



The EM Gauge Society

# Newsletter

# 195

JANUARY 2013



**Hartburn by Ian Manderson - See this at expoEM 2013**  
*photo by Ian Manderson*

## **DON'T FORGET**

AGM 2013 Liverpool  
16th February  
Enclosed AGM/Members Day  
information sheet gives full details.

**THIS MAILING INCLUDES**  
AGM/Members day programme  
Trade Sales price list/order form  
Manual sheet 4.2.3.(2) pages 3 - 9  
(see note on page 3)

**What is EM?**

**Achievable  
excellence!**



[www.emgs.org](http://www.emgs.org)

**DATES FOR THE DIARY**

expoEM 2013 Bracknell  
18th/19th May  
See page 2 for details  
and page 3 for hotel offer

**Happy 2013 to all  
our members**

# expoEM 2013

**18th & 19th May 2013, Bracknell Leisure Centre**

10.30am - 5.30pm Saturday 18 May

10.00am - 4.30pm Sunday 19 May

**Bracknell Leisure Centre, Bagshot Road, Bracknell. Berks, RG12 9SE**

2 day ticket: Members £5 (incl partners and children)

Non-Members £7.00 Children £2.00 Family £15.00

## **- This year our focus is on the light railways of Colonel Stephens -**

We are delighted to present two superb layouts based on the light railways of Colonel Stephens. Maidstone Road by Les Darbyshire was a widely acclaimed layout back in the 1990's. We are delighted to have persuaded it out of retirement for expoEM. This will be accompanied by Robin Gay's excellent representation Rolvenden in deepest Kent. The layouts will be supported by the Colonel Stephens Society

**...and our guest layout is the excellent 2mm Highbury Colliery supported by the 2mm Society**

Our layouts representing the best of 4mm modelling include:-

**Aldbury Town** by Mike Gosling

**Foundry Lane** by Mark Forrest

**Iron Street Mills** by Andrew Wright

**Culm** by Dai Davies

**Hartburn** by Ian Manderson

**St Aidan's** by Tim Easter

**Hope under Dinmore** by the South Hants Model Railway Club

**Mansfield Market Place** by Tony Gee and Ken Hill

**Tiverton** by Ted Farmer, Chris Lamacraft, Paul Illiff, Ian Harrison

**Woodford Road** by David Woodward

Finally we are delighted to host the HMRS AGM on Saturday 18 May  
Full trade support, demonstrations and lecture programme and specialist society stands.

For more information visit [www.emgs.org](http://www.emgs.org) or email [expo@emgs.org](mailto:expo@emgs.org)

## **Wanted**

Roger Sawyer is in need of helpers to man the Members Sales Stand at expoEM this year. Can you help? Any assistance greatly appreciated. Please contact Roger on xxxxxx or email xxxxxxxx

## **Volunteer Stewards needed for expoEM 2013**

Richard Stevenson will be organising the stewarding again in 2013. The NW Surrey Area Group will be assisting, but they are too few to cover all the roles and additional help will be required.

As is usual, there will be a need for some "new faces" who have not volunteered before. We hope that many of the regulars from past years will also volunteer and Richard asks them to get in touch.

The roles include: marshalling the ticket queues, manning the outside doors, supervising the Test Track, dispensing tea and coffee to exhibitors and providing lunch time cover for exhibitors and demonstrators who are on their own. Rosters are arranged so that stewards have sufficient time off to view the show. Stewards get free entry and a free lunch is provided.

The Sunday morning slots can be difficult to fill. Anyone who can be at Bracknell in time for the 9.30 a.m. or 10.30 a.m. slots on the Sunday morning will be especially welcome!

If you have not volunteered before, please consider doing so in 2013. Age or infirmity is no barrier; manning of the outside doors can be undertaken sitting down.

If you can assist, please contact Richard at: email: [xxxxxxxxxx](mailto:xxxxxxxxxx)

or tel: xxxxxxxx or by mail to: xxxxxxxx.

## In the Trade . . . (1)

### Advance orders for collection at Members Day

The EMGS Trade Stand will be in attendance at Members Day, to be held on Saturday 16th February. As has been mentioned previously, space in the transport is at a premium therefore, it is not possible to transport all of the extensive EMGS Trade stock to exhibitions, some items will by necessity, be left at base due to space limitations. In order to avoid disappointment and reduce postage costs for those larger items on the day, please place your order in advance by post to the usual address, or by email to [trade@emgs.org](mailto:trade@emgs.org) please enter Members Day on the subject line of your message.

The strict deadline for Advance orders is close of business on Wednesday 6th February 2013. Your advance order regardless of size will take precedence in the vehicle and will be made up for your personal collection at the show.

No need to pay in advance, collect your pre ordered items from the Trade stand and pay on collection, using either cash or cheque. As an alternative I can also offer payment in advance using PayPal, please enquire to [trade@emgs.org](mailto:trade@emgs.org) if you have an interest in using this service.

I look forward to making your acquaintance on the day.

Derek Lilley - EMGS Trade Officer

## In the Trade . . . (2)

### Social offer every month on the web.

November 2012 saw an offer on 9ft wooden sleepers.  
December 2012 was an offer of the AJ coupling kit.  
January 2013 offer was Smiths Instanter couplings.

Offers will be posted on the web and in the appropriate Newsletter.

Derek Lilley - EMGS Trade Officer

#### Corrections.

It has been drawn to the Editor's notice that several errors crept into Newsletter 194. Cover picture of Hemyock should have been credited to Paul Gallon. Picture of Kitehouses on page 9 should have read '65089, a Worsdell class J21 Locomotive'. Apologies one and all.

Steve Young - Newsletter Editor

## Editors comments . . .

Many thanks for those that contacted me and sent in articles. A couple are featured in this issue. The others will be used later.

What I would just like to ask is for people to continue sending items in. If you are a trader member we would very much like to review any new items you may have. This especially applies to books. With one exception all of the books I have reviewed I have purchased myself. You might see a slight leaning towards industrial railways!!

Any suitable pictures. I can resize them, so email them or if too many or too large then put them on a CD. Write your name, subject and who the photographer was.

I am also planning a 'Quick tip' section. This will be for simple ideas. We all have little tricks. How about sharing them? I have a couple already and again, these will be used.

Please forward suitable items to me at [editor@emgs.org](mailto:editor@emgs.org) or by post (address on page 15).

Steve Young - Newsletter Editor

## Next issue . . .

Newsletter 196 will contain the following items:-

Review of Parkside Dundas kit

Review of a new aid for track building

Details of the Members Day competition with photos.

Discount book review - and more.



LNOR O4 63601 on shed - Loughborough GCR 27/02/2009

photo Steve Young

#### Manual sheet 4.2.3.(2)

This is an addition to the existing sheet. Please replace the the existing page 3 and then add the new pages 3 to 9.

Colin Wilson Manual Sheet Editor

## Exclusive Hotel Offer for expoEM 2013

Once again we are able to offer members an exclusive rate to stay at the 4 star Bracknell Grange Hotel.

The rate is £55 per room per night and includes a full English buffet breakfast.

(only £27.50 for two people sharing a twin or double room)

To book your room call Bracknell Grange reservations on 01344 474 000

or [bracknell.reservations@grangehotels.com](mailto:bracknell.reservations@grangehotels.com)

Quote code **xxxxxxx** to claim this exclusive rate

### STOP, GO, SLOP, GO?

Much that was innovatory in John Ahern's book *Miniature Locomotive Construction* when published in 1947, is now regarded as quaint, often superseded by the writings of Guy Williams and others. However, buried away in the chapter on transmissions is an intriguing idea that I've never knowingly seen used on a loco or mentioned in articles. It makes such sense that maybe it should reach a wider public.

This is "MacAldouie drive", as Ahern attributes it to a Mr MacAldouie. The principle is simple. The drive pinion, instead of being locked to its driving axle, is a smooth rotating fit. The actual drive component is a boss or collet locked to the axle in the regular way. The collet has a pin that sticks out radially (it can be the head of the grubscrew) and the pinion has a peg that sticks out a right angles, such that the two cross each other. The result is a simple freewheel or overrun drive. Ahern's own drawing is attached.

Ahern claims two advantages for it: the motor is likely to be able to start off-load, and the loco is free to coast over dirty track or rough pointwork. A flywheel only assists with the latter point and positively works against the former. While many modern locos use high-tech coreless or five-pole motors, some of us still use three-pole efforts like the old XO4, especially in vintage locos that have been re-wheeled or where a big motor mounted in the tender is preferred to a smaller one in the firebox. These can take some persuading into motion.

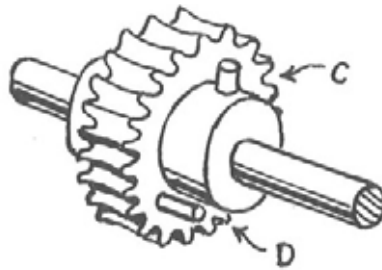


Fig. 139a

Continuity of motion over poor track probably matters more, not least because a stalled loco being prodded by a finger is the saddest sight on an exhibition layout. Moreover, decoupling the drive from the loco has advantages in continuity of motion. A worm-and-pinion drive is of poor efficiency as a torque transmitter as it is, but its absence of backloading (unless you have shallow pitch worms approaching 1:1 as would be ideal, with the reduction achieved by a gear train, as expounded many years ago by Sid Stubbs of this parish, I believe) means it acts as a brutal sprag brake if the input shaft stops, so even without stalling there can be flutters. Also it negates much of the advantage of weighting a loco: while tractive adhesion benefits, the inertia is still cancelled totally by the stall and the loco just skids, while the backload wears down the gearset faces. With decoupled drive, a lead-filled loco is free to drift along in that slinky fashion so attractive on the prototype and so hard to scale down. The motor can flicker a little but just catches up in its own time within a few rotations. At its most extreme, the drive can be up to 350 degrees out of sync (a full rotation minus the peg thickness) which with a big Triang cog can be up to 30 turns - quite an agreeable margin of slack. The train still stops firmly when required, as the overrun is likewise limited to the drivewheel size times pi minus a bit, so a 6ft loco has about 19 scale feet (76mm) of track to play with.

The conversion is easy with Triang and some Romford or similar gears, as they come heavily bossed. The boss is sawn off flush to the gearwheel, the cut faced smooth on both parts and the gear slightly reamed loose if necessary (on grubscrew gears it probably has enough clearance already). With plain Loctite-fit gears a collet is needed, and I have found the best source of these (apart from Branchlines) is a model aircraft shop, where 1/8" collets are sold as landing wheel retainers for modest money. Pegs can be piano wire pushed into plain holes. The other side of the pinion also needs retaining to stop it sliding sideways against the worm. Another collet will do, or possibly a biro spring to make the contact point act as a drag brake. If converting an old solid cast chassis you may get the components neatly back in the original cutout with just a packing washer or two added.

What WON'T this drive do? Well, it'll not work in a made-up gearbox such as the Branchlines or Alan Gibson 38:1 assemblies as these have all-round casings which have bushes in each half. They may be awkward to squeeze into gearsets using fold-up motor mounts, though the collet can be faced down thin or a lathe can be used to flat-countersink the gearwheel such that the collet can nest inside a little. Peg drive will also only work one motor to one axle: big diesels with a large motor driving two bogies via cardans won't benefit as only one bogie peg will take up at a time with the other following unloaded, unless wheelslip under load equalises matters: ditto one motor driving two axles on a motor bogie.

I have a project box full of Rovex-fit gearsets (mostly unused!) just waiting to be converted. But no-one I've mentioned this wheeze to, seems either to have heard of it or tried it. Does the science not add up, does no-one read Ahern, or are we so used to modern high-tolerance electrics that the physics of inertia and load seem to have been abolished? I'd like to know.

Tony Clarke - Fenland Group EMGS

## Membership matters & renewals . . .

### *Two steps forward.....*

We have made good progress on two fronts since the start of the new membership year in September. First, as I reported last time, the take up on the Direct Debit system has exceeded our expectations. Second, we are getting a lot of applications for membership of the Society. This is at the highest rate that I have seen since becoming membership secretary.

The only down-side as we start the new calendar year is that there are still quite a lot of members who have yet to renew. I realise that there are many reasons for this but if any of you are concerned that the only acceptable renewal method is Direct Debit, let me reassure you that I am quite happy to accept cheques, postal orders or even cash. PayPal is also an option for overseas members.

If you do want to use Direct Debit, I can still accept mandates which will cover this year's membership as the first payment. If you haven't got a copy of the mandate, you can download one from the Society's web page.

In about a month's time, I will be writing to those who I believe have still not renewed. With the current cost of postage, this represents significant expenditure for the Society so it would help the Society if those who have not yet paid could renew before I send out the letters.

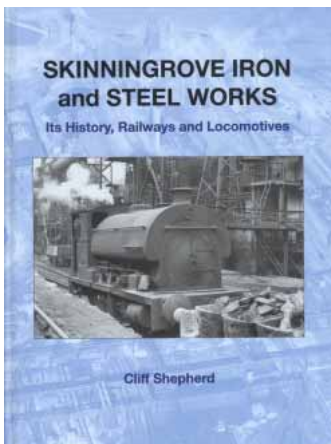
If you've lost the renewal form and wish to pay by cheque, just write your membership number or postcode on the back of the cheque and I'll sort it out from there.

All cheques or Postal Orders should be made payable to "E M Gauge Society Ltd" and sent to me at the address given on the renewal form and on the inside back page of this newsletter.

The main message is that if you haven't got a membership card for this year, you should get in touch with me by phone, email or even letter to find out if there's a problem.

Harry Ryland - Membership Secretary

## Book Review . . .



Normally IRS books cover just railways but this one covers the changes to the site, the manufacturing and the railway.

In the 198 pages of this hardback book are maps and diagrams plus over a 100 black & white and 6 colour photos. The subject is well covered and tells the history of the development of the site, starting with the iron ore deposits at Saltburn, the discovery of ore at Skinningrove, then onward with the building of the ironworks. The blast furnaces followed, then steel was produced and finally the inclusion of rolling mills.

Ironically the rolling mills are the reason the site still remains whilst many parts of the late Corus empire were closed. Skinningrove is part of 'Special Sections' group within what is now Tata, and makes steel tracked parts for Caterpillar Inc. and has won their coveted 'single supplier status'. Since 1872 the railway played a major part at the site and is well represented with many excellent photographs of the various steam and diesels, both past and present, that have been at the site. Curiously most were obtained second-hand, the majority being 0-4-0's and many ending their working days at the site. Even an ex- LSWR B4 saw service.

This is a difficult book to sum up as it will appeal to many people, but especially those with interests in industrial railways and steelworks. I thoroughly enjoyed the book and it represents excellent value.

Available to order from many of the Society booksellers.  
IRS members can buy this at a reduced price.

Reviewed by Steve Young. November 2012

**Skinningrove Iron and Steel Works.  
It's History, Railways and Locomotives  
By Cliff Shepherd  
Industrial Railway Society  
ISBN 9 781907 556803**

**Price £24.95**

# Lightweight Baseboards

by Andrew Ullyott  
North West Somerset Area Group

Baseboard design and construction has come a long way from the days of a 2" x 1" softwood frame topped with ½" chipboard. The use of plywood, either solid topped or open frames is now standard. Recently, there has been a trend towards lighter baseboards using alternative materials.

Lightweight baseboards are not new, having been used by North American modellers for a number of years. As their use increases in the UK, a number of articles have now appeared in the UK model railway press.

As part of the North West Somerset Area Group's demonstration at this year's expoEM, I brought along one of the baseboards from my new layout which has been made with extruded polystyrene sheets and plywood.

Extruded Polystyrene Sheets (or XPS) is quite different to Expanded Polystyrene Sheets (EPS). EPS is the white crumbly polystyrene typically found as a packaging material for electrical appliances etc. Good for scenic work but not so baseboards! While both are rigid, closed cell polystyrene sheets, Expanded Polystyrene is produced from solid beads of polystyrene. It is expanded by having small amounts of gas dissolved into the polystyrene during the manufacturing process. This is heated which causes the gas to expand and form the closed cells of EPS and increases its volume by around 40 times.

Extruded Polystyrene Sheets start life as solid polystyrene crystals. Crystals, additives and a blowing agent are fed into an Extruder. Under high temperature and pressure the mixture is combined into a liquid and then forced through a die. As it comes out of the machine it expands, is shaped and cut into a foam sheet. It is quite rigid and can be obtained in a variety of thicknesses and colours.

It can be cut and shaped with conventional hand or power tools (or hot wire cutter). Suitable eye protection and face masks should be worn at all times when working with this material. It can be glued to itself or to wood/ply etc by the use of 'No more nails', 'Gripfill', 'Instant Nails' or other adhesive. Solvents will dissolve XPS. Hence care needs to be taken with some paints and adhesives. Water based paints are ok. Enamels may not be. Certain adhesives like MekPak, Plastic Weld and Butanone are a definite no-no. PVA is generally ok. If in doubt, test on a small piece first. Painting boards with emulsion is recommended as it provides a degree of protection.

XPS boards can be edged or even topped with plywood, stuck with adhesive as above. XPS will not hold screws so a small piece of plywood /mdf can be glued to the insulation at the appropriate location should you wish to fit point motors, electromagnets, wiring tags and the like and screws fixed into the board. Holes can be drilled and filled with dowel (or even broom handles) glued as above should you wish to fit signals, telegraph posts etc. The dowel can then be drilled to suit.

It is manufactured by a number of firms and readily sold as an insulation material by builders merchants:

- Cellotex
- Ecotherm
- Kingspan
- Knauf Polyfoam

These XPS insulation sheets typically will have a foil backing but unlined sheets are available; Knauf's Polyfoam floorboard being one example. DIY stores do stock XPS insulation from time to time, Wickes being the most prevalent. Online specialist retailers and suppliers also exist. The foam I used was obtained from Trylon, a craft material supplier.

## Sources

Trylon: [www.trylon.co.uk/products/modelfoam.htm](http://www.trylon.co.uk/products/modelfoam.htm)  
Trylon, Unit J, Higham Business Park, Bury Close, Higham Ferrers, Northants, NN10 8HQ  
Tel: 01933 411724 Fax: 01933 350357

Knauf: [www.knaufinsulation.co.uk/products/polyfoam\\_xps.aspx](http://www.knaufinsulation.co.uk/products/polyfoam_xps.aspx)

Celotex: (foil backed ) [www.wickes.co.uk/insulation/polystyrene-insulation/icat/cipolyinsul/](http://www.wickes.co.uk/insulation/polystyrene-insulation/icat/cipolyinsul/)

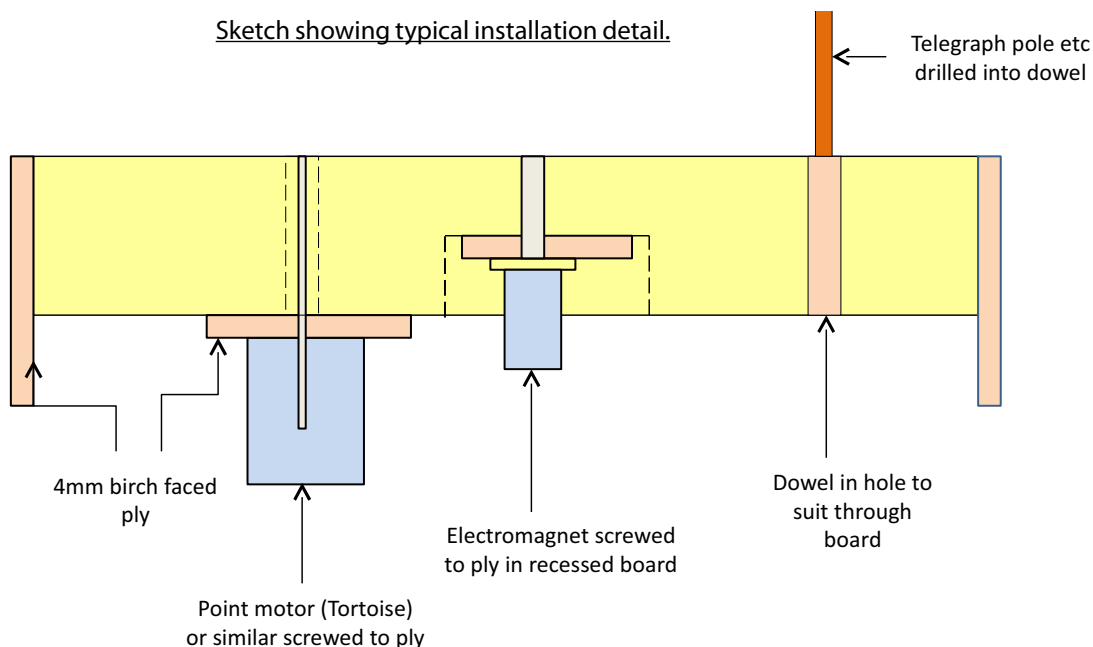
Warrens: [www.warren.co.uk/products.asp](http://www.warren.co.uk/products.asp)

Sheffield insulation: <http://www.sheffins.co.uk/default.htm>

(not all Wickes stores stock the full range of Celotex materials so I suggest checking first....ed)

cont 

Sketch showing typical installation detail.



The author has no connection with any of the listed suppliers. Other suppliers are available by searching the internet.

(Andrew uses 4mm ply for the sides as seen in the diagram. He chose 9mm ply for the ends. This allows the fitting of Society baseboard joiners as show in the photograph to the left.)

## New Items . . .

### Great Western Wagon Underframes.

A range of 24 etched Great Western wagon underframes for EM and P4 to enable accurate and highly detailed brake gear to be fitted to 4mm proprietary plastic and metal kits. With sensitive transverse guitar string springing at one end - the established three-legged stool principle - for stability and with two adjustable W-irons to enable wheels to be inserted WITHOUT bending metal so they can be set without slop.

Two guitar string string-plates are provided for different spring rates and can be easily changed over to suit the chosen weight loading. An assembly jig sets the springs to length and eliminates any setting up. Uniquely the ride height is adjustable to bring the buffers to the correct height for the chosen weight loading. See how much weight can be fitted to a particular wagon and then choose the spring rate and ride height to suit.

Wheels are not supplied. Needs three 10BA x 1/8" brass bolts and full nuts, and four waisted pin-point bearings (Exactoscale 4CW604A). Also 0.3, 0.5 and 0.7mm brass wire for the brake gear, 0.45mm brass/NS for tie rods, and no.12 and/or no.11 guitar strings.

Eight of the popular underframes can be supplied by Scalefour Stores and a shortened instruction sheet covering those eight can be downloaded from the S4 website. These will be available from the S4 E-shop which is available anyone. Details and prices of the whole range of 24 is available from Brian Morgan, 9 Chy Pons, St. Austell, PL25 5DH - tel 01726 76461 - email briamor@btinternet.com



Example of one of the kits. These look superb. Pity I didn't have enough room to show the rest of the pictures that Brian sent.



DC3 vacuum fitted with centre vee showing underframe details on the vacuum side. Brake lever on this side has not been fitted as it is set after the solebars and axleboxes/springs from the plastic kit are added. Note the unloaded wheelset below its marks.

# Area Group News Special 1

## North East & Borders Area Group Workshop Wise event 2012

The North East and Borders Area group held another of their successful Workshop Wise events at Stannington Village Hall, Northumberland on the 6th October.

This was the third Workshop Wise event that the group has held. About 80 people attended which is a similar number to last year. Being a specialist event it was never intended to attract large numbers but it pays for itself by covering its costs and everyone attending always seems happy. Many of the visitors spend a good deal of time speaking to the demonstrators. There were seven demo's and these proved extremely very popular.

Demonstrators included:-

Chris King - scenic

Alan Hume - tree making

Mike Dawson - turnout building.

Peter Stanger - Loco construction

Ian Hunter - buildings

The following layouts appeared:-

ALLOA GOODS- Terry Lawson.

KIELDER FOREST - Graham Hudson, Graham Dixon, Martyn Harrison  
(this being the Area Group layout)

CROFT DEPOT- (P4) - Duncan Wilcock - as seen in MRJ magazine

TRAFALGAR YARD - Lee Davies.



**Alan Hume - Trees**

I'm aware that the North East & Borders group are comparatively isolated, but nevertheless they have arranged these events themselves and have proved that people will attend.

Many thanks to them for promoting the Society and the hobby in such a positive manner.

Report details submitted by Keith Smart. No dates or venue yet for the 2013 event.

All pictures by Keith Robson.



**Mike Dawson - Turnouts**



**Workshop Wise 2012**

**See Keilder Forest at Model Rail Scotland 2013 and in MRJ 219  
(MRJ article written by Graham Hudson)**

**Any other Area Group Fancy a Challenge? How about arranging  
YOUR own local event?**



# Area Group News Special 2

## Essex Area Group December 2012 meeting



Harry Flatman demonstrates weathering and simple loading with real coal to the December Essex AG gathering.

*photo from Nick Ridgeway*

## Manchester Area Group October 2012 meeting



Andy Innes (L) checks the progress on Norman Pendley's (R) 'Leeming International' layout during a Manchester AG meeting held at Norman's.

*photo by Arnie Chadwick*

## Scottish Area Group is looking for more members



Jamie Woods, Dave Franks & Jim Stevenson pictured at the Perth show in June 2012 with Jim's layout 'Culreoch'



The EMGS display stand being put to good use hiding the fiddle yard of 'Culreoch' at the Perth show.

Dave Franks of the Scottish Area Group is at Model Rail Scotland this February operating his layout 'Alloa' and would be most grateful for any help manning the demo stand.

**Please Contact Dave on xxxxxxxx and offer your services - Thanks**

## Wrekin Area Group

A new Area Group has been formed and had its first meeting in December. Meetings will be at 'The Bear' at Hodnett on the first Tuesday of the month starting at 19.30.

Further information from the Group coordinator, Richard Ough, tel xxxxxxxx or xxxxxxxx

A big welcome from us all and we look forward to hearing your exploits in forthcoming Newsletters.

## Exhibitions . . .

### Southampton Model Railway Exhibition 2013

26th January (10am to 5pm) & 27th January (10am to 4.30pm)  
Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire  
(Satnav code SO50 5BX)

Over 20 layouts, including "New Hey" and "Glenuig" in EM "Rolvenden" plus "Ogden Fold" in P4. EMGS stand is expected to be in attendance. Excellent trade support, demonstrations by well-known modellers. Hot & Cold refreshments, free car park.

Adults £6.00, Senior Citizens £5.00  
Children (5-15) £3.00, Family (2+2) £15.00

Further information on [www.smrs.hampshire.org.uk](http://www.smrs.hampshire.org.uk)

### The 38th Leamington & Warwick Model Railway Exhibition 2013

Saturday 19th - Sunday 20th January 2013

Hall 2, Stoneleigh Park Exhibition & Conference Centre  
SATURDAY 10am to 5pm, SUNDAY 10am to 4pm  
Adults £7 Concessions £6 Children £4 Family (2+2) £18  
Easington Lane - EM plus EMGS demo stand.

Working layouts in many scale  
extensive range of trade support & refreshments  
FREE PARKING & FREE PROGRAMME (while stocks last)  
Dedicated bus from Leamington Spa station.  
Sat nav code CV8 2LG  
Follow signs for National Agricultural Centre (N.A.C)

### Stafford Model Railway Exhibition 2013

2nd February (10am to 5pm) & 3rd February (9.30am to 4.30pm)  
Stafford County Showground  
(Prestwood, Argyle and Sandylands Suites)  
situated 3 miles to the east of the town on the A518 in the direction  
of Uttoxeter.

Sat Nav code ST18 0BD

Includes "Glenuig" EM, "Cornwallis Yard" EM, "Peffermill Road" EM  
"Wheal Elizabeth" in P4, "Ravenscroft Sidings" P4  
Over 40 traders plus demonstrations. Refreshments.

Free bus from Stafford station to show both days.  
tendance. Excellent trade support, demonstrations by well-known  
modellers. Hot & Cold refreshments, free car park.

Adults: £8.00, Seniors: £7.00,  
Children: (50% cheaper than last year) £2.00



### Model Railway Exhibition 2013

SATURDAY 16 FEBRUARY 2013, 10.00am – 4.30pm  
Shenley Brook End School  
Walbank Grove  
Shenley Brook End  
Milton Keynes MK5 7ZT

Adults: £5.00 Children/Concessions: £3.00

Family Groups (2 + 2): £10.00

Extra discount if travelling by rail - Show ticket

EM layout attending are:-

Burton Bradstock and Roadwater

FREE BUS SERVICE IN OPERATION FROM MILTON KEYNES  
CENTRAL AND BLETCHLEY RAIL STATIONS.



Friday 22nd February 11am to 6 pm  
Saturday 23rd February 10 am to 6 pm  
Sunday 24th February 10 am to 5 pm  
Scottish Exhibition & conference Centre  
Exhibition Way Glasgow G3 8HW

Features the EMGS demonstration stand plus the  
following layouts in EM

Stainmore Summit - Pen Y Madoc  
Snape Maltings - Keilder Forest

See [www.modelrail-scotland.co.uk](http://www.modelrail-scotland.co.uk) for further details.

**Is your club's show missing? Send  
the information in before the  
deadline & we'll try to include it.**



**The  
Watford  
Finescale  
Show**

**Featuring:  
Liverpool Lime Street  
and other great layouts**

**Saturday and Sunday  
16th & 17th February 2013**  
Saturday 10:30 to 17:30 - Sunday 10:00 to 16:30

Parmiter's School, High Elms Lane, Watford  
Hertfordshire WD25 0UU

- Minutes from M1 and M25 •
- Ample Free parking •
- All-day hot and cold refreshments •
- Top Layouts and Trade Stands •



Presented by Watford & District Model Railway Club and North London Group

## Nottingham East Midlands Model Railway Exhibition 2013

SATURDAY, 16 MARCH 2013 9-30 am - 5-30 pm  
SUNDAY, 17 MARCH 2013 10-00 am - 5-00 pm

HADDEN PARK HIGH SCHOOL  
off Harvey Road, Beechdale, Bilborough,  
NOTTINGHAM NG8 3GP  
Use NG8 3BB for Sat Nav and routes.

30 plus layouts and 40 plus traders. No further details supplied  
ADULTS: £7-00 CHILDREN: £2-00  
SENIOR CITIZENS/STUDENTS: £6-00  
FAMILY (2 Adults + 2 Children): £16-00

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## THE EPSOM SHOW - 2013 Presented by the Epsom & Ewell MRC

27th & 28th April

North East Surrey College of Technology (NESCOT),  
Reigate Road, Ewell, Surrey, KT17 3DS

10.00am to 5.30pm Saturday - 10.00am to 5.00pm Sunday  
Admission: Adults £6, Children under 16 Free.

Featuring a range of finescale layouts.

P4

Brixcombe - New Mere - Rolvendon - Sandford & Bantwell

Excellent trade support, Demonstrations, Society Displays, Refreshment  
Lounge, Ample free parking on site

with level access (no steps) to the exhibition halls.

Alternately a 10 minute walk from Ewell East Station (direct footpath).

Further details see website: [www.eemrc.org.uk](http://www.eemrc.org.uk)

## UK diesel seen abroad . . .



RENFE, the state Spanish national railway, ordered a single Yorkshire Taurus locomotive in 1962. This was to be the first of a potential order for 40 but only this one was delivered. It spent it's working life in Madrid shunting coaching stock and is now preserved in the Museo Ferrocarril de Delicias in Madrid. Built as YE2875 it started life as a demonstrator for British Rail but when returned was rebuilt with a broad gauge chassis as YE2892 and supplied to Spain.

(Judith Edge does a kit of this obscure prototype)

Photo Steve Young November 2012

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## Area Group News (1) . . .

### Aire Valley Group Report from Toni Armitage xxxxx email xxxxxx

We changed venues for the meeting on the 24th November. This was hosted by group members Colin and Val Ashby who invited members to run their layout Striving. This was an enjoyable day out where members were allowed to run this iconic layout, thank you to Colin and Val for hosting this date.

The group meets from 1:00pm to 4:00pm at:-

Keighley Model Railway Club Rooms, 3rd Floor, Keighley Business Centre, Knowle Mill, South Street, Keighley, BD21 1SY

£1 admission charge, refreshments provided. Disabled access, Lift to clubrooms, parking, toilets. 16ft Diameter test track available

Below are the dates for future meetings for the group, any one is welcome to come along and join in, even partners will be welcome. It is very near the shopping centre.

26th January - Templot - Frank Davies

23rd February - Solvents & Adhesives - Chris Batchelor

23rd March - TBA

Contact: Mrs T Armitage xxxxx or email xxxxxxxxx

Check the website for updates - [www.keighley-mrc.org.uk](http://www.keighley-mrc.org.uk)

### Manchester Group Report from Robert Fysh xxxxxx

October – Visit to Norman Pedley's in Gisburn to see his 'Leemington International' freight terminal. Set in the 1990's, Norman plans to run this strictly to traffic operating schedules. Bit of an eye-opener for the dyed-in-the-wool steam era members. Great fun was had, especially with the screw couplings! Evening was rounded off with supper.

November – Visit to Arnie Chadwick at Bury. Since the last visit the 42 foot double track mainline has been commissioned and track to the lower siding and fiddle yard laid. Refreshments included a Christmas cake baked by Nigel Hopwood.

Dates of future meeting (please call host to advise if you plan to attend) :-

Thursday February 21st at 7.30pm

Visit to John Sykes EM LNER(GN) layout 'Ingrow' at Ramsbottom.

Call John on xxxxxxx

Thursday March 21st at 7.30pm

Visit to John Stanton's EM SR layout 'Camelford' at Prestwich.

Call John on xxxxxxx

Thursday April 18th at 7.30pm

Visit to Tony Stoker's EM GWR/SR layout at Brighouse near Halifax.

Call Tony on xxxxxxx

. . . (continues on pages 12 & 13)

## Area Group News (2). . . (cont. from page 11)

### **North East & Borders Group** Report from Keith Smart xxxxxx email xxxxxxxx

Saturday October 6th was the day of our annual finescale event – ‘Workshop Wise’. Further details and photo’s can be seen in this Newsletter. (See page 8 for pictures and details)

Our next and last meeting of the year was on Sunday November 25th. Peter Stanger demonstrated the new tools which we have purchased for use by our members. These include a Rivetting tool and a rolling machine which should prove popular. This was followed by our usual tea, and once again we had a good turnout of 16 members to conclude our get togethers for the year.

The slide show and talk on the ‘Wannie Line’ had to be postponed due to our presenter’s illness, but will be held in the New Year. Also, we will have a meeting early in 2013 on airbrushing, so any EMGS members who don’t normally attend our meetings are invited to come along.

Contact for further details:- Keith Smart xxxxxxxx or email:- xxxxxx

### **Fenland Group** Report from Brian Wakeling xxxxx email xxxxxxxx

On November 8th eight members attended the show & tell at Manea. They showed some of their current projects & problems which led to much discussion. Fresh made sausage rolls & mince pies were enjoyed with our tea and coffee and most of the time was spent indoors owing to the cold weather.

Tony Clarke has taken some photos of my new layout ‘East Beckton’ a small terminus jointly operated by the LTSR & GE (Ian and myself). As a change from the telescopic bridge on St Judes Dock, this one has a lifting bridge based on one at TURNBRIDGE circa 1865.

The next meeting on the 10th February will either be in Manea or Ely depending on how our house move is doing. Please call me (see above) or Delia’s mobile xxxxxx or text or email xxxxxx

### **Sarum Group** Report from Vernon Harrod xxxxxxxx email xxxxxxxx

The Sarum Finescale Group continues to meet fortnightly on Mondays near Salisbury. We have approximately 15 members modelling in a number of scales/gauges and a varied program of activities. The “show and tell” evenings are proving popular with the autumn program focussing on weathering. We thought that one or maybe two sessions would cover it but we are up to three so far! We started off with a couple of friendly military modellers visiting one evening and demonstrating how they apply weathering to their armoured fighting vehicles. This has now been followed by demonstrations by two of our own accomplished weathering “aces.” However we have reached the end of the year and are only now scratching our heads over what to put on the program for next year. We have a number of suggestions including “assembling electronic modules” which I mention here because it’s one that I’m keen on!

The other focus of our activities has been track nights where we put up our test track (EM/P4) and admire the models trundling around. There is a healthy amount of comment and rivalry concerning the merits of the two 4mm finescale standards but that normally subsides when it’s time for tea and cakes. Additionally, we have agreed to adopt as a group project the stalled EM layout started by one of our members. The layout will have an industrial feel to it with freight exchange facilities. We are starting to divide up the jobs and individuals are being cajoled into producing stuff. The aim is to have it as advanced “work in progress” for our local club show.

If you live in the South Wiltshire or West Hampshire areas and wish to have a look, we would be keen to hear from you. Please call me on xxxxx or email at xxxxxx

### **Essex Group** Report from Bob Page xxxxxx email xxxxxx

Our October meeting was hosted by the Mid Essex Model Railway Club at their club rooms in the middle of the Essex countryside. We had probably our biggest turnout to date with a total of 17 members, prospective members, guests and members of the host club. As usual we were made very welcome and both their EM layouts were given a good workout with a good variety of guest locos and rolling stock. There was also plenty of discussion on matters relating to fine scale modelling and other topics. Thanks must go to the members of the Mid Essex Club for making us so welcome.

The area group was heavily involved in the East Ham Finescale show, an excellent show that deserves far more support than it gets. Geoff Ashdown had Tower Pier there and we also had people operating Clatterford and Blackwells Brewery as well as manning the EMGS stand and providing catering.

Geoff made us very welcome for our November meeting. Tower Pier was up and running and a very interesting selection of historic railway videos were playing in the lounge. Geoff also had on display some elderly Trix Twin items which really brought home just how far our hobby has advanced over the last few decades; I’ve seen road rollers with narrower wheels.

December saw a good turnout where Nick & Julie made us very welcome for our now customary Christmas celebration, with lots of chat and Christmas fare. The highlight of the evening was a demonstration by Harry Flatman of the use of real coal for weathering and loading wagons.

We are always on the look out for new members and new venues to visit. If you live in the Essex area and would like to join this friendly bunch of modellers please contact me on xxxxxx or by email xxxxxx

### **Chippenham Group** Report from Iain Hunter xxxxxxxx email xxxxxxxx

The Chippenham Area Group usually meets on the first Wednesday of each month in the Angel Hotel Chippenham at 8pm. There is no set agenda or program. We discuss whatever individuals bring along, whether it be prototype or model. At the November and December meetings we covered etched brass chassis construction, GWR London Area suburban coach sets, wagon weathering, converting and detailing GWR Railcars and SR track and civil engineering. Our next meeting is on the 6th of February (a change from the 2nd), subsequent ones will be on March 6th and April 3rd.

Point of contact is Iain Hunter, xxxxxxxx or xxxxxxxx.

**East Herts & West Essex Group** Report from Rod Law xxxxxxxx email xxxxxxxx

Our October meeting was held at Pete Rosenfeld's at Enfield. Stuart Marshall brought along his laptop computer to show us an architectural programme by Trimble called "Sketchup". We all felt that this will be of interest to members in general since it has lots of useful features such as the ability to produce 3-D images and produce plans in such useful scales as 4mm to the foot.

Our December meeting was at Stuart Marshall's. Colin Wilson brought along yet another example of what I call "Wilson Wizardry" in the form of a very good model of Gresley's "Hush Hush" number 10,000 in its re-built form. This made use of a modified Triang(!) chassis and a modified Hornby body. I asked "Whose Garter Blue paint did you use? To which the reply was" Did not have any so I knocked some up from some dark blue and white I had to hand" The reason I asked in the first place was because the shade was so "Spot on" for Garter Blue.

The February meeting will be at Colin Wilson's at Cheshunt and our March meeting at Dean Muir's at Enfield. If anyone is contemplating joining our group and would like to come to one of our meetings then I am the best contact. Mobile xxxxxx. E-mail xxxxxxx. Home phone xxxxxx but you will probably get the answerphone so mobile is the best bet!

**North West Surrey Group** Report from Douglas Smith xxxxxx email xxxxxx

The Group will be responsible for manning the EMGS display stand at the Southampton MRS show on 26th/27th January at Barton Peveril College, Eastleigh. Our next exhibition outing with 'Swaynton' will be at the Crawley MRS show on 13th/14th April at Tanbridge House School, Guildford Road, Horsham.

Our regular meetings are held on the second Thursday of each month:-

14 February 2013: Host, David Cheeseman, 15 Stoke Road, Walton-on-Thames. (xxxxx).

14 March: Host, Andrew Avis, 27, Friary Court, St. John's, Woking. (xxxxx).

11 April: Host, Guy Williams, 99 Warnham Court Road, Carshalton Beeches. (xxxxxx)

9 May: Host, Richard Stevenson, 15 Wey Barton, Byfleet (xxxxxx)

13 June: Host Douglas Smith, 7 Marlborough Drive, Weybridge. (xxxxxx)

Further details: Douglas Smith, Weybridge. Tel: xxxxxx e-mail: xxxxxx

**Cornwall Group** Report from David Curtis xxxxx

Unfortunately the intending host succumbed to severe bout of 'flu barely a couple of days before the October meeting necessitating hasty postponement to a date yet to be decided early in the New Year.

Sadly it was overlooked that the intention was to fix the day for our pre-Christmas lunch at that meet and my apologies that I did not 'wake-up' to the fact until effectively too late to make appropriate arrangements. Happy New Year.

(Contact David for details of forthcoming meetings)

**Chilterns Group** Report from Tim Easter xxxxx email xxxxx

The Chilterns Area Group was formally known as the Beds & Herts Area Group. Tim Easter has renamed it to more readily appeal to members who might have been unsure of the actual catchment area. New members most welcome. Contact Tim as above.

Next meetings: (3rd Wednesday every month, 7.00pm)

Jan 16th The Amble Inn, 182 Station Road, Harpenden AL5 4UL

Feb 20th (as above)

Mar 20th (location TBA) Apr 17th (location TBA)

Offers of hosting gratefully received. Please contact Tim.

**Kent Area Group** Report from Stephen Hannington xxxxxx email xxxxxx

Over the last few meetings we have been working on Bruce Coe's newly acquired 'Salehurst Road' layout, originally built by the late Martin Brent some 30 years ago. A couple of sessions were spent on tracing and fixing short-circuits, not helped by the complex and ad-hoc wiring of the layout. The trackwork also needs some attention and the rather battered scenery is showing its age. This may well develop into a group project if we're not careful.

We also learned of a new venue for the Chatham Show, which will relocate from its traditional home in the Historic Dockyard to new facilities just up the road at Medway Park in Gillingham (the former Black Lion Leisure Centre, revamped for the Olympics). The new home would offer similar facilities in terms of floor space and car parking, but with the advantages of being properly indoors and having better toilet and catering facilities.

We meet on the second Thursday of every month at the Chatham & District Model Railway Club's clubrooms in Chatham Historic Dockyard from 8pm. If you're interested, contact Stephen Hannington (details above)

**East Dorset Group** Report from Peter Watson xxxxxx email xxxxxx

No. The worst has not happened, Dickie Paget has, after more than 18 years, decided to pension off his pencil and notepad.

No notes were taken at the December meeting, though a healthy discussion regarding the content of the newsletter took place.

All members 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 at 7.30pm.

Further details from Peter Watson on xxxxxx

**Uxbridge & Harrow Group** Report from Mark Benstead xxxxxx

Mark wishes to advise a change of email address. He can now be contacted on xxxxxx

The group is currently looking for new members.

## expoEM North Venue

Dear Steve

In the last newsletter it was mentioned that John Sneyd and I were instrumental in finding the new venue for expoEM North last year. I must put the record straight on this matter because we, John and I, were given the information about possible venues in the Manchester area by Chris Hewitt of Liverpool fame. It is to him that thanks must also be directed as without his help John and I would have had a far harder job finding a suitable venue.

Roger Sawyer

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## RP25 Article - Query

Dear Steve,

I read Phil Tattershall's thoughts on wheels with interest. On Broadford's 18.2mm broad gauge stock, I use Alan Gibson EM, Steam Era Models (Black Beetle) RP25 finescale, North West Short Line RP25 finescale and proprietary RP25 coarse scale wheelsets. The RP25 finescale wheels are 88 thou wide and the coarse ones 110 thou wide - I believe Phil may be mistaken about the 100 thou dimension he quotes for the finescale version used by Romford/Markits. All run quite happily around the track and through my EM standard pointwork using the normal EM back to back. Out of interest, I took my vernier to an Alan Gibson wheel and an SEM wheel and came up with the following:

Nominal 10.5mm diameter wheel	AG wheel	SEM wheel
o/a flange diameter	11.99mm	11.56mm
tread diameter at rim	10.40mm	10.44mm
at flange root	10.58mm	10.56mm
flange depth	1.41mm	1.00mm
wheel depth f to b	2.31mm	2.30mm
flange thickness at root	0.51mm	0.61mm
tread width	1.80mm	1.69mm

From this I would suggest that actually there's very little difference between the two apart from the flange root radius giving the RP25 wheel a 0.1mm thicker root.

In my experience, having used various combinations of EMGS, Alan Gibson, K&L and MayGib EM wheelsets, Black Beetle and NWSL RP25/88 wheelsets and pushed out RP25/110 proprietary wheelsets on my locomotives and rolling stock for both Maiden Lane and Broadford over the last 30 years, what type of wheel you use is pretty immaterial if it fits between the frames. What's been more important has been retaining a measure of flexibility and side-play in at least one wheelset of a Co-Co locomotive's bogies!

I would also suggest that there must be enough Black Beetle or Tenshodo SPUD powered DMUs, EMus and railcars happily running up and down on EM layouts around the country to suggest that it's a fallacy to say that you can't successfully use RP25 wheels (of any sort) in an EM conversion - after all, their OO cousins are using the same power bogies!

Iain Hunter

---

The above letter was passed to Phil Tattershall and below is his reply.

---

## RP25 - Reply

Dear Steve,

I'm very pleased that I've stimulated interest in this subject and thank Iain for his comments.

There's quite a bit of confusion where manufacturers claim to use RP25 profile, often without specifying which of the RP25 variants they are using - the NMRA website lists no fewer than ten of them which have suffixes in the range -54 to -175, the significance of the suffix being the width of the tyre in thousandths of an inch. The ones mainly of interest to 4mm scale modellers are RP25-88 and RP25-110. Romford/Markits in their literature state that all their 00, EM and TT wheels are manufactured with 0.100" width tyres; I have just re-measured the tyre which I used for my article and can assure Iain on this point.

I have no experience of RP25 wheels other than Romford/Markits and happily accept Iain's assurance that those listed work satisfactorily on Broadford. There are two comments I would make however, and these are (a) that there are allowances built into EMGS standards and, as I stated in the article, the use of wheels not complying to EMGS standards will in some areas inevitably erode the margins for error given in these allowances and (b) that, as in the case of the Romford/Markits wheels, manufacturers may not actually produce wheels which meet exactly the dimensions given in the NMRA standard. It follows that, without actually measuring the wheel profile of each manufacturer, discussion about by how much the EMGS tolerances are being eroded is hypothetical.

Iain's dimensions of Alan Gibson and SEM wheels are also interesting but the latter are stated to be to RP25-88 standard whereas my article was specifically about the Romford/Markits wheel ("RP25-100"). Having not examined the SEM wheel, I can't really comment further except to say that the root radius, which Iain hasn't measured, is very important and its non-conformance to the RP25 standard was the reason for my positive conclusions about the Romford/Markits wheels.

I have ideas on how to measure the root radius more readily than when I wrote the article (which was a few years ago) and when I've done that I should be in a position to examine some other wheels, provided our editor wants to publish the information.

Finally and in reply to Iain's last sentence, the fact that 00 modellers are successfully using a wheelset does not of itself mean that it is suitable for EM.

Phil Tattershall

I was speaking to Dave Franks at expoEM North in 2012 and the discussion turned to 3-link couplings. I've always admired them as simple, reliable and prototypical. Ah. Did I mention the difficulty with the increase in age and the decrease in eyesight?

Therein lies the problem. So Dave offered me one of his Pentorch Couplers for review. The model that I received was model 'PC01 Shunters Pole for 3-link couplings'. I'd already seen similar home-made devices. What makes Dave's offering different is the fact the end of the hook has a sort of kink in the end, just like an actual full-size shunters pole.

Initially I was rather cynical that any alteration to a normal hook would make any difference. So I decided that the 'Pentorch Coupler' deserved a try. I unwrapped the device and removed the end cap and inserted 2 AAA cells. The instructions recommended using low power or rechargeable ones to prolong the life of the bulb. I only had new alkaline cells and decided to use these for testing. Using a rake of three wagons on a test track, I tried the tool out. There is a certain knack but after about a dozen attempts I managed to master it. The instructions are quite clear that practice makes perfect. Alternative tips are available.

PC03 Paddle for Hornby & Bachmann type couplings, PC04 Plain Hook for B&B, DG, Jackson couplings, PC05 Magnetic Tip for 3-link couplings.

I was pleased with the 'Pentorch Coupler' and can wholeheartedly recommend it. Priced at £7.95 plus £1.50 p & p. Below are few pictures of the device and a close-up of the coupling tip.



Pentorch Coupler with 'Shunters Pole' attachment fitted.

The 'Shunters Pole' with the proto-typical kink in the end



Dave also sent me some locomotive buffers and vacuum pipes. These are shown below. These are all whitemetal casting. I was very impressed with the quality of them and the minimum amount of flash. This seems a far cry from some older kits where things like buffers often seemed to be an afterthought. To summarise the buffers are crisp and well detailed. The vacuum pipes are excellent and spindly-looking, just like the real ones.

I also had a few of Dave's coupling hook and wagon buffers that I had purchased for a project and again these are excellent high quality replacements for some of the R-T-R and kit supplied hooks and buffers.



Prices for 4 buffers are £1.95 for wagons and £2.50 for locos.  
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A quantity of H&M point motors. Used but tested OK.  
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Tony Robinson, xx

TEL.xx.

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### Wanted

Unmade, made or part made K's kit of LNWR Lady of the Lake

Jim Trotter Email xx

Mr J Trotter, xx,xx

Glasgow xx

In the late 1980's/1990's Nigel Digby produced two Midland Railway signal box plastic kits in 4mm scale under the banner of the "Melton Line".

If you have any unbuilt kits of either the 15ft or 20ft signal boxes I would like to acquire several.

Please contact Alan Austin email xx or by postxx

H

Many thanks in advance. Alan Austin

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Tangmere passing through Staines 7th August 2008

photo Chris Kedgley

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