



Ashdown Junction

1. Ashdown Junction as a layout has been in existence for nearly 35 years, but like the 100 year old broom with 6 heads and 3 handles, it has been subject to continuous upgrade and replacement. Very little now remains of the original layout except perhaps a couple of yards of track in the Fiddle Yard.
2. In its present form the layout models a small Diesel Depot which is located at the junction between a busy Main Line and a secondary Branch Line. This is mainly a refuelling, stabling and signing-on point, but there is a 2-road maintenance shed where minor repairs and A-Examinations can be carried out. The Depot has entrances from both the Main and Branch Lines.
3. The Branch has been singled in the past leaving a short double track passing section where a train can be held clear of the Main Line while waiting clearance on to the single track section. Towards the back of the layout, the platform ramps of the Junction Station can be seen appearing from under an overbridge. To connect the station with the Depot there is a third bi-directional line used mainly for light locomotives, but occasionally by terminating Branch trains to avoid conflict with the Main Line.
4. Further away from the junction and accessed via the Diesel Depot is the remains of the old Steam Shed complete with working turntable. This is now in the possession of a Preservation Society. As well as restoring the site and various scrapped steam locomotives and rolling stock, this can provide a servicing base for Main Line certified locomotives arriving in the area on rail tours.
5. The layout continues to evolve, with detailing and enhancing of the existing scenery. The newest section, recently given its first outing at Tenterden, is the left hand end of the layout which features a viaduct, canal and part of a narrow gauge light railway (009). There are active plans to add further features to this section, so the next time it is exhibited the layout will look different again.
6. The date and location of the setting is left deliberately vague, because the stock used belongs to the Society members and reflects their diverse interests in the railway scene. Rolling stock is a mixture of kits and ready to run models, several with extra detailing. Normally for exhibitions we present "Modern Image", or perhaps more correctly "Recent Past" mixed with the odd steam rail tour for variety. Our main object is to keep the layout active with a variety of interesting stock to entertain the spectators.
7. Think of it as sitting beside a modern main line with its succession of Voyagers, Turbostars and Class 66s and letting your mind drift into imagining what it would be like to see again some of the favourites from the last 20+ years; Hastings Thumpers, Network SouthEast 50s, Mail Trains
8. The overall size of the layout is about 23ft x 10.5ft plus operating space behind. Trackwork is constructed from PECO Streamline Code 100 components laid on flat baseboards. PECO point motors with PECO accessory switches attached, or SEEP motors with inbuilt switches are used to "route set" the power to the track according to the direction the road is set. Power is supplied via section switches – no digital control here!
9. Much of the scenery is permanently fixed to the baseboards, although larger parts such as the tunnel are separate pieces that can be removed if required for maintenance. Buildings are a mixture of Superquick, Metcalf and scratch built card kits, customised to fit the location. The Diesel Shed and turntable come from PECO kits.
10. Ashdown House Railway Society meets every Thursday at 8pm in the Civil Service Sports Club on Harrow Lane, St Leonards-on-Sea, TN37 7JY. You do not need to be a Civil Servant to join. If you are interested in joining us, helping to construct the layout and having the opportunity of running your stock on a large layout, please contact John Papworth (01424 754962), Peter Bolton (01424 753684) or just call at the Clubhouse any Thursday evening.
11. For further details, take a look at Ashdown Junction on our website at www.ahrs.org.uk.

