



Charles Gent, of Liverpool, Hornby-Dublo and M.M. enthusiast since 1939, is fully occupied here in controlling trains on his Three-Rail layout.

SEVENTEEN BY FIFTEEN—IN THREE-RAIL

An Extensive Liverpool Layout

CHARLES GENT, of Liverpool, whom you see in the picture above can be regarded as an old friend of the *M.M.*, as he first became a reader in December 1939. His interest in Hornby-Dublo Trains is of equally long standing, so that it was no surprise a little while ago to learn that over the years this keen reader has built up a very extensive Hornby-Dublo Three-Rail layout. The nature of the layout, and the photographs taken of it, are of such interest that I am very glad to have the opportunity of describing it in these notes.

The layout is situated in a room of generous proportions, 17 feet by 15 feet. Naturally, in planning and laying down the system the greatest possible advantage of this area has been taken. The actual baseboard is supported on trestles but these and other supporting members are not in evidence at all, as the space below the baseboard has been covered in so that the structure somewhat resembles a shop counter. Thus, the neat and tidy disposition of the railway equipment above the baseboard is balanced by an equal degree of tidiness "below ground."

The baseboard is divided into three parallel main sections, one of which is shorter than the others. They are all joined together at one end by a connecting length at right angles. The resultant shape

BY LAYOUT MAN

of the actual baseboard is something like that of a capital "E", with its lowest stroke cut short. In addition, the two longer sections are linked, at the open end, by a bridge constructed of Meccano which makes a continuous main line circuit.

The rail plan is such that the central member of the, almost, "E"-shaped baseboard accommodates a main through

station, and the tracks serving this are connected to the main running circuit and to the terminal section by a triangular junction arrangement. As there are four running tracks in the approaches to the through station, connections where these diverge to form two of the arms of the triangle are somewhat complex. Not only are there several Diamond Crossings, cheek by jowl with one another, but Points are arranged in such a manner that trains can run from one track to another without difficulty. The provision of the triangular junction makes it possible for trains to be routed out of the main terminal to traverse the continuous main line in either direction as required, and finally to return to the terminal.

The main running area consists of four continuous tracks, worked as two up and two down. The through station is assembled from components that were available in the earlier days of Hornby-Dublo. This building consists of two arched roof sections, with platform extensions and a main building, the latter providing road access for passengers. On this section of baseboard the main locomotive sheds are located, and there is standing space for some thirteen engines. There are three shed buildings, each