

Continuing Our Series

On Miniature

Train Formations

Single Line Working At A Country Station



ONE of the objects of this series on miniature train formations is to show you how to obtain the best possible system of working, by using Hornby-Dublo rolling stock in the most realistic manner.

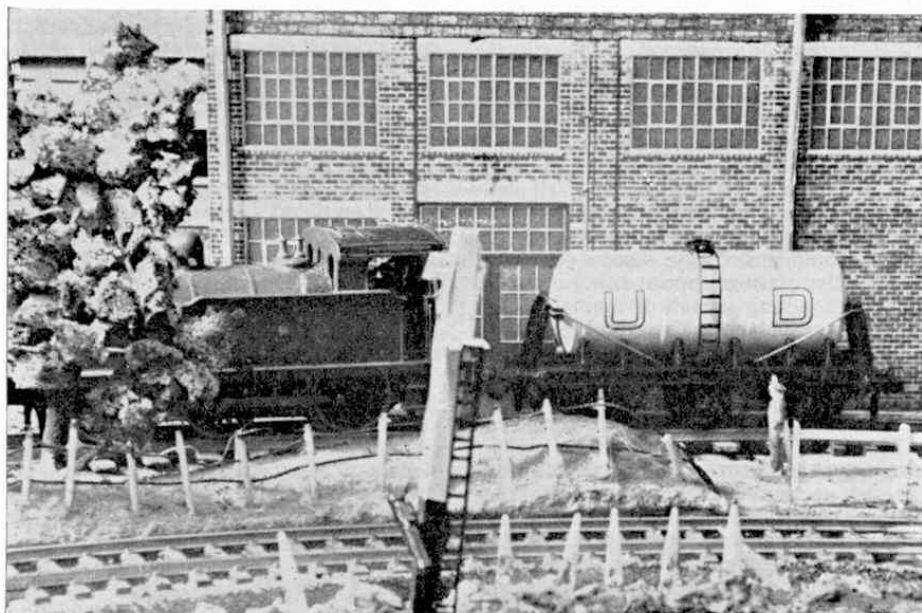
Take the case of a single line layout having a small country station at one point, with just a single siding. By the addition of a

second point on the opposite side to the first, and track to make up this second siding, we have the main

By S. F. PAGE

requirements for, say, a dairy community, since this second siding will serve the transport needs of a

While the local train coaches stand in the station platform, the milk Tank Wagon is shunted into the creamery siding. Once the wagon is uncoupled, the locomotive will pull forward and reconnect with the front of the coaches. Illustrations by the author.



A daily 6-wheeled bulk Milk Tank Wagon at the head of a branch line local train.

creamery or large milk depot.

The original siding gives access to a cattle dock, and, of course, both sidings terminate with a buffer stop. Alongside the first you need a stock compound in which cattle are kept before being loaded into cattle wagons, an open shed for cattle feed, as well as a small office for the R.S.P.C.A. inspector, and huts for the stockmen who handle the cattle and sheep.

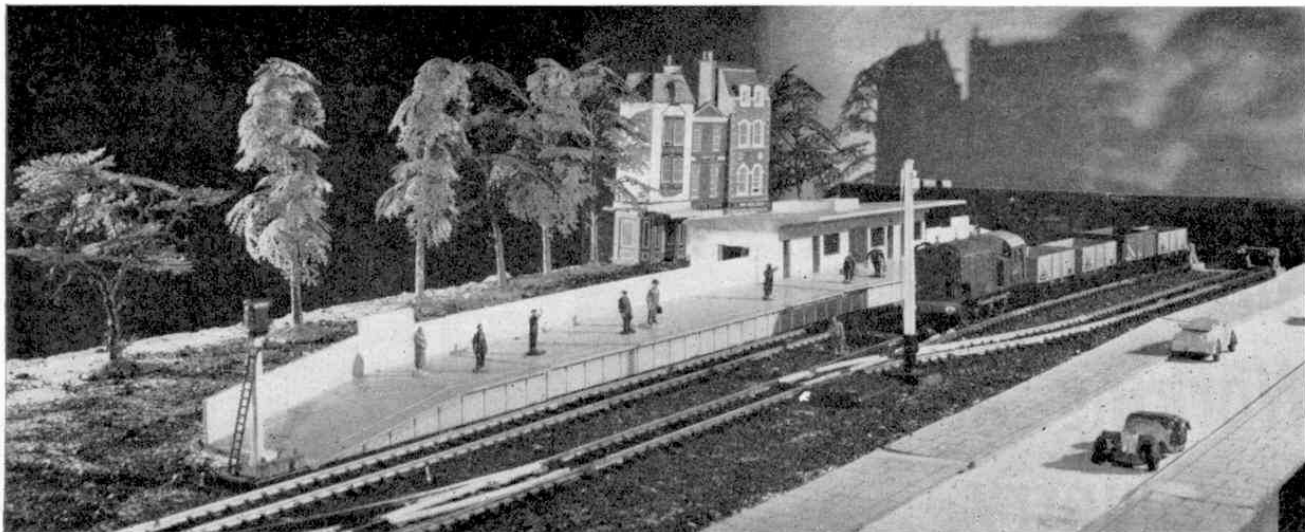
Such a simple track layout with free-lance buildings gives us correct working for several 8-Ton Cattle Wagons (No. 4630) with a Goods Brake Van (No. 4311), these being shunted into the dock siding with an 0-6-0 Tank Engine (No. 2206) or an 0-6-0 Diesel-Electric Shunting Locomotive (No. 2231).

The new Hornby-Dublo 6-wheeled "United Dairies" Milk Tanker Wagon (No. 4657) comes into its own in the bulk delivery of milk to the creamery, and several of these together with a Brake Van form a second series of workings similar to the cattle train working.

A change in the working pattern is provided by the hauling of either a single milk tank wagon or a single cattle van with the local passenger train, the locomotive used to haul the passenger train also being employed to shunt off the tanker or van into the correct siding.

Such a prosperous country area will have local gentlemen farmers, and probably stables for racehorses, and this means that when horses are to be transported by rail to distant parts they are brought to the cattle dock area in Dublo Dinky Toys Land Rover with Horse Trailer (No. 073). They are loaded into Horsebox Vans

(Continued on page 358)

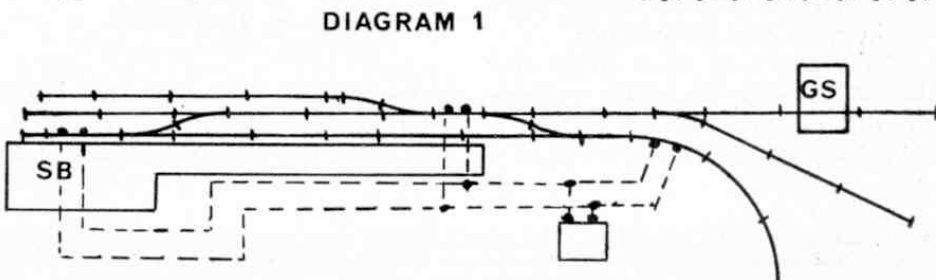


END TO END RUNNING

THIS month, I intend talking about end to end railways, their advantages and construction. This type of layout is intended to please those enthusiasts who seek for something different from an oval or continuous layout, and wish to progress to something more in keeping with prototype railways.

In particular, it appeals to those who operate trains by timetables or sequences. This system is not particularly new in the model railway world; indeed, it has been in vogue since the growth in popularity of the flat and the small house. It is clearly gaining supporters among railway modellers who no longer have space for the vast railway empires that were in existence before the war.

The advantages of this type of layout are manifold, the most important being that it is capable of giving a more realistic railway in a relatively confined space. The normal oval or continuous layout is usually laid on a baseboard of a minimum of 4 ft. x 3 ft., which has to be moved on every occasion on which operating is desired. The end to end layout need not necessarily be moved, as it may be built round the walls of a room on shelves. These need not be more than six inches wide, except at stations, where a width of 1 ft. or 1 ft. 6 ins. is desirable. It is certainly not uncommon for a board width of six inches to be used for the stretch of line between stations,



or between station and storage sidings.

* * * *

End to end layouts have three basic shapes. The first, and the one demanding the greatest space in terms of length, is the long straight run usually formed by a number of sections joined end to end to form a complete layout. This would normally accommodate two stations, one at either end, with a long stretch of main line between them. This might not appeal to many *Meccano Magazine* readers as a minimum length for this sort of layout would be approximately 20 feet.

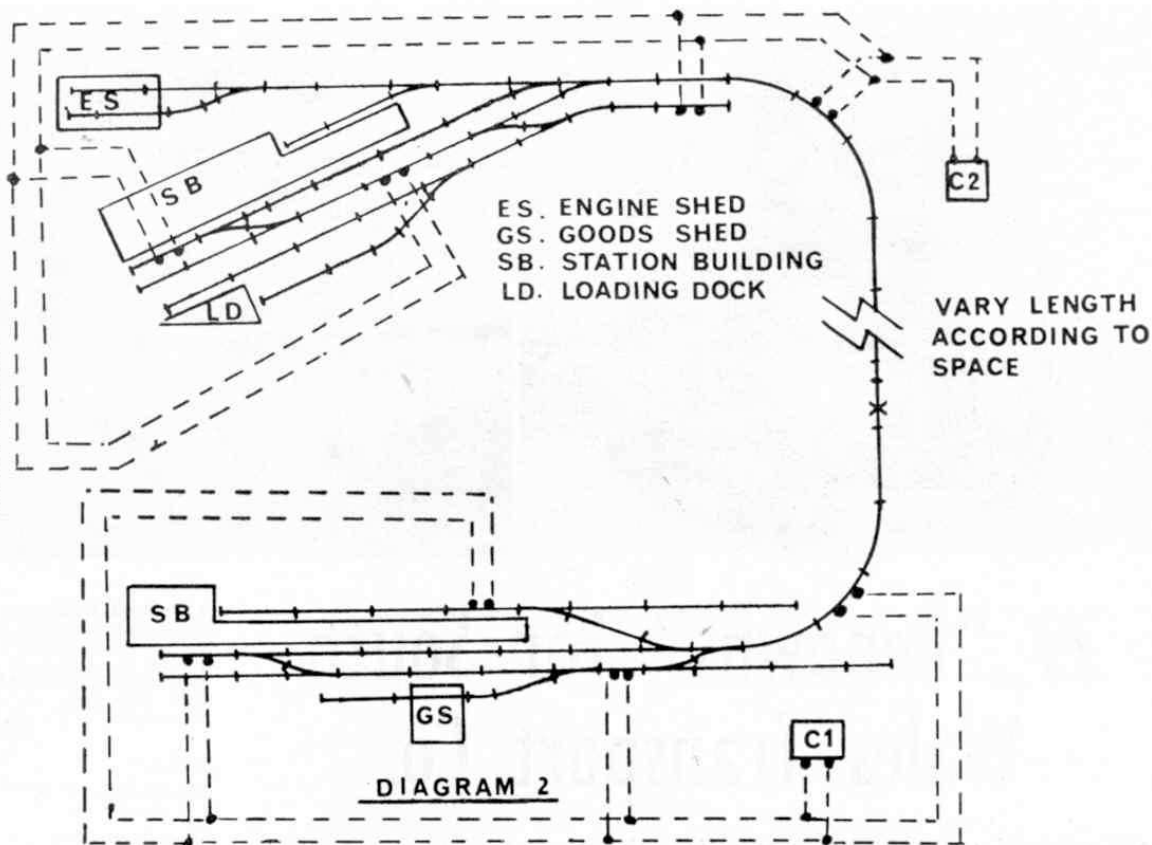
The long straight layout may also take the form of a station running through a tunnel into a set of storage sidings which are intended to represent the British Railways main line. Much pleasure has been gained from this type of layout by people wanting model railways in confined spaces. The minimum length

This diagram shows a small terminus (with the station building designated SB) and with a Goods Shed (GS) on the right. The line eventually passes through a tunnel and ends in three storage sidings. Single Isolating Rails on each of the sidings (marked with an X) permit locomotives to be held there while other engines attach themselves to trains for return journeys. Each Single Isolating Rail is operated by a No. 1616 Switch.

The picture at the top of the page shows a station scene on an end to end layout, making use of Hornby-Dublo track components and background material, including Britain's trees.

LINESMAN
continues his series
"FROM
THE TRAIN SET
ONWARDS"

Diagram 1 (foot of previous page) shows an inverted "L" shaped layout which can provide much good entertainment for the operator who likes to work to a timetable. Diagram 2 (right) deals with a more comprehensive scheme which requires at least two operators.



for this layout would be 5 ft. for the station and 3 ft. for the storage sidings, a total of 8 ft. by a width of 1 ft. or 1 ft. 6 in. according to the station plan.

The two other shapes that may be employed are the "L" and "U". Of these two, the "L" shaped layout is undoubtedly the most popular, occupying two walls with possibly a station at each end of the scheme, or, if the run is long enough, a station also in the centre section of the "L," with a length of single-track line joining each station with the other. Using a minimum of space, a most comprehensive layout could be built by this method.

The "U" layout is possibly not so popular as the other two, for purely space reasons, due to the fact that it occupies approximately the same shape as a rectangular baseboard with an oval or continuous type of layout built on it. For the enthusiast who prefers the end to end run, however, the "U" layout offers a spacious main line, with an abundance of room for stations and other facilities, and unlimited scope for scenic and industrial works.

The scheme illustrated in Diagram 1 is one of the "L" shape variety with a station running to a set of hidden storage sidings. These sidings are to allow you to assemble or reassemble trains as they enter or leave your station. The storage sidings are usually left devoid of scenery and are open to view, thus giving accessibility to the stock and locomotives there. The tunnel mouth usually acts as the limit of

scenery, and is, in fact, the end of visible railway.

The great advantage of the end to end layout is its great suitability to timetable or sequence working, exactly as is done in real practice.

This is how a typical sequence of operations on the layout shown in diagram 1 would be executed: A train from the storage siding pulls into the station platform; the locomotive is detached from the train and runs round the loop on to the other end of the train. The goods train, meanwhile, runs into the goods receiving road next to the main platform, thus allowing the passenger train to depart back to the storage siding. The goods train is now free to shunt and sort its wagons in the three uppermost sidings, and in the lower end loading bay. This, of course, covers only two trains; a fuller sequence may be compiled covering a complete day's activities on one station.

Diagram 2 shows a more ambitious layout involving two complete stations and requiring a minimum of two operators for full operations. The upper station is practically self-contained, with a locomotive shed, goods shed and full goods facilities, including storage sidings and goods reception road. Operation will be rather more interesting on this layout because of the fact that operators will have to assemble trains in their own respective stations without interfering with the normal timetable for incoming

and outgoing trains.

The wiring shown in both diagrams is included for use with Simplec Points and, as you can see, is extremely simple.

Any reader who wishes to build layouts identical to those described here can obtain the appropriate list of items by writing to me at Meccano Limited, Binns Road, Liverpool 13.

BOOK REVIEW

Many of the enormous advances in aviation today have been brought about by the development of new and better materials and ideas which are now put to good use in aircraft throughout the world. The model aviation world also makes use of new materials and ideas in addition to the usual methods. All these are incorporated in **Modern Aeromodelling** by R. G. Moulton, who is one of the world's top authorities on the subject. It is published by Faber and Faber, price 18/-.

The book is packed with hints and instructions concerning the whole range of aeromodelling, yet can be understood easily by even the most inexperienced newcomer to the hobby. There is, in fact, a complete glossary at the back dealing with all expressions and abbreviations likely to be puzzling to the novice. Of particular interest to the really keen enthusiast is the list of aeromodelling magazines and the register of newsletters published by various clubs all over the world.