

## **TECHNICAL DATA SHEET FOR EXHIBITION MANAGERS:**

**Name of layout:** TRENANCE

**Gauge:** OO

**Location and period:** BR(W) and BR(S) in Cornwall 1955-1960

### **Contact & Address:**

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**Layout size:** The layout is L shaped 12ft (3.7m) by 2ft 6in (0.8m) on the main viewing side, 15ft (4.6m) by 1ft 6 (0.5m) round the corner and fiddle yard. The layout can be viewed from either side, but it is preferred to operate it from the inside. A drawing is below. The layout includes a mobile control panel which can be located on either side of the layout. It is freestanding.

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**Control panel and operator space:** A further 4ft 6in (1.5m) clearance is required behind the layout to allow for the control panel and operators movement behind the layout. When operated from inside the L there should be no other layout within the 12x15 footprint to allow access behind the layout for the operators.

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**Set up time = 120 minutes**

(Setting up on the previous day/evening is preferred to enable a prompt start to operations when the show opens)

**Knock down time = 60 mins**

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**Power Feed:** 1 x 240V AC supply is required, I provide suitable 10ft extension with multi-socket capability. Extension is fitted with an RCD.

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**Tables required:** 1 x 6ft tables for stock and equipment

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**Layout lights:** The layout is fitted with lighting, currently 6-8 (depending on location) overhead 40W spotlights

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**Number of operators:** 8 preferred, but it can be operated with 6

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**Transportation:** The layout fits in one estate car, up to 2 additional cars are required for the operating team

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**Expenses:** To be agreed depending on distance to travel and requirement to stay in the area, estimate at 15p per mile per car

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**FOR INSURANCE PURPOSES**

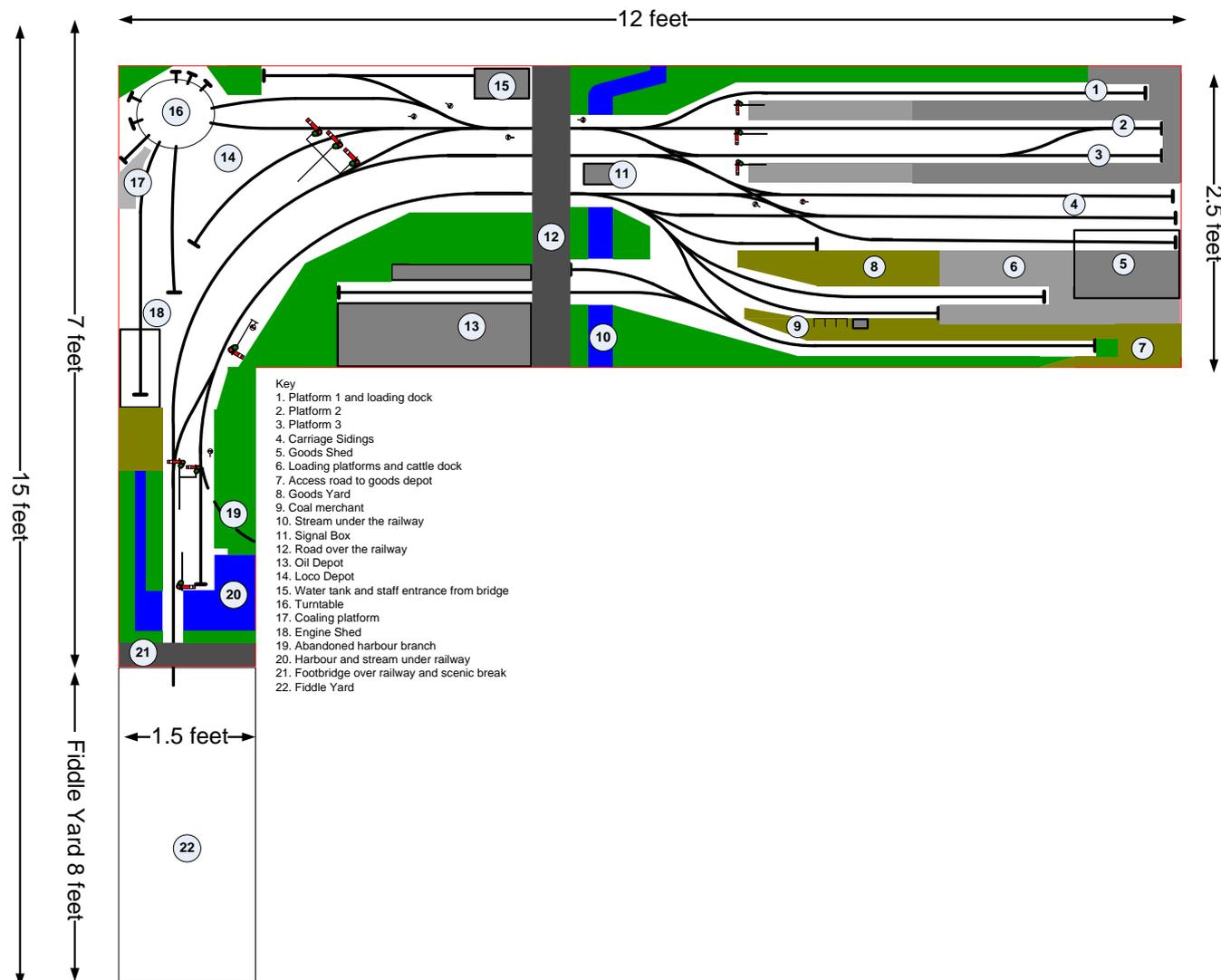
Total value of layout and stock: £15,000

Details and value of any single item over £4000 (further information on reverse of this sheet please)

No single item over £4000

Details and value of any single item over £500 (further information on reverse of this sheet please)

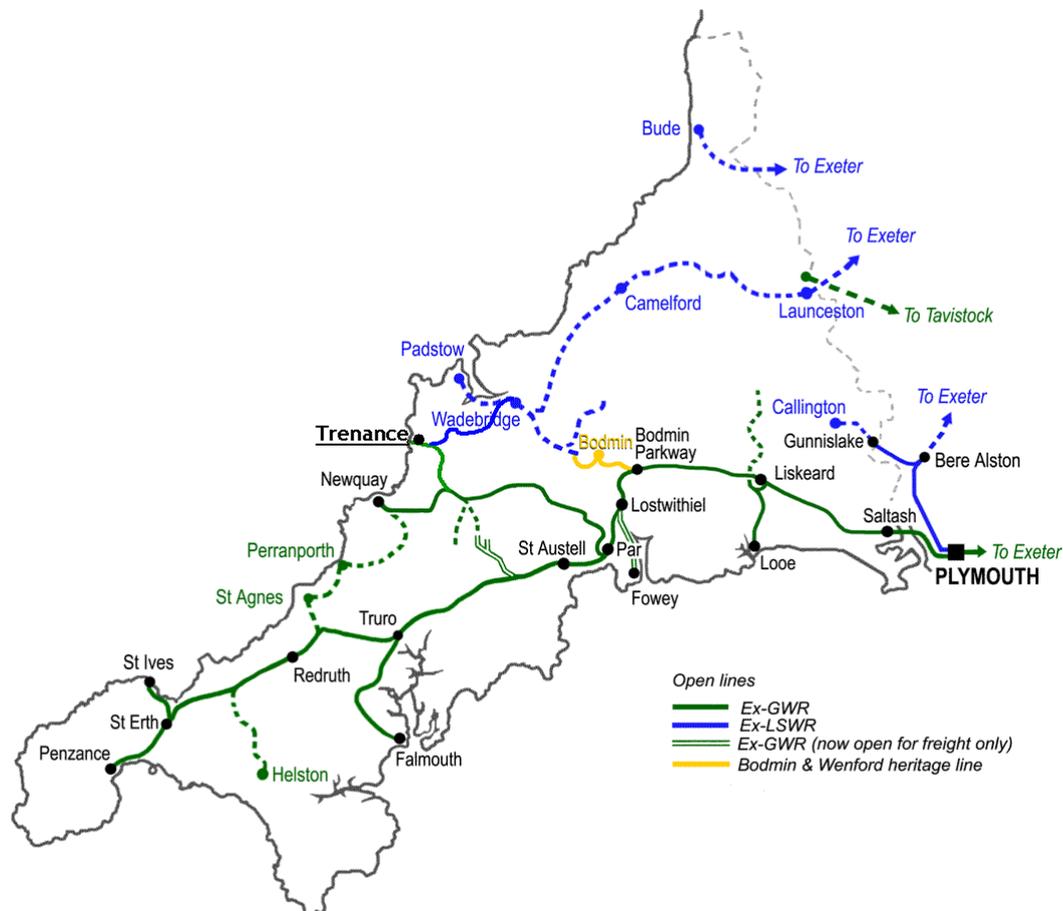
No single item over £250



**LAYOUT DESCRIPTION FOR EXHIBITION MANAGERS:**

*Note: If photographs are required for publicity purposes or inclusion into exhibition guides, they are available on request. Please state the format of the photograph required (e.g. JPEG/GIF) and I will be pleased to provide same.*

Trenance is a model of an imaginary joint GWR/SR terminus, which could have been built at this small North Cornwall town. The town is located on the coast north of Newquay and it is assumed that it gained an importance similar to Newquay and hence gained a GWR branch from the Par to Newquay line at St Denis Jn, past the airport at Newquay, together a route from Wadebridge on the Southern Railway, North Cornwall route from Okehampton to Padstow.



The layout has had an interesting evolution, originally planned to be a high level terminus in a much larger layout built on three levels. A house move to South Africa(!) prompted the dismantling of the original layout, but this section was retained and completed.

The station is a 3 platform terminus and features a canopy over most of the platform lengths. Although based on the Will canopy kits, it has been substantially modified with brass supports and includes full lighting.

The goods yard includes a scratch-built goods shed including interior lighting located at the edge of the baseboard, allowing an easy view inside. The yard also features a number of sidings for loading and unloading traffic, with crane and coal staithes.

There is an oil terminal inspired by the one at Micheldever in Hampshire. The history behind this assumes that a naval refuelling point was established at Trenance during the 2<sup>nd</sup> World War. As a result this new facility was built together with the road bridge

which spans the tracks at the station throat. Aviation fuel is also brought in to feed the airport at Newquay, assumed to have had an enhanced role during the war.

A locomotive yard is provided complete with Fleischman turntable, scratch-built engine shed and a water tank, based on the Dapol model.

As the main line curves round towards the fiddle yard, it passes an old wharf, no longer in use. A dismantled branch can be seen curving onto the wharf, replaced by the oil terminal. The line passes over a small bridge before disappearing under a footbridge before entering the fiddle yard.

The fiddle yard features the use of aluminium and wood cassettes for the storage of trains. This eliminates the need for a lot of track and pointwork in a fiddle yard and allows more stock to be stored in the space available.

The trackwork is all Peco Code 100, with some sections hand made from code 100 rail. Points are powered by SEP point motors. Buildings are either scratch-built (e.g. the goods shed) or modified kits (e.g. the platform canopies). Internal lighting and layout lighting is fitted throughout the layout, although this may not be obvious at exhibition. Scenics are mainly Green Scene or Woodland Scenics material over a plaster shell supported by aluminium mesh. The water features are created using a product called "Magic Water". Buffer stops are also a feature with around 7 variations visible on the layout, either scratch built, from the Mainly Trains kits or modified Peco/Hornby versions.

The layout is signalled with working GW lower quadrant signals controlled from a signal box based on the Hornby model of Dunster signalbox (now located at Minehead on the West Somerset Railway).

The stock is mainly proprietary stock suitable for the South West appropriate to the period portrayed. Some is modified, rebuilt and all has been weathered. Unusual visitors may also be seen depending on the stock provided by the operators today.

Control of the layout is conventional DC using either Pentrollers or H&M Walkabout controllers. The control panel features route setting indicators, which, as an operator energises a section of track, reflect the route set up. This is achieved by the use of locking relays inside the panel. There are 3 controllers with the aim of keeping trains moving as much as possible during an exhibition.

Since the first exhibition in 2010, the layout has been the subject of a continuous evolution to improve the operation and appearance. Examples of changes are:

- New control panel which now also indicates which of the 3 controllers has been selected
- Replacement signals from brass and MSE parts
- The wall behind platform 1 has been rebuilt lower to allow uncoupling access
- Telegraph poles added
- Replacement trees fitted
- Wider fiddle yard boards built
- Permanent way hut and surrounding area included

A timetable has been created for the layout which combines services from Par and Padstow to provide a mix of Western and Southern trains. The layout is operated to a sequence based on the 1956 timetable for a summer Friday and Saturday. Services from Par are a duplicate of those trains from Par to Newquay, either portions off through trains, or independent local trains. Services from Wadebridge are portions or independent connections from Exeter line trains or extensions of the Bodmin to Wadebridge/Padstow service.

The layout appeared in the May and December 2010 editions of the Hornby Magazine.