

XXVIII.—A LAYOUT FOR EVERYBODY

A GREAT deal of the time of the Hornby Railway experts at Headquarters is devoted to matters concerning layouts. Many H.R.C. members write to ask for assistance in planning a layout suitable to their special circumstances; while others seek advice on the best method of developing their layouts on railway-like lines, so as to add to the interest of their train working. A considerable proportion of the layouts prepared at Headquarters to meet these demands are planned to meet special and unusual requirements, and therefore are not suitable for general use. Other layouts, however, are of such a nature that they can be employed successfully by almost any model railway owner, and during this year we propose to illustrate and describe some of the more interesting of these schemes.

This month we deal with a layout which, while not elaborate or necessarily costly, provides almost endless possibilities for fun and excitement. We have said "not necessarily costly," because one of the interesting features of the layout is that, within wide limits, it can be increased or decreased in size, according to the space and the amount of railway material available, without any interference with the general scheme.

The most important feature of the layout is that two oval tracks are included, on which trains may be run either alternately or simultaneously. The general idea is made quite clear by the diagram. A terminal passenger station is included, from which trains may start and at which they may be terminated. This station consists of three platform roads with a main circulating area at the rear. The construction of the station itself is not of great importance, and it may be built according to the railway owner's ideas and material. A goods station is situated close to the passenger station, and it consists of a platform for the loading and unloading of goods, together with sidings for the accommodation of trucks and for shunting operations. The number of these sidings may be

increased or decreased according to the space and material available, and the extent of the traffic on the line. Generally speaking, however, the sidings should be too few rather than too many, especially if the line is being worked by one operator. Two other stations, B and C, are shown in the diagram, but if desired others may be added to give greater variety to the train journeys. Of the two stations indicated, B is much the more important as it possesses a loop line and two goods sidings. Station C may be looked upon as a country station or halt.

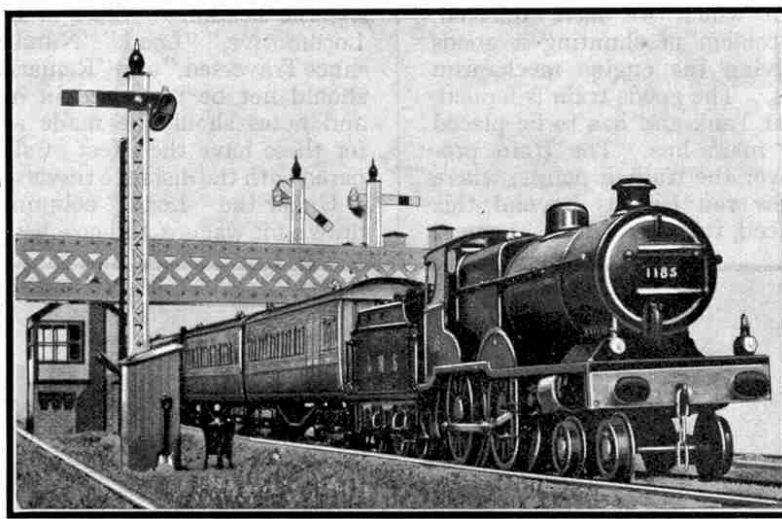
Traffic on this layout might be operated by a No. 2

Special Locomotive, two No. 1 Special Tender Locomotives, and one No. 1 Special Tank; but of course this is only a suggestion, and operations can be carried out quite well with other engines. A No. 2 Engine Shed is included in the scheme, and this is placed conveniently adjacent to the station with a turntable alongside. The four carriage sidings are also in a convenient position and provide accommodation that will be ample for the requirements of most railway owners.

A trailing crossover is

placed between the platform roads 1 and 2, and by means of this an engine may run round its train on arrival. This feature is particularly valuable on a miniature line, where the locomotive stock is necessarily limited.

Let us now imagine that we are running an express train to operate from platform 1 at the main station A. A No. 1 Special Tank, or other suitable engine, proceeds from the shed to the carriage sidings, where the train is made up in the proper order. The tank then hauls the coaches into platform 1, which we may decide to regard as the main departure platform. Now the locomotive that is to haul the train proceeds from the shed to the turntable, where it is turned if necessary; and then passes on to the station and backs gently on to its train. At the appointed time the train starts on its journey and proceeds via either of the running



The Hornby "L.M.S. Compound" locomotive at the head of an express train. The Lattice Girder Bridge is effective and a final touch of realism is given by the Watchman's Hut.

lines X or Y, as shown in the diagram. It then traverses the inner oval once, and comes to rest, if desired, at the suburban station B, after which its non-stop run commences. We will now leave the train to proceed on its journey on the layout, being switched from the inner oval to the other as required.

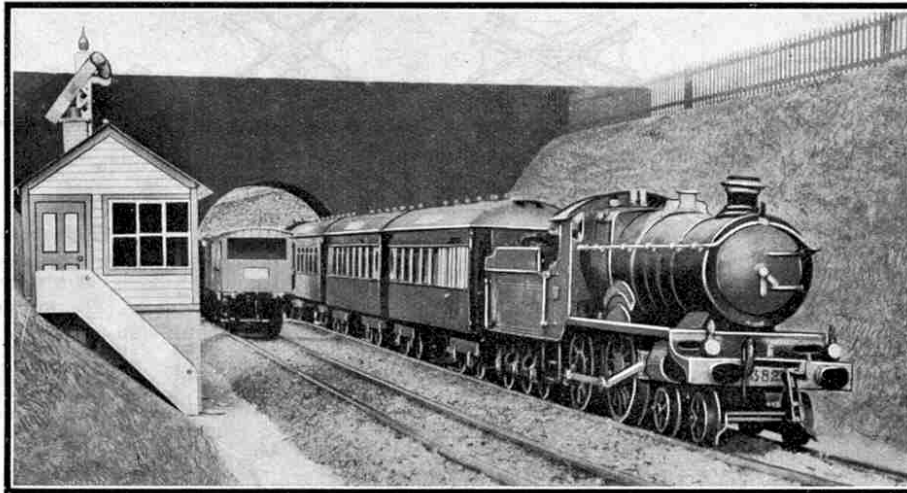
Returning to the main station, we find that just prior to the departure of our express a local train arrived in platform 2. When our train left, the tank locomotive that had brought the coaches in to platform 1 gave us a helping push from the rear and then went on to platform 2 and backed on to the local train waiting in that platform, departing with it shortly afterwards. When this local train is on its journey there will be two trains on the layout simultaneously, and the operators will be provided with endless fun in operating the trains so that collisions are avoided. The best results will be obtained, of course, if some systematic scheme of working is employed; or better still, a proper timetable.

In order to make the layout still more "intensive" we will imagine that a goods locomotive, perhaps of the No. 1 Special Tender class, shunts and makes up a train of goods vehicles in the goods sidings at A, and then hauls its train out on to the main line. In order to accomplish such intricate working, and to carry out all the necessary movements quickly and successfully, more than one operator will be necessary. There is, in fact, plenty for several operators to do, and on this account this layout should prove very useful for H.R.C. Branches.

When required, the local train may be placed in the siding at B, in order to allow the express to pass on the main line. The local may also be conveniently terminated at B at the end of its journey, and the locomotive run round the train ready for the return journey to A. This will allow of a regular local service between A and B being included in the timetable. The goods train also may be either terminated at the goods siding at B, or may finally reach its destination at A. During its run it may call at B as many times as required, in order to perform the usual routine work in picking up or detaching vehicles.

Throughout the operations the express will of course receive first consideration, so far as right of way is concerned. When it has called at B as often as is desired, it may return, by either of the running lines X and Y, to the main station at A, where it is terminated. The carriages, if they are not required to form an outgoing train, will be backed on to the sidings by the locomotive, which may then proceed to the running shed and, after having been turned, be ready for another run.

As we have already said, the size of the layout will vary according to circumstances. The length of the running tracks X and Y leading from the station A may be built to almost any length, provided that the oval on which station C is situated is also increased in length. The length of the oval upon which station B is situated will depend on the length of the



A Hornby Pullman Express passing a goods train in a picturesque cutting. Such cuttings may be readily reproduced by the use of brown paper suitably finished, while the overbridge shown is constructed of cardboard.

section of track between the triangle junction and the point at which the direct line from the terminus and the longer line unite. The triangle will be found very useful on occasions for turning locomotives.

The layout includes four right-angle crossings, an unusual number for any one layout. It is interesting

to note that on the L.N.E.R. main line to the North there are two places where another main line crosses on the level. These are at Retford, where the old G.C.R. main line crosses that of the former G.N. system; and at Newark. At the latter place the crossing is controlled by the L.M.S. signalman, who thus is able, if necessary, to hold up even the famous "Flying Scotsman"! If the Hornby Control System is used on the layout, two signal boxes will be required to

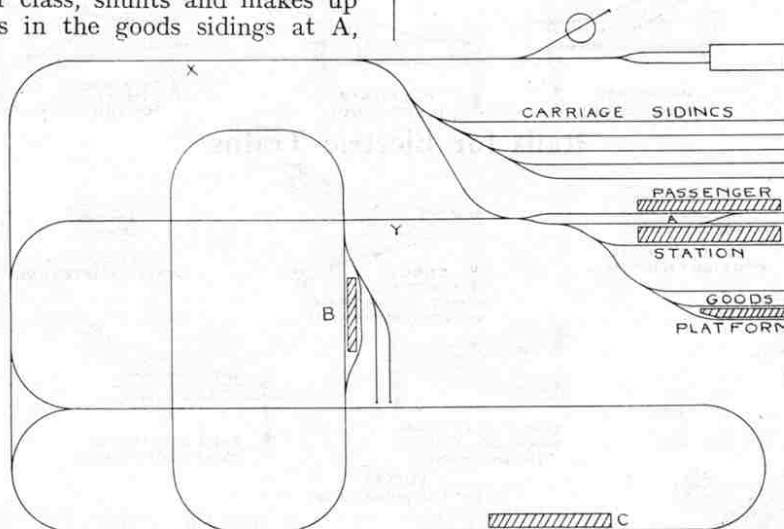


Diagram of the interesting layout described in this article.

control station A. One may be placed at the end of the platforms. From this point the station and goods lines will be directly under the control of the signalman, and a good view of the operations carried out on them will be obtained from the box. The other may be placed between the junctions of the engine shed line and the carriage sidings with the main line, and may be appropriately known as Engine Shed Junction Box. There is usually a signal box in a position of this kind, and such boxes are commonly named in this manner.

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CROSSINGS: CA1 Acute-angle crossings (for 1-ft. radius tracks) ... each 2/-, CA2 Acute-angle crossings (for 2-ft. radius tracks) ... " 1/9, CR1 Right-angle crossings (for 1-ft. radius tracks) ... " 2/-, CR2 Right-angle crossings (for 2-ft. radius tracks) ... " 1/9

POINTS: For 9-in. radius curves (for M0 Trains): MR9 Points, right-hand ... pair 3/-, ML9 Points, left-hand ... " 3/-, For 1-ft. radius curves: PR1 Points, right-hand ... pair 4/-, PL1 Points, left-hand ... " 4/-, For 2-ft. radius curves: PR2 Points, right-hand ... pair 4/-, PL2 Points, left-hand ... " 4/-, PSR2 Points, on solid base, with ground disc and lamp, right-hand ... pair 8/6, PSL2 Do., do., left-hand ... " 8/6

DOUBLE SYMMETRICAL POINTS: For 1-ft. radius curves: DSR1 Double symmetrical points, right ... pair 5/-, DSL1 Do., do., left ... " 5/-, For 2-ft. radius curves: DSR2 Double symmetrical points, right ... pair 5/-, DSL2 Do., do., left ... " 5/-

PARALLEL POINTS: For 2-ft. radius curves: PPR2 Parallel points, right ... pair 5/-, PPL2 Parallel points, left ... " 5/-

STRAIGHT RAILS: BM Straight rails (for M0 Trains) ... doz. 2/9, B1 Straight rails ... " 4/-, B 1/2 Straight half rails ... " 3/-, B 1/4 Straight quarter rails ... " 2/6, BB1 1/2 Straight brake rails ... each 5d., BBR Straight brake and reverse rails ... 1/6, DS1 Straight rails, double track ... 1/2 doz. 6/6

CROSSOVER POINTS: COR2 Crossover points, right-hand } per pair 12/-, COL2 Crossover points, left-hand }

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POINTS: For 2-ft. radius curves: EPR2 Points, right-hand ... pair 7/6, EPL2 Points, left-hand ... " 7/6

DOUBLE SYMMETRICAL POINTS: For 2-ft. radius curves: EDSR2 Double symmetrical points, right ... pair 8/6, EDSL2 Do., do., left ... " 8/6

PARALLEL POINTS: EPPR2 Parallel points, right ... pair 8/6, EPPL2 Parallel points, left ... " 8/6

CURVED RAILS: EA1 Curved rails (1-ft. radius) ... doz. 6/6, EA1 1/2 Curved half rails " " " 4/6, EA1 1/4 Curved quarter rails " " " 4/-, EA2 Curved rails (2-ft. radius) ... " 6/6, EA2 1/2 Curved half rails " " " 4/6, EA2 1/4 Curved quarter rails " " " 4/-, EDC2 Curved rails, double track (2-ft. radius) ... 1/2 doz. 9/-

CROSSINGS: ECA Acute-angle crossings ... each 4/-, ECR Right-angle crossings ... " 4/-

TCPL Terminal Connecting Plates (low voltage) ... each 1/6

Electrical Points and Crossings for 1-ft. radius curves are not supplied.