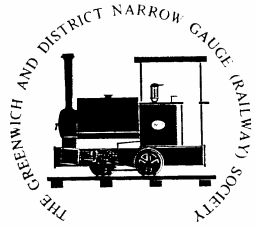


# Welcome to Expo Narrow Gauge<sup>®</sup> 2008

We hope that you will enjoy  
your day

The show is open from 10.30am to 5.30pm

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Welcome again to Swanley and Expo Narrow Gauge. This year's Expo Narrow Gauge celebrates both the 25<sup>th</sup> ExpoNG and the 40<sup>th</sup> Anniversary of the Greenwich & District Narrow Gauge Railway Society. As ever, we have worked hard to bring you the best in narrow gauge modelling from across Britain and our friends on the continent. We hope you will agree that the quality of exhibits this year is higher than ever and trust that you will find something of interest! Next year's show will be held on **Saturday 31<sup>st</sup> October 2009**. See you there!

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Refreshments are available in the main leisure centre complex. Please retain your ticket as readmission can only be allowed on presentation of a valid ticket. If you have any questions, please ask at the G&DNRS stand (number one), or anyone wearing a Stewards' badge.

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Cameras may only be used within the exhibition halls. **Photography is STRICTLY FORBIDDEN in any other part of the Leisure Centre** – anyone found using a camera outside of ExpoNG will face the consequences of their actions.

**PLEASE ASK BEFORE TAKING PHOTOGRAPHS OR VIDEOS** – it is only courtesy, and camera flashes and video cameras can often have an adverse effect on operation!

Exhibitors are pleased to answer questions about their work, but please wait until a suitable break in operation so as not to disturb their concentration.

The winners of our two annual trophies will be announced at around 3.30pm. The David Lloyd Memorial Trophy and The Reinier Hendriksen Trophy are judged by representatives of the G&DNRS, The OO9 Society and the 7mm NGA for excellence in narrow gauge modelling. Last year's winners were Roy Parkes for 'Crackington Quay' layout and Paul Windle for 'Moorton Bottom Yard'.

This year, to commemorate our anniversaries, we have also been running the Anniversary Challenge. We have received eight entries in various scales – and these can be seen on stand 63 in the squash court – **please retain your ticket for admission**. The winner will also be announced during the afternoon.

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**Please consider others if you are carrying a rucksack or bag on your back!**

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## **1) Greenwich and District Narrow Gauge Railway Society**

### **2) County Gate**

**4mm scale, 9mm gauge**

**John and Jenny de Frayssinet**

County Gate is a model of a fictitious extension to Minehead of the famous Lynton and Barnstaple narrow gauge railway. It is modelled in June, 1935. It has been built by the owner and his wife. Some of the locomotives on view were built by the owner in the early 1970s. Great care and research has taken place to ensure that the model truly represents the mid 1930s. The railway includes a branch line to a coal harbour.

The sections are supported by quick build display frames which include removable backdrops and lighting pelmet. These frames also include a slide out bar to protect the model from spectators. The frames allow the model to be adjusted for height and the feet are adjustable to compensate for any minor floor irregularity. The height adjustment can be an important feature if many children or wheelchair bound people are to visit.

### **3) 7 mm Narrow Gauge Association**

### **4) Narrow Gauge Railway Society**

### **5) Moseley Railway Trust**

### **6) Leighton Buzzard NGRS & Greensand Locomotive Trust**

### **7) Blackham Transfers**

### **8) Parkside Dundas**

### **9) Arbeia Models & Scenics**

### **10) Atlantic Publishers**

### **11) Purbeck**

**4mm scale, 9mm gauge**

**John Thorne**

Purbeck is set in the 1950s and assumes that the industrial lines on the Isle of Purbeck were extended to not only carry ball clay but to include a passenger and local freight service. These trains ran into a station located at Corfe. From the station a line extends through the Dorset countryside covered in the local gorse into the works of the Purbeck Clay Company.

The layout is not intended to be a model of the actual industrial lines that existed but illustrates the ball clay industry with weathering beds, a drag liner and a clay processing works. To give the layout a prototypical feel various original buildings have been modelled and also scratchbuilt models of the original Lewin and Manning Wardle locos can be seen working the clay trains. Also modelled is the original school wagon which daily transported schoolchildren from Goathorn to Norden (Corfe). The station area consists of a small station building, goods shed and loco shed, and outside the station is parked a local bus belonging to the Hants and Dorset Bus Company.

### **12) Sullivan Bindery & Roy C Link Publications**

**13) 009 Society Display**

**14) N-Drive Productions**

**15) Jonathan Clay - Art in Motion**

**16) Model Railway Press**

**17) Eileen's Emporium**

**18) 5.5 mm Narrow Gauge Railway Association**

**19) Beccadale Haematite Mine                      5.5mm scale, 16.5mm gauge                      Francis Stapleton**

Built by the late Dave Scott, the layout uses 16.5mm gauge track to represent three foot gauge – thus allowing the use of Peco 0-16.5 track and 00 chassis mechanisms. All rolling stock is scratch built – as well as the imposing crushing mill.

The layout depicts the line from the mine to the mill and the start of the exit tramway. The layout is being slightly modified and re-stocked by the new owner – Francis Stapleton – a member of the 5.5mm Narrow Gauge Railway Association.

**20) S & D Models**

**21) Welshpool & Llanfair Light Railway Society Book Sales**

**22) Port Wynnstay Models**

**23) Nigel Lawton**

**24) Meridian Models**

**25) Victors Models**

**26) Hollies End    7mm scale, 16.5mm gauge    Brian Stubbles**

This is a fictitious layout. It is situated on the borders of Wales and England in the Midlands area. Hollies End is a busy little village with a terminus station with narrow gauge workings. The village has a tourist trade in the summer with barges visiting from time to time. Local trades consist of a wool processing factory which takes fleeces and makes them into items of clothing. The village relies on the railway to join up with the G.W.R further up the valley.

**27) Secciole Salina    G scale, 16.5mm gauge    Gerry Bullock**

Salt is produced by the evaporation of water in large lagoons. The salt is then shovelled into wagons - the wooden wagons on the layout are typical of the Slovenian scene. Manual labour was used to move the salt wagons to the store and bagging areas, although other locations used both mechanical handling and diesel locomotives to speed up the process. We have

built mechanical processes into the layout as the Slovenian location now gears salt production to educational guided tours of the site and museum.

The layout incorporates several animations. The key one is the loading hopper which enables wagons to be charged with salt (we use white Silica). There are also a couple of opening doors, a working clock on the Storehouse, a Bathroom scene (strictly Adults only) and a wind vane water pump as used on the Piran Salt Pans. The Buildings on the layout are typical of the large salt pan to be found close by the port of Piran in Slovenia.

An occasional tourist train runs enabling visitors to appreciate the production process and see the abundant wildlife associated with such wetland areas.

## **28) EDM Models**

## **29) Andrew Neale Books**

## **30) Plateway Press**

## **31) Smallbrook Studios**

## **32) Pempoul - Réseau Breton      1:50 scale, 18.2mm gauge      Gordon and Maggie Gravett**

The metre gauge Réseau Breton system once served much of inland Brittany connecting rural villages and town to the SNCF main lines. It closed to all traffic in 1967. This fictitious scene hopes to depict the railway in the last years of its life along with a taste of the area through which it ran.

There are very few commercial models or kits available for the Réseau Breton so, having accepted that everything was going to have to be built from scratch, we chose to build to a scale of 1:50. This had the advantage of giving easy to use metric dimensions: for example 1 metre = 20mm. In an attempt to keep weight to a minimum, the baseboards utilise light weight Styrofoam (extruded polystyrene) in their construction. To the same end, the shells of the buildings are constructed from foam cored board and then covered with a thin layer of DAS modelling clay which is then scribed to represent the stone and brick of the area.

Having stated 20mm equates to 1 metre it may seem a contradiction to then build the track to the well proven 18.2mm gauge (EM standards). I can live with this inaccuracy and it has saved many hours in what was always going to be a very long term project.

## **33) Roxey Mouldings**

## **34) Foss Landing      3.5mm scale, 9 & 10.5mm gauge      Dave and Midge Grassing**

Foss Landing is an exercise to include what impresses us most in some layouts: mountains, impressive trestles carrying high-line trains, waterfall, small fishing village with boats and a quay onto a river. To that end our story is that trams (modified Bachmann HO San Francisco cable cars) run through the mountains to connect up with Stump City. These operate automatically in sequence, one of a fleet of three. The high-line locos run around the coast up in the mountains.

Unlike our previous layout Stump City, a new form of construction has been attempted. Solid Styrofoam and liquid foam have been used extensively in the construction, both for lightness and considerable strength, these types of foam being almost indestructible. The track has been laid on plywood, adhered to the foam with suitable glue.

### **35) SESAM rail**

#### **36) Sucrerie Durand & Gault**

**7mm scale, 14mm gauge**

**Jack Treves**

This layout is a depiction of a sugar beet line that was once typical of those found in northern France in the 1960's. Behind the first suitcase is a back scene that represents the beet fields. The second suitcase shows the crossing point for the beet trains. At the rear is a siding for the loading of trains. In the foreground a track runs along a canal for loading sugar sacks into barges. In the third suitcase we enter the sugar refinery with beet wagons unloading in front of the factory. To the right is a small stage for watering and coaling the locomotives.

This layout depicts a 60cm line built to 0 scale, thus a gauge of 14mm. The locomotives are an assortment of kits from English and French manufacturers. The wagons are scratch built, as are the buildings.

Why build this layout in three suitcases? Simply so that they could be easily transported by aeroplane! We had originally planned to exhibit this layout at the Narrow Gauge Convention at Durango, U.S.A., in August 2006. Unfortunately, due to a security alert at Heathrow, the flight to Denver had been cancelled, so this layout never got to Durango. This layout is being exhibited by Bernard Junk and Jack Treves, who are both members of the Groupe d'Étude du Modelisme à Voie Métrique et à Voie Étroite (GEMME) - [www.gemme.org](http://www.gemme.org).

### **37) Smokey Bottom Lumber Company**

#### **38) Newton Halt**

**4mm scale, 9mm gauge**

**Andy McMahon and Sheila Perry**

Newton Halt is a super-detailed freelance micro model railway built in 009. Dated during a 1930's summer, the layout depicts a small part of the 2' 3" narrow gauge Castleby Light Railway at the point where the standard gauge GWR passes over it on an embankment and overbridge. Detail hunters will find plenty to search for and photographers will benefit from the layout's daylight lighting system. There is a website for the layout with lots of information and photographs at <http://ng-railways.co.uk>.

### **39) Worsley Works**

#### **40) Southwold Light Railway**

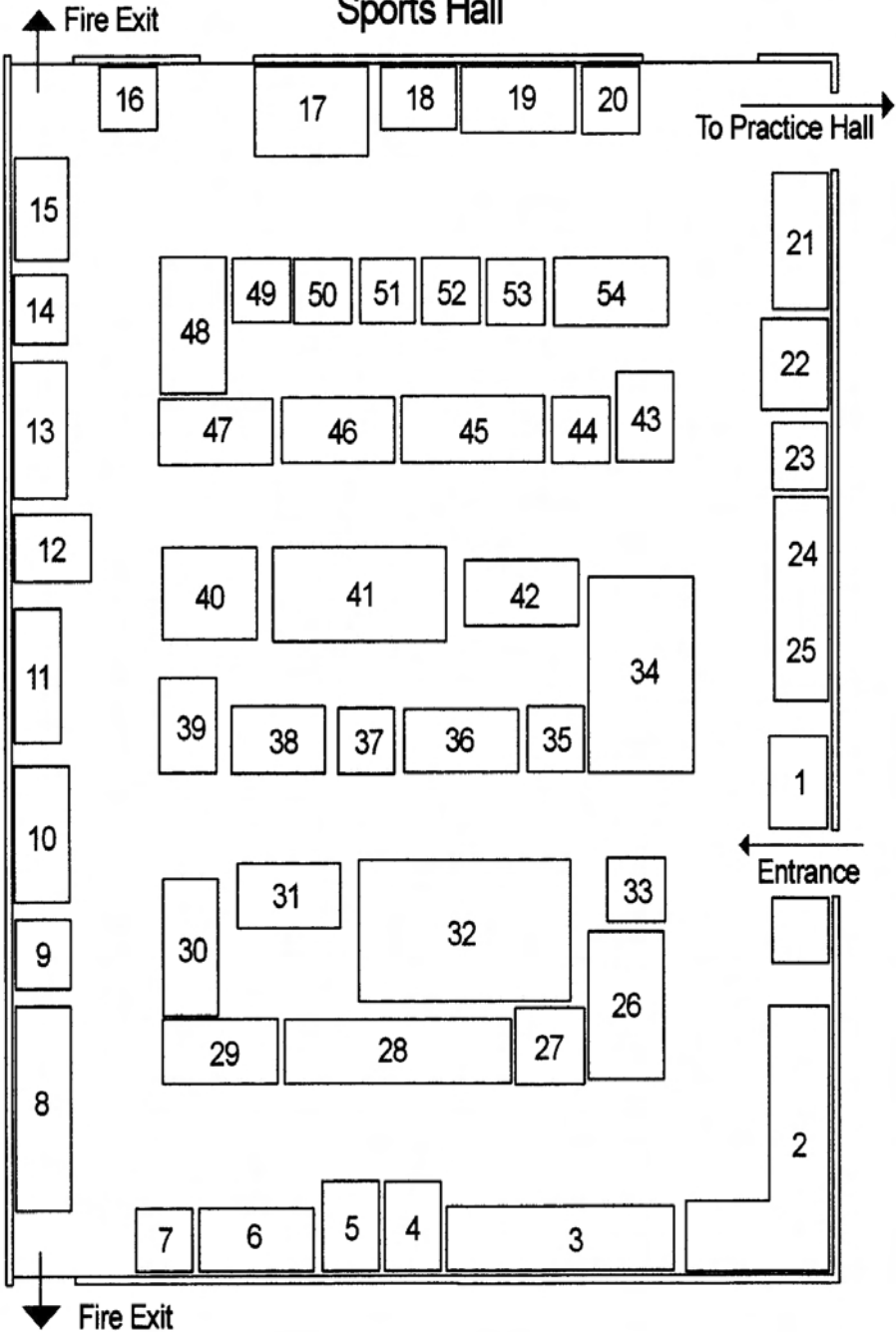
**4mm scale, 9mm gauge**

**Simon Wilson**

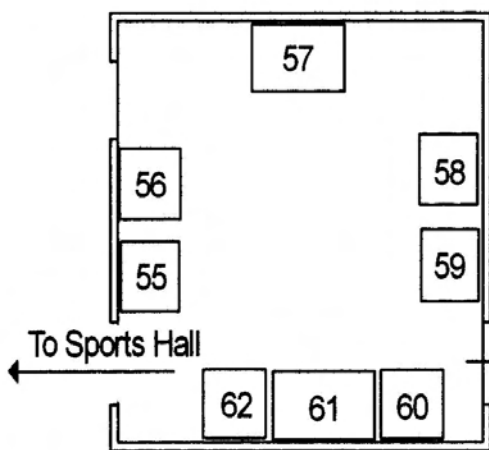
This model is a layout based on the Southwold Railway. This was a 3ft narrow gauge railway in Suffolk, built to link the seaside resort of Southwold with Halesworth, on the Great Eastern main line. The line was built in 1878 and closed in 1929.

The model, the first two sections of which were featured in the January 2000 issue of British Railway Modelling magazine, attempts to capture the atmosphere of a rural branch line

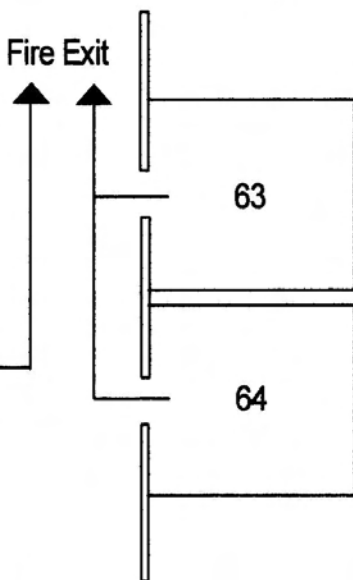
# Sports Hall



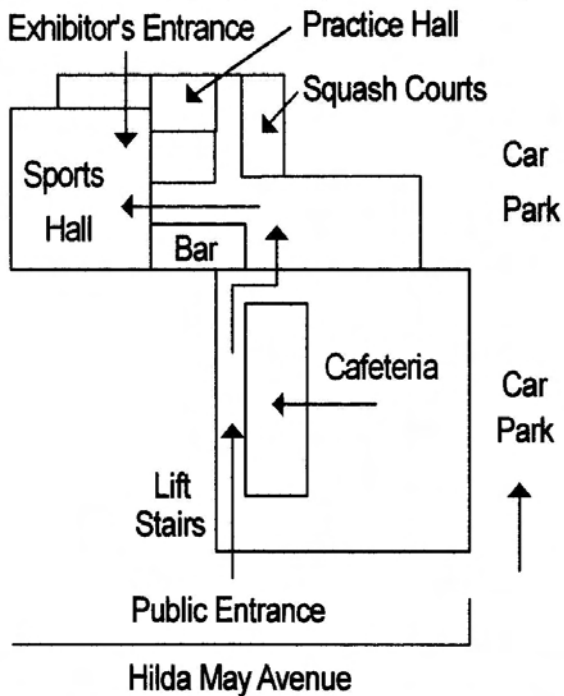
## Practice Hall



## Squash Courts



## Access Routes



constructed in narrow gauge. The line starts at Southwold station (which lay on the outskirts of Southwold, hence the lack of any townscape), proceeds into the cutting through Southwold Common then to the bridge over the river Blythe. I have missed out Walberswick station but included the next, larger station at Blythburgh where the line disappears on its way to Halesworth. The branch before the cutting is a 'might have been' based on an abortive proposal for a line up to Kessingland, just south of Lowestoft. The station depicted on this line is Wangford.

#### **41) Sand Hutton Central**

**¼ inch scale, 3/8 inch gauge**

**Peter Kazer**

The Sand Hutton Light Railway was constructed on the estate of Sir Robert Walker at Sand Hutton, some seven miles east of York. In part it was built on the line of an extensive 15in gauge "garden railway" previously built in 1912, but this later railway was a much more elaborate affair, eventually extending to some 7.5 miles in length, and constructed under a Light Railway order. It was built to a gauge of 18in and employed stock bought in from the Deptford Meat Depot, supplemented by original vehicles from Robert Hudson Ltd. It had interchange facilities with the N.E.R. at Warthill on the York to Hull line, and served the whole estate, and some surrounding farms. There was a branch to serve Claxton brickworks, and at one time its whole output was sent via the SHLR. A proposal to extend to Scayingham was never executed mainly because of problems with crossing the then navigable Derwent River. Sir Robert Walker died in 1930 and once the driving force had disappeared the railway quickly followed. Today virtually nothing remains; even the Hall has long since disappeared.

The model is of the central depot and station modelled on 3/8in gauge track, using code 40 rail. The stock is representative of the original in numbers! One coach, one van and two locomotives (the original had four) - being at the unusual scale, it has entailed scratchbuilding every aspect of the model.

#### **42) Wrightlines**

#### **43) G Scale Society**

#### **44) Gramodels**

#### **45) Whiteoak Light Railway**

**7mm scale, 16.5mm gauge**

**Martin Coombs**

Built to 7mm scale and a track gauge of 16.5mm, the Whiteoak Light Railway is an entirely freelance industrial type railway and a figment of my imagination. Stock is either, kit built, scratch built or modified RTR, the golden rule is: if I like it, then it will run on the WLR. All the buildings are scratch built from styrene, MDF and plywood.

Baseboards are plywood, using both sheet and sandwich construction. Control is by DCC using the Gaugemaster Prodigy system, with sound gradually being introduced.

#### **46) Banta Modelworks**

#### **47) Backwoods Minatures**



drawn transport, which was struggling with some of the heavier loads. The two second-hand steam tram locomotives purchased at the time are still running to this day.

As can be seen by the name, the company is still owned and run by the family, even though the works has been considerably extended over the years. All the rolling stock is Black Dog Mining Co. products. The locos are a mixture of Black Dog and Avalon Line, with most of the figures coming from the Phoenix range. I will try and answer any questions you may have about the layout but, as I didn't build it, only purchase it, my knowledge is limited!

**57) Aberfal Mining & Minerals Ltd      ½ inch scale, 16.5mm gauge                      Phil Davis**

During the mining heyday of the late 1700s and early 1800s large amounts of copper, tin and other ores were extracted from the various mines of the Aberfal valley and large spoil heaps left as evidence. It was said that 10 tons of rock was mined for every ton of ore.

Aberfal Mining & Minerals Ltd was founded in the mid-1950s to rework the spoil heaps in the valley as improvements in ore processing had made this a viable proposition. Owing to the high Arsenic content in the waste the easy method of just digging it out with excavators could not be used, so it was 'mined' out to minimise the possible pollution. An 18 inch gauge railway was constructed to carry the waste to the mill for reprocessing and the new waste to an old quarry for dumping. At first, this used electric and petrol locomotives but later diesel locomotives were used. The drop in ore prices in the late 1980s, along with the worry of the damage to the environment, caused the whole operation to be closed down, The plant was dismantled and, along with the railway equipment, sold or scrapped. Little now remains to show that any mining took place in the valley.

Are you wondering whereabouts in Wales Aberfal is? Well it's not; Aberfal is the Cornish/Celtic name for Falmouth, which is about 15 miles from where I live!

**58) Paul Windle**

**59) KBscale**

**60) Slim Gauge Circle**

**61) 2mm Scale Narrow Gauge Group**

**62) Golden Arrow Productions**

**Important - please retain your admission ticket for access  
to stands 63 and 64 in the squash courts**

**63) Anniversary Challenge**

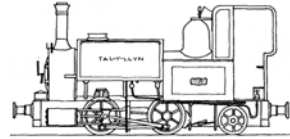
To celebrate our two anniversaries this year, we have been running a layout design competition based around the baseboard dimensions ratio of 40 by 25, with maximum dimensions of 80cm by 50cm. Scale and gauge are up to the builder. The winner will be announced at some time during the show. The following eight entries have been received:

Blackwood Valley Railway	7 mm scale, 16.5 mm gauge
Coil End Lane	4 mm scale, 6.5, 9 and 12 mm gauges
Jersey 1942	4 mm scale, 9 mm gauge
Le Chêne Blanc	1:35 scale, 16.5mm gauge
Moreau et Fils	1:24 scale, 16.5 mm gauge
Pedmore Depot	7 mm scale, 14 mm gauge
Sunnyside Mine	G scale, 16.5 mm gauge
Torfwerk Lehmann	1:18 scale, 45 mm gauge

Peter-John Sanders  
Lee Bryant  
Neil Moss  
Bernard Junk  
Les Coleman  
Stephen Fulljames  
Andy Jagger  
Kevin Payne

#### 64) 009 Society Member's Sales

## David Brewer 1948-2008



Our long standing Chairman - and founder member - Dave Brewer, passed away peacefully on 14th September, following a period of illness.

Dave will have been familiar to visitors of this and many exhibitions as a keen supporter of both model and prototype narrow gauge railways. As owner of Meridian Models, he was one of the earliest manufacturers of commercial 009 model kits and always sought high standards and innovative ideas in his range of models. His own Snailbeach District Railways layout will remain as one of the important 009 layouts of the 1980s and 1990s.

As a volunteer, he worked in earlier years on the Talylyn Railway – a favourite line – and, latterly, at the Leighton Buzzard Railway where, as part of the Greenwich Diesel Group, he helped to operate their famous 'Industry Trains' displays. Dave was also a volunteer at the P'tit train de la Haute Somme in Northern France and was instrumental in the return of Kerr Stuart diesel no.4415 from Mauritius back to the UK. It is currently awaiting full restoration at the Ffestiniog Railway.

As Chairman of the G&DNGRS for over twenty five years, he drove this Society forward, extending its influence in modelling and preserved railways at home and abroad. The quality of the Show today is a testament to his drive to always ensure that each year's show was better than the last.

Dave was a modest man but had a big personality and we will all miss him. This year's ExpoNG – the twenty-fifth - is dedicated to his memory.

**A Book of Condolence will be available at the G&DNGRS stand**

# Forty years of the G&DNGRS and twenty-five years of Expo Narrow Gauge!

This year marks both the 40<sup>th</sup> anniversary of the Greenwich and District NGRS and the 25<sup>th</sup> anniversary of Expo Narrow Gauge.

The Greenwich and District NGRS was formed in September 1968 by a group of friends who also happened to be narrow gauge enthusiasts. Popular interest in narrow gauge modelling was growing in the 1960s – with the introduction of small-scale products from companies such as Egger, Minitrains and Playcraft, and the regular publication of narrow gauge layouts in the model magazines. The preservation movement was also growing and members were also contributing to the development of many of our narrow gauge tourist railways. As the group expanded it moved to its current home in West Greenwich House in 1969.

Over the years, members of the Society have built many layouts which have been exhibited all over the country. They are also regular attendees at shows in Europe – their location close to the Channel ports has ensured close ties with fellow groups and societies on the Continent. Many members still retain close links with the preservation movement and the Greenwich Diesel Group currently owns a number of narrow gauge locomotives on display in England and France.

For a small group of friends, the influence and presence of the Society within the narrow gauge modelling and preservation movement has been and remains huge. Their biggest achievement, though, has to be the establishment and success of Expo Narrow Gauge.

First held in 1984, in shameless imitation of various other scale/gauge expo's and 'forums', Expo Narrow Gauge has always sought to present the best in narrow gauge modelling.

The first ExpoNG was held at West Greenwich House in Greenwich, on Saturday 17 November 1984. Initially, it was planned to hold the exhibition bi-annually, as it was felt that there would not be enough good quality narrow gauge layouts available to sustain an annual show. However, due to demand, a simplified version of the exhibition – MinipoNG - was put together for 1985. This was followed by a full ExpoNG in 1986 and every year since! To date, our fears of insufficient narrow gauge layouts have, happily, proved groundless. Indeed, it is possible that the exhibition has encouraged additional narrow gauge modellers to turn their ideas into reality and enter the exhibition circuit.

The first few exhibitions only filled the main hall and a couple of rooms in West Greenwich House. However, over the years the exhibition expanded slowly but inexorably until every available room was filled. In 1993, Expo Narrow Gauge was moved from November to October and on to today's venue – the White Oak Leisure Centre here in Swanley.

Driven by an ethic of 'quality over quantity', it is the one place to find all the major narrow gauge manufacturers and Societies together on an annual basis. Despite being joined by many other narrow gauge shows over the years, the Society believes that Expo Narrow Gauge remains the premier narrow gauge event in the modelling calendar. With visitors regularly attending from across the world, we know that Expo Narrow Gauge remains a big draw.