

you can visit

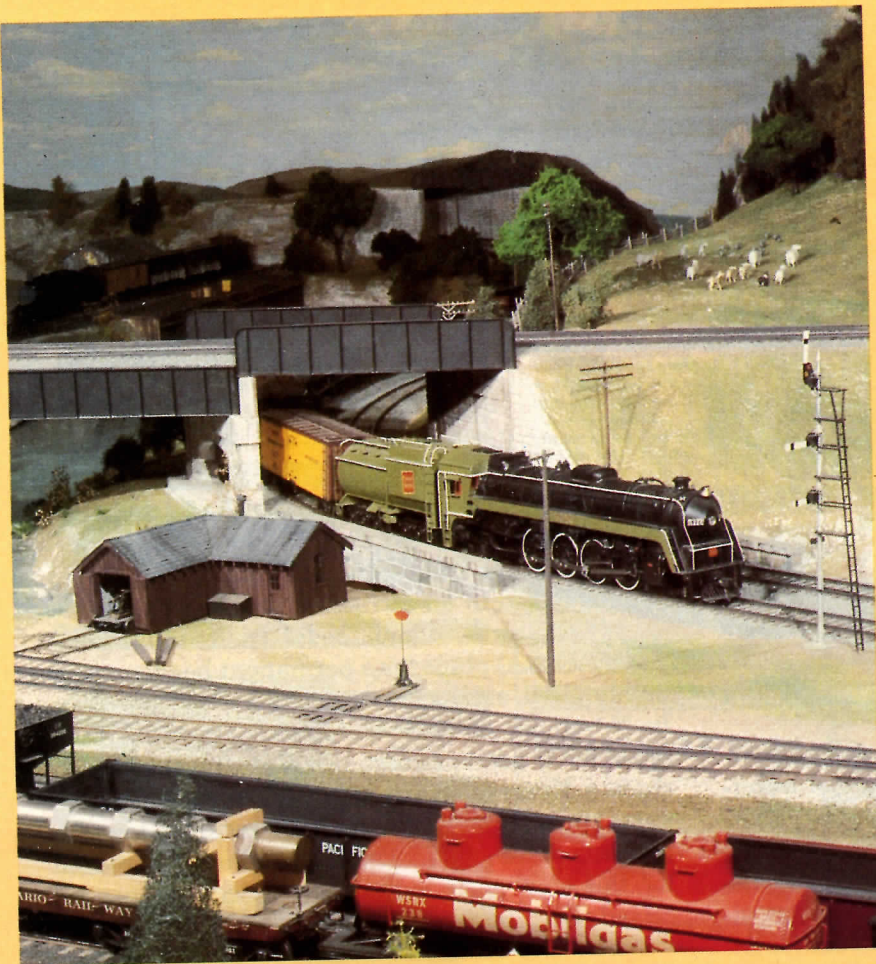
# The Aberfoyle Junction Ry.



Canadian standard-era railroading in miniature



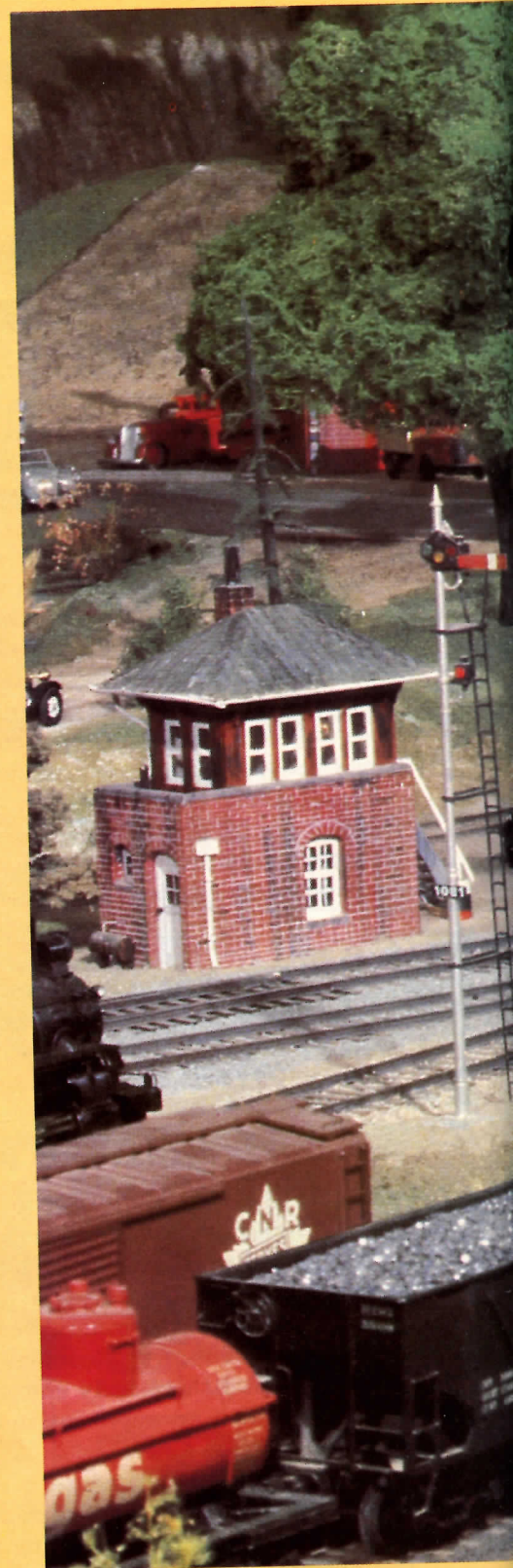
# A model railroad you can visit **The**



↑Working semaphore signals provide a very realistic touch and a bit of drama as viewers watch for the next train's arrival. This time it's a fast freight led by Mountain-type 6060. What's next?

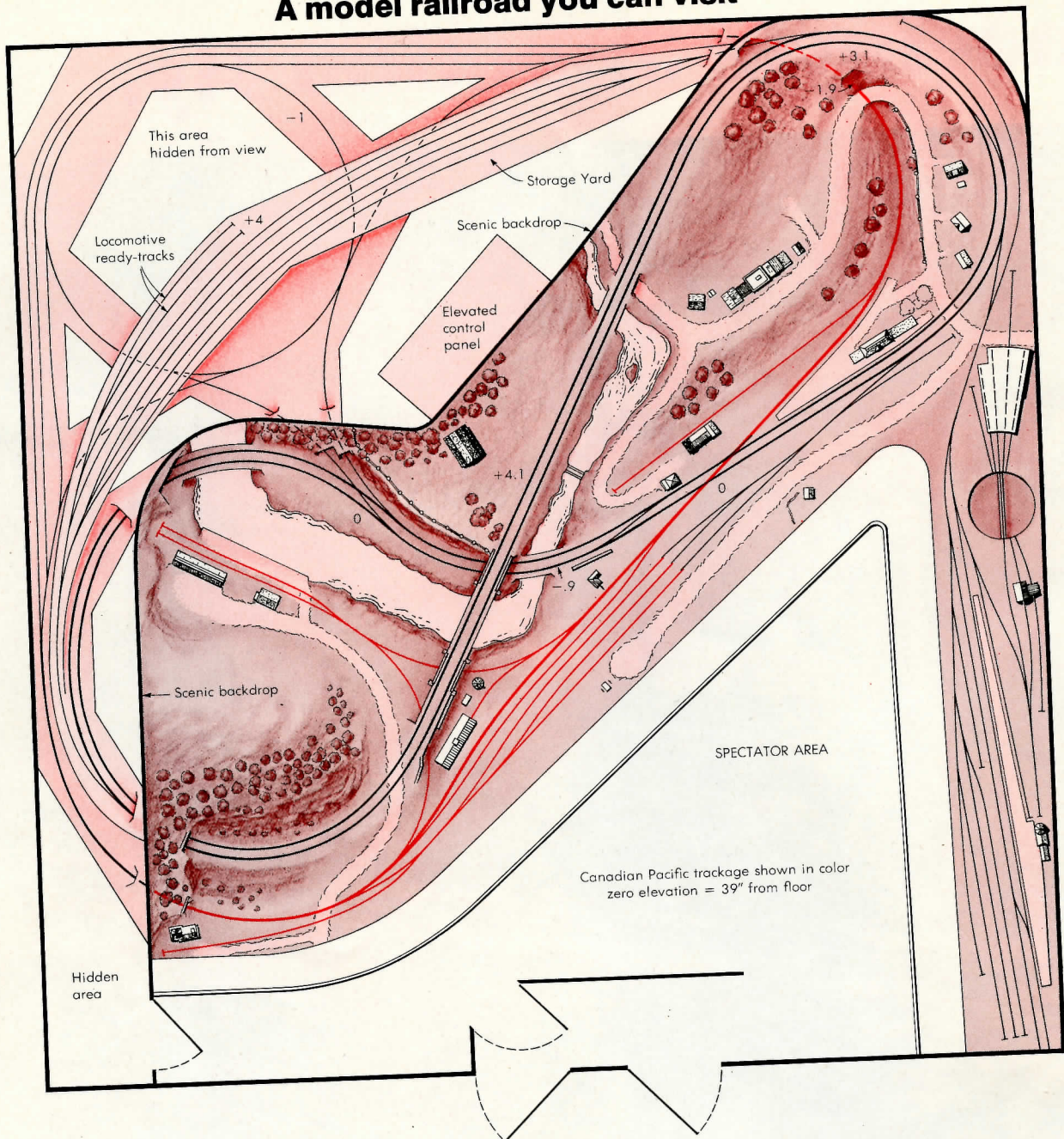
→The Maple Leaf's arrival at the junction has temporarily put a crimp in the CP switcher's activities. In a few moments the big Northern will be under way and things will be back to normal.

↓Rugged, rocky hills abound in the Niagara Escarpment, so they are included along with wide, sweeping curves and carefully matched turnouts to make the layout seem larger than it actually is.





## A model railroad you can visit



# The Aberfoyle Junction Ry.

A first-rate Canadian 1/4" scale display layout with an interesting theme

BY JIM HEDIGER

CANADIAN RAILROADS have always appealed to me because of their unique combination of American-style railroading with a very distinctive flair. Accordingly, I was quite pleased to visit the Toronto area and see the Aberfoyle Junction Ry. in person. The trip was well worth the effort, because the Aberfoyle Junction Ry. turned out to be one of the finest "state of the art" layouts I have seen, and it was built with a high degree of prototype fidelity in 1/4" scale. The stated theme of

creating a railway scene in southern Ontario during the 1950's has been accomplished.

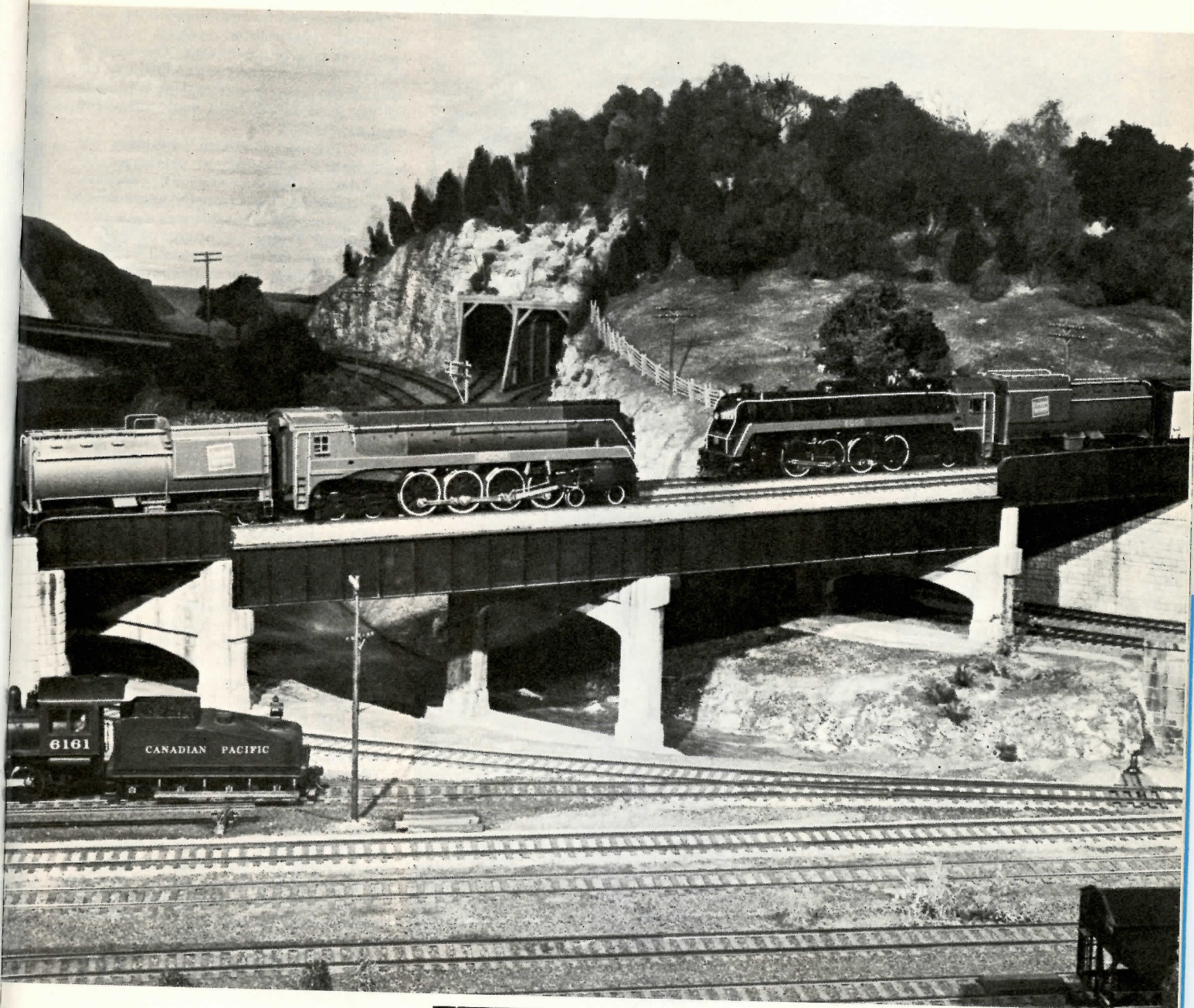
The Aberfoyle Junction layout is different from most in that the builders limited it to a single junction location. No attempt was made to model a whole railroad or a division. Instead, a major junction was simulated complete with an interchange yard and branchline enginehouse. Hidden staging yards allow the operators to bring any combination of trains onto the scene

that may be desired. In most cases, the double-track loop is used for Canadian National trains and the single-track loop carries Canadian Pacific trains.

Construction of the layout was started in October 1972 by Frank Dubery. With the help of some friends, Frank opened the layout to the public in October 1973. At the grand opening the layout was fully operational, but scenery was only about 75 percent completed — quite a feat when one considers that this included handlaying all

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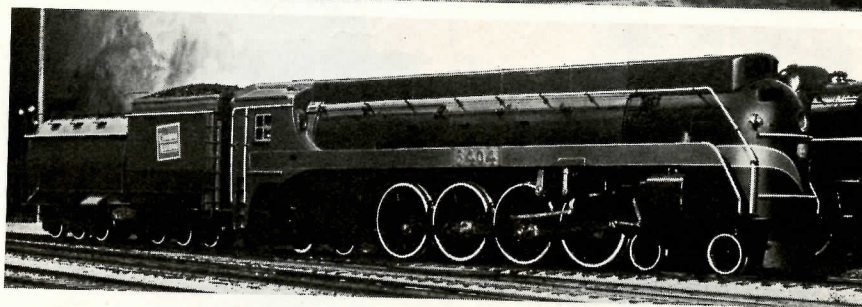




the track and building 62 turnouts and 4 crossings. Most of this effort was made in spare time and on weekends. The balance of the scenery was completed in 1974 and the main yard and roundhouse were added in early 1976.

The construction standards of the Aberfoyle Junction Ry. were set at a maximum grade of 1.3 percent, a 60" minimum main-line curve radius, and no. 8 turnouts. Great care was used in building everything that involved the trackwork. In each location, the proper-size steel rail was used to match a similar prototype situation — 132-pound rail for main lines, 100-pound for secondary tracks, and 85-pound for the yards and industrial spurs. All of the trackage is ballasted with scale-size stone held in place with white glue. The result is a layout with excellently proportioned track that looks good and runs extremely well. In all, this involves some 836 feet of track (about 350 feet of this is hidden in the rear staging area).

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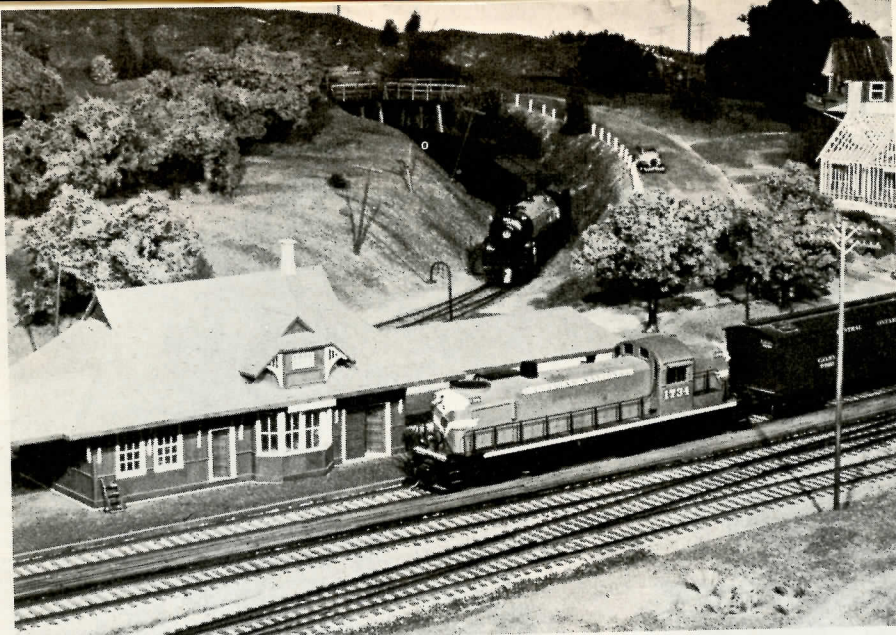


Top photo. CN 6404, heading the Maple Leaf, meets 4-8-2 6060 on the high line at speed. The prototype for the model of 6404 (closeup photo above) was CN's premier engine of the 1950's, so this black, green, and gold 1/4" scale model is used on one of the Aberfoyle Junction passenger trains.

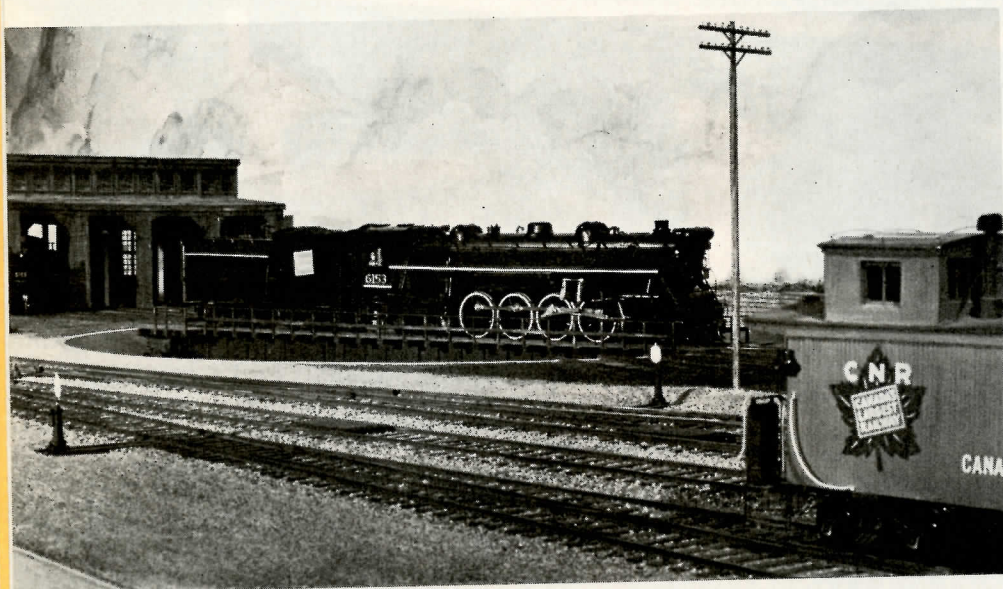
To run the layout, a major control panel is located in a balcony which overlooks the junction. It has the usual block controls and turnout levers plus three large Variac power packs that were built for this installation. All turnouts are equipped with rotary-relay switch machines that are controlled from the balcony. With this capability and Kadee automatic couplers on

the equipment, all train movements can be made by remote control from the central control panel. Most visitors do not even realize that anyone is controlling the action on the layout, because everything below the top of the backdrop is brightly lit. Anyone at the control panel is in the shadows above the lighted area and is nearly invisible.

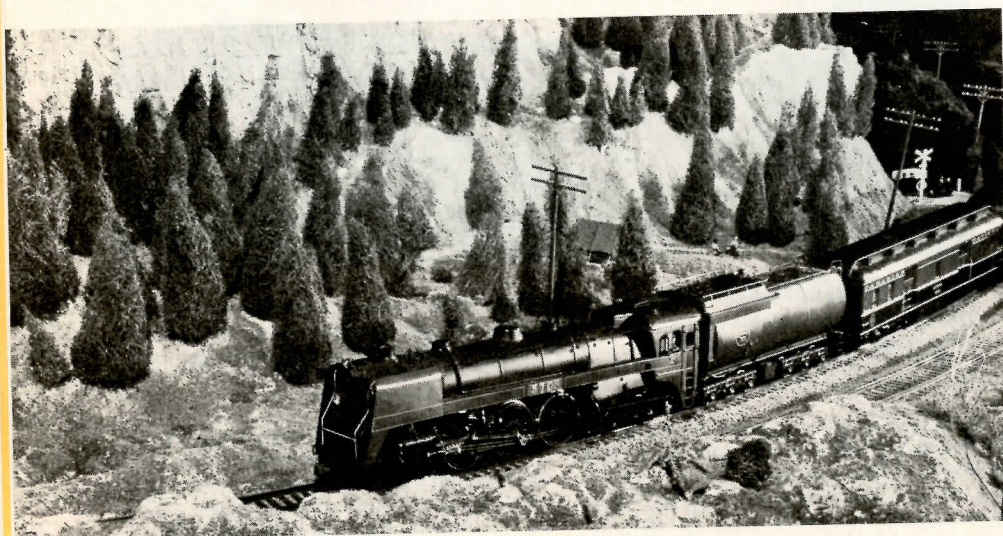




Traintime at the junction finds CN 1734 holding the main line while a CP local approaches the station.



At the end of a run, Northern 6153 backs onto the turntable en route to the roundhouse for a quick inspection and a lube job. The turntable is built with an automatic alignment and control system.



CN Hudson 5703 is slowing down as it enters the curve in front of the rocky escarpment that is modeled from a prototype nearby. In a few moments the big 4-6-4 will disappear into a tunnel, loop through the staging area, and reappear on the lower level heading into the junction station and interlocking plant.

The rest of the layout follows fairly conventional construction methods with an open grid type of benchwork. The scenery is a Hydrocal hardshell with additional details carved into a second coating of plaster. Foliage is simulated with finely sifted and dyed sawdust.

The junction station building is scratchbuilt following a prototype CP structure at Weston, Ont. The enclosed water tower was built from CP engineering drawings and the turntable was made from a Canadian Bridge Co. prototype used by both CP and CN. The turntable is completely automatic with a pushbutton selection device. A locomotive is spotted on one of the incoming lead tracks. All the operator has to do is push a button to indicate the starting location and another for the track the engine is to wind up in. Then the turntable will align for the approach track, move the engine forward onto the table, turn to the selected stall, and run the engine into the roundhouse. A similar procedure brings the engine out of the roundhouse and delivers it to the outboard track ready for service.

One of the most impressive parts of the layout is the actual junction between CN and CP. It has a tower and fully operational interlocking signals of the semaphore type. The semaphores are motor-driven, so they move with a very realistic slow motion from one indication to another. It's really impressive to watch the CP signal clear so an eastbound train can come into the station. As soon as it clears the circuits, the CN signal will clear and a westbound CN train will roll through — a situation that must have happened innumerable times on the prototype.

To complete the picture, the Aberfoyle Junction Ry. has a fine collection of custom-built Canadian steam locomotives modeled by Charles Bard. All of the locomotives are made of brass, with heavy-duty mechanisms and big motors for long life. They are all excellent-running machines, and each locomotive is detailed to match a specific prototype engine as it appeared in the 1950's. The CP engines include no. 144 (a class SA 4-4-0), 2863 (H1c 4-6-4), and 6161 (U3c 0-6-0). CN is represented with no. 5155 (a class J-4f 4-6-2), 5703 (K-5a 4-6-4), 6060 (U-1f 4-8-2), 6153 (U-2c 4-8-4), 6167 (U-2e 4-8-4), 6218 (U-2g 4-8-4), 6404 (U-4a 4-8-4), 7470 (O-18a 0-6-0) and 1734 (MR-10a roadswitcher). Frank thinks so much of Charles' work that all of these engines are removed from the premises every night for security reasons.

The balance of the rolling stock is a mixture of about 65 cars, including 20 CN types, 10 CP, 3 Toronto, Hamilton & Buffalo, and the balance from various U. S. lines. Three five-car passenger trains (two CN and one CP) were scratch-and-parts-built by Craig Webb. These models all feature interior detailing and passengers.

All in all, the effectiveness of the Aberfoyle Junction Ry. is excellent. It is a combination of fine workmanship, carefully balanced design, and up-to-date techniques. Any reader who would like to see the Aberfoyle Junction Ry. will find access is easy. It is open every Sunday from May to October at the Aberfoyle Antique Market in Aberfoyle, Ont. (just off Brock Rd. 2 miles north of Hwy. 401 interchange 37). There is a nominal admission fee to help pay the rent.

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