

FROM OUR READERS



These pages are reserved for articles from our readers. Contributions not exceeding 500 words in length are invited on any subject of which the writer has special knowledge or experience. These should be written neatly on one side of the paper only, and should

be accompanied if possible by original photographs for use as illustrations. Articles published will be paid for. Statements in articles submitted are accepted as being sent in good faith, but the Editor takes no responsibility for their accuracy.

A Swiss Holiday Resort

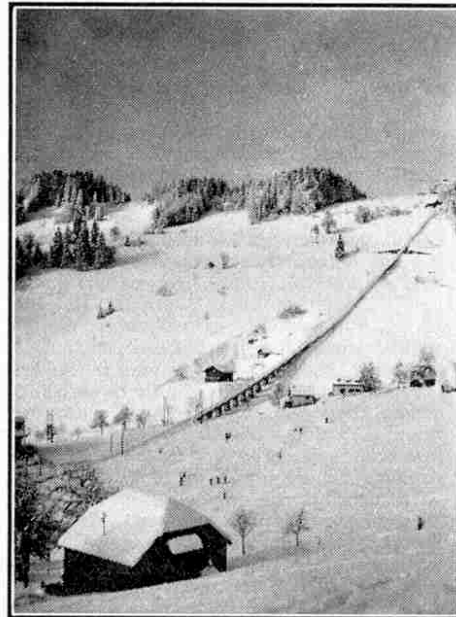
Les Avants is a little village about an hour's journey by electric train from Lausanne. It boasts only two main hotels, but there is plenty of activity there, especially in winter. To start with there are the "nursery" slopes for the ski "babies," or amateur skiers. Then there is a small lake converted into a skating rink. For bob-sleigh and tobogganing there are fine courses, on which international matches as well as Swiss races provide thrilling sights for the spectators. There is also a funicular railway to take more adventurous skiers up to the top of the valley known as Sonloup, and from there they can ski right down to Les Avants. This railway is shown in the upper illustration on this page.

From the Sonloup on a clear winter day there is a marvellous view of both sides of the valley. On the one hand is Les Avants, with the majestic mountains in the background shimmering in the winter sunshine. On the other is an equally enthralling scene, for in the far distance are the snow-swathed vineyards of Montreux, on the banks of Lake Geneva, which in Spring are one mass of red.

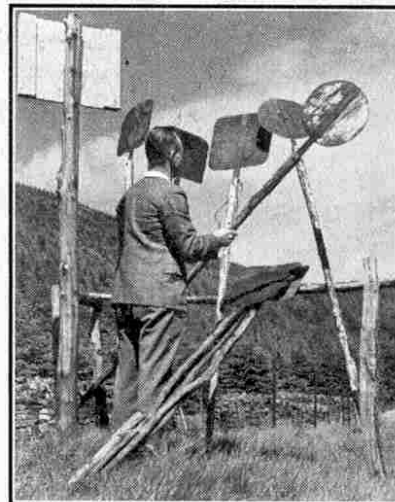
The small railway station at Les Avants has only one platform, but this rather adds to the charm of the place, and there are no complaints from the holidaymakers who swarm from the trains on Sundays and holidays. As the name implies, Les Avants is a stepping stone to more wonderful ski-fields farther along the electric railway. It is possible to go by train right up to Rochers de Naye, which is 6,141 ft. up, and other places near that have made Switzerland's winter sports famous all over the world.

It must be fun to be the postman at Les Avants, for in winter he always wears skis when going on his round delivering the mail. In summer it is possible for him to walk.

S. N. KASHYAP (Lausanne, Switzerland).



A funicular railway at Les Avants, a Swiss winter sports resort. Photograph by S. N. Kashyap, Lausanne.



A unique "fire-station" in the Lake District. Photograph by J. D. Robinson, Darlington.

Round London Docks in a Steamship

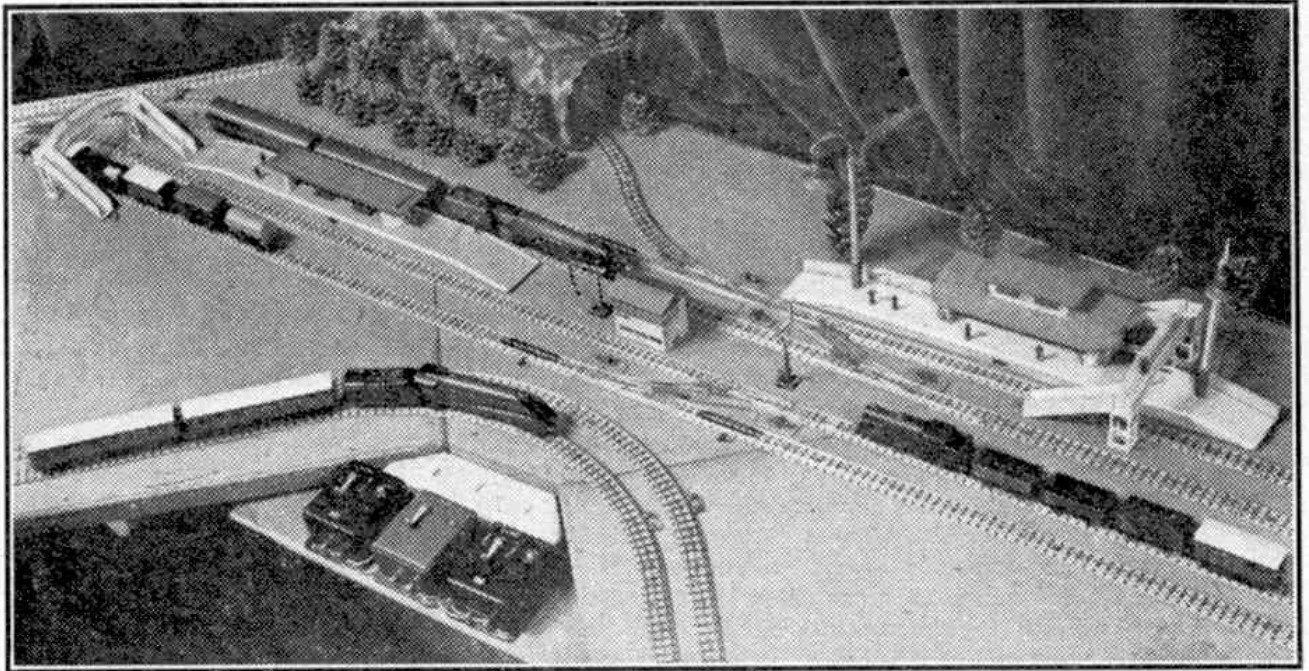
I was recently one of a party of boys who spent an interesting day in London. We left home early in the morning, and arrived at Waterloo after a train journey of about an hour. We first visited the Tower and St. Paul's Cathedral, and then went on to Tower Pier, where we embarked on the paddle steamer "Isle of Arran." This vessel is 210 ft. long, and 24 ft. wide, and she can carry 885 passengers.

At sailing time I watched with interest the bascules of the Tower Bridge being raised to allow us to pass by. We then proceeded up the Thames, past the Surrey Commercial Docks, where the Cunard White Star liner "Ausonia" was preparing to sail, and onward to Galleons Reach. There the "Isle of Arran" turned into the Royal Victoria, Royal Albert and King George V Docks, where we saw the motorship "Britannic," and many other vessels, including the "Loch Katrine," the "Largs Bay," and the "El Argentino," which was unloading frozen meat. From there we steamed back up the winding course of the Thames, arriving at Tower Pier after a most interesting trip. L. S. VASS (Bracknell, Berks.).

A Country Fire Station

The unique "fire station" seen in the lower illustration on this page is on the roadside between Keswick and Cockermouth, in the Lake District. No firemen are stationed there, and the only equipment is a number of "fire swotters" made from old tin drums. The public are asked to use these to beat out any fire that may break out among the newly-planted trees that cover the surrounding hillside. The station is the property of the Forestry Commission. Similar fire stations, stocked with birch brooms, are to be seen in the New Forest, and elsewhere.

J. D. ROBINSON (Darlington).



An attractive Hornby-Dublo scene showing the main part of the layout of Stewart and Peter Craddy, Henleaze, Bristol. Note the convenient arrangement of the three Controllers side by side.

A Portable Hornby-Dublo Railway

WE illustrate above part of a Hornby-Dublo miniature railway system owned by "M.M." readers Stewart and Peter Craddy of Henleaze, Bristol. This has been assembled, and is operated, with the enthusiastic help of their father. Apart from being a novel and fairly extensive portable layout, the system is notable for its location, which to a large extent has settled the general shape of the layout. The baseboard on which it is laid fits in the bay window of the lounge of the Craddy's home, so that the layout forms roughly what is sometimes known as the "Water Wings" shape. Each "wing" as it were forms one end of an oval track, the central connecting sections being laid as shown in the photograph. For convenience in handling, the baseboard has been made in three sections, two of which are rectangular, with a central section that is almost triangular.

The wiring and switching arrangements are carried out on the central section, with the Controllers mounted side by side on a sub-base. There is a double track main line, but on the central section the two tracks do not exactly follow one another, as the outer track is diverted to pass through a single-line tunnel. Both tracks have siding or platform roads taken off them, and arrangements are such that at the two stations illustrated through run-

ning is possible, yet it is quite easy to dispose of a train that happens to finish its journey at either of the platforms. These Stations and the Signal Cabin shown are pre-war products.

Each of the main lines forms a complete electrical section, and the sidings as a whole form another, and each of these has its own Transformer and Controller. The wiring and isolating arrangements of these follow standard Hornby-Dublo practice, as detailed in the article in the April "M.M." of this year. Station working and the shunting or disposal of trains is helped considerably by the use of Hornby-Dublo Uncoupling Rails at suitable points. These in conjunction with the isolating arrangements, which are carried out with the standard Isolating Rails and Switches, make possible some most interesting operations.

Both L.M.S. and L.N.E.R. Passenger Train Sets are run on the system and the Hornby-Dublo Goods Train Set also in use has been extended, so that a varied selection of goods stock is available. Lineside effects have had careful attention, and good use is made of such recent Hornby-Dublo accessories as the Footbridge and the Water Crane. The model trees near the tunnel and station are effective, and the whole system has in fact a trim and well-arranged appearance.

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