Fence Houses Model Foundry. The sleeper fence at the foot of the embankment is made from plywood strips each one 'planted' individually. Locomotives are a mixture of scratch builds using brass, nickel silver and other components for the chassis plus a variety other mediums for the bodies. There are also two locomotive kits that came from the Fence Houses Model Foundry.
Some transition period diesels do appear and where appropriate modern designed Bachmann items have been converted to fine scale and represent some of these; classes 24, 31 and 37 diesel locomotives and two multiple units, class 101 and class 108. The remaining rolling stock is a combination of scratch and kit built items all sporting fine scale wheels or running on 2mm Scale Association etched wagon chassis.

Coaching stock amounts to two repainted and re-wheeled Minitrix Gresley brake composites, an etched ex North Eastern clerestory and two of the excellent Bachmann Mk 1 coaches, all have extra detail added. Couplings are home made to a design of fellow
Association member John Whitehead and are known as ELECTRA couplings. They have been around for a good while now and it surprises me that more people do not use them. Wansbeck Road has had two previous incarnations as a terminus but now appears as a through station and it is unlikely there will be any further extension although small details continue to be added from time to time. Working road vehicles are a feature of this layout
and are based around the Faller road system, albeit much modified.

Anyone interested in 2mm Fine Scale modelling or indeed the activities of the 2mm Scale Association is invited to speak to the operators for more information.
At the time of writing (2015) Wansbeck Road has been under construction for 27 years, and still not complete….!

Wansbeck Road featured in Model Railway Journal No 164 January 2006 and British Railway Modelling in November 2006, but has changed slightly since these articles appeared. An update article appeared in Railway Modeller in the March 2013 issue.

Stand 9 LONGNOR
HUGH WILLIAMS
Size: 16ft x 1.5ft.
Gauge: O ; Narrow Gauge
Scale: Finescale

Longnor really exists. It is a small village about as far north as you can go in Staffordshire. It is surrounded by gorgeous countryside. Not far away is Hulme End, terminus of the Leek & Manifold Railway. However, if Longnor really exists, the railway never did. The model assumes that a rival company to the Leek & Manifold Railway constructed a railway to a gauge of 2'4" which was to link Leek (using the standard gauge station) with Buxton. Unsurprisingly, it was called The Leek & Buxton Railway.

The model further assumes that the Leek and Buxton line was constructed in the early years of the twentieth century. It made use of coaches and

locomotives which, in the main, were of designs used much further south on the Lynton & Barnstaple Railway.

The route this fictitious railway followed between Leek and Longnor, via Shining Ford, completed in 1904, was demanding and cost much more than had been estimated, with earthworks, bridges and even tunnels being required where surveys had suggested they would not be. Despite vigorous advertising, extolling the virtue of the Midland Alps(!), tourists never came in the huge numbers expected by the railway's directors and on which they
had based their business plan. A southern "loop" was added in 1912 which gave an alternative route between Longnor and Merryton Low (a point half way to Leek), going via Reaps Moor. This was done to take the line closer to populated areas and to encourage population growth. However, there was little population and such as there was did not grow as the directors had hoped. It remained sparsely populated agricultural countryside with difficult terrain.

The new line cost much more to build than estimated, attracted no extra income and, indeed, contributed to larger losses. The money ran out and the railway never got beyond
Longnor. Its end came with the outbreak of the Second World War. Throughout its life, it carried passengers and conveyed general goods, coal and livestock along the two
routes. It served no industries, mines or quarries and, as observed before, the tourists never came in any great numbers.

The model shows the Longnor terminus in around 1935.

Stand 11 CAMEL QUAY
RAY WILTON
Size: 12ft x 4ft.
Gauge: OO
Scale: 4mm to 1ft.

Camel Quay is a typical North Cornwall ex-LSWR station on the River Camel that could have been on the Rock-Delabole Railway had it been built. The station, with its station building, goods shed, and signal box, bears a resemblance to Padstow on the opposite side of the river. There are local pull-push passenger services and trains from Exeter and Waterloo including a portion of the 'Atlantic Coast Express'. The quay, with its sidings, sustains a small coaster carrying china clay brought down from the local quarry in wagons and a small local fishing fleet. The High Street has a traditional public house, railway hotel and a few shops served by the local Bedford OB bus service to surrounding towns and villages.

The era depicted is of the early/late BR period with typical examples of the BWT, M7, T9, 'N' and Class 22 locos with 'Carmine & Cream' and BR(S) Green coaching stock.
The layout is DCC controlled and all Locos are sound fitted.

Stand 12 TANNERS HILL
STEVE FARMER
Size: 6ft x 7ft.
Gauge: N
Scale: 2mm to 1ft.

Tanners Hill is set in the late Network South East era. It is an imaginary suburban station built in N gauge and is set in the New Cross area of South London. The main aim of the layout is to keep trains moving to show off a busy section of the South East rail network.

Trains are mainly 3rd rail EMU multiple units running into London and out to stations in Kent. Most of the units have been built from kits and represent types of units and liveries seen around at the time of Network South East. Locomotives can be seen on freight, departmental and parcels services.

The track is PECO code 55 with buildings ranging from modified kits to scratchbuilt from card and plastic. The grassed areas are static grass fibres from Greenscene. Control is conventional analogue using KPC and All Components hand held units. Points are powered by SEEP point motors save for some in the fiddle yard close to the operator. The size of the layout has been kept to a modest size to show you can get a busy railway in a small area with a bit of thought. If you have any questions please ask.

Stand 13 DENLEY MOOR
Pete Latham
Size: 8ft X 2.5ft.
Gauge: N
Scale: 2mm to 1ft

Denley Moor is a small N gauge continuous run layout. It is essentially one track but holds 17 trains behind the scene. The layout takes its inspiration from Peak Forest but there isn't room for an accurate model.

Track is Peco Code 55 with Code 80 set track on the hidden curves, point motors are SEEP (Gaugemaster) and control is by a KPC hand-held analogue unit.
The era portrayed is the year 2000 (with one or two additions) and is predominantly freight based.

Please ask if you want to know anything - we might have the answer.

Stand 14 BURGHEAD
Size: 16ft x 6ft.
Gauge: N
Scale: 2mm to 1ft
BOB & GARETH ROWLANDS

Burghead was built by the Inverness & Aberdeen Railway and reached the village of Burghead in 1862. It was the only branch line to have been opened before the Highland Railway was formed a few years later. In 1892 the branch was extended to Hopeman, the harbour station was closed and a new station was built at Burghead on the new line . The Burghead and Hopeman branch was closed to passengers in 1931.

The line continued to be used for freight well into the 1990s with grain traffic to the maltings. In the model I have reopened the harbour station for passengers. Freight comprises of fish traffic, coal, oil, timber andfertiliser traffic for the factory and materials for the North Sea oil explorations, which were just starting. The harbour was used by fishing boats, pleasure craft, timber from the Baltic and the new oil industry supply boats.
I have modelled the period 1960—1970 so that I can use steam and diesel locomotives. I have used N Gauge Fine scale track, ballasted and weathered. The scenery is on a foam board base. Most of the buildings are scratch built and are made from card and paper. The locomotives are from Dapol and Grafar. Rolling stock are a mixture of kits and ready to run, nearly all are weathered. The ships in the harbour are of types found operating around Scotland and are mainly scratch built from card and plastic. I have also built some ships from resin kits.

Stand 16 SHED STREET
IAN HALLWORTH (Hazel Grove & District MRS)
Size: 7ft x 2ft.
Gauge: O : 35mm
Scale: 7mm to 1ft.

Using the tried and tested 'Inglenook Sidings', Shed Street has been built to demonstrate that a small, interesting layout can be built in 0 gauge without resorting to kit building.
Trackwork is Peco using 'Y' points to save space. The locos and rolling stock is all ready to run, the only modification being to fit magnetically operated couplings. The points are powered by DCC Concepts 'Cobalt' point motors and the layout is operated using a Digitrax DCC Controller. Plywood baseboards make the layout light and it easily fits into the back of a car. Operation consists of arranging a random selection of five wagons into the correct order.

This is not as simple as it sounds as there are restrictions to the headshunt and siding lengths.

Please feel free to ask any questions.

Stand 17 THORNCLIFFE
STEVE SAXBY
Size: 12ft x 14in..
Gauge: OO
Scale: 4mm to 1ft.
DCC Control

Following my previous small layout, Mortomley (1960's East Anglian Diesels), which was built to test the concept of DCC automation, Thorncliffe has been built to expand on the learnings with multi-train operation, enhanced train detection, signalling and route setting.

The scene presented is in the BR Sectorisation period (1988-92) and set in the northern suburbs of Sheffield. The station is of a minimalist type showing a reopened line and single platform on the long-closed ex-GC line between Sheffield & Barnsley. Services are provided by the last of the 1st generation multiple units and the 'new'
Sprinters and these operate under computer control.

To provide manual operational interest, the front of the layout represents the old goods yard which is now used by the engineers for stabling/run-round but a steel terminal has also been constructed that is served by Trainload Metals and the last of the Speedlink trips from Healey Mills and/or Tinsley Yard. Traffic in the yard is shunted by an 08 outstationed from Tinsley or by one of the resident privately owned shunters (an 03 or a Sentinel).

The track work on the visible section is all hand-built C&L. That on the main line of flat-bottom variety with concrete sleepers to represent newly (re)laid track, but that in the goods yard is weed-infested bullhead on wooden sleepers. Buildings are principally Scalescenes, suitably modified for their location.

The layout is operated using the MERG DCC system, including accessory decoders for all points and signals. The automatic sequence is generated by a Raspberry Pi mini-computer running JMRI, connected to the DCC command station.

If you would like to know more about the layout construction, MERG or DCC automation, please ask.

Stand 19 Ash Valley
Size: 26FT x 26FT.
Gauge: O
HAZEL GROVE MRS Scale: 7mm to 1ft.

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 AVR obtained locomotives from many of the pre-grouping companies and the architecture also bears a similar resemblance to the goods shed at Rowsley and the station at Oxenhope, both influenced by Midland design.

The track in the station area resembles Amlych and was hand built with rails soldered to brass pins, the remainder being Peco. All buildings and structures are from areas within the Midland Railway region and are scratch built. This weekend, the layout is proudly being displayed by the Ash Valley team, following its three year rebuild. The layout was beginning to look tired in its old age and a decision was taken to inject new life into the layout, taking it from its original scene of a town in the 1920's, and turning it into a booming town of the pre-war 1930's. The extensive rebuilding work undertaken mainly consisted of an expansion to the town. To replicate the growth in industry and tourism the railway would have brought, a full fiddle yard rebuild - allowing for a better, more realistic operating timetable to be devised, and a refreshed scenic look.

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, with further planned projects such as completing work on the signals to bring them to full working order, re-opening of the Ash Valley mine, with an operating 009 scale mine train and a new lighting rig, all looking to keep Ash Valley fresh and running for many years to come.

Stand 30 HAZEL TOWN
HAZEL GROVE & DISTRICT MRS
Size: 8ft x 2ft.
Gauge: OO : 16.5mm
Scale: 4mm to 1ft.

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 a mixture to get children's interest going.
The track plan is a simple oval with a passing loop at the front by the station and this enables a choice of passenger or goods trains to be run. One train goes round clockwise, while 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. At one end we have Windy Miller Hill, complete with a windmill, where the train passes through a tunnel below before coming into the station. From there the train passes Fireman Sam's fire station before passing through Hazel Wood then under the bridge to pass behind the houses and shops where Postman Pat's van stands outside the post office. The train then re-enters the tunnel at the other end, thus completing the run back to the station.

Please feel free to ask any questions. We hope this layout achieves its objective and gets your children interested in trains.

Stand 34 NORTHERN VALE
ARRIVA TRAINS
Size: 10ft x 2ft.
Gauge: OO : 16.5mm
Scale: 4mm to 1ft

Northern Vale is a unique layout constructed by members of the HG&DMRS and used by Northern Rail (Now run by Arriva Trains) illustrating to children the dangers of illegally playing on or otherwise accessing railway land and property. It is fully operational with overhead power, third rail and working signals. Cameo scenes on the layout depict many of the common safety issues dealt on a daily basis, such as dangling legs over the platform edge, climbing the overhead gantries and walking on the track.

Arriva take the layout into schools and other community events around the region - maybe your organisation would like to book it ? If so, please talk to the layout staff.

The layout is built to 00, 4mm gauge, using mainly off the shelf items. It is easily transportable, being designed to fold and fit in an estate car.

Any questions, please ask.

Stand 35 Alderford
Size: 38ft X 5ft.
Gauge: 00 : 16.5mm
Scale: 4mm to 1ft.
CARL BOWDEN – Preston
DCC Control

Alderford is a layout set in the mid to late 1980's representing a fictional town terminus station somewhere in the NW with two main lines that converge just before entering the station. One of these main lines is electrified and meets up with the WCML a few miles out of town. As there is no run round facility within the station all loco hauled trains require the need of a second loco to work the trains out again. The service depot behind the station approach lines takes care of most of the locos for the outward workings.
As the layout is set in the mid – late 80's there is now a good number of new liveries like Intercity, Regional Railways, Railfreight Grey, and Railfreight sub sector as well as BR blue.

DMU services are covered by both 1st generation and newer 2nd generation units and also you will find class 303 and 304 EMU's on longer regional services to the likes of Crewe, Manchester or Liverpool.

The only freight services on Alderford are fuel tanks for the loco depot, local trip workings that use the depot yard to turn round and civil

engineers trains but also there are parcel trains that work into platform 5 at the back of the station.
Alderford is a DCC controlled layout that gives a great deal of flexibility with train movements, including trapped loco's at the station buffers closely follow it's departing train as far as the signals with constant lighting and sound.

Please feel free to ask questions and any exhibition managers wanting to invite
Alderford to a future exhibition then please ask for Carl.

Stand 36 FARLEYS END
TONY BERRY
Size: 6ft x 1.5ft.
Gauge: OO: 16.5mm
Scale: 4mm to 1ft.
DCC Control

Farleys End is an imaginary goods yard with a single track passenger station which is usually served by a single diesel railcar or an autocoach train. It is situated at
the end of a small branch line south of Bristol. It was designed as a "MicroLayout" in other words a layout that can be fitted into a small space but still give plenty
of scope for operating. It was designed as a development from an American Shunting Puzzle idea and can be run as a shunting puzzle if desired. (The American design had no scenery and was built as twin layouts with two operators working against a clock in competition with each other to solve the shunting puzzle.)

By adding the passenger station, an extra goods track siding, scenery and buildings as well as a small fiddle yard it proves that within a very small space it is possible to make a very interesting layout. The viaduct has a disused track running over it and acts as a scenic break between the layout and the fiddle yard.

The layout is DCC controlled using the Lenz system and all the Peco code 100 live frog points being modified to give smooth running. The points are operated by a
Team Digital DCC Capacitor Discharge unit and the point polarity switched by a Hex Frog Juicer. Uncoupling is achieved by small ramps operated by electro magnets.
The DCC passenger shuttle system is again an American product available from Tam Valley.

Stand 37 WOLTERDORFE STRASSENBAHN
DAVE HAUGHTON
Size: 3ft x 2ft.
Gauge: HO (Tram)
Scale: .
The model is based on the actual Woltersdorfer Strassenbahn with runs from Rahnsdorf to Wolterdorf in East Berlin.Trams are run at various times depicting early operation right up to the present day and also other trams from around Germany, plus works cars.

Stand 38 Acton Parkway
Size: 18ft X 8ft.
Gauge: 00 : 16.5mm
HALIFAX Model Railway Club Scale: 4mm to 1ft.

Acton Parkway is an imaginary through station based on the West Coast Mainline south west of Manchester. It's a new station with car parking for commuters and shoppers who journey to Manchester, Liverpool and Birmingham. The current scene is depicted with both passenger and freight trains.

The viewing area consists of three 4ft boxes made from MDF and these stand on workbench trestles. The fiddle-yard is constructed from MDF and chipboard and is self-supporting. The lighting is provided by fluorescent tubes behind the facia board. Trackwork is Peco Streamline 100 and control of locomotives [and points on the scenic section] is DCC using the Lenz system. Some of the diesel locomotives have
sound fitted. Pickup is solely from the rails as the overhead wire is not operational. The overhead has been constructed by soldering piano wire lengths together and super-glued to the Dapol catenary masts.

Some of the buildings are modified Pikestuff kits with the remainder being scratch built using Unit Models accessories. The fencing is made by Knightwing. The stock is a mixture of the major suppliers of ready built rolling stock and most items have been weathered.

Stand 39 HAZEL VALLEY
HAZEL GROVE & DISTRICT MRS
Size: 28ft x 12ft.
Gauge: OO ; 16.5mm
Scale: 4mm to 1ft.

Hazel Valley is a layout loosely based on railway practice and operation on the Hope Valley line between New Mills South Junction / Gowhole Yard and the city of steel, Sheffield. Parallel to the main line are exchange sidings for the freight traffic and a branch line that winds its way under the main line to serve the nearby limestone quarries and cement works and a small market town.

Scenic details portray the nature and tranquillity of the Peak District which is only disturbed by the passing of trains and the bleating of sheep. Trains depicted cover the London Midland region of British Railways practice of the mid 1960's and our operating sequence will show different classes of steam locomotives and early British Railways diesels. Most trains pass by, but occasionally certain trains call at Hazel Valley station as part of the stopping passenger service along the route. The branch line also carries a sparse passenger service to support the population of the small market town. Some freight trains are diverted into the exchange sidings for marshalling and for moving on or off the branch line as well. 1966 is the year we are running trains, the year in which the Midland route from Manchester to Derby was experiencing the beginning of a gradual rundown through the Beeching policy of that time, the formation of our society and the fact that England beat Germany in the World Cup!!!

Questions are most welcome regarding any aspects the layout. Please ask any of the operators.

Stand 40 AVYN-A-LLYIN
Size: 11ft x 8ft.
Gauge: OO9
ANDREW & ALISON BAILEY Scale: 1:76

After six years success with the fictitious layout 'Llandovnodd', I decided to model the next fictitious village up the coast called Avyn-a-llyin.The layout has Welsh origins, hence the name, although you will realise the name isn't Welsh if you say it the English way. The grounds of the ruined castle on the hill now belong to the local golf club, who have constructed

a very scenic golf course. The pier is of timber construction with each upright individually screwed into place. Most of the buildings are scratch built in linka and plasticard.

Two of the roofs are genuine hand cut Welsh slate and three roofs are thatched with plumbers hemp in Pendon style. The sea is literally dozens of coats of non-drip varnish on a mixture of sand and ballast. The beach is real sand from our local sand quarry and is about 20mm deep. There are over 200 figures on the layout and in case you can't find them, the nudists are at the back of the beach under the sea wall!

The track is Peco crazy track with Seep electrics and ballasted with a mix of granite,
limestone and sand. Most of the stock is kit built with a few scratch built items.
Avyn-a-llyin was first exhibited in October 1989 and has since won numerous trophies. It has also appeared in the 'Railway Modeller', February 1992 edition. Since 2012 the layout have been undergoing a gradual refurbishment to keep it looking fresh. We hope you enjoy looking at the layout as we did building it.

Stand 41 YOUNGSTOWN
Hazel Grove & District MRS
Size: 25ft x 10ft.
Gauge: HO : 16.5mm
Scale: 1:87
DCC Control
Youngstown is a very free-lance interpretation of the railroads in a major steel-making city in Ohio, USA. The real-life version had 4/5 steel furnaces, with many ancillary and support
industries. There were more than 20 miles of sidings and as many as 6 local railroads. Our interpretation has had to be a bit smaller, but gives the flavour of American railroading.

The trackplan is designed for operating and viewing interest, with movements in 3 different switching yards. There is an intermittent passenger service and block trains of freight pass on the main line and its loop. A bespoke computer programme produces lists of meaningful movements so that traffic follows logical flows, and is intended to avoid "train-set" running.
The layout is controlled by a Gaugemaster Prodigy Advance DCC system, with up to 4 throttles (control points) in use at any time. Points (switches) are analogue controlled.

We welcome your questions and may be able to help you to avoid the mistakes we made!

Stand 43 OKEFORD
MEL ROBERTS (Hazel Grove & District MRS)
Size: 10.5ft x 7.5ft.
Gauge: OO : 16.5mm
Scale: 4mm to 1ft.

Until 1966, the Somerset and Dorset line ran from Bath to Bournemouth, with a lengthy branch across the Somerset Levels to the Bristol Channel. It had been created piecemeal, but became an important link for traffic from the Midland and North to the South Coast, especially on Summer weekends. During the late 1950's and 60's this importance dwindled as people holidayed abroad or by car, and it was closed, following the infamous
Beeching Report.

The main line had two distinct halves; the northern part crossed the Mendip Hills, and was famous for its lengthy gradients. In Dorset, however, things were very different. Spend some time with us in the pastoral area of the Stour Valley. Here, the railway was single track, and the stations served small towns and villages. In reality, the S & D built a station at Shillingstone (now a museum), but in my world they chose to site it slightly further north, between the Three Okefords (look them up in your road atlas!). A branch is supposed to have run towards Shaftesbury, but is now a truncated spur to a mysterious factory, served occasionally by the pickup goods train.

This model was started after I retired, and is a successor to a number of S & D layouts, one of which appeared at our first exhibition in 1974! It fits in a spare bedroom, and was built in sections to ensure that it could be preserved if we moved house. Exhibition appearances were intended to be rare. The layout is still unfinished, but has been operational for some years.

I have used plywood baseboards, resting on timber sub-frames. This reduces the number of legs needed, so better use can be made of the space underneath for storage; you can also level up the sub-frames before sitting the baseboards on top. Track is SMP Scaleway, with their kitbuilt points, and this fools some people into thinking it is EM gauge. Bachmann Scenecraft very thoughtfully produced all the Shillingstone station buildings, and most of these have been used.

We aim to show the trains which ran between about 1954 and 1962, the last year that the through trains operated. Watch out for the line's specialities: the daily Pines Express (Manchester to Bournemouth, before Voyagers were invented), the mixture of Southern and Midland Region coaches, the Bailey Gate milk train, and the goods trains with brake vans at each end. This was because most of them had to reverse direction at Templecombe.

Stand 44 BRIDGFORD
Size: 11ft x 8ft.
Gauge: N
ALASTAIR KNOX Scale: 2mm to 1ft

Bridgford is a "watch the trains go by" type of layout set in the late 1930's on the L.M.S. The object is to run trains which are not out of proportion to the scenery, and which are as near as possible to the prototype in make-up and length. Most of the buildings are from the SD mouldings range, the rest are either Ratio or scratchbuilt. Signals are Ratio with MSE arms. The viaduct etchings are by courtesy of Mike Raithby of the Manchester MRS, construction being in brass. Locomotives are kits or heavily modified. The coaches are mainly Ultima and are marshalled as nearly as possible in the correct formations for the late 1930's. Goods stock is the usual mixture of scratchbuilt, kits, modified proprietary and straight out of the box. Some of the goods stock is fitted with DG couplings for shunting.

Controllers are AMR and all turnouts are fitted with Peco motors. Bridgford featured in British Railway Modelling in Jan 1998 and Railway Modeller in June 2014.

Stand 45 SPIRES ROAD
DAVID FORD
Size: 18ft x 6ft.
Gauge: OO : 16.5mm

Scale: 4mm to 1ft.

The layout is set in early autumn 1959, with trains from both the Midland and Eastern region. The area is still very industrial as can be seen by steel, gasification plant and power stations. However the town has now become quite rundown and subject to extensive mining subsidence. In late 1958 the lines north of Spires Road station were "temporally" abandoned due to problems in both Spires and Nether Thorpe tunnels. It is expected to reopen as a single line in 1960. The line to the south had already short section singled in 1942 and remains so as far as the Midland/Great Northern junction. This section has been a problem for a long time and it is only the heavy industry open in the area that has kept the line. Even reasonable services for passenger still remain to Spires Road, utilising the new Diesel Multiple Units as well as some steam hauled coaching stock. Goods trains support the local yard and the still very busy Engineering works; DERBYSHIRE BRIDGE. Parcels traffic is spasmodic but hopefully will grow due to the recent arrival of the "Commonwealth and Greatwood" Mail Order Company. Inevitably, an early passenger closure notice for Eastern trains has been issued for Sunday 26th March 1960. A reduced Midland region passenger service as well as Goods, Parcels and some excursion traffic will remain.

Stand 47 CALDERWOOD
DAVID KIRBY & JOHN DILNOT
Size: 26.5ft x 6ft.
Gauge: 4mm pf 16.5
Scale: Finescale

Calderwood is a fictitious place that only exists in the minds of its constructors. It has a wayside station with an island platform on a main line in the Calder Valley on the L&Y system in West Yorkshire. The layout comprises of up & down main lines with corresponding loops, the down loop also has a refuge siding, from the up loop there is access to the small goods yard that has all the usual facilities i.e. loading dock, coal yard & goods warehouse, also on the up side there is access to a private siding via a short incline to Calderwood Chemical Company. This small firm has its own locomotive which moves the various wagons around the plant, these vehicles are propelled up the incline using a main line engine.
Trackwork on the layout is by C&L code 75 bullhead section with the scenic part ballasted with ash taken from the Cleckheaton branch at Liversedge, point rodding & signal wires are also modelled. The booking hall is a copy of the now demolished building at Hipperholme & is scratchbuilt, all the buildings on the layout resemble L&Y prototypes, these were made using a combination of aircraft ply & plasticard, the brick structures were made the same way but the ' bricks' put on individually.

Signals were kit built from the range of products by Model Signal Engineering, the operation of these is achieved with the use of memory wire.

Locomotives are kit built with the exception of one which is scratch built the kit built ones coming from London Road Models & Craftsman etc. Rolling stock is a mixture of scratch & kit built items marketed by D&W, David Green & Slaters etc.The scenery has a framework of plywood which is covered with plasticard from the Wills range of products.

The operation of running loaded coal trains in both directions may seem a little odd but, the L&Y exported coal on both the east & west coasts. Although purely L&Y the LNWR have running powers for their Hillhouse to

Bradford service. Calderwood as far as we know bears no resemblance to the village in Scotland Nr. East Kilbride with the same name.

If you have any questions please feel free to ask.

Stand 48 GRIME STREET
MARK CASSON
Size: 12ft x 2ft.
Gauge: 4mm pf 16.5
Scale: Finescale

Grime Street is a representation of Leeds City Transport trams and buses set in the post-war era and located in the slightly down-at-heel Hunslet suburbs. All the trams and buses are based on real prototypes and in correct liveries for the era, a good number of the types represented have been produced by 3D printing. The road vehicles are based on the Faller system but built using parts from alternative suppliers.
A recent addition is the railway section, although primarily a tram layout, it now features a working line which hopefully adds to the overall aim for the layout, which is 'a slice of industrial Leeds'.

The Name? Well that came from my over enthusiastic representation of 'Northern Urban Grot' and was coined by my wife, and it stuck!

Stand 49 Arley Dale
Size: 16FT x 8FT.
Gauge: 00 - 1:76
Scale: 4mm to 1ft.
WARRINGTON MRC DCC control

The layout is set at a time when diesel traction is still a major source of locomotive power in the UK. It is "nowhere in particular" in North West England and shows a stretch of double track mainline passing a loading facility for stone and ballast from the nearby quarry. The stone can be exported either by rail or road. Reduced stone traffic by rail has resulted in the site being rationalized; with two rail sidings converted to use as a freight depot. The village of Arley Dale has a small un-manned station allowing the local community to benefit from a DMU service to other towns. Mainline passenger services do not stop here.
The layout is a continuous circuit with an eleven road fiddle yard using DCC (Digital Command Control) to operate the locomotives. The DCC system is a Gaugemaster Prodigy 2 with three walk around hand controllers.

Stand 50 SKRAPIONN
KEVIN PARKINSON (Hazel Grove & District MRS)
Size: 20ft x 10ft.
Gauge: OO :16.5mm
Scale: 4mm to 1ft.

I grew up with Hornby Dublo tinplate trains; they were better models than the plastic Triang ones, weren’t they?

The track is also tinplate and has that centre pick up rail. I used to envy all the bigger layouts featured in the Meccano Magazine, so my ambition was to have a big 3-rail layout of my own. So about 30 years ago I built the first Skrapionn, which I first exhibited in 1987. However this was only 12 feet long and I wanted something bigger.

I then built Skrapionn 2, which is 20 feet long. This was first exhibited in 1994 and went to 10 shows from February 1994 to October 1996. After 20 years of storage I have now resurrected the layout. The layout has 2 main

lines with loops to the platform faces. There are separate carriage and good sidings and an extensive engine shed and facilities.
Trains can pull into the station and exchange locomotives via the points and crossings, whilst other trains can pass through on the main lines. Many and varied trains are held in the fiddle yard, awaiting their turn to be driven around the layout. Scenic features include tunnels, embankments and roadways made from timber, paper etc and painted appropriately.

Low relief shops and other buildings complete the town scene; these are made from Superquick card kits. The station buildings are also from Superquick kits and adapted to fit. Homemade staircases give access to the platforms. The engine shed is scratchbuilt using card and brick papers. The coaling tower is from a card kit with an Airfix water tower nearby. The only Hornby Dublo buildings are the 2 signal boxes. This layout gave me much satisfaction building it, a lot of pleasure watching the trains go round and I hope it gives you just as much enjoyment watching it.

Stand 51 HARD UP, STONEY BROKE AND SKINT
ERNIE MITCHELL (Hazel Grove & District MRS)
Size: 17ft x 2ft.
Gauge: Narrow Gauge
Scale: 007

Hard Up, Stonybroke and Skint is a freelance model of a narrow gauge railway that could be found in many locations up and down the country in the past. Built for exhibiting, this model is easily transportable and light for one operator. Having no fiddle yard results in the maximum space for running stock and operational interest with all the space used for scenics - another interesting feature to develop.

Most of the rolling stock and all the scenery was hand/scratch built to keep costs under control, which is reflected in the development of detail in the exhibit. The popularity of this layout is reflected in its longevity and is now celebrating its 25th year on the circuit, with appearances in magazines and on television. Questions about the operation and construction are warmly welcomed.

Welcome
Hello!
On behalf of the Committee and Members of Hazel Grove and District Model Railway Society, we would like to extend to you a very warm welcome to you for this, our 50th Anniversary Exhibition.
For this very special occasion we’re proud to have doubled the size of the Exhibition,and for the first time we are exhibiting in two halls in the Leisure Centre here at Jacksons Lane. The Exhibition Manager, and his band of dedicated helpers, have really pushed the boat out attracting the best collection of layouts we have had at the Hazel Grove Exhibition.

And special thanks are due to Norman, Andy, Alf and Doug for the huge amount of time they have dedicated to organising this exhibition.
As part of our 50th Anniversary celebrations we have commissioned a limited edition commemorative souvenir OO gauge wagon with the names of our founding members on the sides. These are available from the club shop, and we’d like to invite you to purchase one of these very special models. (Price £12.00, with numbered certificate).

The Society was founded in 1966, and you’ll find a brief history of the club available as a pdf from our website www.hgdmrs.org.uk

We should also thank all of the Traders that are here today, and for their support in travelling many miles to contribute to the Exhibition. There is also an unsung band of loyal helpers and supporters who make the show happen. They do all of the tiresome tasks that have to be done to make the show happen and then to return the halls to pristine condition to hand the hall back. Our thanks to those people too.

Over the years our Exhibition has gained a reputation for being one of the friendliest in the country, and we have gained a group of followers who in some cases, travel quite some distance to be with us. A very big 'thank you' to all those who have supported us over the years, and we hope you will continue to do so as we aim for future exhibitions and future success!

The Exhibition Committee

For more information on the club please visit our website www.hgdmrs.org.uk or visit our Facebook page 'Hazel Grove Railway Modellers'

Chairman:
Mr Phil Pugh
Secretary:
Mr Graham Underhill
Treasurer:
Mr Gary Littlewood
Social Secretary:
Mr Doug Tattersall
Exhibition Manager:
Mr Norman Hambridge
Exhibition Committee
Members:
Mr Andy Howe
Mr Alf Storey
Mr Doug Tattersall

Society Club Room:
Methodist Church Hall,
Wesley Street, Hazel Grove,
Stockport SK7 4JQ
Club meeting nights:
Mondays and Fridays
7.00pm – 10.00pm

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27

Country Scenes and Trees Range of Scenics and Trees 07923 834820 - martin.s.wood@gmail.com
Martin will be doing demonstrations of static grass application and simple building construction

20
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