

# CLAPHAM

## (CLEvedon And PortisHead Armchair Modellers)

### Notes for Exhibition Managers

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.

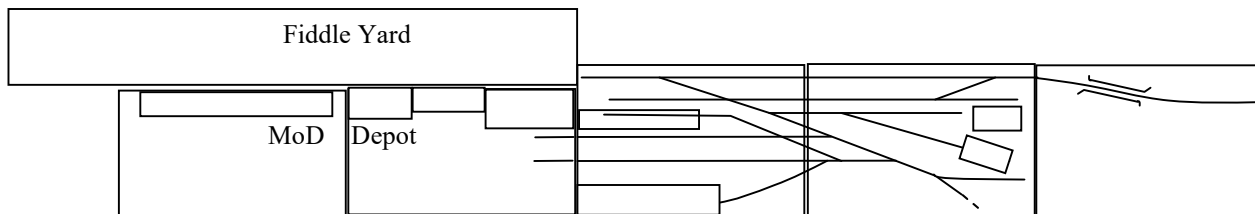
#### Layouts:

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

#### 1. Dovington Camp 00 Gauge BR (1990) (17' x 2 6" + 5' operating space) As featured in *British Railway Modelling & Traction*

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.



#### 2. Devonport Road 00 Gauge BR (1990)/Privatisation (2005) As featured in *British Railway Modelling & Traction*

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 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.

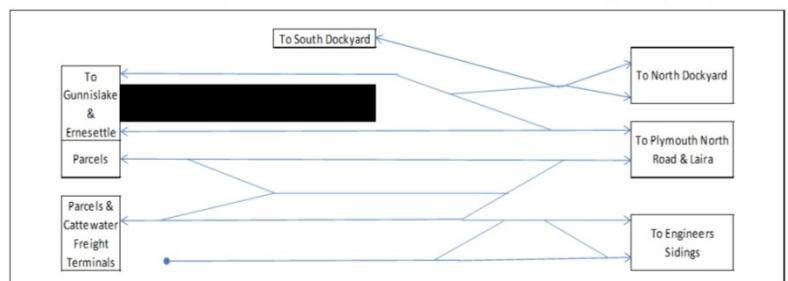
The SR lines are now cut back to Gunnislake, but trains to the MOD armaments depot at Ernesettle pass through the station, as do china clay trains to the plant just south of Bere Ferrers. A strong preservation movement has also set up at the junction station of Bere Alston. Trains of preserved stock 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 x 2,300mm (14' x 7½') including operating and stock storage area.

The layout will operate in one of two modes:

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



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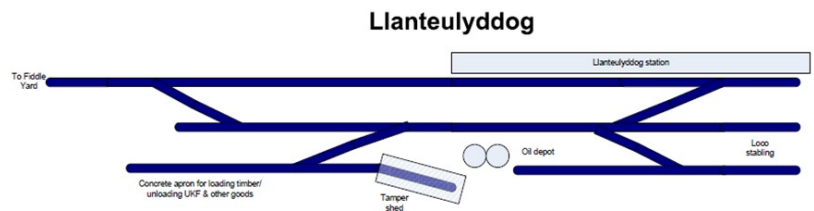
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### 3. Llanteulyddog 00 Gauge BR (1985 - 95) (20' x 1') (previously on circuit as Llwydd Town – now updated/revamped)

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!

Operations see engineering works on the main line and all traffic being diverted via Llanteulyddog, necessitating the reversal of trains to continue their journeys east/west.

Can operate as either BR 'Sectorisation' or Arriva Trains Wales 'Privatisation' periods. An operating area of 20' x 7' is required with 2 x 6' tables for stock storage.

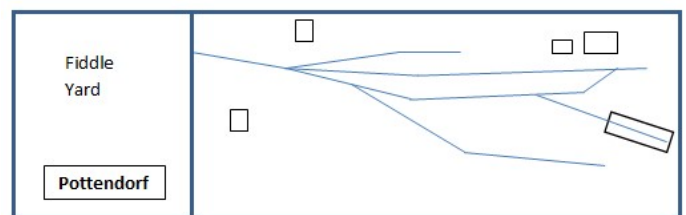


### 4. Pottendorf H0 Gauge Germany (1950/60's) (11' x 2' or 17' x 2' with demo) DCC As featured in Continental Modeller

Pottendorf is a small branch terminus station in Oberfranken at the end of a long hot summer in the 1950's/60's (Era 3/4). Old operating practices remain in place, with passenger services either in the hands of a rail-bus or larger loco hauled trains that feed direct from the branch to either Nuremberg or Würzburg. The branch still retains a number of sources of goods traffic that mean that freight services remain in operation, including the mining of fluorspar, which is transported to Linz in Austria for the production of hydrofluoric acid. Hopefully these local industries will allow the line to survive the cuts that will soon hit many other rural branch lines. Originally built by Tim Hale, the layout is of simple design, with DCC operation, that shows that a realistic railway can be built in a small space and allow interesting operations!

Pottendorf and Venterol-Rousset are the same layout, with the change of country and period achieved through the use of interchangeable buildings, removable scenery, vehicles & people.

It is available with or without an accompanying 'Modern Modelling' demo.

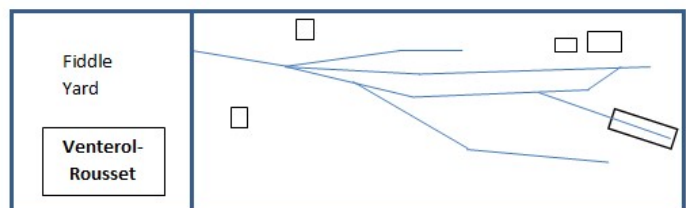


### 5. Venterol-Rousset H0 Gauge France (2010's) (11' x 2' or 17' x 2' with demo) DCC

Venterol-Rousset is a small station in northern Provence. It is now the terminus of the truncated Pierrelatte – Nyons branch line following damage to the Viaduc de la Sauve outside of Nyons. It is the 2010's (Era 6) and a transshipment facility is now in use for Nyons' famous olives, oil, wine and other local produce. Freight trains serve this facility and the Tricastin nuclear complex at the start of the branch, where Infrastructure work is ongoing, so some more unusual wagons can be seen in this rural idyl. Passenger services are in the hands of Lyon based X2200 and X73500 autorails. Originally built by Tim Hale as a German branch line, the layout is of simple design, with DCC operation, that shows that a realistic railway can be built in a small space and allow interesting operations!

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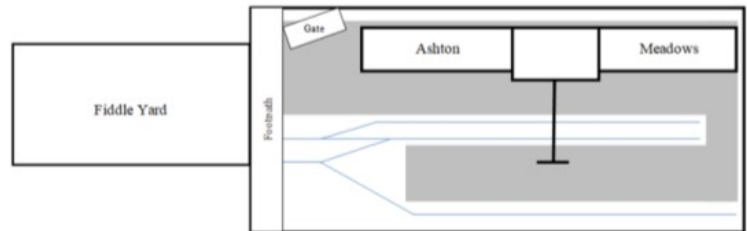
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### 6. Ashton Meadows 00 Gauge Layout displayed alongside a demonstration requiring 8' x 2' (min.) of table top.

Ashton Meadows is a small BR Engineers depot, based loosely on the Ashton Meadows facility in Bristol and anyone familiar with the depot will recognise the buildings. However, it is generic in its design and can be used as if on any of BR's regions. It is an opportunity to operate some of the vast selection of engineers stock that we have built up over the years and will no doubt involve some yellow painted vehicles as well.

The layout is designed to be operated with either DCC or DC control.

Operation is as a shunting puzzle, with cards containing pictures of wagons shuffled and dealt to the various sidings for the operator to replicate. Hours of shunting fun!



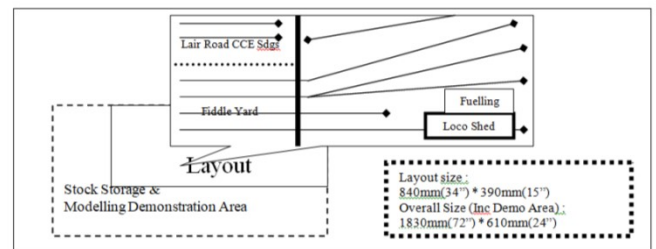
### 7. Harchester Stabling Point 00 Gauge BR (various between 1985 & 2005) As featured in Railway Modeller

Where is Harchester? Well Harchester is located in Teesside 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 mainly Thornaby based locos serving the North Tees metals, chemical and oil industries.

The layout demonstrates the way in which DCC Sound can be made to work in a small space, without drowning out everything else!

Harchester is usually presented alongside a demonstration.



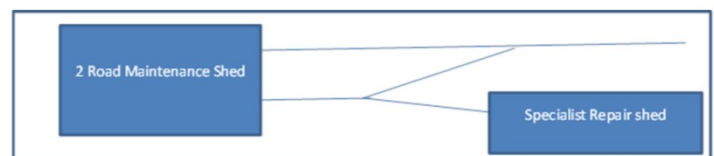
### 8. Devonport Road Loco Works 00 Gauge Private Engineering Works (1985 & 2005) As featured in British Railway Modelling May 18

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 one of the fiddle yards on my larger layout "Devonport Road". Thus in reality the Locomotive Works is a layout within a layout!

The Loco Works is usually presented alongside a demonstration.



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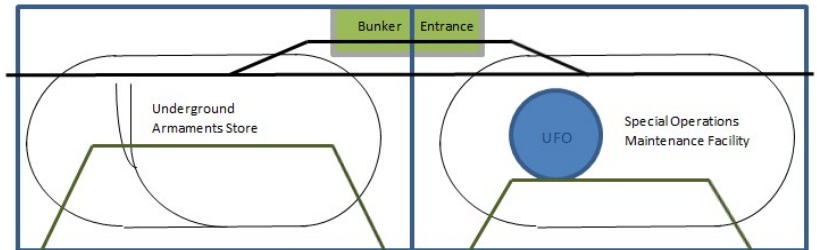
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### 9. Boosbeck - The British Operation 'X' Files      H09/H0f      'Somewhere up North' (Today? / Tomorrow?) (1m x 0.5m)

This layout utilizes 2 standard box files from the stationery cupboard to create three operating railways! Two circuits of Busch H0f are enclosed in the underground sections of the box files; one serving an underground weapons storage facility, the other a servicing and maintenance facility for a Top Secret arm of the RAF that definitely falls under the remit of 'Special Forces' – and that includes the crew! Above ground is what the public sees, a rather normal Admiralty armaments storage facility, with its concrete bunker entrance, served by a narrow gauge military railway, similar to that found at Trecwn in West Wales.

BO'X' Files is a 2020 Lockdown project that is presented alongside a demonstration.

Given the subject matter and the height as a table-top display, this is definitely one for the children as well.



### 10. Kugelhof im Pinzgau      H0e/009      Pinzgau Valley, Austria      (0.8m diameter)

Originally built by Paul Levy/Alan Crombie, this small table top layout is literally a roundy-roundy, being circular and, built on a large 'lazy Susan', is able to rotate during operation. The track circles the Kugelhof hill, passes over a small bridge and the small Halt. The layout is used to support demonstrations and allows children (and adults!) to watch a train go by and acts as a talking point.

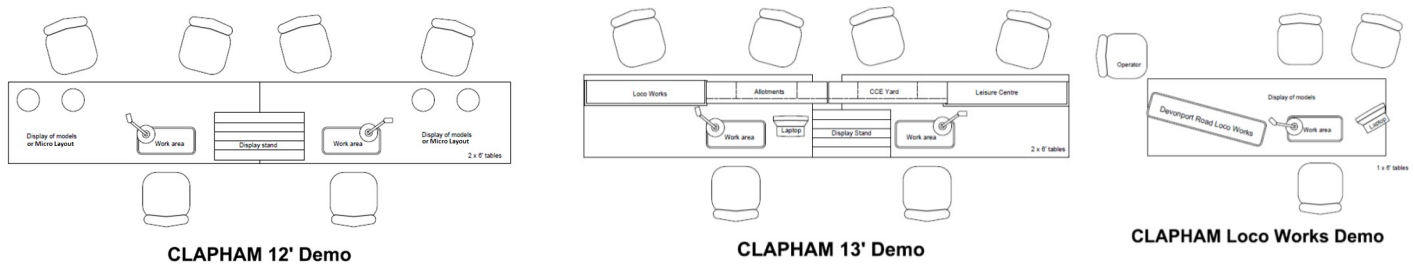
### 11. Nichtenschinkenwald Z Gauge      Germany (1980's)      (18" x 12")

Who says they don't have the space for a model railway? A snowy folded figure of 8 layout in a case that can accompany a demo.

#### Demonstrations:

In addition to exhibiting their layouts on the exhibition circuit, John & Paul also perform 'demonstrations' around the theme of 'Modern Modelling' (modern modelling techniques supporting traditional methodologies) and have been regulars at both the Warley NEC and Model Rail Scotland shows in the past. The 'demos', usually supported by one or more micro layouts/dioramas 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 can include detailing/conversion/scratch building of diesel locomotives, coaching stock, wagons and buildings. Typically 'demos' use a 12' frontage, with seats in front.

Example demo set ups:



#### Please note:-

- *All options, including layouts, require one vehicle and two operators*
- *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*