

# CLAPHAM

## (CLEvedon And PortisHead Armchair Modellers)

### Notes for Exhibition Managers

In addition to exhibiting their layouts on the exhibition circuit, which they have been doing for many years, John & Paul now also perform 'demonstrations' around the theme of 'Modern Modelling' and have been regulars at both the Warley NEC and Model Rail Scotland shows. The 'demonstrations', usually supported by a micro layout and examples of current projects, are unlike traditional demonstrations; instead being more akin to an online forum, encouraging members of the public to sit down and discuss any aspects of modern modelling. Presentation projects include diesel detailing, coaching stock, wagon building, figure painting and building construction.

A number of options are available to exhibition managers, with a package to suit all sizes of exhibition. These include both full layouts and demonstration/micro layout combinations. Please contact either John or Paul for more details.

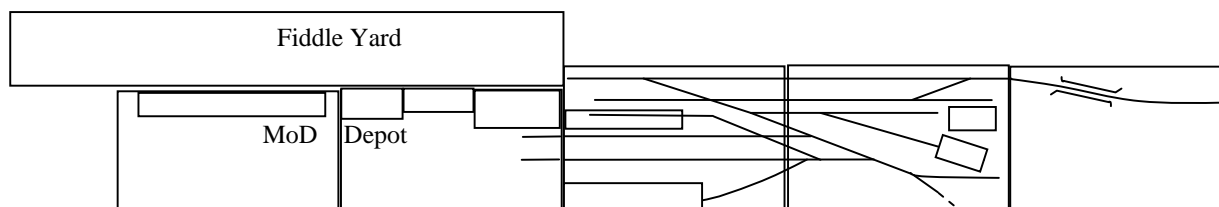
### Layouts:

At present five fully operational layouts are available for exhibitions. The smaller layouts, together with a number of scenic dioramas that feature within a Devonport Road, are also used to support our demonstrations.

**Dovington Camp**      00 Gauge      BR (1990)      As featured in British Railway Modelling Dec 16

Dovington Camp was developed during WWII as an Army stores & training depot, with quite an extensive rail network. This has been 'rationalised' over time but it still maintains a rail link for the movement of fuel, stores, 'munitions and, of course, a wide variety of military vehicles. It retains an old MoD loco, or two, for shunting within the depot.

It is seen here in the busy period of Operation Desert Storm, with the local Guards brigade on parade. They are done up in their No. 1's for a flying visit from HM The Queen, for the presentation of new Regimental Colours. However, Royal visit or not, the build-up continues and the depot remains very active with trains arriving and departing on a regular basis.



The layout operates in several modes. The set up detailed below is preferred but smaller options exist, if space is an issue:  
**Dovington Camp (1990)** (17' x 2 6" + 5' operating space')

Full MOD depot including fiddle yard (hidden behind depot buildings) forming the 'main line', with an additional scenic board including river and archaeological dig

**Devonport Road Leisure Centre**      00 Gauge      Scenic diorama

Devonport Road Leisure Centre is another of the scenic frontispieces for Devonport Road. It is a 100 x 15 cm representation of a busy modern leisure centre. It is built as a 'cut through' with all of the internal features open to public view. This includes a swimming pool, restaurant, gym, squash courts and sports hall. At present this is an on-going project used to support demonstrations.

**Devonport Road CCE Yard & Allotments**      00 Gauge      Scenic diorama

Devonport Road CCE yard and allotments are another two of the scenic frontispieces for Devonport Road. Totalling 200 x 15 cm they form a representation of a small on-track plant yard and the adjacent allotments.

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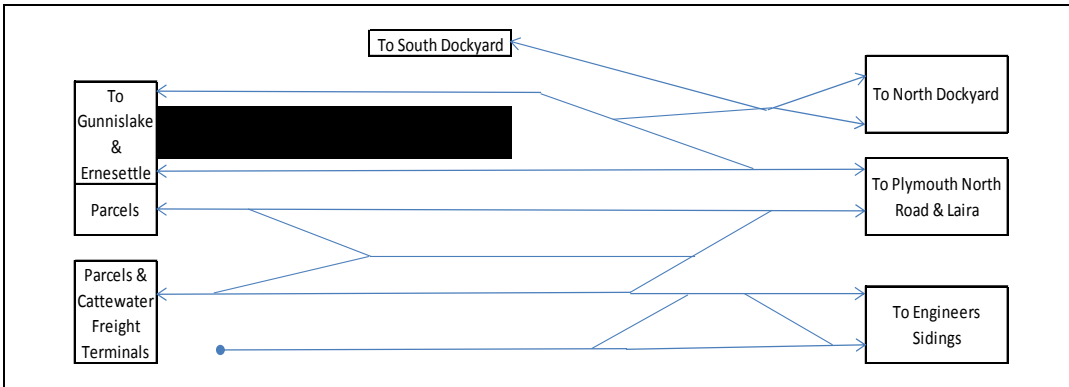
**Devonport Road**      00 Gauge      BR (1990)/Privatisation (2005)    Soon to be featured in British Railway Modelling

As the name suggests Devonport Road is based in the suburbs of Plymouth. The station was the junction of the Southern Railway withered arm into Plymouth and the Great Western branch to Cattewater, the two lines running parallel for a distance to the east of the station until the Southern diverged into Friary and the Great Western continued to Laira Junction.

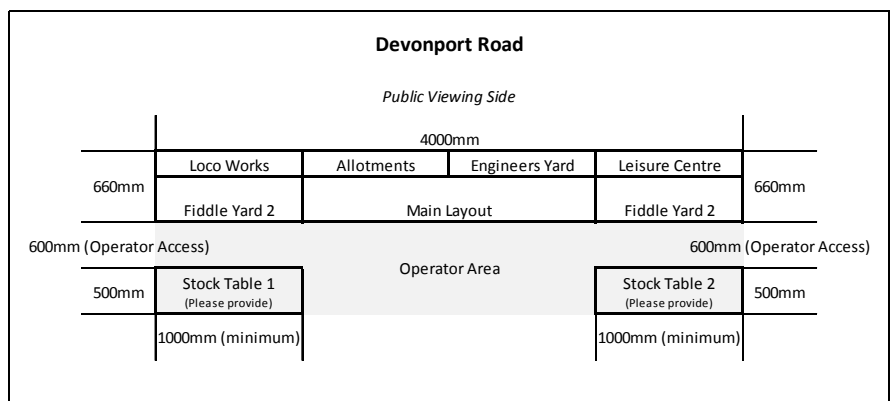
By the late 80's/early 90's and the GW branch is now freight only serving a number of freight terminals in the Cattewater area including fuel oils, bitumen, industrial gases, chemicals, coal, scrap and metals. The GW platforms have now been converted into a parcels station for handling sorted and high security mail and parcels. The short loops you see on the layout (based on those at Pylle Hill in Bristol) are used to quickly marshal parcel vans after loading and unloading for tripping around to North Road station. The sidings to the front of the layout are for the civil engineers and feature all manner of engineering and departmental wagons.

The SR lines are now cut back to Gunnislake, but trains to the MOD armaments depot at Ernesettle pass through the station, as do china clay trains to the plant just south of Bere Ferrers. A strong preservation movement has also set up at the junction station of Bere Alston. Trains of preserved stock are sometimes seen passing Devonport Road.

Plymouth is famous for its naval dockyards at Devonport, home to many of the Royal Navy's surface and subsurface vessels. The "secret" trains to support the submarine fleet are regularly seen at Devonport Road, along with other general stores traffic. The dockyards have however branched out and also use their facilities to repair, repaint and modify a number of railway vehicles including coaches and HST power cars. These vehicles add to the mix of traffic passing through.



The layout is self-standing and occupies a footprint of 4,000mm by 1,800mm (14feet by 6 feet) including operator area and access and stock storage area, as defined by the following plan :



The layout will operate in one of two modes :

1. Late 80's/early 90's DC
2. Mid 2000's DC - *future development*

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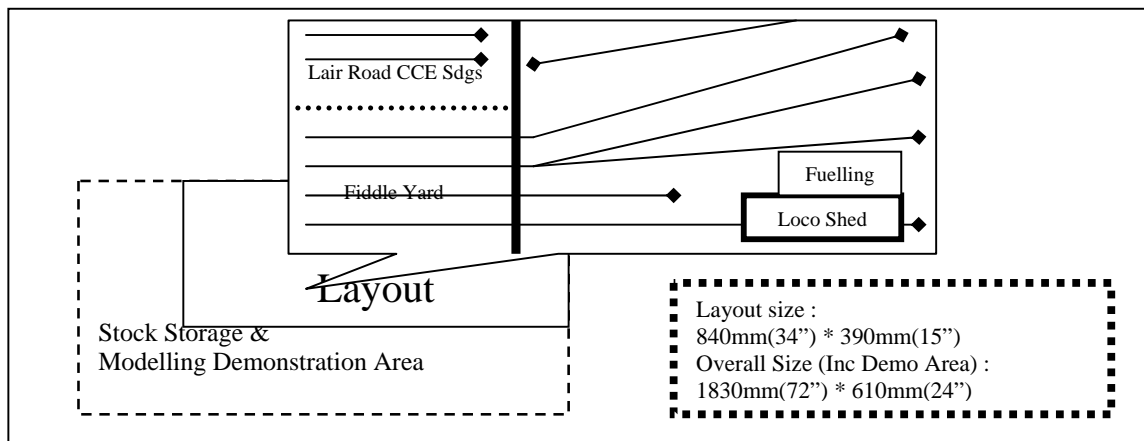
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**Harchester Stabling Point**    00 Gauge    BR (various between 1985 & 2005)    As featured in Railway Modeller

Where is Harchester ? Well Harchester is located in the Midlands and as such is a focal point for rail activity; not to mention one of the Premiership's great unknowns Harchester United, or the Dragons to their fans, whose home is the Dragon's Lair.

The small locomotive stabling point at Harchester is used by all manner of sectors from Intercity and Parcels to Railfreight Distribution, Coal, Metals, Oil and Construction. In fact only at Saltley in Birmingham could such a variety of motive power have been seen.



**Devonport Road Loco Works**    00 Gauge    Private Engineering Works (1985 & 2005)    to be featured in BRM soon

Devonport Road locomotive works was set up on the site of an old BR engineers depot in the early 1990's as an independent works for the repair and maintenance of standard and narrow gauge railway locomotives up to the size of 1000BHP; shunters to you and me, up to the size of a Class 20!

The railway connected part of the works consists of two sheds, a two road general maintenance shed and a single road shed for more specialised work. All manner of shunting locomotives can be seen ranging from ex BR types to purely industrial ones in both standard and narrow gauge.

The layout itself is a micro layout and its long, thin design (100 x 15 cm) is due to it actually forming the front piece to my one of the fiddle yards on my larger layout "Devonport Road". Thus in reality the Locomotive Works is a layout within a layout!



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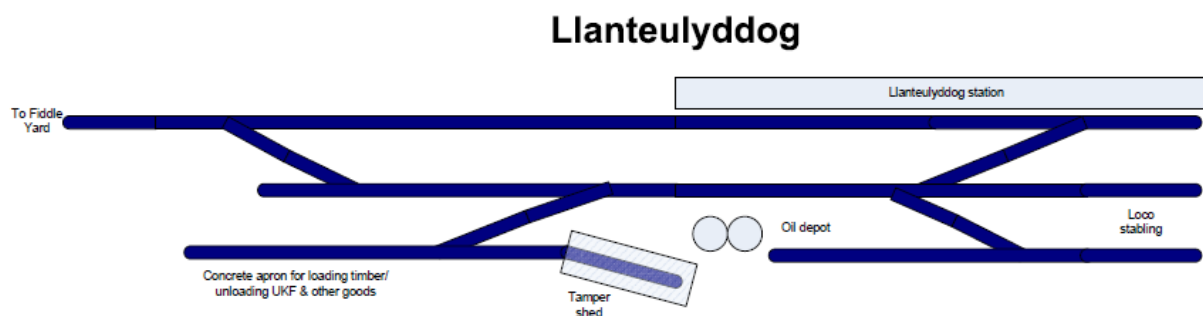
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**Llanteulyddog** 00 Gauge BR (1985 - 95) (20' x 1') (previously on circuit as Llwydd Town – now updated/revamped)

Llanteulyddog is a busy station located on a triangle to the north of the South Wales mainline à la Carmarthen. Indeed operations are very much based on those found at Carmarthen during the late 1980's/early 1990's. However, space is limited and the layout is a representation of what the station might have been if the history of the development of the railways had been slightly different - hence the name change as it does not depict the real railways facilities of Carmarthen. Why 'Llanteulyddog'? Well that was the name in the Middle Ages of the settlement now known as Carmarthen. The railway modeller always retains the right to change history to suit his needs!



### Demos:

The following are 'demonstration' options available for exhibitions:

Ref.	Name	Includes	Size	Requirements
1	<b>Small Demo</b>	2 Demos + computer + display	6' x 2'	1 6 x 2 table Power point
2	<b>Harchester Demo</b>	Harchester (operational) + 1 Demo + computer	8'/12' x 2'	2/3 4 x 2 tables Power point
3	<b>Loco Works Demo</b>	Loco Works (operational) + 1 Demo + computer	8'/12' x 2'	2/3 4 x 2 tables Power point
4	<b>Medium Demo</b>	Loco Works (non-op) + Leisure Centre + CCE + Allotments, 2 Demos + display + computer	12' x 2'	2 6 x 2 tables Power point
5	<b>Large Demo</b>	Loco Works (non-op) + Leisure Centre + CCE & Allotments (as a joined scenic frontispiece) with 2 Demos behind the low level centre boards + computer	13' x 2'	2 6 x 2 tables Power point
6	<b>Extra Large Demo</b>	Harchester + Loco Works (non-op) + Leisure Centre + 2 Demos + display + computer	18' x 2'	3 6 x 2 tables Power point

### Please note:-

- *All options, including layouts, require one vehicle and two operators*
- *Expenses are kept to a minimum and are based on fuel costs and other incidentals*
- *Any location will be considered. The team are happy to commute reasonable distances but for longer trips, e.g. greater than one hour, overnight accommodation may be required*
- *Insurance cover will be required to cover layouts, stock and computers*

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