

The Tarrant Valley Railway

By Wimborne Railway Society.

Scale: 4mm:1ft. *Gauge:* 00-9.

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Requirements for this modular layout:

Please see attached plan sheets with the *seven* different formations available.

Photos are available on request, plus a more detailed history is also available.

Viewable along length and ends, including details on covered fiddle yard.

Layout accompanied by map of the line, 'past & present' photo albums, etc.

Approx. 3ft required behind, plus a table and chair or two.

Barriers required, if available. Layout to floor curtain supplied.

Two power points needed. Own lighting as standard.

Approximately 8 operators required on larger formations. Insurance value: £5000. (max.)

A hired van is required; its size depends on chosen formation. Fuel for a maximum of two cars.

Further Reading

Please see the September 2005 issue of "The 009 News", and the February 2006 issue of "Railway Modeller" for more details, or visit our website at <http://www.wimrail.org.uk>.

Brief History: (for inclusion in programme, if required)

The railway is based on the little known Tarrant Valley Railway, running from an exchange siding just north of Spetisbury on the Somerset & Dorset Joint Railway to Tarrant Gunville and beyond for about one mile for freight traffic to serve some chalk pits. Quarried chalk was the line's main revenue earner, with two other sites opened up along the line. Various farms were passed as well and these were catered for in the freight traffic too. The length of the line was approx. 8 miles and was built to 2ft gauge

The line opened in 1860, as a freight only line, but in 1867 passenger trains were introduced. A new station and loop at Stonemere was opened just outside of Spetisbury to offer passengers the chance of a river boat trip along the River Stour.

The line originally had just three engines and 16 wagons, the rest being bought in second-hand as and when they became available from other sources.

The railway prospered up until the First World War, when the original source of chalk at Washer's Pit became exhausted and this section of line north of Tarrant Gunville closed. The stub of this line is now the cattle/sheep dock. Running on borrowed time and with the events of the Great Depression, the line closed at the outbreak of World War Two, with all the materials going towards the war effort.

The model depicts the line as it was during the 1920s/30s.

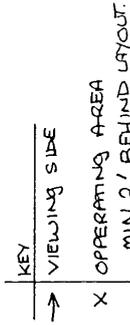
The stock is mainly Parkside-Dundas plastic kits, plus a few other makes, with weights or loads added. Locos are either commercial whitmetal kits or are scratchbuilt, using mainly Graham Farish chassis.

Buildings are plastic kits by Ratio, Peco, Wills, etc., but modified to suit the location. Several buildings are scratchbuilt using commercial kits as a basis, or sheet materials, such as the road bridges, engine/carriage shed, quarry buildings and station buildings.

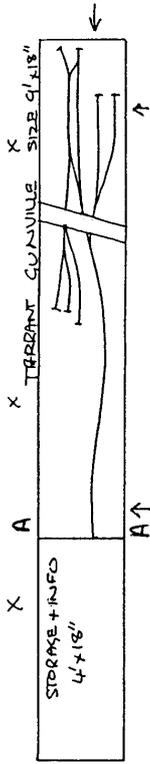
Polystyrene has been used to form the landscapes, covered with Woodland Scenics scatter materials.

SCALE 1/4" = 1'

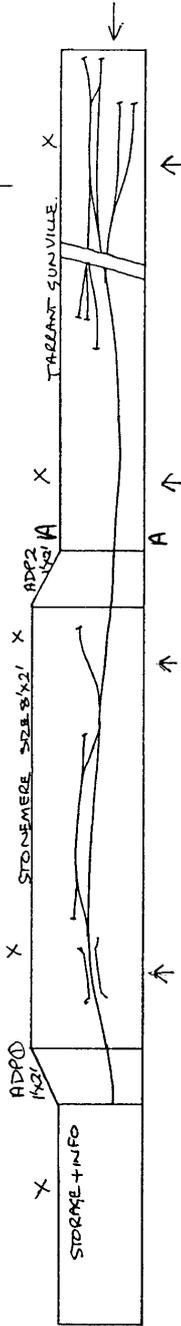
TARRANT VALLEY LAYOUT FORMATIONS



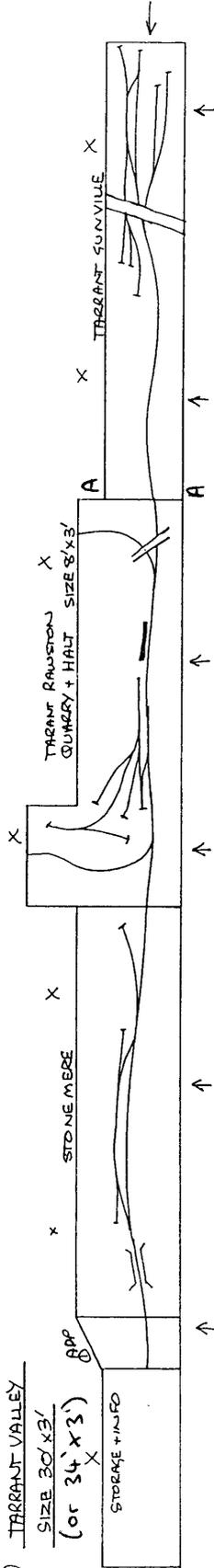
① TARRANT GUNVILLE
 SIZE 12' x 18"
 (or 17' x 18")



② TARRANT VALLEY
 SIZE 23' x 2'
 (or 27' x 2')

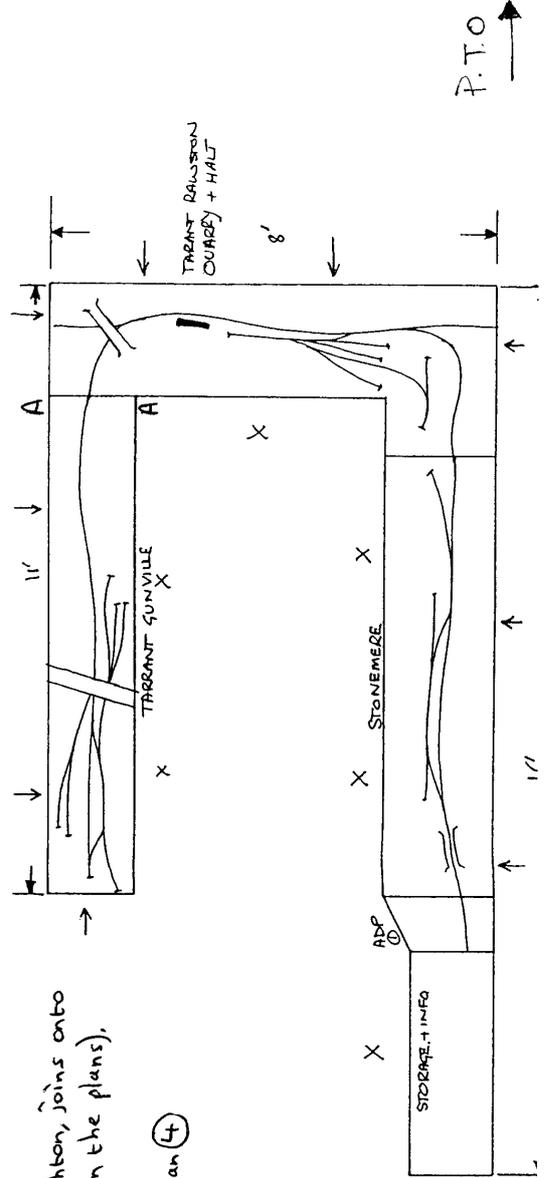


③ TARRANT VALLEY
 SIZE 30' x 3'
 (or 34' x 3')



Note:
 A new 4' x 18" Airfield board, Tarrant Rushbon, joins onto Tarrant Gunville (marked at points "A-A" on the plans), if it is required or room permits.
 Eg. It would level out the 'U'-shaped plan ④

④ TARRANT VALLEY
 SIZE 16' x 8'



P.T.O →

SCALE 1/4" = 1'

