



South Coast Model Railway Club

MODEL RAILWAY EXHIBITION 2016



The Arnewood School

Gore Road, New Milton, Hants BH25 6RS

**Saturday 23rd and
Sunday 24th July 2016**

South Coast Model Railway Club

The South Coast Model Railway Club was started in 2006 by a group of friends who wanted to be able to build a large 0 Gauge layout that wouldn't be possible in a home setting.

Premises were secured and it quickly became apparent that, if we were going to be able to afford the rent and the other expenses, we needed to expand the concept from just 0 Gauge to include other gauges. Initial feelers went out to Gauge 1, 16mm, 15mm and Gauge 3 modellers. All but the latter expressed interest in the project and the club was launched.

We have our own club room housing four permanently erected layouts and members have access to them 24/7.

The 0 Gauge group usually gets together on a Wednesday afternoon to work on or run the 50ft x 16ft main line and the 80ft branch line.

The Gauge 1 group enjoy live steam indoor running all year round on their scenic 75ft x 20ft double track main line.

00 Gauge is represented by two layouts. A large permanent layout some 42ft x 7ft in a figure of eight loop providing some 160 feet of running track and the exhibition layout Canal Side.

We are also in the early stages of developing an N Gauge layout.

If you think you might like to get involved and join us, please ask for details at the club stand. It must be worth the trip because we have members who travel from Poole, Bournemouth, Ringwood, Swanage, Sherborne, Fareham, Southampton, and Beaulieu not to mention those on the doorstep. If you're reading this after the show then please check our website for contact details to arrange a visit and a chat over a cuppa.

WELCOME TO OUR FIFTH EXHIBITION

I hope that you will enjoy the selection of layouts that have been brought together for the show and that you will also enjoy browsing over the trade stands and please support our traders because without them we couldn't afford to put on this show. There is a wide range of items available here today encompassing the full spectrum of this great hobby. In fact if you wanted to start out in the hobby today you would probably find everything you needed, and things you didn't know you needed to set you on your way.

Refreshments

A selection of light refreshments is available in the canteen by the front entrance. Take the weight off (your feet) . . . have a nice cup of tea and a slice of cake.

Toilets

These are available down the corridor to the left of the main entrance.

Security

No responsibility can be accepted by the South Coast Model Railway Club or The Arnewood School for damage to or loss of personal property.

For everyone's peace of mind please do not leave bags or any other items unattended.

Acknowledgements

The club would like to thank everyone who has helped to put on the exhibition, but in particular The Arnewood School Administrative team and the Site Manager and his team.

All information in this guide is understood to be correct at the time of going to press.

1 HULWELL JUNCTION

is in N gauge and DC layout. The brief for the construction of the layout was to have four track mainline with a through station and be capable of running realistic length trains. It would have to be capable of up to six locomotive movements simultaneously and would be based in the 1960s the latter days of steam and early dieselisation of British Railways. It should also reflect the change from semaphore to colour light signalling. Hulwell is a fictitious town in South Yorkshire with a variety of both express passenger and freight services passing through. The town itself is served by local suburban services and a parcels depot occupying the old former terminus. We try and operate trains and locomotives that could be seen in the area of South Yorkshire but modellers licence prevails from time to time after all it's not just about constructing the layout but also the enjoyment of operating.

2 CROYDON NORTH STREET

A small Network Southeast layout in a fictitious setting. Croydon North Street is a small terminus layout set in the outskirts of London. North Street has a third rail and serviced mainly by EPBs but in rush hour the VEPs and CIGs are deployed. Three car class 207s and two car 205s are a common feature at North Street bringing passengers in from the West. North Street also has a very small one bay TMD and at times the odd class 33, 47 and 50s can be seen getting worked on to take the workload away from the main TMD. There is a daily mail train normally in the form of a MLV but at times loco hauled. It is not unknown to see some small departmental trains stabling on North Street's bay platform waiting their next duties. This layout will take you back to the NSE hay days set in the late 80s and 90s. This layout was featured in the March 2015 Hornby Magazine and February 2016 edition of the BRM magazine.

3 LITTLETON

Littleton is a freelance layout terminus to fiddle yard concept based on BR (Southern Electric) practice, set on the south coast of England. The track plan is based on the "Minorities" plan devised by Cyril Freezer some fifty years ago when he was Editor of Railway Modeller. The layout is operated by steam, diesel and electric trains, all of which would have been seen on the Southern Region between 1958 and 1966. All the electric units and locos are scratch built, some of the steam locos and coaches are kit built whilst the diesels are by Heljan and Bachmann.

The track and points are Peco products operate by H&M point motors. The semaphore signals are built from brass sections and MSE components operated by model aircraft servo motors whilst the colour lights signal are from the Roger Murray range.

4 LEGO WORLD

Lego trains are an ideal first train set for youngsters and have a huge international adult fan base too. They are fun, easy to use, versatile and robust. Our layout used the fourth generation of Lego trains (battery powered and controlled by infra red). The models are a mix of old and new Lego kits available in the shops and custom made models built with the help of dedicated internet sites.

5 GOONHILLY

A highly fictitious and improbably small rural GWR branch line terminus on an imaginary branch from Helston to the village of Goonhilly in Cornwall. The layout was built by Toby Collins, a member of Andover Model Railway Club, now under the care of Steve Rogerson. Goonhilly was built to fit in a 10ft garden room and demonstrates what can be done in a small space in O gauge, giving interesting passenger and goods operation.

The buildings are based on the various prototypes on the GWR, scratch built or from kits. Track is Peco. Points are hand operated from the front, using wire in tube. Fiddle yard is a removable cassette.

The layout is wired to run conventionally with a My Loco Sound unit and the option of being operated with digital command control (DCC) with locomotives enhanced with steam sound. Please ask any operators any questions which spring to mind. They will be happy to try to answer them.

6 NEWTON VALANCE

Newton Valance is an N gauge modern image layout. It is based in a fictitious location as the name comes from a small village on the Meon Valley line that never had a station. The stock is a variation of ready to run with a few kit built items. The layout is a terminus station on the outer limits of a town, with small depot for locals to be refuelled ready for their next working. There is also a lower level with three tracks, two of which serve a through lower level station and a small shuttle on a viaduct.

7 W.O.R.M.

Tamerton Foliot 009 Narrow Gauge This layout was originally part of scheme by a group from Southampton Model Railway Society comprising four modules of 4ft x2ft baseboards linking together to form a large working layout.

It was named WORM as an acronym of the surnames of the builders. This layout was exhibited in Bournemouth in 1971 after which it disappeared into storage. Having discovered my board in the loft I felt it would be an interesting exercise to rebuild/refurbish this part of the layout. In order to make a complete scheme two new boards were made to flank the original module enabling the outer circuit of the plan to be complete.

At the time 009 narrow gauge was very popular and as little in the way of proprietary buildings were available most of the structures were scratch built. The original buildings required some restoration

and the church, which had been a kit, but was badly damaged, was replaced. In order to match the home made finish the structures on the new boards were also hand built.

Having been in contact with one of the original team I was able to obtain a selection of original stock which forms the backbone of the services running to-day.

As a restoration project some of the detail is a little crude by current standards but this, it is hoped, conveys a vintage charm.

8 MAWGAN PORTH

LSWR on the North Cornish Coast.

Using baseboards inherited from our late Treasurer, Maurie Graves, a new Club EM gauge layout was planned. With stock inherited from Maurie and Roger Plumley, the layout would have to have a LSWR flavour. The plan is based on Bude but modified principally so as to bring the harbour branch within the baseboard length. The baseboards are small enough to fit into one car.

The pointwork is scratch built on copperclad sleepers; otherwise the track is SMP. The points are operated by Tortoise motors. Thanks to the help of a Club Member, a method of ballasting, new to us, was used; a liquid floor polish was dripped on to the spread ballast. This sets solid. So far this has proved very satisfactory.

The power supply box and the control panel have been built. There are three controllers (main, yard, and loco/ harbour). Some roads can be switched to the main from the other two to enable the main controller to run-round trains arriving in the platforms. The loco/harbour controller can be used from either side of the layout. When a section is switched on, an appropriately colour LED indicates which controller is in charge of that section. The switching is done automatically according to the setting of the road.

To hide the fiddle yard cassettes, a back-scene will be used (removable for transport purposes). This will have in front of it a series of typical Cornish harbour-side buildings which are already built. Because the freight stock has 3-link couplings, easy access is paramount, so any back-scene on the remainder of the layout will have to take that into account.

Much work, particularly scenic work, plus the signals, remains to be done. It is hoped that the layout will be ready for exhibiting sometime in 2013.

9 MORETONHAMPSTEAD

Moretonhampstead is a Branch Line Terminus, it departs from Newton Abbot Bay Platform and verges to the left heading for Heathfield which is a junction. It verges to the right which is the secondary route to Exeter. Leaving Heathfield, straight on to the next station for Bovey. This station has a passing loop. We will proceed to a small station with a small siding with a camping coach.. this station is called Lustleigh, now we will depart to go to Dartmoor arriving at the terminus Moretonhampstead. This station contains an engine shed and a goods shed and a station building made from stone which has a wooden canopy which covers a section of two lined track which is a run round loop. The rolling stock comprises of coaching boxed vans, open wagons filled with coal which is used for the gas works, cattle wagons, and brake vans. The coaching stock is based on an auto coach, B set, BR non gangway suburban stock, the locomotives are 14xx auto tank, pannier tanks, small and large prairies and at the very end a class 82xx 3MT tank. We will be operating stock from 1954 to 1959, the last 5 years of passenger service, and the freight service which continued to 1964. This layout is DCC operated. Please as the operator any questions you may have.

10 WATON

Watson is a medium sized layout constructed in 2mm scale, N gauge and was a winner of the RMWeb (www.rmweb.co.uk) 2010 layout building challenge. The layout is loosely based on Water Orton which is a favourite trainspotters haunt to the east of Birmingham. The period is 2001 and the stock and architecture reflect this with a mixture of modern and decaying older buildings. The scenic section comprises a through station at the heart of the junction of four routes. The trackplan is that of a once elaborate station that has been severely "rationalised" leading to many interesting train movements.

11 LULWORTH CAMP & WESTPORT GAS WORKS

Lulworth Camp is an army base near the imaginary town of Westport in Dorset where tank gun crews were (and still are) trained. It is close to Westport Gas Works, at the back of the town. Each has its own railway system, linked to the Southern Railway at Westport. The Lulworth Camp Military Railway extends to Tyneham sub camp in a hidden fiddle yard but viewers can see the operation of the cassette yard that represents the line to Westport and beyond. There are strict demarcation rules, company engines are not permitted to enter the army depot other than to access the troop platform.

The most important traffic handled is armoured fighting vehicles (ie tanks) of the WW2 era, carried on three different types of tank carrying wagon. General stores traffic is worked through the system and tank crew trains from the LNER and SR come and go.

The military railway uses hand built flat bottom army style track and includes a number of

distinctive features of British Military Railways. The points, the signals, the lifting barriers and the flag waving blockman are actuated by means of "memory wire"

The model gas works typifies small town gas works of the early 20th century and incorporates models of all the essential structure. It is served by trip workings from Westport, bringing coal inwards and taking coke and tar outwards.

12 STABLING POINT

Layout 12 in our show is South Coast Model Railway Club's latest project. Although at a very early stage of construction it depicts an O gauge stabling point in the diesel era. The remit is to construct the layout in order to support and display club members very large collection of locomotives, and operate in either DC or DCC operation. The intention is to complete the layout by year end and to hopefully operate it at other local club exhibitions to promote our own. You will find it in one of the classrooms, please ask members any questions you might have, they will be pleased to chat.

13YEWSTON ROAD

is a former LNWR motive power depot somewhere in the north west of England. Based on the very cramped track layout of the depot at Lancaster Green Ayre, it is set around 1960. There is a four road engine shed in the later LMS style with a reinforced concrete roof and smoke vents which is accessed via the 60ft turntable. The coal storage is a typical LNWR "coal hole" and there is a fuel point for the new fangled diesels in one corner.

The depot is busy with locomotives coming and going all day. Most of the later LMS types can be seen and a few pre grouping designs still soldier on. Some early diesels can be seen, mainly coming in for refuelling.

Originally built as a home layout by John Hilton of Romsey and never exhibited, it was purchased in 2014. We are currently adding some buildings and detail behind the engine shed as this corner is new. A new back scene will be added later and it is intended that the turntable will be mechanised. A small fiddle yard has been added to the original layout.

Operation is by DCC using Digitrax equipment as this has been adopted as the Southampton MRS standard. Some of the diesels are fitted with sound modules. The locomotive fleet will be expanded in due course as they are fitted with DCC modules.

14 MODEL RAILWAY SOLUTIONS

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15 JOHN HAYDEN Artist

Web Site: www.johnhaydenartist.co.uk

Once again John Hayden will be attending on both days of the show with a selection of new original railway painting. Subjects include Holmsley Station, the Lymington Branch, Christchurch Station, the Swanage Railway and many more. There will also be quite a few of his popular local landscapes with prices ranges from as low as £50. In addition there will be a large choice of railway prints and greetings cards all at very reasonable prices. John welcomes this opportunity to chat about railway art and of course possible future commissions.

16 RAILROOM ELECTRONICS

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Radley Models has some new products in the pipeline that were on display at Reading though most are still "work in progress" and will be available nearer the time of Kettering. First is a new range of resin bodies representing 1880s era, 3, 5 and 6 plank wagons of the Metropolitan Railway. Most of these remained in LT department/engineers' service until around 1964 or later. At present this is a limited run to assess demand. Together with the resin bost there is an accurate set of white metal springs and axleboxes as well as a set of lost wax dumb Metropolitan Railway buffers for each wagon. The bodies are designated to fit Bill Bedford's etched W irons and brake rigging all of which are readily available from Elleen's Emporium. Wheels and 3 link couplings are not supplied. Cost will be around £16 per wagon.

24 CEYNIX RAILWAY TREES

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25 DCC DEMYSTIFIED

Bob has been a committed user of digital command control since his first purchase in 1998 and over the intervening years has been involved in various club' projects. It is not difficult, therefore, to appreciate that he has made most of the mistakes and the best ways to avoid them. Having been appalled by some of the mistaken beliefs, and downright twaddle, spread about DCC, he wanted to find a way to redress the balance and "tell is like it really is". This Clinic is the result. Please ask any questions you may have - nothing is too basic, we all started somewhere.

26 KERNOW MODEL RAIL CENTRE

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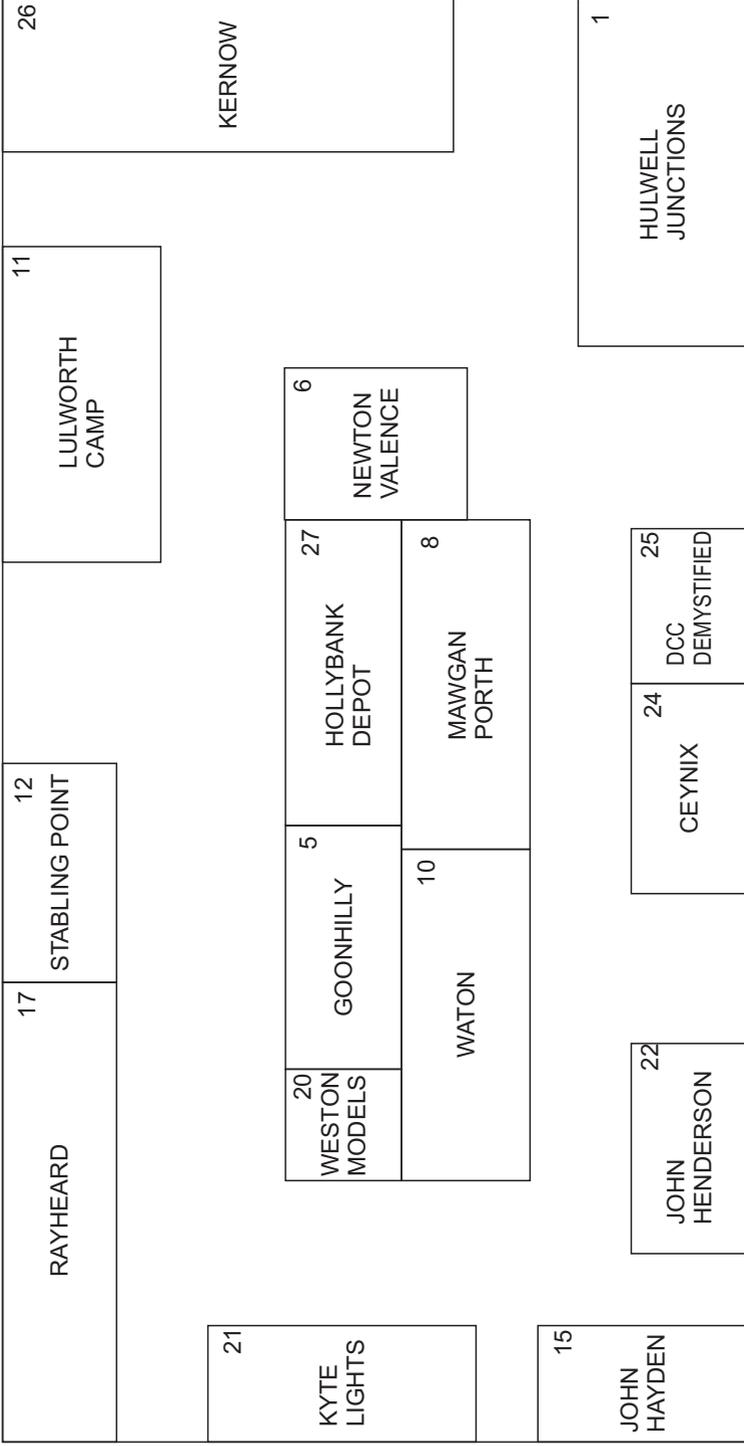
27 HOLLYBANK DEPOT

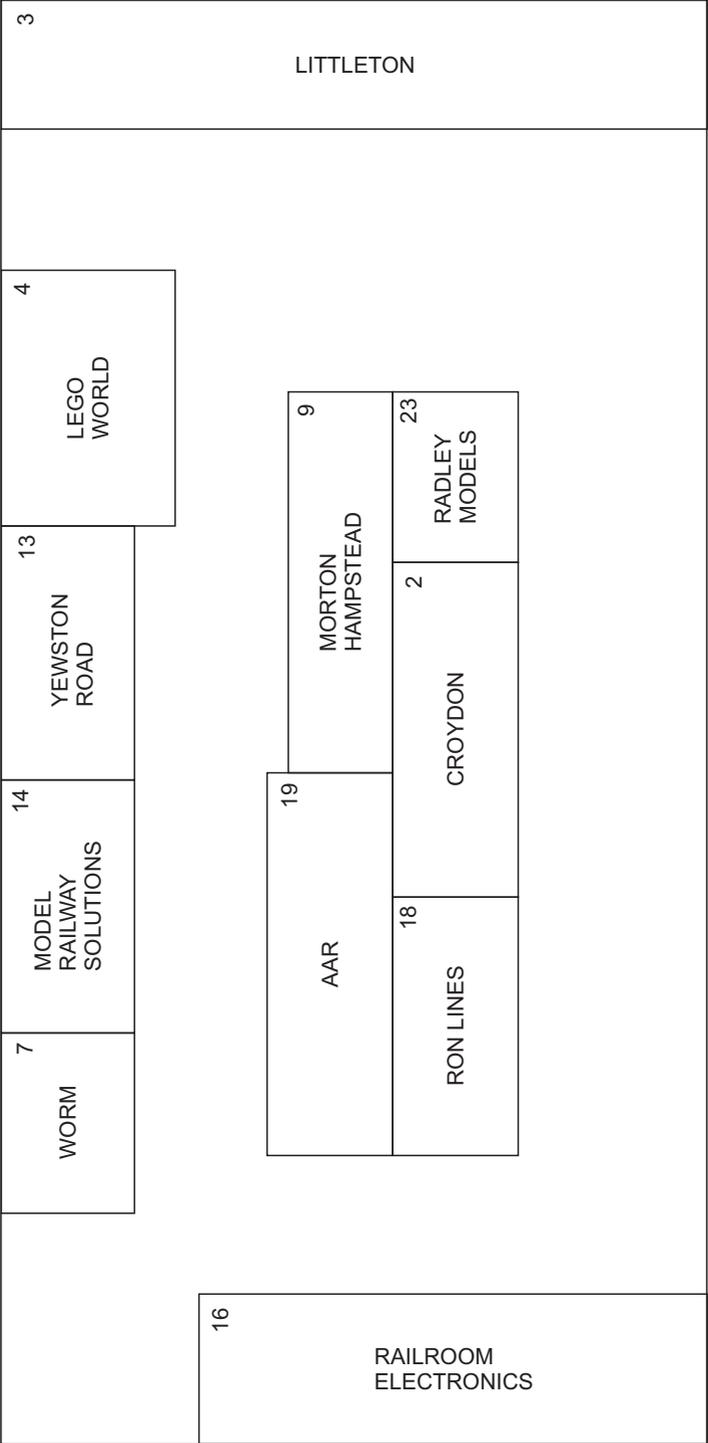
Set in the 1990 to 1996 period near to the WCML in North West England, the depot sees use as a base for the refuelling, light servicing and stabling of locos and the occasional DMU. The loco shed is a hangover from the days of steam and is used for the minor maintenance of diesel and electric locomotives.

Features of the layout include the canal, a brewery under demolition and newly installed yard lamps, the latter kindly supplied by Railroom Electronics.

Locos and rolling stock are predominately Heljan, Hornby and Bachmann but some Lima and Vi-Trains does feature. All locos have received some work such as weathering, detailing and renumbering. The trackwork is Peco Code 100 with motorised Electrofrog points. The catenary is by Sommerfeldt and is purely cosmetic

MAIN HALL





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Founding Member

Steve Matanle

27th December 1954
- 23rd June 2014



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a great weekend for their exhibition!



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