

# CHARWELTON

An Exhibition Main Line

## The Location

Charwelton is a small village in Northamptonshire situated on the A361 main road between Daventry and Banbury. Railway wise it lay between Rugby and Woodford Halse. It boasted a small station with characteristic Great Central London Extension island platform with overbridge access and goods yard. It was also the junction for a lightly laid, short ironstone branch. This is what has been modelled though some compression has taken place between the south portal of Catesby Tunnel and the Hellidon Lane bridge in order to fit everything into a reasonable space. Beyond the main road bridge and the bridge just north of Charwelton troughs our track has had to curve more than on the prototype in order to get back to the fiddle yard. Apart from the remains of some of the trackbed, the tunnel and the two smaller bridges nothing remains today of what was once a principal main line. Drivers travelling on the now flat A361 will have little idea that there was once an important railway installation at this point.

## The Period

What is depicted represents the time scale 1957 - 1962, during which the responsibility for running the line passed from the Eastern Region to the London Midland Region. At the beginning of the period we depict A3s and V2s on the expresses, including the 'Master Cutler' and 'South Yorkshireman', through to representations of the Marylebone – Nottingham semi-fasts, the York – Bournemouth inter-regional trains, various stoppers and parcels and, of course, the famous Annesley – Woodford 'runners' or 'windcutters'.

## The Model

A double track main line with loops through the station, small goods yard and an ironstone branch.

Dimensions 36' x 14', the scenic section is along one side as shown on the attached plan, though it can be presented in the round if necessary.

4mm scale - 00 Finescale.

The prototype allows the largest legitimate range of motive power and stock to run, with ex GWR, LMS and LNER locomotives and stock present, together with ex SR coaches as well as most of the BR Standards. The fiddle yard can accommodate 40 scale-length trains. All stock is kit built, scratch built or modified proprietary.

Buildings, structures, pointwork and signals are all accurate representations of the prototype and are entirely scratch built. All have been thoroughly researched either through historical documents and photographs or our own site visits over the last few years.

## Exhibition Information

Travel	The layout is transported by van (approx £240 hire charges for a 2 day weekend), plus diesel and petrol for 3 cars, cost dependent on distance.
Operators	usually a team of 8 operators is needed, but for long exhibitions more may be required.
Insurance	The value of the layout and stock is £100,000.
Setting Up	Setting up time is usually 3-4 hours from arrival.
Electricity	A single 13 Amp socket is required.
Size	Overall size is 36' x 14' (including operating space), the layout comes complete with drapes and is fully illuminated.

## The Charwelton 'Team'

The layout was built and is operated by Wolverhampton Model Railway Club, the locomotives and rolling stock have been built by individual club members.

## Contact

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