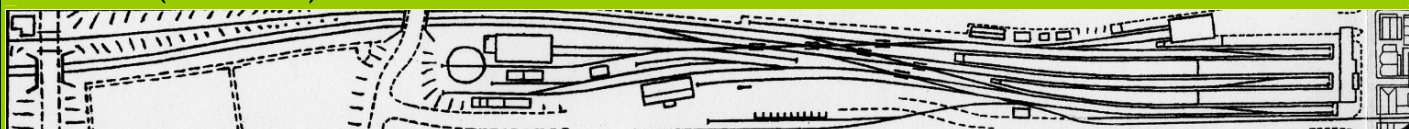


Exhibition Fact File: Sutton

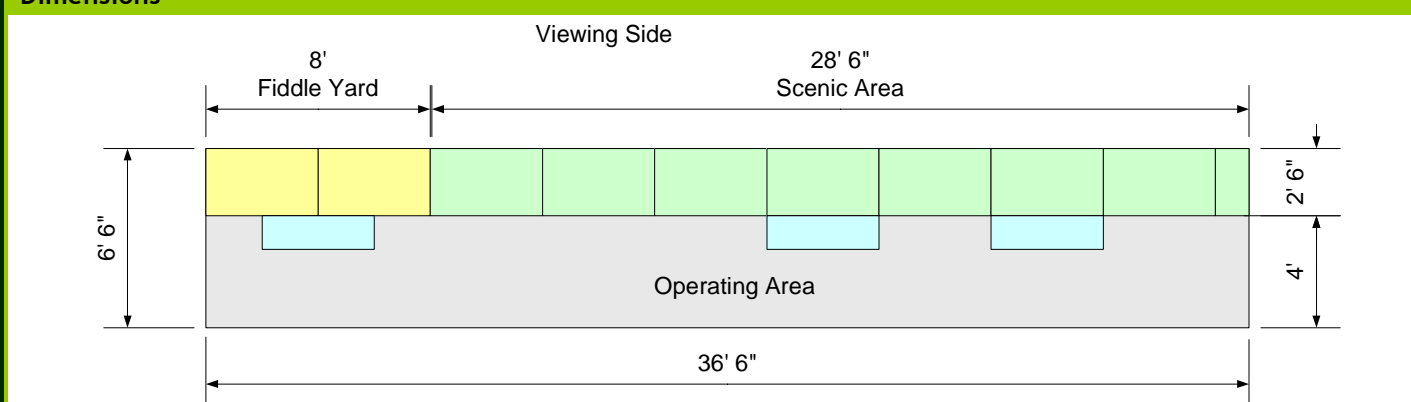
Layout Information

Setting:	Lincolnshire mainline terminus and town scene with open countryside approach, goods yard, engine shed, turntable and branch line.
Operating Period:	Late 1950's - Early 1960's
Operating Stock:	Locomotives are largely kit built and include examples from LNER classes A3, A5, B1, B17, C12, D11, F5, J11, J15, J39, J50, J52, K1, K3, N2, 04, V2 and V3 as well as BR standard types and the odd WD, Crab, or 4F.
Features:	Intense branch, mainline, engine shed and goods workings; turntable operations; operating level crossing; detailed town scene;

Track Plan (scenic area)



Dimensions



Requirements

Power:	1 off 13amp socket (preferably 2 off)
Tables:	2 off (for stock and running repairs)
Chairs:	3 off
Insurance:	£25,000.00
Logistics:	<ul style="list-style-type: none"> • Requires hire of van • Additional car for operators and stock • Fuel for van and car
Operators:	6 (min), 8 (max)

Exhibition Programme Notes



In 1891 the Lancashire, Derbyshire and East Coast Railway proposed an east-west main line from Warrington on the Manchester Ship Canal to Sutton-on-Sea in Lincolnshire. As with many ambitious schemes of the time, the line was never completed due to a lack of funds and it never actually reached either of its proposed termini; the only part to see service was the section between Chesterfield and Pyewipe Junction, Lincoln. The model assumes that the original proposals had been successful and is our impression of what the eastern terminus may have looked like.

The period set for the model is the late 1950s to early 1960s, so motive power is predominantly steam, but with a few early diesels appearing from time to time. Stock is all provided by club members. The main buildings on the layout are all based upon actual structures that existed along the LD&ECR. Trackwork is in 00 gauge finescale using SMP plain track with points hand built from code 75 bullhead rail and copper-clad sleepers.

Operation is time-accelerated and quite intense, with trains entering and leaving the station to a background of shunting and loco movements in the goods yard and motive power depot. Besides the main 2 track main line, a branch provides push-pull and DMU turns with the occasional local freight.