

# RUSBURY BASIN



## Show Managers Information

- N Gauge, operated by members of the N gauge society.
- 14ft (4.27M) long by 7ft (2.13M) wide in 10 sections.
- The layout is primarily operated from behind so requires (ideally) 14ft (4.27M) by 12ft (3.66M).
- Ultra lightweight, Constructed from Foam Board & Plywood, extremely lightweight, quick and simple to erect and knockdown.
- Single power supply required.
- It can be operated by 2 but ideally 4 operators.
- Attendance for expenses only, (transported in two estate cars from South Essex).
- It is equipped for full DCC operation.
- Operational periods can range from early 1950s to yesterday.

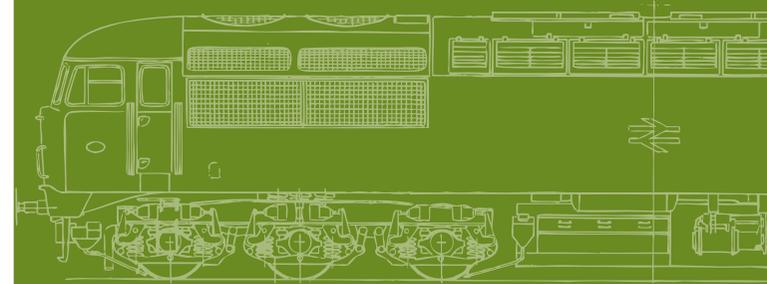


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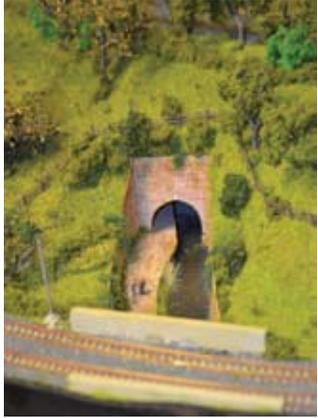
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## The story so far

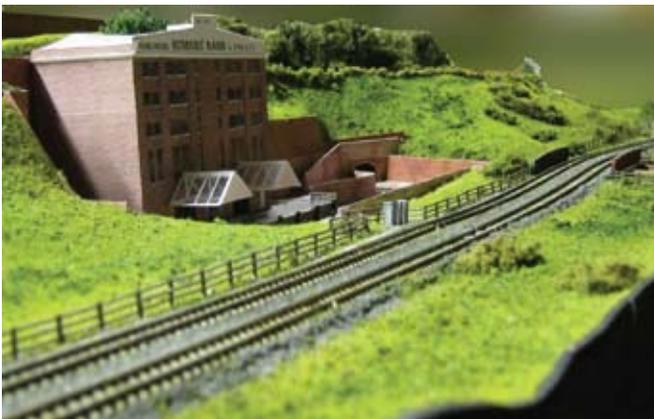
Before the railways, the major form of moving goods was the canal system. To collect and deliver goods around the area depicted a canal cut was made including a basin which was the distribution centre.



Some years later the 'railways explosion' took place, with at its peak, almost every village wanting to be connected to the railways, and many small lines were connected. These lines were similar to the routes used by the canals.

As the years passed, traffic flows altered, many lines were seen as 'uneconomic'

and were closed or sold off. In our case, a new straighter 'high speed' line was constructed and the original track was relegated to secondary usage. The canal and warehouse found themselves without anything to transport, and as often happened, became derelict before becoming part of the leisure industry.



## Construction

Our layout has been built to the 'space frame' style using lightweight materials. Having watched teams of grown men struggle to lift N gauge layouts in and out of exhibitions we decided that there had to be a better way. The result is our complete layout can be lifted by two people.

We also constructed it so that, if necessary, it can be transported in the average family car.

The main construction is built around 5mm foam board with rigid ply ends located with pattern makers dowels.

A steel backbone has been inserted to resist undue pressures that may deform the landscape, creating a firm base on which to mount the finished items.

The track is laid on foam board 'T' sections to maintain rigidity. Our biggest problem is the layout blowing away in the wind. We believe this is the first layout of this size ever to be built in this manner.



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