

The EM Gauge Society presents . . .

another expoEM event, this being the last for 2008. These events are the showpiece for the work of the members of the **EM Gauge Society** which we like to share with all enthusiasts of railway modelling irrespective of gauge, period or prototype.

expoEM is also about "asking the questions you were afraid to ask" Our team of demonstrators, the layout operators and the traders have all started in the same way and are sympathetic to your questions.

Our strength is not only our membership and the specialist traders who have joined us in promoting fine scale modelling, but it is also the effort our Area Groups who work so hard to present or support the three expoEM events we present each year. So, just a reminder for your diary for the next two expoEM events noting that we have moved the May exhibition to Bracknell in Berkshire due to the closure of the regular Bletchley venue.

expoEM '09

The Bracknell Leisure Centre
Bagshot Road - Bracknell
Berkshire - RG12 9SE

SATURDAY 16th MAY
and SUNDAY 17th MAY

expoEM North '09

Colne Valley Leisure Centre
Slaithwaite, Huddersfield

SATURDAY 12th
and SUNDAY 13th
SEPTEMBER

The Board of the EMGS would like to thank Tony Sullivan and his team from the South Hants. MRC for organising expoEM with support from the two EMGS Area Groups (East Dorset and the South Hants & West Sussex).

The South Hants MRC meet each Thursday from around 8pm in their Club rooms at Fort Widley, Portsdown Hill, PO6 3LS (just north of Portsmouth).

The East Dorset Group meet on the second Monday of each month at the Allendale Community Centre, Hanham Road, Wimborne, BH21 1AS starting around 7.30pm.

Why not come along to their next meetings where you will be made most welcome?

The E.M. Gauge Society Limited www.emgs.org
Membership Secretary (membership@emgs.org) : Phil Tattershall
22 Squirrel Close, Sandhurst, Berkshire, GU47 9DL. Tel: 01252 876761

DEMONSTRATIONS

SPLIT FRAME LOCOMOTIVE CHASSIS

John James

DCC

Graham Seed

RESISTANCE SOLDERING

Ian Harrison

CONVERTING READY TO RUN LOCOS

Philip Hall

WAGON SUSPENSION SYSTEMS

Roger Courtenay

TRACKWORK CONSTRUCTION METHODS

Ewen Croweller

BUILDINGS & SCENERY

Chris Lamacraft

ALEX JACKSON COUPLINGS

Dave Bridges

SPRINGING UNITS FOR COACHES

Bob Ellis

**THIS IS AN ADVANCE
COPY OF THE
PROGRAMME AND MORE
DEMONSTRATIONS ARE
BEING ARRANGED**



www.emgs.org

expoEM South 2008

SATURDAY
29th

NOVEMBER

10.30am to 4.30pm

The Admiral Lord
Nelson School
Dundas Lane
Portsmouth
Hampshire - PO3 5XT

PROGRAMME

The venue is located on the North-Eastern outskirts of Portsmouth, some 5 minutes drive from the M27. Easy access by way of the A3, then A3(M) and on to the A27. OR, M3 then M27 on to A27. Free car parking at the school or in the adjacent out of town shopping precinct. Hilsea station is less than a mile from the venue. (see back page for map)

Free Raffle : Remember to hand in your entrance ticket when you finally leave the exhibition making sure you write your name and address on the stub. First ticket drawn at the next EMGS Board meeting will win £10. Winner will be notified by post and their name printed in the next Newsletter.

FREE ONSITE & LOCAL PARKING

REFRESHMENTS

Admission £4
(EMGS Member £3)

LAYOUTS

No programme can ever give a full description of a layout, the work and heartbreaks etc. that go into building it, but below you will find a "glimpse" of what you can expect to see.

NORTH HOLDERNESS LIGHT RAILWAY

EM gauge 24'0" x 2'3"

Don Annison and Phil Steen, South Lakeland Railway Modellers
Period: 1950s

Holderness is the low-lying area of the East Riding of Yorkshire between the Wolds and the coast. There were several proposals for a North Holderness Light Railway to link North Frodingham with Beverley via Brandesburton. The line was never built, but it is shown on the North Eastern Railway tile maps, which can still be seen at several stations in the North East including Beverley. There is a photo of the York map on our display board. The final proposal for the line was actually narrow gauge but we have taken a standard gauge version as our inspiration. We have borrowed the track plan and railway buildings of the Easingwold Railway, moved Frodingham wharf nearer the village and made it more like Driffield. The layout is set in the 1950s

The baseboards are built from 9mm ply. The scenic section is 20ft. long by 2ft 3in wide, with an overall length of 24ft. The layout is built in 4ft sections, with trestle-style legs attached to the boards.

The scenery is pre-coloured home-made plaster bandage (Polyfilla and rags) covered with **Woodland Scenics** and **Heki** grass. The canal and river are Perspex, painted underneath, with gloss varnish on top. The land drain by the farm is just varnish - lots of it. Trees are a mixture of **Woodland Scenics**, **Heki**, and home-made.

Apart from some of the smaller buildings, which are made from kits, most of the buildings are scratchbuilt. The railway buildings were built using the plans in the **Oakwood Press** book on The Easingwold Railway, and the others are based on photographs of prototypes in Beverley and Driffield etc.

Track is **SMP Scaleway**. The points are scratch-built using PCB sleepers. The points are manually operated using hardwood strip push-pull rods underneath the boards linked to miniature toggle switches to switch the polarity of the live frogs. The rail is phosphor-bronze bull-head.

Locomotives are mainly kit built, coaches are **Ian Kirk** kits, and wagons are a mixture of kits and modified R-T-R. Three-link and screw couplings are used.

Goods traffic is mainly agricultural: seeds, cattle feed, fertilizer, grain and vegetables, and also timber.

TRERICE

18.83mm gauge (P4) 4'8½" (viewing) x 1'9"

Iain Rice

Period: Cornwall circa 1960

Higher Trerice Clay Works, Ponteglos. This diorama depicts the clay industry in North Cornwall and the associated railways. In fact, it's a sort of latter-day 'North Cornwall Minerals', being based on the same convenient fiction that spawned 'Tregarrick' - that is, a mixture of Bodmin and Wadebridge and Cornwall Minerals with a touch of North Devon and Cornwall Junction thrown in.

Although not following any specific original, the dries at Higher Trerice, Ponteglos, are authentic in layout and design and combine elements of several prototypes into one complex. The model is made in Kappler board with overlays of card and artist's watercolour paper, embossed to give the stonework and painted in a mix of acrylic and artist's watercolour paints.

The railway is in P4 and features some of the worst P4 track yet made, replete with dips, bumps, doglegs, kinks and dropped joints. The locomotives and stock are models of types that worked over the Cornish clay branches and include 1366, 16xx and 57xx pannier tanks, at least one Beattie well-tank and a 45xx small Prairie.

The diorama uses a highly-portable lightweight ply supporting structure with an integral backdrop and lighting system, using the techniques developed during the construction of 'Hepton Wharf'. Landscaping is in 'glueshell' and the rockwork (Delabole slate) uses frost shattered fragments of the real thing. Control is conventional DC and turnouts are hand operated. The layout uses Rice's 'Imprecise' auto-coupler, a home-made variant of the basic **H&N/Sprat & Winkle design**.

HEMLOCK DOWN

EM gauge 8' 6" x 2' 0"

John Worsley (West Sussex)

Period: GWR

The layout was deliberately conceived as an exercise in building a layout which would be both minimal in length and weight. As such it is only 8'6" in length and can, if need be, be erected by one person. It is small enough to be transportable in an estate car, as well as fitting entirely in one room.

The station itself owes much to Hemyock on the Culm Valley Line, although it has been altered in respect of the siding arrangements and by the removal of the Creamery.

Ratio bases are used for the trackwork with ply sleepers and rivets for the pointwork.

TREWITHICK

EM gauge 16'0" x 1'6"

Graeme Vickery

Period: GWR 1940s

Trewithick represents an imaginary GWR branchline terminus set deep in the china clay district of Cornwall. The inspiration for the layout came from family holidays in the early 1980s when many happy hours were spent exploring the Newquay branch and the various freight only lines in the area that carried china clay to the main line at Par and onto the sea port of Fowey. In those days clay hoods remained dominant with haulage provided by Class 37s and "Peaks".

The layout, however, is set back in time in the final years of the GWR when class 45xx, and pannier tanks dominated the scene. The period, however, does shift forward 15 years on occasions to satisfy my interest in diesel hydraulics. Trewithick is served with a regular passenger service, usually an autococh or a "B" set with the occasional through coach and a regular pick up freight serves the yard. Just outside the station is one of a number of china clay sidings served by the line. This traffic uses the run-round facilities at the station before making the return trip to Fowey.

The layout is nearing completion don't be surprised to see the odd train that is not prototypical for GWR in Cornwall. I am still building rolling stock and locos for the layout. Locos are converted r-t-r and rolling stock mainly built from various kits. The fleet of china clay wagons did win the "Pick-Up Trophy" in the EMGS competition several years ago and before you ask, the principal constituent for the weathering is Brut talc!

KITEHOUSES

18.83mm gauge (S4) 8'0" (plus fiddle yard) x 1'9"

Tony Sullivan and David Hawkins

Period: late 1950s early 1960s

Based (very) loosely on Seahouses, the terminus of the North Sunderland Light Railway, Kitehouses represents an independent light railway whose operation was taken over by BR around 1949. It ran from an as yet undetermined station on the east coast main line to the small east coast town of Kitehouses.

The line staggered on for many years, just about making into the early diesel era although by this time passenger traffic was very sparse with freight traffic just about justifying the line's continuing existence. The line finally faded away in the early sixties, saving Dr Beeching the trouble of having to close it.

The layout was an entry for the Diesel and Electric Modellers United (DEMU) challenge in September 2008, which invited modellers to design and build to P4 standards an exhibition layout where at least three-quarters of the motive power modelled, represent diesel and/or electric prototypes.

Our aim was to build this layout as an essay in illustrating how easy it is, now in 2008 to build a starter P4 layout from available "ready to run" and kit items.

To this end we have converted **Bachmann** and **Hornby** locos and stock, used **Exactoscale** "New Track" components for making the trackwork. The buildings have been constructed using "off the shelf" kits from **Wills** and **Ratio**. The stone walls are "out of the box" **Hornby** "Scaledale" while the cattle dock is a **Bachmann** resin item.

The Track plan is based on the late Martin Brent's "Arcadia" Scenic length 8ft (Plus Fiddle Yard)

CORNWALLIS YARD

EM gauge 16'0" x 4'0"

Ian Worthington and Karl Crowther (Rochdale MRC)

Period: 1930s

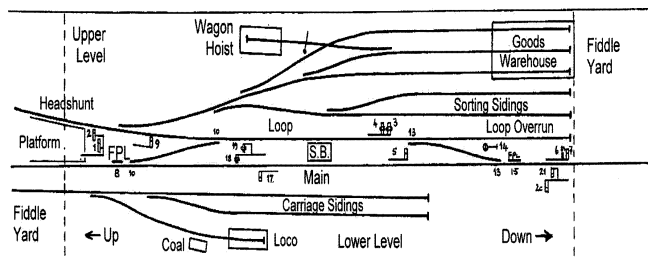
This model is the work of the late Bob Haskins, representing a make-believe section of the GWR Millbay branch at Plymouth during the mid-1930s. The line was famous for providing a railhead for Trans-Atlantic liner traffic from New York, with the GWR providing boat trains between Plymouth and London Paddington.

Depicted on the upper level is a part of Millbay Road Station, together with a goods depot and sorting sidings. In contrast, the lower level includes carriage sidings and a small locomotive shed. To the rear of the layout, a wagon hoist provides access between upper and lower levels for a wagon building works (it is hoped this will eventually be a working feature).

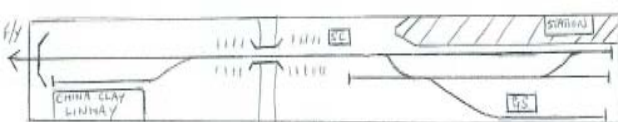
Track has been constructed from **C&L** components, with turnout operation either by **Tortoise** motors or manual means, and signals controlled by 'memory wire' actuators. The free-standing control console incorporates a working lever frame, linked electrically to the layout. Many of the retaining walls, together with the Millbay Road Bridge and various other structures have been built by Bob, using scribed polystyrene meat/pizza trays and painted with acrylics to represent the local stone. Other buildings include the GWR goods warehouse and card-built station (the original being Parson Street in Bristol).

Additional work to bring the layout to completion has mainly involved the construction of several more structures, including two warehouses, Haskins' Bakery and the wagon hoist, together with final scenic detailing. Finishing touches have included the locomotive shed watering facilities, various figures, and a sizeable population of gulls. We have also completed some further rolling stock and locomotives to aid the operational running of the layout. It is hoped that Bob would have approved of the efforts made toward completing his model. Please feel free to discuss any aspect of the layout with the operators.

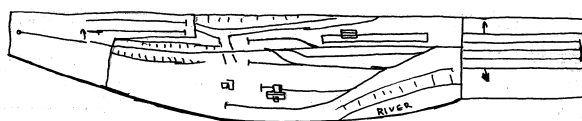
CORNWALLIS YARD



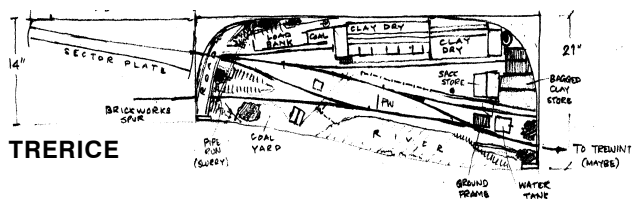
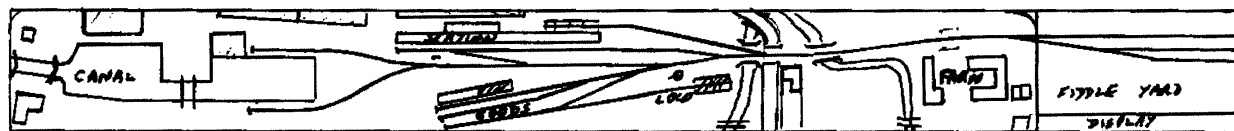
TREWITHICK



TALYLLYN ROAD

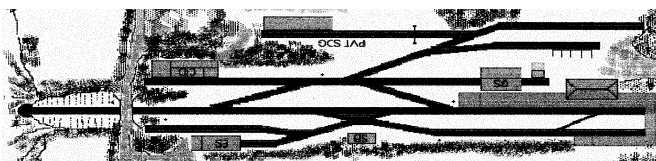


NORTH HOLDERNESS LIGHT

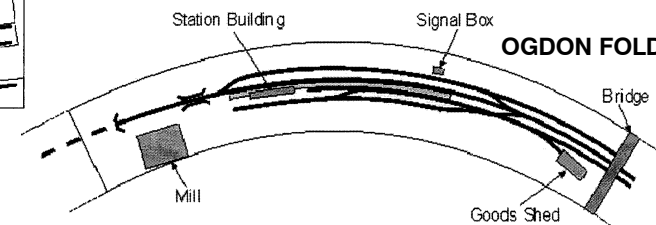
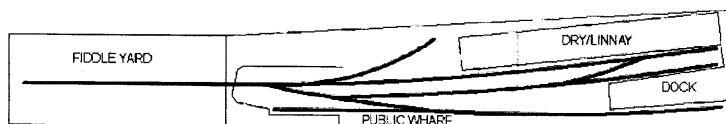


TRERICE

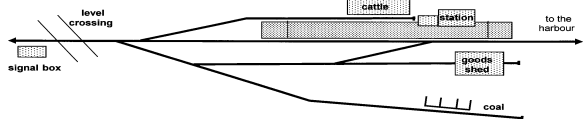
DARTLEY



WHEEL ELIZABETH



KITEHOUSES



HEMLOCK DOWN



(DRAWINGS NOT ALL TO THE SAME SCALE)

The Annual "Watlington Trophy" will be presented for Best Layout at expoEM South. Voting slips will be issued to all those attending on the day. The winner will be announced prior to the end of the show and they will also be presented with a cut glass trophy specially prepared for the event as a keepsake.

WHEEL ELIZABETH

18.83mm gauge (P4) 24'0" x 2'3"
Andrew Ulyott
Period: Cornwall 1958-1980s

The layout is inspired by the china clay dries at Wenfordbridge and Carbis Wharf, the last coal fired dry to close in 1986. The trackwork was unchanged from the 1950s through to closure, and this gave me the idea of a layout that could chronicle the various types of rolling stock typically seen on clay trains, from Beattie Well Tanks circa 1958, through to classes 08 and 37 in the mid 1980s. The track plan includes a public wharf (siding) that allows some variety of rolling stock.

I am using the layout as a test bench for various techniques and, as such, I have made track using the ply and rivet method, C&L components, and hybrid ply sleepers and plastic chairs.

As well as shunters, you will see types 2/3 on trip workings and a number of type 4/5 mainline engines on running-in turns from St Blazey. All engines modelled will have been photographed on a clay train somewhere.

DARTLEY

18.83mm gauge (P4) 21'0" x 2'0"
Pete & Jeff Day
Period: GWR 1926 - 1934

Dartley is a fictitious GWR seaside layout and is built on traditional soft wood frames with chipboard tops. The scenery is formed from polystyrene tiles cut to shape and sealed in plaster bandages then covered in various commercial scenic materials. Buildings are mainly scratchbuilt using Will's plastic sheeting and plasticard with cast or etched details as appropriate. The rolling stock consists of a mixed bag from converted r-t-r to scratch built items with compensation or springing depending on the vehicle. The locos are a similar mix of heavily modified r-t-r bodies on scratchbuilt chassis to complete scratchbuilt projects - most use compensated chassis with 'can motors' and gearboxes. Control is by KPC and Gaugemaster controllers and the layout is broken up into two sections to help keep things moving. We use 3mm Sprat & Winkle couplings to, generally, allow hands free operation. These have proved very reliable and very little attention. Please feel free to ask any questions you like or if you want to see what makes the layout work.

TALYLLYN ROAD

EM gauge 16'0" (inc fiddle yard) x 2'6"
Andy Cundick
Period: Mid Wales 1920

Tallyllyn Road is based upon an Iain Rice design from his book "Light Railway Layout Design" (Ettrick). The main differences being the move of location to the Welsh borders, just east of Brecon, from the Scottish borders. It supposes a branch line similar to the Tanet Valley line just moved south and operated by the Brecon & Merthyr and Cambrian in 1920. It is still to be decided what the extension beyond the station serves, it may be a reservoir or a military branch.

No layout?
TEST TRACK FACILITIES WILL BE AVAILABLE
Just bring along your models and give them a run.
The "best talking and meeting point".

OGDEN FOLD

18.83mm gauge (S4) 18'6" x 18'0"
South Hants. Model Railway Group
Period: L&YR Lancashire

Ogden Fold is a 'might have been' layout based on proposals put forward by the Lancashire & Yorkshire Railway, which promulgated a line from Rishworth near Huddersfield towards Littleborough, thereby reducing the distance from Sowerby Bridge by about five miles. This scheme would have involved a four-mile long tunnel under Blackstone Edge but was never carried out, though the threat of its construction was sufficient to stop any further interest by competitors of the L&YR.

Having looked at a 25" O.S. map of the Milnrow/Ogden Moor area (1891 edition) we decided that had a line been built, it could (at reduced cost) have joined the Oldham Loop at a triangular junction giving two routes to Manchester.

We also considered that a station at the south end of the tunnel was desirable and we thought a suitable area for this station would be the hamlet of Ogden, which

would have developed at a quick rate with the coming of the railway. Hence Ogden Fold was established.

All the buildings and railway items are based on prototypes from locations local to the area. Track is mainly ply and rivet with plastic chairs. The layout is still under construction, with the track and electrics complete and tested and scenery and buildings under way.

The Group also meet on Sunday mornings from 0930 to 1230 to build and operate. If you're interested in joining the Group contact us via the SHMRC.

TRADERS

EMGS Limited - Trade Stand - Doug Fairhurst

4 Meadway, Freezywater, Enfield, Middlesex, EN3 6NU.
Full range of supplies from the Trade List.
web: www.emgs.org email: trade@emgs.org

a.b.s Models - Adrian Swain

39 Napier Road, Hamworthy, Poole, Dorset, BH15 4LX
Tel : 01202 672891

Radley Models

3 Ross Road, Poulner, Ringwood, Hampshire, BH24 1XG.
Tel: 014254 79377
email: radspg13@aol.com www.radleymodels.co.uk

Railroom Electronics - Adrian Rogers

c/o 20 Avon Drive, Wareham, Dorset, BH20 4EL.
Tel/FAX: 01929 550623
email : railroom@onetel.com www.rail-room-electronics.co.uk

G.W.Models - George Watts

11 Croshaw Close, Lancing, Sussex, BN15 9LE.
Tel : 01903 767231

Southwark Bridge Models - Ivan Smith

7 Carne Close, Chandler's Ford, Eastleigh, Hants, SO53 1HH.
Tel/FAX : 0203 8026 2414
email: ivansmith@talktalk.co.uk web: www.sbmodels.org

Model Railway Developments - Hubert Carr

6 The Square, Carlshalton, Surrey, KT22 7EE.
Tel: 0845 644 1101 FAX: 020 8773 0442
email: Hubertcarr@googlemail.com web: www.emardee.org.uk

Kevin Robertson Books

"Conway", Warnford Road, Corhampton, Hants. SO32 3ND.
Tel : 01489 895209
www.kevinrobertsonbooks.co.uk

Mike King ("Southern" Drawings)

16 Barricane, St. Johns Hill Road, Woking, Surrey, GU21 7RB.
Tel : 01483 769305

Brilliant-Baseboards - Ray Regan

P.O.Box 249, Wallington, Surrey, SM6 9XY.
Tel: 0845 296 8730 FAX: 0870 422 1202
email: info@brilliant-baseboards.co.uk
www.brilliant-baseboards.co.uk

Exactoscale Ltd including The P4 Track Company

Andrew Jukes & Len Newman
20 Waterson Vale, Moulsham Lodge, Chelmsford,
Essex, CM2 9PB.
Tel : 01245 263779
www.p4track.co.uk

MEMBERSHIP RENEWALS

Phil Tattershall our Membership Secretary will be attending to take your subs renewals and to recruit new members. Steve Young will also be along and might possibly convince you to purchase one of our limited range of promotional material such as our new Polo shirts, mugs and, just released, modelling aprons!

BRING & BUY

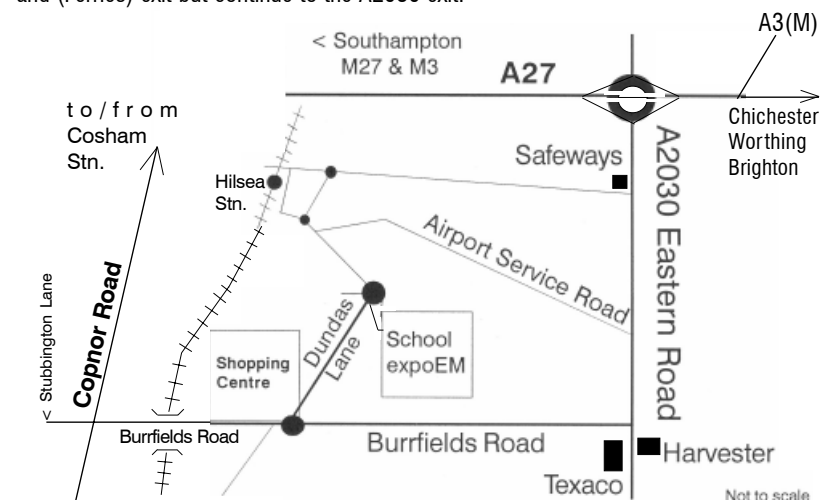
The South Hants. Model Railway Club will be operating a ("Cash Only") bring and buy table.

NO SMOKING IS PERMITTED AT ALL ON THE CAMPUS.

You are free to take photographs and make videos at this event but please be courteous and ask permission from the layout or owner of the model before doing so. We regret we cannot look after bags, coats etc and request you DO NOT ask traders, layout owners or demonstrators to do so.

How to find us by car . . .

It is 1½ miles between the end of the A3(M) and the A2030/A27 intersection. From the Southampton direction (M27 - A27) do not take the Portsmouth City Centre and (Ferries) exit but continue to the A2030 exit.



First Bus Route 1C operates at a 15 minute interval along Copnor Road throughout most of the day. Alight at Burrfields Road/Stubbington Lane (Star & Garter). (Approx 10min walk to the School). Portsmouth City Centre (30 min journey time), and Cosham station (12 minute journey time) are served by this route. (Route goes via Southsea.)