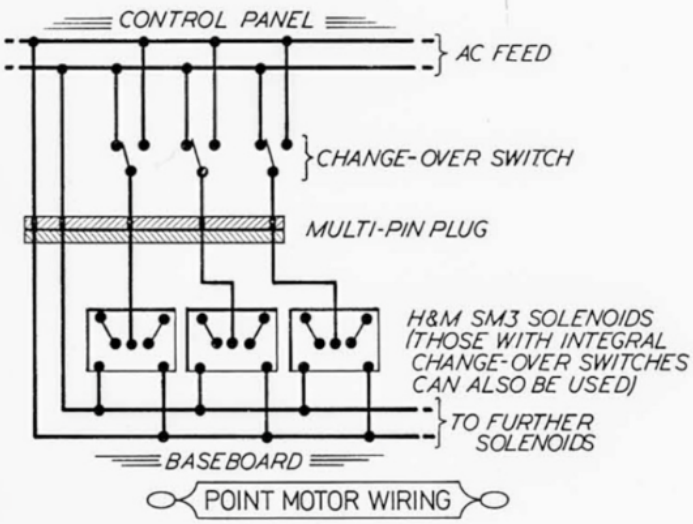
The layout could also be used in a more serious vein, for both main and branch line operations.



motor to turn off power once the motor has thrown. See diagram for details. This method needs only one wire to each motor, with a pair of AC feeds to each baseboard.

Rolling stock is all proprietary, using the famous 'Thomas' from the Hornby range; No 2 'Edward' is a Dapol 4-4-0; No 3 'Henry' a Mainline 'Scot'; No 4 'Gordon' an ancient Triang 'Flying Scotsman'; No 5 'James' a Triang 3F. The Twin Engines are both Airfix 4Fs, one blue as repainted, the other black with a sad face because he hasn't been repainted yet. Several visiting engines appear, including 'Duck' and 'Toby' from the Watford Club's layout. Coaches are mostly Mainline, Airfix and Hornby, some borrowed from my son's layout, as are the wagons. Faces are made from Plasticine or Blu-Tac moulded to shape and painted. Dreaded diesels also appear in the shape of 'Boco', a Hornby Dublo Co-Bo; 'Bear' the Hymek; 'Daisy' the DMU and 'Mavis', a Mainline 03 as station pilot.

The track plan is devious, as the terminal platforms just hold a loco and three coaches; there is just room to shunt and release the incoming loco with 'Mavis' and three coaches. It is impossible to shunt three coaches from the carriage sidings to the terminus; the run round loops on 'Thomas', branch will only take 'Thomas' or a smaller loco etc. So, what may seem a simple train set does, in fact, take a fair amount of skill and thought to operate. The main aim is to keep something moving all the time, so the drivers have to keep their wits about them. The PECO uncouplers are strategically placed, and can be made to work every time. A dead end reversing road is placed in the middle of the hidden loops to enable trains from the terminus to be sent back. Sometimes the wagons (and engines) are naughty, and derail all over the place, just like they do in the Rev. Awdry's stories. On a "serious" layout this is frowned upon, but on Tidmouth it's all part of the fun!

At the outset, Tidmouth was built just for the Easter Show 1986, but it proved so popular that it has been to a few small local shows, plus a further showing at IMREX at The Horticultural Halls, Westminster this Easter.

Thanks go to my long suffering wife, Treasure, for putting up with trains all over the house for years, to John Hewitt for helping to build Tidmouth along with my sons Vince and Keith, to members of The Model Railway Club for playing trains with me, to Messrs Patrick's Toys of Fulham for donating 'Annie' and 'Clarabel' and a boxful of scenery; and of course to the Reverend Awdry for the inspiration.

I make no excuses for playing trains on Tidmouth. It was built for fun, it's fun to operate, it's fun to watch and it's even more fun watching kids from 9 months to 90 watching it. Join us at IMREX 1987.

Stanier coach interiors

Oberservations from the 1930s

by G. Luke

WITH reference to Jeff Ayers' excellent article 'Flush with Success', which appeared in the February issue, it may be helpful for modellers to know that, with the introduction of Stanier flush-sided coaches in 1933, the opportunity was taken to completely modernise the interior decorative schemes, which had tended to perpetuate Edwardian styles. The changes may best be summarised thus:

NEW Third Class Mainline Stock — 1933-1939 (LMS)

Seat coverings: uncut moquette in a wide range of contemporary designs, generally coloured brown/beige, though some incorporated floral patterns in rose-pink/beige/grey. The traditional crimson/black motif cloth was discarded.

Panelling: a wide range of veneers was used, mainly of Empire origin but some from elsewhere, e.g., South American Prima-Vera and third class sections of dining cars.

Seating: three-a-side in compartments with arm-rests down, and two-and-two in open stock, which was equipped with tables and could be used as overflow dining cars. In the 68′ kitchen/dining cars two-and-one seating was provided, conforming with first class seating layout.

NEW First Class Main-Line Stock — 1933-1939 (LMS)

Seat coverings: uncut moquette in blue/grey shade and many examples of patterned moquettes being used.

Panelling: as for third class but with a tendency towards the darker veneers, such as walnut.

Floors: carpets in compartments, corridors and gangways of dining cars and open stock. These were patterned in the Company's blue/grey, small squares design, though

The Coronation Scot — 1937

The three sets provided for these trains were standard stock incorporate further improvements in décor and equipment and, with the exception of the kitchen cars, fitted with pressure heating and ventilation. The coaches so fitted were easily identified as the ducting was visible on the tops of the roofs.

The roofs of pre-war Stanier coaches were painted aluminium silver which deteriorated to dark grey/black after a few weeks in service.

During the 1930s I took every opportunity to travel in Stanier stock, making notes of each coach in which I journeyed.

NOTE: Many veneers were used. Further examples are: Bubinga, West Africa; Weathered Sycamore, England; Queensland Maple, Australia; Silver Elm, Canada; Oak, England; Peroba, South America. During 1939, I noticed that white bakelite labels were fitted to partition walls of compartments in new non-corridor and mainline corridor stock on which, in black letters, were printed the names of the veneers used. In open stock the