

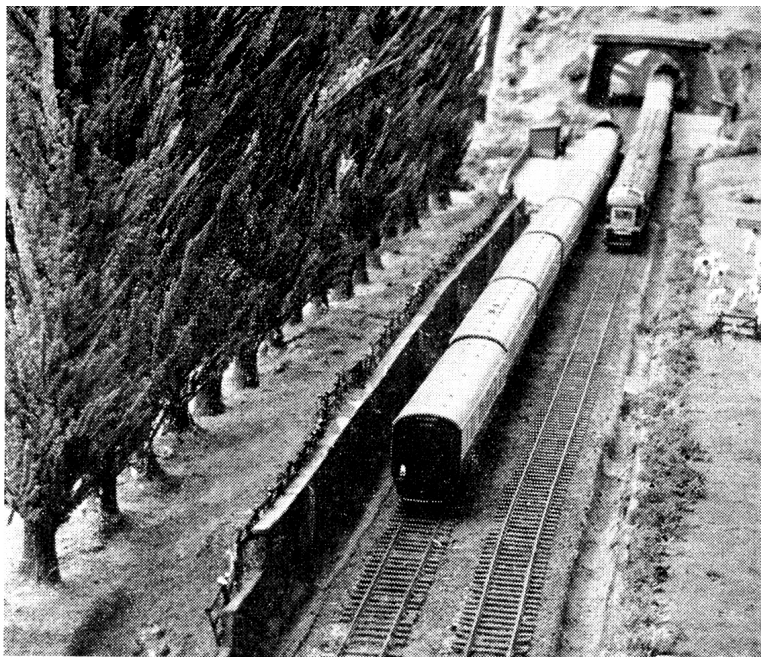
A RECORD OF THE 1964
EXHIBITION OF THE
MANCHESTER MODEL RAILWAY SOCIETY



SHOWTIME AT MANCHESTER



BRIAN MONAGHAN TOOK THE PICTURES



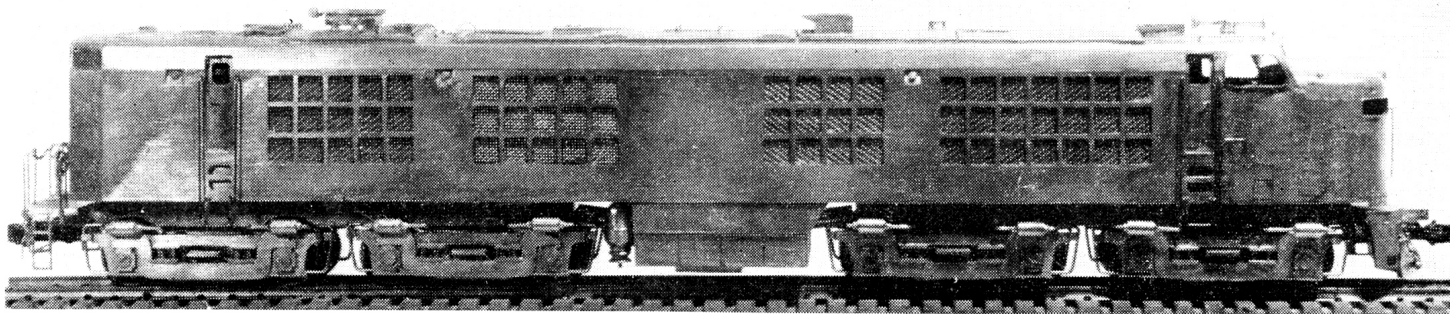
ONE of the highlights of the year for the model railway fraternity is the Manchester Model Railway Society's annual Christmas exhibition. This exhibition, the 28th, had many fine model railways that could not fail to attract admiration from the most sceptic of visitors. With the spirit of cordiality that one always finds at this exhibition every year, it is not hard to see why this has become known as "the friendly show." To quote the chairman, Mr John Langan: "This is not a professional exhibition. We are all amateurs, who thoroughly enjoy ourselves putting on what we hope you will consider to be a good show." How well Mr Langan, and his M.M.R.S. members and supporting clubs, succeeded we will endeavour to tell you here.

Stand No. 11 contained a model railway layout that, until now, only existed in our wildest dreams. It was contained in a space of 34 ft by 6 ft, the whole area being covered by a model of the Isle of Man narrow gauge railway. Each section was built separately. Jim Lawton, ably assisted by his son, Andrew, built the St John's-Ramsey section of the old Manx Northern Railway. St John's is a very busy section. The station is fed by

three lines, one of them coming from the largest station, Douglas, built by Jim Edgar. The Douglas station buildings are large and impressive by any standards, and the amount of research and hours of work that Jim put into this project must have been colossal, but repaid by the amount of interest and admiration it aroused throughout the show. From the end of the canopied platforms is to be seen a large loco depot complete with reserve coal stacks to the right of the running lines. To the left, the long carriage sheds taper off into the backdrop. It is here that the line divides, the right hand track going to Union Mills, whilst the left hand track curves round to cross a river bridge and, thence to Ballasalla and Port Erin built by George Brown. Ballasalla is on a loop which enables trains to and from Port Erin to pass. The station of Port Erin has its platforms and tracks bisected by a road, but it was the loco sheds at Port Erin that really caught our eye. Not that they were large sheds, quite the reverse in fact, but they had acquired the "atmosphere." Very rare in a model loco depot. The length of George Brown's section to Port Erin is only about 11 ft, which indicates just how much can be got into a 3 ft

narrow gauge line and still not overcrowd it! The other line from Douglas calls at Union Mills *en route* for St John's. Bill Tate built the Union Mills section. Bill Tate? A big change from O gauge, isn't it Bill? Union Mills station platform is on the inside of a loop with the usual station offices on the other side, the whole being situated in a very picturesque setting. From Union Mills the line dives under a bridge which carried the line for the Foxdale branch, and enters St John's station. Foxdale, built by Harold Brown, comes from a branch off the Ramsey line and passes along the back of St John's main station on a gradient which gently curves to cross above the Douglas-St John's line to Foxdale station and yards. This section has the delightful air of being half derelict; much of the track is either overgrown or nearly covered with spoil. But the main item that appealed to us was the celebrated "Foxdale coach."

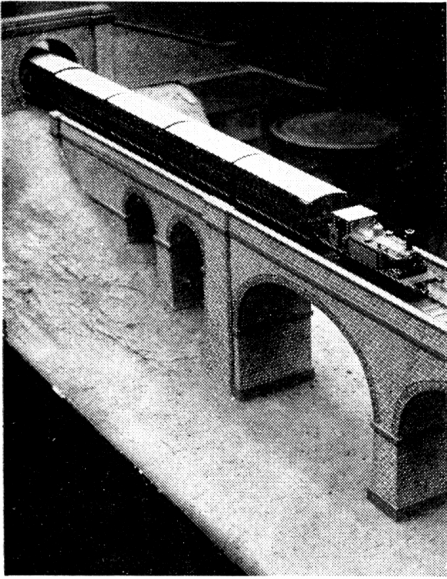
We now come to the last section, or is it the first? This section contains Peel built by Ken Ball. Peel station, Peel harbour and the street scene along the back of the layout is definitely stamped with the skills of Ken Ball. All Peel section is contained in an area of 6 ft by about 18 in., the line



Top: The M.M.R.S. OO gauge railway has several fine views, of which this is one along the "back stretch." Above: Les Holland, frequent winner of the Visitors' Cup in past years, has turned away from his usual attempts at the unusual—water falls, monorails, etc.—to loco scratch buildings. This is his part finished Union Pacific Gas Turbine for HO gauge.

MODEL RAILWAY NEWS

FEBRUARY, 1965



The layout has been built on baseboards 6 ft long, the tracks always ending at right angles to the ends, with the centre tracks always at 50 mm. between centres, thereby making each section interchangeable with any of the others. The layout takes the form of a double track oval with one branch line off. Two thirds of the rear sections of the oval are in a tunnel which really becomes the fiddle yards. One of the many features of this layout was the extensive gravity marshalling yard. Ten tracks in all, it filled the width of these baseboards. The two extreme tracks, i.e. Nos. 1 and 10 were the main up and down lines; the

circuit are controlled by colourlight signals, but the new branch line is equipped with working semaphore signals. The branch terminus, named Hartington is of medium size, having three platform faces and a bay, whilst the goods area also has a line to serve the two large factory buildings situated at the rear of the branch station. Another very satisfactory model railway that gave instruction to the public at Manchester last Christmas. The most outstanding model structure on this layout was a very fine group of buildings belonging to the Wilson Ballast Co. plant. We would like to get a closer look at this later; it was impossible to get within 10 ft of it during exhibition time!

carrying on in a reverse curve to enter St. John's. A small branch line leaves the curved section for Knockaloe camp. Peel was, however, only a temporary arrangement to complete the layout for the exhibition. This section has now been dismantled and a new Peel will arise from the ashes.

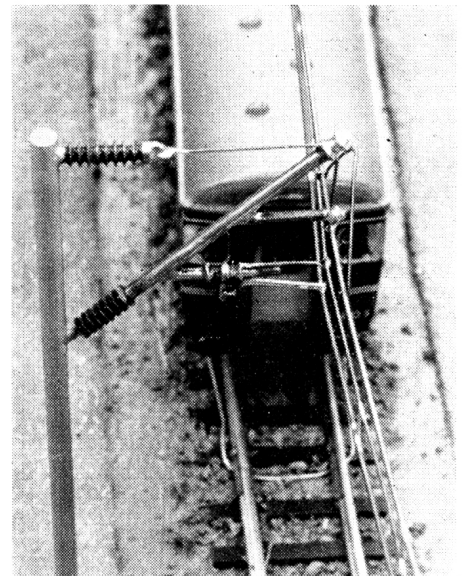
That, very briefly, is the model of the Isle of Man railway. Each section has its own scenery, hundreds of trees and bushes have been planted, and many level crossings and bridges are in place.

The rolling stock of locomotives and some of the coaches are built up from those highly successful kits made by George Mellor of North Wales. Some of the coaches are the results of skilful butchery of the Tri-ang clerestory coaches and the goods stock is mainly handbuilt on Tri-ang chassis. Most of the track is GEM 12 mm. gauge, but we noticed that parts were flat bottom track spiked directly to the baseboard. On the whole, a layout of high quality and, when placed together, quantity.

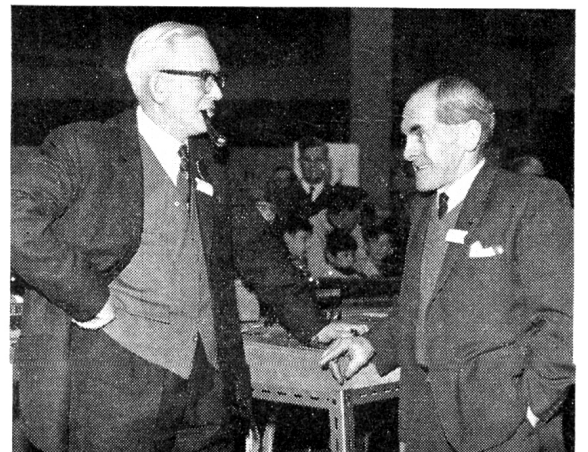
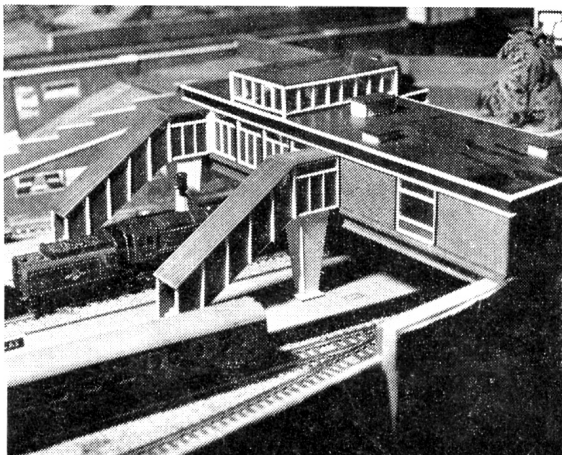
The Manchester Model Railway Society's own OO group exhibited a very large and extensive model railway, one with many interesting features.



other eight tracks occupied the rest of the baseboard for the spectacular gravity shunting and re-marshalling. Trains were continually being broken up and reformed without interfering with the main running tracks. This area was crowded with visitors throughout the exhibition, all anxious to see how it was done. The main station, named Wheatstone Bridge, contained seven tracks, one of which was a through road and another a goods reception loop. All tracks on the main



Top: Some of Sid Stubb's "Brighton" stock working over M.M.R.S. chairman John Langan's viaduct situated on the "Presson" railway. Above, centre: Exhibition manager and treasurer B. Leslie Young actually had time to think of Harolds Bowcott, Alan Bottomley and supporting exhibition crew. Above, right: The 3 mm. scale A.C. overhead wiring built by P. L. Shaw. Right: The 3 mm. scale station on the Macclesfield M.R.G. and which helped to win the "Railway Modeller" prize for modern equipment. Extreme right: Chairman of the Model Railway Club, John Anning, talking to Jim Smith of the M.M.R.S.



MODEL RAILWAY NEWS

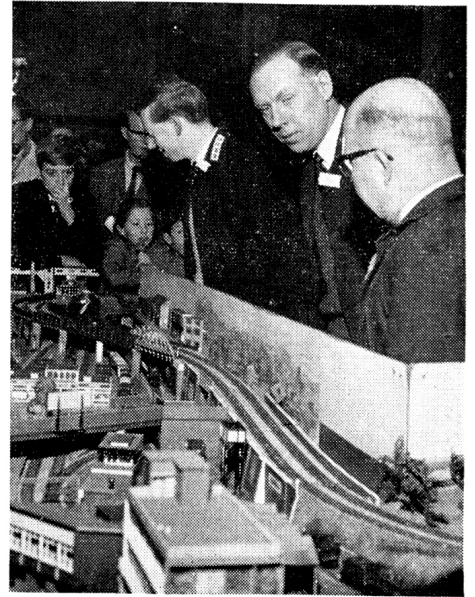
FEBRUARY, 1965

in a maroon livery. The scenery is generally made up with strips of paper coated with Polyfilla and laid over contours made by chicken wire over a frame. The quarry face is built with layers of expanded polystyrene which are colour washed to highlight the crevasses. The buildings were mainly constructed with balsa wood and card. The best of these is the transit shed at the side of the canal basin. This has obviously been built with care and an eye to detail that has given it an aged and much battered appearance. The quarry line worked throughout the exhibition period without a breakdown and was operated by the scholars who built it.

The Macclesfield Model Railway Group occupied stand No. 2. This is the Group's third exhibition layout at Manchester, this time in TT gauge. The layout is a double track main line which makes two complete circuits, hereby giving each train a fair run. Strange to relate, whilst trains were running continuously throughout the exhibition period, not a lot of notice were taken of them—everyone's attention was focussed on the superb

craftsmanship of the stations and scenic work. The main station has been built in the modern style, giving the buildings plenty of window space and an air of efficient activity. The country station has sleeper built platforms and is situated on a curve, thus enhancing the charm of the wooden platforms.

Presson station. This EM exhibition layout needs no introduction from us, because this Manchester born layout has had regular showings in both Manchester and London M.R.C. show-times. Its locomotives are powered by 24 volt motors and all are fitted with fly wheels, assuring most realistic

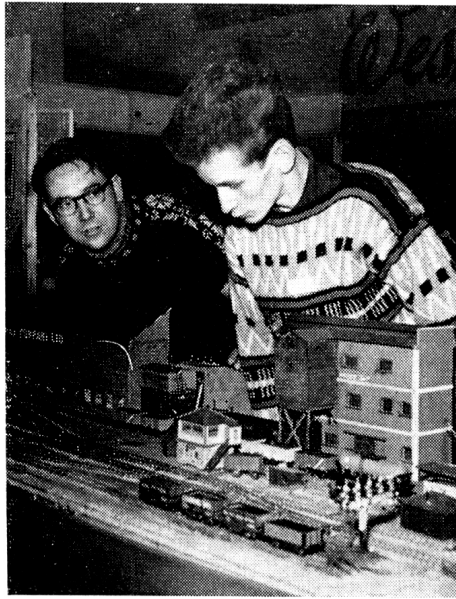
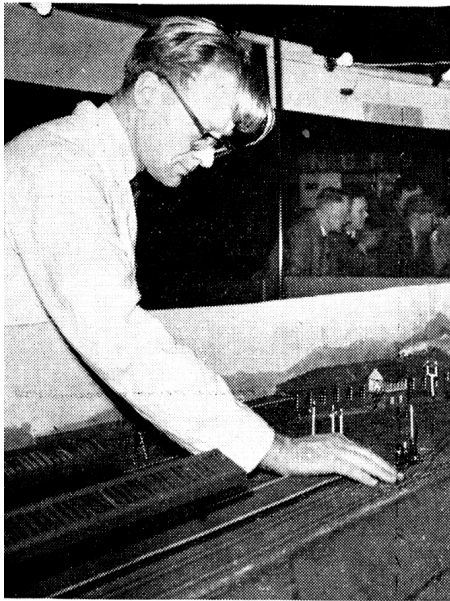


order and remarrying them again for another demonstration.

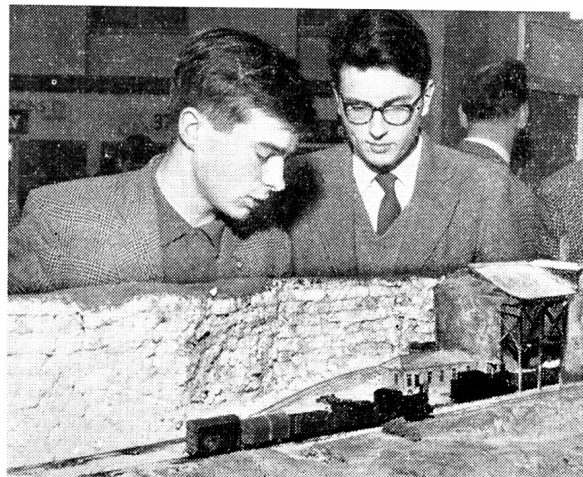
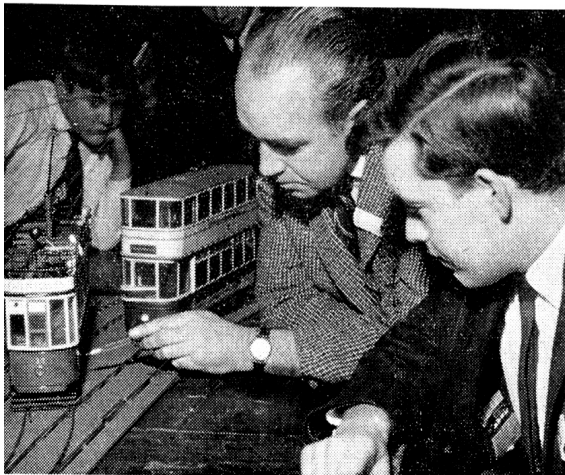
The Rhos Valley Railway is a small working TT layout owned by the exhibition manager, Mr B. Leslie Young. This layout was first built by George Mellor to demonstrate just how reliable was the (then) new TT3 model railway. The model railway takes the form of a double track oval with hidden loop lines at the rear and an independently controlled loco and goods yard. This is a widely travelled layout, attending more exhibitions than almost any other to our knowledge. As exhibition manager, Leslie had very little time with which to operate the layout himself, but plenty of willing helpers were always to hand to give the Mancunian public a demonstration.

The G.M.T. model railway is a gauge 1 electrically operated and fired steam line, built and operated by Messrs D. Getgood, R. A. Mills and S. Thompson, the initial letter of each surname making the G.M.T. title of this layout. This ingenious model railway is powered by steam and as such, is guaranteed to hold the attention of any audience.

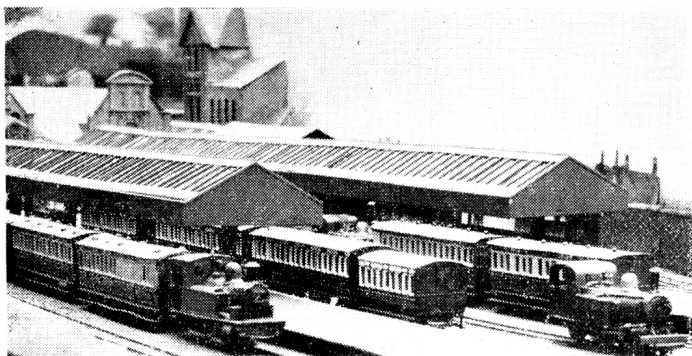
All locos are controlled by energising push buttons on the control



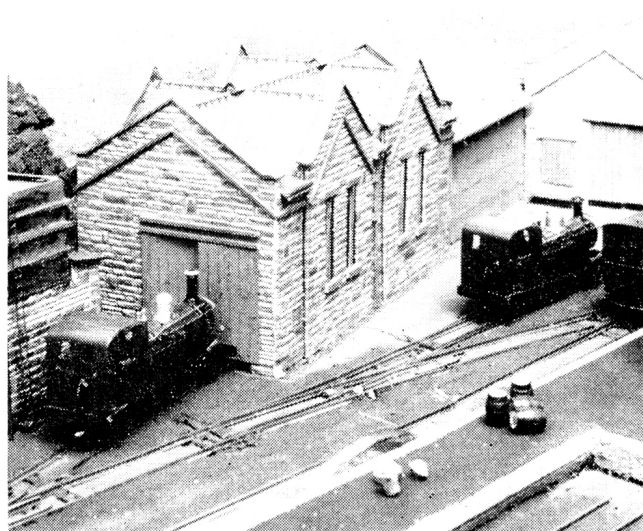
and smooth control. Presson station is fed by a five-road traverser, which operates under a hill. This is controlled automatically by a large, specially built control panel which sets the track in line and locks it in position, when a light on the panel indicates that the train is ready to be moved. A rather ingenious piece of work. On top of the hillside is a section of trackwork on which the use of the Alex Jackson coupling is demonstrated by carrying out several shunting movements, detaching wagons into sidings in any



Top: Ken Ball and team in the Longacre Railway pen, Macclesfield M.R.G. Above, centre: Michael Spencer and Philip Banks on the M.M.R.S. OO gauge railway. Above, left: Lindsay Speakman working on the I.O.M. Railway. Extreme, left: George and Rodney Oakley—tramway people. Left: Neil Platten and Richard Simons at the grading shed on the Moseley Hall Grammar School quarry line.



Above: Douglas Station on the new group project based on the Isle of Man Railway, and, right, are the locomotive sheds at Port Erin. Bottom left: The ramp at Gladstone Yard, one of many focal points on the Manchester M.R.S. OO gauge railway. Bottom right: Sidney Stubbs and John Langan, M.M.R.S. chairman, demonstrating the good points of the "Alex Jackson" coupling.



panels. Two locos were continually in steam, a L.N.W.R. "Claughton" and an L.M.S. "Mogul" Correct signalling has been observed on this layout (semaphore) and the line worked on the absolute block system. All trains carry front and rear lamps which are changed as required by loco and train movements. On the whole, a more than satisfactory model railway for exhibition work.

The Manchester Society's demonstration O gauge model railway was as lively as ever, thanks to the enthusiasm of the stalwarts of 7 mm. scale.

All the locos and rolling stock that have given much pleasure in the past were again in evidence. The "Scot" class loco "The Manchester Regiment" which has travelled the tracks for over a hundred miles, was still going strong. Plenty of enjoyment was afforded the many visitors to this exhibition.

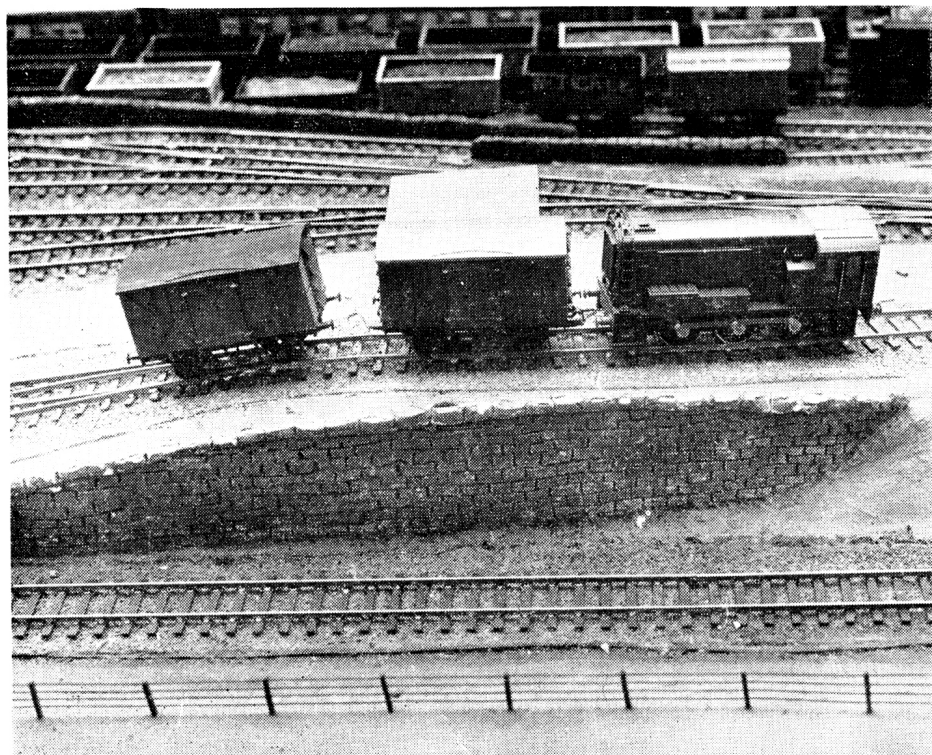
Tramways at Manchester

Large models of various trams gave a continual performance. One of the most outstanding models was a replica of Manchester's last tram No. 1007, built by Mr George Oakley. Many other favourites were also running throughout the show including the famous "California" single deck car that ran the 53 route, via Belle Vue. The seaside trams excited plenty of nostalgia, especially the old Llandudno "toastrack" cars. Mr Oakley informed us that he is contemplating the building of a bogie version of tram No 719 to replace his first tram model. He also tells us that buildings are beginning to appear on his garden layout, a sample of which appeared at the

exhibition. This was a timbered public house, aptly called "The Wheel and Magnet." Another new feature was the appearance of lights topping the centre poles.

The Uplands Tramway, built by K. N. Walton and R. Hill, is a rather unique layout showing a scenic tramway in a street setting, serving a shopping centre and one line going downhill to serve the local railway station. The railway has been modelled with great care and observation with plenty of detail added. The railway is, of course, static as the main object was running a tramway with trams from Accrington, Llandudno, Manchester and Sheffield. At least, so goes the tale. New trams are under construction, so one can only wonder what is in store for us at Manchester's next showtime. These two enthusiasts can be counted upon to show us something different.

The Tramway Museum Society had an oval of track which could be worked figure of eight style. This layout



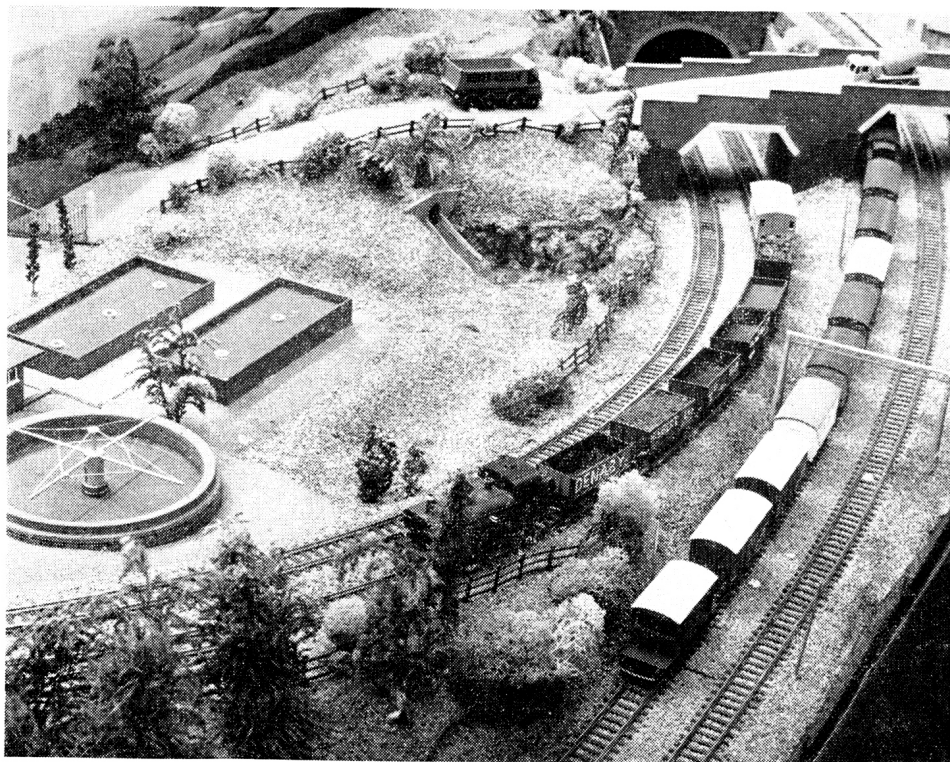
MODEL RAILWAY NEWS

FEBRUARY, 1965

showed many trams in operation, some London and some Cardiff, but mainly free-lance models. A showcase gave a small but almost complete model of the Crich tramway museum, static of course as the models are so tiny, but it shows all the sheds and surrounding countryside with about 20 cars in view. This, we were told, was built by various members in their spare time. Why was his showcase hidden at the back?

Narrow gauge

The Tal-y-llyn Railway Preservation Society also had a small working layout. This was in a separate part of the hall than the trade stand. The model, fully scenic, showed railway activity in and around Towyn Pendre. The track was 12 mm. (TT) and the vehicles 5 mm. to the foot. The whole was dated to just about the time of the take over by the Preservation Society. Rolling stock and lineside buildings were well worth a visit, because the modelling standard is very high. We hope to see more of this layout at other exhibitions, if only to get more details of the modellers who built it.



COMPETITION AWARDS

- Championship Cup: Best Completed Model, J. Noble, L.M.S. 0-6-0T $\frac{3}{16}$ in. scale.
- Pochin Cup: Best Locomotive Model, J. Noble, L.M.S. 0-6-0T, $\frac{3}{16}$ in. scale.
- Young Award: Best Model for Smaller than O Gauge, J. Noble, L.M.S. 0-6-0T, $\frac{3}{16}$ in. scale.
- Bolton Trophy: Runner-up to the Champion, L. W. Arnold, Partly rebuilt "Royal Scot," 7 mm. scale.
- Rickards Cup: Coaching Stock, not awarded.
- Horn Award: Freight Stock, N. Dale, Rake of L. & Y. Stock, 4 mm. scale.
- Nuttall Cup: Railway Accessories, D. Langan, L.N.W.R. Signal Box, 4 mm. scale.
- Oakley Tram Award: Trams, K. Walton, Manx E.R. Crossbench and Saloon Cars, 7 mm. scale.
- Nuttall Tramway Trophy: Tramway Accessories, not awarded.
- Visitors Cup: Best Visiting Club Stand, Macclesfield Model Railway Group.
- Buchanan Award: Best Entry from an Under 21, D. Langan, L.N.W.R. Signal Box, 4 mm. scale.
- Diplomas to: P. A. Millard, S. Stubbs, P. Garland, I.O.M. Railway Project Group, K. Goodsell, K. Walton and R. Hill (jointly), L. Holland, D. F. Parker, T. Horn, Moseley Hall Grammar School and the Tee-Side Model Engineers' Society.
- The "Railway Modeller" Modern Rail Competition: 1st Macclesfield Model Railway Group, A number of Modern Railway Buildings, 3 mm. scale; 2nd P. L. Shaw, A.C. o.h. wiring and two-car Electric MU, 3 mm. scale; 3rd A. C. N. Herd, English Electric "Deltic" Type 5, 4 mm. scale.

Above: End view of the Macclesfield M.R.G. railway. Below: Bob Inkster in the operating pen of the Manchester M.R.S. O Gauge Railway. Bottom: A section of the display put on by the Historical Model Railway Society, and recalling the centenary of the Cambrian Railways.

