



**THE GREAT BRITISH TRAIN SHOW
APRIL 25 & 26, 1998**

SHOW GUIDE

The Jim Archdekin Recreation Centre
292 Conestoga Drive
Brampton Ontario

Sponsored by
The Platelayers Society

Price: \$1.00

Welcome

Thank you for joining us for our 4th Great British Train Show!

The show's title really says it all...Great British Trains. It is a chance for exhibitors and vendors to show only models of British outline trains and associated products. Some of the models and equipment are replicas of some 'Great British Trains': 'The Bournemouth Belle', 'The Flying Scotsman', 'The Manchurian', 'The Cheltenham Flyer' plus many other non-titled trains. Whether you model in British outline or of some other country, modelling is the same the world over... trying to recreate in miniature what someone produced in full size.

Because railway modelling has so many facets, anyone can enjoy the hobby. It is a great hobby for relaxation and also for achieving a sense of accomplishment. You can

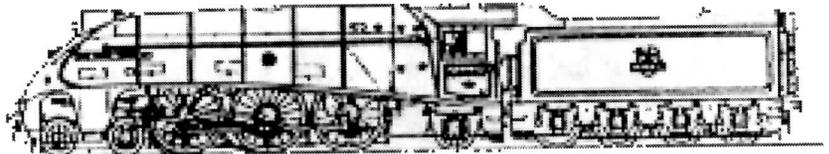
either devote all your spare time to it, or just do it when you have a moment or feel like 'doing something'.

We have a number of new layouts for you to see along with some old favourites. So, relax, browse and enjoy your visit with us. Ask questions and find out how it's done or how to get started.

My thanks to all the exhibitors and vendors who make this show possible, to Ed McNeice and the staff of the Jim Archdekin Recreation Centre for having us back and to the St. John Ambulance for their very welcome presence at the show.

Peter Scrimshaw
Manager
The Great British Train Show 1998

The PLATELAYERS Society



THE OPENING CEREMONY

Dr. A. R. (Tony) Ross

In our past shows, we have had a formal opening ceremony. This year continues with that tradition. We are very pleased and honoured to have Dr. Tony Ross open the 1998 Great British Train Show.

Tony has been a member of the Platelayers Society since its founding many years ago. He has held a number of offices with the Society during this time and is currently a member of the Executive Committee. At one time, it was only by single-handedly holding the posts of President, Treasurer and Editor, that the Society continued to exist. Thanks to his work and efforts, the Society has now about 90 members and an active committee.

We thank you, Tony, for once more stepping forward to continue the tradition.

SHOW AWARDS AND PRIZES

Best Layout of the Show

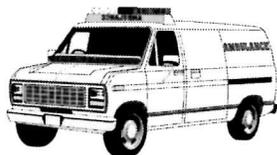
Eric French, a long term member of the Platelayers Society, has once again generously donated a prize for Best Layout. The cash prize of \$50.00 will be awarded at the end of the show.

Best of Show Award

The Platelayers Society will present this award at the end of the show. This year will be the first time this award has been given.

The Platelayers Society

Information about the club can be obtained at the Platelayers Bring & Buy stand (#1) and at the door. Please feel free to ask the members any questions you may have.



ST JOHN AMBULANCE

The St John Ambulance Society are on hand to assist you in the event you should need help. We thank them for assisting us again.

DOUBLE DECKER BUS RIDES!

These bus rides are sponsored by THE BRITISH CONNECTION, of London, Ontario and the bus, an authentic London Routemaster, is provided by LONDON PICADILLY BUSES.

Take a ride and enjoy a tour with the driver, Paul Bateson, of British Buses Abroad, and the 'Clippy' (conductor) Steven David, of Fares Please.

All donations go to the Peel Memorial Hospital Fund.

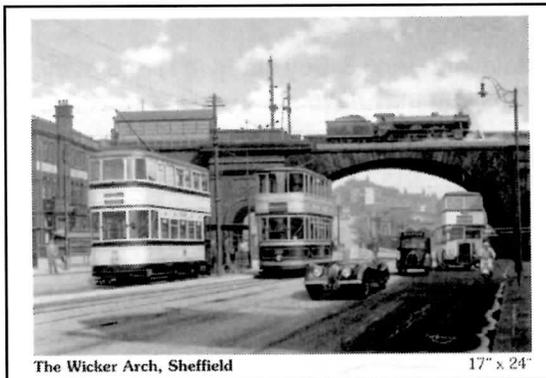
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London Transport Routemaster Bus

1 THE PLATELAYERS BRING & BUY STAND

The Bring & Buy is under the supervision of Tony Griffiths this year. Members of the Society offer excess items for sale and good bargains are to be had. Come and have a look.



The Wicker Arch, Sheffield

17" x 24"

2 ERIC BOTTOMLEY, GRA

We welcome Eric Bottomley who has travelled all the way from the UK to participate in our show.

Eric Bottomley joined the Guild of Railway Artists in 1979 and is well known for his fine art depicting the age of steam railway, vintage transport and the Victorian and Edwardian eras. A selection of his art is available on Tony Potter's (British Trains) stand and Eric would be pleased to personally sign any of his art prints purchased.

Eric Bottomley
The Old Coach House
Much Marcle, Nr. Ledbury
Herefordshire HR8 2NL
Tel: 01531 660677

B.J.B. Enterprises

E.F.E Corgi Dinky Toys Hornby Railways

Brian Baldwin
20 Glenforest Road
Orangeville, ON L9W 1A5
Tel: (519) 942-9356

3 BRITISH TRAINS

Tony Potter
2252 Walkers Line Unit 11
Burlington ON L7R 3X5
905-319-6207

Specializing in 'OO' Gauge. Tony is host to a very special visitor this year, Eric Bottomley, and has a fine selection of Eric's prints.

4 GOLDEN HORSESHOE LIVE STEAMERS

Members of the Hamilton Golden Horseshoe Live Steamers club will be exhibiting their live steam engines and explaining the techniques involved in building them, from O Gauge to 4 3/4 Gauge.

5 CHARLES MATHER

Charles Mather
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Trains, toys, kits and books.

6 NARROW TRACKS & TRAINS

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1671 Killoran Rd, RR #4
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705-876-9239

Die-cast models, model railway kits, trains, detail parts, scenery materials, track.

7 DURHAM BRITISH RAIL CLINIC

This is a very special workshop conducted by members of the Durham British Railway Modellers. Idle for a while, watch, ask questions, while they demonstrate the building of locomotives and rolling stock.

8 BRIAN MCDONALD

50 Mohawk Rd W #301
Hamilton ON
905-383-9207

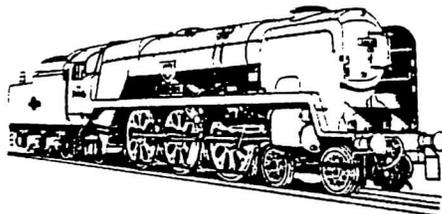
Tinplate and cast iron toys, model railway kits, books, trains, prints, photos.

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MODEL RAILWAY IMPORTS (MRI) is a mail order firm specializing in British model railway trains, kits & parts and books on UK railway and modelling.

MRI has been in the Model Train Business in Canada for over 30 years. We designed, manufactured and sold Turntables and other Model Railway Items before the war.

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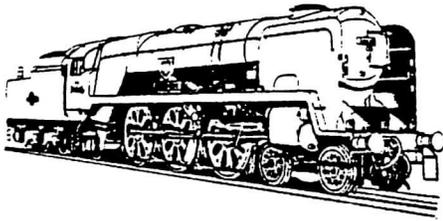
Orders are accepted by mail, Phone (9 am to 9 pm EST, seven days a week), or Fax. Telephone enquiries are welcome. Visits by prior arrangement.

Our 'RAILWAY BOOK MONTHLY' programme offers UK Railway Books at competitive prices, coast-to-coast.

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IAN KIRK Coach Kits
KEAN MAYGIB Small Parts
LANGLEY People and Parts
Loco and Coach Transfers
MARKITS Wheels, Gears and Parts
MERIT Scenics, Figures
PARKSIDE DUNDAS Wagon Kits
PECO Tracks - all types
PECO Lineside Scenics
PORTESCAP Motors and Gears
RATIO Kits and Scenics
REPLICA Locomotives and Stock
ROMFORD/JACKSON Parts & Wheels
Scratch Parts
SLATERS Kits & Parts
SOUTHEAST Locomotive Kits
TRACKSETTA Track Jigs
WILLS Scenic Kits, etc

GENERAL

Railway Paints and Thinners
Tools, Materials, Solders & Flux
SLATER, WILLS & RATIO Plastic Card

N GAUGE

GAFAR Locomotives, Coaches and Wagons
PECO Track, Wagons Kits
PECO Lineside Kits, etc
RATIO Kits and Scenics

O GAUGE

C & L Finescale Track, etc
ALAN GIBSON Wheels, Locomotive Kits
IAN KIRK Wagon Kits
PARKSIDE DUNDAS Wagon Kits
PECO/COOPERCRAFT Wagon Kits
PECO Track & Turnouts
RATIO Signal Kits
SLATER Coach & Wagon Kits, Wheels,
Fencing & Figures

ELECTRICS

Signals, Lights, Switches & Motors
GAUGEMASTER Controllers & Switches
RELCO Track Cleaners

BOOKS

IAN ALLEN Railway Books
ATLANTIC Press
DAVID & CHARLES Railway Books
IRWELL PRESS Books & Magazines
OPC (OXFORD PUBLISHING) Books
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David & Pat have a well known mail order business and attend many shows every year. They offer promotional models, buses & miniatures, die-cast models, model railway kits, trains, games/puzzles, postcards, pins, magnets and collectibles.

12 CHRISTOPHER CLARKE

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416-626-1186

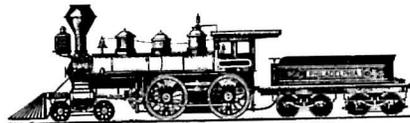
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14 ADAMS RAILWAY BOOKS

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A wide selection of train related books.

15 STAMP DISPLAY

Robert Hattam

Bob is a long standing member of the Platelayers Society and has over the years assembled a fine collection of railway stamps. He has kindly accepted our offer to once more display his collection. Please stop by and browse and have a chat with Bob, either about stamps or about trains!

16 THE GAUGE "1" MODEL RAILWAY ASSOCIATION

This group is a 50 year old association with growing membership in the great lakes area running, both live steam and electric locomotives to 10mm and 3/8" scale. There are monthly operating days at members' tracks

during the summer. For further information, contact:

David Morgan-Kirby
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21 DREAMS & MEMORIES

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22 TORONTO LIVE STEAMERS

Toronto Live Steamers were founded in 1972 for all enthusiasts of steam engines, model building and stationary steam engines. Club meetings are in the Brampton area, September through Spring, and include slide shows, film, talks and discussions. In the summer, they operate a 600' elevated track, on a farm just north east of Milton.

Featured on the stand today are a number of live steam models to "n", "j" and 1' scales. You may see any one of the following:

LMS Black 5's: No. 5157 is an early 1935 type with Walschaerts valve gear and No. 4767 the later 1947 type with Stephenson's valve gear. Both are to 3 1/2' gauge, 3/4" scale, built by Garth Drew and Alan Butler.

BR Class 4 Tank, built to 1/2" scale, 2 1/2' gauge.

Description by Jim Lee, Toronto Live Steamers.

HOURS:	
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Fri.	10-8
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Paul Bateson has been a bus enthusiast for 50 years. The hobby has come a long way since those early days in Gravesend, Kent, trying to follow the big fleet of buses operated by London Transport. The family moved north in 1951 and Paul has vivid memories of being teased at the local school by a group of train spotters, for not knowing about a 2-4-0 or a 4-6-2. They couldn't believe that there was actually someone interested in buses. These lads must have had some influence on Paul as he did make an effort to go to Tyne Green and watch the final train on the North Tyne Branch Line depart Hexham Station for Riccarton Junction. If only the photograph taken on that day with mother's box brownie had come out properly.

Since then, the interest in buses has grown steadily including a career on the buses with several companies. Today, Paul is a Transit Co-ordinator with Brampton Transit, home of a double deck Leyland Olympian.

Over 2,000 British double decker buses have been exported to Canada and the USA during the last 30 years. In 1990, Paul established his 'British Buses Abroad' project, which has endeavoured to trace as many of these Great British buses as possible. Reports are filed by several correspondents, friends and acquaintances. Considerable data has been collected and a newsletter is published giving details of the latest sightings.

Please do not hesitate to tell Paul Bateson (at the address above) if you know the where-

abouts of any British double decker buses anywhere in Canada or the USA.



Routemaster Bus



Routemaster Bus

29 JIM COLLINS

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Die-cast models and trains

30 MODEL RAILWAY IMPORTS

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Model Railway Imports is well known in the hobby and club scene. They offer a large selection of buses & miniatures, die-cast models, model railway kits, train/toy related books and trains.

31 KINGSMARKHAM

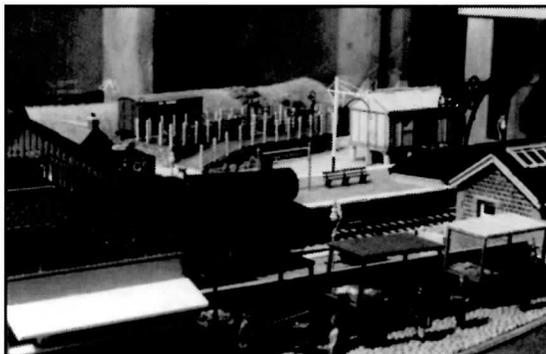
The layout represents the terminus of a fictional preserved GWR branch line set "somewhere" in Devon. The advantage of choosing a preserved line is that it allowed us to model features that weren't often seen together. For example, the provender's store would have dated from the 1950's, while the adjacent cattle dock and gas lamps from the 30's would have been dismantled by then. Buses and road vehicles date from the 1940's to present day. The preserved concept also allows for greater variety and quantity of locos and rolling stock than would ordinarily be seen at such a small station.

Kingsmarkham is the first part of a three layout series that will eventually fill a 750-sq ft basement. The plan being to make each self-

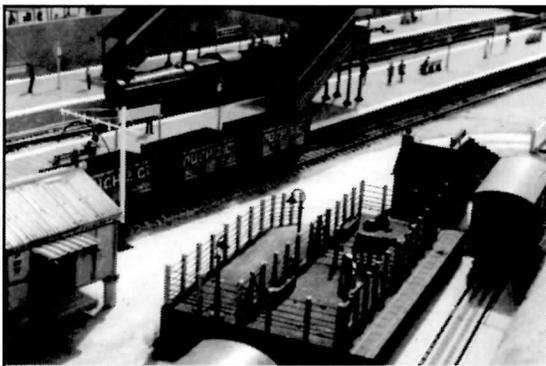
contained layout portable, then build permanent sections linking each piece together.

Calgary British Railway Modellers

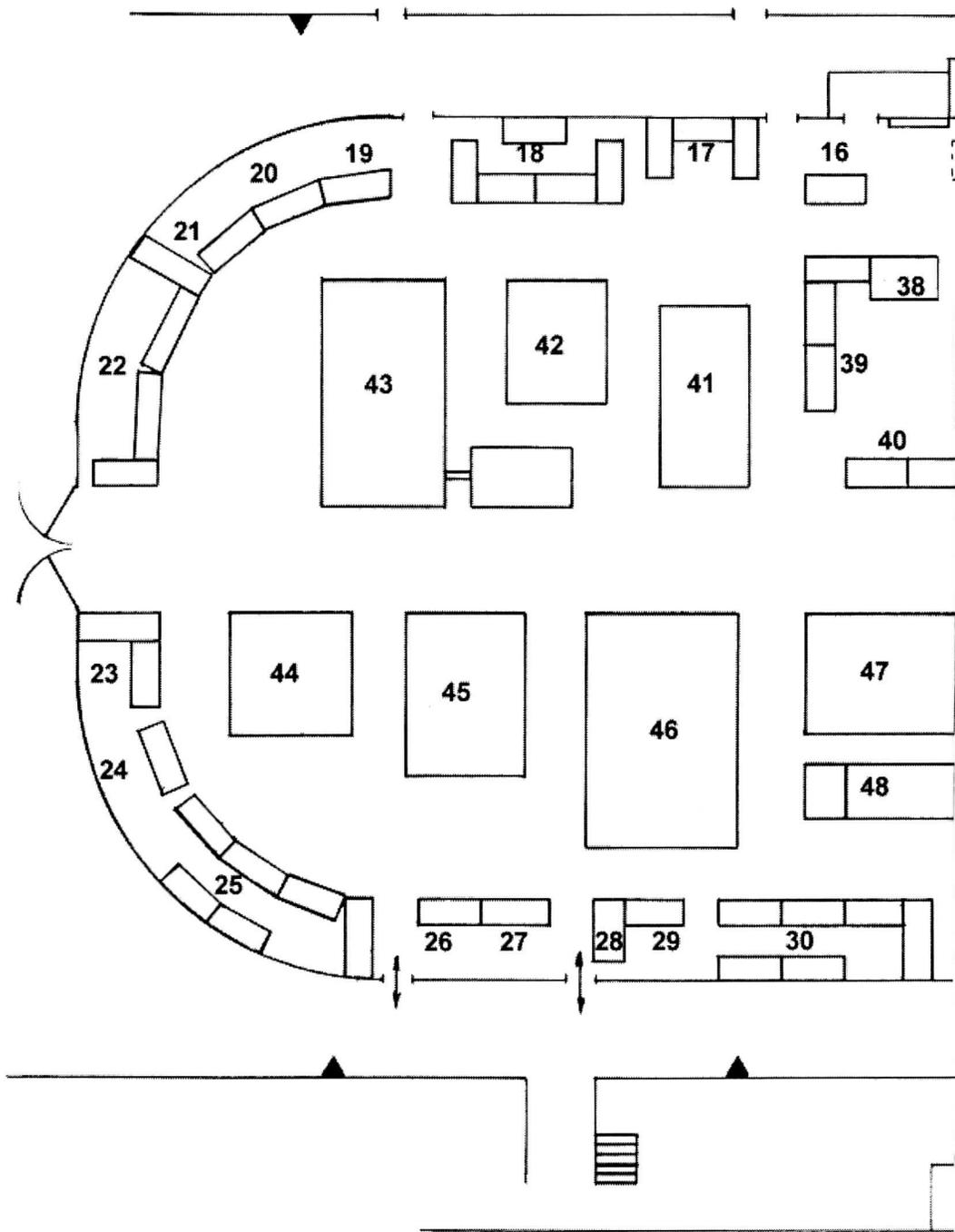
The CBRM are a loosely organised group of British modellers, most of whom are also members of the BRMNA (British Railway Modellers of North America.) At the moment we have no permanent home or club layout, relying on various members to supply displays for exhibitions. We meet on a regular basis either at member's homes or at the Riverbend Crossing Neighbourhood Pub.



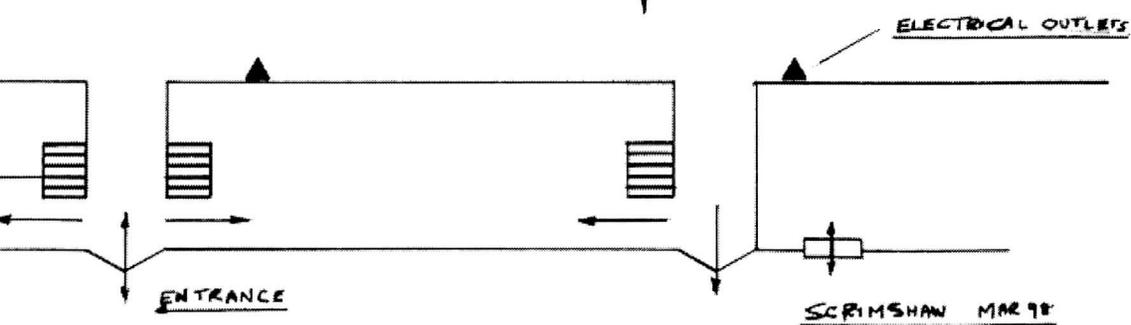
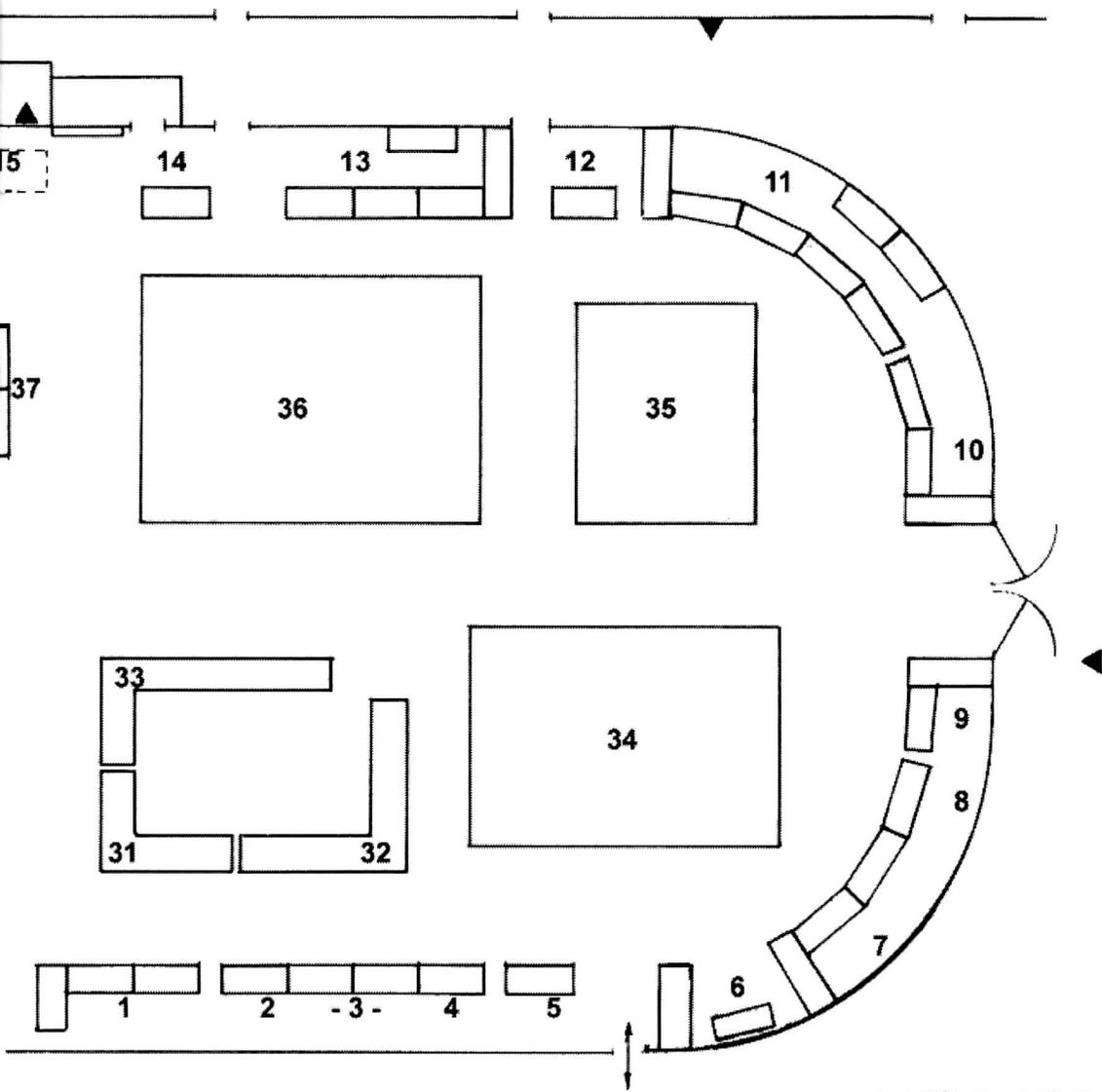
A view of Kingsmarkham



The cattedock at Kingsmarkham

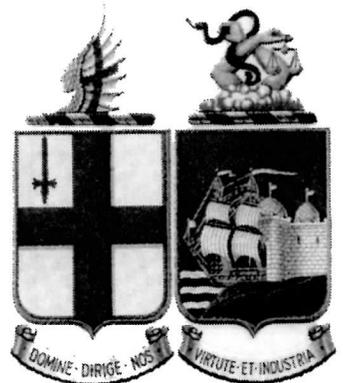


G.B.T.S. LAYOUT 1998



SCRIMSHAW MAR 98

A Little Bit of History



32 BUCKINGHAM JUNCTION

Great Western Railway, Summer 1939.

This OO scale layout is an extension of 'Houndton Moor' exhibited at The Great British Train Show 1996. It represents a fictional GWR branch to Buckingham from the Oxford Banbury line. At Buckingham, there is a junction with the LMS line to Cambridge, which is used for through Cambridge to Cheltenham trains. The original GWR station was enlarged when the Great Central (LNER) built its line from Woodford to Verney Junction.

Local GWR passenger trains to Banbury and Oxford are frequent. Through LMS trains to and from Cambridge change engines at Banbury. LNER local trains from Marylebone to Woodford are also seen, but coal trains are the main LNER traffic.

The Buffers, London, Ontario

33 Newquay, GWR

Built by Tom Kidd, with assistance from Mark Stapleton, Newquay, GWR (Great Western Railway) represents a fictitious terminus in Devon. The trackplan however, is based on Cromer, in Norfolk, on the Midland & Great Northern Railway. The layout is built to "P4" standards and is still in an unfinished state, but then, what model railway isn't?

Both Tom and Mark are members of the Scalefour Society, formed in 1975 to cater to the needs of all railway modellers working to the scale of 4mm to the foot, or a ratio of 1:76.2, the most popular of the British model railway scales.

P4 stands for Protofour, which was a concept

developed some 25 years or so ago and set out track and wheel standards as close in accuracy as possible to a true scale reproduction of the UK standard gauge prototype track. At the heart of the system is the Protofour track and wheel standards, developed in the late 1960s, which produce trackwork to an accurate gauge of 18.83mm. Models built to these standards not only look more realistic than the products of the big manufacturers, they also work more reliably because all the individual components have been specifically designed to complement one another.

However, do not think you have to be an expert engineer to work in P4. The hard work is done for you by the use of ready-made components, jigs, and gauges. While many commercial kits are now designed to cater for the wider wheel back-to-back clearances, it is still essentially a builder's gauge, ready-to-run can be converted, but it has to be accepted that P4 is not an out-of-the-box concept.

If modern image is your scene, then conversions of commercial diesels are made relatively easy by commercially available 'drop-in' conversion sets of wheels, etc. Similarly, plain track can be bought, but pointwork falls into the do-it-yourself category.

34 MUCH BYNDING

Durham British Railway OO Gauge

This layout is the work of several Durham Region (Ajax to Oshawa) people who share a common interest in Britain's railways of the steam era. Construction started in 1991 and some parts of the layout are almost complete while others have a lot of work still to be done.

The baseboards are built of 1/4" and «" outside plywood framing members in filled with 1" thick foam, supported by a honeycomb

of 1/8" plywood strips. A total plywood base has been used at the high level end. Track and points are Peco. 3/8" bolts and steel locating dowels secure each section with the bolts used to transfer the current between boards. The whole layout takes about 2-3 hours to set up.

Train control is by Digi-Trax with each locomotive having a computer chip installed in it, enabling individual control of each locomotive. A signal is received by each locomotive from a hand-held control through a network set up around the layout. It is possible to have two trains following each other on the same track or to have double and triple headers on one train. Locomotives and rolling stock are typical of that found running Britain in the mid-1950's. Point switching is controlled by slow motion motors designed and built entirely by club members. A custom computer control is used for locomotives, point and general operation.

On one side of the layout is a main line through station, 'Bisset Town', with the mainlines emerging from a tunnel beneath the north end of the town. At the south end the tracks go under the station entrance, situated on the bridge and lead to the engine shed area, 'Marshall Junction'. Passing this, the main line sweeps through open country, crossing 'Delamere River', before plunging into a tunnel under the hillside. The single track branch line leaves the junction and passes through 'Thorn Park Halt', before rising over the river and crossing the main line on its way to the small country terminus of 'Much Bynding on the Marsh'. The station is showing the effects of Dr. Beeching's axe as all train services beyond it have been terminated and track lifted.

Participating members include John Bisset, Ken DeLaMere, Mike Hollows, Ron Marshall,

Ed Thorne, and John Rule. Please feel free to talk to any member and ask any questions.

35 VICTORIA JUNCTION

Victoria Junction was created in 1986 primarily as an exhibition layout. The four running lines provide an essential ingredient, constant movement of locomotives and rolling stock. The layout does not represent a specific area or era of railway life. The name originated as a compromise between SR and LMS interests, the two areas of interest of the founding members.

The layout is of modular construction, each module being supplied by individual club members, except for a few supplied by the club. There is no continuous scenery, but the layout reflects individual tastes and creativity.

Track is mainly Peco code 80 flextrack and turnouts, on which most ready-to-run stock can be used straight from the box. Trackside scenery has been constructed from a variety of materials such as paper cups, paper towels, mesh, styrofoam, plaster of paris and various coloured materials representing grass, etc. Buildings range from various plastic kits, Superquick card kits and scratch built structures.

A wide variety of stock can be seen running at any given time, from steam to diesel, freight and passenger, electric multiple units, to modern image. Even Thomas the Tank and friends can be seen wending their way through Victoria Junction.

Description - John Rowe, British Railway Modellers

36 The British O Gauge (BOGG) Layout

In the spring of 1997, the 10 member BOGG group decided to dismantle its large O GAUGE (7mm/ft.) modular exhibition layout which had become dated, unreliable and too heavy to conveniently transport to model railway shows.

Four modules were retained from the old layout and a further eight built during the ensuing 10 months to create a new 12-module elliptically-shaped layout which is lighter and thus easier to transport and set up, has simpler and more reliable electrical circuits and which, because of a simplified plan of operation, offers maximum viewer interest with minimum operator effort.

The layout is approximately 20' X 30' and features a two-track main line fed by an in-line, 19' long, eight-track fiddle or staging yard. The portion with scenery (all but the fiddle yard) will consist of the two-track main line flanked by passing sidings to give the appearance of a four-track main line. There is no main line station—this layout is simply a setting for the continuous running of trains in an exhibition context.

Full-size plans for constructing the modules were drawn using a computer and plotter. The new modules were built directly over these plans, much like model airplanes are built, in order to ensure that the modules would, when joined together, create the desired elliptical shape of the layout.

Because of the unusual shape of the layout, there are no straight-sided modules. The modules have beams of 1/4" plywood with pine spacers which not only make possible the curved sides of the modules, but also offer

significant weight savings without sacrificing strength and stability. To further simplify setting up the layout, 13 trestles were constructed to support the modules at a track height of 52".

The layout is still under construction and much scenery has yet to be completed.

W.C. Gray, 3/21/98

37 THOMAS THE TANK ENGINE

This Thomas the Tank Engine layout was built with the help of four 10-year olds from Mountain View Public school in Stoney Creek.

It is constructed on a bi-fold door, 2 ft by 7 ft, and will feature a terminus station with a bay and a long headshunt. The branch will enter a tunnel which serves as a fiddle yard. The layout itself is 11/2 ft by 7 ft.

Visitors are encouraged to run it.

My homepage is part of the UK Model Railways Web Community. Michael Taylor.
<http://www3.sympatico.ca/michael.taylor>

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38 HORNBY DUBLO OO LAYOUT

John Vincent

39 PLATELAYERS CLINIC

This clinic in various aspects of modelling is put on by the Platelayers Society: Tony Ross will be demonstrating scenery modelling and painting and weathering buildings.

David Youngs will show you how to assemble houses from card kits.

Mike Watts will demonstrate scratch building S Gauge stock from plasticard.

Stop by and share techniques or pick up a few tips for your own modelling.



4472 Flying Scotsman heads 'Lord Bishop' memorial to Eric Treacy through Blea Moor, September 30, 1978.

40 JOHN LEWIS OO SCALE

John Lewis' layout is in Southern outline. John and Tony Ross will be working on it during the show.

41 ST. ALBANS (LNWR) OO GAUGE

This layout attempts to create some of the atmosphere of LNWR Watford to St. Albans branch in the summer of 1912. This branch has survived all the vast railway changes of the past 70 years, and continues to operate a passenger service today.

The focus is on St. Albans, with the 'rest of the world' represented by some typical English countryside. The station is a fairly accurate representation of St. Albans and its environs. The track plan may not have existed as shown, although Ordnance Survey maps of the period show it in the form shown.

The point-to-point design precludes continuous running, leaving little opportunity for rest for the operators between trains. As a result, emphasis is placed on yard and station operations, with detailed marshalling and reorganization of trains.

There are some 60 freight vehicles and a dozen passenger coaches, with about 10 locomotives. Almost all stock, track and buildings are scratch or kit built, and are authentic for the time and place. Scale, three-link couplings are used to show typical trains being operated in a realistic manner. More work needs to be done before the layout is finished, so viewers can look forward to new features in the future.

Layout by Max Smith and Mike Hall, both of The Platelayers Society.

Description by Max Smith

42 THE HORNBY DUBLO GROUP

The Hornby-Dublo Group, in the Greater Toronto area, is a loosely-knit association that formed by chance, as a result of a random meeting of Chris Prentice, Simon Taylor and Scotty Neilly at the Chelsea Hotel railway show of 1980. Since then, it has grown steadily and has around 75 'members' on its roster at present. Displays and exhibits, such as that shown today, have been produced for various shows, and gatherings are held intermittently at members' homes. The group operates as an independent body from The Platelayers Society, with many members involved in both organizations.

The layout on view today is double track, 3-rail, with a terminal station, through road station, passing loops, shunting yard, sidings and an engine shed with turntable. Essentially, the time is the 1950's, when 3 rail Hornby Dublo was at its prime, augmented with recent improvements in more sensitive operating controllers. LMS, LNER and some GWR rolling stock is evident (the Southern Railway was sadly neglected by Binns Road), with early BR liveries in addition to the Grouping companies. Almost all of the rolling stock, and most of the station and lineside buildings, are of diecast or tinsplate construction, typical of the decade concerned.

Particular thanks are due to Chris Prentice for acting as coordinator for construction and display of this layout.

Prepared by Simon Taylor, The Platelayers Society

43 ASHTON JUNCTION

The Toronto British Model Railway Club first exhibited Ashton Junction in April, 1994. Since that time, the layout has been steadily worked on and expanded to the point that, now, it is fully operational and all scenery has been completed.

Ashton Junction is a OO gauge - 4 mm scale layout, 22' by 12' and is modular in construction, allowing for easier set up and dismantling. The layout features a double track main line which runs through a junction station - Ashton Junction. From this junction a branch line meanders to a small country terminus. The layout has a six track fiddle yard and a three track branch line fiddle yard from which all new trains are introduced to the layout. The layout now has a total of six controllers. With this combination it is possible to run a wide variety of trains ranging from Intercity expresses to push & pull branch line services and every type of goods train. Ashton Junction is loosely based on the Settle-Carlisle line in North West England, but not at any particular time. Some members have their own layouts which can be attached to Ashton Junction by way of a double track spur at Harpers Junction signal box.

The track, points (turnouts) and point motors are all primarily Peco in Code 100 nickel silver. The majority of the locomotives and rolling stock is RTR from the usual manufacturers with some kit built items. Some of the buildings on the layout are built from kits and the others are built from scratch. If you look carefully at some of the buildings, you can perhaps see some common household products we have utilized.

As with most layouts, Ashton Junction seems to be always in a state of flux with regular

maintenance, minor improvements and additions always being made. For instance, there is no signalling on the layout yet, and we keep promising that will be our next project. When not being exhibited, Ashton Junction is set up at a permanent location in the Toronto area. The TBMRC meets every Tuesday evening, rain or shine, either to run trains or work on the layout. Members also meet on weekends as circumstances allow.

The additional layout is owned by one of the members of TBMRC - John Wrenn. This layout is currently under construction. It is 10 feet by 6 feet and is linked to the Club layout by a viaduct built by another member - Gerry Taylor. As you can see, this arrangement allows for virtually any layouts to be connected together. Both layouts are quite compatible in terms of scenery and track construction. John will be pleased to answer any of your questions about his layout, which is quite compatible with the club layout in terms of scenery and time frame.

Prepared by Gerry Taylor, Newsagent for the TBMRC.



34092 heads the Scarborough Spa Express past Stensall
1982

44 THOMAS' BRANCH

In its current incarnation, Thomas's Branch is a whimsical what-might-have-been if someone had transplanted a narrow-gauge version of part of Sir Topham Hatt's railway to North American shores and run it as a preserved line. Of course, since the original Thomas was also something of a whimsical might-have-been, this makes our line a whimsy of a whimsy. This has the virtue of allowing the Branch's own Fat Controller to do pretty much what he likes. Or not do, as the case may be.

The G-gauge Branch is based on Lionel Thomas equipment with plenty of bits and pieces from other makers, such as Playmobil and LGB, all of which are fine toys. It was designed (low-level) and built (quite heavy wood) to be accessible to younger children at train shows. In its appearances to date, the Branch has seen several young fans who happily spend hours just watching trains trundle around. We leave more sophisticated operating to lesser (well, at least smaller) scales.

The Controller is gradually adding scenic features to the layout as time and cash allow. They too must be fairly substantially built to withstand the impact of little hands (and the Controller's tendency to trip over things). G is close enough to 1:24 scale, or half an inch to the foot; this makes designing buildings quite easy.

The Branch started out as a 4-foot-six circle (the four corners, around the Christmas tree) and can be assembled in several shapes and sizes up to its current 12 x 11 foot empire. This is quite large if you are looking at it from the outside, but were I setting it up at home, it would be a shelf running around the walls of a

medium-sized bedroom. The boards vary between 8 inches and 14 inches wide, well within the limits of standard shelving units. Looked at this way, the Branch does not take very much room at all. It is built as single track with a passing siding because respectable branches are single track, and also because running one train at a time gives the other a chance to rest. As to the cost, it's cheaper than a pack of cigarettes and a six-pack a week (not that we have anything against beer).

Big Thomas has a smaller cousin, the OO (1:76) Hornby from trains from Britain that run on HO gauge track. Our OO layout is 54 inches long by 40 wide, which would fit under a twin bed except that we'd knock the church steeple off.

Chris Vernell , Ottawa Valley N-Trak, Nepean, Ontario

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45 THE YORKSHIRE DALES

The Midland District Model Railroad Club's new N scale Railway called The Yorkshire Dales is presently under construction but will consist of a double track main line and a double track branch line.

The size of the layout is 6 feet x 12 feet and is made up of eight 2 foot x 6 foot sections with the control area in the centre of the layout.

On the branch line we will have a large factory/brewery served by a siding. There are tunnels on both the main line and the branch and two viaducts on the main line.

The railway is modelled on the late 1950's, early 1960's era as the locomotives and rolling stock are from that period.

We hope you like what you see and will be back in two years to see what we have done towards the completion of the layout.

Prepared by The Midland District Model Railroad Club, Midland, Ontario.
Ray Carter, Harold Heels, Wally Killick and Duncan Jeens.

John Ferguson, Secretary MDRC.

46 THE OTTAWA BRITISH

The Ottawa British layout has been (and continues to be) constructed by a group who are all members of the British Railway Modellers of North America (BRMNA). The layout is modular with various sections constructed and cared for by different members of the group, who live within the National Capital Region.

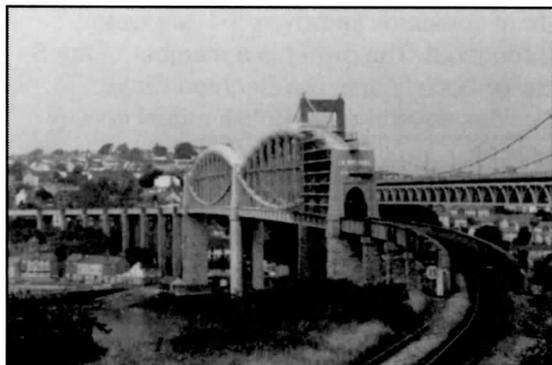
The layout does not focus on any specific part of Britain, but those familiar with Britain will be able to recognize typical scenes found in the Yorkshire Dales (a viaduct), the West Country (seaside running and major through station) and rural and semi-industrial regions of the South of England. The competitiveness that existed between the various railway companies prior to nationalization is ever present with members having rolling stock decked out in the liveries of the various companies. One will see locomotives and trains representative of the 'Big Four', plus 'British Rail' types spanning an era from the 1930's to the present day. Steam, diesel and electric traction are represented.

The layout represents a typical mainline operation with frequent high-speed passenger traffic and occasional goods trains. Rural

operations are not neglected as the 'slow' lines run parallel with the mainline, giving frequent opportunities to view four, or more, trains running simultaneously. Some shunting activities also add to the action.

All trains are assembled in the central staging area and are run on to the slow lines. Trains destined for mainline routes are switched to the fast line at crossover junctions located on the main circuit. This operation needs a fair amount of traffic coordination, just like the real thing! The layout has been exhibited previously at the Great British Train Show, at Railfair in Ottawa, the National Museum of Science and Technology in Ottawa, at Sun Youth Exhibition in Montreal and other smaller local venues.

Description supplied by Derek Uttley, Ottawa British.



Royal Albert Bridge on the GWR completed 1859. Each span is 455' long and approximately 110' above the water. The new road bridge can be seen along side.



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47 THE WANDLE VALLEY RAILWAY

The year is 1882. The British Empire is at its zenith and Britain is confident of its place in the world and in history. The monarch has been on the throne for 45 years. This, and one of the most stable forms of government the world has known, has brought prosperity to the nation. London is at the centre of the world for commerce and business.

Yet, just 9 miles south from the centre of London, communities are still largely rural. They have not yet been swallowed by the rapid urbanisation that was to afflict the early part of the twentieth century. One such community is Mitcham, sitting beside the River Wandle. The town once had some minor significance, being a resting place for such historically important figures as Queen Elizabeth and Lord Cranmer. But the industrialisation of the nineteenth century has now left the town with obnoxious industries such as paint and varnish manufacturing, and it no longer remains a desirable residence for the fashionable and notables.

The town still has some charm though. The London, Brighton & South Coast Railway had constructed its little railway line from Croydon to Wimbledon, through the southern part of the town, much of it on the course of the old Surrey Iron Railway. The railway had utilised the unusual Archway House as its station building. As this building dates from the time of the Surrey Iron Railway, some say it is the oldest railway station building in England. The river still has many functioning mills on its bank. One such is Deed's Mill, these days still milling locally grown wheat and other grains. The Surrey Brewery has changed ownership over the years and currently is run by Messrs. Thunder and Little. It owes its prosperity to the remarkably clean water from the wells on its

site next to the railway station.

The trains portray the confidence of the day. William Stroudley, the LB&SCR Locomotive Engineer has built some pretty little tank engines, his 'Terriers', and named them after local communities, such as No. 65 'Tooting'. For more demanding services he has built his D class tank engines, also named. On the line can be seen No. 33 'Mitcham'. Both of these wear Stroudley's audacious, but confident, livery of a brilliant Yellow Ochre. For his goods engines, he uses a more sombre and practical dark green livery, as shown on No. 99 'Bordeaux'.

This model railway has been entirely scratch built, to a scale 1:64, known as S scale. The track represents the light-weight track of the 1880's, and uses 4mm finescale C & L components and code 75 rail. The locomotives are all scratch built from brass and utilise Mike Sharman wheels and Portescap motors. Passenger and goods rolling stock are all typical 'Brighton' stock items of the 1870's and 1880's and are made from plasticard, using British S Scale Society wheels. The finescale 4mm standards known as 'P4' are used throughout. The owner is a member of the S Scale Society and The Brighton Circle, besides several other British model railway groups.

Stand back and enjoy a glimpse of small town life over a hundred years ago!

Visit our Web site at: <http://www3.Sympatico.ca/lsw.lbsc/mikehome.htm>

48 KNOTT'S WHARF CANAL & RAILWAY COMPANY

Designed and built by Brian W. K. Fayle of Puslinch Township, Ontario

The Knott's Wharf Canal & Railway Company is a very conscious attempt to produce a layout that is quite different from my previous effort, Camelot. Camelot was an archetypal country branch line terminus set in the West of England. Knott's Wharf is set somewhere in the Midlands of England, and is very definitely industrial! It is also a setting for the many figures that I have painted, for a model railway, in a very unusual manner! I think you will agree that they actually look like real people.

The design of the layout is unusual in that the railway only occupies a third of the width of the baseboards. When I was growing up railways always seemed to be 'over there' behind a wall or something. Hence the reason why the railway on Knott's Wharf is towards the back, just in case you are wondering why you can't see it very well!

Canals were the principle heavy haulers before the railways came on the scene, and are very much part of the English industrial landscape. The unusual arrangement of the canal lock and road bridge in the foreground is based on an example at Stratford-upon-Avon. The Bonded Store is based on the building that now houses the Stourbridge Navigation Trust. The other buildings follow no particularly prototype and are designed to create what I hope is a convincing 'Black Country' picture.

A narrow gauge industrial track runs across one end of the layout and is, actually, the line after which the layout is named.

DUBLO *DINKY TOYS*

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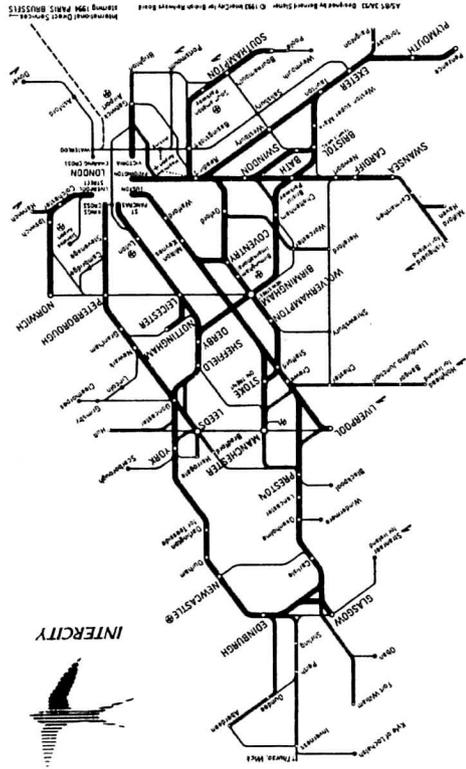
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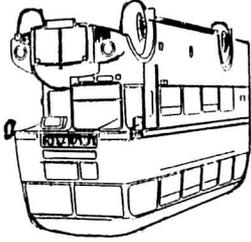
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