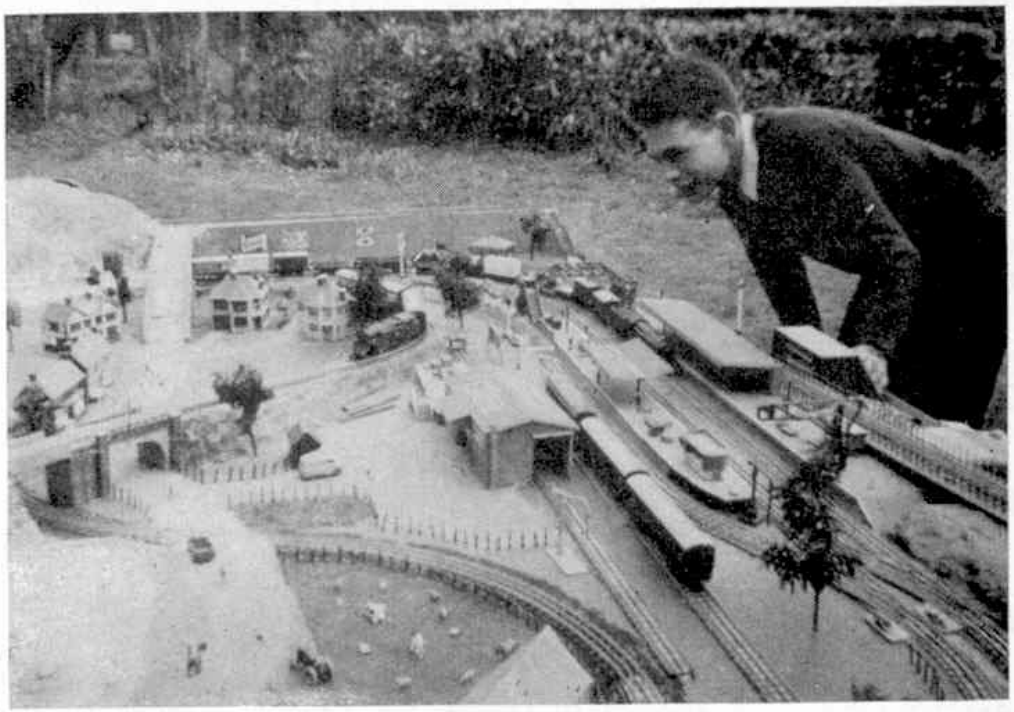
In-and-Out Railways

By "Layout Man"

A SPECIAL advantage of a Hornby-Dublo layout arranged on a baseboard, as is usual nowadays, is that it can generally be moved fairly easily. What I have in mind particularly is the use of a baseboard layout either indoors or outdoors as required, which is specially convenient at this time of the year and makes possible such a scene as that shown in the picture on this page.

In this it is clear that our reader Graham Vickers Todd is thoroughly enjoying himself in the garden with his railway, which altogether occupies a space of 8 ft. by 5 ft. This has been developed gradually and in its present state it includes a double track main line serving the station that you can see in front of the enthusiastic owner. The island platform, that is readily visible, is also served by a loop line, while there is in addition an S-shaped "reverse loop" at baseboard level curving across the centre of the system in the foreground.



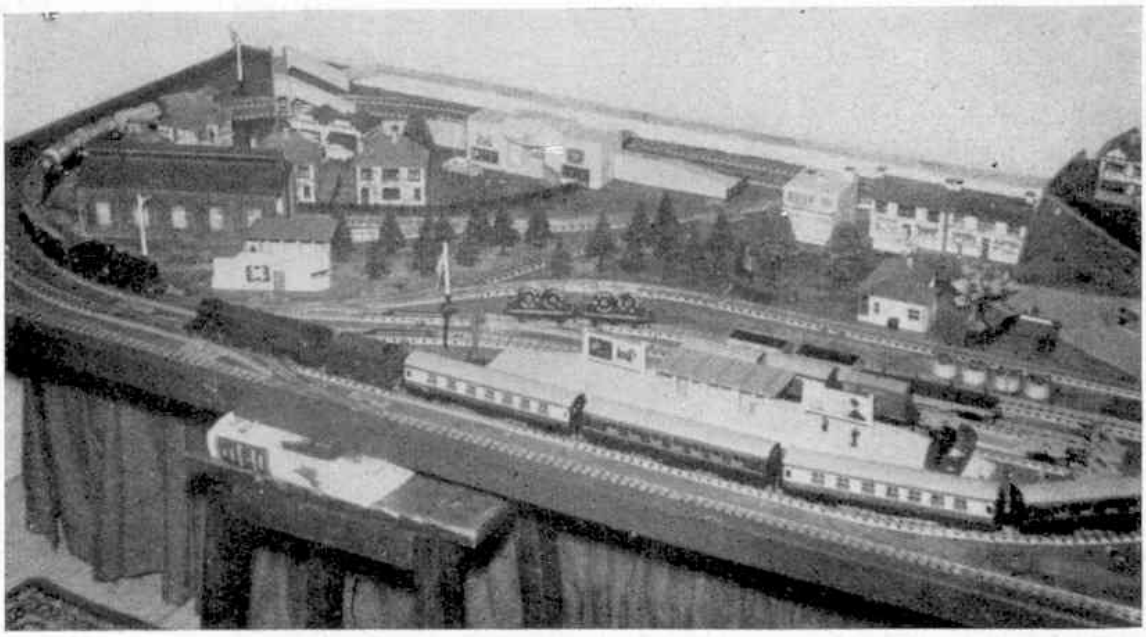
Graham Vickers Todd watches the progress of the trains on his Hornby-Dublo baseboard layout, here shown in operation in the garden.

Further operating possibilities are offered by the inclusion of a gradient section. This has a single track branching out from the main line to which it runs parallel for some distance and then finally crosses at a higher level, before descending diagonally across the board. It too reverses its direction and joins the inner main track at baseboard level near the road bridge at the far end of the layout.

A special feature of this layout is that the provision of loops and crossovers makes for extreme flexibility in operation. Trains can be moved freely in either direction and the fullest use is made of the two reversing loops in varying the running programme. As is evident from the photograph, a considerable amount of attention has been given to the lineside effects. On the side opposite to the operator there is a built-up range of hills and through these at one corner of the layout the double track main line makes its way in a tunnel.

Buildings of various kinds are provided and a point is that there are not too many of these, so that there is sufficient space left for the roadway that makes its way from end to end of the system, and for the patch of farmland that is prominent in the illustration. A point to note is that buildings grouped near the road bridge are not all arranged at baseboard level, which is an important point adding greatly to the realism of the system as a whole.

Although the railway shown in our next illustration is situated indoors, it is exactly the type of system that lends itself readily to moving outside when weather conditions and so on make this possible. It belongs



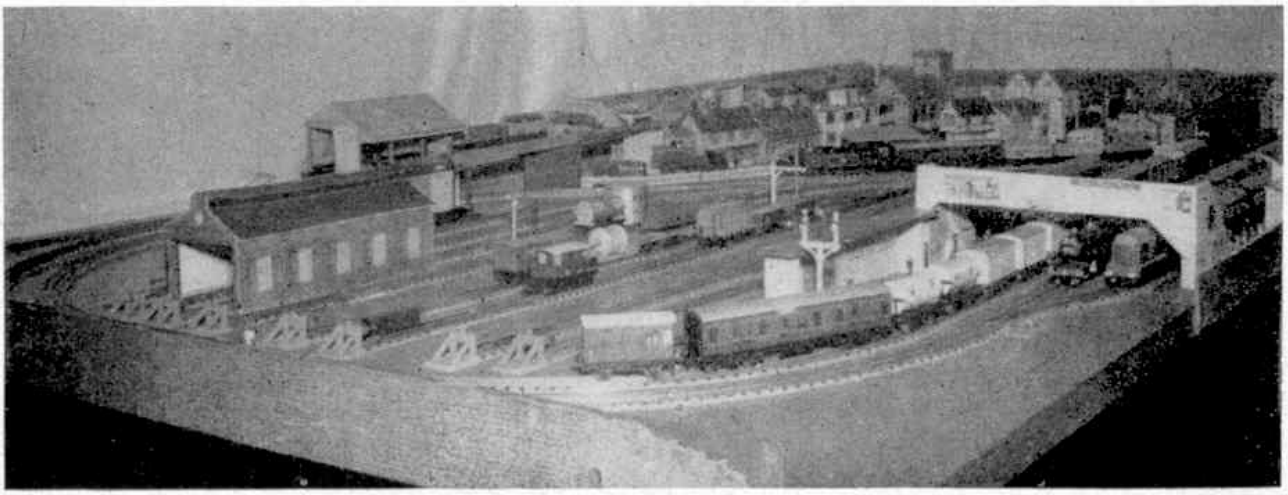
This Hornby-Dublo railway belonging to Ian M. Beatson is one that could be taken out-of-doors.

to Hornby - Dublo enthusiast Ian M. Beatson, who has developed a neat and tidy system that is normally used in the situation shown. Our friend has evidently been at great pains to ensure that the board is supported at correct level. No doubt the book was just the right thickness!

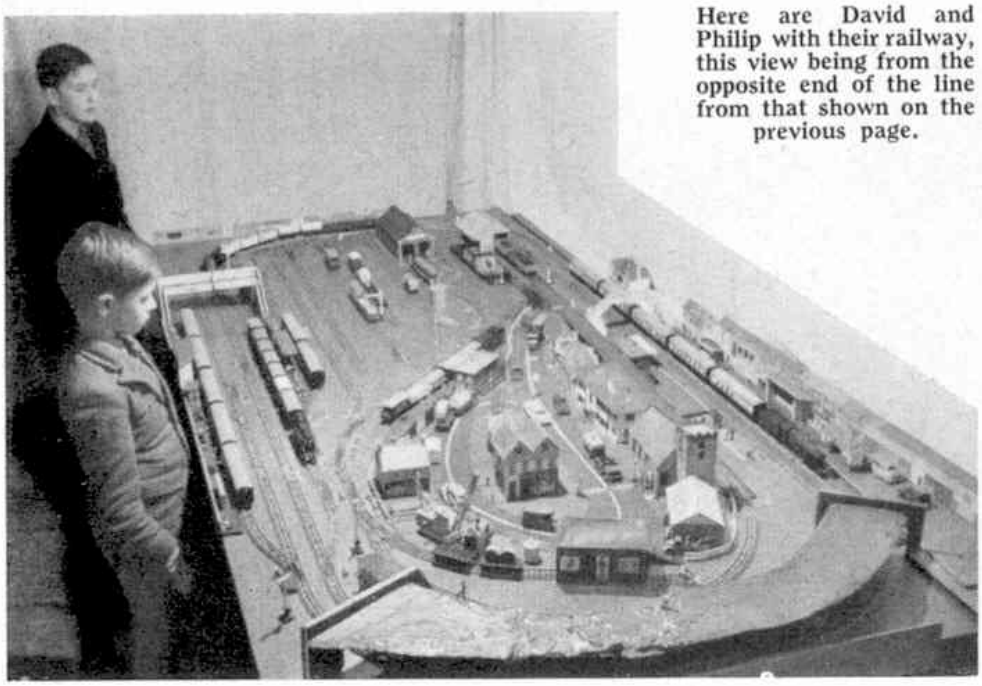
Although it is an all-level layout so far as the railway is concerned, the general effect is by no means "flat" because there is a built-up section, towards the upper right-hand corner of our illustration, through which the railway tunnels, and on the raised ground thus formed buildings are disposed in a realistic manner. I think that the absence of an uninteresting flatness on the system elsewhere is due to the careful disposition not only of the tracks, but also of the buildings, both railway and otherwise, and a helpful belt of trees.

The layout shown in two of the remaining illustrations can be described perhaps as an "inside-outside" railway because it is situated under cover, not in the house but in the garage. This is jointly owned by the brothers David and Philip Harding, who appear in the picture overleaf. In its formation they have had the advantage of the interest and experience of their father, Mr. E. M. Harding, who has written to me about the railway as follows:

"The layout is on a board 9 ft. by 4 ft. 3 in. and is installed in the garage of our house. Along one wall I have fitted a length of 4 in. by 2 in. timber which is spaced off the wall about 6 in. by iron brackets. The railway board is hinged to this, with three legs fitted to the outermost side. We raise the board up when I want to drive the car in. To play trains, I drive



One end of the garage railway of David and Philip Harding, showing the neat arrangement of sidings and buffer stops.



Here are David and Philip with their railway, this view being from the opposite end of the line from that shown on the previous page.

the car out and lower the board. All of the track, stations and buildings, even the people, are firmly attached to the board, and the only movable items are the Dinky Toys and the railway rolling stock and engines.

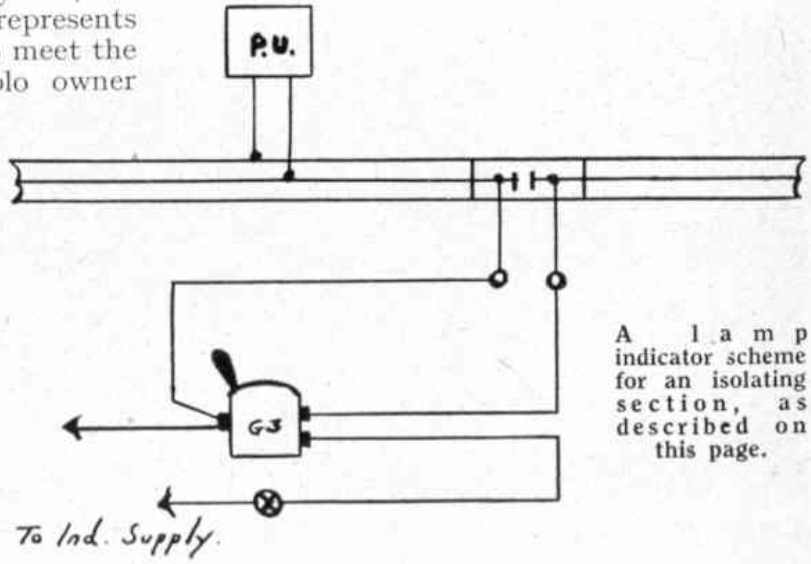
"You will observe that in the one photograph, a milk train is being run. These milk tanks are the ordinary Tank Wagons that we have painted white and transferred with the letters *U.D.* The passenger brake van started as an ordinary suburban carriage, but we have stuck lithographed papers on to the sides thus making it a passenger brake van.

"The tunnel is made from fibre glass and resin and is open all along one end of the board, thus making it easy to deal with any derailments that may sometimes occur."

Finally, as a change from layouts, let us look at the diagram below. It represents a scheme that was worked out to meet the requirements of a Hornby-Dublo owner who wanted a lamp bulb to light up to indicate a particular isolating section being made "dead". In the diagram the position of the Isolating Rail is shown by the gap in the centre rail and to the right of this is a dead-end siding, but the scheme could be applied just as well to an isolating section in a loop.

Connections are made as shown in the diagram, the terminal on the supply side of the Isolating Rail being wired to the single terminal at the back of a G3 Switch. The terminal on the section side of the Isolating Rail is wired to the upper of the two terminals at the front of the Switch. The lower terminal is wired to the indicator lamp, which in turn is connected to an independent supply source. The other side of the supply is taken to the single terminal on the Switch. With this arrangement the G3 Switch is used as an isolating switch, and in addition it controls the current passing to the lamp so that when the section is "dead" the lamp is illuminated, and vice versa.

The supply used for the lamp must be separate from that used for train running, and its voltage can be different from that used for the track. A 4.5 volt battery could be used, with a flashlamp bulb, but if a supply is taken from the accessory terminals of a power unit, then a 15 to 20 volt lamp will be required. This is a useful little refinement that some of you might like to apply to the isolating sections of your own layouts. Any number of G3 Switches may be used in this way, provided the supply source is capable of supplying the total current required by the lamps.



A lamp indicator scheme for an isolating section, as described on this page.