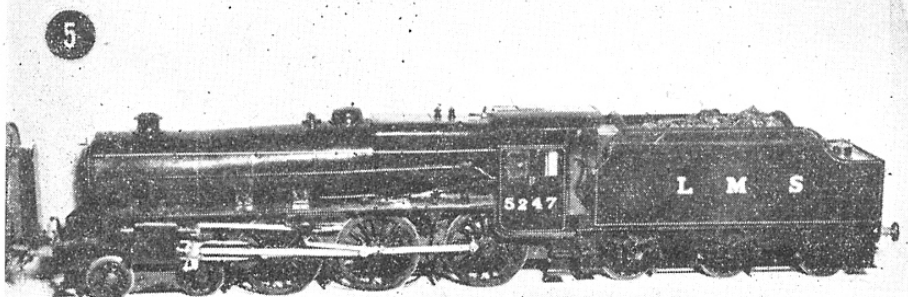
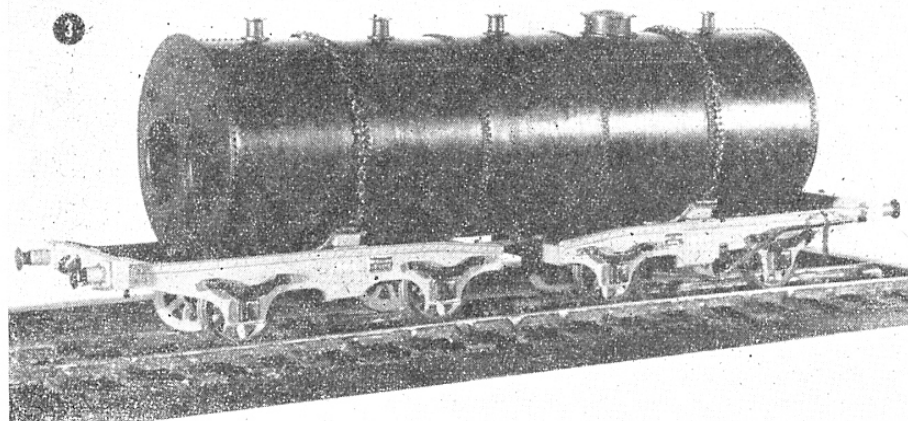
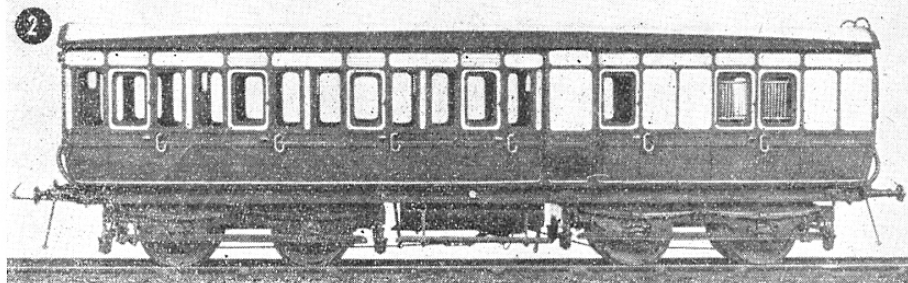
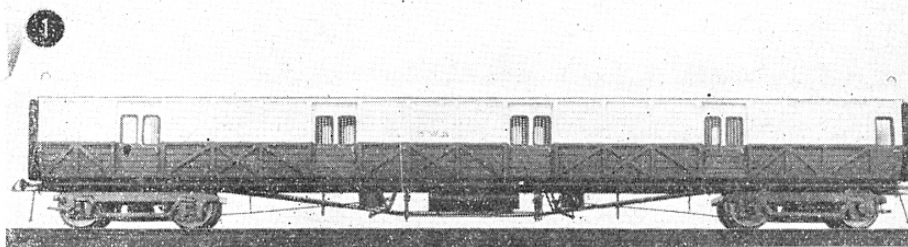


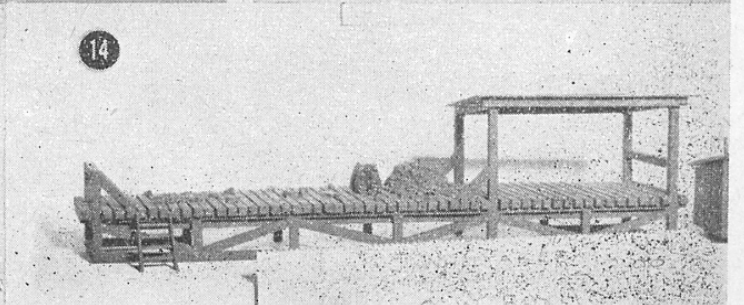
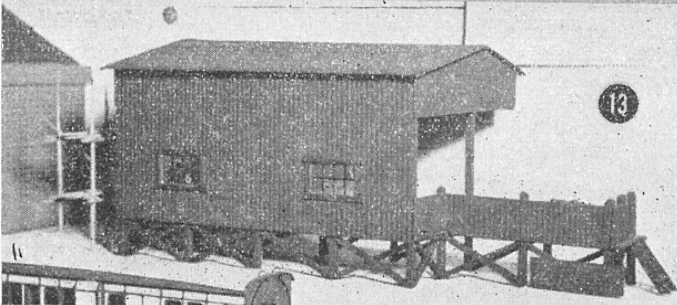
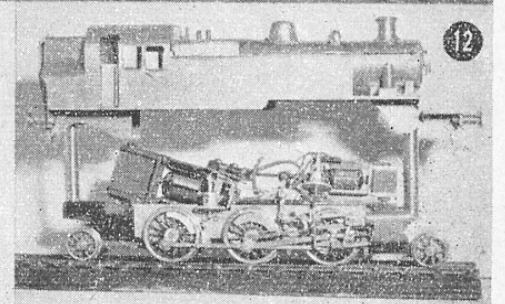
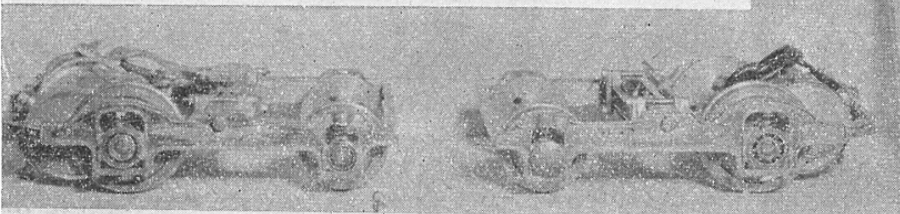
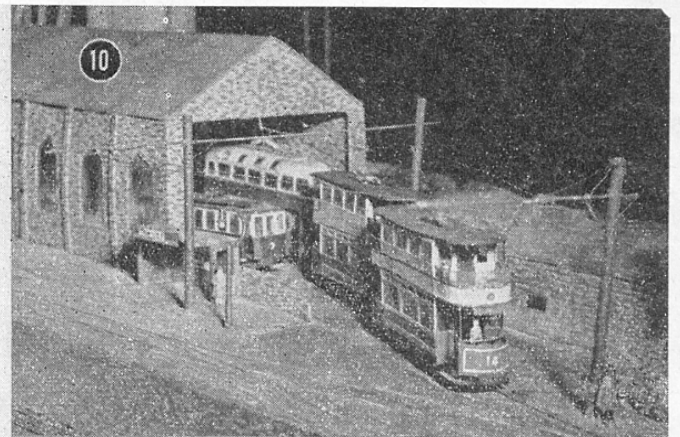
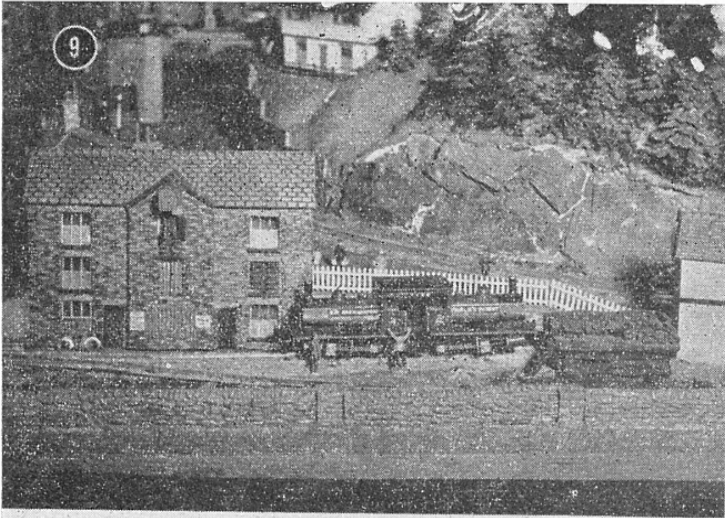
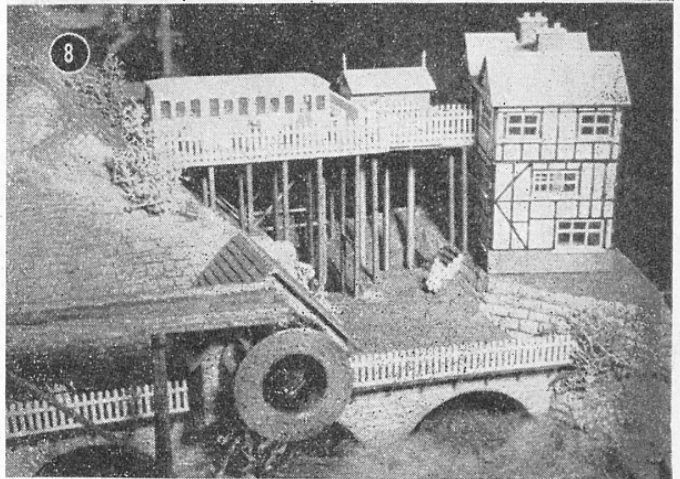
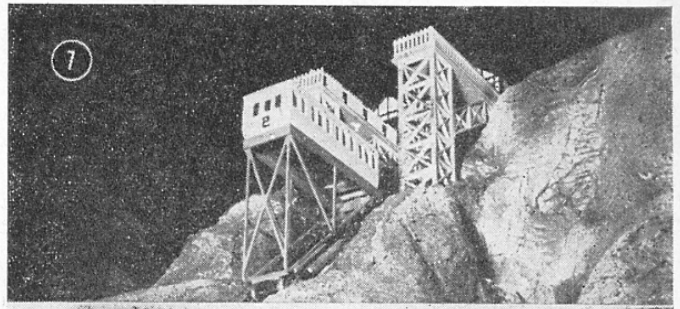
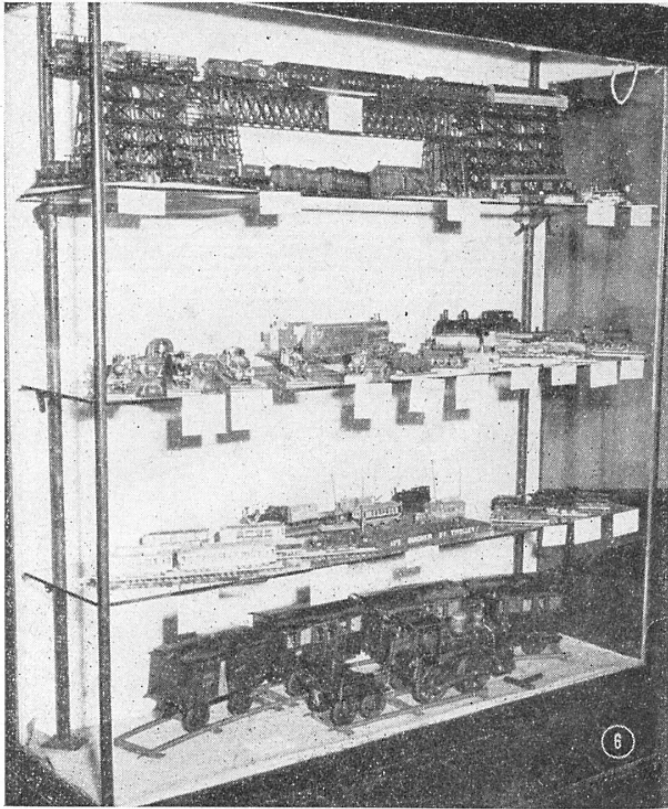
M.M.R.S. Exhibition

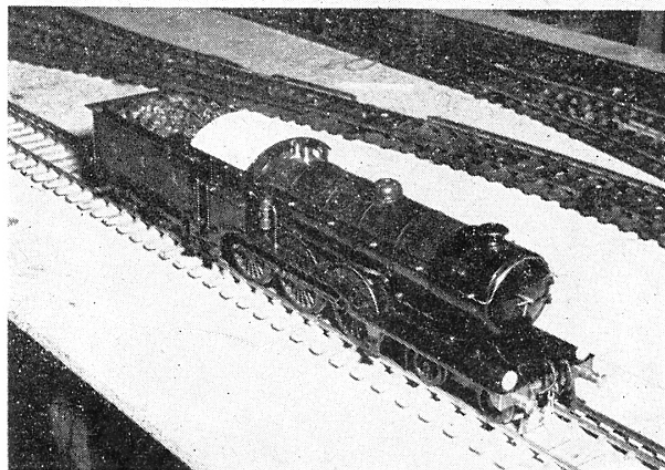
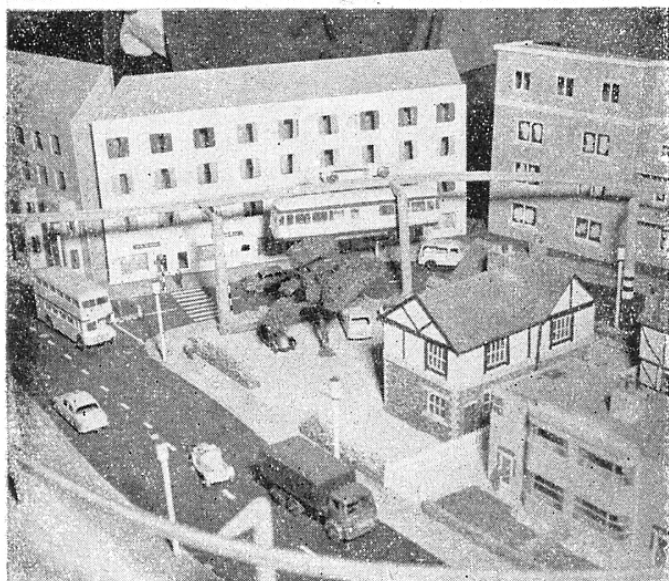
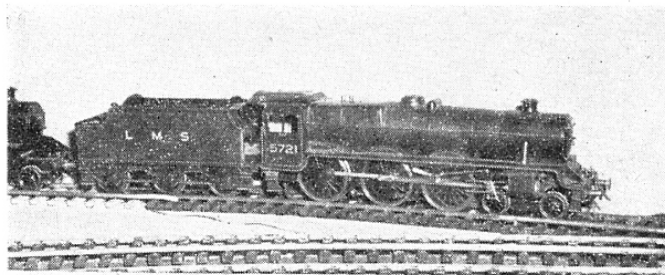
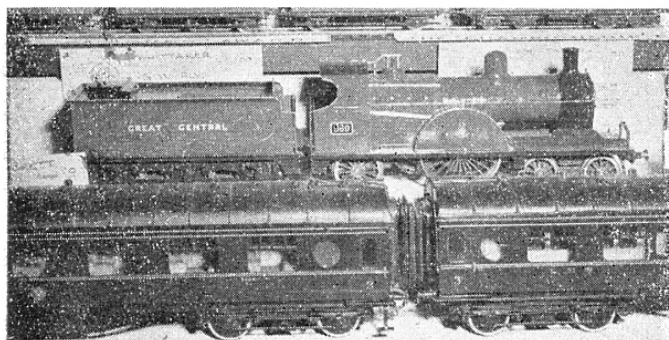


The December show by the Manchester Model Railway Society has developed into a mixed bag of railway modelling; on one hand, several exhibits of an intriguing nature—Holland's funicular and working waterfall (this following last year's operating monorail), the overhead monorail of Walsh & Holt, Noble's automatic operation of Walschaerts gear involving the use of two p.m. motors under one superstructure; then experiments of a different nature, Gray's chassis for an "HO" gauge, narrow gauge live steamer utilising P.T.F.E. stuffing boxes, etc. (polytetrafluorethylene to you), to overcome the problem of lubrication, and then, of course, an excellent array of conventional models.

The visiting Gauge "1" M.R.A. provided for the first time in Manchester a continuous circuit of double track which enabled us to view numerous models, steam and electric, working to best advantage. The Lawton, Edgar and Brown "TT" layouts, linked together, made quite a spectacle. Envious onlookers watched the smooth operation on a layout of a different nature—Presson Station, owned and operated by John Langan; on this "EM" gauge section we were able to see the use of the Alex Jackson coupling and the many later developments that have been incorporated. "O" gauge enthusiasts saw some effective shunting sequences on the layout of the West Lincs "O" Gauge Group; and the big tramway exhibit of the M.M.R.S. provided a reasonable run for some delightful models.

Photo 1. G.W.R. 70 ft passenger parcels van and bogie brake 3rd with 6 ft 4 in. "Dean" bogies. Photo 2. Both 4 mm./1 ft and by Jim Whittaker, and part of a group winning the Championship and Rickards Cups and the Young Award. Photo 3. Bolton Trophy and Horn Award winner, Sid Stubbs' M.R. twin, boiler boiler wagon for "EM" gauge and 2-rail. Photo 4 illustrates P. Hammond's Falcon steam trailer car which, together with a Kitson tram engine (both for 2½ in. gauge), won the Oakley Tram Award. Photo 5 shows the Pochin Cup winner, and "O" gauge "Black 5" by J. Meredith. The showcase of the Lancaster Railway Club collected the Visitor's Cup, see photo 6. Les Holland's "OO" gauge cliff railway and waterfall brought him the Nuttall Cup, photos 7 and 8. Diplomas were given to the Macclesfield Model Railway Group for their work on a scenic, 4 mm. scale, narrow gauge layout (photo 9), 15-year-old K. Walton for his small tramway layout in 4 mm. scale (photo 10), two magnificent tramcar trucks for 2½ in. gauge and incorporating proper swing link motion by D. C. Getgood (photo 11), J. Noble's "S" gauge "Ivatt" 2-6-2T (photo 12) and to J. Whittaker for a group of 4 mm. structures, two of which (coaling and loading stages) are shown in photos 13 and 14. Other diplomas were awarded to David Langan for his "EM" N.E. sand wagon built from M.R.N. drawings, K. Walsh and S. Holt for their overhead monorail, M. A. Brundrett for an "O" gauge G.C. Class "X4" "single" and F. R. Hulbert for three beautifully finished "O" gauge L.M.S. corridor coaches.





Top left: G.C.R. "Single." Left: The overhead monorail by Walsh and Holt. Above: Two locomotives seen on the gauge "1" layout, G. Cooper's electric "Jubilee" and a G.E. "live steamer" belonging to F. Wrighton. Below: A view taken on J. Langan's "EM" gauge Presson Station layout

