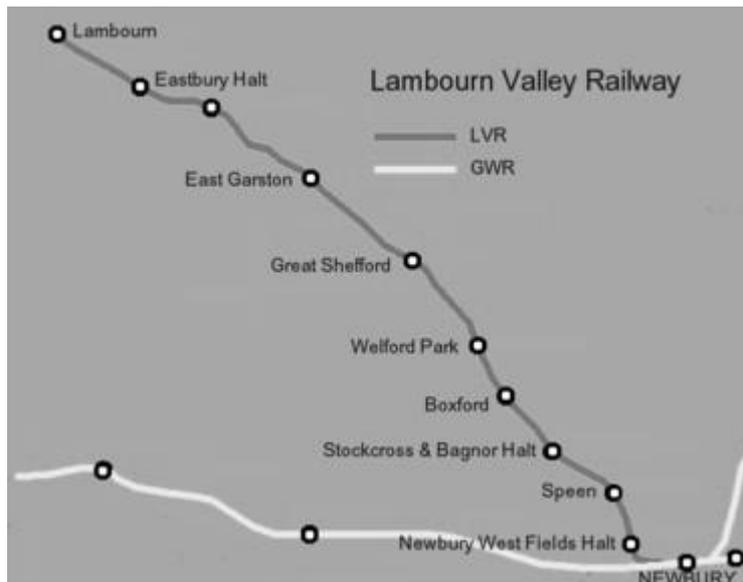


Lambourn

(Dartford Model Railway Group)
4mm/OO gauge

The Lambourn branch, built by the Lambourn Valley Railway, and opened in 1898, ran from a junction with the GWR main line at Newbury to Lambourn, with intermediate stations at Speen, Stockcross & Bagnor, Boxford, Welford Park, Great Shefford and East Garston, and halts at West Fields and Eastbury. Operated and maintained from the outset by the Great Western Railway, the line was amalgamated with that company in July 1905. The GWR immediately began improvements to the line including the construction of new station buildings at Lambourn.



As an economy measure the GWR introduced diesel railcars to the line. Unlike the earlier series these were designed to be capable of hauling a tail load and were fitted with buffers and coupling gear. The prototype car No. 18 was trialed on the line and stayed for a number of years before moving to South Wales after which cars from the production series were used. In 1956, the diesel railcars were displaced and steam-powered services reintroduced to the line.

The line closed to passengers from the 4th of January 1960, freight traffic continued to Welford Park to support an American airbase at RAF Welford. The track beyond Welford was lifted in 1962. When its contract with BR terminated in 1973 the US Air Force transferred its traffic to road transport and the line was closed. There was one final day of trains on the line when a "Lambourn Valley Last Day" commemorative day was run by BR; 4 trains each way ran to Welford Park.

We have chosen to model the 1905 GWR station in the period from 1938 (when the siding behind the signal box was removed) until around 1953.



Passenger services are provided by diesel railcars or steam loco hauled. Due to weight restrictions the locos were limited to a small number of classes (Dean Goods, the ex-MSWJ 1335 class, GW 850 class and 57xx class Pannier tank, ex-Cambrian 908); later Collett 22xx goods locos were allowed. Fortunately our management aren't quite as severe and you might see other small locos in service, perhaps on running in turns; and even in the wartime period the odd 'foreigner'!

The layout is operated using a DCC (digital) control system with conventional switch operated points and signals.



A pair of RAF hurricanes fly over the cereal harvesting.



General view toward Newbury.



Auto-train service pauses between trips at Lambourn



BR Period diesel railcar leaves with a Newbury service.

An end-to-end layout with a 13 feet by 2 feet scenic display, and a 4 feet by 2 feet fiddle yard.

Exhibition managers wishing to include this layout should contact Bob Hope at robert.hope@talktalk.net or Eddie Lemman at eddielemman@yahoo.co.uk or via the group website www.dartfordmrg.btck.co.uk