



Hazel Grove & District Model Railway Society

Model Railway Exhibition



Photo: AJ Stoney (HGDMS)

Saturday & Sunday
25th-26th October 2014

Exhibition Guide

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Hazel Grove Recreation Centre
Jacksons Lane, Hazel Grove, Stockport SK7 5JX



Chairman's Welcome

I'm delighted to welcome you to this, our 40th Exhibition. I'm sure that you will find much of interest in the varied layouts on display as well as opportunities to buy those elusive items from the Traders who support our hobby.

I would like to thank our advertisers for their support and hope you make use of their services in the future. We'd also like to say thanks to the staff of the leisure centre who give us tremendous support in staging the event. The sterling efforts of the Exhibition sub-committee must also be acknowledged, as they put in a lot of work to ensure that our Exhibitions are as successful as possible.

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

Join us today and get your entrance fee refunded! Offer only available for the duration of the Exhibition.

Phil Pugh, Chairman

From The Exhibition Committee

We hope you enjoy the exhibition and the variety of layouts on show. The traders have, between them, a huge selection of items for the enthusiast and also for modellers in general – especially tools and materials. Please ask if your requirements are not on display as many of them have mail order facilities. Some are local for you to visit after the show. This year we have caterers providing refreshments, just the place to relax and chat in an area close to the Centre's pay desk – look for the signs. Thank you also to the members of the Manchester Transport Museum for their time to provide us with and drive the courtesy bus.

Before taking photographs please ask the operator's permission and refrain from using flash. Thank you.

Dates for 2015

Next year's Open Day is on 13th June 2015. Please note for your diary or revisit our website nearer the time.

Next year's Exhibition is on 24th-25th October 2015. Please note for your diary or revisit our website nearer the time.



Index

Floor plan with key-see last page of guide
Stand 1 Pay Desk
Stand 2 Club information
Stand 3 Club Sales stand
Stand 4 Caldwell Street - Layout
Stand 5 East Lancashire Railway
Stand 6 Grosmont Bookshop - Trader
Stand 7 Q Dump - Layout
Stand 8 Country Park Models- Trader
Stand 9 SMTF - Trader
Stand 10 Squires Tools
Stand 11 Crafty Hobbies - Trader
Stand 12 Weathering (Richard Wilson) - Demonstration
Stand 13 Country Scenes and Trees-Trader
Stand 14 Franklin - Layout
Stand 15 The Locoshed - Trader
Stand 16 Greater Manchester Transport Society / MTMS
Stand 17 Great Central (Model) Railways - Trader
Stand 18 Dienw - Layout
Stand 19 Festive Lane- Layout
Stand 20 Willaston - Layout
Stand 21 Coal Brook Mining - Layout
Stand 22 Scrich Tramway -Layout
Stand 23 Port William -Layout
Stand 24 Livsey Lane-Layout
Stand 25 Just Four-Layout
Stand 26 Newton East - Layout
Stand 27 Not used
Stand 28 Walmington - Layout
Stand 29 Glen Fiddich -Layout
Stand 30 Witham Creek - Layout
Stand 31 Hazel Valley -Layout
Stand 32 New Hey - Layout
Stand 33 Loads of rubbish
Stand 34 Culm Valley Light Railway- Layout
Stand 35 Tinsley South -Layout
Stand 36 Rex Ashton-Demonstration
Stand 37 Ian Hallworth-Demonstration
Stand 38 Blackmill -Layout
Stand 39 Northern Vale-Layout
Stand 40 Martin Baker-Demonstration



Stand 1 Pay Desk

Stand 2 Information

Come and join us today and get your entrance fee refunded! Offer only available for the duration of the Exhibition.

Information is available about the Society and advice given on all aspects of railway modelling. Please don't hesitate to ask, if we are not sure of the answers, we can probably find someone who will know. We also welcome one of our members Kevin Parkinson as 'The Train Doctor'.

Stand 3 Club Sales stand-Bargains of all sorts!

Please note that we are unable to accept payment by credit card, debit card or cheque. Transactions are strictly cash only.

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

Stand 4 Caldwell Street

SW Scotland/NW England Period Early Options: 60's/ 90s / 2000

Scale 1:76, Gauge OO, Hazel Grove & District MRS

Stand 5 East Lancashire Railway Preservation Society

A static display showing the work and progress of the ELR.

<http://www.eastlancsrailway.org.uk/>

Stand 6 Grosmont Bookshop

George Morton 01947 895170 <http://www.grosmontbookshop.co.uk/>

Stand 7 Q dump

Q dump 1/35th scale: 16.5mm track gauge, By Nigel and Sue Tansley.

Following the popularity of "Wipers", we present "Q dump" This layout is another foray into War Department Light Railways in 1917. This time the concentration has been on actual scenes, and much of the scenery, townscapes and railway operation is based on contemporary photographs, sometimes adjusted slightly to fit the constraints of the baseboard. Operation is based on end to end running, with vehicles being collected from Q dump, loaded near the village, and being run down to the town. Empties are then returned to Q dump. Q dump actually existed, and was an operational hub for the various internal combustion loco's used by the W.D.L.R. The various types used by the British on the western front are represented. There may even be the odd steam loco. Track is mostly hand-built (with some Peco 0.16.5 track) representing the types of track and



formation used by the W.D.L.R. Points are "reworked" Peco, to give correct sleeper spacings. Locomotives are based on proprietary chassis, chosen for running qualities and price. They are a mixture of Bachmann, Model Power and Tenshodo and the control is by Gaugemaster. The layout is wired so either operator can operate any part or all of the layout, and could be run by one person. As with "Wipers", the emphasis is to present an overall picture of W.D.L.R operation, with many "scenes from life" to catch the eye of bored wives and children !

Stand 8 Country Park Models

Model railway spares for the major manufacturers as well as obselete items.

R D Panes 01443 685163

Stand 9 SMTF Models

Dave Denton 0161 456 5126

Stand 10 Squires Tools

<http://www.squirestools.com/>

Stand 11 Crafty Hobbies

Model Railway – Hornby, Bachmann & Dapol OO, Farish & Dapol N gauge rolling stock, scenics & buildings. Plus British Railway Modelling magazines and promotional items

Shelagh Morrall 01229 820759 johnhambler[at]btinternet.com (replace [at] with @, anti-spam measure)

Stand 12 Weathering Techniques

Tips on weathering rolling stock using acrylics, dyes and powders. Feeling brave? Bring your least favourite, or even favourite (depending on how brave you are) loco or wagon to be weathered. If you fancy a go too, that should be no problem...Richard Wilson

Stand 13 Country Scenes and Trees-Trader

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



Stand 14 Franklin

ON2 scale, BOB HARPER & BOB DEAKIN

FRANKLIN is based on the 2ft lines in Maine, USA. Built to 1/48th scale, the track is handbuilt to 1/2 inch gauge. Most of the rolling stock are now models of genuine Maine vehicles, with their correct long, narrow, and "hunkered-down" look. I use the Lenz DCC system, and can now control the trains wirelessly from my iPad.



Franklin

Stand 15 The Locoshed, Whitefield

We buy sell and exchange new and quality used Model Railway equipment in scales N, 009, HO USA, OO British and O Gauge from all the main manufacturers, Hornby, Bachmann, Dapol, Peco, Farish N etc. We also carry a good stock of interesting kit built models and some very rare collectable items. We also try and bring a good selection of track, buildings, accessories and spares etc if room permits. Our DCC man Mr T will be with us to answer any DCC related questions you may have. We can also re-code a loco while you wait. Payments welcome by cash, cheques or credit / debit cards via our portable machine.



Stand 16 Greater Manchester Transport Society & Heaton Park Tramway

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

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

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

Stand 17 Great Central (Model Railways)

O Gauge Engines electric and clockwork from the mid 1920's to 2013 2 Rail -- 3 Rail -- tin plate -- die cast and super detail plastic all good to excellent in coarse scale & fine scale, some kit built, some scratch built new to excellent 2nd hand + several hundred items of rolling stock. Hornby Dublo several hundred items tin plate -- die cast -- super detailed plastic -- engines & rolling stock -- both in 2 Rail and 3 Rail. OO Gauge several hundred items -- mostly new -- engines -- carriages and other rolling stock.

Brian H Verden 7 Clarence Street Nuneaton, CV11 5PT Tel. No 024 7674 4949, Mobile 07743 666 923, Email brian.verden[at]gmail.com (replace [at] with @, anti-spam measure)

Stand 18 Dienw-Layout

The year is 1943 and Britain is at war with Germany. Under wartime emergency conditions all station names have been removed, to cause the maximum amount of confusion to the enemy paratroopers, (who were expected to drop from the skies at any moment disguised as nuns) and as a consequence, passengers, officials and the line's management. Somewhere in North Wales, (I'm sorry we can't tell you where, there's a war on you know!) there is a line-fach (small railway) doing its best to help the war effort against the enemy. (The Germans, not the English for once.) The line has received a major boost in traffic from the new mysterious military building, rumoured to have something to do with explosives. All the locals know for sure is that it receives many trains of military supplies. This little junction on its main line, with the branch line going off to Llan (censored) has had its peacetime quiet shattered by wartime mayhem. Idris the dragon, roused from his age old slumbers by this activity, stands guard ready to deal with any Messerschmidt or Heinkel that strays this way. This



model was built by members of the Warrington Model Railway Club. Much of our time has been spent trying to capture the little details of 1940's Britain. The line is, of course, fictitious although some items of rolling stock may be identifiable. These have been transferred from their usual homes to assist with the war effort. (Well that's our excuse anyway!)



Dienw photo's

Stand 19 Festive Lane- Layout

Festive Lane was built a few years ago as an exhibition British N gauge layout by Alan Clegg over one Christmas period and acquired by me at Christmas 2011, so a doubly-apt name. The layout has had virtually a complete scenic make-over including a new station building and a total rewire, including a control box for the Seep point motors and the two-colour light signals fitted. It is a compact end-to-end shunting layout with a two-bay station at the end of a typical Northern (Greater Manchester/Lancashire) urban branch line with a siding for Parcels traffic, empty vans or the odd engineering train that services the track from time to time; the land at the front of the station is being surveyed and landscaped and at the other end of the layout is a factory that seems to produce nothing but oil drums and packing cases, only because what's inside them has never been discovered! Behind the factory is a three-road fiddle yard with an extension which also allows interchange of stock to add to the variety of trains run. It has been modelled from a time of the 1980's onwards, just when British Rail was getting ready to be privatised, which in reality means the liveries seen will be from one of three eras; BR Corporate Rail Blue circa 1978-85, Sectorisation circa 1985-95, and Privatisation from 2001 to date, depending on what stock available at the time, which normally means lots of DMUs and diesel locomotives, as befits a branch line, the stock and locomotives being either detailed, weathered or repainted ready-to-run items.



Festive Lane photo's

Stand 20 Willaston-Layout

Willaston was the first station out of Crewe on the Shrewsbury line. Built and opened by the LNWR in 1870 and closed by BR in December 1954. In its day the station saw Western region trains from Market Drayton and Wellington in addition to the London Midland trains from Shrewsbury. Interesting workings might see a Stanier Pacific or a Royal Scot on the local trains as a running in turn from Crewe works or in later years the seasonal fruit trains from South Wales that would bring Western Region diesels into Crewe. The track is Peco HOm, the Station buildings and the signal box were built by Ken Ball and all the stock is either scratch or kit built although there are a few suitably detailed Triang items on the stock list. Very little of this layout would be possible without the 3mm society and the few retailers dedicated to 3mm modelling. I must also thank Nigel, Rich, Dave and Steve for all their help.

Stand 21 Coal Brook Mining-Layout

The layout is designed to show you do not need a huge room or garden to run G Scale trains. On show today will be a selection of appropriate and totally in appropriate rolling stock. The society does not indulge in rivet counting! The layout is presented by the North West Group of the S Scale Society. We hold monthly indoor and outdoor meetings to which all are welcome.



WWW.GSCALENORTHWEST.CO.UK

Coal Brook Mining photo



Stand 22 Scrich Tramway-Layout

The model is 'loosely' based on the National Tramway Museum in Crich, Derbyshire at the present time and as such several trams from different locations may be in attendance at different times. All are preserved and the majority are from towns and cities within the U.K., although there may be one or two foreign trams appearing from time to time. There may also be different forms of road transport within the village including buses and lorries.

Stand 23 Port William-Layout

The idea for Port William came from an article in one of the early editions of Model Rail magazine and the various Scottish Branch line layouts detailed in the modelling press. The use of shorter trains on the Scottish branch lines allows realistic length trains to be used without needing a large layout. The baseboards are constructed from plywood to make them light and easy portable. The track and points are ballasted and weathered Peco code 55 (Universal fine) and the points are operated by SEEP point motors with the auxiliary contacts to switch the polarity of the point frogs. The layout was originally constructed with two scenic boards but a third one has now been added. Aluminium 'L' section cassettes are used in the fiddle yard. The majority of the stock is "ready to run" from either Graham Farish or Peco and has been lightly weathered.

Stand 24 Livsey Lane-Layout

Livsey Lane is a fictional layout based on steam / diesel traction in the early 1960's it is 00 gauge and run under DCC. More details at <http://www.hmrg.co.uk/membersmodels/livsey/livsey.htm> Livsey Lane is a 4mm scale 00 gauge layout set in the early 1960's. Steam has but a few years left before diesel and electrification ousts it forever. It depicts a terminus at a medium sized town which like many was actually located a distance from the railway itself. The town is a figment of my imagination as a "may have been" situation that is located at the end of a very short branch somewhere off the main line that at one time did exist, connecting Rochdale, Bacup and Bury in a large arc through the Lancashire hills. As it is a short branch sometimes locos will visit from the mainline to use the turntable or for overnight stabling at the small shed. A fair amount of goods traffic was still generated in that period with anything from coal to perishables, hence the need for a small goods shed and sidings. Passenger traffic is limited to short local steam or Diesel hauled trains and a 2 car DMU plying between Livsey Lane station and nearby towns on the main line.



Stand 25 Just Four-Layout

This is my first layout that has been able to stay put, over recent years I have started to build layouts and something has always come along so I have had to dismantle them. Just Four layout is a fictitious layout, and was based on ideas gathered from many exhibitions over a number of years. Just Four Layout is not based on any particular place. It has been built with help and advice from Fred Johnson, Mick Tooth and Steve Farmer. I have based my layout on the railway network set from 1980's upto Present day. The Lower Station consists of a DMU bay and parcel bay. The road through the town is the main high street with buildings which I purchased and were modified by Fred Johnson. I have incorporated a small town market which was built by Mike Tooth. The preserved line runs from the lower station named just four, which includes a dis-used turn table , the line travels up a gradient past a country church then onto the higher level station called Top Four, where a display of vintage rally cars can be seen. The Layout is a Twin Track main line, with sidings to a timber yard and boat builders yard. I will be happy to assist in any questions, please feel free to ask.

Stand 26 Newton East-Layout

Newton East as the name implies is a station on the outskirts of the town of Newton. Originally built by a pre-grouping company the line has survived the Beeching cuts and forms a busy avoiding line. The goods yard is also busy as the old factory buildings have been taken over by a mail order company and so wagons come and go bringing and taking away products. In reality the layout is purely fictitious and has been designed and built to entertain the viewing public and provide interest for the operators. The layout has no geographical location but is set during the period of 1955-65 and shows rolling stock (predominantly diesels) that would have been seen on British Railways during that period. The layout permits rolling stock from the Southern/Western and Midland/Eastern/North Eastern regions to be run together. The 2 main baseboards were constructed using 2ins x 1ins timber with 9mm MDF for the tops with additional stiffeners to eliminate any sagging. The fiddle yards were built of the same construction but the tops are mounted on heavy duty runners to provide smooth operation. The track work is 'SMP' with hand built point work using PCB sleepers and nickel- silver bull-head rail and operated with 'Peco' motors. Electrically the layout can be operated by 1 or 2 operators with their own controllers. The buildings are mainly from card or plastic kits either as designed or modified to suit. The rolling stock is a mixture of proprietary and kit built, all vehicles would have been seen on BR in the 1955-65 period although not necessarily together. We have concentrated on using diesels but occasionally a steam locomotive may appear Please ask if you have any questions or advice regarding the layout.

Stand 27 Not used



Stand 28 Walmington

The layout depicts the terminus of a branch from the main London line to a small coastal town called Walmington in Suffolk. The operating period is set in the late 50s to early 60s, during the steam to diesel transition, such that a wide range of stock can be seen. Outgoing steam include a variety of ex GE and GN classes plus some BR standard types. Pilot scheme diesels are seen in abundance together with early DMUs, include the experimental lightweight units. Coaching stock is a mix of Gresley and BR Mark 1 types, whilst goods vehicles are the usual mix up of everything. The layout is fully signalled, many being operational. Traffic consists of through trains to London, local services, goods traffic including fish trains, parcels and the occasional horsebox.

Stand 29 Glen Fiddich - Layout

Glen Fiddich depicts a small Scottish Branch line station set next to a Whisky Distillery. The layout is set in the late 1950's early 1960's and depicts the typical declining traffic on these lines at that time. Although not set in any particular specific place the stock and operations depict a highland location. Expect to see lots of shunting action, whilst branch traffic trundles along the branch line at the rear of the layout.

Stand 30 Whitham Creek - Layout

This layout was made to show that you do not need a large space for a 7mm layout. The trackwork is a standard Hornby ™ curve trackset, and the fiddle yard was added to increase operation at exhibitions. The stock is ready to run, from a variety of manufacturers.

Stand 31 Hazel Valley - Layout

Scale 4mm/ft-OO gauge-Russell Oliver (HG&DMRS Club layout)

Hazel Valley is loosely based on railway practice in the Hope Valley, Derbyshire between new Mills south junction and Sheffield. Parallel to the main line are exchange sidings for freight traffic and a branch line that winds its way under the main line to serve the limestone quarries, cement works and a small market town.

Scenic detail portrays the nature and tranquillity of the Peak District, only disturbed by the bleating of sheep and the passing of trains. The period is the 1960's with British Railways London Midland Region steam running and the early onset of diesel traction being introduced. Most trains pass by but occasionally some stop at Hazel Valley station as part of the routes stopping service. The branch line carries a sparse passenger service to support the population of the small market town. Some freight trains are directed into the exchange sidings for marshalling for onwards on the main and branch lines.

Stand 32 New Hey-Layout

Contrary to the scribings of Iain Rice in his book on building small layouts, New Hey does exist - indeed I think the inhabitants of the small village at the foot of the Pennines may be a little dismayed to find that they have been erased from history!! The railway through New Hey is on what was known as the "Oldham Loop", the line that ran from Manchester Victoria, up Werneth Bank to Oldham, then on to Rochdale and back to Victoria. The line through New Hey (from Shaw to Rochdale East junction) was singled in the late 70's but one part of the infrastructure still exists, the large cotton warehouse that is now part of the New Hey Carpets factory. The route closed to heavy rail traffic on 3rd October 2009, and is now part of the Metrolink tram network. All remaining traces left of the old station have been demolished. The model is of New Hey as it was roughly in the period from 1960 - 1968, and it is always the last two weeks of June on the layout. Why then? Because that's when the local "Wakes" were. (The annual 2 week shutdown of the cotton mills in Oldham and Rochdale). As a result there were daily excursion trains, usually double headed if they were coming from the Oldham direction, and with coaches cobbled together from anything available. In addition there were regular local passenger, freight and parcels workings. The station was serviced by a twice daily pick up goods train working (Target 36) from Moston to Royton Junction and back. All the locos and stock are modeled on photographs of prototypes actually running on the line, and span the period modeled - therefore odd spots of blue in the DMU fleet may start to appear! The layout is "conventionally" controlled by DC. I originally built the layout for DCC operation but found that it compromised the operation for exhibition purposes. Construction has taken approximately 6 years from start to completion (this does not include the research time!) and a variety of techniques have been employed in the building of it. Just ask if you wish to know anything about the layout. Whilst the project ownership is basically mine I owe a lot of thanks for help and support from other club colleagues from both the Rochdale and Manchester Societies, and in particular Ian Worthington, Martin Edmondson and Phil Taylor. Any questions, please ask.



New Hey photo



Stand 33 Loads of rubbish-Demonstrator

Railways were built to carry goods. And the nature of the freight determined the type of wagons used. This display shows a wide range of demountable loads created mainly from found objects (=rubbish). The idea can be applied to many gauges. For ease of display, the concept is illustrated here by 0-gauge examples, as used on RMRM's Gillan and Brown layout, exhibited at this show last year.

Stand 34 Culm Valley Light Railway-Layout

The Culm Valley Light Railway threaded its way from Tiverton Junction to Hemyock. Its tight curves and lightly laid track led to loco and rolling stock restrictions throughout its life. We have lightened these restrictions to allow more stock to be shown, but you still end up with a sleepy BLT (branch line terminus). Although the track plan is very loosely based on Hemyock in its early days (pre famous dairy depot), the setting is based on Culmstock. Buildings are from Culmstock and Hemyock. The layout portrays the transition period from GWR to BR, but you do get the odd discrepancy!

Stand 35 Tinsley South-Layout

To cut a long story short, Tinsley South started in 2004 as a 'fill-in' project on a spare piece of board. It was intended as a layout to run a growing collection of 'modern' stock, and to see what could be fitted into a relatively small space. The project then grew and grew, ultimately becoming 18' long and having the distinctive 'Woodhead' style overhead catenary added to allow our class '76's to have a run. Between 2004 and 2007, TS attended 10 exhibitions in the Yorkshire area, but since then has been 'semi-retired' and just used at home. TS was originally built pre- DCC, but following completion of other projects, it has been brought out of 'retirement', updated, rewired and refurbished. Hopefully, TS conveys an image of a slightly grubby 1970s-era urban station, somewhere along the ex-GC line in the Broughton Lane area of Sheffield. Although this line was secondary to the ex-Midland line, for operational interest and exhibition purposes, we are assuming there are problems on the mainline, resulting in the diversion of a number of freight and passenger services through the area. Many of the locos are DCC sound fitted ('fans' of the 20's please note these have the volume turned down!). Trackwork is SMP, with hand-built points, and the control system is an NCE 'Pro-cab', supplemented by a Modelex DC unit for the odd, older, non-DCC locos. Hope you enjoy seeing TS 'on the road again', and if you have any questions, please feel free to ask an operator.



Stand 36 Rex Ashton-Demonstrator

Rex is an expert in the field of building rolling stock from scratch or from the most complicated kits in a variety of gauges. Please feel free to ask any questions or just talk about modelling. Their advice will be invaluable, whether you are a beginner or fairly experienced.

Stand 37 Ian Hallworth-Demonstrator

Ian is expert in building rolling stock from scratch or from the most complicated kits in a variety of gauges. Please feel free to ask any questions or just talk about modelling. Their advice will be invaluable, whether you are a beginner or fairly experienced.

Stand 38 Blackmill - Layout

Blackmill is intended to portray the privatised railway operation around the North West of England in the last few years. Most of the rolling stock to be found on the layout can be found in and around the Blackburn and Manchester areas. The track plan of Blackmill is based upon the track layout at the western end of Blackburn Station with suitable alterations made to fit the space available for the layout. The layout is operated via a Lenz Digital Command Control (DCC) Unit. This is a system where the operator keys in a specific number on a keypad, and then drives' the train, with no need for individual isolating sections of track. Another advantage of DCC is the continuous power feed to the track, which enables locomotive lights, sounds, and other functions to be controlled via the keypad. Most of the locomotives have operating lights, most have working day/night lights and some of the multiple units have operating door lights. With the introduction of sound decoders suitable for British prototypes, we are adding sound to as many of the locos as possible. A few miles away from Blackmill a heritage preservation site has now opened. Although Blackmill has no control of the heritage site, some of the rolling stock may pass through Blackmill if the busy schedules allow. Trackwork is Peco Finescale Code 75 and Tortoise slow acting motors control the points. Watch out for the moving road vehicles departing and arriving in the industrial park running on the Faller Road System. This is a buried steel guide wire, which is followed by a small magnet attached to the steering system of the vehicle. The vehicles themselves are powered by small internal rechargeable batteries. Please feel free to ask questions about the layout, its operation, construction, and DCC. We will do our best to try and help.

Stand 39 Northern Vale-Layout

A layout built on commission for Northern Rail, for use as a safety demonstrator for schools etc. Can you see how many potential hazards it contains in such a small area?



Stand 40 Martin Baker-Demonstrator

Martin will be demonstrating the building of 7mm / O gauge kits alongside other examples of his work that will no doubt be a starting point for any conversation regarding methods and techniques he uses.

Sponsors

Thanks go to the following sponsors of the printed exhibition guide-

Northern Rail

Au revoir

We hope you have enjoyed the exhibition and hope to see you again next year.

Floor plan-schematic

