



STOCK GUIDELINES FOR EXHIBITION RUNNING

PRESENTATION

1. All stock used at an exhibition must be reliable, well presented and be capable of operating for a complete day if necessary. All stock will be subject to a “three strikes and out” rule as far as reliability and derailment is concerned unless the fault can be attributed to a layout defect which can be rectified simply during the exhibition.
2. All pickup wheels and contacts should be clean at the start of day for reliable running. It is recognised that some older locos may need 2 or 3 circuits of the layout to bed in before acceptable performance is achieved.
3. Stock to be clean with paintwork & lining intact, and no chips or dents in the bodywork unless these have been made deliberately as part of customising the item into prototypical work-worn condition.
4. Easily broken items such as buffers and handrails should be present.
5. If the stock has been kit built, re-liveried, re-numbered or otherwise customised, this should have been done to a “professional” standard and stand comparison with the finish on similar modern RTR items.
6. Manufacturers have gradually upgraded the standard of RTR models over the years to the extent that some earlier versions look out of place alongside current offerings. For example the Hornby Class 37 and 47 locos, and the Tri-ang Metro-Cammell DMU now look second rate alongside newer releases from Lima, Bachmann and Heijan. Where this is the case, the older models may be barred from exhibitions.

WHEEL STANDARDS

7. The layout has been constructed using Peco Code 100 track and pointwork. This should accommodate most wheelsets on stock produced in the last 20 years by Airfix, Bachmann, Mainline & Replica, plus the large flanged Lima and Joeff wheels that have problems with the finer Code 75 system. The current metal Hornby wheels and the fine scale 00 wheelsets from Jackson and Romford are also acceptable.
8. Check rail clearance through points may reject some Hornby and Wrenn stock, although the former can easily be cured by re-wheeling with the latest metal wheelsets. If in doubt, test run the stock before the exhibition.
9. Vehicle with erratic motion caused by bent axles or eccentrically mounted wheels will be rejected. Usually falling into this category are the metal tyred Hornby wheels with square section plastic axles. White wheel rims should normally be painted out.

COUPLINGS

10. Couplings should be compatible within each train formation. Mixing previous and current tension lock couplings should be done with care to ensure the train does not split or derail.
11. Any coupling problems that cannot be cured by reforming the train will be dealt with under the “three strikes and out” rule.

TRAIN FORMATIONS

12. Stock used for exhibitions should be British outline drawn from the 1970s era onward, that is Blue/Grey through Sectorisation to the current Privatisation era. While this means predominately diesel traction, it still allows for a limited number of preserved steam locomotives and coaches. This obviously does not include the “preserved” stock found in the Steam Depot area.
13. Narrowing this down further to a particular period or location is at the discretion of the exhibition manager. It should be recognised that we are not just presenting the layout at an exhibition. We are also showing off the stock and demonstrating what can be achieved readily from RTR, Kits and other modifications. Some anomalies in era and location can be expected.
14. Depending on the event and its audience, Thomas with related locomotives and stock may be rostered.
15. Whether or not a particular era has been designated for the exhibition, each train should be consistent in itself:
 - a. If loco-hauled, an appropriate locomotive should be supplied. For example:
 - i. Yeoman/ARC Class 59 on Yeoman/ARC.
 - ii. NSE 33/45/50 on NSE (but certainly not a blue Class 29).
 - iii. Freightliner on Freightliner.
 - iv. EWS on EWS.
 - b. Freight Locos on freight; passenger locos on passenger.
 - c. No mix of vacuum and air braked stock, particularly with coaching stock. Mixing air and vacuum freight wagons was prototypical in limited amounts but following BR rules about unfitted vehicles in fitted trains.
 - d. Wagons that normally run in block trains, for example merry-go-round hoppers, oil tankers, container flats, etc, should not be formed in mixed freight trains unless there is a very good prototypical example.
 - e. Air conditioned Mark 2 & 3 coaches not to run with earlier Mark 1 & non-aircon Mark 2s with the exception of Full Brakes and Catering vehicles.
 - f. HSTs to be in correct formation with Mark 3 Coaches only.
 - g. Liveries not to be mixed un-prototypically. For example, NSE coaches could be found with Blue/Grey, but not with maroon or green liveried ones.
 - h. No random mixture of privatisation liveries. Normally this only occurs when a franchise goes through a re-branding exercise, Great Western being the finest example of this! When stock changes hands, it normally runs either unbranded, or with the new operators temporary branding applied to the original livery, for example First logos on Thameslink and old ScotRail liveries, NatEx white stripe on GNER.
 - i. Electric locos and Multiple Units to be presented as if “on tow” even if the model itself is providing the power and the diesel is a dummy.



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16. Train length will depend on the length of Fiddle Yard siding to which it has been allocated. It should be possible to park the train in the Fiddle Yard clear of the other lines without requiring exceptional accuracy on the part of the operator.

PROTOTYPE FOR EVERYTHING DEPARTMENT

17. For every rule above, there is normally a well documented exception that has taken place somewhere on the railway network. If you can blag your way past other club members, and be prepared to defend it against the many “rivet counters” that attend exhibitions, an exception may be allowed by the exhibition manager.

18. Remember, however, 16 trains each with an exception that may have occurred once in the last 25 years are not collectively going to look prototypical.

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