

An Effective Portable Hornby-Dublo Layout

APPROPRIATELY for this holiday month the picture on this page shows three Hornby-Dublo railwaymen in the garden with their layout. These fortunate enthusiasts are Derek, Colin and Roger Wills, of Bournemouth, for whom their father, Mr. T. P. Wills, who is an equally keen Hornby-Dublo engineer, has provided a substantial and well-arranged baseboard for their railway.

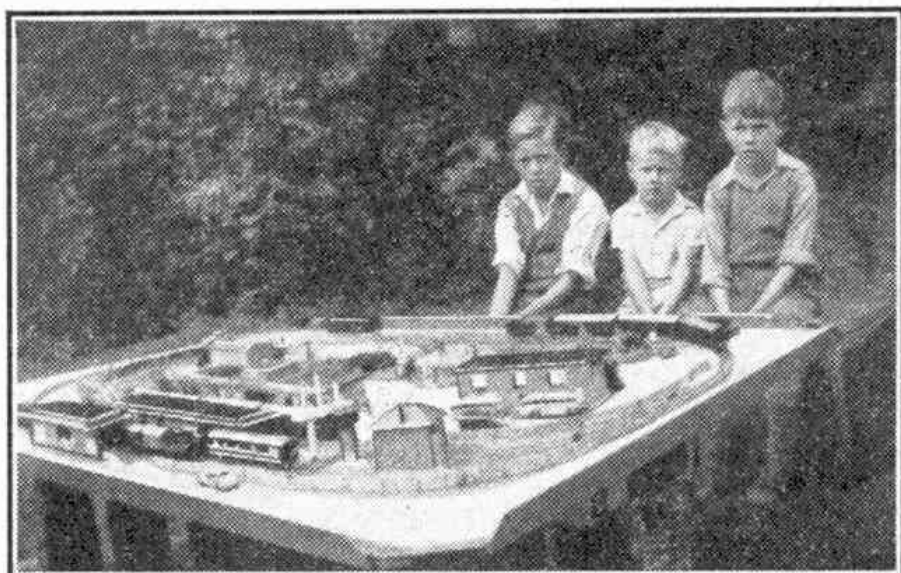
Normally when required for use the complete board is laid on top of a table indoors. The track and buildings are fixed to the board so that on a fine dry day it is an easy matter to transfer the complete system to the garden. Then when it is not required the trains and the vehicles that belong to the layout are packed away and the board is stood on end against the wall.

The board measures 7 ft. by 4 ft. so that there is a reasonable amount of space for the continuous main line. Although it is a single track there is an inner loop serving the main platform of the principal station. Alongside this loop is a terminal road and between this and the outer main line is an island platform also forming part of the main station. These platforms are joined by a footbridge. A goods depot outside the main line is served by a further dead-end road. The station just described can be seen in the left foreground in the picture on this page. The building immediately opposite the corner of the board facing the camera is a signal cabin. There is another station, a simple one-platform affair, at the opposite side of the layout; that is, immediately in front of the three boys in the photograph.

For the size of the layout there is plenty of equipment. Passenger traffic is provided for by eight Hornby-Dublo L.N.E.R. Coaches and there are thirteen goods vehicles of various types. As is fitting on a "country" layout of this kind two of the three engines are tanks of the standard Hornby-Dublo 0-6-2 variety.

These handle local passenger and goods traffic and carry out any shunting that is necessary. For long-distance work there is a "Sir Nigel Gresley" 4-6-2 tender engine. In connection with the express trains more varied running is made possible for them during their journeys by the occasional use of the loop line referred to previously.

A special feature is made of road traffic in conjunction with the railway and a bus depot is a prominent building in the centre of the layout. Road motor services are provided by two Dinky Toys Double Deck Buses and two Single Deck vehicles. Miniature cars and various commercial types add to the road traffic and in order to help its control there are traffic signals



A happy trio of Hornby-Dublo engineers. Derek, Colin and Roger Wills, of Bournemouth, in the garden with their portable layout.

at appropriate points. Opposite the road entrance to the main station there is a traffic island. To avoid road traffic being completely enclosed within the rail layout there are two level crossings, one at each end of the main track. These crossings are not provided with gates but there are the usual appropriate warning notices.

Miniature fields lie alongside the track and in addition to the usual railway buildings the layout includes a miniature farmyard with house and buildings. All the buildings, railway and otherwise, were built at home by Mr. Wills using cardboard and the familiar commercially-produced brick paper.