



South Coast Model Railway Club

MODEL RAILWAY EXHIBITION 2018



The Arnewood School

Gore Road, New Milton, Hants BH25 6RS

Saturday 28th and

Sunday 29th July 2018

www.southcoastmodelrailwayclub.co.uk

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.

www.southcoastmodelrailwayclub.co.uk

WELCOME TO OUR SEVENTH 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.

FIRST AID

A first Aid desk is located by the main entrance.

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 RAILROOM ELECTRONICS

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Supplier of kit built and hand made locomotives of all gauges with one of the largest stockists of new & second-hand locos and rolling stock in the South West.

3 RON LINES

Ron Lines have a good selection of quality pre-owned model railways, a selection of which is here today. We also have a shop in Southampton which caters for New as well as Pre-owned. We are always looking to purchase at very fair prices your unwanted model railways and will collect if you require.

4 KERNOW MODEL RAIL CENTRE

Tel: 01209 714099 Web Site: www.kernowmodelrailcentre.com

We stock a large range of new models in all scales and popular brands. Exclusive limited editions and worldwide mail order are specialities of ours. Our team are always happy to take your call on 01209 714099. We are open 7 days a week so why not come and make a visit to Cornwall - find us at 98a Trelowarren St. Camborne, Cornwall TR14 8AN or visit our website for our extensive range - www.kernowmodelrailcentre.com

5 WESTON MODELS

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6 KYTE LIGHTS

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8 RADLEY MODELS

Tel: 01425 479377 Web Site: www.radleymodels.com

Radley Models in Hampshire are leading suppliers of high quality Resin / white Metal model Train Kits that cover's the London Underground, we also have die cast 4mm gauge model cars, buses and lorries in stock and sometimes Bachmann London Transport Pannier Tanks. We have an extensive range of models available and we particularly specialise in London Transport model tube train kits.

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 body 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.

9 IRIS GUSCOTT

Charity Bookstand

10 DAVID SMITH

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11 M+M MODELS

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14 WYEVERN SHED

This is a freelance Great Western Railway engine shed titled Wyevern Shed. The baseboards are constructed from plywood and the track is made from C & L components. The 5 points are operated by Fulgarex motors and there are two operating ground signals. All the buildings are scratch built using plasticard (some with an internal MDF shell) and the turntable is based on Midland Railway kit. Engines from all regions visit the shed from time to time. The fiddle yard is a 10-road transverse system each road being capable of holding two tank engines or one tender loco.

15 CORNWALLIS YARD

The work of the late Bob Haskins, Cornwallis Yard represents a fictional section of the GWR's Millbay branch in Plymouth circa 1935. The branch was famous for providing a railhead for Trans-Atlantic liner traffic from New York, with the GWR providing boat trains between Plymouth and London Paddington.

On the upper level is part of Millbay Road Station and Cornwallis Yard goods depot. The lower level (know as Bulwark Sidings) includes a small engine shed and a couple of carriage sidings. A working wagon hoist provides access between the upper and lower levels for a wagon works.

The goods warehouse is based on Canons Marsh, with Millbay Road station modelled on

Parson Street (both prototypes in Bristol). Many of the other buildings are models of structures in the Plymouth and South Devon area. The retaining walls, Millbay Road bridge and some of the other buildings were built by Bob from polystyrene meat/pizza trays, scribed and painted with acrylics to represent the local stone.

Track has been constructed from C & L components, points are operated by "Tortoise" motors or manual means and all signalling is operated by miniature servos using "The Bouncer" system. The free-standing control console incorporates a working lever frame linked electronically to the layout.

The layout was completed after Bob's death by his friends (including Karl Crowther and Ian Worthington) who added several more buildings and the wagon hoist, and also added final scenic detailing, various figures - and sizeable population of gulls. Since acquiring the layout, we have modified the fiddle yard arrangements into a continuous run, added our locomotives and rolling stock to some of Bob's originals and believe that he would have approved of these developments.

16 HAMPTON SOUTH

Hampton South is a small southern terminus near London. A small oil siding carriage shed and two platforms. It also has two sidings and operate by SR EMU and diesel locos. The layout is operated by DCC. The layout is set in the mid 1960s.

17 KIDS LAYOUT

A small interactive childrens layout operated by club members and the children themselves.

18 STEPHEN'S LANE

Stephen's Lane is a small "modern image" diesel stabling point with fuel and basic servicing facilities. It was developed to operate both as a stand-alone exhibition layout and as an extension to the much larger O gauge layout owned by the South Coast MRC based in Mew Milton. A variety of locomotives and stock owned by club members will be operated using DCC. Most stock will be diesel and fitted with DCC sound, but there will also be a few visiting steam locos.

19 TARRANT VALLEY RAILWAY

The layout is based on the little known Tarrant Valley Railway (TVR), which has its own terminus at a lower level to the Somerset and Dorset Railway in Spetisbury, a steeped graded link line was laid upto the S&D where an exchange siding was installed. The TVR ran up to Tarrant Gunville and beyond for about a mile to serve Washer's Pit chalk pits. Quarried chalk was the line's main revenue earner, with two other sites opening up along the route, various farms were passed as well and these were also catered for in the freight

traffic. The length of the line was approx. 8 miles and was built to 2' gauge. The line opened in 1860 as a freight only line but in 1867 a passenger service was introduced with several stations opening up along the line to serve local villages and towns.

The line originally had just three engines and 16 wagons, the rest being brought in second hand and when they became available from other sources.

The railway prospered up until the First World War, when the original source of chalk at Washer's Pit became exhausted and this section of line beyond Tarrant Gunville closed. The stub of this line became a cattle/sheet dock for the town. Running on borrowed time and with the events of the Great Depression, the line closed at the outbreak of World War 2, with all the materials going towards the war effort.

The model depicts the line as it was in the 1920s/30s.

The stock is mainly Parkside/Dundas plastic kits, plus a few other makes, with weights or loads added. Locos are either commercial white metal kits or are scratch built using mainly Graham Farish chassis. Buildings are plastic kits by Ratio, Peco, Wills etc. but not modified to suit the location. Several buildings are scratch built using commercial kits as a basis or sheet material, such as road bridges, engine/carriage shed, quarry and station buildings. Polystyrene has been used to form the landscapes covered with Woodland Scenics scatter materials.

20 WINTERLEY JUNCTION

The layout represents a Great Western single line between two important towns, which has been rebuilt on a new site as the line and surrounding area was developed. The Southern Railway was allowed access to the station when it was redesigned and rebuilt. Beyond the station the line is now doubled in the down direction.

In the up direction both railway's lines remain single. The road bridge was amended by the Southern to gain access and girders to save costs. The Southern has access to the goods yard but not access to platform 1 which is used for the GWR.

The original station is now closed to the railway and the point for the siding removed where we find a camping coach. The building is rented by the nearby factory. In the rebuild, the farmer lost some of his farmland but his barn remains. The level crossing was the original access to the station, but now only serves the factory and goods yards.

Train turn tables allow for the turning of stock and storage for 12 trains.

Control is by DCC with DCC used to set routes and when signals are installed these will be interlocked with the route settings.

Baseboards were laser cut and supplied in kit form. Track is standard code 75 Peco and much use made of Metcalfe building kits, amended when necessary. This construction has been fairly quick and satisfying.

21 DANBEE

Danbee is a small fictitious country branch line based loosely on Great Western Railway practice of the 1930s.

The layout uses Peco trackwork throughout and is laid on 3/16 cork. This in turn is laid on conventional baseboards made from 2"x1" softwood framing onto which is fixed 9mm plywood.

The footprint of the layout is 25'6" x 20' from station scene to fiddle yard, this includes a full scenic board which contains a river bridge a level crossing and surrounding countryside.

Locomotives and rolling stock consist of kit and scratch built items all based in the 1930s era.

The buildings are again either scratch built or from the extremely excellent range of Skytrex Kits. Paintwork including that of the trackwork was carried out using paints from the Railmatch paint range.

22 SOLENT SUMMIT

Solent Summit is a modular N scale American layout built by the Gosport Model Railway Club. Started in 2010 it is made up of some club owned modules plus others owned by members. New modules are still being produced.

The modules can be put together in many combinations depending on available space. In its full form, Solent Summit has over 100ft (3 scale miles) of scenic track plus another 200ft of 12 track storage.

We have chosen to model single track with passing loops as we find the most interesting to operate. In its full form along the line we have a station, industrial sidings, passing loops, coal mine, power station, tunnel, steel viaduct, chemical plant, switching yards and various bits of countryside, canyons and desert.

Members can model any era or region within the confines of their own module. The only restrictions are on the ends of the boards where certain agreed standards are in place to provide visual continuity across the whole layout.

The modules are built to oNe Trak standards. oNe Trak is compatible with Ntrak and uses a single running track as opposed to the three running tracks used by Ntrak. Some clubs operate both N Trak and oNe Trak modules together.

The oNe Trak concept of a single track mainline allows for a large range of railroad scenes to be modelled as huge numbers of American railroads were single track. It allows for prototypical operation, as trains on a single track main line often have to meet and pass each other as in real life.

23 PRIORS END

Priors End is a small end of the line station with a goods yard and EMU stabling point. The layout is based on the Southern Region in the 1970s with 2-car HAPs and EPBs on passenger duties and 33s and 73s operating the freight yard. There is also the odd dmu and 37 on tankers into the oil terminal.

The layout is operated by an NCE digital controller (DCC) which also operates the points by the route setting. The station building is based on Effingham Junction as it suited the design although the rest of the layout is not.

All the buildings on the layout are built from kits apart from the station building which is based on Effingham Junction, after a member of the Basingstoke club suggested it would be a good fit. So off I went with my camera and took lots of photos. Since taking the photos the building has been demolished and a new one put in its place. I constructed the building using Will's plasticard. The other buildings on the layout are all either brought or constructed from kits, the signal box is Hornby, the oil terminal is Knightwing the garage is Will's and the other buildings are ratio.

24 REIGHTON

Reighton is an EM scale layout set in the early 1980s featuring a small double track station with sidings serving a Maltings complex where grain is loaded and despatched to the Scottish distilleries. Passenger, Speedlink and Engineers trains pass by on the main line. Stock is all super detailed. The area modelled is where trains run between Hull and Scarborough.

It has been featured in Railway Modeller (November 1999), British Railway Modelling Layout Special, and in Modelling the British Railway Era (2001)

The layout is 25ft long and 3ft 6in wide. Fiddle yard to fiddle yard.

25 SOMEWHERE IN FRANCE

This layout will show some of the conditions endured during World War I and is based on the narrow gauge railways operated by the Royal Engineer Light Railway Operating Companies behind the lines in France and Belgium that used to take supplies and troops to the front line area and bring back injured soldiers to Casualty Clearing Stations swiftly for dressing before they were taken further to the rear and eventually UK for treatment.

26 CONGLEFORD

Congleford was originally built and operated by Dave King, and was on the exhibition scene for a number of years. Initially set in the Midlands during the late 1970's and early 1980's, subsequent changes of ownership have seen the layout change periods and region. The previous owner added an additional fiddle yard for increased operational interest and updated the layout details and scenery to portray a station on an outer suburban branch line in the South East London area during the days of Network SouthEast in the late 1980's. Since being in my ownership, the period has been bought forward again and is now set around the year 2000. This allows for a variety of loco classes and liveries to be seen, as EWS at the time still hadn't dispensed of the earlier diesel classes nor had they repainted all of what they had in the house livery of Maroon and Yellow. Some of the freight workings are based on the Marchwood branch line, like the MOD and Petroleum workings, while palletised goods in vans for the small distribution warehouse are also seen. Engineers workings also stable by the station, while the occasional Nuclear Flask working can also be seen. Passenger services are operated by Connex, with Class 205, Class 456 & Class 466 all seen in use. Stock is mainly weathered and detailed ready to run, with the occasional kit built item seen.

27 BROCKHAMPTON

The NFMR's large N layout continues to be developed. The electrics are complete and operation is under analogue control. Minor hiccups with the trackwork are resolved and smooth running is achieved. Brockhampton has been designed to run scale length trains. The length of the layout represents about 0.7 mile in scale terms. The five road fiddle yards provide plenty of storage for a variety of trains. Scenery is now being constructed at different parts of the layout. The station is being developed and a viaduct has been constructed. The track has been ballasted. The layout is neither time nor region specific. This will enable steam or modern traction to operate from a variety of regions. The reason for this is to allow club members to run their own wide range of rolling stock on Brockhampton.

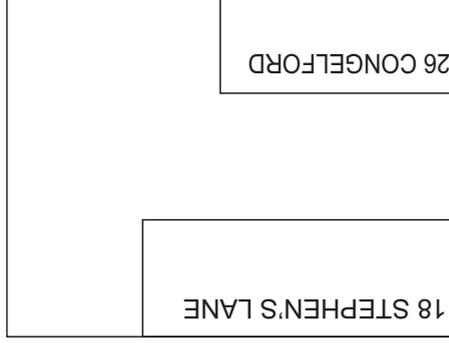
28 INS & OUTS

Is an N gauge layout that was originally built by the Romford MRD in 2001. We acquired the layout in 2015 and since then we have set about expanding and renovating the layout to bring it back to exhibition standards.

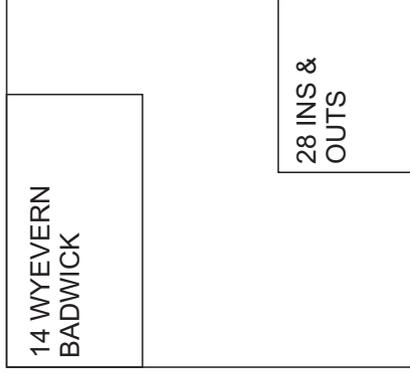
The layout is a great example of what you can fit in a very small space. It has two interwoven figures of 8 with two stations. The rolling stock is varied with some old, some new and even the odd visit from someone blue (Thomas!).

Notes

CLASSROOM 9



CLASSROOM 2



GYM

22 SOLENT SUMMIT

15 CORNWALLIS
YARD

1 RAILROOM ELECTRONICS

24 REIGHTON

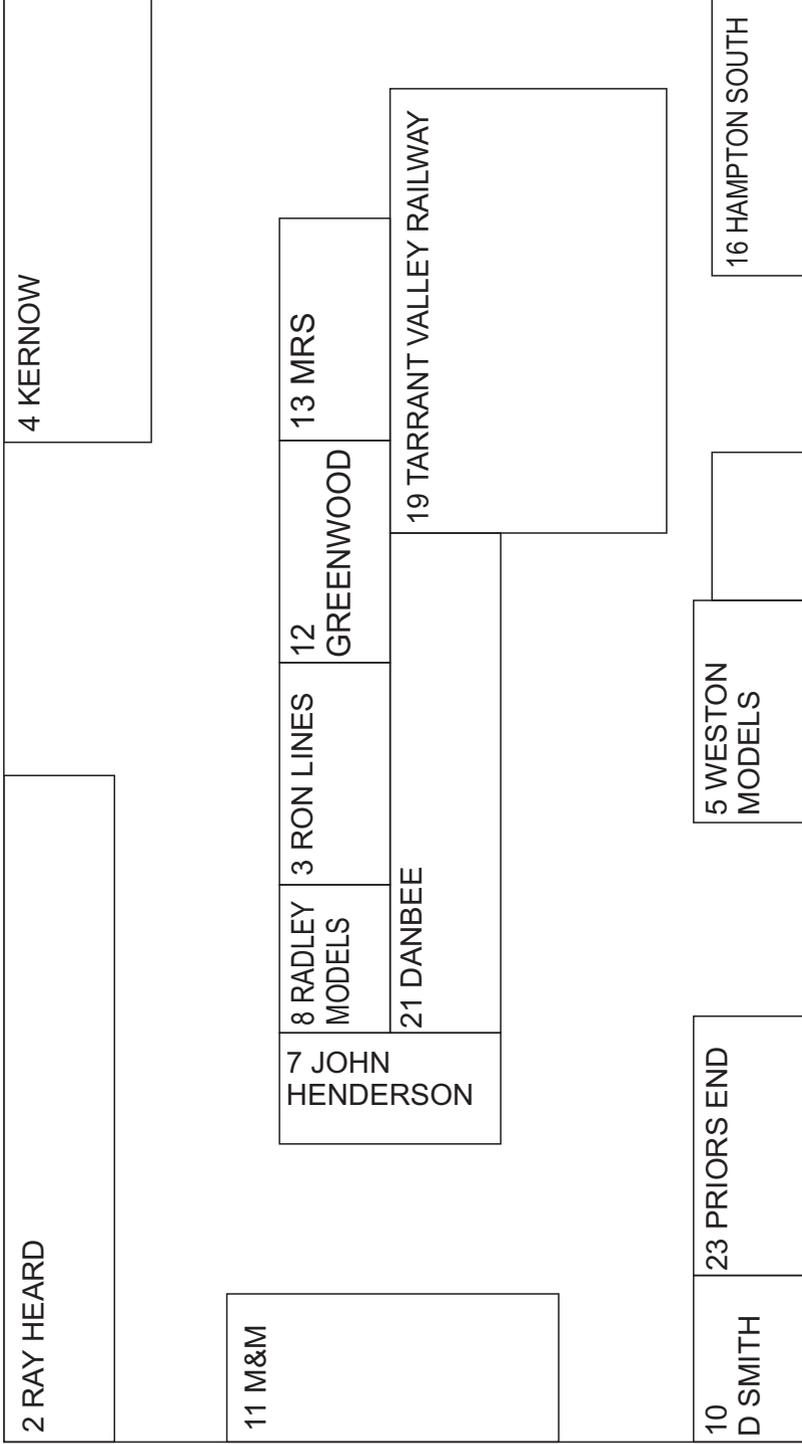
20 WINTERLEY

27 BROCKHAMPTON

6 KYTES LIGHTS

9 IRIS
GUSCOTT

MAIN HALL



Wishing the South Coast Model Railway Club
a great weekend for their exhibition!



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