

# ***‘LYD GATE’***



**A fictional branch line terminus in 4mm  
scale '00' gauge 16.5mm, based on the  
Lancashire and Yorkshire Railway in  
the 1960's**

**B.R. Steam and Diesel**

**Owned and exhibited by members of the  
Mid Essex Model Railway Club**

## LYDGATE:-

**Lydgate is a fictional branch line terminus that leaves the current Calder Valley main line near Rochdale.**

**The original Lancashire and Yorkshire Railway plan was to link Lydgate with Rishworth in West Yorkshire to provide a shorter route, avoiding Summit Tunnel and Todmorden, from Yorkshire to the Lancashire coast.**

**Based on a variation of the track plan at Holcombe Brook, the layout has been built to capture the essence of an ex L & Y branch in the 1960's period of late British Railway steam/early diesel.**

**All the buildings are based on real locations in the L & Y area with the station and goods shed being Horwich, signal box Smithy Bridge, footbridge Rishworth, house Waterfoot and coal staithes from Sowerby Bridge.**



The layout now boasts a new lighting unit designed to show how a model can be greatly improved with the use of colours to enhance the real 'feel' of the location.

Previously owned and built by Tony Bucknell of the Rochdale Club, and having been featured in the Railway Modeller September 1999, the layout 'travelled' south a few years ago to the Mid Essex who have spent many hours working on the scenics together with the lighting, and have recently built the creamery extension at the far end of the goods yard.

This creamery gives another flavour of the traffic seen on the L & Y and is very reminiscent of Longleys Creamery near Holmfirth.

For contact details please see the reverse of this brochure.



## LYDGATE:-

### Full Description of Layout and Programme Details

**Lydgate is a fictional branch line terminus based on the Lancashire & Yorkshire Railway having built the Rishworth Branch, would have built a similar branch on the Lancashire side. The two branches could then eventually be joined to form a more direct route between Yorkshire and the Lancashire coast than the existing Calder Valley route.**

**The Lydgate branch leaves the main line just east of Rochdale at the junction of the Oldham and Bacup branches. The branch skirts the shores of Hollingworth Lake before ending at the village of Lydgate in the foothills of the Pennines.**

**A variation of the track plan at Holcombe Brook was selected, the goods yard of the station being to the front public viewing side. All the buildings are typical L & Y and the era being captured is the demise of steam and the birth of diesel's in the early to mid 1960's.**

**The baseboards are of standard construction being 3 x 1 timber with a plywood top, cut to shape to give some landscape contour. Scenery is based on polystyrene blocks cut to shape then covered by scrim mesh and plaster painted green. The ground cover is based on Woodland Scenics turf and foliage with the bushes being made from Green Scenes horsehair sprayed with adhesive mount and then dipped into foliage material. Peco Finesacle 00 gauge track and points have been used.**

**The buildings are all based on real locations in the L & Y area. The station building and goods shed on Horwich, signal box on Smithy Bridge, footbridge on Rishworth, house on Waterfoot and the coal staithes on Sowerby Bridge.**

Various materials were used in the construction of the buildings, the main method being plaster casting using standard hard wall finishing plaster. The retaining walls were made from 6mm thick plaster with the stone courses being hand scribed. The stones were then separately painted using mainly burnt umber and black water colours to give the correct effect of the local Millstone Grit/Sandstone.

The rails on the coal drops were laid individually onto balsa wood strips and thin ply. Coarse crushed real coal and Green Scenes fine coal were used in various amounts to create the end result.

Much effort has been made to the detailing of the layout which includes the correct vehicles and buses being used to add that 'local' feel.

The Beeching axe has not yet fallen so there is a very busy goods yard and creamery serving the local area with much of the produce being brought in and sent out by rail.

The rolling stock is mainly detailed 'ready to run' with a few kit built wagons suitably weathered and fitted with appropriate loads, and these have all been supplied by our members from their own stock.

Operation of the layout is based on the Calder Valley area with the intention of giving a good cross section of what might have been seen in the 1960's period.

A track plan follows on the next page which shows the full extent of the layout and includes the new creamery.



The picture below shows the recently added creamery prior to fitting the lighting unit.

By being able to create a lighting system that enhances the look of the layout we do hope to show other modellers how it is possible to light and enhance a layout using easily available products.

Having spent 'hundreds' of hours on the layout, it is a shame that a number of modellers do not bring the idea of lighting into the whole concept of the railway model. Apart from exhibitions, this layout can also be used for lighting demonstrations.





**Technical Details :-**

<b>Layout Size</b>	<b>14 ft x 5 ft</b> <b>(fiddle yard now at right angles)</b>
<b>Overall Size incl. operating space</b>	<b>16 ft x 7 ft</b>
<b>Scale</b>	<b>4 mm</b>
<b>Gauge</b>	<b>'OO' 16.5 mm</b>
<b>Height</b>	<b>9 ft</b>
<b>Power</b>	<b>1 x 13amp socket</b>
<b>Layout has it's own lighting</b>	
<b>Consumption</b>	<b>1000 watts / 5 amps</b>

**Requirements :-**

<b>Insurance Value (incl stock)</b>	<b>£ 14,000.00</b>
<b>Layout</b>	<b>Free standing</b>
<b>Tables</b>	<b>One for stock</b>
<b>Barriers</b>	<b>To the front</b>
<b>Operators</b>	<b>Four</b>
<b>Accommodation</b>	<b>If outside M25 area</b>
<b>Expenses</b>	<b>Van hire and fuel plus fuel for car</b>

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