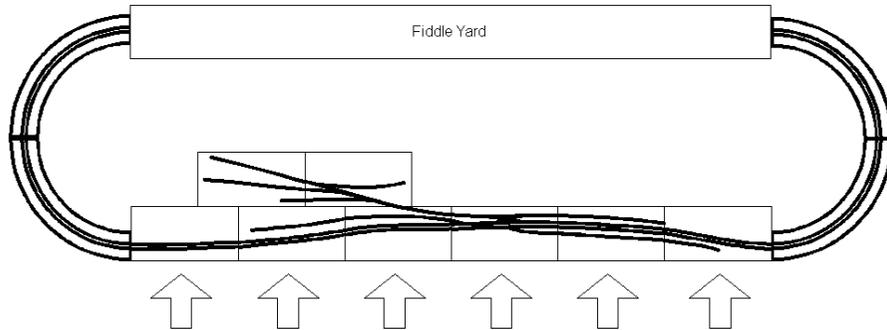


Accommodation vs. Travelling. If we are invited to a show that is within an hour and a half's drive of Fareham we are unlikely to require accommodation, further a field will require bed and breakfast. Although not all of us are able to do this, you may like to know that it is not unknown for members of the Fareham Club to sleep on the floor in exhibition halls, all we need is a good pub for an evening meal and our bed rolls ☺.

Track Plan. This diagram shows the layout in its current form.



For more information about this layout, or to book it for your show, please email fadmrc@hantsweb.org.uk.



Soberton Data Sheet

& District Model Railway Club



Soberton is a “might have been” layout based on a fictitious Meon Valley Railway station somewhere between Wickham and Droxford in Hampshire.

Dimensions	33 feet by 10 feet
Power Supply	2 off 13 amp sockets
Operators	Typically between 4 & 8
Time to erect and strike	Typically 1½ hours with crew of 6.
Expenses	By negotiation, usually return petrol costs for up to three cars and one trailer.
Insurance Value	£6000, no single items over £400

About Reality

The Meon Valley Railway was opened in 1903 and ran from Fareham by way of Wickham and the Meon Valley to Alton. It was built to main line standards with the intention that it would ultimately develop into an alternative route between the Fareham and Gosport area and London as that part of the costal strip developed (it was hoped that Lee on the Solent would ultimately rival Bournemouth as a resort). This was not to be and the line was soon relegated to the status of minor branch line leaving the spectacle of an M7 and a push-pull set working single-track stations laid out to receive 10 coach main line passenger trains.

In 1955 the line was closed to passenger traffic and severed between Farringdon and Droxford by means of demolishing the West Meon Viaduct. Farringdon continued to receive freight traffic from Alton until 1968 while Wickham, Mislingford and Droxford lost their freight service from Fareham in 1962.

Principal features of the railway included a very distinctive track layout at each of the stations, very large goods yards and station buildings that were far too grandiose for their locations.



About the Model

The model depicts what “might have been” if several of the other plans for adjacent railways had borne fruit, and if the line itself had survived and flourished as originally intended. It displays the three principle features outlined in the previous section. A full explanation of the fiction behind it can be found in the Members Articles section of our website at www.hants.org.uk/fadmrc.

Normal operation places the model in the timeframe from nationalisation through to the end of steam. It is, however, possible to run in any of the established epochs and we do occasionally run in “Modern Image” mode (whatever that means). If you would like us to operate in the “Modernisation” or “Privatisation” epochs please ask.

Rather than running to a strict timetable we have settled on a style of operation where up to 10 trains tail-chase in each direction with pick up goods trains entering or leaving the goods yards in either direction and a branch shuttle running in and out of the bay platform; at the same time a pick up freight shunts wagons in the yard prior to departure. This style of operation ensures that there is always something going on visible portion of the layout, something important for a layout of this size.

The main feature remarked on by people viewing the layout is the feeling of spaciousness that it portrays; the trains really do give the impression that they are moving through the rolling chalk downlands of Hampshire.

About the layout

Dimensions. The overall dimensions are 33 feet by 10 feet and it is operated from a central operating well. These dimensions do not include any allowance for a walkway in front of the layout or at the sides. Please note that although the layout is “Modular” it is not possible to reduce its size below this footprint.

Erection. A crew of 6 can erect the layout in around 1½ hours. Time to set out stock is obviously longer. Likewise, we can dismantle it in around the same time providing most of the stock is clear at the time the show closes.

Logistics. We currently move the layout using 2 cars and a trailer. Expenses will be based on this at a fuel consumption of 40mpg. Where possible we like to set up the night before a show so a two-day show will likely entail 3 round trips.