

A VERY active exhibition took place at Manchester just prior to last Christmas with the emphasis on working model railways and tramways. The amount of new modelling to be seen was not as much as one would like but, generally speaking, the standard was good.

Mr Arnold's rake of L.N.W. 6-wheel passenger stock for EM gauge was very pleasing and it could only have been a matter of an odd point or two that decided in favour of the G.M.T.-built O gauge N.E.R. Class "A" tank for the Pochin (locomotive) Cup instead of the L.N.W. "coal" tank that headed the Arnold rake. How many noticed the old variable-sides technique back again with this entry?

The N.E. tank is destined to work traffic on W. H. Tate's well-known railway. It was something of a surprise to see the G.M.T. tag on this engine. After all, they (Getgood, Mills and Thompson) have been immersed in their gauge 1, live steam project for the past few years!

The Arnold stock pipped J. Whittaker's OO gauge, G.W. 6 and 4 wheeled siphons, but it must surely have been close. These two fully detailed vehicles were fine models. The 4-wheeler, a very rare bird indeed, was supported by a complete book of data collected by Whittaker prior to commencing the model. Some effort.

The goods stock section of the competitions was, proportionally, well supported, with a pair of Furness 6-wheel plate wagons

by R. Pochin and for EM gauge, C. Barratt's O gauge Maryport and Carlisle cattle van and a high sided wagon (his horse box was illustrated in the Album (April, 1963), Norman Dale's long rake of 13 P.O. wagons for EM, another almost as long from D. F. Parker but all G.E., and W. Shillcock's EM group of vans and wagons and 4-wheel hoppers. The last named were very good examples of metalwork in 4 mm. scale.

For the fourth year running, Leslie Holland took a prize for an imaginative piece of modelmaking; this year a two-road, vertical lifting bridge. The motor was centrally housed with drive transmitted to four racks, one at each vertical in the two towers, by rods and cog wheels, electrical contact being made through the weight-hawsers. The weight of the movable section was balanced by two 2½ lb. weights, one in each tower. An ingenious piece of work. It took 2½ min. to complete the operation and was flogged throughout the show.

George Oakley's tramcar 1007, ¾ in./1 ft scale, also worked hard on the large tramway throughout the three days of the exhibition. This car is in part made of raw material from the prototype 1007. A variety of cars was to be seen operating with 1007 on the society's tram track. Smaller in scale were the projects of K. Walton and R. Hill; two 4 mm. scale town layouts which were connected by a

## PICTURE

# THE MANCHE

Photographs by

## A RECORD IN WORDS THE M.M.R.S. HELD IN THE CORN EXC

length of reserved double track (lucky townships blessed with sensible councillors!) and the whole project was interesting. As set up for the exhibition the layout was over 16 ft in length and a service was maintained by three cars, all of which were built of card and wood and mounted on K's and Tri-ang chassis. The overhead was serviceable, 10 amp fuse wire being the power cable. Smaller still in size, although not scale, was Walton's tramway in a suitcase.

The boys and young men of the Moseley Hall Grammar School (of Cheadle) Model Railway Society are enhancing their education by learning and practising the gentle art of model railways, ably led by Kevin Dranfield. Their exhibit, shown at the Corn Exchange this year, formed a rather large quarry workings with a 3 ft narrow gauge railway to transport the stone down to the wharf side of a canal basin.

The extensive quarry face was built by stacking Polyzote layer upon layer, with odd small pieces crumbled and affixed at the foot of the quarry cliffs. A thin wash of Polyfilla helped to seal it and gave it a surface on which to apply touches of grey poster colours to show up the highlights of the quarry face to advantage.

The lower levels of undulating ground work were covered with semi-stiff paper and brushed over with thin Polyfilla, painted, then planted with short trees made from lichen and privet twigs pushed into ready drilled holes in the groundwork and baseboard.

They built the crushing plant from card braced with a stripwood frame. The discharging hopper was the inverted top half of a washing-up soap container, whilst the boiler was two Humbrol tins laid end on to each other. The whole structure was then dirted up with a flat paint, black being a little too predominant. The line wanders on a down gradient from the quarry to the canal basin, where the narrow gauge lines divide to allow a line to travel each side of the basin for the discharge of wagon loads into the waiting barges below. Three barges were shown in various stages of being loaded. They were easily built up using small lengths of soft wood, shaped and painted, and with superstructures of card, giving a very pleasing effect.

All quarry wagons were built on Tri-ang TT chassis. The bodies were made of card and painted grey inside and dark red



Heading photo: Part of L. Arnold's winning L.N.W.R. rake, a six-wheel tri-compo type B. Above: G. Ainsworth, D. Pickup and R. Waters work the through station on the Manchester club's OO gauge layout

# S FROM STER SHOW

B. Monaghan

AND PICTURES OF  
EXHIBITION  
CHANGE, DECEMBER 20-22

outside. There was only one locomotive to do all the work and this was built with the Isle of Man locomotives in mind, and it was mounted on a Tri-ang TT mechanism.

The Lydney Branch was a TT model railway built and operated by Alan Smith of Leeds M.R.C. This delightful model railway has grown in proportions since the last Manchester show; it is now 13 ft by 9 ft 6 in. The new section depicts a country station, approached from one end by both high and low level single lines, but which leave the station by one single road to enter a tunnel "en route" for the sections of the model railway shown last year.

The station has one through platform served by the main line which has a fairly extensive loop line, off which is a point to the quarry sidings. This quarry is not yet built, and the point is the only clue to the fact that a quarry will be in existence. The high level line sweeps through a gentle curve to a run round loop which, in turn, serves the goods sidings, and to a link from a gradient down to the low level main and a bay platform long enough to hold a locomotive and two coaches for local passenger traffic. The new section was in full operation at the show, but enough of the groundwork was left in various stages of completion to instruct the onlooker of methods employed.

The outstanding success of the gauge 1 electrically operated and fired steam railway (G.M.T.—1 Messrs D. Getgood, R. A. Mills and S. Thompson) was assured by the enthusiasm of the intrepid trio who built and ran it and their supporters.

## LIST OF WINNERS

- CHAMPIONSHIP CUP.** L. W. Arnold.—Rake of L.N.W.R. 6-wheel coaches for EM gauge.  
**BOLTON TROPHY (Runner-up).** G.M.T.\*—N.E.R. Class "A" tank for O gauge.  
**POCHIN CUP (Locomotives).** G.M.T.\*—N.E.R. Class "A" tank for O gauge.  
**RICKARDS CUP (Coaching Stock).** L. W. Arnold.—L.N.W.R. coaches.  
**HORN AWARD (Goods Stock).** W. Shillcock.—Rake of EM gauge stock.  
**NUTTALL CUP (Railway Accessories).** L. Holland.—Vertical lifting bridge.  
**OAKLEY TRAM AWARD (Tramcars).** G. Oakley.—Manchester Corporation bogie car No. 1007.  
**NUTTALL TRAMWAY TROPHY (Tramcar Accessories).** K. Watson and R. Hill.—4 mm. scale tramway.  
**VISITORS' CUP.** Macclesfield M.R.C.—4 mm. 16.5 gauge and narrow gauge railway.  
**YOUNG AWARD (Best Rolling Stock Below Gauge O).** L. W. Arnold.—L.N.W.R. coaches.  
**BUCHANAN AWARD (Best Effort Below the age of 21).** K. Walton.—Tramway.

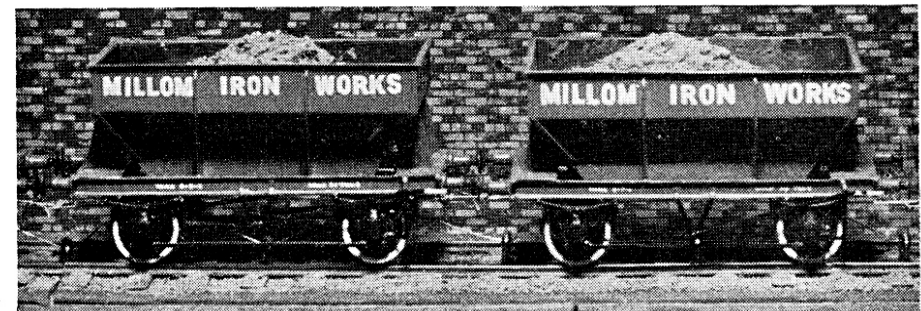
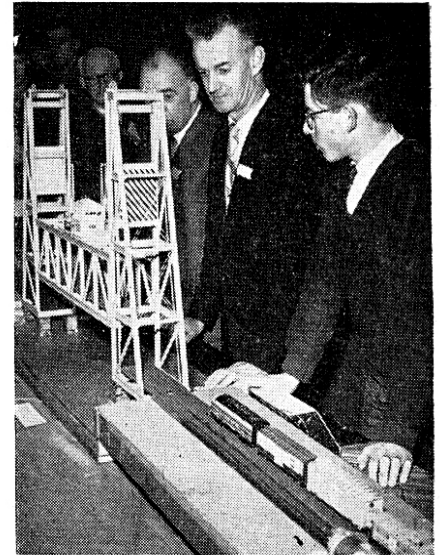
\* Messrs Getgood, Mills and Thompson.

**DIPLOMAS WERE ISSUED TO:** L. W. Arnold, R. Pochin, C. Barratt, N. Dale, D. F. Parker, W. Shillcock, A. Smith, J. Whittaker and P. A. Millard.

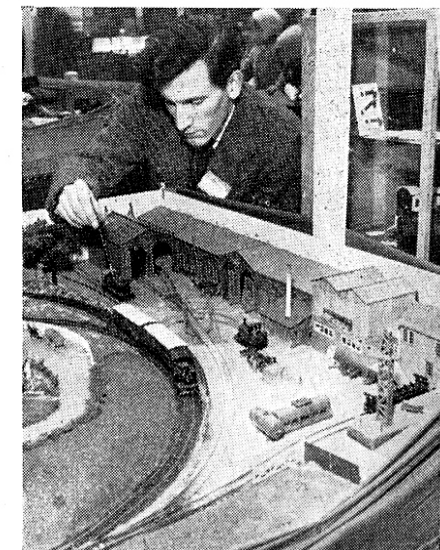
The exhibition layout, some 60 ft in length, has at one end a three-road station, complete with a runround within the station limits, also two goods roads and small locomotive lay-by. On leaving this station the train takes the left-hand road to a very short tunnel, the other side of which are the approaches to the other station, passing first the locomotive shed with its water tower. The water tower is fully automatic, refilling as fast as the tenders can take on water. This second station is of the island platform type (two-road) with a two-road goods yard and a locomotive depot road. The L.N.W.R. semaphore signals were lighted and operated by electric relays from the control box at the side of the track.

The stock consists of 4-6-0 *Sir Gilbert Claughton*, a 2-6-0 L.M.S. Horwich Crab and five L.M.S. coaches, two ex-M.R. clerestories, five L.N.W. coaches and one

Right: Leslie Holland (centre) and below, wagons by N. Dale and W. A. Shillcock



L.N.W. mail pick coach, plus 24 assorted wagons and vans. Two electric and three clockwork vintage locomotives worked the trains once or twice to prove that age had not impaired their usefulness, but the main object of the railway was to operate



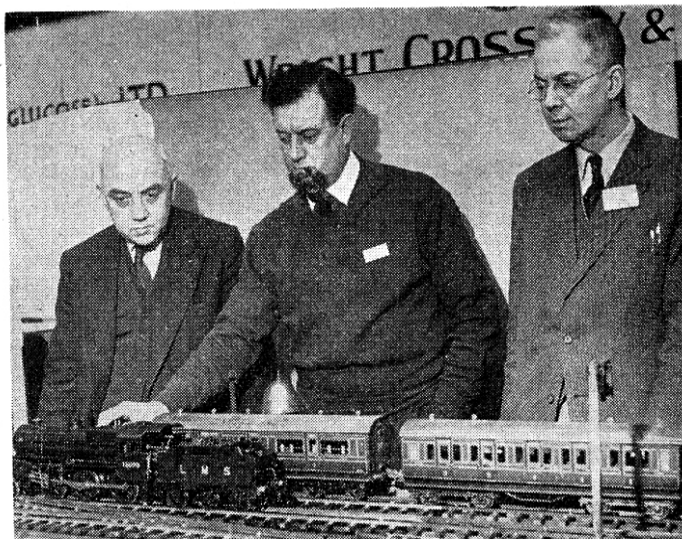
Above: S. W. Currie dusting off a saddle tank in the yards on his Whitestone Railway







Leslie Farnhell, Bob Inkster (editor of the M.M.R.S. magazine *The Link*) and Jim Meredith. Does it taste better with two?



Right: R. A. Mills, A. O. Bridge, J. Whitworth and No. 13000, the G.M.T. gauge 1 "Mogul"

the electrically-fired steam engines. These two live-steam locomotives will, we hope, be the subject of a future article.

The Manchester M.R.S. O gauge demonstration track was, as usual, the centre of great attraction. A new station has been installed on one side of the large circuit, having two long platforms with two through tracks between the platform roads and also three bay platforms to accommodate the local electrics.

Thanks to the untiring efforts of Manchester O gauge stalwarts, the line never experienced a dull or slack moment and crack trains, such as steam speed record holder L.N.E.R. *Mallard*, resplendent in her blue livery and hauling a nine-coach corridor stock in pre-nationalisation teak, sped many times around the tracks, accompanied by the L.M.S. "Scot" class locomotive, *The Manchester Regt*, and a train of eight corridor coaches. The S.R. was represented by *Winston Churchill*, a "Battle of Britain" class locomotive introduced by O. V. H. Bulleid in 1946. An

electric S.R. set also piled up the circuits. The stud of locomotives for running on this stand included, among many others, three L.M.S. 2P's, a Deeley compound, Caley engine No 123 "single," L.M.S. 4F, an ex-L. & Y. 2-4-2T, ex-L.N.W.R. 0-6-2 coal tank, the ever popular L.N.E.R. *Flying Scotsman*, plus an American freight train hauled by a Baltimore and Ohio "Mogul." On the goods side were a complete 20-wagon coal train and a 17-van piped goods.

The Manchester M.R. Society's OO gauge layout was so extensive that one was almost at a loss to discover from where the trains came or even went, although, of course, this presented no problem to the enthusiastic operators. This many sectioned model railway has all that a good model should have: a large through station, a terminal station and a little halt. Many places of interest were to be seen along the route. A hump yard of quite large proportions but with an extraordinary short shunt head, a brickworks with extensive derelict quarries, a ballast

company's screening plant and even a site for a brewery with the steel skeleton nearing completion. Further points of interest included a model of the station awning being rebuilt, showing plenty of activity about the scaffolding, and, behind the station, a delightful tramway ran through the main street. To add a note of humour, a tree felling and lopping axe parted two lines off the main. The finder of this axe was asked to return it to Dr Beeching. This layout has been built on the Crawley plan which enables any section to be bolted to any side of other sections and be sure of a line up of the tracks, giving also a wide choice of layouts to any shape and to fit into any given site. Therefore, new sections can be built and stored for use at any exhibition. The large backdrops for this layout were painted by G. F. Williams, A.T.D.

The joint TT 3 layout by Messrs Brown, Edgar and Lawton of the Grandsmoor Central, Drylesthwaite and Wealdsend Railway was completely finished with regard to the scenery and the automatic train control system, for which this layout is well known. Trains came and went in all directions with regularity and with the minimum work at the control box; one train cannot enter a section until the train ahead has cleared it. This makes a collision impossible, unless a train has parted by coupling failure. Then the fun starts, because much of the model railway is hidden in tunnels or behind the scenery. In such a horrible eventuality the drill is to cut the automatic control and send a train slowly through the suspected area until it reappears, propelling the decoupled train before it.

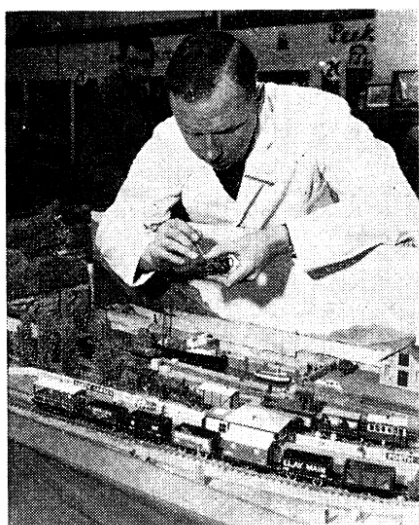
We were informed that after many years this has been the last appearance of this railway, and that a new layout will arise from the dust of the old. Visitors to the Manchester Show will be sorry to read this, but we may expect a worthy scheme from this trio.

The Whitestone Narrow Gauge Railway by S. Currie starts at "Cliff Castle" and, on leaving the station, swings out on to the single track main line just abreast of a large locomotive, carriage and wagon repair works, then travels through a long reverse curve before entering a tunnel



Alan Smith of Leeds and a part of his magnificent TT3 railway, the Lydney Branch

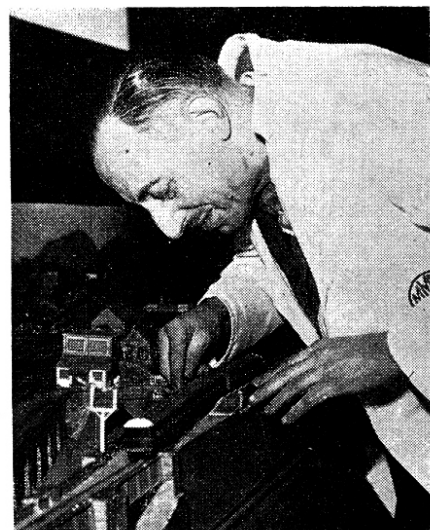




Ken Ball with the Macclesfield OO and OOn3 line, the Vale of Olwen Railway



Michael Caley and Peter McCrindle with the Brookfield Quarry Line



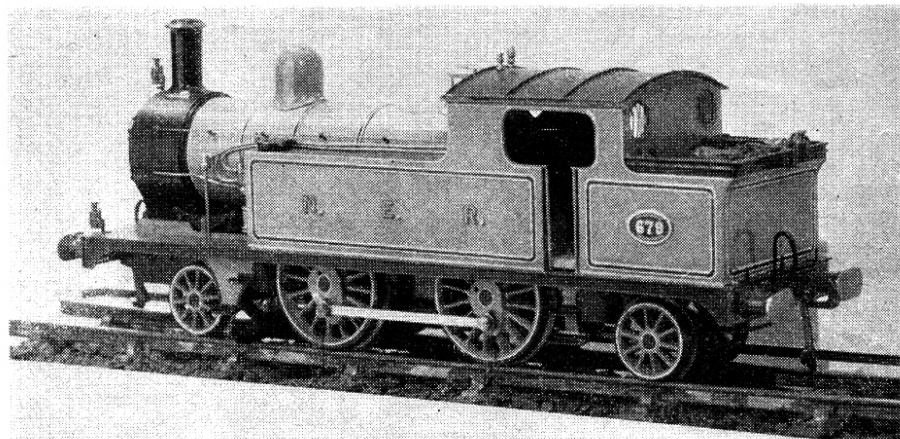
Jim Edgar and the Grandsmoor Central, Dryslethwaite and Wealdsend Railway in TT3

(where the line divides into a loop to accommodate passing trains) and thence to the rear of the layout to reappear once more near the locomotive shed and repair shops.

The high and undulating ground work on this model was built up from squares of insulating soft board of various heights and lengths, glued to the baseboard and overlaid with small mesh wire netting then covered with foam plastic sheet and painted in various shades of green. Two short runs of rock outcrop were to be seen in the cutting, one side is modelled in cork bark and the other side has carved Polyzote for the rock face. The focal point of the railway was the works and although these were fairly extensive, only one Revell kit of a locomotive shed has been used, plus some extra card for the roofs. The whole was modelled in low relief and presented a view of quite large workshops.

Six locomotives grace this line, two are dummy and remain on shed, the other four are built from parts of Kitmaster Pugs, a Ken Kidder kit and the Hambling Gnat. The hopper wagons are from Tri-ang OO gauge cement wagons refitted to TT chassis and the coaches are K's 4-wheeled coaches placed on Tri-ang bogies. This railway has been built entirely of easily obtainable materials and kits and has made a very pleasing model of a narrow gauge railway.

The Macclesfield Railway Group were showing their Vale of Olwen railway, a OO gauge layout working in conjunction with a little 3 ft narrow gauge railway running from Porth Carreg, up the valley to the slate quarries at Capel Cynog. The standard gauge G.W.R. line ran from Porth Carreg, past the harbour and through the high ground to a large through station called Llanwynog and so into a tunnel, bound for parts unknown, but in practice to reappear at Porth Carreg. It was interesting to note that one entire village was built from soap packet cartons, which we suppose will make it whiter than white man's territory. Great attention to detail has been the watchword on this layout which has made it a great attraction to all. The quarry was modelled on the lines of a quarry at Tegnosoe; the crane is also a replica of a crane in the same quarry.



G.M.T. entered this O gauge N.E.R. class A tank, which won the Pochin Cup and the Bolton Trophy



P. A. Millard entered this 4 mm. scale model of Ennerdale box, L.N.W.R.



