The EM Gauge Society proudly presents

expoEM 2011

A celebration of achievable finescale railway modelling at its VERY best showing that it can be done, and by YOU.

See the star of the show
Leighton Buzzard (Linslade)
Buckingham Branch GCR.

Programme sponsored by Eileen’s Emporium.
Programme sponsored by Eileen’s Emporium

The E.M. Gauge Society presents

expoEM 2011
SATURDAY 14th MAY 2011
10.30am - 5.30pm
SUNDAY 15th MAY 2011
10.00am - 4.30pm

THE BRACKNELL LEISURE CENTRE
BAGSHOT ROAD - BRACKNELL
BERKSHIRE - RG12 9SE

LECTURE PROGRAMME

SATURDAY

11.30am  Ready to run loco conversions.
Peter Hill.

1.30pm    Scratch built buildings...where to start.
Paul Bason.

3.30pm    Building an exhibition layout including
baseboard construction.

SUNDAY

11.15am   A tribute to the late Rev. Peter Denny
Rev. Mike Kippax

1.15pm    Signalling.
Mike Hayward

2.45pm    Ready to run loco conversions.
Peter Hill.

How to find us:

By Car:
M3 Junction 3 (5 miles) take the A322 - Bagshot and
Bracknell direction.
M4 Junction 10 (4 miles) take the A329(M) and
continue on A329 (Berkshire Way) to the “Twin Bridges
Roundabout”. Take the A3095 exit (Devonshire Way) for
1/3 mile until the roundabout at Bagshot Road (A322).
Follow the brown tourist signs to the “Sports Centre”.
Free car parking on site and in Overflow car park.

By Train:
The Sports & Leisure Centre is a short walk from
Bracknell station (approx 3/4 mile). Direct services are
provided by South West Trains to/from London Waterloo
and Reading every 30 minutes during the weekend.
Connections at Reading for Cross Country and for First
Great Western services. It would be wise to check for
engineering works especially on Sunday.

By Bus:
Routes operate from the Bus station (close to the
railway station).
Saturday operated by ‘First’ Route 158 TO the
Sports/Leisure Centre and Route 159 FROM the
Sports/Leisure Centre every 20 minutes. Route 194
every 30 minutes.
Sunday operated by Courtney Coaches Route 171
to the Sports/Leisure Centre and Route 172 FROM the
Sports/Leisure Centre hourly. Route 194 hourly.
Greenline Bus (Route 702) Operates a direct service
between London Victoria and Bracknell.

Admission £7.00
EMGS Members £5.00
(2 day ticket *)

(*) This is a single price 'Weekend' ticket for you and your partner. Accompanied
children are admitted free. However, as this is a specialist show we leave it to you
discretion whether you bring very young children as this may spoil your appreciation
of the models, demonstrations and lectures available throughout the weekend.
AARON WARE (Toy Trains) 4 Highfield Road, Staplehurst, Kent, TN12 0BD Tel: 01235 816678 e-mail: aaron@waremodels.co.uk
BRIAN DEEP (Comparative Studies of Steam) 1 Quay Street, Measham, Notts, DE12 8AQ Tel: 01283 684019 www.deepworldmodelrailways.co.uk
BRIAN LEWIS (Locomotive Drawings) 6 The Square, Carshalton, Surrey, KT22 7EE Tel: 020 8401 0836 FAX: 020 8773 0442 www.emgs.org.uk

Our Loyal Friends in the Trade.

Please remember that a lot of the traders work from home so calling them late in the evening or on Sundays may not be convenient.
In December 2009 the hobby lost one of its true pioneers with the passing of the Rev. Peter Denny. Work on his Buckingham Branch started as long ago as 1947 and he was still modelling and holding regular operating sessions into his nineties. Buckingham was one of the very earliest finescale 4mm scale layouts and one of the first to be built in EM gauge. Peter was also a founder member of the EM Gauge Society.

The first Buckingham model was started in an age when almost nothing was available through the trade. Even timber for baseboards was rationed. So Peter developed a policy of making things himself, which he continued through his modelling career.

A great deal of thought has been put into what the future of Buckingham would be. Due to the nature of the layout it was felt that the best place would be in the hands of a model railway enthusiast, who was willing to take on what is an extremely complex layout. A new home has now been found and the layout has been moved to a purpose built outbuilding, where work is under way to re-erect the layout and return it to its full operational state.

Peter Denny did exhibit part of the layout just once, at the Model Railway Journal show in 1990. A special fiddle yard was constructed to allow Leighton Buzzard to be exhibited as a stand alone layout. This fiddle yard still exists and it has been agreed with the Denny family that Leighton Buzzard will be exhibited from time to time as a memorial to Peter and to give a wider opportunity to people to see some of his work.

This exhibition is the first such show and we are delighted to be able to display the layout along with a static display of other items from Buckingham.

The track plan is one of Peter’s own drawings. Since he made the drawing the track plan has been altered slightly, with the removal of the crossover near the gasworks.

We are also very pleased that some of Peter’s regular operating team from Cornwall are able to attend the show, as are members of his family.

We hope that what you see will form a fitting tribute to Peter’s memory.

Tony Gee.
As this is being written, the first anniversary of the passing of the Rev. Peter Denny has now passed. My direct involvement with Buckingham had been fairly limited although the influence that the layout (and its builder) have had on my modelling have been much greater. Once the news of Peter’s passing became known, my initial thoughts were just that I was grateful to have been involved in a small way. To have met the man, visited the layout and even to have done the odd little modelling job to help him out became a matter of immense personal satisfaction. As they say, all good things come to an end and I was sure that my brief and slight involvement was now ended.

Then, at The Glasgow exhibition I was approached by Nick Freezer, who always comes and does a stint as “guest operator” whenever he sees us at shows. He was one of a number of people who were putting out some feelers to try to find Buckingham a new home. When he asked me “If the opportunity to give Buckingham a new home came about would you be interested?” I didn’t have to think for long.

This set the wheels in motion and before too long I was in contact with Stephen and Crispin Denny the two “railway minded sons” I had read about in those articles from years ago. Various discussions and meetings were later arranged and I am absolutely thrilled to be able to say that the outcome of these discussions has been that a most amicable agreement has been reached and that arrangements are now well advanced to move Buckingham from the property in Cornwall to its new location.

The layout has been dismantled and once moved and re-erected it will become a working model railway once again, hopefully giving much pleasure for years to come. Construction of a purpose built outbuilding in the garden is well advanced, with many thanks due to my good friends for their hard work.

One aspect of the discussions over the future of Buckingham involved the possibility of exhibiting some of Rev. Peter Denny’s work as a memorial to him and to give people who may have only seen the models in the pages of magazines an opportunity to see some of them in the flesh. Exhibiting Buckingham as a working layout is not really a possibility. The wiring requires that the rest of the layout has to be there before it will work!

I was one of those who queued for hours to get into the famous MRJ show at Central Hall around 20 years ago. It was a brilliant show but the highlight for me was seeing “Leighton Buzzard”. A special fiddle yard had been built for that show and this still exists, having been stored under the layout. The opportunity therefore exists, to exhibit Leighton Buzzard in its own right as a working layout.

I am therefore delighted be at expoEM at Bracknell on this weekend, with the full cooperation and support of the family of the late Rev. Peter Denny, exhibiting “Leighton Buzzard”. Plans are still being finalised but it is hoped that some of Peter’s regular operating crew from Cornwall will be in attendance and we will also have a static display of rolling stock and other items of interest.

So if you, like me, are a fan of the “Buckingham Branch” and would like the opportunity to see some of the models at first hand, please come along in May and say hello.

I would like to thank all those who have been (and still are!) involved in the project to find Buckingham a new home. I feel deeply honoured to have been given the opportunity to give this wonderful model railway a further lease of life.

Although some work will be required before the layout can be made fully operational again, mostly due to the age and nature of the wiring, it is generally in excellent condition and I am looking forward to ringing out the bell codes for “Opening Box” before too long.

Tony Gee.
**Chairman’s Chat. . .**

As I write we are, thankfully, seeing the early signs of spring after a very harsh winter. I believe that our friends in the north suffered particularly badly, however modelling being an indoor hobby so maybe it provided an opportunity to get out a few of those unbuilt kits which so many of us hoard! Talking about the north, we held another most successful Members Day and Annual General Meeting in Wakefield in February, as those of you who attended will surely agree - ably organised by David Woodward and his colleagues and well attended, even though the day (Saturday) dawned to yet more snow. I travelled home by train, which was a mistake as the services were completely disrupted ‘twixt north and south due to a rumour that someone had stolen a load of copper cabling near Darlington and disrupted the signalling. Four hours to Kings Cross instead of the normal two and a bit, including more than an hour in the cold at Doncaster which in earlier days might have been a pretty interesting place to wait. Not any more. Well, all the existing board members were re-elected for the coming year. We have seen a lot of changes but everything is settling down well, with two particularly challenging tasks – the Society Trade (Derek Lilley) and Newsletter Editor (Roger Sawyer) as the new officers in charge, getting to grips with their commitments. I very much suspect that many of you will not realise just how much time and commitment goes into performing what, to many, are just routine functions of the Society.

I had an interesting letter following the AGM from our member Ken Carter, who some of you may know as Membership Secretary of the Lancashire and Yorkshire Society, so he knows about these things. Amongst other matters, he commented that the Newsletter in its present form was inadequate and did not present the EMGS in a very positive light. We have already discussed this amongst the board and Roger, our new editor, will, as time goes by, introduce his own style and so we can expect to see some changes. However, Ken also implied that the newsletter ought to contain more modelling material and I do support his view. However, this requires contributions from the membership at large and I recall that when Roger took on the editorship he made it clear that he would not write material so, members, it’s over to you! And regarding the image of the Society generally, please look at our re-vamped website which will be expanded as time goes by. More and more people these days have Internet access and I see this very much as a front-line advertisement for our Society.

It will soon be time for expoEM once more, and arrangements are well in hand. You will all heard of the late Peter Denny’s “Buckingham Great Central” and following his death, Tony Gee has become custodian of the layout and will be bringing a section of it, initially in hotels, but upon getting a flat the opportunity to start scratch building. The real world was then suspended for college, career building and other things, but after getting married my interests returned. I agonised for a year or so whether to go 0 Gauge or 4mm finescale. The original Prototour articles in the Model Railway Constructor had captured my imagination as a boy, especially the picture of BR MK1 Brake end coach, and it was 18.83 for me.

I have been involved with Brinkley, built by the Glevum Group, for more years than I care to remember, but work and family have limited my activities to groups, more than any progress on my individual aspirations.

**So what led you into the model railway trade?**

I have always been a bit of an evangelist for modelling and wanted to make things easier and encourage more people to move from collecting to modelling. Many years ago I designed a Resistance Soldering unit (MMS) which sold very well but it hit the point of too much work for part time and no viable path to full time so it was sold on. So being a trader is no stranger to me.

**Tell me more about Avonside Works.**

About 4 years ago I found myself spending half my time in Bulgaria, initially in hotels, but upon getting a flat the opportunity to start modelling again was grasped. The first task was a Branchlines 03 Shunter chassis to be built compensated. Things did not go too well, and I borrowed a chassis assembly jig that I found hard to use. At the same time a close friend, Robin Whittle, was looking for something part time to supplement early retirement. So after several dead end prototypes the Chassiss2 was designed and has proven to be a great success.

**What were the factors that led to your decision to acquire Eileen’s and am I right in thinking you acquired Eileen’s following a chance meeting in a bar in eastern Europe?**

Together with Robin, we had looked at several business opportunities but none were right for us. Then a lot of pieces fell in to place all at the same time. Robin had another route to meet his objectives so was happy to pull out, leaving me free to go my own way. For a number of reasons it was time to leave Bulgaria. After 5 trouble free years, all of a sudden within a month my flat was burgled and a bomb exploded in a café in the next block. My lifestyle of spending 2 weeks at home and 2 week in Bulgaria was becoming tedious and the

**Stewards needed for expoEM . . .**

It’s not too late to volunteer for stewarding duties at expoEM this year. We particularly need people during the early part of Sunday. The Members Sales stand on Saturday is being supervised by members of the Maidenhead MRC but they need help and on Sunday they will not be there so a small party of stewards will be required to run that area. Limited mobility is not barrier to volunteering as jobs are available where sitting down is the norm.

Duties are arranged so that you have time to see the exhibition and a meal is provided at mid-day. If you can assist, please contact Richard Stevenson at Tel: 01932 342481, e-mail: richard.w.stevenson@btinternet.com or by mail to: Richard Stevenson, 15 Wey Barton, Byfleet, Surrey, KT14 7EF.

**Interview with our sponsor. . .**

Graeme Vickery, expoEM Manager, interviews Derek Russan current owner of Eileen’s Emporium and sponsor of the 2011 expoEM Programme.

OK, Derek, let’s start with Derek Russan the person – What are your railway and model railway interests?

In 1963, at the age of 11 I lived in Chippenham and went to school in Bath by train. Steam was still around, but becoming scarce. Swindon was building diesels (DMU deliveries were frequently tagged onto the end of our train and of course we would find the open door and travel through Box tunnel in pitch blackness and then have to jump off beyond the platform at the far end and face the wrath of the staff). Blue Pullmans were flying through and I managed to con my mother into paying the supplement on the return from a shopping trip to Bath, so I had possibly the shortest scheduled ride available. The seeds were sown so this era is where my prototype interests lay, BR/WR transition up to but excluding Blue. In my early teens it was 00 but then N gauge got me in my late teens and early twenties. This was where I cut my teeth on kit building and started scratch building.

As I write we are, thankfully, seeing the early signs of spring after a very harsh winter. I believe that our friends in the north suffered particularly badly, however modelling being an indoor hobby so maybe it provided an opportunity to get out a few of those unbuilt kits which so many of us hoard! Talking about the north, we held another most successful Members Day and Annual General Meeting in Wakefield in February, as those of you who attended will surely agree - ably organised by David Woodward and his colleagues and well attended, even though the day (Saturday) dawned to yet more snow. I travelled home by train, which was a mistake as the services were completely disrupted ‘twixt north and south due to a rumour that someone had stolen a load of copper cabling near Darlington and disrupted the signalling. Four hours to Kings Cross instead of the normal two and a bit, including more than an hour in the cold at Doncaster which in earlier days might have been a pretty interesting place to wait. Not any more. Well, all the existing board members were re-elected for the coming year. We have seen a lot of changes but everything is settling down well, with two particularly challenging tasks – the Society Trade (Derek Lilley) and Newsletter Editor (Roger Sawyer) as the new officers in charge, getting to grips with their commitments. I very much suspect that many of you will not realise just how much time and commitment goes into performing what, to many, are just routine functions of the Society.

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industry I was in was decimated by the recession, so it was clearly time to move on. At Scalefour North Roger happened to mention to my wife that he was visiting Sofia to ride the trams. As I was there anyway, a day off was booked and I arranged to join them. So we met up in the evening in a back street Irish pub in the centre of Sofia (as you do) and the rest as they say is history.

**Since then you have expanded the business further. Tell me more about this and the operation more generally.**

One of the main reasons for acquiring Eileen’s was the potential. The very first task was to add a web site which in itself has transformed the business. It is easier for customers to see the product range, there is no ambiguity or misunderstanding of requirements, and it is easier for us to handle the order. I also email a monthly newsletter with information, special offers and show schedule to an ever increasing list of clients.

I started on my own with some part time help, but have since added both my wife Anita, and my son Matt to the full time team. We are getting close now to adding a 4th member. Anita handles the exhibition booking and Matt is starting to move the business sideways into the Aircraft, Military and Naval modelling areas. On a day to day basis we all do a bit of everything.

**Tell me more about your average week.**

After a show I usually try to rest on a Monday, but there is always the banking and ordering to be done and a weekend of e-mails to be answered. Then the rest of the week is dealing with orders and restocking the show stock. And usually on a Thursday night it is pack the van and Fridays travelling and setting up shows. I am allowed a few hours off to sleep at nights.

**You certainly have an intensive exhibition schedule this time of year.**

You are absolutely right. We are trying to cover a sensible range of shows. As well as the obvious specialist shows and the major national shows we try to attend shows in a many regions as we can. Obvious omissions at present are East Anglia and Tyneside, but we are working on this.

Shows take a lot of time; it takes about 2 man days to prepare for a show, with ordering, restocking cutting materials etc. Loading the van is now a fine art and quite quick, about half an hour. Set up takes about 3 hours, I am constantly looking at the design of the stand with view to improving this but the right solution still eludes me. Then at the end of a show we usually manage to get packed up and on the road in two to two and a half hours, then another half hour to unload at the workshop.

The biggest load is the Glasgow show as it is a full day driving at both ends and is also a three day show, but we do try to use the journey to visit suppliers.

Just loading/unloading a tonne and a half of stock four times in a weekend is physically hard. At the start of this year we had 17 consecutive shows, which put a bit of a strain on things. We try to share the work load between the three of us so we are not all committed every weekend. As I write this I am still waiting to see my weekend off.

**And you are still finding time to develop the business further?**

A couple of acquisitions have been made. Hold and Fold is a good complement to the Avonside range. Bill Bedford etches were also a good move, and we have now added his lost wax coach couplings. The other main move was to add airbrushing equipment to the range. I felt that this was an area not well covered in the hobby and somewhere I could add value. I now supply Iwata products (at a discount) and have added some good quality budget compressors. I stock a limited range of paints and am still trying to decide how far to go down this path.

Space is not a problem as I have a large barn and have since added a stable block. I can always add another floor or two as the barn is of cathedral proportions. For shows the limiting factor is now the van. It is a bit of a Tardis, hard to believe what goes in it and I am having to hold things in as I slam the door. Much bigger and I am into HGV regulations so I think the show stand will not grow any more. I am gradually changing the tool range, I see no point in being a ‘me too’ supplier of cheap tools. I am trying to focus on better quality tools even if the prices are a bit higher.

As mentioned earlier Matt is looking to expand the business outside the railway hobby and we are already booked in at the IPMS show in Telford, so who knows where this will lead.

There is always a temptation to widen the range, but I am trying to keep the focus around the original core business of ‘materials, tools and components for modellers’. I am always open to suggestions for the next step.

If you miss expoEM or can't wait that long you can order at [www.eileenemporium.com](http://www.eileenemporium.com) or catch up with Derek and Anita at the following shows

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<td>16/17 April</td>
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<td>18/19 June</td>
<td>GWR Study Group, Bristol</td>
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<td>25 June</td>
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(By appointment only, please call or email in advance.)

You can’t please them all... It seems only yesterday that I agreed to edit the newsletter and to my surprise I’ve realised that I’ve produced four editions (with this one). So far there has been a trickle of articles in response to my pleadings for material. My thanks to those who have put pen to paper but I want more please.

I am conscious that I am not receiving ‘how to do it’ or more to the point ‘how I did it’ type articles. Now I know you bods are out there because you’ve only got to go to any finescale exhibition to see wonderful EM and P4 layouts built and run by our members. Come on let me have some words and pictures or I’ll bore you to death with my holiday snaps (and I don’t look good in swimming cozys). Seriously though, we have a wealth of talent in the Society; I just need a 100 or so words with a couple of good photographs to illustrate your words and I will do the rest. Rant over!

I was very pleased to be invited by the Southampton MRS to assist with operating their 00 layout at the Stafford show. Okay I know it’s 16.5mm but it’s very good and works like a dream and it was the first time I’d played trains for something like 12 years. Anyway at the show I was accosted (if that’s the right word) by a gentleman who complained bitterly about the Skills Day at Portsmouth last November. Well I was there and I thought it was a damn good show as have a considerable number of others, so I asked why he thought thus. He said that there were not enough traders there, a fair point perhaps, but those that were he complained could not supply him with his 7mm bits!! He said that he always could get his 7mm items from an EMGS show and was most disappointed.

To say I was lost for words (which may surprise some people) is an understatement. After few moments I tried to explain that it was a 4mm show with particular reference to EM skills but he was having none of it, so we agreed to differ.

As the heading says ‘You can’t please them all.’

Although I have again asked for more articles from you I must confess that Dave Booth of The Honley Tank fame has offered, and I have accepted, the chance to reprint a series of articles that he has written over the years for Manchester Model Railway Society magazine. I will publish some of these as time goes on and I deem appropriate to our Society. I would like to thank Dave in advance for such a generous offer and also acknowledge the MMRS magazine’s contribution to the furtherance of the hobby by originally publishing them. His first introductory article basically setting out who he is and the background to The Honley Tank appears on page 10.

However I still need articles from you so extracum digitum (I know it’s not Latin but it sounds posh).

Roger Sawyer.
 Area Group News...  
**East Dorset Area.**

Report from Dickie Paget.

At the January meeting of the Area Group the initial conversation was about surviving the Christmas freeze. No-one reported finding a new train set in their stocking. Andy Webb showed us a few economical home-made tools that he had fashioned. These included drills, chisels and a small engineer’s square. The latter had been based on a flat right-angle bracket of the kind used to reinforce or repair right-angle joints in woodworking. There was also a discussion on the use of pipe-cleaners, either straight or conical variety, in railway modelling. The Area Group has an expert on the normal use of pipes and pipe-cleaners in the form of Bob Keech. Those of us who have enjoyed the pleasure of Bob’s company at exhibitions as either a viewer or a fellow-operator are well aware of those moments when the nicotine content of his system falls below his required level and he has to take a break outside the venue for remedial action...

Richard Yeo brought to the February meeting some items surplus to his present modelling requirements and for which he was seeking a good home. This led to interesting discussions about the design and required construction methods of some it. Bob reported on the progress he was making, and the problems he was encountering, in constructing the Brassmasters kit for modelling the internal motion for the LMS Class 4F locomotive.

At the March meeting Richard again provided something for discussion. He showed us some wagons that he had fitted with a modified version of the Sprat & Winkle coupling. He was using it upside down, removing the counter-balance paddle and fitting the operating chain in its place behind the pivot and hidden between the wheels of the wagon. There must be something in the Dorset air that inspires experimenting with couplings.

There was then a discussion about the arrangements for Bob’s biennial show in his local village hall. Most of us were involved. I gathered that I had been volunteered to man one of the demonstration tables.

All members of the Society are welcome at the regular meetings of the Area Group which are held at the Allendale Community Centre, Hanham Road, Wimborne, Dorset on the second Monday of each month starting around 7.30 pm.

Further details: Peter Watson (Area Group Secretary) 2 Kings Park Road, Bournemouth, Dorset, BH7 7AE Tel: 01202 247287

W. D. (Dickie) Paget (Area Group Rapporteur) 22 Wesley Road, Colehill, Wimborne, Dorset, BH21 2PG Tel: 01202 881168

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**Cornwall Area.**

Report from David Curtis

On 12th February a small group met at Lyn and Tom Snook’s where, to start, discussions ranged from the economy through to the proposed reduction the hours of cover at Falmouth Coastguard station. Eventually talk came around to railways both model and full size. Brian commented on apparent delivery problems from Exactoscale also the problems he had been having with etches he had commissioned. Apparently the ‘half etch’ was so deep as to be almost all the way through.

On looking at photographs that had been brought discussion centred for a time on photographic reproduction of colour and one’s personal perception of colour. The conversation moved on to digital cameras and all electronic means of reproducing colour. Also discussed was the software now available for stitching together photographs from different points of focus. Ken remarked on the on-line extensive range of model building and brick etc., papers which can be downloaded for a fee and thereafter be reproduced limitless times. We then moved on to view Tom’s various layouts including, ’Blaen-

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**Essex Area.**

Report from Bob Page

For our first meeting of the year five of us gathered at my house to have our delayed Christmas meeting. We were also set up for a “Problem Night” but no problems were presented. We had a very pleasant discussion of matters mostly related to railways and modelling but also ranging into the “Grumpy Old Men” territory. Various items were presented for our perusal including Geoff’s new signal box for Tower Pier, my Falconbrass H which is now about ready for the paint shop at long last (roll on the warmer weather when I can get spraying in the garage again) and a rather nice (even if it was 00) 0-4-0 goods from somewhere north of the Thames and therefore beyond my area of more detailed knowledge. Plenty of refreshment was consumed and the meeting would, I think, have gone on all night if Marcus hadn’t felt the need for some sleep before having to start work early in the morning. Not all finescale modellers are retired! I did get some of the program sorted for 2011 and we also welcomed a new member, Paul Wilkinson, who is juggling moving from 00 into EM whilst having to meet the demands of a job and a young family.

February had been planned as a visit to the East Ham Club for a session on Clatterford but plans had to change at the last minute due to sickness. Luckily Geoff Ashdown was able to host us at short notice and we spent a very enjoyable evening operating Tower Pier, watching videos and discussing numerous railway related topics.

During the evening various guest engines, complete and part built, were on display and we also spent a very enjoyable evening operating Tower Pier, watching videos and discussing numerous railway related topics. During the evening various guest engines, complete and part built, were on display and we also spent a very enjoyable evening operating Tower Pier, watching videos and discussing numerous railway related topics. During the evening various guest engines, complete and part built, were on display and we also spent a very enjoyable evening operating Tower Pier, watching videos and discussing numerous railway related topics.

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**EMGS Newsletter April 2011**

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Our thanks to the club for letting us use their facilities and to Steve Wear in particular for organising the evening.
For more information on the group contact Robert Page on 01245 473997 or by email robert.page94@yahoo.co.uk.
(From what has been written here there seems to be a lot going on so how about an article or two or even a couple of photographs? ed.)

N.W. Surrey Area.
Report from Douglas Smith
Many of our meetings, although not formally designated as such, are “show and tell” occasions when members bring along their latest projects and perhaps describe some of the problems encountered and either report a solution or seek the advice of fellow members. Our December meeting, hosted by Douglas Smith, was just such occasion. Douglas had that very afternoon completed the conversion of a Bachmann BR Class 4 mogul and was able to demonstrate it running on a very short length of track and describe some particular difficulties.
Our January meeting was hosted by David Cheeseman. Much of the evening’s discussion centred on some model kits brought by Richard Stevenson which were “nearly right” but on close inspection found to be dimensionally incorrect in one particular. Typically such errors are not discovered until construction is well advanced so that rectification proves difficult. Moans about kit shortcomings are a regular theme of our meetings!
On the last Saturday in January we took the Society stand to the Southampton MRS exhibition, Richard Stevenson and Douglas Smith being in charge on Saturday and Richard with Mervyn Bartlett on Sunday. We found we had a little more space than the promised 6 foot frontage so were able to erect the display panels alongside demonstration table enabling visitors to view them properly instead of over the heads of the demonstrators. There was a good deal of interest in the stand and our explanations of what EM modelling was all about. We had the advantage of being able to point visitors to two excellent EM layouts in the show. Though of very different styles, Wibdenshaw (extensive, Blue Diesel era, gritty industrial setting) and Yeoford (compact, LSWR, rural setting) were first-class examples of EM modelling.
Our planned host for the February meeting, Richard Stevenson, was called away to the Far East on business so Andrew Avis kindly hosted the meeting at quite short notice. The Group had received an invitation to provide a collective demonstration at expoEM in May, so a good deal of discussion centred around what we might do for that. The principal decision which emerged was that David Cheeseman would begin construction of curved baseboards as soon as practicable and that we would place one of these on view and show various aspects of scenic work in progress.
Our March meeting was hosted by Guy Williams at Carshalton Beeches when in addition to our “regulars” we were joined by two EMGS members new to this group: David Berner and Les Buckman. We hope they felt welcome and that we will see them again at future meetings. As has always been the custom when we visit Guy, we adjourned to his railway room at the end of the garden to operate his extensive 00 gauge layout. With so many present it was quite a squeeze and in the event there was rather more chatting than actual operating but I think everyone enjoyed the evening.
Our regular meetings will continue on the second Thursday of each month:
12 May: Host, Richard Stevenson, 15 Weyharton, Byfleet (01932 342481)
8 June: Host, Douglas Smith, 7 Marlborough Drive, Weybridge. (01932 846081).
14 July: Host, David Cheeseman, 15 Stoke Road, Walton-on-Thames. (01932 229371).
All members are very welcome at these meetings of the Area Group. Further details: Douglas Smith, Weybridge. Tel: 01932 846081 e-mail swaynton88@live.co.uk

N.E. & Borders Area.
Report from Keith Smart
Due to the very bad weather experienced in December 2010, our meeting had to be postponed. Sunday January 11th was our first group meeting of the year at a new venue, Cornhill-on-Tweed Village Hall, which is near the Scottish border.
Our demonstration for the day involved the making of various types of trees. Alan Hume was in the hot seat, and gave an excellent talk and practical demonstration of how he builds different types of trees. Alan had samples of trees in stages of construction, and then showed how to progress to the finished article. This proved to be a very interesting afternoon for the thirteen members who attended, and I’m sure we’ll see some new trees ‘growing’ from this. Alan is also producing trees for the group layout ‘Kielder Forest’ which we’ll be exhibiting at expoEM North in September.
For the month of February some of us travelled to Wakefield for the AGM and Members Day instead of having our regular monthly meeting. It proved to be a very good day out for two of our group – Peter Stanger taking the trophy for group 1, and Graham Hudson joint first in group 2, in the annual competition. I’m sure that everyone who attended enjoyed the day with the demonstrations, layouts and the chance to buy those bits and pieces from the EMGS stores.
For our March meeting on Sunday the 13th we returned to Bellingham Heritage Centre which has many photographs and artefacts from the old Border Counties line – this incidentally is where our ‘Kielder Forest’ EM prototype layout was situated. Our demonstrator for the day was Ian Hunter, who showed us how to go about weathering our loco’s and rolling stock to make them look much more realistic.
Ian had samples of his work in light and heavier weathered conditions, and gave a practical demonstration on a covered van – all done by brushing methods with paint and powders. The effect impressed his audience, and proved that you don’t need an airbrush to produce a good result! He then finished by weathering a locomotive, which again was most impressive!
Once again we had an excellent turnout of fourteen members, and I’m sure everyone went away with inspiration- having enjoyed a good afternoon out.
Anyone wishing to join us please contact Keith Smart on 01670 737572
Workshop Wise will be held on 8th October, more details in the next issue.

Manchester Area.
Report from Robert Fysh
For our January meeting we went to see the ever popular Arnold Belfield at Ashton under Lyne and ran his ‘Bodger’s Brow’ layout. Also plenty of natter as usual with a lively discussion on tea bags! Thanks as usual to Arnold for his hospitality.
The February meeting was at John Sykes home where his LNER(GNR) layout ‘Ingrow’ was operated, including the Bradford portion of the West Riding Pullman. Norman Pedley brought along his class 56 and train of ‘merry go round’ wagons for a run. We were made very welcome by John and Elizabeth for which we extend our thanks.
We welcome a new member, Graham Windslow, to the group and hope that he will remain with us for some time.
We have changed our future meetings to occur on Thursdays, with the first being on 28th April when at 7.30pm we will visit Mike Hayward at Bramhall to see how his new EM layout is progressing. Notification to Mike please on 0161 439 8709.
On 26th May we intend to visit Tony Stroker’s EM GWR/SR layout ‘Lightcliffe’ near Halifax. Please let Tony know on 01422 202481 if you intend to go along.
More details of the group can be obtained from Robert Fysh, The Oaks, 57 Moss Lane, Timperley, Cheshire, WA15 6LQ or 0161 980 3091.
Kent Area
Report from Kevin Bays

In January the topic was ‘Resin Casting’, Mark Clark opened the evening with resin casting in its most basic form using Plasticiene as a mould from a master and using an ‘Amazing Resin’ DIY casting kit, then waiting for 10-15 minutes for it to set. However the low temperature caused problems with the setting taking away the height of the evening. Unfortunately Mark had forgotten to put some talc into the mould beforehand and so this caused problems when removing the casting from the Plasticiene.

Aside from the resin, Mark also had with him a 7mm narrow gauge coach converted from an American RTR prototype. This was now running on EM gauge track as this very close to the common 2’ 6” (18.2mm is equal to 2” 7”). Having seen the Australian layout at expo EM last year this represents another twist on the EM theme.

Next up was John with some amazing examples of his modelling. His collection consisted of Plastikard masters, silicon moulds and the finished items for the creation of wagon kits. Birsin ‘Tiranti G6N’ resin was the order of the day and John gave a good demonstration of the art of casting along with the do’s and don’ts of making the moulds correctly in order to produce the best results.

Stephen brought along some mouldings for his buildings. Again Plastikard was used to create the masters. Castings were made in both resin and Plaster of Paris.

‘Buildings’ was the subject for February’s meeting. However the evening opened completely off-topic with a short discussion about continental layouts and modelling. John mentioned a time when he had done a demonstration in France in 1992/3 and attracted great interest in the use of etched brass kits, which according to John is something our European counterparts don’t seem to do much of. John says that the French have a lot more available to them in etched brass today.

After a while we finally got onto the subject of buildings. Stephen opened with a show and tell of one of the main structures, a three-storey tower, from his Surrey Armas project and how it was constructed using a ply carcass faced with Slater’s embossed brick Plastikard. Linking in with last month’s topic, he also explained how an accompanying train-shed wall incorporated resin and plaster castings, and custom-made etched brass windows. One of Stephen’s tips was to sand the brick sheet to reduce the rounded effect of the brick face caused by the embossing process.

Attention then turned to three prototype station buildings based in Kent that were dotted around the Chatham Club’s premises. Club members of varying skills had built these over the years. The models under scrutiny were of Tunbridge Well West (Alan Elliott), Wateringbury (Malcolm White) and Chatham (Dave Harwood). Each one had different methods of construction and materials, but all captured the details of the prototype.

Owing to other commitments, March’s meeting was a low turn out, but the chosen topic of ‘Signalling’ was postponed to April’s meeting.

The Board having instigated the practice of having the venue for the AGM/Members Day moved around the country, a practice which has proved very successful, we are now looking for a suitable venue in the Home Counties. The ideal would be within the London M25 area preferably north of the Thames, with good public transport access and good parking. Cost would of course be a factor but if any member knows of such a venue then please let Chris or myself know as soon as possible.

EMGS Newsletter April 2011

Members Day 2012 . . .

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EMGS Newsletter April 2011

Members Day, a Thank You . . .

Following the recent Members Day in Wakefield I would like to place on record my thanks to those people who gave me invaluable help in putting on what was, despite the weather, a very enjoyable day. Firstly the members from the Wakefield RMS who came on the Friday night to get the room ready, putting out all the tables and chairs, electrical cables and display boards. Then on the Saturday thanks to those who stayed to the end and helped put everything away again. Thanks also to the Wakefield RMS for the loan of cables, display boards and the catering equipment. Mention of catering demands a sincere thanks to the ladies (Maureen, Val and Sarah) who provided us with tea and coffee throughout the day. No event like this would be possible without the support of the trade, I trust they found their attendance worthwhile.

Many thanks to the layout owners and operators, and also the demonstrators who are an integral part of the day. Thanks also to the Board for their support, I think I am right in saying it was almost a full house. Special mention must be made of John Philips who came to my aid when we had an overflow problem in the toilets, I promised not to mention his prowess with the mop so I won’t!

When the decision was first made to move the Members Day around the country I said to myself that I would organise three such events, thinking that it would be in Wakefield once every three or four years. As it turns out it has become a biannual event in Wakefield and this was my third attempt. I would therefore like to ask if anyone else is prepared to take over, it doesn’t have to be in Wakefield and I will give whatever support I can. At least you have got nearly two years to make your excuses!

Dave Woodward.

(The EMGS Board would like to thank Dave for the hard work he has put in over the last three occasions that the AGM has been held at Wakefield. However we do need someone to follow in his footsteps please. ed.)

AGM/Members Day, a short report . . .

After a long drive up to Wakefield missing, due to circumstances beyond my control, the evening meal arranged so that we could talk to Steve Brown, who is revamping our website, John Sneyd, Graeme Vickery and myself arrived about 9.30 in the evening. Thankfully the bar was still open so suitable refreshment could be taken. At least the hotel had Courage Best on draught. After some discussion we adjourned to bed.

Waking in the morning I was horrified to see that there was falling snow with it laying. I had visions of being snowed in or getting stuck on the M1 going home. However we arrived at the venue to find many people already there with layouts already up and ready to go. Soon members were arriving and trade was taking place both at the EMGS stand and at the other trade stands in attendance. At the membership stand Alan was taking some rather late renewals.

The AGM started on time with 73 members in attendance. The usual business was carried out and the present Board were elected without dissent.

During ‘Any Other Business’ it was voiced that the Board was very much South or London orientated. Well perhaps it used to be but now we have members who live in the Midlands, Hyde Cheshire, Brentwood, and two in Basingstoke, so we are not completely London based. It was pointed out that there was nothing stopping members from the ‘North’ coming on the Board. Travel to the meetings might be a problem but expenses would be met. However, at least 50% of Board meetings were by teleconference meaning no travel or telephone costs. The official part of the day ended at 3.15pm.

Then followed the prize giving for the Annual Competition. Chris did the honours with some prizes being shared between more than one person.

There is a complication now, as the notes kept of who won what was in a spiral bound note book that at the end of the day was found to be missing, due to circumstances the notes kept of who won what was missing, due to circumstances beyond my control. I am unable to name the winners. If anyone has the book please return to Steve Wear or myself. To compound
matters the photographs taken of the event have disappeared into
digital limbo and so far are defying my attempts at tracing them.
Next time I will be much more methodical and careful, however I am
hopeful that I can manage to resurrect them from their hiding place.
After the AGM/Members Day Geoff Kent and Roy Jackson hosted
an open day on Sunday at Retford. Although I didn’t count I suspect
there were at least 50/60 visitors. My personal thanks to them both
along with the ladies that kept us fed and watered during the day.
All on all it was a very successful weekend, give or take the odd
hitch or two. The next problem is where to hold next year’s AGM!
Over to you.
Roger Sawyer.

Stop Press  The photographs have been found and a selection will
appear in the members area of the EMGS website.

A personal opinion . . .

WAGON SPRINGING

These notes are not intended to be a treatise on the subject, simply
a few pointers for those who have never sprung wagons before,
but may be considering this in the future. They are derived from
the questions asked over the past few years when I have been
demonstrating the subject at various expos.

Firstly, to spring or not to spring?  It is probably not essential, no
matter what some devotes might claim. However, it does definitely
improve running and, in my opinion, it particularly improves the
appearance of the vehicles when running. It also helps on layouts
where large amounts of shunting are involved. To quote the DCC
lobby, it will not turn bad track into good track nor a badly built
wagon into a good runner. The basic principles of making sure that
a wagon is built truly square, and that the axles are both square
and parallel to each other are essential no matter what system is
employed for the underframe and bearings. Whenever modellers
come to the stand to see springing in action, it is nursebear. The
wheels to be depressed several mm to their maximum displacement,
and they seem to think this is necessary for good operation. If you
think about the prototype, you don’t often see wagons bouncing 6
inches off the track, and neither should our models. If the track is
reasonable, springing will smooth out blemishes with a movement
in the track!

What system to choose?  Like all matters in modelling, there is no
correct answer. We will all have our individual preferences and there
are as many ways of doing any job as there are modellers. There
are three main systems at the moment, Bill Bedford, Masokits and
Exactoscale, but others should not be discounted – they will all
work.  I would recommend initially trying one of each to determine
your own preferences, and to understand the principles involved.
Personally found the Bill Bedford’s to be the easiest to use when I
first tried springing.  Masokits uses a similar principle, but has a
fixed spring built into the etch, as against the use of a separate wire
by BB.  The advantages of a separate wire are twofold – replacement
wires are easy to obtain (We all know that sooner or later one will
have disappeared into the shagpile to be lost forever) and they can
be changed for different thicknesses. This enables experimentation
about the degree of springing required and also allows for springing
of heavier vehicles such as white metal kits. The traditional
source has been guitar springs, but Eileen’s Emporium now sells
straight sections of sprung steel as well. The wire supplied by
manufacturers is the smallest required, and one each of the next
two sizes up should suffice for anything else. Exactoscale uses the
same principles but a reversed technique in application. Initially try
the etches of individual axle guards which can easily be fitted into a
kit whilst building, but some thinning of solebars will be necessary,
coupled with removing obstructions from the floor or simply
replacing entirely with a flat floor made from Plastikard. There are
also available etches where two axle guards are combined within a
single unit to provide a “drop in” system as a complete underframe,
with or without degrees of additional parts such as brakegear. The
more advanced of these will build up into top quality and highly
detailed underframes. Exactoscale also supply an additional etch
for prototypical springing of coupling hooks and buffers which will
fit alongside their underframe etch. These are often sold as RTR
conversion units, but if you intend to convert RTR stock be warned,
the RTR manufacturers supply two different styles of underframes,
and it will be necessary to check which type you have and whether
it is suitable for these replacement units before you buy them. One
construction tip – clean all the brass etches thoroughly and use tools
rather than fingers wherever possible in the construction. If dirt
builds up in the moving parts, this will obviously affect the good
running. If a spring jams during operation, this can be worse than no
springing at all. In addition, check the ride height of the wagon before
finally fixing the units in place – they do sometimes need packing up.
Finally, how far should we go?  The same answer as before, really,
you pay your money and you takes your choice. However, the
detailed underframes with the addition of sprung couplings and
buffers, although superb when finished, take rather more time,
money, effort and skill than the more basic conversions. My
personal recommendation would be to start with the simpler system
and work towards the more detailed as knowledge and skill permits.

To eventually have six or eight vehicles built to the very highest
standard you can achieve, if only for the personal satisfaction that this
can give, and use these vehicles to shunt in the most prominent part
of your layout where the public can admire the running capabilities
and the appearance. For the rest, life is too short, and the majority
of wagons I would spring with the simple method of your choice,
the one with which you are most comfortable and, most importantly,
which you know you can make work.
Roger Courtenay.

The EMGS Website . . .

Anyone who has checked our website recently will know that it
has improved tremendously of the last few weeks. We have a new
webmaster who will be taking over the reins as soon as we have
finished the final tweaks in its construction.

Sometimes I get items which are far too long to be used in the
newsletter, or have photographs that would take up too much space
so it is my intention to put them on the website to supplement the
written word here. Where this happens you will see note to that
effect, so please follow it up. Further news next time but in the
meantime take a look at www.emgs.org.

John M. James  
Professional Modelmaking  
KIT BUILT LOCOMOTIVES & ROLLING STOCK  
R-T-R STEAM OUTLINE CONVERSIONS  
HIGH QUALITY & EXHIBITION STANDARDS GUARANTEED

41 MARK ROAD - HIGHTOWN - MERSEYSIDE - L38 0BG  
TEL: 0151 929 2628     jmjmodelmaking@gmail.com

Samples of John’s recent work.

BESSIE, a Black Hawthorne constructed from a High Level kit with
Gibson wheels, split axles and a Mashima 1224 and flywheel.

NER bogie passenger tank from a London Road kit with Sharman
wheels, split frame, 80:1 gears and a Mashima 1024 motor.

Roger Sawyer.
Demonstrations, a key part of every Railwells, include Terry Bendall showing how to construct track; Jerry Clifford on what can be done with Plastikard® and John Birkett-Smith will advise on painting your back scene. This, together with a layout building competition, makes this a show not to miss.

For those looking for the model railway supplier's shopping mall there will be at least 18 traders. Societies attending include The Scalefour Society, The EM Gauge Society, The Scale 7 Society, Historical Model Railway Society, The 3mm Society, and The Somerset & Dorset Railway Trust. In all there will be over 50 stands in the historic setting of Wells Town Hall.

This year shows dates for your diary are:

<table>
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<th>Date</th>
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<tr>
<td>Saturday August 13th</td>
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<tr>
<td>Sunday August 14th</td>
<td>10.30 to 5.00</td>
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Admission prices are:

- Adults £5.00
- Child/Senior £4.00
- Accompanied children under 14 free.

For partners with other interests, Wells offers a wide range of retail outlets as well as attractions such as the Cathedral, Bishops Palace; and a short distance away Wookey Hole Mill and Caves; Clarks Village Outlet Shopping centre is a 15 minute drive away at Street.

A free car park will be available for those attending by just following the Railwells parking signs. Further information will be available on www.railwells.com.

**GW EXPO 2011**

The GW Study Group present the latest of their occasional Expo’s featuring many of the UK’s finest model railway layouts of the Great Western and associated companies in a variety of scales and gauges.

Abbeywood Community School, New Road, Stoke Gifford, Bristol, BS34 8SF.

Saturday 18th June 11am to 5pm

Saturday 19th June 10am to 4pm

Full support from Specialist Traders & Societies.

Several skilled demonstrators.

Admission GWSG Members £5.00
Non-members £6.00
Partners and accompanied under 16’s Free.

**demu**

diesel and electric modellers united

demouk.org.uk

The DEMU Showcase will be at Burton Town Hall, DE14 2EB this year with 14 layouts all depicting diesel or electric traction, demonstrations and good trade support.

Saturday & Sunday 11/12th June 10.00am - 5pm (Sat) -4pm (Sun)

Admission Adults £5.00 Child £3 Family £14 Members £3

More details on www.demu.org.uk

**WATFORD, Herts**

Organiser: South West Herts Model Railway Society

Queens School, Aldenham Road, Bushey, Herts WD23 2TY

7th May 2011: 10.00 – 16.30

Admission: Adults £5.00, Families (2+2) £10.00, Accompanied children under 15 – Free Unaccompanied children £3.00

Amenities: Refreshments, Free parking, wheelchair access throughout

Features: Twenty layouts from a range of scales and more than 15 traders.

More information on www.swhmr.org.uk

Contact 01707 873729 (eve only)

**ENFIELD TOWN**

The Enfield Town MRC will be holding its annual exhibition at St. Paul’s Centre, Jct Church Street and Old Park Avenue, Enfield, EN2 6PR

Saturday 25th June 2011 10.30am - 5.00pm

Admission £3 Accompanied children free

There will be 12 layouts including Aythorpe St. Mary in EM.

Further details on the club website www.enfield-town-mrc.org.uk

**Letters . . .**

An opinion publish a couple of editions ago has generated responses from members, of which follow here, there are more on the EMGS website www.emgs.org.

Dear Roger,

**Three Cheers for Tim.**

A visit to Tim Easter at Stevenage had been arranged not just to hear about and see progress on his latest project, but also to benefit from Tim’s tried and tested techniques that have given him reliability from his motive power fleet.

I had already anticipated that the purpose of my visit would be far from disappointing, also everything I needed to know about the history of railways was to be provided by Tim’s two eminent friends who had greeted me on my arrival. At 11.30 Alan provided refreshments and Chris practical approaches to Tim’s newly proposed Herts & Beds base.

I had brought some carriage and tender wheels together with pin point bearings and 3mm axles, spare washers and bushes.

Tim supplied the tools, glue, vice and new solutions to instant ‘EM’. Things are rapidly changing and our British and Korean manufacturers are coming up with the goods to favour our modelling standards in ‘EM and ’P4’. This enables our members like Tim to take the opportunity to improve fine scale modelling to new frontiers overcoming all barriers.

For the 30 years that I have been associated with ‘EM’ I have seen fast and furious progress in the Society not just because of us old ones providing our experience but also those of us young ones like Tim who have the tenacity to use their skills to make ‘EM’ and ’P4’ modelling a more fulfilling hobby.

Without doubt my visit to Tim’s proved to be immensely satisfying with two hours on layout discussion together with a fine lunch and drinks. Added to this one Deltic, two LNER L1’s and a Britannia so far because along with others he is a credit to the hobby and our Society.

I was prompted by the letter from Alistair Macdonald in the current edition of the Newsletter concerning the standards of the RTR models now appearing in the shops (regrettfully most with the

Harry Flatman.

Dear Roger,

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I will look forward to meeting you at Bracknell.

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Please bear with us and rest assured that I will continue to press for

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up to

Monday 9th May

, but regrettably not after that deadline.

or via email at

trade@emgs.org

if using the email option please

pay on the day .

the show, there is no need to pay in advance, pick up your items and

precedence in the vehicle and be made up for personal collection at

stocked by the EMGS Trade function, the advance order's will take

orders and can include any of the wide range of items including C+L

however, these items will be available to members who place advance

We will not be carrying

at base.

As I have mentioned in the past, space in the vehicle is at a premium

and therefore it is impossible to transport 100% of the EMGS Trade

stock to exhibitions, unfortunately some items, by necessity, are left

at base.

We will not be carrying C+L products on the trade stand at expoEM, however, these items will be available to members who place advance orders and can include any of the wide range of items including C+L stocked by the EMGS Trade function, the advance order’s will take precedence in the vehicle and be made up for personal collection at the show, there is no need to pay in advance, pick up your items and pay on the day.

The advance orders can be made by post to me at the usual address or via email at trade@emgs.org if using the email option please enter expoEM on the subject line. I will be able to accept your orders up to Monday 9th May, but regretfully not after that deadline.

We are getting supplies in reasonable quantities except from one or two traders who no doubt are having their own production problems and supplies from them are not arriving as quickly as I would like. Please bear with us and rest assured that I will continue to press for the orders to be fulfilled in a reasonable time frame.

I will look forward to meeting you at Bracknell.

Yours sincerely

Sid Weeden (Member no 65246)

EMGS Trade . . .

EMGS Trade Stand at expoEM 2011

The EMGS Trade Stand will again be in attendance at expoEM, those of you who have attended the exhibition in the past will know just how busy the trade stand has been in days gone by. The Society will be trying something new this year that we hope will make the experience with the service offered by the Trade Stand more productive for members and allowing more time on the day to browse the extensive layouts at leisure.

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I will look forward to meeting you at Bracknell.

Derek Lilley, EMGS Trade Officer

expoEM 2011 Accommodation deal...

The negotiated a special rate for members visiting the show and wishing to stay at the luxury 4 star Bracknell Grange Hotel is still available.

Rooms are available at £45.96 per night Bed and Breakfast (Continental) 2 persons per room maximum which is £22.98 per person sharing a double/twin.

To secure this special rate quote 130510G.

Call 01344 474000 or email bracknell.reservations@grangehotels.com.

Whispers in the wind . . .

Sharman Wheels & No Nonsense Kits

Chatting to Chris Stapleton, Phoenix Points et al., recently I asked about the progress being made with Sharman Wheels and No Nonsense Kits. Well he told me that one of the reasons why progress in bringing back these ranges to the market has been the fact that they had to move their premises after a disastrous fire in an adjacent unit. As any reader who has had to move industrial premises will understand it took a lot longer than they had anticipated. However Chris told me that work on Sharman Wheels was well under way they hoped to have some stock at the York show this Easter.

Regarding No Nonsense Kits there were complication with moulds which they hoped to sort out in the next month or so. They have every intention in returning the splendid kits, that the late Alistair Rolfe produced, back to the market sooner rather than later.

In the Trade . . .

New EM/P4 gauge chassis’ from 52F Models.

52F Models are happy to announce the addition of four new chassis aimed at improving the running qualities of kit built 4mm scale, steam outline locomotives. We have a new chassis for both the 4mm scale Connoisseur N10 0-6-2T tank locomotive as well as Dave Alexander’s white metal kit for the same loco. Both chassis are available direct from 52F models priced at £50.00 including P&P.

Ring them on 01670 362451 or email pt.stanger@tiscali.co.uk for details.

New EMGS Website Service

Dragon Models

In 4mm scale, Dragon Models have released their most detailed wagon kit yet, in etched brass to make the Cambrian Railways 15 ton Coal Wagon. First introduced in 1903, they passed to the Great Western and lasted into the mid to late 1930s as loco coal wagons. The kit, in 12 thou etched brass, includes scale thickness sides (hollow to keep the vehicle weight down) all internal and external strapping and bolt heads, and step by step photo illustrated instructions. The only downside is that the kit takes longer to build than normal, as the extra detailing takes time!!

It retails at £16.00, with postage £3.00 and can be obtained at exhibitions or mail order from:-

Dragon Models, 9 Kingsley Close, Sully, Penarth, CF64 5UW. Telephone 02920 531246. (9am – 6pm)

Credit and Debit cards welcomed.
Marc Models
Marc Models have told us that they have under development
SR 4 LAV in etched brass prices T.B.A.
SR Tin Hal EMU etched brass prices T.B.A.
SR Hybrid EMU (2 BIL Mtr Bk/Tin Hal Comp Driver)
etched brass prices T.B.A.

Nearly ready.
SR Inspection Saloon No 975025
(only seats left to do, sample on display at show)
BR Container Truck and 4 Containers as used by the
Golden Arrow Service for bonded luggage etc in the
50’s/60’s. (Parts on display at Exhibition)

Readily available now
SR/BR Bulleid Inspection Saloon (Sleeping Car & gene see picture) rtr £260.00 also kit form both vehicles £90.00
SECR/SR/BR Ballast Plough in kit form £35.00 rtr £90.00
(on display at exhibition)

Take a look at Marc Models website www.marcmodels.co.uk or contact Mike Radford on 020 8440 5918 or e-mail mike.radford@talktalk.net

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Alan Gibson
Colin tells me that after an update of the moulds their brass Screw Coupling castings are much cleaner and go together easier.
As announced in the middle of last year the range of brass wheels on offer has been steadily increased and stock will be available at
expoEM this year.
Work on the self-quartering wheels has not progressed very much further due to pressure of work but he assures me that as time
permits this project will be addressed and taken to completion.
The etched brass underframe kits will now feature Brass castings rather than the whitemetal previously supplied. He tells me that
the moulds were getting tired so he has replaced them with newly produced items.
This also applies to their range of drain cocks now in brass.
Watch this space for more news or contact Colin at 0161 678 1607 or colin@alangibsonworkshop.com

For details of all Wizard Models’ products, send five first class stamps to Wizard Models, PO Box 70, BARTON upon HUMBER, DN18 5XY, or visit the web shop at www.wizardmodels.co.uk. Phone is 01652 635885.
This is an introductory article to a series of articles which I originally wrote for Manchester Model Railway Society’s monthly magazine, ‘The Link’. They were written because the then editor had made an urgent request for articles, much as Editor ‘Roger-Eileen’ did at the recent EMGS AGM at Wakefield.

Well, Roger now has electronic copies of the first two hundred of ‘From Honley Tank’ articles. All have previously been published in ‘The Link’, some as long back as about twenty years ago, and therefore some may appear a little bit dated. The original aim was simply to report on what I was currently doing in my workshop, and that is still the guiding directive, so the subject to write about is never ending, at least until I am no longer capable of doing any modelling. Roger has been asked to acknowledge Manchester MRS and ‘The Link’ for each article he uses here. On behalf of myself and MMRS, I would like here to make a public thank you to Roger, because in his Eileen disguise he helped with extremely generous gifts of soldering materials when I was setting up a series of soldering courses for MMRS members, - so thanks mate!

OK then, back to the introduction – Who is this bloke Dave Booth with his Honley Tank, and what are his credentials to be spouting off in finescale model railway magazines? Well I started trying to build model railway layouts way back in the late 1940s/early 1950s with the aid of a certain Mr. Hornby of Liverpool and his Hornby-Dublo train sets; poor models compared to present day RTR but extremely high quality, robust toys. By the late 1950s, I had decided that my artistic skills were so poor that I would be incapable of making a convincing model railway layout, particularly with Hornby-Dublo three-rail, tinplate track and rolling stock. However, my training as an electrical engineer had begun to convince me that high quality engineering was based on “copy an idea, but improve on it!” This led to thoughts like: - Ah! I’m not bad at copying, so why not copy a genuine bit of railway; it needs to be a single track branch but not one of those GWR ones (they filled the model magazines of that era).

The full story is much too long for this tome, but jumping forward a few years and after a move to the wrong side of the Pennines, (I’m a Lancastrian through and through); I eventually built a true scale model of the railway at Holmfirth. By “true scale” I mean it was dimensionally accurate from the buffer stops back to the start of the head shunt. It was inaccurate only in as much as the head shunt was shortened and the main line disappeared into a tunnel. As I had copies of the original L&Y drawings of the station buildings and the whole track formation, the only obstruction to complete accuracy were my skill levels and the length. The latter was eased by moving to 3mm scale, and that meant that nearly every thing had to be scratch-built. In truth, it was also inaccurate in that I ran it with LNER locos and stock, but as the man said, “It’s my train set and I’ll play with it as I want”.

An article in the September 1969 Model Railway News, about this layout was my first article published in the professional model railway press and many years later, in a conversation with the editor of those days he told me that he believed that my 3mm scale version of ‘Holmfirth’ was the first, genuinely accurate, working scale model of a section of real railway. This approach to modelling by copying as accurately as my skills allow has been my driving force ever since, and I have had very highly respected modellers from MMRS as my mentors - that band of heroes who, in the mid to late 1940s, proved that 18mm gauge track and genuine scale wheels were possible. (Messrs Stubbs, Langan, Whitnall et al)

“Honley Tank” should be explained too: My father started work on the GCR and worked from cleaner to eventually become a driver in LNER days, almost always based at Gorton Shed in Manchester, and he therefore usually drove locos which had been built in the GCR works that were known locally as Gorton Tank, adjacent to the running shed. As a consequence my model locos all have some connection with either the shed at Gorton or were built at the ‘Tank’. My workshop where I build those model locos is in Honley. Hence “Honley Tank”.

BOOK REVIEW . . .

‘This is a book like no other, so far as a railway in the South of England is concerned’……..so starts the introduction to the book. This is very true. 130 pictures in a hardback landscape style book. The pictures are an eclectic mixture. Being built between 1897 and 1903, most of the pictures are posed in the manner so common in Victorian times. Some excellent pictures of industrial locomotives and steam shovels used to build this line, along with horse drawn rail trucks and Church Army Temperance wagons, whose purpose was to save the navvies from the demon drink. A great understanding of the actual construction can be seen and the poor working and living conditions the navvies and their families suffered can be appreciated.

A good book which whilst slightly off the main track is nevertheless interesting and will appeal to a far wider audience than just railway buffs.

Congratulations to Kevin for publishing such a different style of book. Long may he walk his dog along much of the route, as I have in the past. (Part 2: A Rural Backwater is promised for 2012)


THE WITHAM TO MALDON RAILWAY

A Pictorial History By Len Wilkinson

This is a 68-page book of photographs of the Witham to Maldon railway from about 1900 to after closure in 1966. The line started off as the Maldon, Witham and Braintree Railway and opened at the same time as the Braintree branch in 1848. There were two intermediate stations, Wickham Bishops and Langford & Utling. It was built by the Eastern Counties Railway, but in 1862 it was taken over by the Great Eastern Railway. In 1923 it became part of the London & North Eastern Railway. After nationalisation in 1948 it was part of the Eastern Region of British Railways. In 1958, German railbuses were introduced to try and cut costs, but to no avail. The line closed to passengers in 1964. Freight lasted for another two years, but it finally closed in 1966.

The book is the result of gathering photographs and information over the twenty years or so it has taken me to build my layout of Wickham Bishops. The line is unique in having two wooden trestle bridges which have been restored by English Heritage. The model was featured in a seven page spread in ‘Model Rail’, August, 2006. It is 18 feet long, in EM gauge and has been shown at various model railway exhibitions.

The book includes scale drawings and a brief history of the line and costs a very reasonable £4.95. At the moment it is available from Witham and Maldon Tourist offices, the East Anglian Railway Museum, Chappel & Wakes at Colne, Maldon District Museum, Wilkins Jam Factory, Tiptree and all local garden centres. It is also available from Bob Pearman Books who may be contacted on http://www.pearman-books.com.
FOR SALE

Layout for sale - House down size forces sale of partially built model in EM of Afonwen in N.Wales, joint LNW & Cambrian. C & L trackwork on scenic boards almost finished, some minor easily correctable damage due to storage/handling. Fitted Ambis lever frame with some mechanical linkage work done. 3 boards each approx., 6ft x 3ft. Will sell signals (pre 1958) separately if required. All offers considered, buyer collects, Chester area.

Tony Robinson 01948 664994 or 07899 199864

Detaillled etched kit-built EM SR (IOW) 1930’s coaches. Ex-LCDR Set 500 (4 coaches), Set 511 (2 coaches push/pull), 2 off 28’ hagg/bke vans; ex-LBSC Set 495 (4 coaches), 20’ hagg/bke van; ex-LSWR 3 off 30’ hagg/bke vans. All built by me, painted by Bob Fridd. £35/coach, £30/van, plus P & P. Eric Perry 01355 810008 (E Sussex).

Disposing of some of my collection of EM gauge items: locomotives, steam and diesel, rolling stock, mainly GWR & Southern and lots of bits & pieces. I will be producing a list in the early new year, for a copy please E-mail me at mikepayne1402@btinternet.com or phone 01420 473975. Mike Payne (Hampshire).

George Street Goods urban exhibition layout, as exhibited at Hemel Hempstead, Herts, HP1 3RD in 2010, is looking for a good home. DCC wired, EM gauge 10’6” x 2’3”, steel track using C&L chairs & ply sleepers, some scratchbuilt buildings. Offers. SAE or e-mail for details and/or photo’s.

Box of 24 x 1 metre EM flexi-track N/S, unused in its original packaging. mikepayne1402@btinternet.com

FOR SALE

E.M. GAUGE SOCIETY BOARD MEMBERS & OTHER POSTS

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NEXT PLANNED COPY & PUBLICATION DATES :

Copy date 18th July 2011 LATEST. Next mailing will be in August and will contain the Programme for expoEM North and membership renewal.

ADVERTISEMENTS Small Ads as well as Exhibition display advertising is free of charge but this service is only available to EMGS members. There is no booking arrangement as all adverts are accepted on a first come first served basis for each publication and depending on the availability of space.

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EMGS Newsletter April 2011 188 - 12
**Axe Edge & Thatch Marsh Colliery**

EM Gauge - Period 1962-4

By Dan Wright

The seams around Exe Edge started to be worked from about 1600. Initially the coal was used for domestic use and for lime burning. In 1812 the Duke of Devonshire drove Goyt New Tunnel under Axe Edge ‘for the better supply of Buxton with coals’. With the opening of the Cromford and High Peak Railway (CHPR) in 1831 sidings were constructed to serve the end of the tunnel and coal began to be supplied to the limestone quarries that the railway served.

The opening of the Ashbourne – Buxton Line and resulting changes to the CHPR gave new and improved connections to other stone quarries in the Peak. Ownership passed to the Buxton Lime Co. and they sank two 354ft shafts a mile to the south west of the tunnel entrance and constructed a 4 mile highly graded (1 in 27) branch up from the CHPR. The original tunnel was relegated to a drainage adit.

By 1965 the coal was virtually exhausted and the colliery finally closed in 1967.

The colliery is modelled in the period 1962 – 64. The colliery owns a Bagnall 0-4-0 and a Hunslett 0-6-0 tank engine and has a third engine on hire. Wagons are mainly 16T mineral opens, the colliery own ‘BSC’ wagons being relegated to short trips to the spoil heap. Due to the gradients and curvature on the line trains are short, maximum 6 to 8 wagons, and are often propelled up the line towards the colliery.

By Peter Johnson.

**Canada Road**

EM gauge - Period BR 1960-1970

By Peter Johnson.

It is somewhere between 1960 and the late 1970s, on the fringes of a major port. Worn down black steam engines are reaching the end of their days, green diesels have arrived but are soon swept away by a tide of corporate blue paint – the colour of trains from my teens. Soon all shunting nationwide will be handled by the universal Class ‘08’, but not quite yet.

The small exchange sidings just off Canada Road are visited by a variety of mixed traffic locomotives working to and from the local large marshalling yard. Occasionally larger locomotives are rostered, looking a little out of place on only a short string of wagons. The resident shunting engine then sorts the arriving trains, often taking short ‘trip’ workings out to the nearby wagon repair workshops and wharves. Sometimes the loaded trucks will be checked on the weighbridge before onward movement.

The region and period of the scene change throughout the day, showing the many local types of diesel shunter which used to be found around the country. The changes in railway livery and traffic between the years 1960 and 1979 are also portrayed. The layout has previously been exhibited at Expo EM (in 2002), but many of the locomotives and wagons appearing today have been added to the running sequence since that time.

The operating team will be happy to attempt to answer any questions you may have about the exhibit.

By 1965 the coal was virtually exhausted and the colliery finally closed in 1967.

**Eastwold**

EM gauge - Period 1958-61

By Roger Dickinson.

The layout supposes that the Great Eastern built a line diagonally across Norfolk from the Brandon area to the coast at Cromer in competition with the Midland & Great Northern hoping to attract traffic from the midlands. The GER had also proposed extending the Stoke Ferry branch. The extension occurred in this scenario and met the cross Norfolk line at Eastwold on the edge of Breckland. The period modelled is when dieselisation was rapidly spreading across East Anglia. Stock is a mixture of kit built and modified ready-to-run. Buildings are mainly scratchbuilt.

By Steve Farrow

Pen-y-Madoc is a ‘might-have-been’ layout based loosely upon Porthmadog in North Wales. The Cob, that great man-made embankment at the mouth of the Afon Glaslyn, has not been built and the Festiniog Railway has remained a horse tramway which now lies abandoned.

The layout depicts Pen-y-Madoc, in Great Western days, in the summer of 1938. The town is experiencing a period of precarious prosperity, being both a market town and a second rate seaside excursion destination well within day-trip reach of the West Midlands.

Pen-y-Madoc is an EM layout, with all of the pointwork handmade and built upon Printed Circuit Board sleepers. Most of the locomotives are super detailed ready-to-run bodies on etched kit chassis. Most of the goods rolling stock is kitbuid and the passenger stock mostly modified ready to run. The buildings are mostly scratchbuilt from styrene sheet and strip.

2011 Programme Page 5.
Programme sponsored by Eileen’s Emporium

Longcarse West

P4 (18.83) - Period mid 1970's
By David Furmage

Longcarse West is based on a few fictional run down freight sidings in the Alloa area of Scotland during the mid 1970s. It is my first attempt at building a layout and has been very rewarding to build with many lessons learnt along the way. The main one being that working to P4 standards isn’t as difficult as some people would have you believe.

The locos, all type one and two freight diesels from Bachmann, Heljan and Hornby, are detailed, weathered and fitted with DCC sound decoders for added realism.

Freight and parcels stock are my main interest and there is an ever expanding collection of vehicles typical of the area and period. Each one is based as closely as possible on a photo of the real thing with lots of variation in axleboxes, buffers and couplings. Most are either re-wheeled and detailed ready-to-run or kits, although a few wagons have heavily modified bodies on scratchbuilt chassis.

Please feel free to ask any questions you may have about the layout, P4 modelling and DCC sound as we are a friendly bunch.

Mostyn

P4 (18.83) - Period 1977
By Barrowmore MRG

Mostyn represents a small stretch of the ex-LNWR North Wales Main Line as it was in June 1977. Sadly the station has long since closed and the four track formation has been reduced to two running lines but there is still very intensive block-to-block working in the peak summer months. The majority of loco-hauled passenger and freight workings see Classes 24, 25, 40 and 47 from Crewe Diesel, Longsight and Springs Branch sheds but there are also plenty of ‘foreigners’ on excursions and longer distance freight. First generation Diesel Multiple Units make up half of all passenger services and may be seen in long and very mixed formations. To add to all this passing traffic there is an active rail-served dock with exchange sidings.

We aim to provide the onlooker with a line side viewing point to watch prototypical-length trains in accurate formations sweeping along the main line. The humble unfitted trip freight contrasts with the Class 1 express passenger workings. We have researched our location extensively but we are always keen to hear from anyone with new information.

Mostyn made its first major exhibition appearance at expoEM 2002 as a 22ft x 14ft layout with 10 operational fiddle yard roads and 150 items of stock. Since then, stock has continued to roll out of the workshops and the layout has earned a reputation on the exhibition circuit for consistent reliable running – not a quality that is always associated with P4. Major scenic and fiddle yard extensions were added during 2009-10 and we are delighted that expoEM 2011 will see Mostyn return for its first appearance in its final form as a 24ft x 30ft layout with 34 operational fiddle yard roads and 450 items of stock. The coming years will see our stock list steadily increase to about 800 items and there is an ambitious list of scenic enhancements that will ultimately finish the project. It would be nice to return to expoEM in due course for our final curtain call.

The Mostyn team has a majority of EM Gauge Society members so please come along and say ‘hello’. We’re happy to answer questions and show people around.

Western Road Diesel Depot

P4 (18.83) - Period 1976
By Mike Anson

Western Road fits firmly in the category of railway modelling as a means of evoking childhood memories. In this case, train spotting around the Bristol area in the late 1970s: the blue/grey era, the last throes of the Westerns and long hot summers. To be more precise the time period is specifically 1976, though some flexibility around this is allowed. As to the location, Western Road is somewhere in Devon or Cornwall and if pressed it could be Long Rock, Penzance if this had been reconstructed in the 1960s.

The layout was constructed as an entry in the Scalefour Society’s 18.83 Challenge. The plan tries to create a feeling of spaciousness since in reality depots did take up a lot of real estate. Having the backdrop of two carriage sidings has proved very effective in helping achieve this. Structures are based on Western Region prototypes: the fuelling shed and water tower from Bristol Bath Road and the lifting shop is a reduced version of Landore.

The rolling stock is appropriate for the period and area and without too many celebrity locomotives. However, this sometimes slips in order to accommodate a few more diesel hydraulics. Generally though, Western Road is intended to look like a normal diesel depot on an ordinary day. A few sound-fitted locomotives are available on the roster and this certainly adds to the atmosphere. Hopefully you will enjoy seeing what is on shed over the weekend.
Prospect Wharf and Yard
EM gauge - Period mid 1930's
By Mike Bell

The setting is LMS/MR mid 1930s. The original site was owned by a canal company and purchased by the Railway, who converted the wharf warehouse to railway use by opening the end wall for track access. Due to the restricted space and to accommodate a new warehouse a diamond track plan was adopted. As a result the shunters and loco men had to plan all movements carefully to avoid blocking in the locos.

Trackwork is C&L for the plain track and soldered copperclad for the pointwork. The layout is divided into three sections and can operate two locos at any one time. Point and signal operation are by an AMBIS lever frame through Fulgarex motors.

Tower Pier
EM gauge - Period 1955
By Geoff Ashdown

"Tower Pier" is the terminus of the 'Metropolitan Widened Lines Extension Railway', running from Moorgate down to the Thames just to the North of the Tower of London. Built by a consortium of companies with the GN as the main partner it was opened in 1879. It lies sandwiched between Minories and Vine Street with a goods spur running into the St Katherine and London Docks. It thus provided direct goods access to the London Docks system (especially prized by the GW) and serviced the lucrative passenger traffic to the Royal Mint/Custom House area together with the Thames excursion steamers and continental ferries embarking from Tower pier in what is now the Pool of London.

The southern companies ran into Tower Pier via Blackfriars Bridge, Holborn Viaduct (low Level) and over the triangular junction giving access to the Widened Lines at Farrington.

The model depicts the station in 1955. The track work is to EM gauge built using the ‘ply and rivets’ system. Points and signals are operated from a ‘signal box’ lever frame. Rolling stock is modified proprietary, or kit built. The model is run to a timetable with block instruments and bells.

‘Tower Pier’ is designed and built as a portable home layout and therefore may not be ideal for an exhibition. It is deliberately shown and operated ‘as is’ with no attempt to modify it for public display. Being a model of a traditional steam age railway it requires a lot of operator involvement - I hope you find it interesting!

Yeoford Junction
EM gauge - Period Edwardian 1909 WTT
By John Nicholas

Yeoford, 11 miles west of Exeter, was the junction station for the LSWR lines to Plymouth and North Devon, the actual divergence being a mile to the west at Coleford Junction signal box. The wide arches of the stone over-bridges and wide spacing of the platforms were inherited from the broad gauge North Devon Railway. The LSWR extended the station as part of its double track main line between Waterloo and Plymouth, adding up and down bay platforms together with a small marshalling yard on the down side. During our chosen Edwardian period we operate a timetable to include a sample of the more than 60 daily trains, including local passenger and goods trains from Exeter together with through passenger trains, passengers being carried mainly in non-corridor stock but some new corridor coaches do appear. All the essential features of the curved Yeoford Junction layout are incorporated, although the length has been reduced, mainly in the sidings. Two extra bridges have been incorporated to get trains “off-stage” behind the sidings. All bridges and buildings are hand-built, based on the North Devon and South Western structures at Yeoford. Track is hand-built using EMGS components, most rolling stock is built from kits with some scratch-built and the locomotives are powered by Portescap motors.

Post Office also runs. Some slower trains are shunted into sidings to allow faster trains to overtake, with connections being made. As advised on the station name boards passengers travelling between stations on the North Devon and Plymouth lines alighted from trains on to the up platform, crossed the footbridge and awaited the appropriate down train, making use of the refreshment room if time permitted. Luggage and parcels were transferred by trolley over the foot crossing. Mainly Adams and Drummond locomotives haul period trains, passengers being carried mainly in non-corridor stock but some new corridor coaches do appear.
Members’ Sales Arrangements

This year we continue with the arrangements regarding Members’ Sales which operated last year. So bring along your items which will be sold on your behalf. (Located upstairs in the Hospitality Suite) To ensure a smooth operation of the system we require all items offered for sale to be listed PRIOR to handing them over to the Sales Team. A copy of the form with instructions is enclosed with this mailing, but these will also be available on the day and also can be downloaded from the EMGS website www.emgs.org. Members are reminded to ensure that they have read the Terms & Conditions printed on the form. All goods for sale must be clearly labelled.

CASH ONLY - NO CHEQUES or DEBIT/CREDIT CARDS

SATURDAY 14th MAY

Members’ Sales Open at 10.30am and will close at 4.30pm. All unsold items must be collected prior to the close of the exhibition at 6pm. No goods will be retained overnight, thus it is essential that all monies be settled in plenty of time. On Saturday this facility will be operated by The Marlow, Maidenhead & District MRC and all queries should be directed to Mike Gosling or a member of the team.

SUNDAY 15th MAY

Members’ Sales will open at 10.30am and will close at 2.30pm. To ensure a smooth close of the Exhibition later in the day we ask that all stock is cleared, and monies settled by 3.30pm. On Sunday this facility is being operated by the Society with Board member Roger Sawyer in attendance.

We regret that the following items WILL NOT be accepted for Members’ Sales: Magazines - Books - Videos - DVDs.

Available on the EMGS Trade Stand.

Last remaining copies of ‘Alex Jackson- The Man and The Coupling’ by Dave Booth are available from Steve Young (Publicity Manager - address on back page of Newsletter) priced at £6.00 plus £1.50 p&p.

Steve also still has good stocks of polo shirts, sweatshirts & aprons and these are available until expoEM at the current prices (after expoEM they MUST rise).

Very few mugs available so expoEM could be your last chance to buy. (not available by post due to packing costs).

Photography.

You are free to take photographs and make videos in the Leisure Centre but please be courteous and ask permission from the layout or owner of the model before doing so.

Refreshments.

Refreshments are available at the Centre in the Ground Floor cafeteria. Only food and drink purchased at the cafeteria may be consumed on the Leisure Centre premises.

Security.

We regret that we cannot look after bags, coats etc and request you DO NOT ask layout owners, demonstrators or traders to do so.

NO SMOKING AT ALL AT THE LEISURE CENTRE COMPLEX

This programme and newsletter is © EM Gauge Society Limited and also to those noted herein.

Secretary: Roger Sawyer, 272 Sylvan Road, Upper Norwood, London, SE19 2SB