The Great British Train Show 2024

April 27th. & 28th.

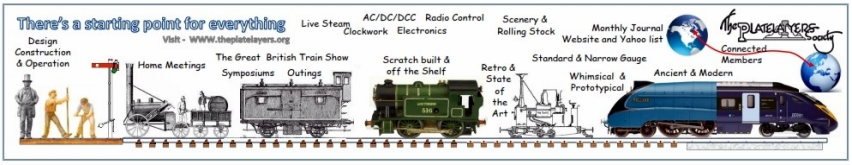
Welcome to the Great British Train Show

Chairman's Greeting:

On behalf of the members of the Platelayers' Society, welcome to the Great British Train Show of 2024. We hope that you will have a safe, interesting and enjoyable experience and maybe even be encouraged to take up or return to a hobby which some of us have enjoyed for most of our lives.

I would like to thank our major sponsor, Rapido Trains UK, our vendors and exhibitors, and the Society's members for their support and hard work to make this show happen. Thank you for coming and supporting GBTS 2024, and I hope you enjoy the show.

Graham J. Parsons



A Message from the G B T S Managers

The Platelayers' Society has a rich history of organising shows for fellow enthusiasts since 1972.

In 1972, before the Platelayers' society was formed, a group of railway modelers and railway enthusiasts with a loose association to the British Railway Modellers of North America (BRMNA) organised an International Convention at the Andora Hotel in Toronto. This show was not open to the public, it was simply an opportunity to display portable model railway layouts and for a few vendors to sell their wares, in essence it was a super club meeting.

This same group of railway enthusiasts formed the Platelayers Society in 1977 as a way to bring like-minded railway enthusiasts together. The society continued to host closed mini meets in rented facilities and hotel conference rooms, about eight in all.

In 1992 we opened the show up to the public with the first biannual Great British Train Show. We keep it biannual to give the exhibitors more free time to improve their layouts between shows. We used the title The Great British Train Show because it has a nice ring to it.

The exhibitors and vendors look forward to this show as a way to meet up with old friends, make new ones and share our hobby with you.

Behind the scenes, we have a team of volunteer show staff who work together on putting on this show - it's a hobby within a hobby. We like to think that our show quality improves continuously and that you enjoy it.

We are all very privileged to continue this tradition of putting on a top-notch railway show every two years.

Show Managers - Mike Walton and James Blackadar

Exhibition Field

E1	Rapido UK
E2	Thomas-Elsbridge-Maithwaite
E3	Hornby Clockwork
E4	Chewed Moor
E5	Cricut Cutting Demo's
E6	Trains by Luke
E7	Leadenham
E8	Nemo Engineering
E9	Brunswick Dock
E10	Balmoral Road
E11	From Pixels to Prototype: Customising Your Layout
E12	MERG
E14	Toy Trains of India
E15	Carfen
E16	Meccano
E17	Hornby Dublo
E18	St. Blazey Clay Line
E19	Roweham
E20	Gauge 1 MRA
E21	Crows Nest Tramway
E22	Bog Hole and Flushing Cisterns
E23	Trix Twin
E24	Glenmule
E25	Navigation Hill
E26	Oakshire
E27	Lemon Curd & Gin Factory Sidings
E28	Portsmouth & Hilsea Light & Power Gas Plant
E29	Static 7¼" Gauge model & Pop Rivet Shunting Layout
E30	WNWB & Golden Horseshoe Live Steamers
E31	Ardleigh Bitten/7 1/2" scale Deisel Locomotive
E32	Whitford Green

Vendors Circle

V1 Tony Potter ..... British Model Cars

V2 Alan Lines ..... Tri-ang Trains

V3 Peter Scrimshaw ..... Hornby Dublo Emporium

V4 Tom Smith

V5 Feisal Damji ..... FAZ Trains

V6 David Higgott

V7 Allison Mora

V8 Andrea Motrosovs

V9 Dave Venables

V10 Doug Woods ..... International Diecast

V11 Dean Beech

V12 Art Parker

V14 Alan Farmer

V15 David Watson

V16 Nigel Doran ..... British Model Trains

V17 Wendy Day Hamilton Model Building Supplies

V18 Robin Dodson ..... Rolling Stock

V19 Steven David ..... Fares Please

PL1 Platelayers Society Information

PL2 Platelayers Bring ‘n’ Buy

Exhibit 1 - Rapido

Welcome to the Great British Train Show!

Things have certainly changed here at Rapido Trains UK since the last show. We have delivered our first locomotives in OO and N - the Hunslet tank and Class 28 diesel respectively. Our first SECR wagons had just arrived at the time of the last show, but now an entire train of four different SECR wagons and a brake van are available, and very soon we will have the fabulous SECR O1 class to pull it.

Dozens of different projects have been delivered since we last met and there are nearly two dozen more in design and production, including quite a number of unannounced projects.

A particular highlight recently has been the delivery of our Titfield Thunderbolt sets. These sets, the wagon packs and the buffet car have all been delivered to many happy customers. So popular were these that we were nominated - and won gold - with them in the British Railway Modelling magazine awards. To complete the set, our all-new Bedford OB bus will shortly be arriving, including the Pearce and Crump Titfield version.

Looking forward, we will shortly have our S160 models on sale. These American locos have been much requested, and hardly a day goes by without someone asking us if they are ready to go on sale. We assure you it won't be long and they will definitely be worth the wait.

Our team has grown in the last few years and now we have nearly a dozen staff on the books, based in a number of locations around the UK. To house the ever-growing business, we have also doubled our physical space, taking on a further warehouse and offices in Staplehurst.

This year we are delighted that our General Manager Andy can attend the show, alongside familiar faces from the Rapido Trains Inc. team. Andy has also brought a great box full of engineering prototypes and production samples of our current and forthcoming products for you to inspect and enjoy.

Don't forget to swing by our booth and take a look at what we have to offer, and say hello to the team. We look forward to meeting you all.

Happy modelling!

The Rapido Trains UK (and Inc) Team.

Exhibit 2 - Thomas - Elsbridge - Maithwaite

Presented by: Robert Magee

This 19'x13' 1:32 scale layout features two replica stations, several replica engines and dozens of replica rolling stock from the iconic children's television show "Thomas the Tank Engine & Friends". Since its debut 40 years ago this October, Thomas and his friends have dazzled generations of children and adults alike with their charming and nostalgic 1930s British inspired railway on the Island of Sodor (created by Reverend Wilbert Awdry and brought to television by David Mitton and Britt Allcroft).

In the same scale as the original model show, Gauge 1, the layout utilizes many of the same company products the crew members used to create the cast of characters for the show: Märklin produced the chassis for most of the engines, Tenmille provided the rolling stock and the track was manufactured by Peco.

The models of Thomas, Gordon and Toby were created by Jacob Jarrett, Henry and Percy by Parker Taylor and James and Stepney by Eric Pierre Drouin. Most of the buildings were hand built and painted by Jacob Jarrett with the iconic signal box and bridge from the show's famous (or infamous) intro built by Covey Middleton of Australia (both of whom made the model of Edward). The rolling stock were assembled by Jacob Jarrett, Parker Taylor, Louis Cantone, Adrian Cocking, Bo Friese and Jack Davies. Rob Magee began producing this layout in the Autumn of 2021.

Exhibit 3 - Hornby Clockwork O Gauge

Presented by: Andrew Bosson

It all started when I was a small boy, as a privilege and as a wet weekend was forecast, I was allowed to play with my dad’s small collection of his childhood train set! This was stored in the loft of our child hood home. Fast forward about 20 years, he’d emigrated to Canada and upon my dad’s passing I inherited his small collection. I made the mistake of buying a manual on Hornby 0 gauge, then I found out all the other items they manufactured. I was hooked!!!!

Now the collection has vastly increased as you will all see at the show!

Exhibit 4 - Chewed Moor

Presented by: William Bickley

A small village, nestled in the idyllic rolling hills of England's north country, with a thriving industrial town to the south: welcome to Chewed Moor, The Buffers Model Transportation Club's new miniature world depicting trains, boats, planes, and more.

Our fictional Chewed Moor is loosely based on the real village of Chew Moor, near Bolton in Lancashire. In the real world, locals may recognize Chew Moor as being only a mile away from Lostock Junction.

The basic railway track plan is a continuous-running double main line, including an industrial shunting area to manage the many revenue-earning diesel locomotives that get dispatched all across the country.

The time period is within living memory, and perhaps is best described as the "British Rail Blue" era. But Chewed Moor is unique because it has been chosen as the site for the soon-to-be-famous "Northwest Preservation Railway" and is proud home to all manner of preserved engines from all regions and eras, including steam and diesel traction.

Many will remember Ardleigh Bitten, our previous layout. The name was the source of mirth to some, and a sour taste for others, and we were hungry to maintain some continuity. After soliciting and digesting many suggestions, we selected Chewed Moor from the menu.

Bon Appetit and enjoy your visit to Chewed Moor!

Exhibit 5 - Cricut Cutting Demo's

Presented by: Roy Hickman & Charles Long

Cricut makes smart cutting machines that work with an easy-to-use app to help you design and cut almost anything including model buildings and various parts for model making.

Exhibit 6 - Trains by Luke

Presented by: Luke Baker

Child/Youth models mostly of Thomas and Friends made from recyclable material and art supplies.

Exhibit 7 - Leadenham

Presented by: Phil West & the Dundas MRC

An exhibit based on the village of Leadenham on the Great Northern Line in Lincolnshire, England.

The branch line was opened in 1867, Leadenham Station was built in 1876, the line was closed in 1965 and the station is now a private home.

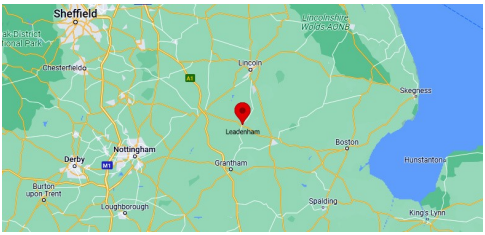


Exhibit 8 - Nemo Engineering

Presented by: David Knight

A small engineering concern with rail service.

Built to P4 standards the layout features: tight curves, unusual turn-outs, code 55 rail all held in place with hot glue. Rolling stock consists of kit built and converted RTR wagons, tiny engines both kit built and converted RTR and structures mostly made up from Scalescenes kits. The track plan is based on Gordon Gravett's "Arun Quay" with a Barry Slip replacing the outside slip on the original. More of a shunting puzzle than a realistic layout but fun/frustrating to operate depending on how patient you are.

Exhibit 9 - Brunswick Dock

Presented by: Graham Parsons
4 mm Scale (1:76.2), EM (18.2 mm) Gauge

Brunswick Dock is a fictitious example of the branch lines of the Great Eastern Railway that served the dock area of the East End of London up until the 1950s, though the layout is set in the summer of 1914, immediately before World War I. Though there was no Brunswick Dock in the Port of London, Brunswick Wharf and Pier did exist on the River Thames next door to Blackwall Station and the West India Docks.

The line serves four main industries:

- A Coal Wharf on one of the waterways running into the Thames, which supplies coal and other necessities to ships moored in the docks or on the river. This was a legal way of providing fuel to ships in the port while avoiding the payment of dock fees. The GER operated its own Coal Wharf at Devonshire Street on the Regent's Canal.
- A factory manufacturing pumps and related equipment, in demand for water and sewage works, fire prevention and similar applications.
- A Brewery, which receives malt, hops, yeast and coal, and ships spent grains for cattle feed, and some beer, though most of the output is delivered locally by road.
- The Dock itself is represented by an exchange siding with the Port of London Authority Railway, for imports and exports of almost any kind of commodity.

There is also a small passenger station for local trains from Stratford and Fenchurch Street, used mainly by dock workers, though these services are under threat from the cheaper and more frequent trams operated by the London County Council Tramways.

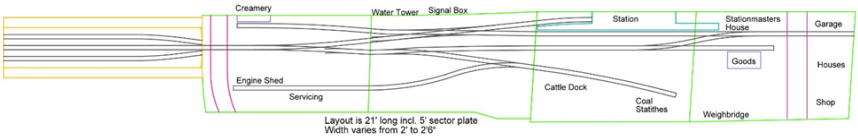
Locomotives, rolling stock and structures are partly scratch-built and partly from kits, and control is by conventional DC.

Exhibit 10 - Balmoral Road

Presented By: John Kendall

An Eastern Region Branch Line Terminus in 0

I started building this in 2017 after switching from 00. It was designed to fit in my basement and I can just get round the back.



Taken at last years Exporail. (R. Ullyott)

Track: Peco plain track with most of the turnouts handmade.

Buildings: A mix of Scalescenes and Lcut kits.

Prices are reasonable and the choice is broad.

Control: NCE DCC. Turnouts are actuated with Tortoise and Wabbit stationary decoders.

Rolling Stock: Locos are RTR, mostly steam but some 1st gen diesel. Most of the wagons are kits.

I like to introduce new features for every show and GBTS will be no different.

Exhibit 11 - From Pixels to Prototype: Customising Your Layout

Presented by: Ian Clarke

Tired of the same old buildings and people on your layout?

Personal computers are an essential tool for creating a model railway that's really yours. Low-cost hardware and software that's often free mean you can step away from store-bought buildings, figures and accessories and create objects that truly reflect your interests.

This display showcases the many ways in which computing can enhance a train layout, from signage and branding, to professional-looking control panels, to 3D printed buildings and figures, and digital lighting, sound, and animation.

Exhibit 12 - MERG

Presented by: Alan Lomax

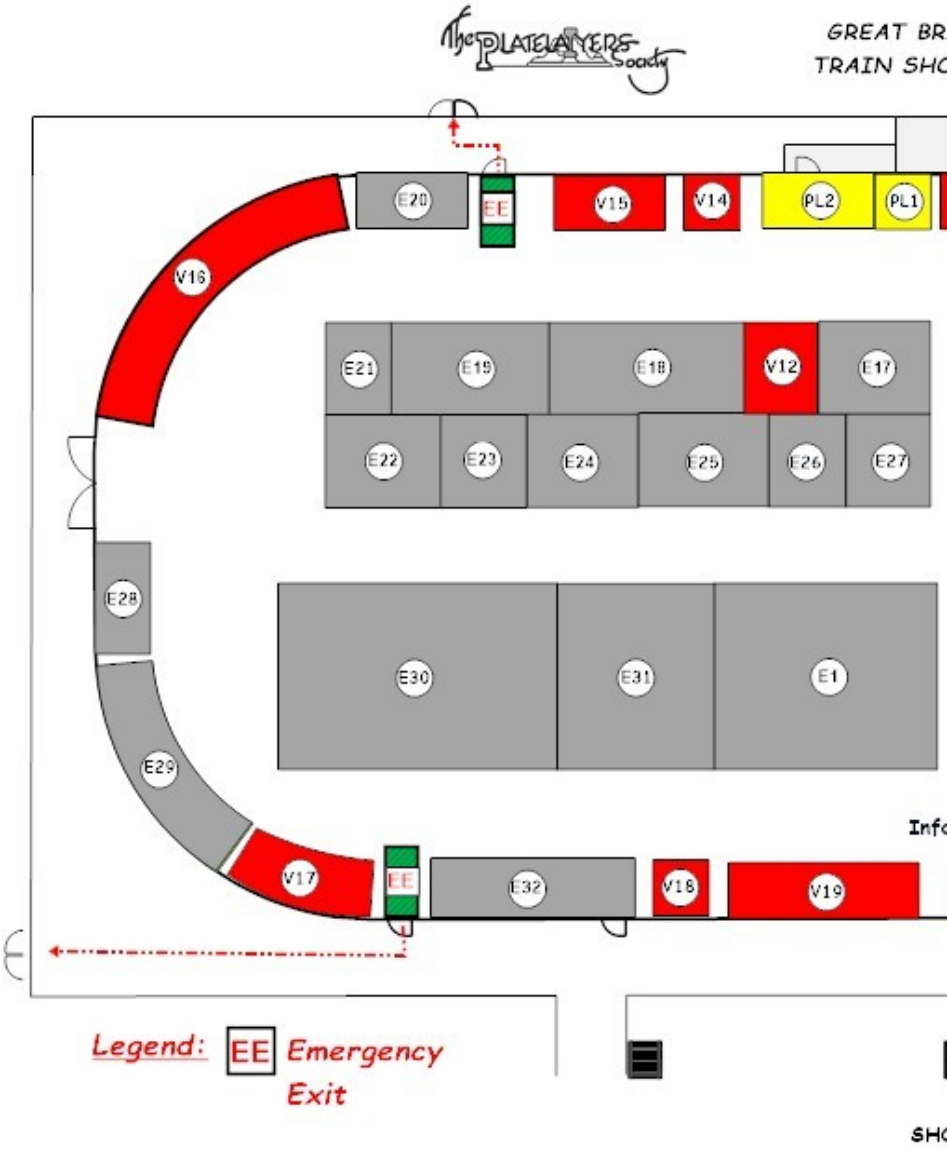
MERG = Model Electronic Railway Group.

A global club for using electronics on model railways.

This table will have a double wide poster board and literature including how to sign up.

I will have on hand sample electronic kits that MERG sells to members. These will be from my own stash (as examples only) and will not be for sale.

MERG®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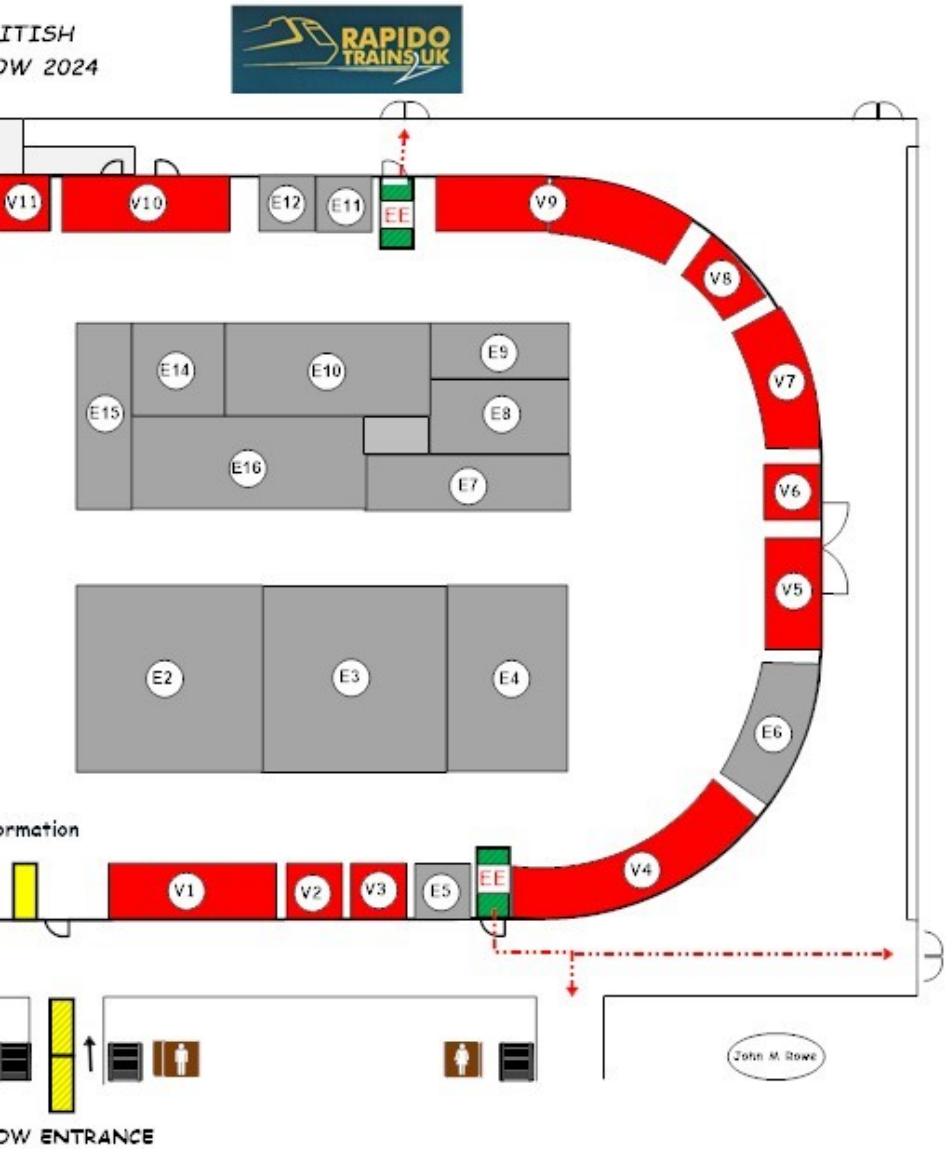
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Exhibit 14 - Toy Trains of India

Presented By: Ajit Singh

India's toy trains:

Darjeeling, Shimla & Neral Matheran to name a few.

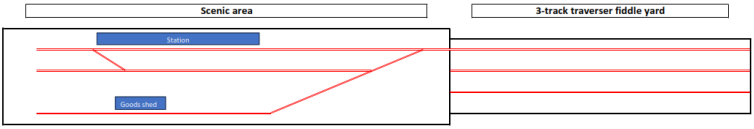
Small-sized engines running on slim tracks, India's first mountain railway was playfully referred to as a 'toy train' by Darjeeling residents. The name stuck, and India's network of narrow-gauge trains are all now affectionately known by the moniker.

The layout features 2 oval tracks, one above the other to give the appearance of a hill railway. Locomotives on the layout include DHR 0-4-0 saddle tank, Shimla Rail Car, 0-6-0T and some Diesel locomotives.

All the locomotives and rolling stock are predominantly scratch built, the DHR loco and the Neral Matheran diesel are built from kits.

Exhibit 15 - Carfen

Presented By: Les Buckman
4mm/EM gauge

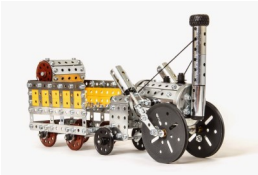


Carfen portrays a fictional small terminus of the Great Western Railway somewhere in the Welsh Borders. A lot of the scenic side in particular was very much a learning experience (static grass particularly – can't say I'm there with that technique yet – and the backscene - a few bubbles are still extant after trying to use wallpaper paste to affix it to the ply backing).

Operation is analogue, using a Gaugemaster handheld controller. Plain track is off the shelf SMP bought nearly 40 years ago from the model railway shop by King's Cross station in London where I was the Saturday boy through the 1980s. The points are my own using C&L components bought more recently, with wire in tube operation, using DPDT switches to change the frog polarity. Stock is a mix of kit built and RTR converted to EM, all with 3-link/screw couplings using the hand-of-god to couple and uncouple. The two buildings are Wills/Peco kits.

Exhibit 16 - Meccano

Presented By: Colin Hoare



Meccano is a brand of model construction system created in 1898 by Frank Hornby in Liverpool, England. The system consists of reusable metal strips, plates, angle girders, wheels, axles and gears, and plastic parts that are connected using nuts and bolts. It enables the building of working models and mechanical devices.

The Canadian Modeling Association for Meccano & Allied Systems (CMAMAS) is a group of people who are enthusiasts of metal modeling systems. We produce a quarterly newsletter, Canadian MeccaNotes, written and produced by Meccano enthusiasts for Meccano enthusiasts. In addition, we exhibit models at numerous events.

Exhibit 17 - Hornby Dublo

Presented By: Chris Prentice

Hornby Dublo was manufactured by Meccano Limited of Liverpool, England from 1938 to 1964 before being merged with Tri-ang, another British model railway manufacturer. The scale is OO (4mm/foot), slightly larger than HO but with the same track gauge. It was available originally in 3-rail using tinplate track with the centre rail as the power rail. In 1958, a 2-rail system was introduced. From its introduction in 1938 to the second world war, the system was also available in clockwork. Hornby Dublo was regarded as the premier model railway system in the UK and throughout the Commonwealth by virtue of its realistic design for the time and excellent engineering which allows these Meccano products to continue to run reliably many years after manufacturing ceased.

The Hornby Dublo Group, based in the Greater Toronto area, was formed by a chance meeting of Chris Prentice, Simon Taylor, Scott Neilly and David Craig at the Weston Harbour Castle railway show in 1980. A core group of seven collectors today get together periodically for a running session at members' homes.

Exhibit 18 - St Blazey - Par Branchline, Cornwall

Presented by: Gerald Harper

The granite range called Dartmoor runs along the length of Cornwall in SW England and is rich in clay deposits which have been extracted for several hundred years to be manufactured into high quality porcelain wares. The topography is such that each mine or group of mines would ship their product down the nearest river valley to either the north or south coast from where ships took it to manufacturing centres. These transport corridors started as horse and cart trails and were subsequently upgraded to rail lines. Those running to the south coast all had to cross the GWR main line when it was built to Penzance.

This model represents the branchline connecting the town and mines at St. Blazey with the port at Par via the Par Junction crossing of the GWR. The total length of line was only some 3 miles. Panier tank engines hauled the open wagons back and forth either to the junction for onward rail transport or to the port for loading into coastal ships. The fine white clay powder was either packed in sealed barrels if going by ship or in wagons covered with tied down tarpaulins if going by rail.

There were several mines in the highest hilly areas each connected by a narrow-gauge incline tramway to the processing plant where the clay was washed, cleaned and dried for packing and shipment.

The model represents the narrow-gauge lines, the loading plant and standard gauge branchline to Par Harbour. At some later stage I may add a fifth module representing Par Junction.

The standard gauge (O scale) and narrow gauge (HOn3 scale) are operated by a Lenz DCC system controlling mostly sound equipped locomotives. Time period modeled is the 1920s.

The station at St Blazey closed some 90 years ago, but still marks the beginning of the single line section towards Goonbarrow.

Exhibit 19 - Roweham

Presented by: Brian Dickey
7mm Scale

This model railway is an effort to represent a small Great Western Railway Branchline terminal circa 1947 - the last year of the GWR as a separate entity. The layout track design and operation do not reflect a particular location, although the Station, Goods Shed and Water Tower are models of actual buildings on GWR's former Abbotsbury branch (which was a bit west of Weymouth).

The display is now mostly completed, but continues to evolve as more details are added. Present are most of the usual structures associated with a small rural outpost of the railway, such as Station, Goods Shed, Coal Merchant, Yard Crane, Water Tower and Cattle Dock. There's also a private repair shop which would look after local vehicles and farm equipment.

The models are built to the scale of 7mm: foot (1/43.5 actual size). The locomotives, which represent types normally used on GWR branch lines, are equipped with DCC and sound. The layout is 16 ft. long (in 4 ft. sections) and 19 in. wide. Track is Peco code 124 and turnouts are controlled by a manual linkage under the layout.

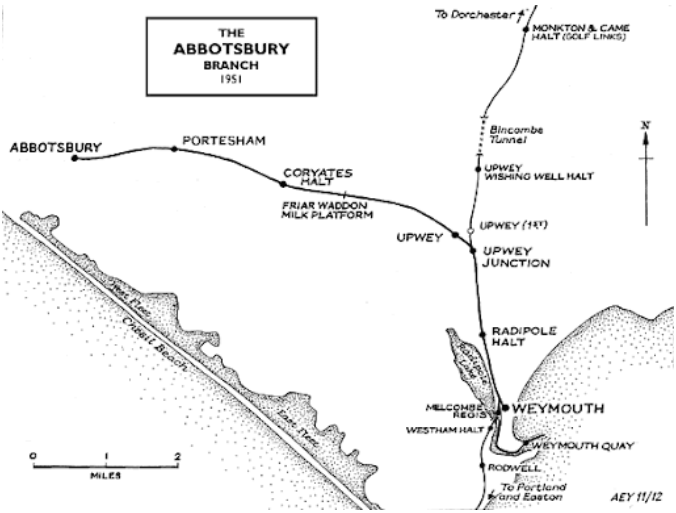


Exhibit 20 - Gauge 1 MRA

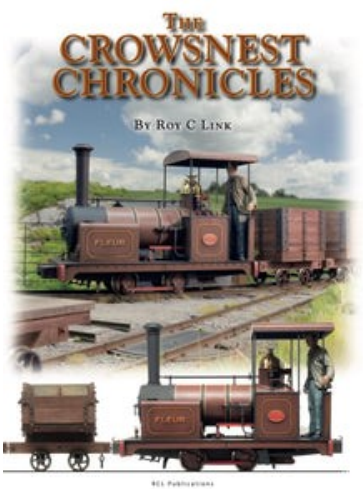
Presented by: Rod Clarke

This will be a static table display of Gauge 1 live steam locos and rolling stock. With an electric RC track along the foreground.

Exhibit 21 - Crow's Nest Tramway

Presented by: Craig Perry

Prolific Narrow Gauge Publisher and gifted modeller Roy C. Link spent many years devoted to researching and modelling the little known Shropshire lead mining railway known as the Crowsnest Tramway.



From its early beginnings as a plateway, through the coming of steam, closure, reopening and on to final oblivion this railway has weaved its spell. In truth, it is a fiction, though many connections with actuality exist, which may be why it all remains so fascinating.

Exhibition of Roy's final 16mm version at this years GBTS will mark it's North American debut.

Roy C. Link

Exhibit 22 - Bog Hole & Flushing Cisterns

Presented by: Ian Grimwood

Bog Hole -

This is a "*Herriot-esque*" North Eastern Railways Layout built to 2mm Scale Association Standards. The "museum diorama" with its high presentation approach forces a controlled viewpoint, which is ideal for suggesting distance with viewing angles severely restricted and preventing aerial views common with more "open" layouts. Despite its small size and only having three short turnouts and buffer stops, Boghole still presents a working terminus branchline station with a fair degree of operating potential using short trains and small wheelbase locos. Track and points are handmade using Code 40 bullhead rails with solder blob chairs and PCB sleepers. The structures are all scratch-built from styrene and although the layout is not based on one location the buildings are modelled on those at various locations.

Flushing Cisterns -

Flushing Cisterns is a 2mm Finescale (2FS) micro-layout representing a fictitious ex-GWR country station in the 1950s. The layout is just over 36" in diameter with a sector plate hidden behind a backscene. This a layout for enjoying tail-chasers grinding along sharp curves at slow prototype speeds. The track is hand-built Code 40 bullhead rail on PCB sleepers and the turnouts are fully functional. The scenic aspects of Flushing Cisterns are emerging steadily with a small halt, a goods yard, and a rural village road junction with two bridges and a level crossing. Some of the locos and rolling stock are scratch built/kits but most are commercial British N-gauge conversions using 2mm Scale Association components. Flushing Cisterns fits into a plywood transit case which takes up little floor space.

Exhibit 23 - Trix Twin

Presented by: Keith Jones

TRIX The layout is a very simple 6' x 4' rectangle with a track plan based on a "Master Plan Layout" published by Trix Twin in the 1950s.

It was built and is owned by Keith Jones, the Canada/US representative to the Trix Twin Railway Collectors Association (TTRCA).

The track has three insulated rails on a bakelite base, which is the track introduced to the UK by Basset-Lowke in 1936.

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Exhibit 24 - Glanmule

Presented by: Jim Martin

This is a dual gauge (standard and narrow),. Built as an experimental side project to my S scale interests, to discover how economically a fully functional O scale layout can be constructed. I have stayed inside the $500 limit I set for myself. I have submitted a magazine article which, if published, I hope will guide beginners or those on a tight budget, into the hobby.

Exhibit 25 - Navigation Hill

Presented by: James Blackadar - Mike Hall
EM Gauge 18.2mm

Known as "The city that made everything", Leeds, England had an abundance of railway lines, junctions, triangles, stations and yards. Railway lines and canals fed the economic engine of Leeds and Navigation Hill portrays a small, imaginary marshalling yard on the edge of the city. Here, goods trains, carrying a wide variety of manufactured items as well as mineral and agricultural traffic, were received, marshalled and sent onward to their final destination. A cattle dock, situated at the far end of the yard, served the local Cattle Market. The L.M.S. and L.N.E.R. jointly operate the yard, with locomotives from each company replenishing in the locomotive siding near the bridge.

The trackwork has been hand-built to EM gauge of 18.2mm using nickel-silver rails soldered to copper-clad sleepers. Scenery is a mixture of cardboard, paper-towel, sawdust and plasticard. The brickwork for the civil-engineering works is made from CAD drawn, laser-engraved cardboard. The layout is operated using Digital Command Control and Arduino computers have been utilized for a couple of features on the layout. The layout has been built by James. The locomotives and wagons have been built either by Mike or James; please don't hesitate to ask us about them.

The layout is inspired by the fine modelling of Ron Smith. He was a great friend and is sorely missed.

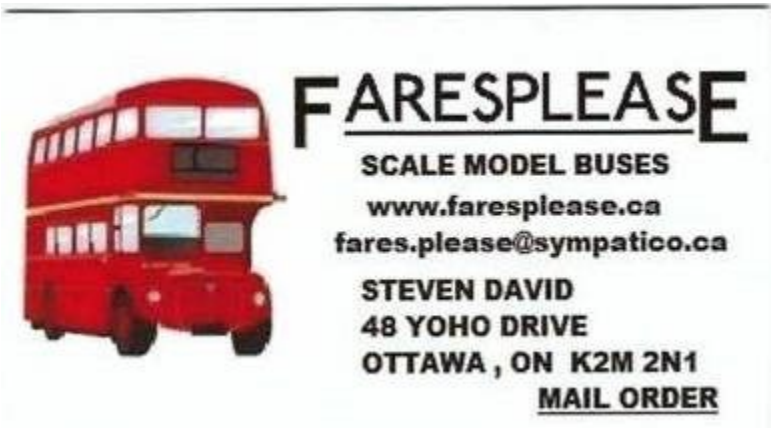

Exhibit 26 - Oakshire

Presented by: Hamish Blackadar

The small county of Oakshire, is nestled amongst the scenic rolling hills of England.

This fictional layout depicts a scene containing houses, shops, a quarry, three stations, and a road leading over a bridge to a potential future section of the layout. Goods trains carrying stone and coal, and passenger trains carrying passengers are being moved around (by me).

I started this layout back in 2018 after seeing my dad's Navigation Hill. I did get a lot of help from my mom and dad, because I didn't know how to make anything other than a mess of cardboard, so they guided me on how to build the layout, although there are some things that I still can't do: Soldering, some electrical work, etc.

Fast forward to today, the layout is in a presentable state for it to be shown in public. This layout is modelled in OO gauge, and operated by a conventional DC controller (although I may upgrade it to the fancier DCC controller in the future). I hope you enjoy my layout.

Exhibit 27 - Lemon Curd & Gin Factory Sidings

Presented by: Peter Hughes - John Rowe

A work-in-progress:
During the Middle Ages, a group of monks sought refuge from the world and discovered a secluded vale, hidden from prying eyes. It was there that, over the years, they perfected their special blend of two products dear to them: gin and lemon curd.
As time progressed, the need arose to venture out, and they soon found an untapped demand for their concoction.
Their industry flourished, and they gained renown across the country. However, their success was short-lived as King Henry VIII enacted a policy in 1536 to dissolve and seize the assets of all monasteries in England and Wales.
Fortunately, the secret recipes were preserved, and many years later, the facilities and business were restored and prospered anew, even necessitating a rail service.
An N Scale, DCC operated shunting layout, cheers…

Exhibit 28 - Portsmouth & Hilsea Light & Power Gas Plant

Presented by: Robert Langois

8 x 2 ft display of a Coal Gasification Plant as at Hilsea near Portsmouth.

A coal gasification plant is an industrial facility where coal is transformed into syngas—a mixture primarily composed of carbon monoxide (CO), hydrogen (H_2), carbon dioxide (CO_2), methane (CH_4), and water vapor (H_2O).

Coal gasification involves breaking down coal using heat and pressure, resulting in the production of syngas.

The process typically combines coal with water, air, and/or oxygen.

Historically, coal gas was used for illumination, heating, and cooking before natural gas extraction became widespread.

Exhibit 29 - Pop Rivet Shunting Layout & Static 7¼" Gauge model

Presented by: Steve Moore

These 3½" Gauge trains are mostly made with sheet metal and put together using pop rivets. Better known as pop rivet trains they are a good example of simple construction trains running on curtain rails using no electricity.

A 7¼ gauge railway is a miniature railway that is mainly used in clubs and as a garden railway. Locomotives include steam, electric and diesel types. Most are built to an individual design but some are built from kits.

Exhibit 30 - Golden Horseshoe Live Steamers & Wednesday Night Water Boilers

Presented by: Chuck Lawrence

The Wednesday Night Water Boilers (WNWB) are an informal group of small-scale railway enthusiasts.

From early spring to late fall, they have weekly steam-ups with their trains on the various members' layouts which are generally within a 30 km radius of Oakville.

Throughout the year they are also to be found at the Hamilton Museum of Steam and Technology, running on the GHLS indoor track.

Members run a wide variety of miniature live-steam trains fueled by butane, alcohol, or coal. They also operate clockwork and battery-electric locomotives. Locomotives can be controlled manually or by remote control.

The portable and GHLS tracks are dual gauge, 32 mm and 45 mm.

At the GBTS the group will be showcasing British narrow gauge and standard gauge equipment, some scratch built.

Here is an opportunity to see a wide variety of unusual and historic railway equipment operating realistically, but in miniature.

Exhibit 31 - Ardleigh Bitten & 7½" Scale Diesel Loco

Presented by: Dennis Collins

The layout is based on BR Midland 1950s to 1980s, especially the former Midland Railway station at Bitton, although it is not an exact copy of the original station

The layout is approximately 10 wide and 18' long, using conventional DC control.

Ardleigh Bitton has been on the exhibition circuit in Southern Ontario for a number of years.

The layout has fully completed scenery.

Exhibit 32 - Whitford Green

Presented by: Mike Watts

S Scale (1:64) Layout

Whitford Green is my third S scale layout to be shown on exhibition, since my Wandle Valley Railway which featured at GBTS for several shows.

It is set in the north Surrey area of England just before WWI, an area served primarily by the London, Brighton and South Coast Railway. As was typical in so many parts of the UK, adjacent railway companies had running rights on certain competitors lines and in this case the London & South Western Railway ran a few trains in to the town, which is based on my 'home' town of Mitcham.

The layout comprises of the terminus station, with full scenery, and a fiddle yard, to enable trains to run out from the terminus, ready for the next departure.

The station buildings are based on Mitcham, LBSCR station and are accompanied by a new feature, a village green with rows of Edwardian shops. There is a basic loco yard for both LBS CR and LS WR locos.

Being a suburban area, the goods yard is only a small affair. Goods traffic was not a major feature of most London suburban stations.

Control is by conventional DC, by one person.

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