

ONLINE PREVIEW

Scroll down to view ticket information, descriptions and photos of
20 layouts on the 2018 tour.

**12th ANNUAL
BRANTFORD
PORT DOVER & SIMCOE
MODEL RAILROAD LAYOUT TOUR**

**SATURDAY, APRIL 7, 2018
9 A.M. - 5 P.M.**

\$5.00 PER PERSON

Children under 12 free when accompanied by an adult



TICKET LOCATIONS

March 1 to April 7

Credit Valley Railway – 2900 Argentia Road #24, Mississauga

Paris Junction Hobbies - 300 Grand River Street, Paris

Tiny Railroads – 479 Main St. of Delhi, Delhi

On April 7

Brantford Model RR Club - Behind 100 Waterloo St. Brantford

For information check the website www.brantfordmrclub.com

or contact Ted Black 519-770-4086 revtedblack@hotmail.com

Proceeds to Brant Food for Thought www.brantfoodforthought.ca

1. Paris Junction Hobbies –Store Layout

*Ticket Location from March 1- April 7
519-442-5800*

**300 Grand River Street, Paris N3L 3R7
(Next to Canadian Tire in the Northville Plaza)**

Name of Railroad	Store Layout		
Era and Location	Transition Era in Fictitious Town		
Scale and Size	HO	8' x 18"	100% track 95% scenery

General Information

A simple switching layout built by David Henwood to demonstrate and test locomotives, and to show customers basic model railroading techniques.

The layout uses SceniKing backdrops, flats and a few key structures to give the feel of small town Ontario.

Uses MRC Prodigy Wireless, with WiFi Module, for DCC; and Troller handheld throttle for DC.



2. Grand Valley Divisional Railways - Paris

Two New Layouts

Era and Location	Modern	Canadian anywhere
Layout #1	N 8' x 16"	100% track 100% scenery Point to Point elongated textbook switching (puzzle) shelf layout DC Cab Control
Layout#2	N 20'x 8'	80% track 45% scenery Free lanced "L" shaped layout currently under construction DC Cab Control

General Information

After 3 false starts (building and demolitions), this third rendition of Benchwork for a layout was built around 2010 and remained on the back burner for numerous years. I did construct 3 small portable fully detailed layouts (taking about 2 weeks each) which were sold for fundraising. It was only late last September, after being threatened by my modelling friends - that this layout began to get attention. This layout follows no prototype but mentally designed as a Railfanning layout. In other words, it will rely on its long runs through various scenic areas for its effect. It also allows for switching at various local industries along the way for 'drops and lifts'. The Mainline/ Yard is currently operational using 2 Cab DC handheld throttles. Scenery in some areas has started – but testing of imagined scenes is ongoing. There are many examples of construction techniques used to get viewers this year to see how it has all started and perhaps see my vision. Industrial Spurs have been located (both operational and not) to give an idea as to what's to come down the road. Areas have been designated for specific occupancy of buildings (some yet to be built)

For those attending the tour – The CN Dundas Sub Mile 28 is at the end of my backyard with its active Toronto to Windsor/Sarnia traffic through the famous Paris Junction. Just follow the arrows down the driveway to the back yard and the trains. Enjoy your day!



Grand Valley Divisional Railways – Paris



Photos from the 2 N-Scale Layouts



3. Peter Tiller - Brantford

New Layout

Era and Location 60's to 90's Southern Ontario
 Scale and Size HO 5' x 10' 90% track 70% scenery

General Information

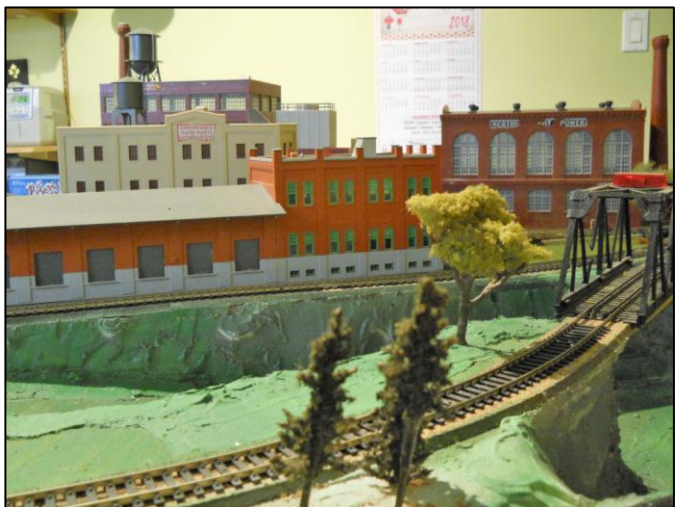
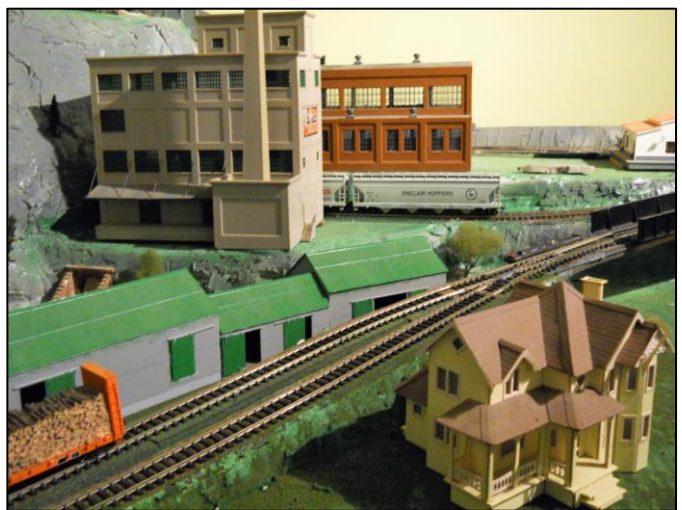
Layout built at child friendly 34" height

Features 6 stall roundhouse, 90' turntable, several large industrial buildings, and hardshell scenery

Runs mostly CN diesels on 24" minimum radius

DC Block Control for 2 Cabs

CAUTION: Visitors to this layout must walk up a long flight of outdoor stairs to the 3rd floor apartment.



4. **Brantford Model Railroad Club (John Dixon-president)**

Ticket Location on April 7

Steel sided former garage behind 100 Waterloo Street, Brantford N3T 3S2

Name of Railroad	Grand Valley Central		
Era and Location	70's to 90's	Southern Ontario	
Scale and Size	HO	20' x 40'	95% track 95% scenery

General Information

Double track mainline running approximately 150 feet (50 meters), with a single track secondary main, and a branch. Layout configured for point to point operation. Lots of industrial switching available.

The era and railway is not specific, but the scenery is loosely based on south-western Ontario in 1970's onward. Centralized dispatching with limited signaling, and train detection in the process of installation.

Operations consist of run-through unit trains (coal, intermodal), manifests which switch yards, and locals which switch industries.

Since celebrating the Club's 70th anniversary last year, we have been moving forward with some redesign of track work in the centre aisle known as the Freeman Industrial Area. This required some modification of the scenery. The city scene has also received some redesign which we hope everyone will find interesting.

Come check us out!

www.brantfordmrclub.com



5. David Elliott – Brantford

Name of Railroad	Chuff, Rumble and Wait RR		
Scale and Size	N	10'x15'	100% track 80% scenery
Era & Location	Transition Era to Present		Central and Northern Ontario

General Information

MRC - DCC Running Steam, Diesel, Freight and Passenger.

Key Scenes: Saw Mill, Coal Mine, River, Roundhouse

Low height provides good viewing for children and adults.

This layout was purchased from the late Brian Drury. Brian had shown it on the layout tour in 2010 & 2011. The layout was moved in 5 sections and reassembled with the great help of Doug Bissett. The present owner anticipates that the layout will be sold or dismantled after the 2018 tour and would like people to have this opportunity to view it.

CAUTION: The stairs to the second floor train room are very steep.

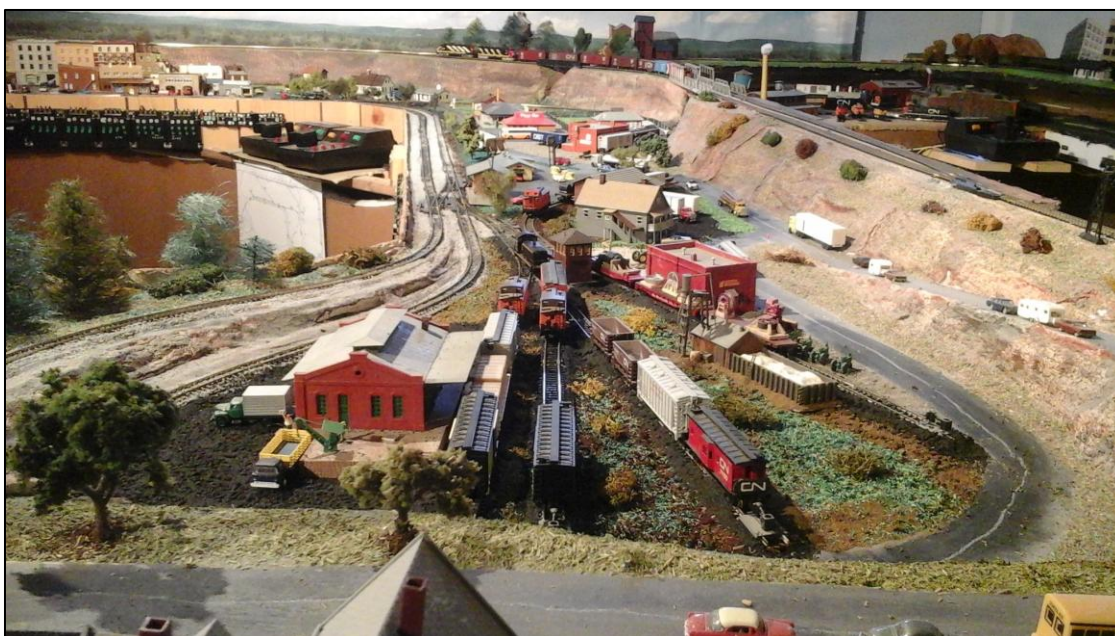


6. Ken Teakle - Brantford

Name of Railroad	CN KAT division
Era and Location	1960-70ish somewhere in Canada
Scale and Size	N 16' x 10' L shape
	100% track, 80% scenery (until changes made)

General Information

Layout is very loosely based in the 1960s in some mythical part of Canada served by CN. It allows for running on 2 separate continuous loops, but also allows for some railroad operations. Layout was started over 20 years ago with a couple of special modules. It was then expanded. About 15 years ago we moved and it was reassembled in its present location. Due to work commitments it was minimally used for about 13 years. Retirement has led to more activity in the last couple of years.



Ken Teakle – Brantford

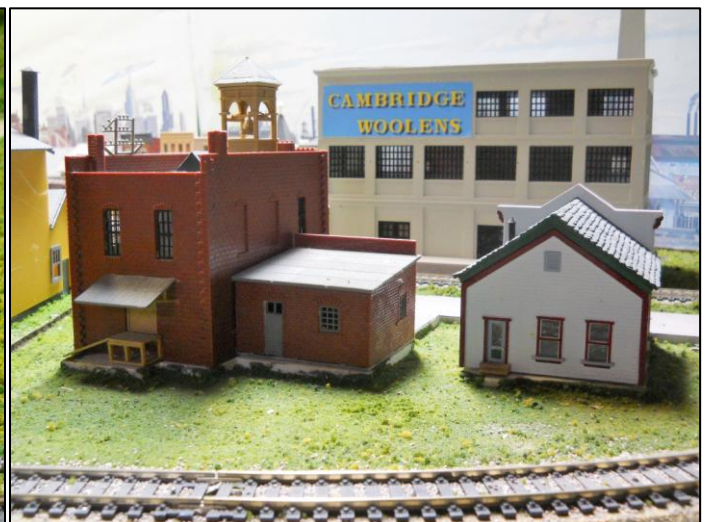
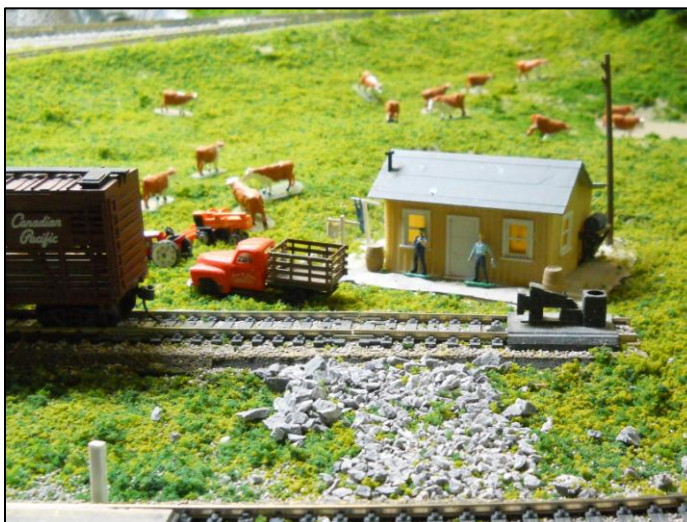


7. Leslie Lee - Brantford

Name of Railroad	Cambridge Central
Era and Location	Late 60's in Galt
Scale and Size	HO 5'x8' Table top
	Track 100% Scenery 100%

General Information

This model railroad follows a track plan that was featured in Model Railroader Magazine a number of years ago. The concept was adapted to loosely represent Galt, Ontario where CP Rail interchanged with the LE&N & GRR. To facilitate operations, a schedule has been prepared for each day of the week, and pre-printed cards list the switching duties for that day's trains. At the end of an operating session cars come on and off the layout using an "0-5-0 switcher." The railroad operates with DC block control.



8. Greg and Gail Whayman - Brantford

New Layout in a New Location

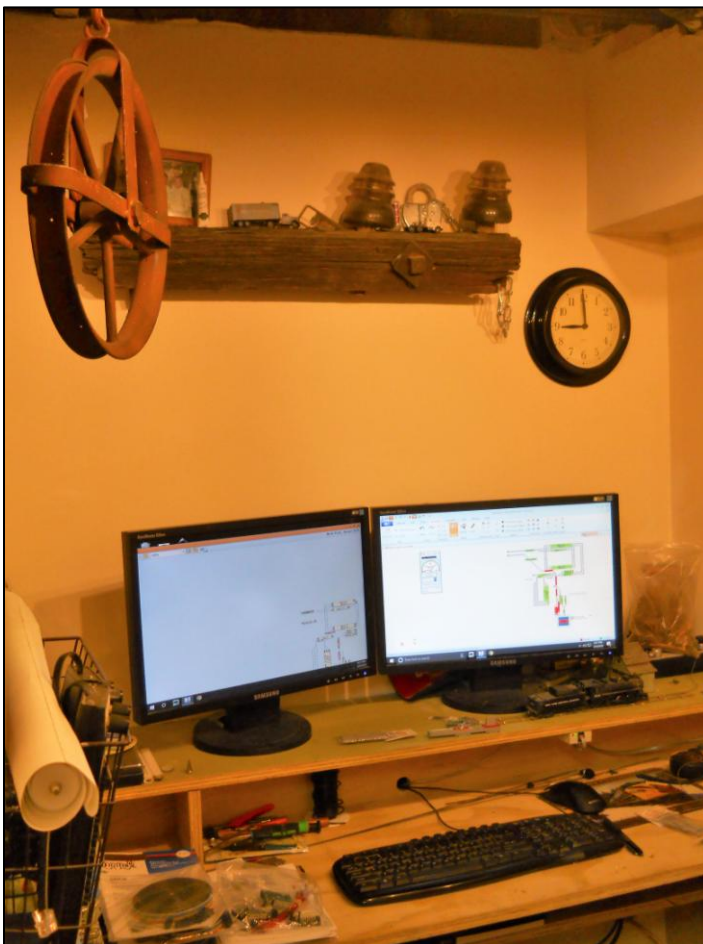
Name of Railroad	New York and Seven
Era and Location	Late transition New York and Seven
Scale and Size	HO 12'x25' plus separate Dispatcher's Office

General Information

This new layout is the 4th version of the New York and Seven. Like the previous layouts it features craftsman structures including Fine Scale, South River, Sierra West, Best and Bar Mills, complimented with scratch builds. Hand laid track and turnouts, tortoise switch machines.

Computer controlled with Railroad Company Software 9 Gold with voltage drop detection, working signals and digitally addressed turn-outs. Dispatcher can program, watch and dispatch the movement of trains. Telephone communications between operators in the layout room and the dispatcher in a separate office.

The 1st version of the New York and Seven RR. was featured on Trainmaster TV in December 2013, and Greg's design for spline-holders has been written up in Rail Journal and Canadian Railway Modeller.



Greg and Gail Whayman - Brantford



9. Roger Chrysler – Brantford

Handicap Accessible

Name of Railroad	Lake Erie and Northern Rwy
Era and Location	1953 Brant and Norfolk Counties
Scale and Size	HO 11' x 42' 100% track 80% scenery

General Information

Replicating many prototype station and yard scenes including Glen Morris, Paris, Brantford, Mt Pleasant, Waterford, Simcoe, and Port Dover. This traction layout is powered exclusively by overhead wire.

Walk-in and walk-around shelf style layout with point-to-point car-card operations of fourteen passenger trains and three daily freight trains. Includes both Lake Erie and Northern and Grand River Railway equipment. Many scratch built cars and buildings. Hand laid code 70 track. Digitrax DCC control.

Relive the glory years of this historic local electric line.



Roger Chrysler – Brantford



10. Ted Black- Brantford

Name of Railroad	CN Brantford
Era and Location	1989 Brantford Yard & Hagersville Sub
Scale and Size	HO 15' x 11'
	100% track 60% scenery

General Information

The Brantford Yard is the centre of operation on this four-level shelf layout. A lower-level 9-track staging yard holds trains from Montreal/Toronto/Hamilton and from Windsor/Sarnia/Chicago. East of the Brantford Station the Hagersville Sub branches off the main line and climbs to the two upper level shelves. The first upper shelf features four line-side industries in the Cainsville area. The top shelf features aspects of the line from Caledonia to Garnet Yard including the bridge across the Grand River and the Canadian Gypsum Plant near Hagersville. A 2' x 6' section of the railroad raises and lowers using drawer slides and counterweights.

The layout operates with ShipIt! car forwarding. The schedule calls for 48 trains a day, including general freight trains, intermodal and auto trains, the steel train, way freights, and 16 VIA passenger trains.

New this year is the ESU CabControl with wireless WiFi throttles. The old DC block control system remains in place to accommodate locos not yet converted to DCC.



Ted Black – Brantford



LRC Train 77 at Brantford



CN Wayfreight 559 at Hagersville



Looking east from Park Road in Brantford



Bridge over Grand River and Hwy 54 in Caledonia



Canadian Gypsum Mine and Wallboard Plant near Hagersville

11. Dr. Garry Balsdon –RR4 Brantford

Three Layouts

Name of Railroad	Canadian National			
Era and Location	1920s – 1970s	Somewhere in Canada		
Scale and Size	HO 21' x 16' W- shape	90% track	91% scenery	DC Block Control
	HO DCC Shelf switching layout			
	G scale Sky Train at ceiling			

General Information

All tracks show mainly CN power and rolling stock in whatever part of Canada you want it to be. There are plenty of loads, specialty cars, passenger trains and nostalgia cars. Most visitors will not see them all. The DCC shelf switching layout now hosts 3 different Alcos and 1 GMD black sheep. You just have to love the sound of an Alco! Come and enjoy and ask questions about the trains..



12. Daryl Dankwardt – Simcoe

Lots of Updates

Name of Railroad	Cedar Valley Railroad
Era and Location	Mid '50's Fictitious – Southern Ontario
Scale and Size	HO 12' x 38'
	75% track work 0% scenery

General Information

This newer hand laid code 70 layout has been under construction for approx 3 1/2 years with lots of updates to see since last year's open house including the now fully operational Cedar Valley, Graystone and Tanner on the branch line. It's constructed with L Girder bench work and the roadbed is spline work with homasote.

The railroad operates from a 6 track 12 position, in/out hidden staging yard representing all points east of Toronto and west of Windsor. Mainline towns from East to West are Carlow, Cedar Valley and Graystone. There is also a branch line juncture in Cedar Valley that supports Northridge, Tanner and Red Hill mines industries.

Operation is primarily Canadian steam with transition/first generation diesel. The Control system is Digitrax DCC radio control and a mix of electronics such as pulse routed turnout control, indexed turntables, detector sensors and detailed control panels. This layout has been designed for full timetable operations using a card system and fast clock. The track is all hand laid code 70.



Overview of the Cedar Valley mainline and yards. Engines service on the right with the passenger terminal in the distant right. Industrial complex in foreground not yet complete. Under Cedar Valley is the hidden 6 track 12 position staging yard complete with routing and detectors.

Daryl Dankwardt – Simcoe



Mainline weigh freight town Carlow on the left and the branch line main yard Northridge on the upper right. No connection to Northridge at this point.



New mainline weigh freight town Graytone with small branch line town Tanner in the rear. Twin track girder bridge swing gate on the rear left.

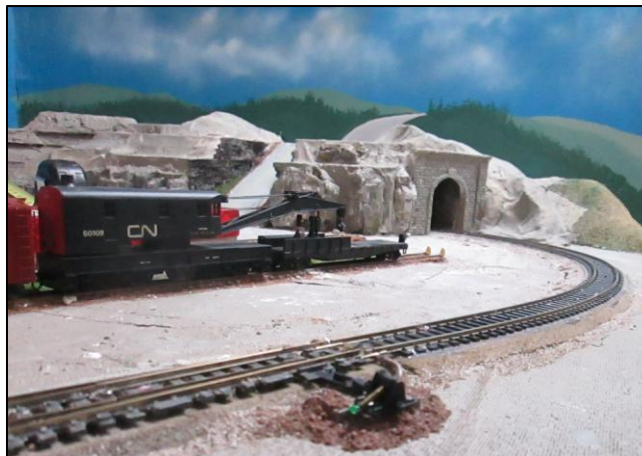
13. Elmer Scott - Tiny Railroads - Delhi
479 Main Street of Delhi, Delhi, ON N4B 2N2

Ticket Location from March 1 - April 7
Open Friday, Saturday, Sunday 519-429-2482
- New Layout -

Name of Railroad Harborview RR
 Era and Location 1970's South Eastern Ontario
 Scale and Size 16' x 25'
 Track 100% Scenery 10%

General Information

I run a single track main line. I have a local switcher for business. CN picks up and drops off cars in yard.
 The era is the 70's but I do run steam train excursions!! I have some scenery done and hope to get more done by the time of the tour. Thanks Scotty



14. Monte Reeves – Port Rowan***New Layout***

Name of Railroad	“The Home of the Long Stuff”		
Era and Location	1976-1977	Kimball, Ohio	
Scale and Size	HO	42’x15’	
	Track 70%	Scenery 30%	Digitrax DCC

General Information

Ever since I can remember I have been fond of long cars from circus flats to high cubes. My layout is HO representing the State of Ohio circa 1976-77. My two major railroads are Norfolk and Western and C&O crossing one another in a small fictitious rendering of an actual town in Ohio. My main industry is a Coca-Cola plant which is being overshadowed by a new Ford assembly plant in nearby Estherville. The layout is by no means complete, as I am in the construction of a harbour scene including a rail car ferry, grain elevators and overhead coal dock. There will be a Circus/Carnival setting up at the Fairgrounds as well. I hope you enjoy my efforts.



Monte Reeves – Port Rowan



15. Joseph Smith – Simcoe***Two New Layouts***

Layout #1 CP
 Era and Location 1970's in Iron Ore Country
 Scale and Size HO 4'x8' plus a small extension
 Track 100% Scenery 50%
 Digitrax DCC

Layout #2 TH&B
 Era and Location 1980's Small Town
 Scale and Size N 1'x6' shelf
 Track 100 % Scenery 30%
 DC



16. Jim Totzke – Simcoe

Returning to the Tour

Since Jim was last on the Layout Tour, his layout has been removed from the double garage and rebuilt in the basement.

Name of Railroad	ONTARIO SHORT LINE #3
Era and Location	1925 A small rugged area of northern Ontario.
Scale and Size	HO
	Mainline is dogbone style with about 60' of track and several passing sidings.
	Branch line length is 34'
	The major scenery is in place. Detail work being added as time allows.

General Information

The theme of the railroad is that of a small short line, servicing a small mountain area with lumbering, mining, cattle, a soup company, with support industries scattered around. The main yard has facilities with a turntable, roundhouse, coaling tower and water for steam engines. The railroad runs 99% steam, with two box cab diesels of very early design, and wood 36' cars. Shipments from the lumbering section are sent to a pulp mill on the north end and logs sent to a small sawmill on the east side. The ore from the mine situated in the south east corner is shipped to the docks on the north side where a car dumper is to be located. Cattle raised in the area are processed at the abattoir on the north side, and the hides sent up to the tannery using the spur line that starts from the south west. The grade of 2 ½ % requires 3 truck shays and some double heading or pusher engines to deliver log buggies and ore cars to the lumber camp or the mine.

Buildings are a mix of scratch built, kitbashed or kits, of wood, cardboard or plastic.

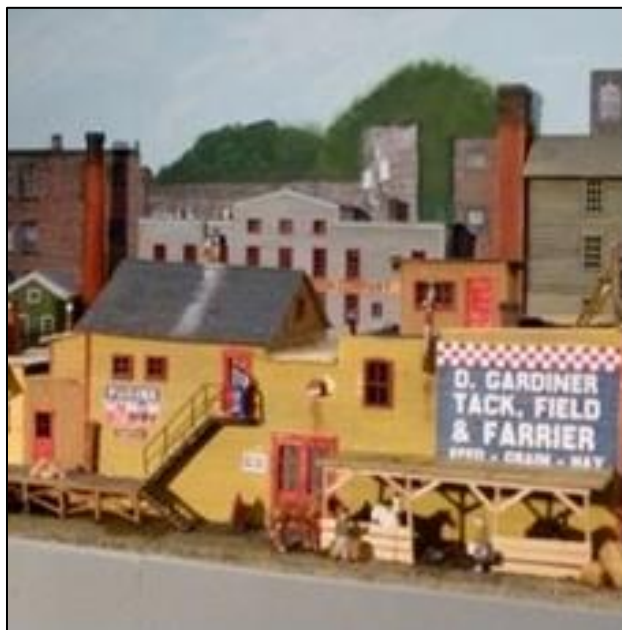
The roundhouse is a kitbashed model using several old bakery kits because of the arched brick work on the panels. Major industry is the pulp mill built from a BTS kit. The tannery is a Fine Scale Miniatures kit.

Pink foam was the major building material supported by L girder.

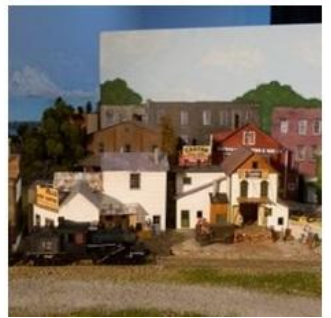
Track is code 83 flex track with Atlas switches # 4 & #6.

Control is DCC Digitrax and Soundtrax, switches have "frog juicers"

Turnouts are manual using slide switches.



Jim Totzke – Simcoe



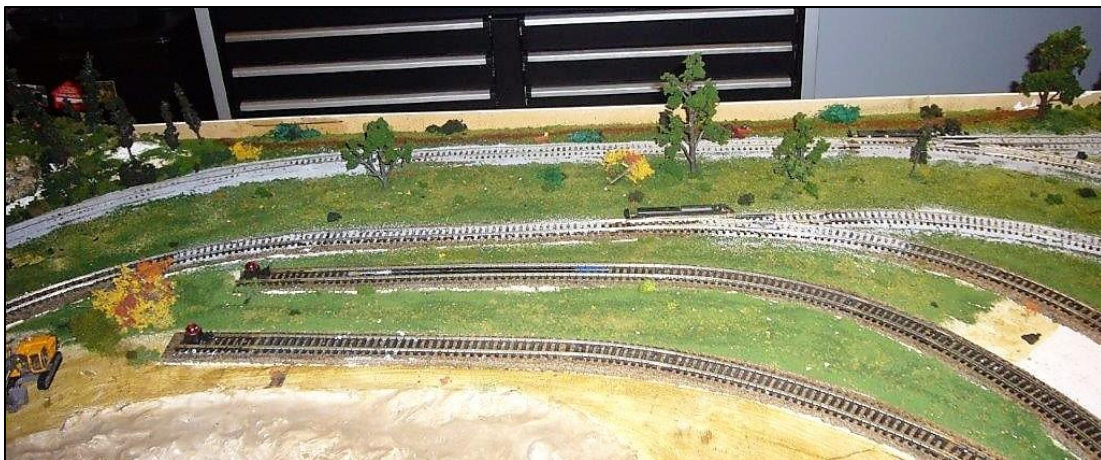
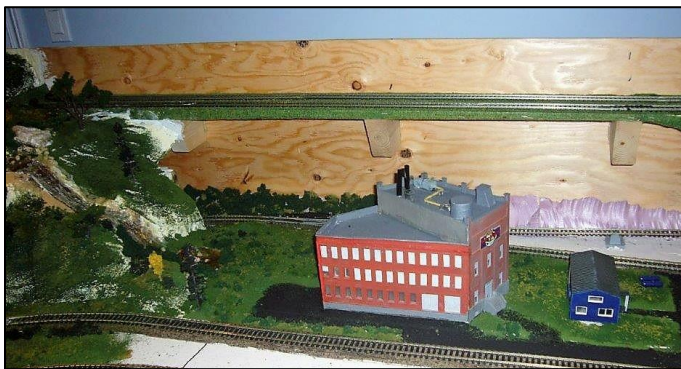
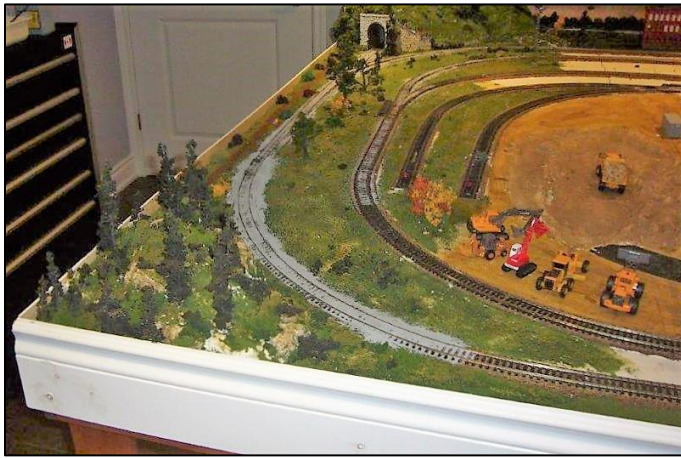
17. Jason Gordy –Simcoe***New Layout***

Era and Location	1990's to Present	“Norfolk County”
Scale and Size	HO 10' x 6'	
	100% track	50% scenery

General Information

Jason Gordy has been interested in model railroading – and the big trains – since he was a young lad. He frequently travels to railway locations to film and watch trains passing. His passion for trains is evident.

Jason's freelance layout includes a propane facility, quarry, farm, mountains and backdrop, and more. He runs a variety of diesel locos and one old CP camel-back steam engine, using a single DC cab.



18. John Frederick – Port Dover

Era and Location	1958 north-eastern Ontario – Ottawa valley
Scale and Size	HO 8' x 17' approx. 225' track
	100% track 90% buildings 80% scenery

General Information

Layout intended to be grandchild friendly and interesting...but not heavy railroad operations.

All buildings, vehicles, and rolling stock, are consistent with the 1950s time frame. Rolling stock is a mix of CNR and CP freight and passenger. Locomotives are steam and diesel, some with sound.

Layout consists of 2 yards on inside loop running through an 8 foot tunnel and mountain with integrated reverse loop and station sidings. The perimeter trackage is double main line looping around the entire layout with a double crossover and several industrial sidings served off the mainline. There is a separate town centre with numerous business and store locations.

Table top layout with duck- under to centre control pit.
DCC operated with Digitrax Super Chief Extra system.

NOTE: This is the last year on the tour for this layout. It will be moving to a new home later in 2018.



John Frederick – Port Dover



19. Tim Warris (Fast Tracks) – Port Dover

Name CNJ Bronx Terminal
Scale and Size HO 6x8 100% Track & Scenery

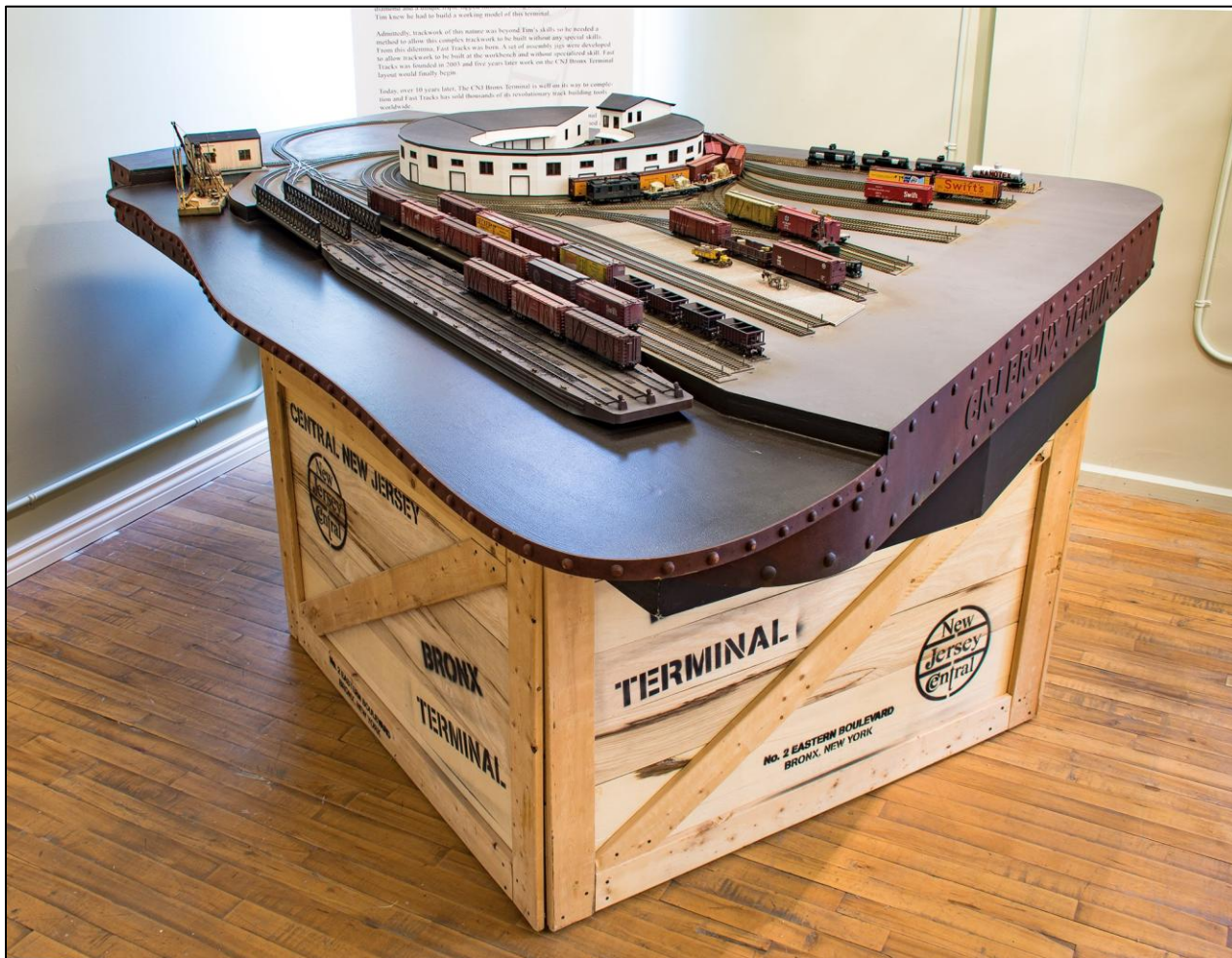
General Information

The Bronx Terminal built in 1906 in the Bronx, New York was a very unique operation. A victim of limited space, the terminal included a round freight house, 17 track yard with 75 car capacity, car barge and an engine house, all in one acre of land.

To accommodate all this some very complex trackwork had to be built.

The model is a faithful reproduction of the original, scaled down accurately to HO scale with no compression. Like the prototype the hand built trackwork includes a triple lapped turnout, quad diamond and 6 #3 three way turnouts.

The layout progress has been documented on Tim's website at www.bronx-terminal.com



20. Gord King –Port Dover

Returning to the Tour

Name of Railroad	Silver Lake Northshore (CNR Dundas Sub)
Era and Location	mid '50's CNR Dundas Sub – London to Brantford
Scale and Size	HO 30' x 30' bi-level with workshop staging yard
	95% lower level track work 95% upper level track work
	40% scenery

General Information

The railroad operates point to point from points east of Brantford through Paris, Woodstock, Beachville, Ingersoll, London, to points west of London.

There is also some L&PS trackage in London.

The lower level incorporates London as the main centre. London has a large classification yard, 20+ industries, engine service facilities, and passenger facilities. The other main centre on the lower level is Brantford which serves 10+ industries, has engine service and passenger facilities. In each centre a scene or structure will identify to the viewer where they are if they are familiar with the area. For example visitors will recognize the West St underpass in Brantford, and the coal plant in London.

Operation is primarily steam with transition diesel. The control system is Digitrax DCC radio control. Operations use the JMRI computer programme to generate traffic. Track is primarily code 83, with some code 100.



The boys are busy on the CNR Freight dock while CNR westbound #17 with FP4A 6779 in the lead pauses at the Brantford Station.

Gord King – Port Dover



CNR Northern 6234 has just finished taking on fresh coal under the Brantford coal dock before heading east to Toronto.



The cops caught up with the bank robbers down by the L&PS yard, one robber is down, the other disappeared into the yard.

Gord King – Port Dover



The London CNR coal plant receives a fresh load of coal.

The trestle up to the unloader is over 7' long.



Northern 6234 heading up the eastbound mail/express #18 drifts into London over the South Thames River meeting westbound #17 out of London heading for Chicago.

Canoeists and fishermen below enjoy the late summer evening oblivious to the action above.

Hope you enjoyed the Preview
and that we will
See you on the Tour!

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