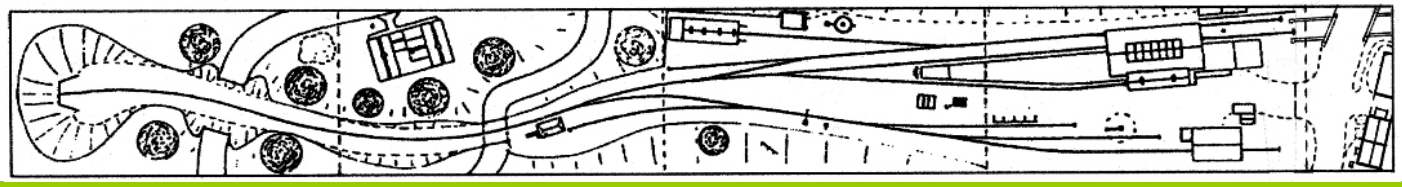
Exhibition Fact File: Cheriton Bishop

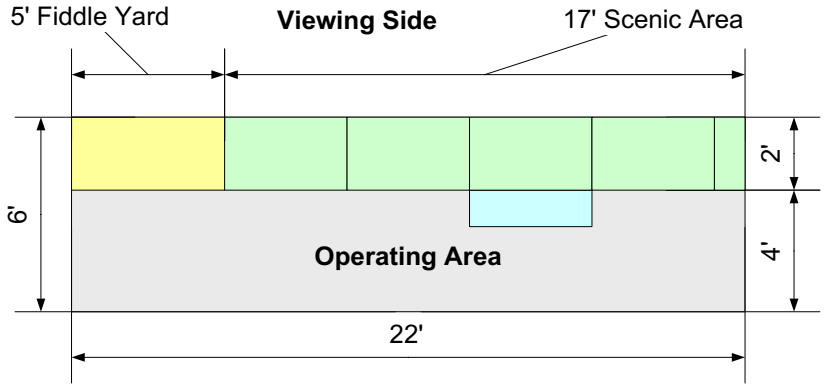
Layout Information

Setting:	Great Western branch line terminus with goods yard, cattle dock and engine shed.
Operating Period:	Early BR.
Operating Stock:	Large variety of GWR and LSWR stock.
Features:	Working signals and level crossing, goods yard operation and shunting.

Track Plan (scenic area)



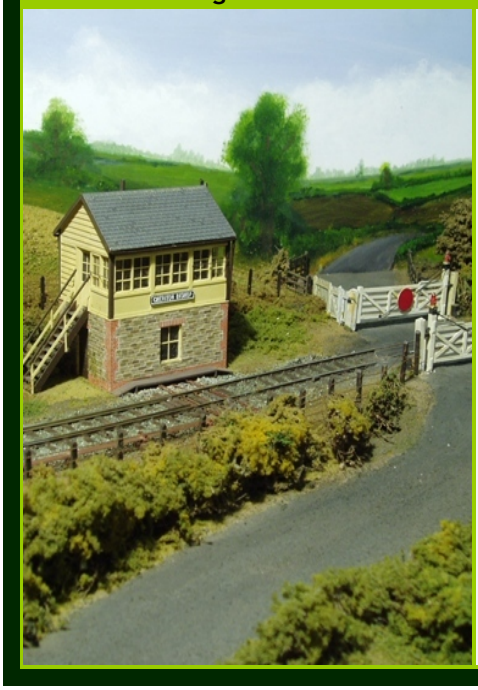
Dimensions



Requirements

Power:	1 off 13amp socket
Tables:	2 off (for stock and running repairs)
Chairs:	2 off
Insurance:	£15,000.00
Logistics:	• Requires hire of van • Additional car for operators and stock • Fuel for van and car
Operators:	5 (Accommodation is usually required if not local)

Exhibition Programme Notes



The village of Cheriton Bishop is situated about 9 miles west of Exeter and, although it never had a railway, with a delightful name like that it jolly well should have done!

It seemed to us that the Great Western, probably more than any other Railway, could find traffic potential in any town within its reach that had more than six inhabitants! Grasping on this unlikely premise, we imagined that it constructed a branch from Longdown, on its Exeter to Newton Abbot via Heathfield line, to Tedburn St Mary and Cheriton Bishop.

The buildings on the layout have been chosen to fit with its chosen location; the train shed is based on that at Moreton Hampstead, whilst all the other principal structures, whilst not being based upon any specific prototypes, are characteristically Great Western.

The model is set in the late 1950s to early 1960s and is built to finescale 00 standards. All pointwork is hand built using code 75 bullhead rail soldered to copper-clad sleepers. All the signals are controlled by relays and the level crossing gates are also fully functional.

In order to introduce a bit of operational and visual interest we have assumed that, at some point in the past, the LSWR were granted running powers over the branch. This gives us the excuse to run BR(SR) locos and stock as well as BR(WR) and this provides greater variety than many ex-GWR branch layouts.