



# THE GREAT BRITISH TRAIN SHOW APRIL 27 & 28, 1996

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## SHOW GUIDE

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The Jim Archdekin Recreation Centre  
292 Conestoga Drive  
Brampton Ontario

Sponsored by  
The Platelayers Society

Price: 50¢

## **A WELCOME FROM THE EXHIBITION MANAGER**

**T**hank you for joining us for our 3rd GREAT BRITISH TRAIN SHOW!

Why the GREAT BRITISH TRAIN SHOW, you may ask? The original idea was to have a show where members of the Platelayers Society could get together, all under one roof, to show their individual layouts. Unlike a lot of North American model railway groups, we do not have a clubhouse but prefer to own and fund our own private members' layouts. Some layouts do participate in other shows, but this show brings all the British outline models together at one time.

You don't have to be British to join our society, but most of us do have a link with Britain and hence its railways.

By bringing together both exhibitors and vendors, that sell related products, anyone can get information on getting started in the hobby or adding to their own existing layout. Products have a varied price range and so can fit into anyone's budget.

We hope you enjoy the show, with both old and new layouts. If you have any questions, please just ask someone. As most of you know, modellers love to talk about their hobby and the best thing of all, advice and help are free.

So relax, browse, ask questions, and admire the wonderful models as you tour the show. It's our pleasure to have you with us.

My sincere thanks to all exhibitors, vendors and everyone who has made the show possible. Also, a very special thank you to the St John Ambulance for their presence at the show.

Peter Scrimshaw  
The Platelayers Society  
Exhibition Manager 1996

## THE OPENING CEREMONY

## CHARLES MATHER

Charles has graciously accepted our invitation to formally open the show this year. Charles has been a member of the Platelayers Society since it was founded, and for years has been an Honorary Lifetime Member. He is a fan of the GWR, and has many memories of that unique railway, before nationalization. His contacts in his younger years, included many of the respected elders of the hobby, now sadly just memories. This year we are especially delighted with Charles' donation of a GWR 'Hall' class whistle for our annual award.

## SPECIAL PRIZE

Eric French, a long time member, has graciously donated a collector's railway book to be awarded to the best Platelayers Society member/members layout of the show. Our sincere thanks, Eric.

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## THE PLATELAYERS SOCIETY

### WHO ARE WE?

The Platelayers Society brings together people who are interested in non-North American railways, either as modellers or as 'armchair enthusiasts'. Membership is open to all persons with these interests. We meet monthly, in members homes, at the invitation of the host, and publish a monthly news bulletin 'The Coupling', for our members.

The term 'platelayer', is the British name for the men who laid and maintained the railway tracks in Britain, right from the beginning of railways, in the early 19th century. This word actually predates railways, as it was derived from the very old "plateways", which existed hundreds of years ago - mainly for carrying coal.

If you would like more information about our club, please stop by the Platelayers Stand, here at the show, or speak to any of our members. Look for people wearing green Platelayers badges.

If you wish to join The Platelayers Society, please contact our Secretary:  
Ken Sherwood 519-856-1046



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.



# GREAT BRITISH TRAIN SHOW 1996

## TABLE OF CONTENTS

1	'MUCH BYNDING' DURHAM BRITISH RAILWAY .....	1
2	JOHN CANT .....	1
3	HOUNTON MOOR OO GAUGE - Buffers Model Railway Club .....	2
4	POUNDBURY HILL - From Edmonton, Alberta .....	2
5	HORNBY-DUBLO LAYOUT - John Vincent .....	3
6	SOUTHERN RAILWAY - 1948 N Gauge .....	3
7	MITCHAM LBSCR 1875 .....	4
8	BRIAN MCDONALD .....	4
9	BRMNA (Ottawa) OO Gauge .....	5
10	YORKSHIRE DALES RAILWAY N GAUGE .....	5
11	HORNBY-DUBLO GROUP LAYOUT OO GAUGE .....	6
12	PLATELAYERS STAND .....	6
13	TONY POTTER - BRITISH TRAINS .....	6
14	FRANK STEELE .....	6
15	THE TORONTO LIVE STEAMERS .....	7
16	ULTIMATE CHOICE .....	7
17	JIM COLLINS .....	8
18	VERITAS AGENCY .....	8
19	HOPPIES TRAINS .....	8
20	RILEYS RAILWAYS .....	8
21	GEORGE BROWN .....	8
22	MODEL RAILWAY IMPORTS .....	9
23	RAIN STREET TO MAUDLIN ROAD DOCK .....	9
24	JAYMARK ENTERPRISES .....	10
25	STAMP DISPLAY .....	10
26	HELL .....	10
27	BRITISH BUSES ABROAD .....	11
28	CHRISTOPHER CLARKE .....	11
29	BRITISH CONNECTION .....	11
30	FARES PLEASE .....	11
31	INGLETON ROAD O GAUGE LAYOUT .....	12
32	'PATRICK BROMPTON' MODEL RAILWAY .....	13
33	ASHTON JUNCTION OO GAUGE .....	17
34	ST. ALBANS (LNWR) - OO GAUGE .....	18
35	'VICTORIA JUNCTION' - OO GAUGE (BRITISH RAILWAY MODELLERS) .....	18
36	'THOMAS'S BRANCH' OO GAUGE LAYOUT .....	19
37	KNOTT'S WHARF CANAL & RAILWAY COMPANY .....	20



Table of contents continued...

38	TOY COLLECTOR .....	20
39	DURHAM WORKSHOP .....	20
40	COLLECTIBLE TOYS - Les & Florence Cutler .....	20
41	CHARLES MATHER .....	20



The Exhibition Committee would like to thank all exhibitors, traders, layout operators and display stands for participating in our show. We hope you have an enjoyable and successful weekend!



# **I**

## **'MUCH BYNDING' DURHAM BRITISH RAILWAY**

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 five years ago and some parts of the layout are approaching the completion stage while others have a year or two of work still to be done.

The baseboards are built of 1/4" and 1/2" outside plywood framing members infilled 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. Wiring is continuous throughout, employing the use of 25 pin plugs and sockets between sections. The whole layout takes about 2-3 hours to set up.

Train control is by Digi-Trax with only two wires running from any controller to the nearest module. Each locomotive has a computer chip installed in it, enabling individual control of each locomotive. 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. Pint switching is controlled by slow motion motors design and built entirely by club members. The next stage of development includes full track detection and computer control.

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, Peter Jacobs, John Rule and Jim Tennant. Please feel free to talk to any member and ask any questions.

Description prepared by Mike Hollows.

# **2**

**JOHN CANT**  
Cannington ON

Collector's railway books and trains.

### **3 HOUNTON MOOR OO GAUGE - Buffers Model Railway Club**

Hounton Moor is the OO gauge 15' x 2' modular layout of the Buffers, a group of rail enthusiasts in London, Ontario. It represents working in southwest England in the late 1920's. The Great Depression grips both countryside and town.

Hounton Moor boasts a rustic station building on the single platform amidst desolate surroundings. The single track GWR branch line brings modest activity to the trundling 0-6-0 Pannier tank at its stone sided engine shed and to the nearby goods yard. There are few passengers to and from this remote halt, but the goods yard sees the daily bustle over the outgoing agricultural produce and incoming loads of coal in season.

The branch through Hounton Moor connects with the former London & South Western line between Bude and Okehampton. As travel by the local hedge-shrouded lanes is slow and hazardous, the railway remains this bucolic area's only real connection with the outside world.

Description by J.F. Belecky, Member of The Buffers and The Platelayers Society

### **4 POUNDBURY HILL - From Edmonton, Alberta**

Poundbury Hill is designed to represent a typical small suburb on the south western outskirts of London, England. The period is set in the post World War II era, sometime after 1948. The area is well served by public transport, both road and rail, as are many of the suburbs where people commute to work in the City.

It is probably a Saturday morning in the early summer; there is a lot of activity in the gardens of the homes close to the railway station, and the town market is beginning to get busy but there are few passengers for the surface trains to the City. The roads are still cobbled, and vehicle traffic is light for very few families own a car in this post war period. Most of the vehicles are pre-war vintage, as new vehicles are not readily available or affordable.

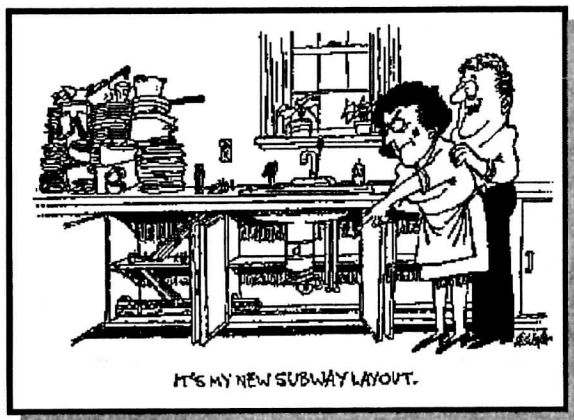
The famous London Underground is close to the surface at Poundbury Hill, and the frequent service can be seen passing between two tunnels. On the street level above, an ancient tram shuttles to the railway station from an unseen destination, with a stop for passengers close to the busy market. The railway station is well served for both passengers and freight, with a mixture of trains and stock of the newly formed British Railways, some still in pre-nationalised livery of their former owners.

The 8 ft. by 2 ft. layout was designed and built as an exercise in minimum space modelling with maximum activity. Most elements are ready made or kit built, including the electronics for automated running.

Description provided by David Nevett, Edmonton, Alberta. Layout Owner.

# 5

## HORNBY-DUBLO LAYOUT - John Vincent



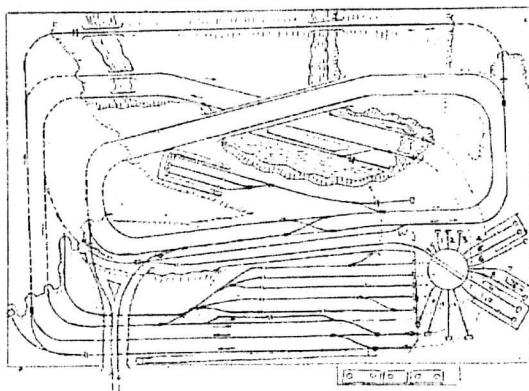
# 6

## SOUTHERN RAILWAY - 1948 N Gauge

This table-size layout consists of 2 double-track ovals (one higher and partially over the other) as main lines, of which about 30% are in tunnels. Its main features are a small market town on the upper level, with a locomotive roundhouse (10 tracks), and a branch station. On the lower level is a larger station for both through and terminating trains, with a small goods yard. On this level is a port with a small jetty and a station halt.

It is designed to watch the trains go round and is complete in itself. But, in fact, it is the core of a much larger home layout. Up to 4 trains can operate simultaneously, with shunting and motive power movements at the same time.

Description from Derek Burrage, Hamilton, Ontario. Owner and Operator.



## 7

### MITCHAM LBSCR 1875

If you visit the British Museum, among the many treasures you will see the Saxon weapons, jewellery and pottery from a 450 AD Mitcham cemetery. And dating 500 years later, just close by this site, was 'Mitchamingemerke', a royal charter boundary. A mere 100 years later, William of Normandy listed in Domesday that Mitcham had 250 souls. Over the next 800 hundred years generations came and went, including a regular Mitcham visitor, Queen Elizabeth I. Then, in early Victorian times, a house was erected on the road to Sutton, with an arch through it, leading to the courtyard of large manor estate, not far from the Saxon cemetery. And so in 1855, the Wimbledon and Croydon Joint Railway Company, with its route being laid on the bed of the Surrey Iron Railway of 1803, bought Archway Houses, and curved its line northwards, to avoid the Saxon Cemetery. Thus was created Mitcham station, in the county of Surrey, England.

A make-believe history? No, all this is true. Mitcham, a little known and little noticed area of the sprawling London suburbia, has a rich and varied history, and this layout tries to tell part of it.

From a railway aspect, the 1870's were an interesting era. Most of the important lines in the UK were well established, and many of the unimportant ones were in place. One such was the LBSCR's Wimbledon - West Croydon line. It ran through open spaces and countryside. It did its best to avoid the centres of towns such as Mitcham. It was always a single line, even in its modern electrified days. And in 1875 it was beginning to see those wonderful little Stroudley locomotives, the Terriers, with their unique Yellow Ochre colour scheme. They made their way up the valley of the River Wandle, with its mills and factories, so that the passengers could make their way, eventually, to London Bridge.

This layout tries to reflect some of this scene. Its scale is even a relic of those golden Imperial days. It is S scale, or 3/16ths of an inch equals 1 foot, or 1 to 64. The track gauge is 7/8ths of an inch. None of those continental millimetres for us in 1875!

It is not yet completed, but then, how could a fifteen hundred year history be completed in a couple of years. Come back for GBTS '98 for the next episode!

Description supplied by Mike Watts, Owner.  
Chairperson, The Platelayers Society

## 8

### BRIAN MCDONALD

Burlington Ontario

Brian and a number of Platelayers Society members have gotten together to sell surplus, railway related items. Stop by and have a look, you might just find what you were looking for!

## 9

### BRMNA (Ottawa) OO Gauge

The Ottawa British layout has been (and is still being) constructed by a group of British Railway Modellers of North America (BRMNA) members located in the National Capital Region. The layout does not depict any specific part of Britain, but those familiar with Britain will be able to recognise typical scenes found in the Yorkshire Dales, the West Country (much animosity exists between LNER and GWR types, so we please them both) and rural and semi-industrial regions of the South of England. One will see locomotives representative of the 'Big Four', plus 'British Rail' types spanning an era from the 1940'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 trains running simultaneously. The latest addition to the layout is the central staging area which is in the process of being refined. All trains are assembled in this 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. The layout has been exhibited at Railfair in Ottawa (the weekend after Thanksgiving), the National Museum of Science and Technology in Ottawa and other smaller local venues.

Description supplied by Derek Uttley, member BRMNA Ottawa

## 10

### YORKSHIRE DALES RAILWAY N GAUGE

This model railway is operated by the British 'N' Section of the Midland District Railroad Club of Midland, Ontario. The railway is taken to approximately 5 shows a year and is generally well received by those expatriates from over home. The layout is loosely based on the town in Yorkshire, called by James Herriot, 'Darrowby'. The original layout and its colours were taken from some 'James Herriot' calendars.

We started the layout in 1989 with four corner sections, the track was laid and then the four original members, Wally Killick, Harold Heels, Neil Craig and Duncan Jeens, each took a corner and landscaped to their liking, making sure that each section was compatible.

The layout was extended in 1992 with 6 ft sections being added and then again in 1993, with additional 3 ft sections.

We have tried to capture the late 1950's to early 1960's, as the last main line steam run in the UK was in 1968. You will find locomotives and rolling stock from all sections of British Rail, Southern, GWR, LMS, LNER and some British Rail standard locomotives.

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

# 11

## HORNBY-DUBLO GROUP LAYOUT OO GAUGE

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 organisations.

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 tinplate 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

# 12

## PLATELAYERS STAND

This stand is a Bring & Buy for members of the Society, offering them a chance to sell excess items. Good bargains can usually be found.

# 13

## TONY POTTER

BRITISH TRAINS  
OAKVILLE ONTARIO  
905-319-6207

Specializing in OO Gauge.  
See advertisement on page 13

# 14

## FRANK STEELE

P O Box 636  
Maple Ontario L6A 1S5  
519-378-0309

Buses, miniatures, diecast models,  
model railroad kits, trains, books.

## 15

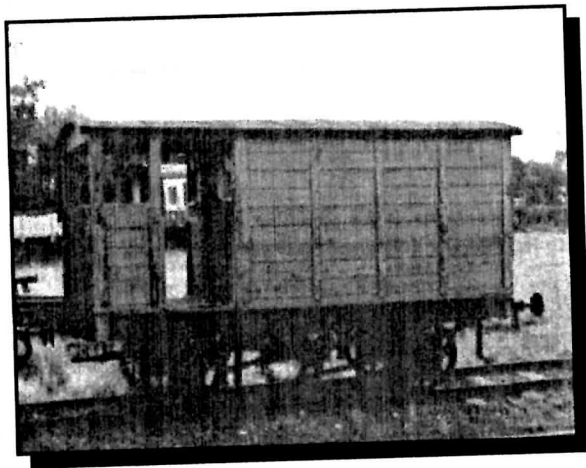
### THE TORONTO LIVE STEAMERS

Toronto Live Steamers were founded in 1972 for all enthusiasts of steam engines, model building and stationary steam engines. Club meetings are in the Mississauga 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 NE of Milton.

Featured on the stand today are a number of live steam models to  $\frac{1}{2}$ ",  $\frac{3}{4}$ " 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  $3\frac{1}{2}$ ' Gauge,  $\frac{3}{4}$ " Scale, built by Garth Drew and Alan Butler.
- ◆ BR Class 4 Tank, built to  $\frac{1}{2}$ " Scale,  $2\frac{1}{2}$ " Gauge

Description by Jim Lee, Toronto Live Steamers.



## 16

### ULTIMATE CHOICE

Oakville Ontario  
905-378-2873

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**17****JIM COLLINS**

Wheatley Ontario  
519-825-4030

Hornby, Triang, puzzles, prints, books.  
See advertisement on page 10

**18****VERITAS AGENCY**

John Brendel  
Hanover Ontario

EFE, Corgi, Matchbox, OO scale buses  
and diecast miniatures.

**19****HOPPIES TRAINS**

RR # 2, Box 2, Comp 13  
Picton Ontario  
K0K 2T0

Trains, track, bldg kits, diecast.  
See advertisement on inside back page

**20****RILEYS RAILWAYS**

Point Edward Ontario  
519-336-2376

Trains, buses, diecast, books, videos, kits.

**21****GEORGE BROWN**

P O Box 38, RR # 1  
Utterson Ontario  
P0B 1M0  
705-769-3021

Buses, miniatures, diecast, railway kits,  
trains, books, Meccano

**TRIANG**

**Hornby**

**Chas Mather**

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**Buy Sell Trade Talk**

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**BANG  
CORG**

## 22

### MODEL RAILWAY IMPORTS

P O Box 631  
Oakville Ontario  
L6J 5C1

Full range model railway items, kits,  
scratch parts, many books.  
See advertisement pages 14 & 15

## 23

### RAIN STREET TO MAUDLIN ROAD DOCK

It is hoped that this layout alludes to the dark, dingy atmosphere associated with the large urban centres of England during the late 'thirties. The layout consists of two scenic sections plus associated staging tracks. The staging tracks hold trains off-stage until they are required to make an appearance on the layout. The scenic sections do not attempt to model a whole railway yard, but rather, a small part of one.

The structures, which are very important when modelling an urban space, are either made by cutting up kits to suit my needs or scratch building the whole affair. Materials used in the construction of my structures include artist and cereal-box grade cardboard, papers, styrene and foam-core.

The water in the canal was created by painting the base with a polluted green coloured enamel paint and then covering in varnish. It is eventually hoped to have a model canal boat tied up to the dockside.

Track work on the layout is built to 'EM' gauge which is eighteen millimetres between the rails. All turnouts or points are hand built using soldered construction. Plain track is ready to lay track, pinned and then ballasted in place.



Rolling stock is mostly converted out of the box stuff. Eventually, the rolling stock will represent some of the locomotives and wagons running in the late 'thirties around Liverpool or Manchester. To do this I will have to finish the locomotive kits that I have started, but couldn't finish and also build numerous wagon kits. This should keep me out of trouble for many years.

Layout owned and description supplied by:  
James Blackadar, Member of The Platelayers Society

American Flyer  
 Auburn  
 Bing  
 Brimtoy  
 Britains  
 Budgie  
 Corgi  
 Crescent  
 Dinky  
 Erector  
 Fleischmann  
 Gong Bell  
 Hornby  
 Husky  
 Ives  
 Juhlco  
 Lehmann  
 Lionel  
 Lodenroy  
 Marklin  
 Marx  
 Matchbox  
 Mescano  
 Mettoy  
 Minie  
 Nylint  
 Otaco  
 Real Types  
 Reliable  
 Schuco  
 Solido  
 Spot On  
 Tekno  
 Tootsie  
 Tri-ang  
 Trix  
 Viceroy  
 Wells  
 Zylmax  
 etc., etc., etc.

# The Toy Collector

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Antique & Collectible Toys

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 Fri. 11am - 8pm  
 Sat. 10am - 4pm

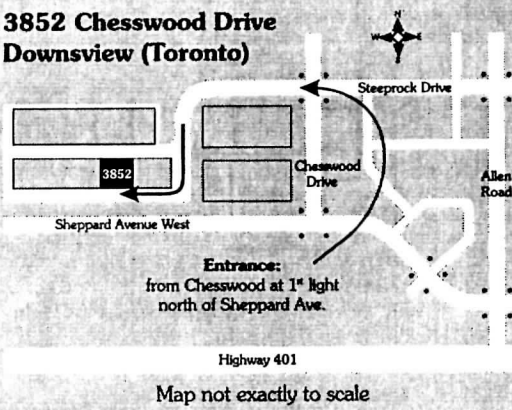
## Old Toys & Trains

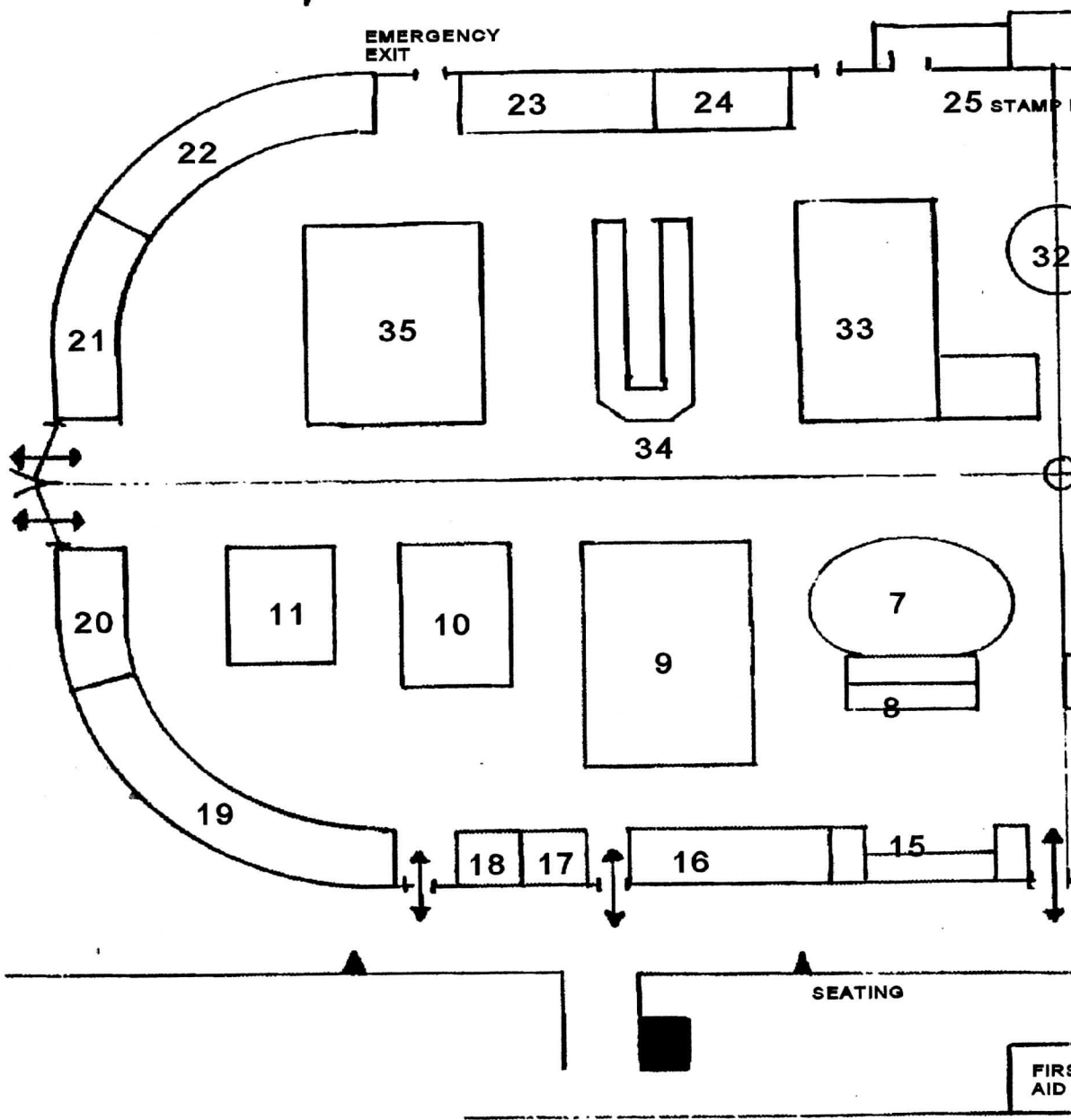
No New Products

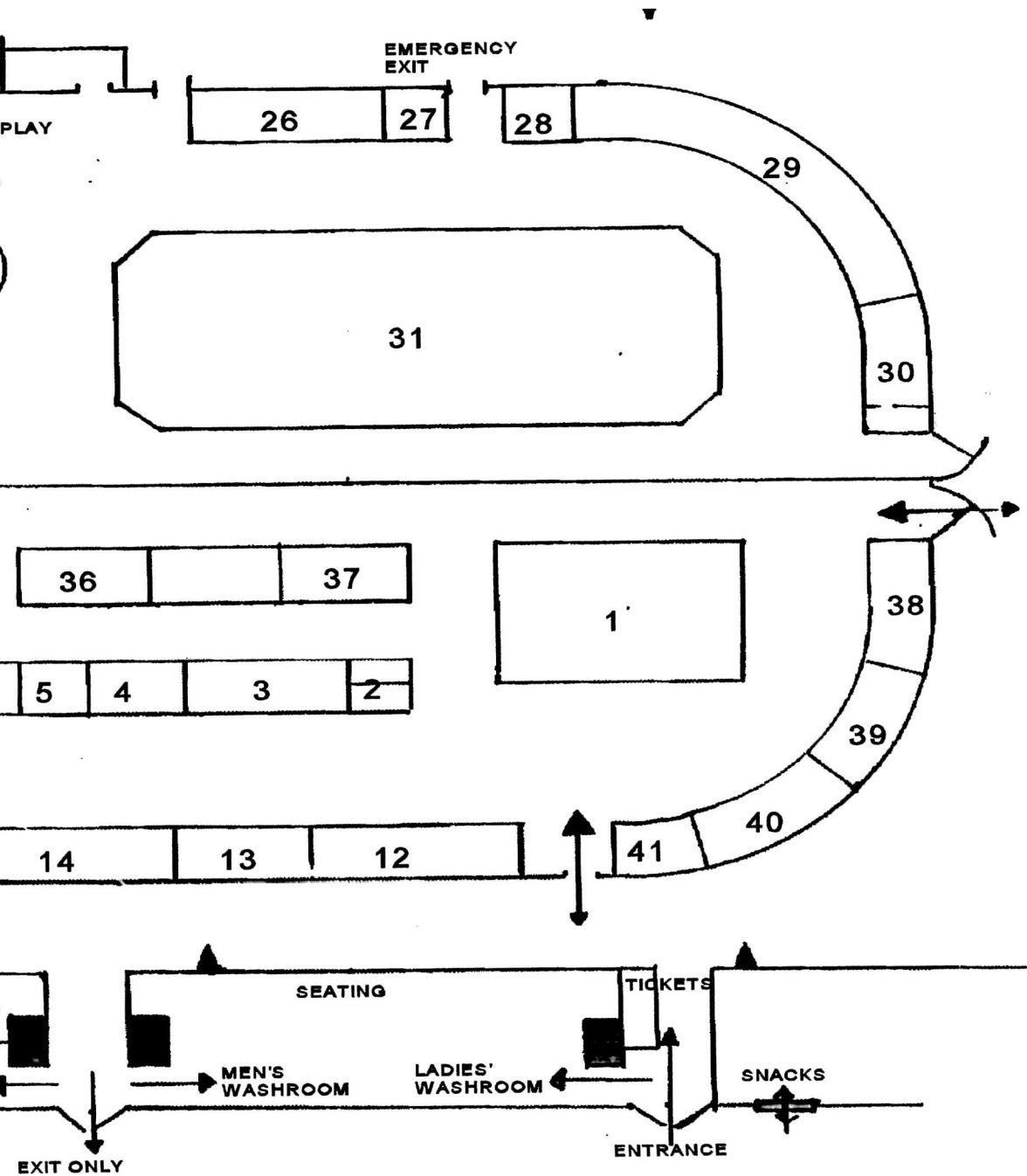
The condition you want

No Trash

3852 Chesswood Drive  
Downsview (Toronto)









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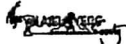
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DUBLO DINKY TOYS

MEMBER OF



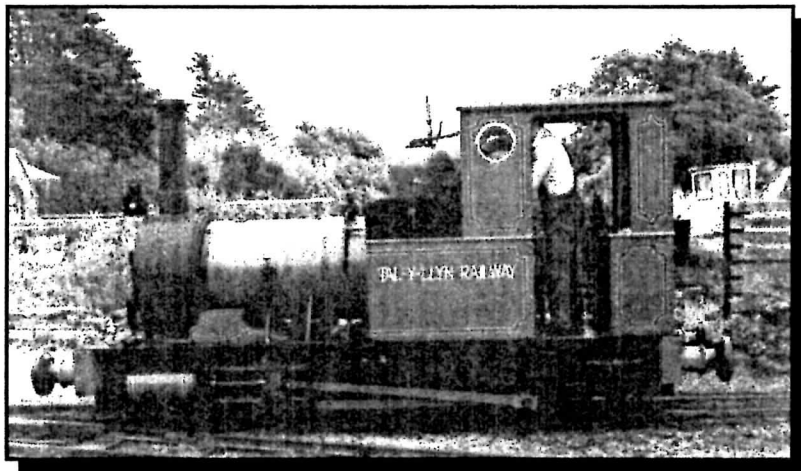
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**24****JAYMARK ENTERPRISES**

Custom crafted display cabinets.

Thornhill Ontario  
905-764-5514**25****STAMP DISPLAY**

Robert Hattam

This fine collection of railway stamps has been assembled by Robert Hattam over a number of years. Robert is also a long standing member of the Platelayers Society and would be more than happy to discuss either trains or stamps.

**26****HELL**

This layout measures 18 ft. by 6 ft. with 2 sides available for public viewing. It stands 48 inches high off the floor. It is based on a station of this name near Trondheim in Norway. James Powell's great grandfather visited the site in the 1930's, and sent photographs to his grandfather. From these photos, James has modelled "Hell".

This layout is another that has travelled to our show from a long distance, in this case Elliot Lake, Ontario, and is the work of one of the young generation of modellers we have in the Society.

Description supplied by James Powell, Elliot Lake. Member of The Platelayers Society.

RES. (613) 741-8187

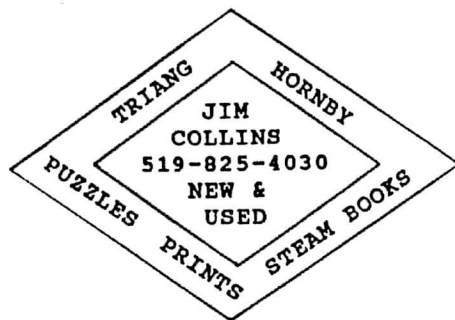
**FARES PLEASE**

"OO" SCALE TRAMS &amp; BUSES

STEVEN DAVID

C/O 1205 WHITEROCK ST.  
GLOUCESTER, ONTARIO K1J 1A7

Distributor of 'OO' scale plastic tram and bus kits by Tower Models, Hadfields and Kellkraft. Transfers and accessories for trams, decals for early Dinky and Matchbox buses.



## **27**

### **BRITISH BUSES ABROAD**

Paul Bateson has a life long interest in buses which started in his native England at the age of seven, when he cut out the bus pictures from a monthly magazine, 'Bus and Coach'. This interest processed to bus spotting, checking off the buses in the famous Ian Allan series of ABC bus books and photographing buses instead of studying for his school exams! During the last forty years he has taken more than 20,000 bus photographs.

His love for buses has not diminished. Over the years, he has amassed a huge collection of bus memorabilia including timetables, tickets, books, fleet lists, models, pictures and even a farebox.

Paul has worked for Wallace Arnold Tours, Southend Corporation Transport and Grey-Green Coaches in England, and with Voyageur Colonial in Toronto, Ottawa and Kingston. He currently works as a Transit Co-ordinator with Brampton Transit, where 'his job is a hobby and his hobby is a job', and his favourite bus is, naturally, the Leyland Olympian double decker.

British Buses Abroad is his special project aimed at finding and listing every British built bus in North America. A quarterly news sheet is produced giving details of the latest discoveries reported by a small network of correspondents. Please do not hesitate to tell Paul Bateson if you know the whereabouts of British double decker buses anywhere in Canada and the USA.

Description by Paul Bateson - British Buses Abroad Tel: 905-458-8059

## **28**

### **CHRISTOPHER CLARKE**

Etobicoke Ontario

Trains, Triang, model railroad kits, books.

## **29**

### **BRITISH CONNECTION**

London Ontario  
519-686-5693

Trains, accessories, memorabilia, much more.  
See ad on back cover.

## **30**

### **FARES PLEASE**

Gloucester Ontario  
613-741-8187

Plastic tram and bus kits, transfers, decals.  
See advertisement on page 12



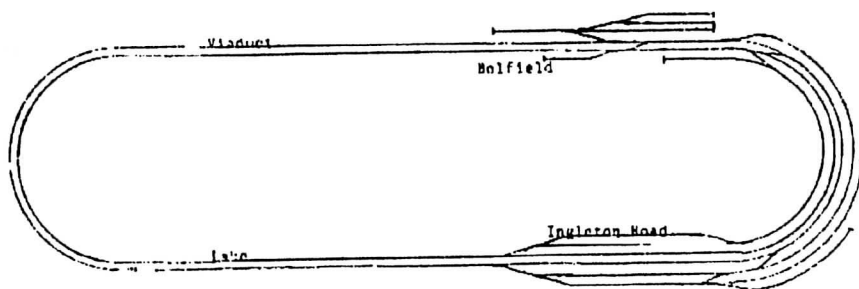
# 31

## INGLETON ROAD 'O' GAUGE LAYOUT

Ingleton Road is a 7mm scale, 'O' gauge layout consisting basically of a double track oval, occupying a space of 54 ft by 19 ft. On one side, there is a large through station which gives its name to the layout. It has four platform faces plus a bay platform. In addition there are two further through tracks. Hidden from view are two more through tracks for train storage. At one end are four freight tracks, two on the inner track and two on the outer. Also at this end there are loop tracks on which trains can be stored.

On the other side of the layout there is a small through country station with a bay platform and three freight tracks and a head shunt accessible from the main line. A feature of the layout is the excellent scenery and many buildings, which add greatly to the realism.

The layout is not based on any particular railway, so locomotives and rolling stock from most of the pre-nationalization railways can be seen running - even some from the pre-grouping era prior to 1923.



One of the favourite spots to watch trains is at the magnificent stone arch bridge which is close to the country station.

Frank Dubery, Secretary, British 'O' Gauge Group

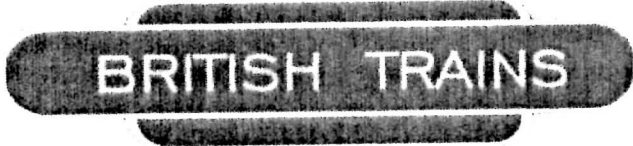
This layout is constructed to EM gauge standards; that is to a scale of 4 mm to the foot (1:76), with a track gauge of 18.2 mm. Track work on the scenic section is 'ready to lay' EM track, as manufactured by SMP, and points (turnouts) are handmade, using soldered construction.

Patrick Brompton village is located on the branch line in Wensleydale, in the North Riding of Yorkshire (James Herriot country), which runs from Northallerton to Garsdale. The station is fictitious, and displays features of 'Finghall Lane' and 'Redmire'. The characteristic feature of the layout is the freight passing loop with trap points at each end. Being a former North Eastern Railway branch line, a passenger and a freight train or two freight trains were allowed to pass each other. NER policy was that a passenger train was not allowed to stop unless there was a platform available, hence two passenger trains were not allowed to pass.

The working signals are ex-NER slotted post lower quadrants. The era is 1948 to 1954, although we operate to the 1948 working timetable as it was slightly more interesting. Limestone is carried by rail from the local quarries to the steelworks some 40 miles distant. Milk and livestock are also carried in large quantities. The Wensleydale branch closed on 31st December 1992, although passenger service was withdrawn in 1954. All locomotives (built from kits) are modelled from photographs and carry correct numbers and liveries, and the shed plates (51J) are of Northallerton and its sub-shed, Leyburn. Automatic couplings, with delay action, are by Spratt & Winkle.

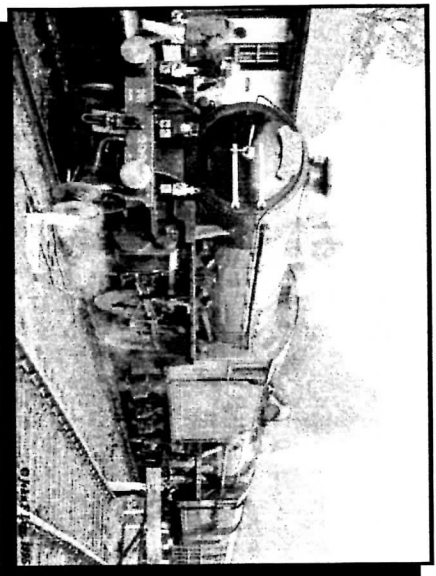
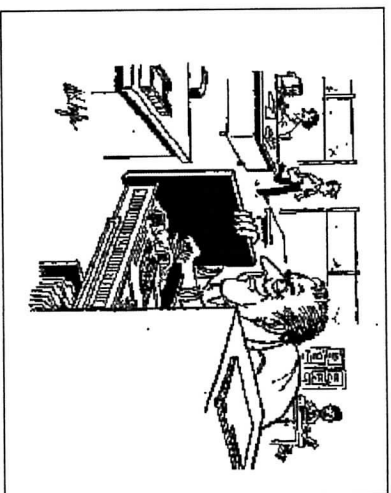
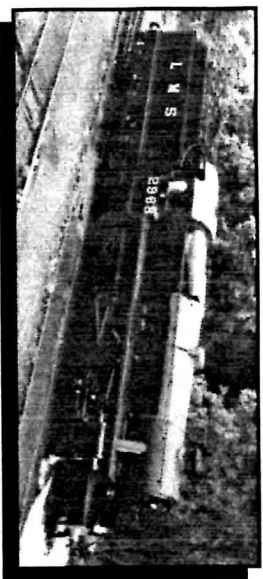
Layout constructed by Alan Featonby and Ron Smith  
(with grateful assistance from Michael Hall), members of The Platelayers Society.





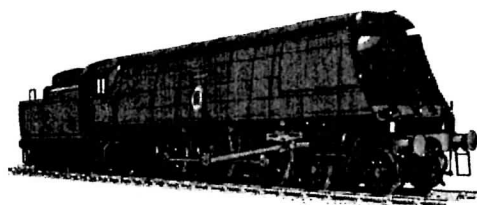
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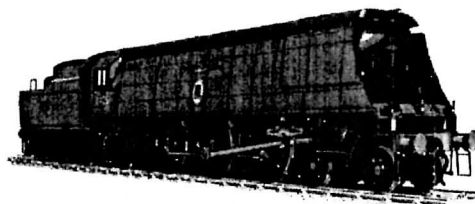
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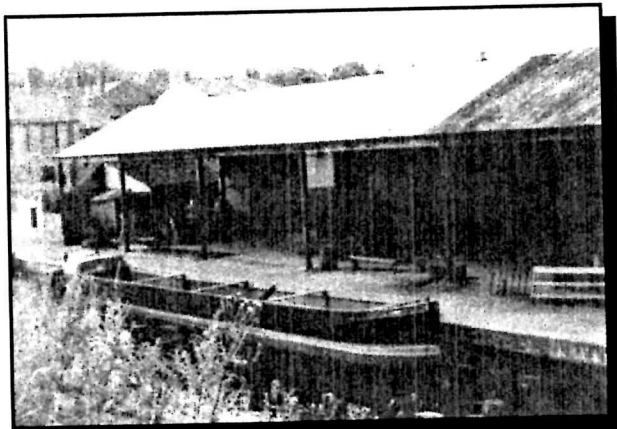
The Toronto British Model Railway Club first exhibited Ashton Junction at the Great British Train Show in April 1994. At that time the layout could be best described as a work-in progress layout, for although it was fully operational as far as the movement of trans was concerned, the scenery was far from complete. Since then, the layout has been expanded and worked on to the extent that Ashton Junction now looks much more like the real thing than it did two years ago.

Since the membership of the TBMRC has a wide and varied interest as far as British Railways are concerned, Ashton Junction is not supposed to represent any particular location at any point in time. The layout features a double track main line, which runs through a junction station, from which a scenic branch line meanders to a small terminus station. With this combination, it is possible to run a wide variety of trains, encompassing everything from the humble branch line pick-up freight of yesteryear to modern day inter-city expresses. Consequently, most if not all of a club member's collection of locomotives and rolling stock would look right at home when running on Ashton Junction.

When not being exhibited, Ashton Junction is set up at a permanent location in the Brampton area. The TBMRC meets on a regular basis, usually Tuesday nights, to work on the layout or just simply to run trains. Over the next few months, the club plans to install some sort of an operating signalling system on the layout (hence the lack of signals in key locations at present), as well as working on the scenery and upgrading the layout in terms of track work and general maintenance where necessary.

For further information about Ashton Junction or the TBMRC in general, please feel free to talk to any of the members here.

Description by Neil Taylor - Willowdale, Ontario.



## **34**

### **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.

## **35**

### **'VICTORIA JUNCTION' - OO GAUGE BRITISH RAILWAY MODELLERS**

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 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.

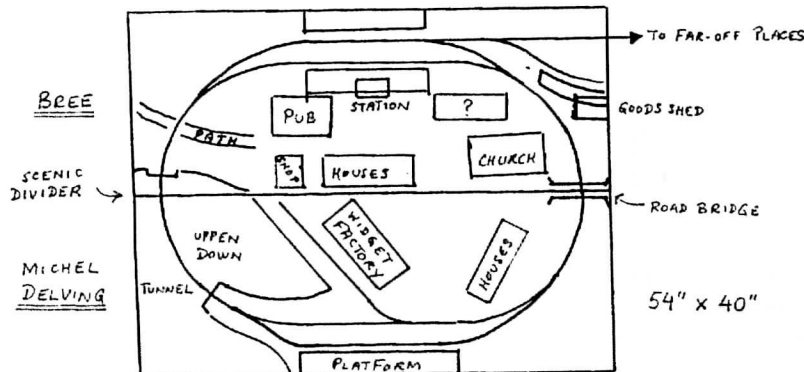
Description - John Rowe, British Railway Modellers.

## 'THOMAS'S BRANCH' OO GAUGE LAYOUT

Thomas's Branch was conceived at Railfair 1989 in Ottawa and designed to allow 'tail-chasing', since children at exhibitions like to see something running. It has two passing loops, so that 2 trains can run in opposite directions. Its size is 4'6" x 3'4" (1.4 m x 1.0 m), based on the minimum radius curve using Peco Setrack. It was built in 2 sections and fits under a standard twin bed.

On one side is the village of Bree (please note Tolkien fans), with a small passing station and two sidings, one of which leads to 'Far-Off Places'. The other side is Michel Delving (more Tolkien), with a single siding serving a widget factory. Buildings are mostly Superquick or even built from Cheerios boxes! At one end, the track passes under Uppen Down.

Why Thomas? Well, small layout, small engines, small trains, and memories of being read to as a small boy.



Description supplied by The Fat Controller (alias Chris Vernell).  
Layout exhibited by Chris, Maureen, Victoria and Robin Vernell, all of Nepean, Ontario



## **37**

### **KNOTT'S WHARF CANAL & RAILWAY COMPANY**

The Knott's Wharf Canal & Railway Company is a very conscious effort to produce a layout that is quite different from my previous effort, Camelot. This was an archetypical-country branch line terminus set in the West of England. Knott's Wharf is set somewhere in the Midlands and very definitely industrial! The idea for the layout came from reading an article on a 7mm layout called Victoria Wharf, and the large warehouse in the background is a copy of one on that layout. Victoria Wharf had a tidal setting though, and after some thought I decided to give my version a canal setting. The track plan is based on a North American classic, John Allen's Timesaver. The layout is, therefore, primarily a shunting (switching) one. The Bonded Warehouse in the foreground is based on the one that now houses the Stourbridge Navigation Trust. The unusual arrangement of the canal lock and road bridge is based on an example at Stratford-on-Avon. The narrow gauge industrial track might, one day, lead to other things! The real raison d'être of the whole exercise, though, is to give me a display ground for my collection of figures! Enjoy them and their setting. Happy Memories!

Layout owned and description supplied by:  
Brian Fayle, member of The Platelayers Society

## **38**

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See advertisement on back of floor plan

## **39**

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## **40**

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## **41**

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See advertisement on page 8

## A BIT OF HISTORY

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*We say not a word here on railway interests, railway speculations, railway panics, railway manias, and railway morals: such things would lead to endless animadversions which, happily for us, lie beyond our province.*

*Charles Knight 1791-1873*

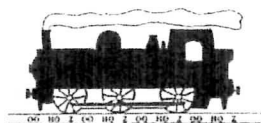
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