

Seagone

Exhibition Manager's Guide

Scale:	0.16.5
Type of Layout:	Small busy Harbour
Baseboard:	25' x 2'
Operating Space:	Layout Operated from rear. Total floor space required 25' x 6'
Power Requirements:	1 x 13 amp outlet socket
Era:	Set in the 1930's
Layout Lighting:	The layout has its own lighting
Number of Operators:	Total 6 people (team of 4 at any one time)
Transport:	Hire of a Transit Van and One Car
Contact:	Arline Wilson. Phone 01785 662724 email Arline.F.Wilson@gmail.com

A Little About The Layout...

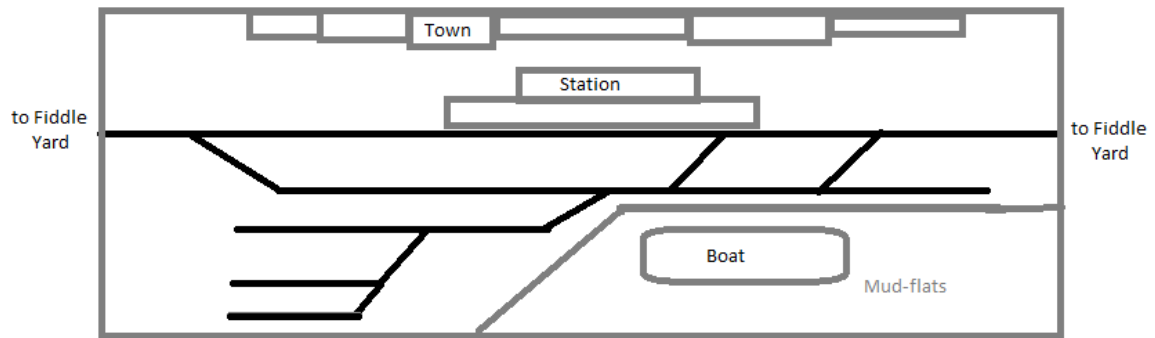
The Seagone layout is a freelance railway featuring a variety of UK styled narrow gauge locomotives and rolling stock, incorporating features from around the United Kingdom's narrow gauge lines past and present.

The layout has no fixed location or purpose: it is simply a narrow gauge station somewhere on the coastline of southern England at an indeterminate point in time. The only thing that is certain is that the tide is out: the sea has gone.





Plan of Seagone which belongs to the Stafford Railway Circle.



"Seagone" by Stafford Railway Circle.
 Scale 7mm
 Gauge O-16.5

Actual size is 25 feet by 2 feet. Operating space needed is 25 feet by 6 feet.

Suggested programme insert:

The railway had been built entirely at the expense of Lord Elpus, whose family had made its fortune from sugar mining in the borders of England and Wales. The sugar mines were situated some fifteen miles inland from the nearest port (Seaport), and the roads connecting them were poor, narrow and very bumpy. This led to a problem with sugar cubes, which frequently shattered on the journey. The cubes, which were expensively hand crafted from large rocks of sugar hewn underground in dreadful mining conditions, were extremely fragile and often arrived at the port totally granulated and fit only for putting in tea. Lord Elpus believed that a railway would make the journey smoother and that the costs of building the line would be more than offset by a reduction in the losses of revenue caused by crumbling cubes.

Unfortunately, after only two years of operation, a huge earthquake, extraordinarily violent for this part of the world, resulted in the land heaving and in the sea retreating by some four miles to the west of Seaport. The same earthquake led to the sea rushing inland by sixteen miles just to the north, leading to the flooding and utter destruction of the sugar mines.

What was left was a line some twelve miles long, running from a mine-less small market town to a port which no longer had any sea – just a muddy inlet fit only for small vessels coming inland from the real sea four miles away. The town fathers renamed Seaport as Seagone, and the railway settled into a life of being a general carrier of goods.

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