

PLAN

6

Alternative Double Track Circuit

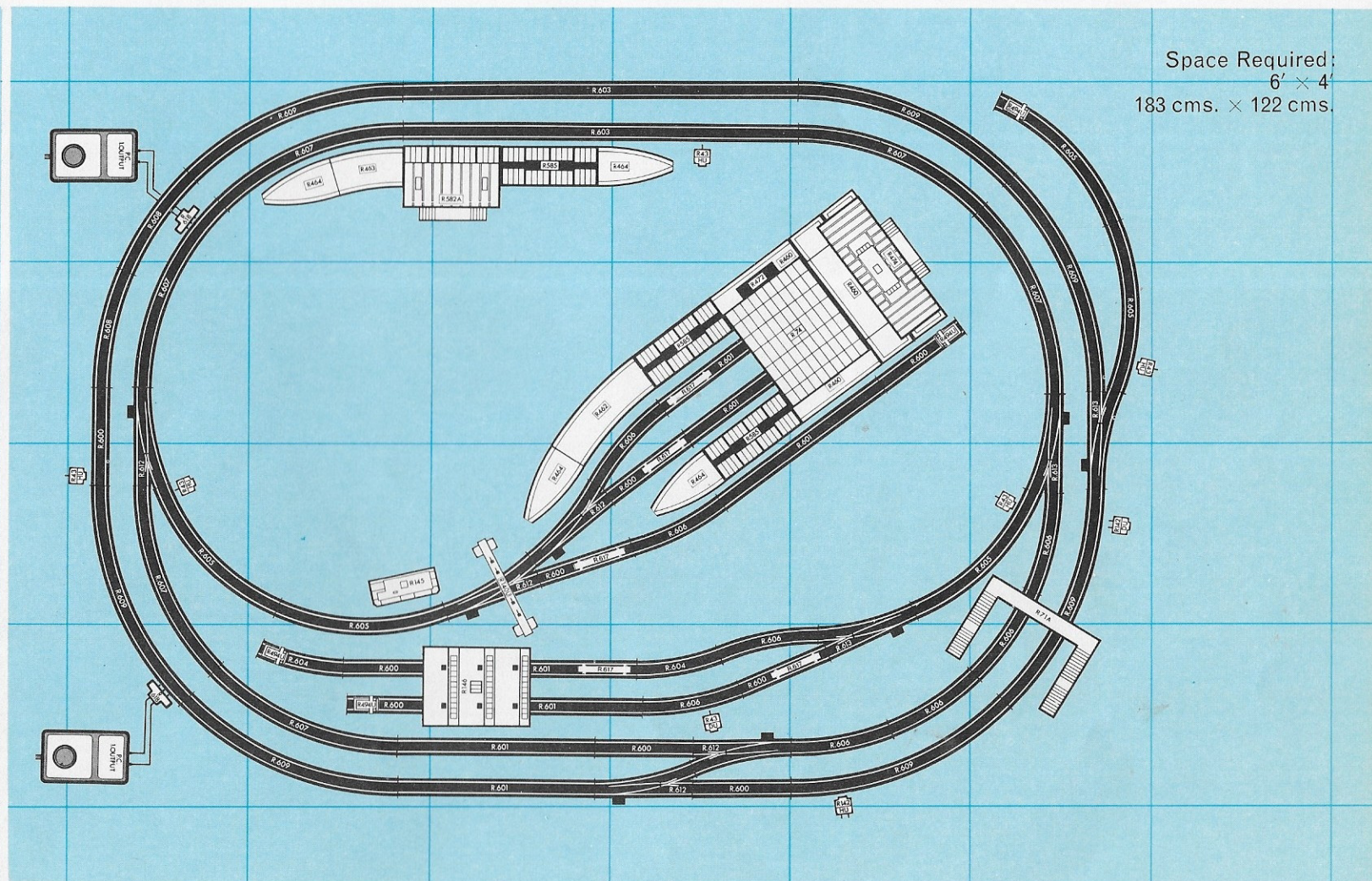
Introducing third radius curves, terminal building and signal gantry

Parts Used

R.43HU - 5	R.494U - 4
R.43DU - 1	R.582A - 1
R.71A - 1	R.585 - 3
R.74 - 1	R.600 - 9
R.140U - 1	R.601 - 7
R.142HU - 1	R.603 - 2
R.142DU - 1	R.604 - 2
R.145 - 1	R.605 - 5
R.146 - 1	R.606 - 8
R.394U - 2	R.607 - 6
R.460 - 3	R.608 - 2
R.462 - 1	R.609 - 7
R.463 - 1	R.612 - 5
R.464 - 4	R.613 - 3
R.472 - 1	R.617 - 5
R.474 - 1	R.618 - 2

Power Controller 1 Output - 2

Space Required:
6' x 4'
183 cms. x 122 cms.



PLAN

7

Up and Over using inclined & high

A great deal of extra fun and realism can be gained by introducing Flyovers on a layout. They permit a longer length of track run in a limited area by making use of air space which is otherwise wasted and require more skill from the driver to control a train steadily, whether going up or down an incline.

The key components are the R.654 Set of Seven Inclined Piers and the R.655 Set of Three High Level Piers. Each of these is supplied as a set of parts which may be fitted together as required thus enabling the construction of gradients or high level tracks.

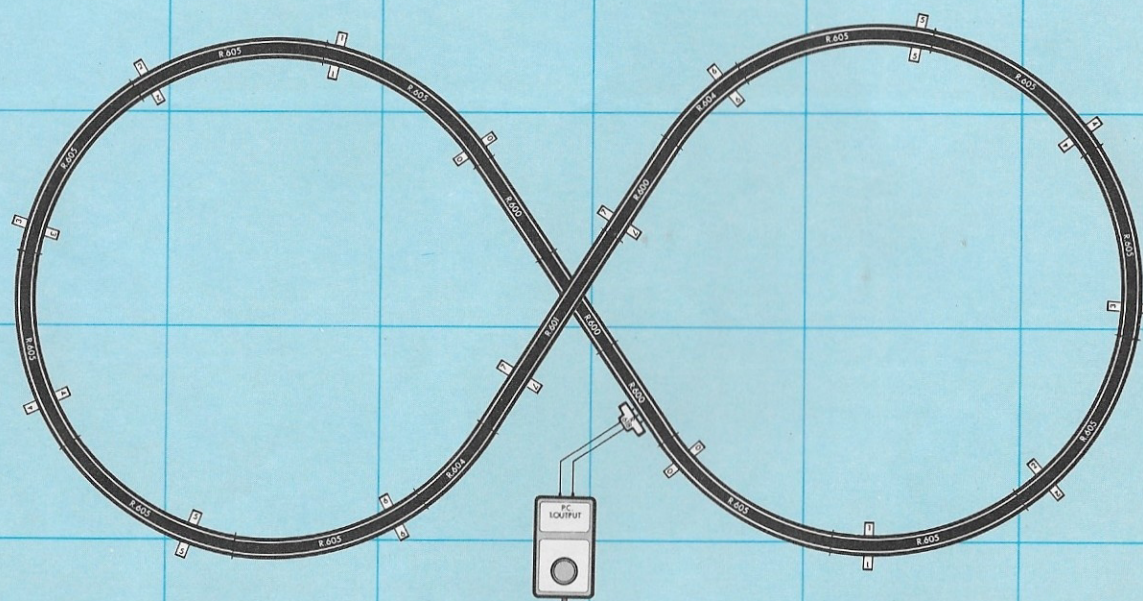
Plan 7 shows the simplest form of "Up-and-Over" Figure Eight Layout and may be regarded as an introduction to building Flyovers.

Parts Used

R.600 - 4	R.618 - 1
R.601 - 1	R.654 - 2
R.604 - 2	R.655 - 1
R.605 - 12	

Power Controller 1 Output - 1

Space required: 5' 9" x 3'
175 cms. x 91 cms.



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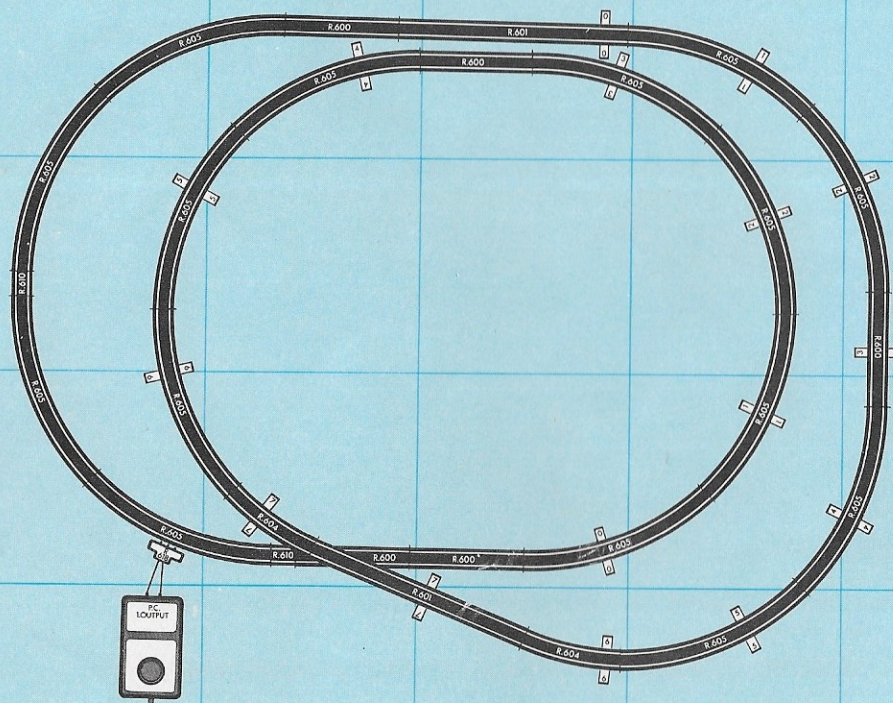
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level piers

PLAN

8

Space required:
4' 6" × 3' 6"
137 cms. × 107 cms.



Plan 8 is an "inverted" Figure Eight Layout and is a more useful and practical basic shape. There are a larger number of track sections actually at ground level, for which Points may be substituted, thus allowing the layout to be extended.

Parts Used

R.600 - 5	R.610 - 2
R.601 - 2	R.618 - 1
R.604 - 2	R.654 - 2
R.605 - 15	R.655 - 1

Power Controller 1 Output - 1

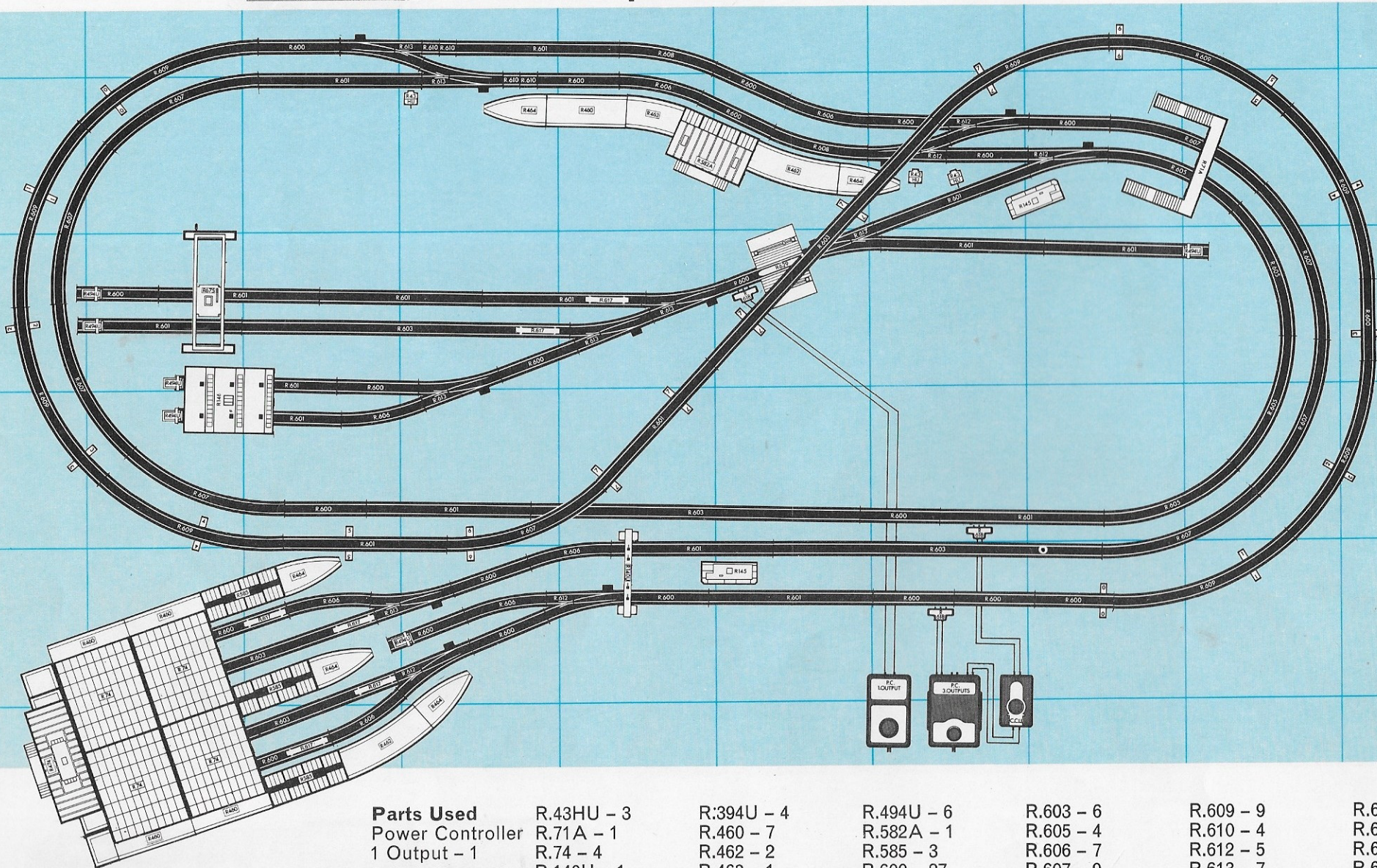
PLAN

9

Out and Back Circuit

Introducing freightliner yard and 4 track terminus and permitting third train operation

Space Required:
9' 6" x 5' 9"
290 cms. x 175 cms.



Parts Used

Power Controller
1 Output - 1
Power Controller
3 Outputs - 1
Circuit Control
Unit - 1

R.43HU - 3
R.71A - 1
R.74 - 4
R.140U - 1
R.145 - 2
R.146 - 1

R.394U - 4
R.460 - 7
R.462 - 2
R.463 - 1
R.464 - 5
R.474 - 1

R.494U - 6
R.582A - 1
R.585 - 3
R.600 - 27
R.601 - 17

R.603 - 6
R.605 - 4
R.606 - 7
R.607 - 9
R.608 - 2

R.609 - 9
R.610 - 4
R.612 - 5
R.613 - 7
R.617 - 6

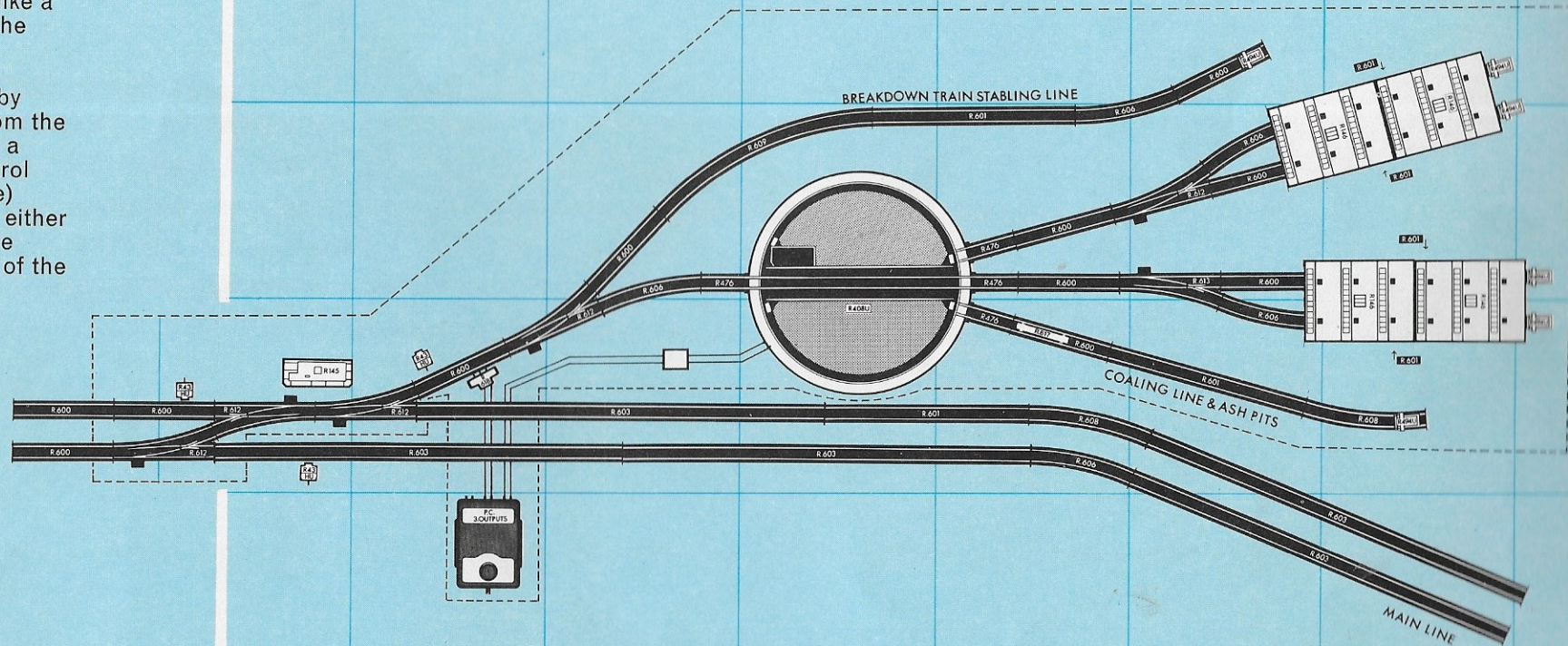
R.618 - 3
R.629 - 1
R.654 - 2
R.655 - 2
R.675 - 1

PLAN 10 Loco Depot & Turntable

As its name implies, a Turntable enables a Locomotive (usually Steam) to be turned round so that it will head its train facing in the right direction. In addition, by situating the Turntable at a Locomotive Depot it can be used, like a Point, to direct a Locomotive into the required Engine Shed.

The model is operated electrically by Remote Control. Power is taken from the Uncontrolled 12 volt D.C. output of a Power Controller. The special control switch (supplied with the Turntable) enables the Turntable to revolve in either direction and as the "bridge" on the Turntable comes into line with any of the exit tracks there is a "dwelling" time of sufficient duration for the operator to switch off thus allowing the Locomotive to move onto the desired track.

Electric current for the Locomotive is automatically fed through the Turntable only to the track with which the "bridge" is aligned so that other locomotives in the Sheds remain isolated.



Space Required (within dotted lines)
8' x 3' 3"
244 cms. x 99 cms.

Parts Used

(Within dotted lines)

Power Controller 3 output - 1

R.43HU - 2

R.145 - 1

R.146 - 4

R.408U - 1

R.494U - 6

R.600 - 9

R.601 - 6

R.606 - 4

R.608 - 1

R.609 - 1

R.612 - 5

R.613 - 1

R.617 - 1

R.618 - 1

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PLAN

11

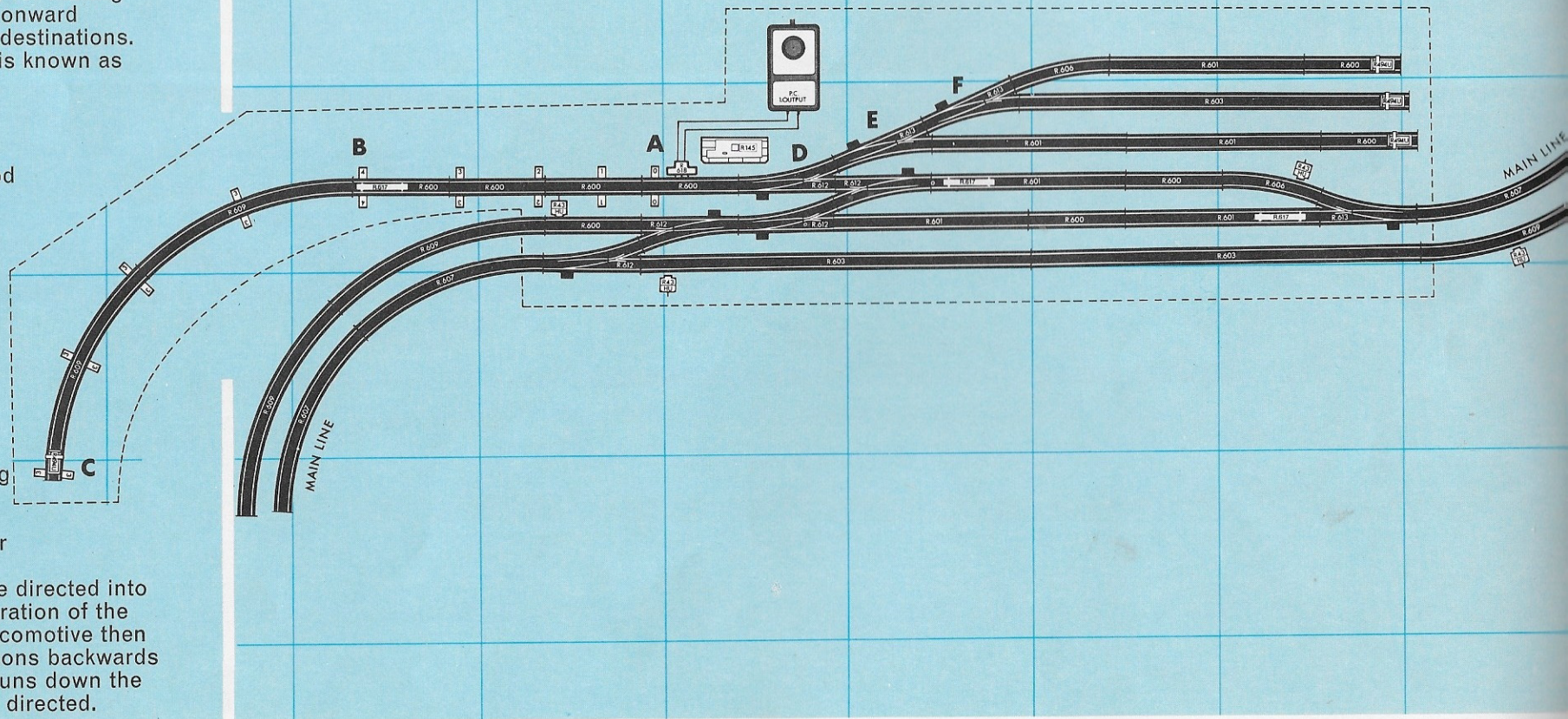
Hump Shunting Yard

A Goods Train will be made up of a number of wagons intended for many different destinations. Such a train will proceed to a Shunting, or Marshalling, Yard where the wagons will be sorted into separate groups ready for making up into different trains for onward transmission to their final destinations. This process of grouping is known as Shunting.

Plan 11 shows an arrangement of a Hump Shunting Yard. The method of operation is for the Locomotive to haul the train off the main line at Point X, to climb the incline starting at A, pass the Hump (the highest part of the incline) at B and halt just before it reaches the Buffer Stop at C.

The Locomotive then creeps backwards, pushing the train, until the end wagon is automatically detached by the Uncoupler at B. The wagon runs down the slope and can be directed into the required siding by operation of the Points D, E and F. The Locomotive then pushes the remaining wagons backwards until, one at a time, each runs down the slope and can be similarly directed.

Space Required (within dotted line)
8' x
244 cms. x 91 cm



Parts Used
(Within dotted lines)

Power Controller 1 Output - 1

R.43HU - 3
R.145 - 1
R.494U - 4
R.600 - 9
R.601 - 6

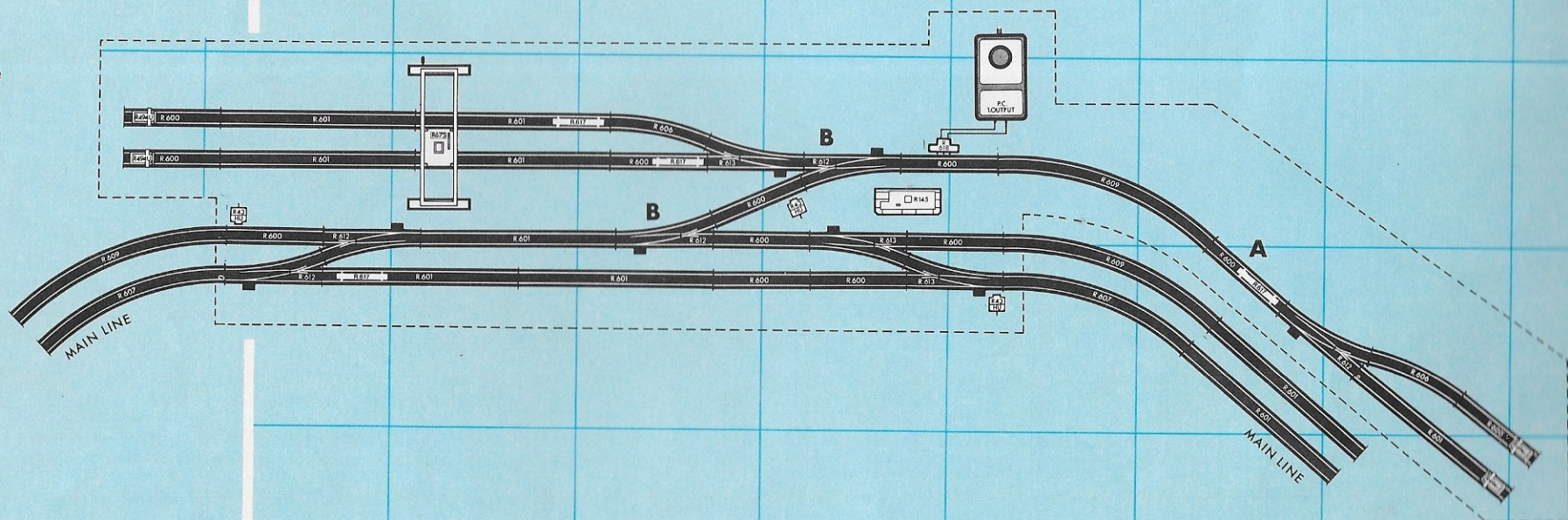
R.603 - 3
R.606 - 2
R.609 - 2
R.612 - 5
R.613 - 3

R.617 - 3
R.618 - 1
R.654 - 1
R.655 - 1

PLAN 12 Freightliner Depot

On many important freight routes nowadays Liner Trains are used for the rapid transport of loads. Under this system a train is composed of long flat wagons which are kept permanently coupled together. The goods to be carried are loaded into special containers which are taken by road to the nearest Freightliner Depot. There they are transferred bodily onto the flat wagons by special cranes.

In Plan 12 the Tri-ang Hornby Freightliner Crane spans the double track loading area. When a Freightliner Train is loaded it is hauled forward into the "head shunt" marked A, the Points at B are changed and the train reverses out onto the main line ready for its journey.



Parts Used

(Within dotted lines)

Power Controller 1 Output - 1

R.43HU - 3

R.145 - 1

R.494U - 4

R.600 - 12

R.601 - 8

R.606 - 2

R.609 - 1

R.612 - 5

R.613 - 3

R.617 - 4

R.618 - 1

R.675 - 1

PLAN

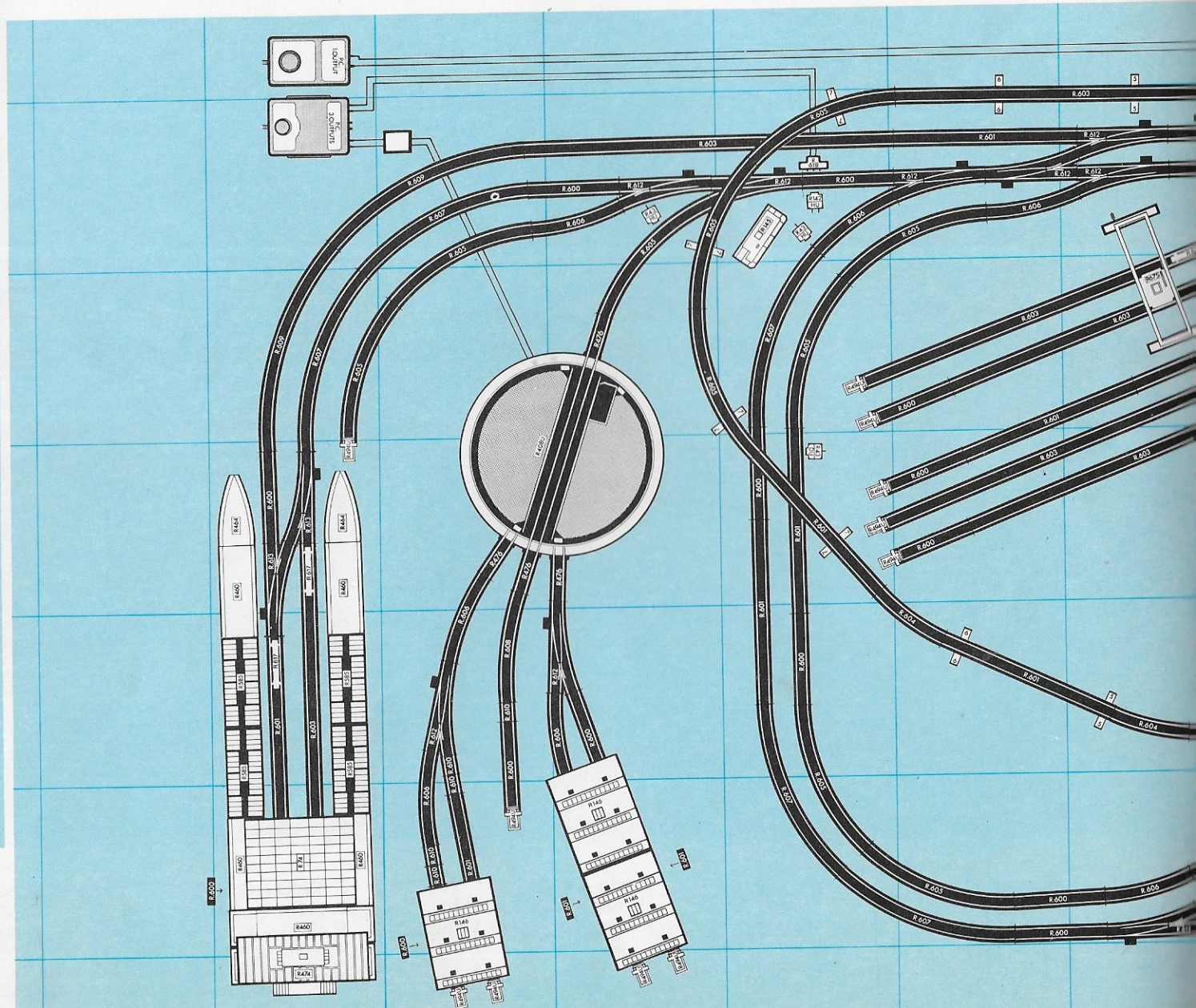
13

End to End & continuous running

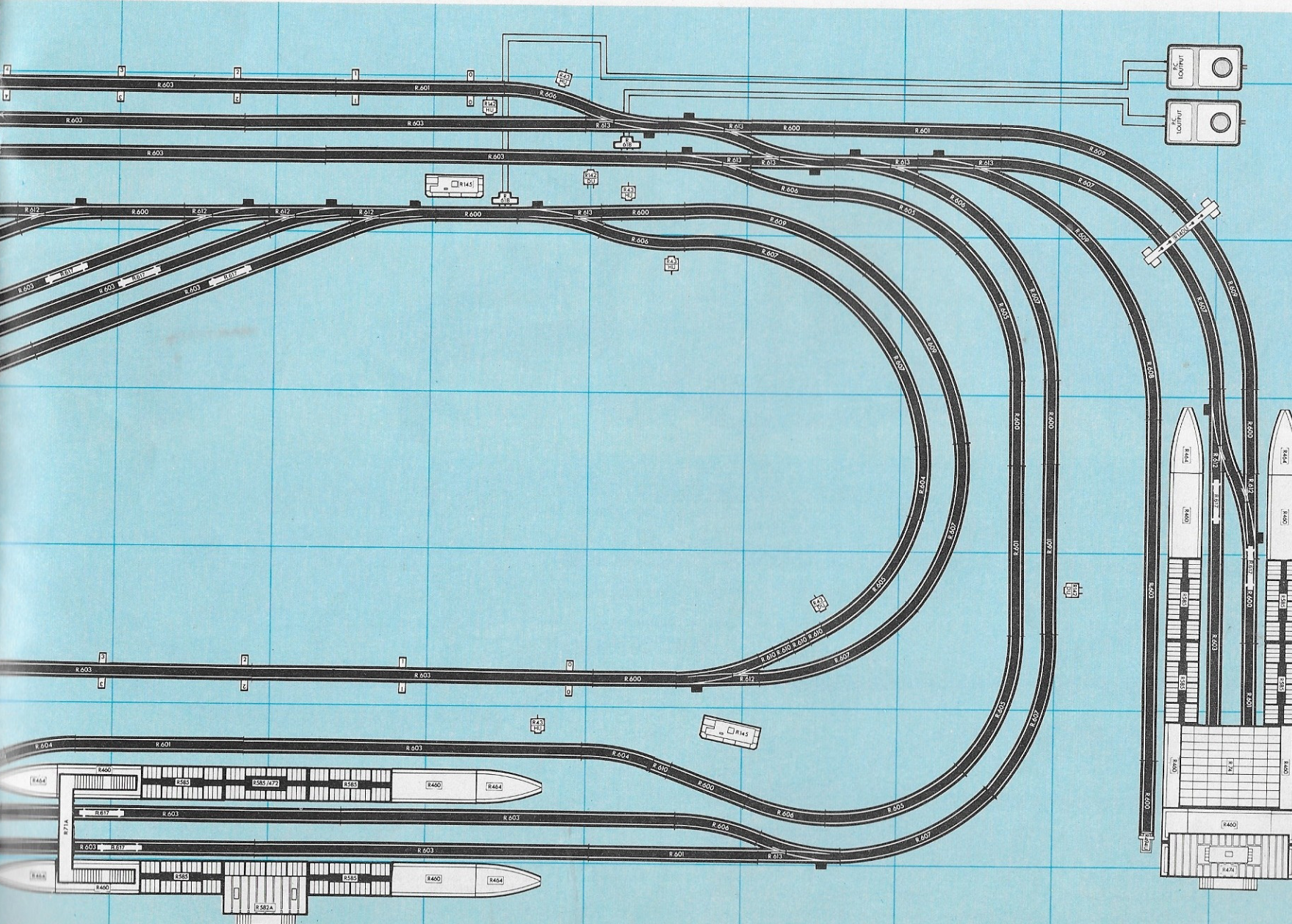
Parts Used

R.43HU - 6	R.600 - 27
R.43DU - 2	R.601 - 17
R.71A - 1	R.603 - 24
R.74 - 2	R.604 - 5
R.140U - 1	R.605 - 15
R.142HU - 3	R.606 - 15
R.142DU - 2	R.607 - 14
R.145 - 3	R.608 - 2
R.146 - 3	R.609 - 7
R.394U - 4	R.610 - 11
R.408U - 1	R.612 - 16
R.460 - 14	R.613 - 10
R.464 - 8	R.617 - 11
R.472 - 1	R.618 - 4
R.474 - 2	R.654 - 2
R.494U - 12	R.655 - 2
R.582A - 1	R.675 - 1
R.585 - 13	

Power Controller 1 Output - 3
Power Controller 3 Output - 1



for two trains with Flyover to Marshalling Yard



Space Required:
15' x 6'
457 cms. x 183 cms.

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The Variable Station System

All the parts are designed so that they can be fitted together to provide a suitable station for any position on a layout. The basic fits shown below are:-

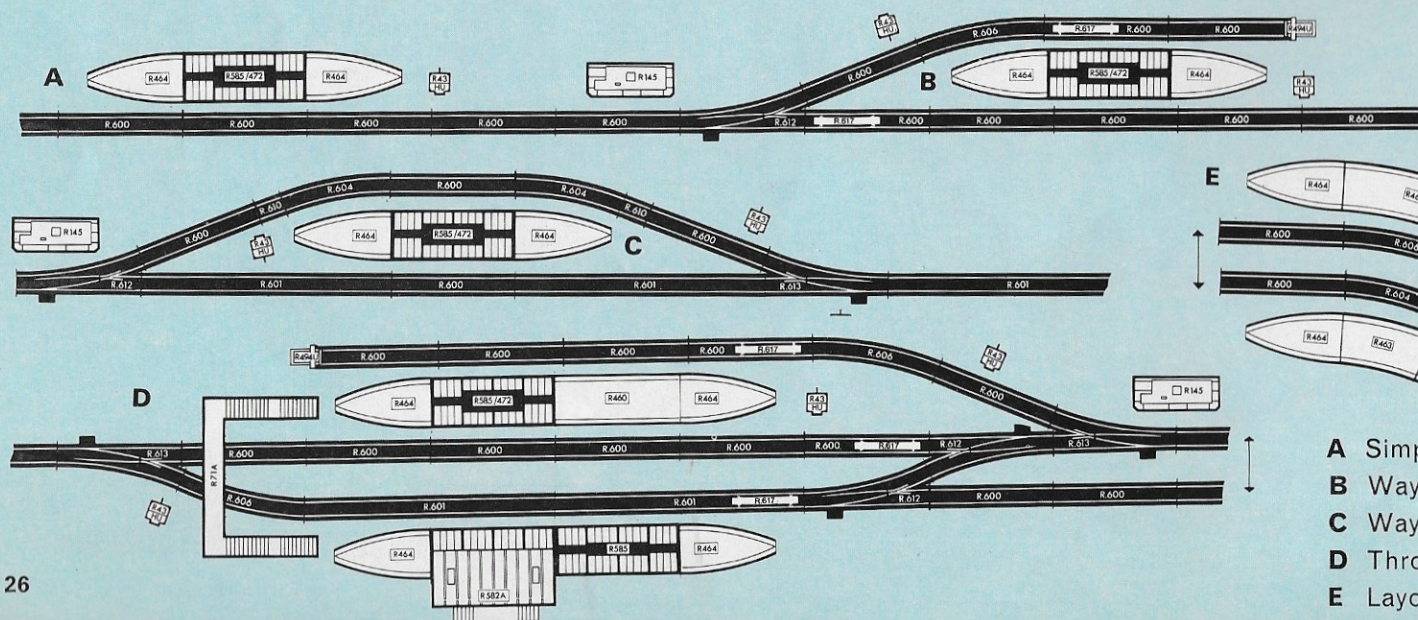
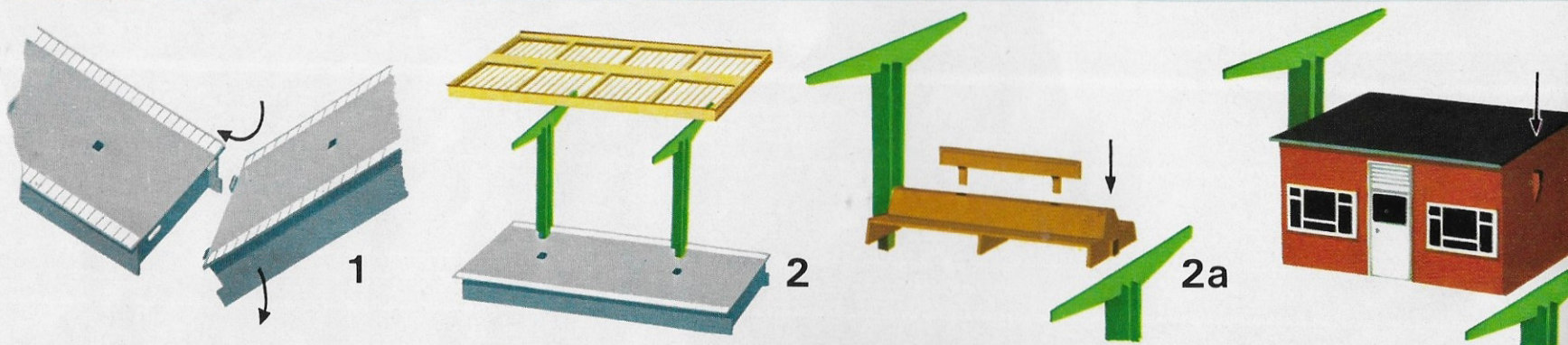
1 Clipping together two platform units.

2 Fitting of grooved pillars and canopy to platform.

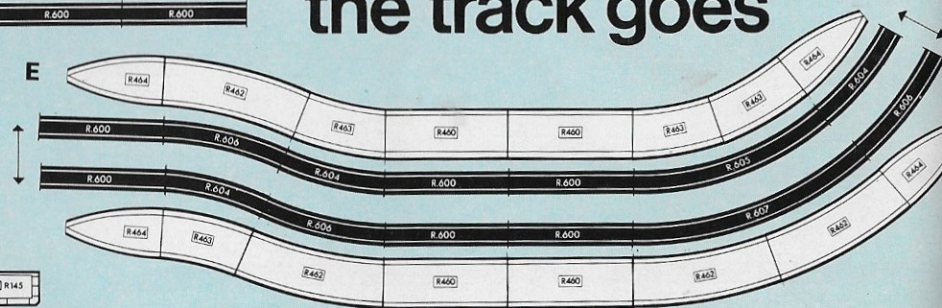
2a Assembly of seat unit with station nameboard between two pillars - to be done before canopy is fitted.

2b Assembly of waiting room between pillars - to be done before canopy is fitted.

How all the parts fit...

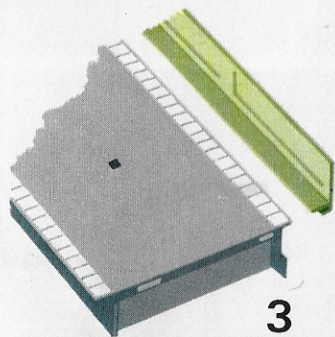


and where the track goes

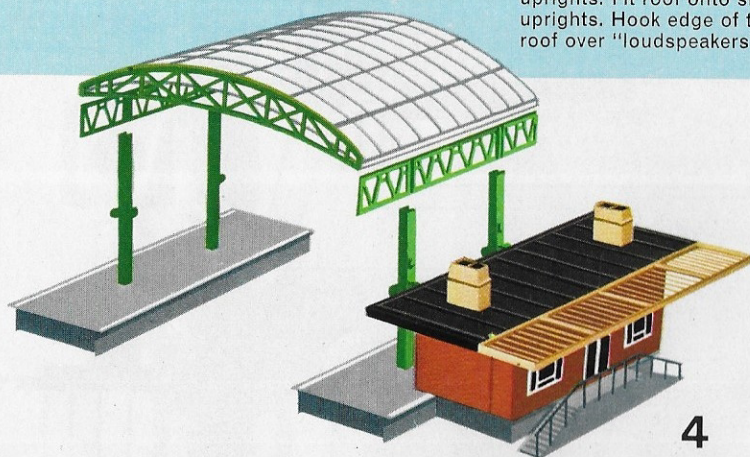


- A** Simple Wayside Halt
- B** Wayside Halt with Siding
- C** Wayside Halt with Loop Line
- D** Through Station with Footbridge and Siding
- E** Layout showing use of Straight and Curved Platforms

3 Assembly of wall section to edge of platform unit.

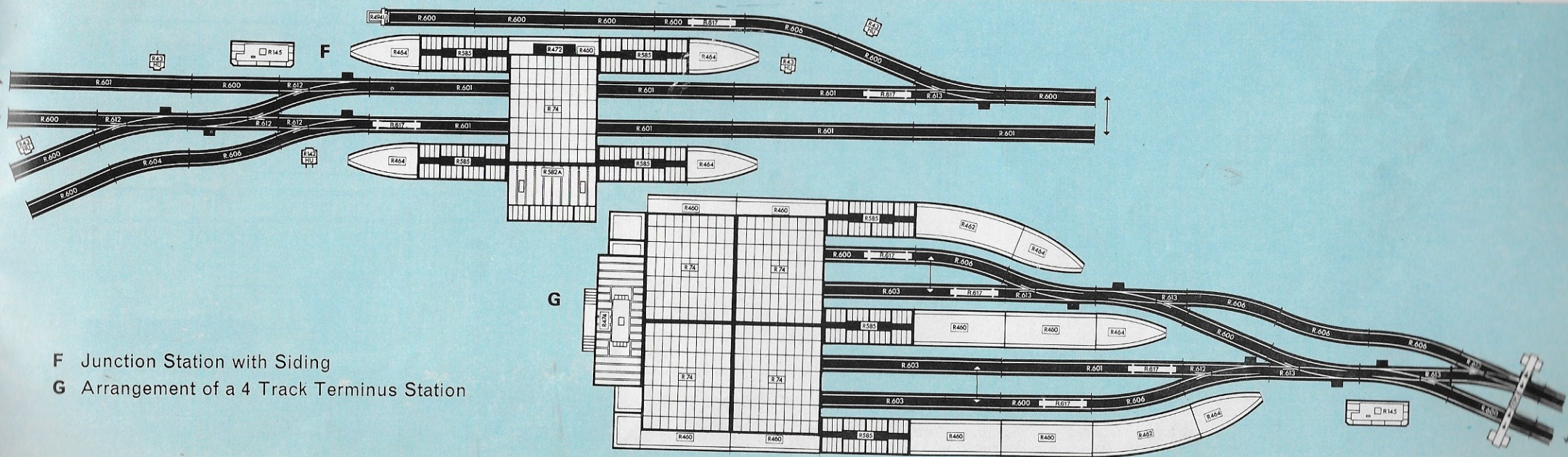
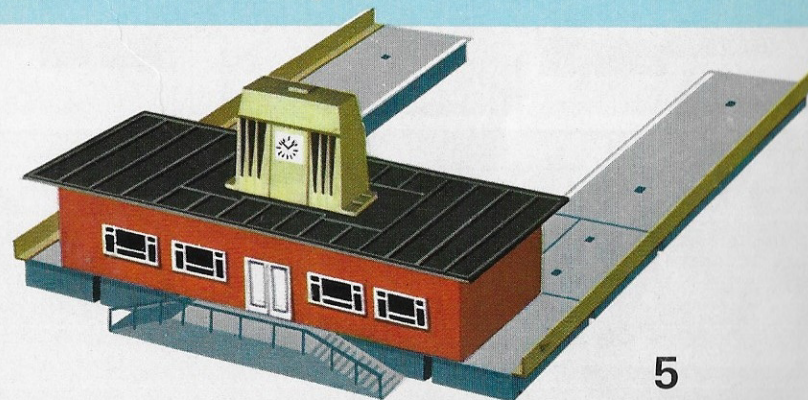


4 Fitting of double track roof unit. Insert uprights into holes in platform. Slide two side "girders" downwards onto uprights. Fit roof onto slots in top of uprights. Hook edge of ticket office roof over "loudspeakers" on uprights.



5 Arrangement of terminus building and platform sections.

Note how wall section locks platform sections together.



F Junction Station with Siding

G Arrangement of a 4 Track Terminus Station

Wiring Your Layout

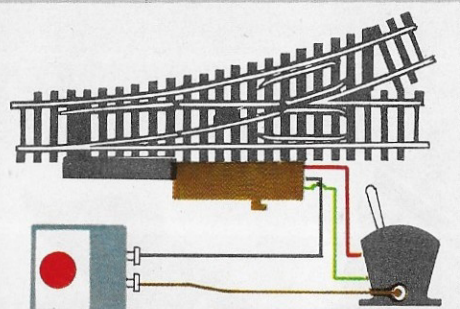


FIG. 1

The Conversion of points from hand operation to electric, which will allow control of the layout from one central point, is essential if true railway practice is to be observed. The point motor, which simply clips to the point, (see page 11) and the Black Lever Frame Section can be purchased individually or as a pack R.663U which contains sufficient

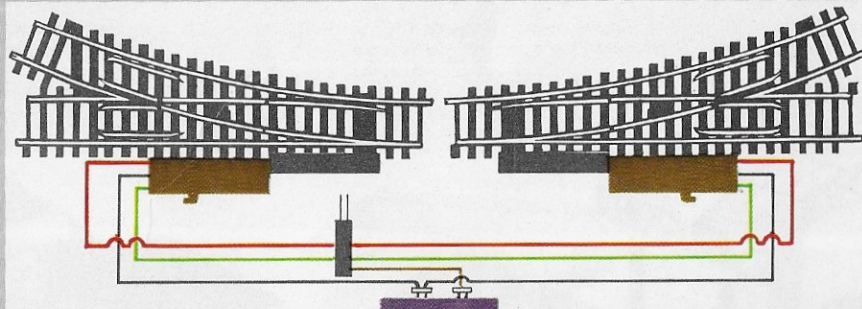


FIG. 2

parts to electrify one point. The wiring for one point (Fig. 1) or two points (Fig. 2) allowing remote control are shown. In a similar manner more points can be added and the lever frames grouped and mounted together, as in a real signal box, on the R.144 Lever Frame Base.

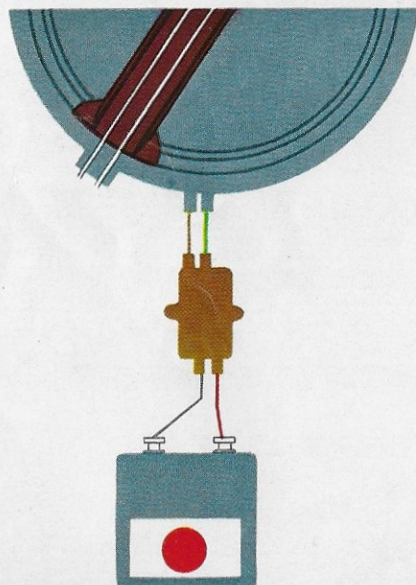


FIG. 3

As steam locomotives with tenders did not run efficiently backwards it was the practice to equip engine sheds with turntables. Operated by push button control from a 12 volt D.C. supply only, (Fig. 3) the Tri-ang Hornby turntable rotates in either direction to serve one inlet and three outlet tracks.

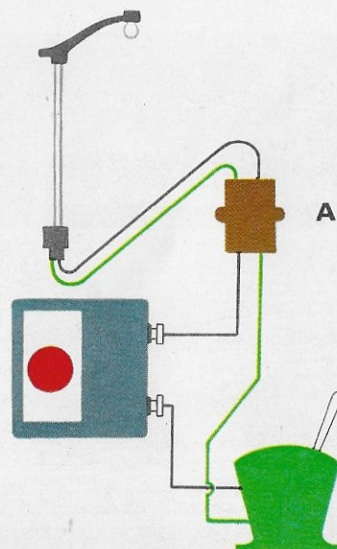


FIG. 4

Clipping directly to the track or island platform units, the Station lamps (Fig. 4) are operated by the Green Lever Frame Section R.47. Further lights controlled by the lever frame may be added to the junction box A.

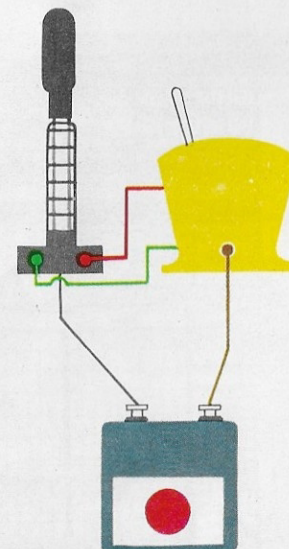


FIG. 5

Controlled by Yellow Lever Frame Sections, Tri-ang Hornby 2-Aspect colour light signals (Fig. 5) and gantries (Fig. 6), which will support overhead catenary, clip to the track for stability. As on the real railways

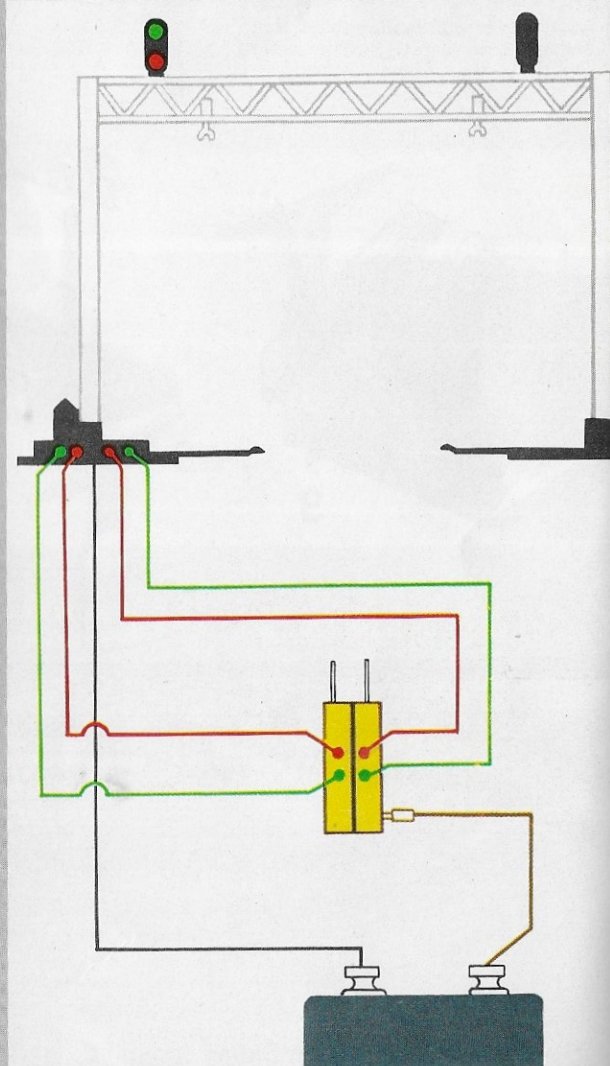


FIG. 6

colour light signals allow longer distances of track to be controlled from one central point enabling more faster trains to be run. Each signal on the gantry is controlled independently.

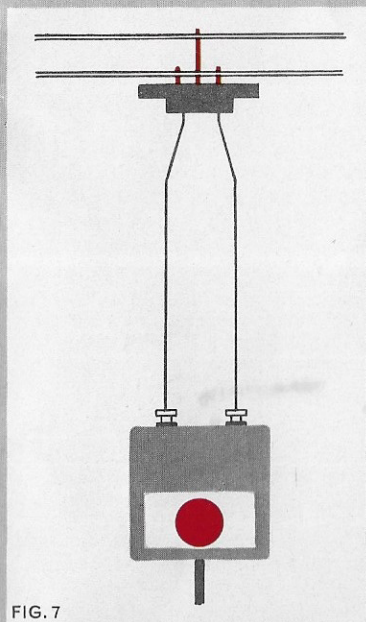


FIG. 7

Power is fed into the track from a speed and direction controller (Fig. 7) through a power clip fitted on a section of track near to the controller. The correct positioning of the power clip, which is most

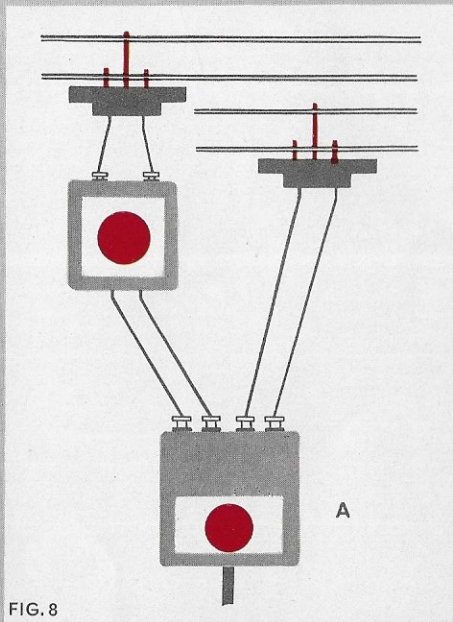


FIG. 8

important, is shown on page 11. For two train operation (Fig. 8) a second controller is required taking its power from an uncontrolled 12 volt D.C. tapping on a transformer/controller (A).

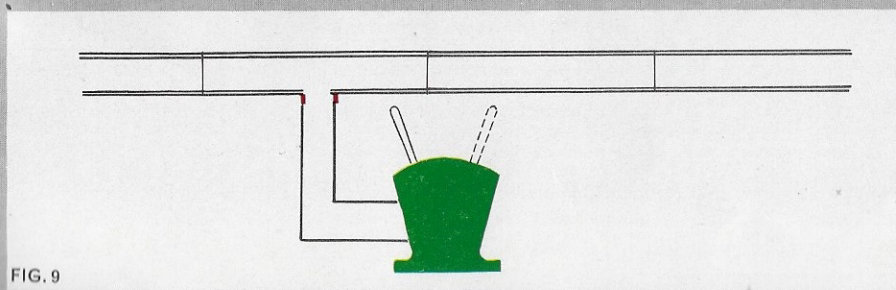


FIG. 9

The Isolating track R.616 is a second method of cutting off electricity to a section of track (see page 11).

Controlled by an R.47 Green Lever Frame Section (a simple on-off switch) the isolating track is the same length as the R.600 Straight.

The wiring of a Tri-ang Hornby train set is very simple, a transformer/controller giving an output of 12 volts D.C. connected as in Fig. 7 being all that is required. However, as the modeller increases the size of his layout he will wish to follow the real railway practice by controlling lights, points, track sections and turntables from one panel – his signal box.

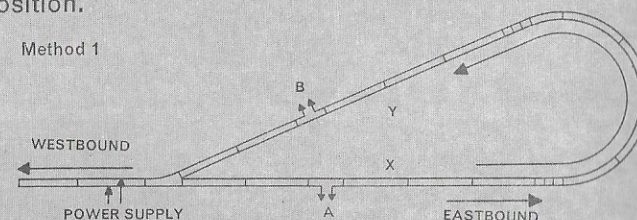
Return Loops

The incorporation of return loops in a layout causes a permanent short circuit if an isolating track is not used. For the modeller who is prepared to have slightly more complex controls the return loop is, however, a workable proposition.

Single Return Loops

With the point set to normal (straight) the R.47 Lever Frame Section "A" is pulled to the "ON" position. The controller is moved to send the train in the EASTBOUND direction. The train enters the loop travelling in an anti-clockwise direction as indicated by the arrow.

Stop the train between positions X and Y by returning the control knob to "OFF". Return the Lever Frame Section "A" to the forward "OFF" position. Set the point to the curved position. Pull the Lever Frame Section "B" to the "ON" position. Reverse the control knob to return the train to the main line in a WESTBOUND direction.

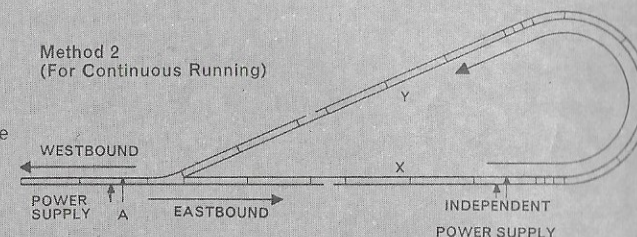


Method 2 (For Continuous Running)

With the point set to normal (straight) move both controllers for EASTBOUND travel. The train enters the loop travelling in an anti-clockwise direction as indicated by the arrow. Whilst the train is travelling between positions X and Y return the controller "A" to the "OFF" position. Set the point to the curved position.

Reverse the control knob "A" to return the train to the main line in a WESTBOUND direction.

N.B. In both methods the isolating tracks must have the broken rail sections on the outside of the circuits.



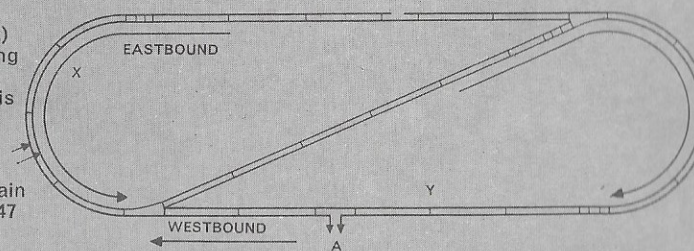
Double Return Loop

With both the points set to normal (straight) and the R.47 Lever Frame Section of Isolating Track "A" pulled to the "ON" position continuous running round the outside oval is possible. To reverse the direction of train travelling in an EASTBOUND direction it should be stopped at X.

With the controller set to "OFF", and the train stopped, reverse both points and set the R.47 Lever Frame Section in the forward "OFF" position.

Set the controller for EASTBOUND travel and pass the train through the loop in the direction indicated by the arrow. Stop the train at position Y by returning the control knob to "OFF". With the train stopped, reset the points to normal (straight) and pull the R.47 Lever Frame Section "ON".

Reverse the controller and the train will proceed in a WESTBOUND direction.



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Scenic Modelling

Introduction

Modelling scenery which includes buildings and lineside accessories is a fascinating way of creating in miniature on your layout baseboard, a model of real or make believe stretches of railroad. One of the main reasons for scenery is to break up the round and round appearance of operations. By reproducing all the main features surrounding a railway but reducing the long stretches between towns it is possible to recreate the actual working of full size traffic. Many modellers and Model Railway Clubs even produce their own timetables for the realistic operation of their trains.

Once you have chosen your baseboard you can begin to plan your layout and scenery which can be built stage by stage providing hours of modelling fun. There are many clubs and societies in every part of the country which are devoted to modelling and which can give you help and advice in the building and running of your layout. There are also railway modelling magazines published monthly which give reliable tips and suggestions and many books have been written both for beginner and expert alike.

In the Tri-ang Hornby Catalogue can be found Stations, Signal Boxes, Level Crossings, Railway Sheds and other lineside structures such as Bridges, Tunnels, Fencing and Signals. The Tri-ang Hornby range of accessories are to the correct scale of the railway which is most important if the overall effect is going to look right. The range of Model Land Building Kits will help to create the built up area which always surrounds any railroad. There are also a wide selection of proprietary railway model kits and building kits, both in plastic and card, which can be constructed to support the Tri-ang Hornby range. Care should be taken to make sure that these are always correct in scale, for buildings designed for N gauge railways would look ridiculous on your 00 gauge layout.

The correct placing of accessories on your layout is most important. For example, consider the Operating Mail Coach Set. Letters and parcels are sent by people to people, so a layout would not make sense if the pick-up and delivery of mail bags took place in empty fields and far from any buildings. Post office vans would need to have access to the collection and delivery points so roads would be necessary and probably level crossings. It is surprising how often simple points like these are overlooked. Towns and villages seldom "just happen", there was usually a reason why they were built in a particular place. Often this lay in the presence of mineral deposits, perhaps a coal field and then

subsequently a steel or gas works was added. The crossing place on a river would be a meeting place for people and river traffic and a county market could well have followed. Navigable estuaries often gave rise to docks and then later to industry and tourism – all these can be recreated on your layout.

Planning and Preparation

It must be decided at an early stage how ambitious the model is – going to be. Real Countryside is seldom flat as there are hills, valleys and rivers and if these are to be truly represented then the railway layout will have to cater for more than one level from the planning stage. Mountain scenery will need support on the baseboard and offcuts of wood nailed or glued to the baseboard will provide it. If cuttings or rivers are to be modelled then a valley running across the baseboard can only be achieved by raising the other scenery on the board.

The basic materials for model making are cheap. Only a few tools are required and the kitchen table will provide a work bench. As your experience grows and you wish to tackle more complex modelling then you may wish to add to them. The following list of tools is suggested as a guide.

- A good quality modelling knife with a selection of blades.
- A selection of small files – square, triangular, flat and half round sections.
- A pair of fine nosed pliers.
- A fine toothed Saw (for metal and wood).
- A Fretsaw.
- A Small Hammer.
- A Steel 12" Rule.
- A Set Square.
- A Small Table Vice – useful but not essential.
- A Cutting Board – an old breadboard.
- A Small Hand Drill and selection of fine drills. ($\frac{1}{16}$ " to $\frac{1}{4}$ ".)
- Fine Glasspaper.
- A Small Pencil Type Soldering Iron – useful but not essential.

Many of the materials required can be obtained from scraps of wood and other materials which are available in any house.

Baseboard

Choosing and positioning your baseboard is one of the most important steps in starting a model railroad. Suggestions for storing the baseboard have been covered on Page 3. When starting to make the board the overall size will govern the method of construction, the larger the size the deeper the frame will have to be to stop the board twisting. It should be remembered that several small boards can make up a large layout and a layout can be enlarged by adding further boards to it. When joined, however, the boards must be flush to allow a good connection of railway and scenery.

Before commencing to model on the baseboard it is advisable to paint it overall a neutral colour such as green which will help to cover any gaps in the scenery. If it is proposed to move or tilt the baseboard then it is advisable to have the position of buildings located by small blocks and such accessories as telegraph poles fitting into small drilled holes. These accessories can then be moved and repositioned easily on the layout.

Track Underlay

Tri-ang Hornby System 6 Track will look far more realistic if laid on the foam underlay which has been designed for it. This will represent the stone road bed of a real railway and give smoother quieter running. The underlay can easily be cut with a modelling knife when required and Tri-ang Hornby track pins should be used to hold the track and underlay to the baseboard. The Clip Fit accessories such as Fences, Level Crossings and Signals should be fixed at the same time and the track bed painted, if required, when laid.

Concealed Tracks and Tunnels

Most modellers will wish to incorporate tunnels on their layouts either the small single track Tri-ang Hornby Tunnel or, if more ambitious, by building hillsides with scenery over portions of the track. It must be remembered, however, at the planning stage that trains can be derailed in tunnels and a means of access should be left to get into the tunnel. This is normally achieved by making the hill detachable or leaving a cut-out in the underside of the baseboard. It is suggested that any trackwork which is going to be concealed is laid first and secured to the baseboard and test trains are run on it before other sections of the layout are tackled. It is important to run the largest piece of rolling stock through the tunnel to make sure that all the clearances around the track are sufficient.

Mountain and Hill Scenery

Before commencing construction of hill or mountain scenery it is suggested that the modeller cut some sections of corrugated cardboard, with his modeller's knife, and stand these vertically pinning the base to get an idea of the overall effect of the hill. The cardboard can quickly be cut if too high and be sculpted into the overall shape required. Having decided upon the form of the high ground, it is recommended that tunnel mouths and cuttings be cut from timber and fixed firmly to the baseboard. These can be disguised later with proprietary tunnel entrance mouldings and cork bark for rock formations in the cuttings. Brick or stone paper will also disguise such a cutting as a steep embankment or retaining wall.

The support for the high ground can either be screen or chicken wire formed over sections of corrugated box, the flutes in the board running vertically and the board held together by nails. For a small area use crumpled newspaper. A larger area may require some more substantial support made from wood offcuts. The wire should be tacked firmly at the edges, care being taken not to come in contact with the track and cause a short circuit.

Papier Mache (made by soaking pulped newspaper in a flour and water mix, or size and wallpaper glue) or cloth rags dipped in Plaster of Paris, provide the best means of covering the framework. The layers should be built up to the form and shape required. Final detail can be pressed in last and the covering allowed to dry thoroughly before being shaped further. Both materials can be worked with a modelling knife, though Papier Mache should be covered with two or three coats of sanding sealer if it is wished to rub it down. Both materials can be covered by waterproof paints if desired, but poster colours will give a more realistic matt finish.

Modelling Rivers and Harbours

To represent water on a layout it is necessary to allow for this from the planning stage by making a flat section on the baseboard lower than the rest of the scenery. It is not advised that actual water be used, for it can cause electrical short circuits and becomes dirty very rapidly. Most modellers prefer a transparent material laid over a coloured base. Mottled glass can be used and made to look very realistic, but it does require some skill with a paint brush to produce a foam effect on the water. Transparent plastic is easier to handle, although success depends on the painting underneath. Another method is to form the

water from Plaster of Paris which can be shaped into ripples. The "water" can then be coloured to suit the situation, either clear blue stream or dirty harbour water and the realism is achieved by several coats of good quality varnish which can overflow a little around the water's edge.

There are certain tips to modelling water scenes which are useful to remember. Beach can be modelled using cork sheet cut at an angle to represent the slope. Shingle is modelled by sprinkling ballast on a glued surface and brushing off the excess. Do not forget that harbours have retaining walls which can be represented by Balsa strips painted brown. Pier supports for the railway should be carefully positioned in a level position on the "water".

Industrial Scenes

The basis of any industrial scene can simply be a kit such as the Tri-ang Hornby Model Land Factory. There are many other kits available from model shops and they all share the characteristic of achieving an industrial complex in a limited space; thus it is possible to model a full size factory on your layout. Wherever there is space on the baseboard near the railway a suitable industrial feature, such as an Oil Storage Tank should be considered which will give the layout a true to life feel.

It is important to remember that industry is not clean, so buildings and their surrounds should be painted in sombre colours to contrast with the clean countryside on the layout.

Animals, Figures and Vehicles

Figures and vehicles add a true dimension to any layout. Figures can be bought in many varied costumes and postures and painted to suit each situation. They can be fixed or moved to stations, streets and fields as desired and small incidents can be recreated on the layout giving it a real finishing touch.

Trees and Shrubs

No layout can be complete without representation of trees and shrubs which give to it another dimension. They can be purchased ready made or quite simply made at little expense.

Deciduous Trees can be made by binding together, for the trunk, 6" lengths of thin copper wire or cotton covered wire. The upper strands are splayed out to represent the branches. The trunk should be dipped in glue then into brown sawdust for the bark. Lichen, tea leaves or small irregular pieces of green foam plastic should then be glued to the branches as leaves.

Fir Trees are equally easy to make. A small bundle of wire some 10" long should be folded in half. Cut several 4" lengths of sisal string and tease out the individual fibres laying them between the folded wires. If this is then twisted anchoring the loop where it is folded over a nail on your work bench, a ragged spiral of stiff wire fibres will be formed. This can then be trimmed into the taper of a fir tree and the tree dipped in glue then sawdust, dyed green, will produce a lifelike tree.

Lengths of sisal string glued together then covered in green sawdust can equally form very lifelike hedges and bushes can be made from irregular pieces of foam plastic similarly treated.

General Scenery

The range of Tri-ang Hornby Scenic materials is ideal for putting the finishing touches to your layout. Available in many colours they should be scattered on a pre-glued surface and the surplus brushed off when the glue is dry. A grass surface can be created by gluing medical lint which has been coloured green with the fluffy side uppermost. A ploughed field can be recreated by pulling the teeth of a comb through the surface of the plaster before it sets and then painting it brown when dry.

Background

Scenic background paper is invaluable to the average layout serving as it does two different purposes. It can be used equally to give a greater feeling of realism and depth and also to disguise the backdrop of the actual layout, be it loft, garage or home wall. A wide selection of different scenes are available and they can be added to by posters and other suitable display material. Many of the background sheets are continuous and modelled scenery in the foreground will blend with similar scenes on the backdrop.

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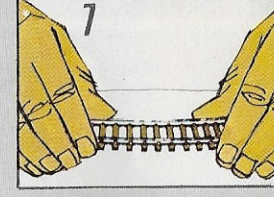
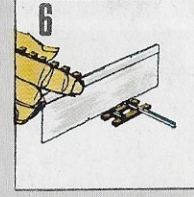
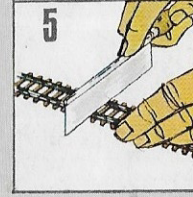
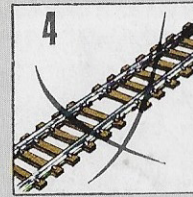
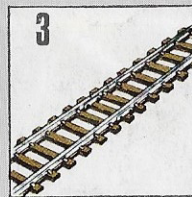
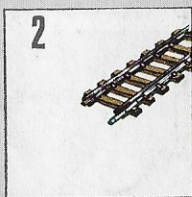
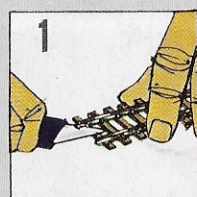
Flexible Track

Tri-ang Hornby flexible track, supplied in 36" (91.5 cms.) lengths, is the ideal way to expand your layout. Being flexible it can be formed at will and therefore can be used as straight or curved track and even more important varying degrees of curvatures and small changes of direction so often seen on real railways can now be modelled on your own railway. It can be cut quite easily to any length so any awkward gaps which no standard piece of track will fill no longer present a problem.

As the track is designed to be cut to any length special fishplates (Rail Joiners) R.611 which will join the track to Tri-ang Hornby System 6 are supplied in packs of 24.

The flexible track may be laid on underlay and all System 6 clip fit accessories fit to it.

When used as straight track in its full length the half sleeper ends of flexible track join positively with Tri-ang Hornby System 6 Track. However, when the track has been cut to a smaller length to obtain the correct sleeper spacing at the track join, it is essential to remove the first set of chairs (Rail Holders) from the plastic track base with a sharp knife (Fig. 1). The Fishplate is then pressed onto the rail end and pushed tight against the next set of chairs (Fig. 2) disguising the joint between the two pieces of track (Fig. 3). The fishplate is always placed on the left hand rail end only. An incorrect joint where the sleeper chairs have not been cut, with the consequent oversize gap between sleepers, is shown in Fig. 4.



Flexible track may be cut to the length required with a fine toothed modeller's saw (Fig. 5). It is essential to file away any burrs caused in the cutting which would interfere with fitting the fishplates, hurt the hands or possibly derail the locomotives or rolling stock. Care should be taken to hold the track firmly to prevent damage whilst cutting. The fishplates should be firmly secured to the rail with pliers to ensure good electrical continuity.

When flexible track is curved symmetrically the rail ends remain in parallel. However, when a continuous curve is formed the inside rail will be longer than the outside rail (Fig. 6) and will need to be trimmed to make both ends parallel. This should be carried out using a fine toothed saw care being taken to make the rail ends square.

It is important to avoid having kinks in the flexible track after it is laid. This can be avoided by making a card template (Fig. 7) before laying the track to establish the line it is to take. Pinning of the track to baseboard, commencing at the joints, should be done sparingly.

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Your TRI-ANG HORNBY dealer is:—