



GOSBERTON

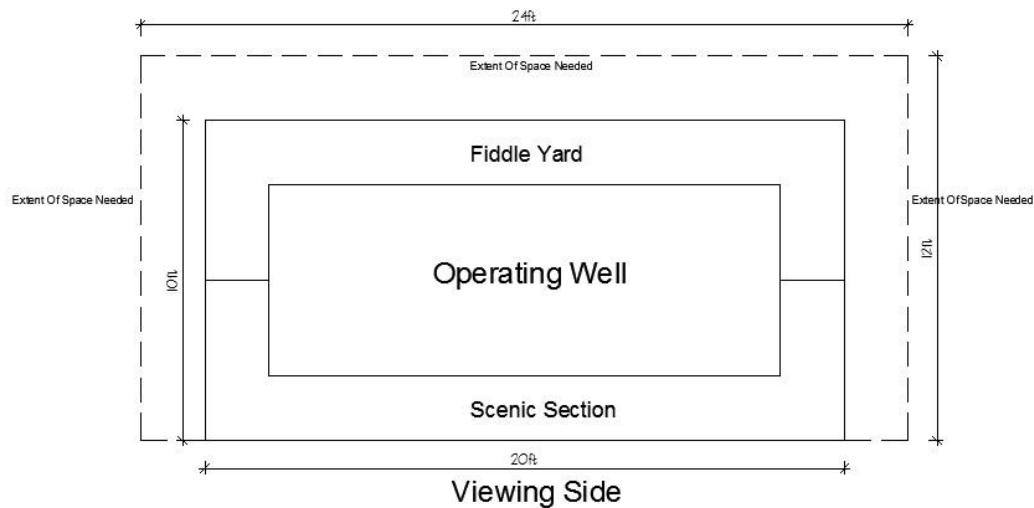
OO Gauge, Scale 4mm/ft. DC (Analogue) Controlled

20 feet long by 10 feet wide, fiddle yard to station continuous run operation.

24 feet long by 12 feet wide overall space requirement.

Minimum 4 Operators. Layout & Operators travel in large hired van and one car.

Based on the station of Gosberton located on the GN & GE line between Spalding & Sleaford in terms of location.



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for booking details and more information.

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Chairman: Martin Holmes
Secretary: Graham Bulmire
Exhibition Manager: Tom Wright

Vice Chairman: Shaun Barnes
Treasurer: Colin Smith
Commercial Manager: Edward Dickerson

Gosberton station is located on the March to Lincoln section of the Great Eastern & Great Northern Joint line; six miles north of Spalding, in the South Lincolnshire fenland. The actual station, located two miles west of the village it takes its name from, was built in 1882. The passenger station closed 1961 and goods traffic ceasing in 1964. The line itself is still open and is used for through and diverted traffic.

The layout depicts the line as used during the 1950's.

The line carried a variety of traffic. Passenger trains consisted of through workings such as the Harwich to Liverpool "North Country Continental", known locally as the Boat Train together with the Colchester and York expresses. In addition there would have been two daily stopping trains each way. At weekends there were "specials" from Yorkshire and the Midland destined for the East Anglian coastal resorts, as well as the occasional East Coast Main Line express diversions between Peterborough and Doncaster. The line was well used and up to 120 trains could pass during a typical weekday.

Goods traffic dealt predominantly with coal traffic from the Nottingham and Yorkshire coal fields to London via March. There would also be the corresponding empty coal trains back North.

The scenic area depicts the area between the Westhorpe Road bridge to the north (Sleaford) and the Cheal Road bridge to the south (Spalding). Between these two bridges is the station and the goods yard. The buildings and bridges are a mixture of scratch built, kit built and proprietary items. The backscene is a panoramic photograph of the countryside adjacent to the station.

To the rear of the layout is a twelve road fiddle yard which allows for the storage of representative trains of expresses, local passenger, parcels, loaded and empty coal, fitted, unfitted and pick –up freights to be represented. Locomotives and stock represents stock typically found on the line in the 1950's.

Locomotives and stock Locomotives and stock used on the layout are based on the various types present during the period modelled. Ready-to-run and kitbuilt locomotives are used.

The group who run this layout are not rivet counters, we operate for our own pleasure but more importantly at exhibitions for the entertainment and benefit of the visiting public.

The operators are more than happy to be engaged in conversation by the public and questions about the layout are welcomed.