

The micro model railway *Dispatch*

The Quality Journal for the Micro Model Railway Layout Enthusiast



Inglennook Centenary
100 years of shunting problems

Celebrating 100 years of The Inglennook

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The micro model railway *Dispatch*

Inglenook Centenary

100 years of shunting problems

The term “Inglenook” is synonymous with micro layout design, and the track layout is one of the most popular schemes, and it first appeared in print 100 years ago. So we celebrate it with this special issue.

According to my research, **THE DISPATCH** has averaged one Inglenook derived layout an issue over the past five years. It just goes to show how popular a concept it is.

The Inglenook has come a long way since A.R. Walkley first presented it to the model railway public 100 years ago, and all the layouts I present to you in this issue have taken that original concept and run with it. Sometimes they have run a very long way, so that you may think there is no connection to the original idea at all. But all still contain those three proportioned sidings, the key to the Inglenook.

I hope you all enjoy looking back at the history of the concept and fine layouts shown here are perhaps inspiring you to build one in the future.

See you in December.

IAN

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“Micro layouts are small model railroads, usually less than three or four square feet in area that nonetheless have a clear purpose and excellent operating capability.”

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The History of the Inglenook

The editor traces 100 years of this popular track plan and concept.

The Inglenook as we know it, wasn't even known as the Inglenook when it first appeared in the model railway press.

The name was to come just over 50 years later, and at six feet long for the complete layout, it wasn't even a micro according to the modern definition. It was half of the layout that was to garner so much interest in the following 100 years.

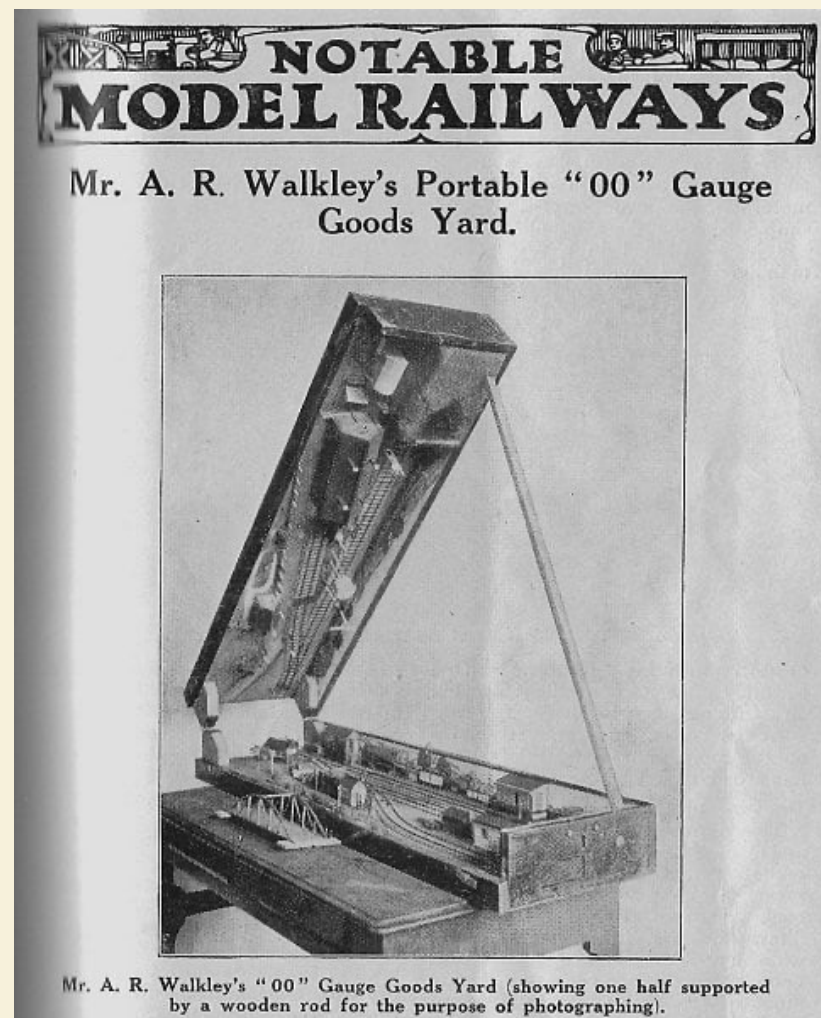
The concept was first introduced to the world by A.R. (Reg) Walkley and his "Portable Goods Yard" layout in a "Notable Model Railways" issue of **MODEL RAILWAY NEWS** magazine in 1926.

Walkley had been displaying his layout at shows the previous year but it was 1926 when the layout first appeared in print.

Walkley was quite the modeller in his time. The portable goods yard layout was only one of his many contributions to the hobby. He also created the first workable versions of what would go on to become the tension lock coupling, which later became the UK's standard method of joining wagons and coaches together to assemble a train.

His skills extended to extreme miniaturization. He built a working model of a GWR 0-4-0 dock tank in a scale of 1mm to the foot. The body was fabricated from nickel silver sheet and he even wound his own motor and cut his own gears by hand. The model was barely one inch (25.4mm) in length with a track gauge of 4.76mm (3/16 of an inch) the finished model fitted inside a thimble.

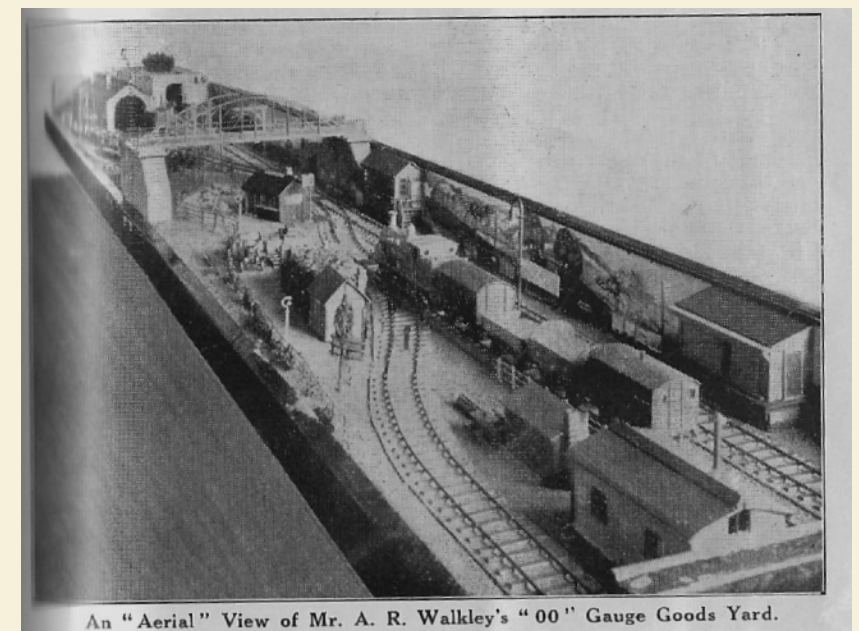
He and some friends of the Wimbledon Model Railway club were early adopters of H0 scale, rather than the 00 scale that became the standard for the first train set for an English child in later years. Indeed, when he wrote to **MODEL RAILWAY NEWS** about the portable goods yard layout he referred to it as being to H0 scale rather than 00. The layout was seen by Walkley and his friends as a proof of concept for the scale.



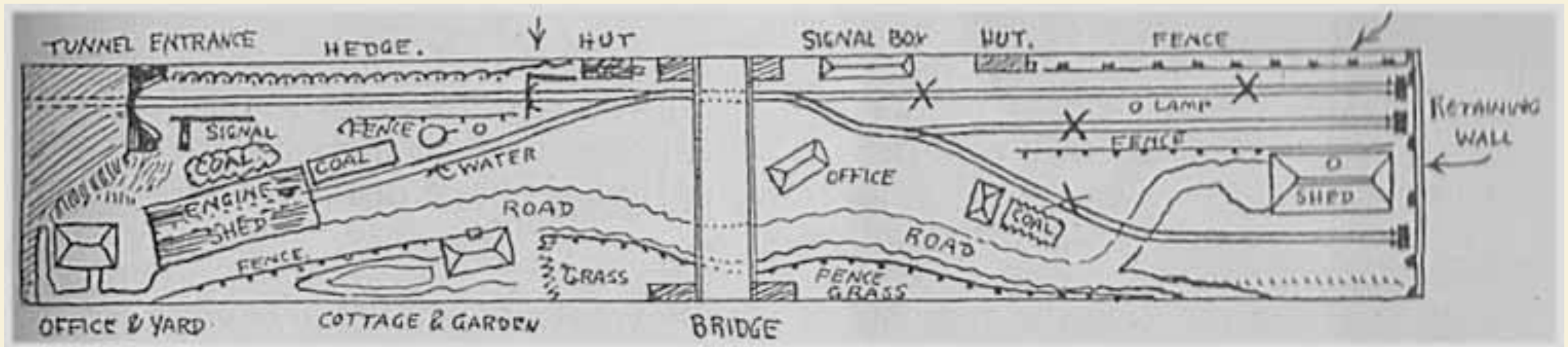
As you can see from the image on the front of the periodical the layout was capable of being folded in half for easy transport, each half was three feet long. Each half was distinct. The right hand section with the track layout that we have come to know as the Inglenook was a goods yard area. The left hand portion with a locomotive shed was more rural in look and here the track plan was more of a "Y".

The folding made the layout truly portable. The hinge in the middle, covered by a road bridge became a standard (*perhaps even cliché*) scenic treatment for many years.

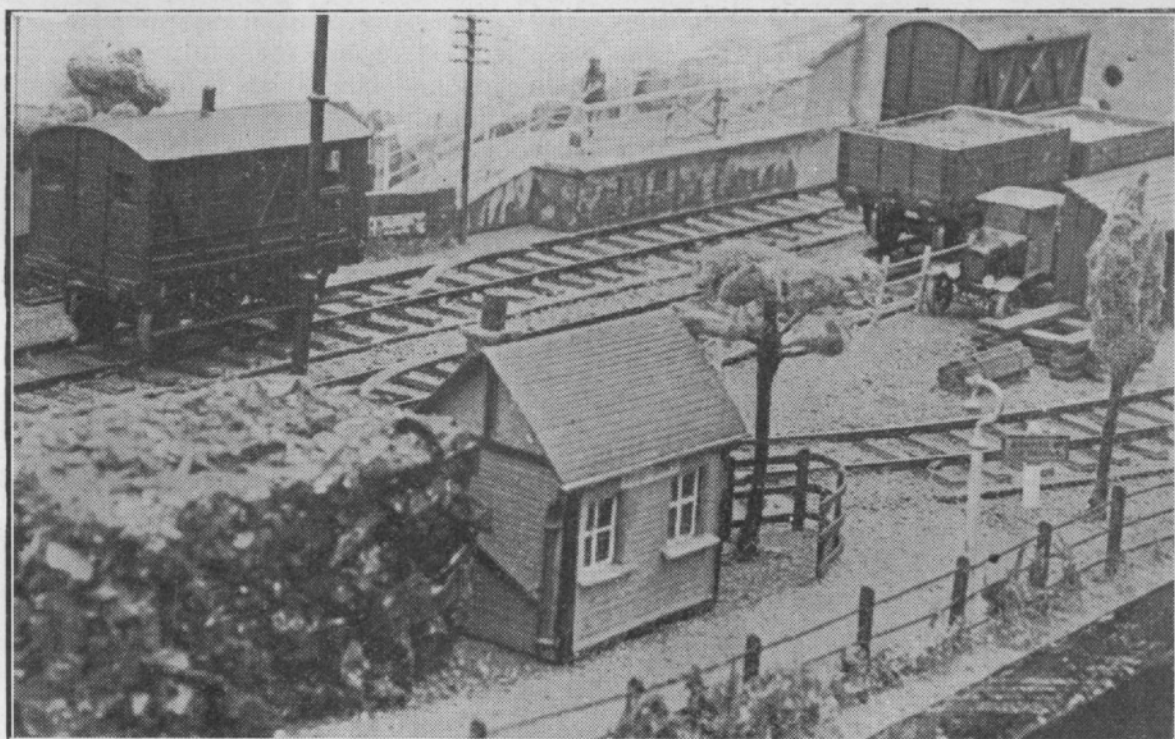
The scenic development, ease of transport and portability, make the layout many years ahead of its time because in ticking all these boxes, it makes it the worlds first exhibition layout by modern standards.



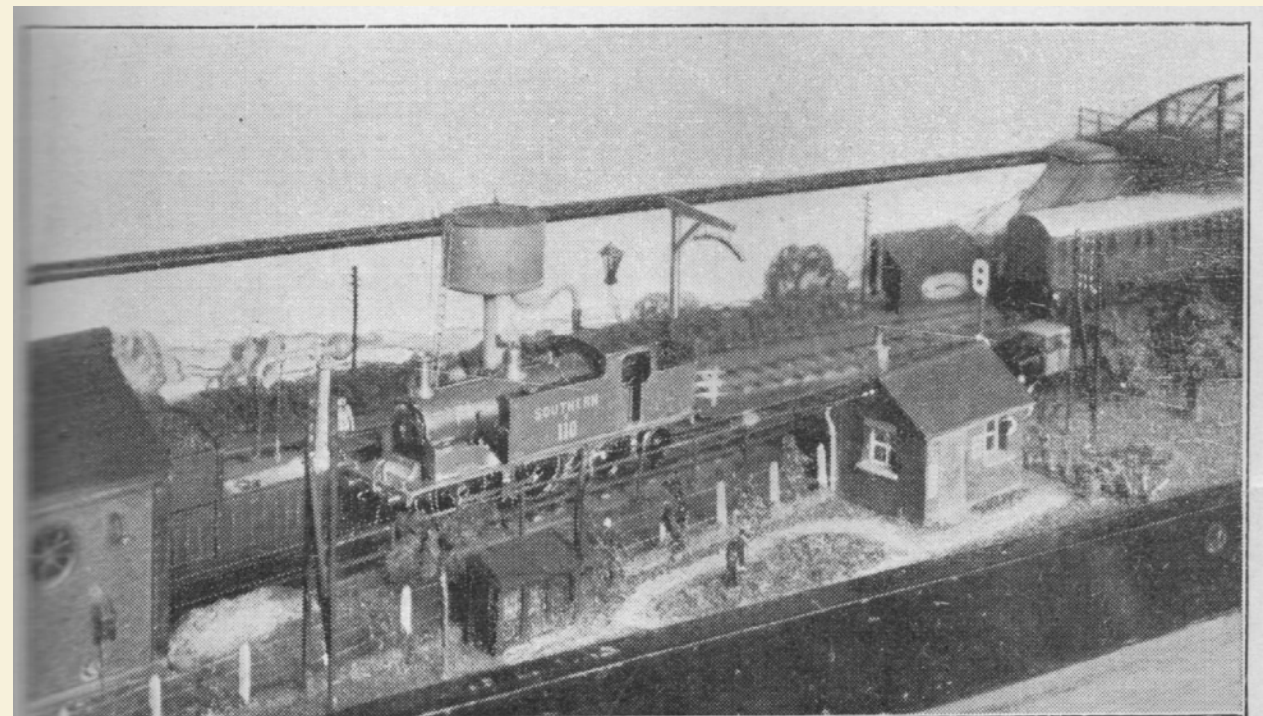
A view down the layout



A reproduction of A.R. Walkley's original drawing from 1926. It shows all the salient features of the idea, and some other features that were to become standard features of small layouts for a long time into the future.



A view of a corner of Mr. A. R. Walkley's Half "0" Gauge Portable Goods-yard Model.



A close-up view of part of the "00" Gauge Goods Yard, showing Mr. A. R. Walkley's S.R. 0-4-4 Tank Loco.

However, Walkley's first version of the Inglenook concept made no mention of operations or of any type of game to be made from the shunting moves.

That occurred in the December 1962 issue of **RAILWAY MODELLER**. This was when noted contributor of the time W Hardin Osborne described his Christmas party game. The Inglenook name was still a few years in the future. This could well be the first time that the rules of a game were laid out in detail.

It differs slightly from modern Inglenook "games" in that the shunter just had to reverse the make up of the train from 1,2,3,4,5 to 5,4,3,2,1. This way the participants should only need to make the same amount of moves, rather than the possible thousands that the plan is famous for.

In addition to the moves needed to assemble the train in the desired order. Mr Hardin Osborne also suggested penalties for the operators such as: Failing to uncouple the brake van at the start, or failing to couple up or uncouple wagons over the uncoupler ramps. Disqualification was saved for really serious transgressions like derailling the train over a wrongly set point. Hardin Osborne reported that the game was a huge success with even the women being keen participants.

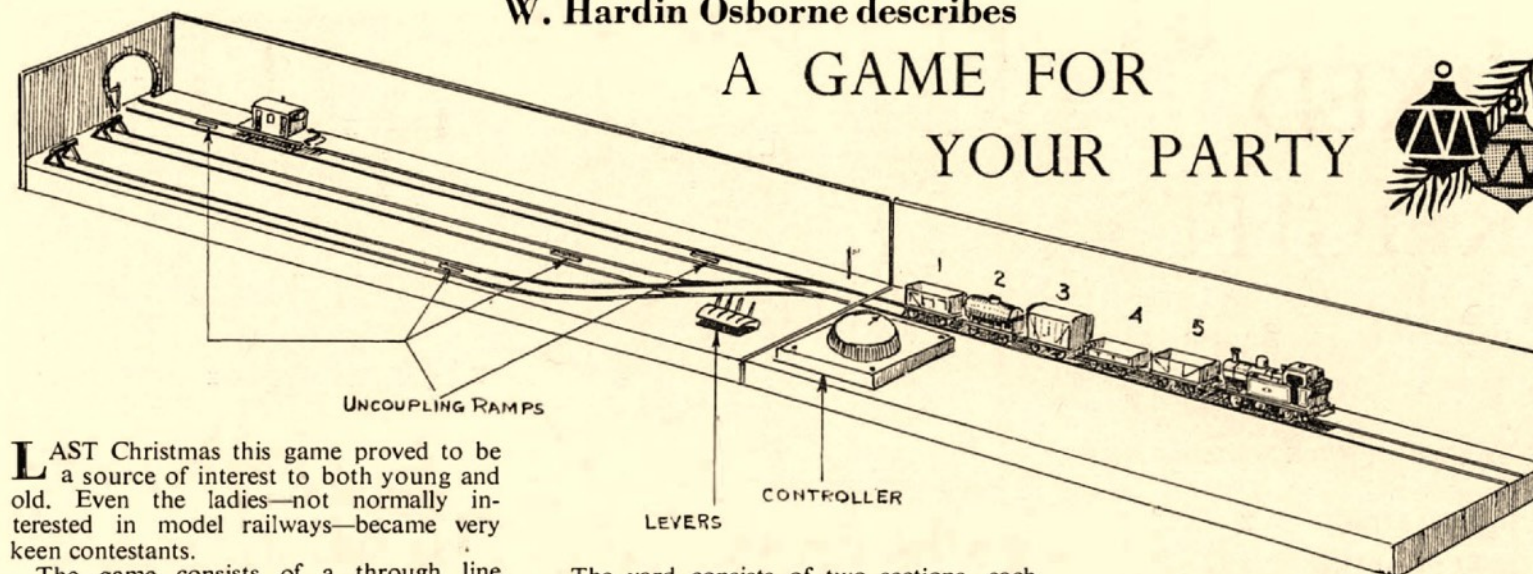
In his article he went on to describe the construction of the layout, should you decide to build one yourself. It was five feet long, and six inches wide and in TT scale (*the old TT-3 and not the modern TT:120*) The baseboard surface was made from hardboard and braced with thin pine strips. Hardboard is a material frowned upon today, but even my first train set was laid on hardboard.

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W. Hardin Osborne describes

A GAME FOR YOUR PARTY



LAST Christmas this game proved to be a source of interest to both young and old. Even the ladies—not normally interested in model railways—became very keen contestants.

The game consists of a through line with a simple goods yard of two sidings, a locomotive, five assorted goods wagons and a brake van. The wagons are numbered 1 to 5 inclusive, and the object is to rearrange them in the reverse order, i.e. 1, 2, 3, 4, 5 to 5, 4, 3, 2, 1, with the minimum number of movements, starting by uncoupling the brake van and finishing by coupling the brake van on to the end of the rearranged train. In addition to the minimum number of movements it is possible to incur a number of penalties or forfeits as follows:

- (1) Failing to uncouple the brake van at the start.
- (2) Hitting the buffer stops too hard.
- (3) Starting in the wrong direction.
- (4) Failing to couple or uncouple.
- (5) Penalty for derailment through wrong setting of points incurs disqualification.

The locomotive and rolling stock can be part of an existing layout and the goods yard could be designed to be an easily removable section of a layout.

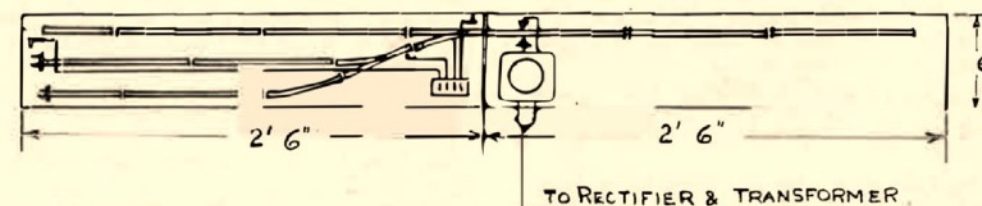
The yard consists of two sections, each 2ft. 6in. long by 6in. wide (or one section 5ft. long). The following track is required:

Tri-ang Type B (or Peco equivalent): eight standard straight rails, two half straight rails, one half curve, two left-hand points, two buffer stops, one controller (Hammant & Morgan variable resistance), 12-volt transformer-rectifier, four uncoupling ramps.

The uncoupling ramps are placed as shown on the sketch. The type used were of the transparent material as supplied by George Mellor. If the standard TT uncoupler rails are used the above list

should be revised by adding four uncoupler rails and deleting the two half straight rails and reducing the number of standard straight rails from eight to seven.

The baseboard is made from hardboard reinforced by 1in. by ½in. pieces of wood on the underside. The ground frame, described separately, and controller are positioned as shown. The controller should be wired so that the locomotive moves in the direction in which the controller is turned. The back board and tunnel mouth are optional. If fitted they can be improved by covering with brick paper or scenery.



A reproduction of the article in the December 1962 issue of Railway Modeller (shared under the creative commons license)

The Inglenook next appeared on the model railway enthusiasts radar in December 1979 at The Manchester Model Railway exhibition with Alan Wright's layout, where the name was first used. The layout takes its name from where the layout was sited in his house. The Inglenook.

An Inglenook fireplace is a large, recessed hearth area featuring built-in benches or seats tucked into the alcove on either side of the fire. The word combines "ingle" (an old Scottish word for fire) and "nook" (a corner).

The layout cause quite the stir, not only because of the size but also because the layout operator was actually stood in the crowd with the controller in his hand.

Alan had built several layouts with "walkabout" controllers previously.

Alan had never heard of Walkley and his layout concept, instead his idea for the Inglenook was a development of an earlier layout of his called "The Wright Lines" that appeared in RAILWAY MODELLER in Mar 1956 and Sept 1967 (*The Wright Lines itself is a remarkable layout that looks years ahead of its time, and is worth further retrospective discussion*). The Wright Lines was a continuous oval of track on a 3' x 4'6" baseboard. With two sidings inside the continuous run to be shunted for extra operational interest.

One year, when Alan was pressed by members of the Manchester Model Railway club to build a layout for their show, his first thought was to say no. But he soon relented and for a quick layout build, his idea was to remove the oval of track of the Wright Lines

concept and have one single running line to shunt wagons off.

It also seems that one of the driving forces behind Alan's construction of the project was to show that a small simple layout could be built quickly, enabling the builder to get maximum enjoyment from the hobby in a short amount time as possible. This is one of the mantras of the modern micro layout builder.

It was with Alan's operations that the modern rules came into being. We all take them for granted nowadays. But they must have seemed quite different back in the day. Make up a five wagon train from the eight on the layout using a "tiddlywink computer". (*There's another phrase that has worked its way into model railway history.*)

The tiddlywink computer. It must have sounded so hi-tec back in the days when computers could fill rooms. Yet all it was, was eight "winks", the small plastic discs from the popular childhood game.

The discs then had the names of the wagons on them. Five of these eight discs were then randomly drawn and the job of the layout operator was to make the train up in that order. This method was first described by Alan in his Sept. 1967 article on The Wright Lines layout (*Just a thought. Does anyone still play tiddlywinks in this day and age?*)

Just what did the tiddlywink computer calculate? The calculations on the amount of permutations for the wagons in a train were based around something called the factorial. This is where the a number is multiplied by the numbers below it down to 1. Five factorial

(written as 5!) Is 120, and eight factorial is 40,320. Alan's calculation differs slightly in that it uses eight wagons to make a 5 wagon train. So the calculation is actually $8 \times 7 \times 6 \times 5 \times 4 = 6,720$ wagon permutations. We use five of the eight numbers in the calculation, because we have to select five of the eight wagons.

One of my first exhibition layouts was an Inglenook. "Cedar Falls" was US outline in H0 scale. I was inspired to build it after seeing an article on Alan's layout in one of the "other" UK model Railway magazines **MODEL RAILWAYS**, I think.

My layout was exhibited at the Mablethorpe and District Model Railway Club show in 1987. Being US outline it was larger than four square feet. But the operational fun and games were unchanged.

A friend of mine who was not a model railway enthusiast, tried making up a train. He admitted that it was not as easy as he thought it would be.

Therein lies the charm of the layout concept. The track layout is deceptively simple, yet it affords quite the challenge in moving wagons around to make up a train. RAILWAY MODELLER magazine editor C.J. Freezer was a fan of the concept and it appeared in many of the model railway layout design handbooks that he authoured.

The fourth age of the Inglenook came with the boom in interest in micro layouts, thanks to Carl Arendt's website. An Inglenook layout had been smaller than four square feet since its inception. So it was a great starting point for many micro layout designers and builders.

Micro layout builders in the early days of this fourth age were creative beyond belief. The head shunt (*switching lead or drill track in US parlance*) of the Inglenook became a cassette, sector plate or fiddlestick. This could be moved between tracks, nullifying the need for turnouts, thus saving space.

Another development of the concept was to reduce the number of wagons on the layout, so reducing the length of the sidings and the length of the layout. This would also reduce the permutations of wagons but even creating a three wagon train from 5 on the layout would be 60 possible arrangements. Enough for a simple evenings operating session to help you wind down at the end of a busy day.

With all that space saved it became possible to build Inglenooks in O scale (even US O scale) something thought impossible even by Carl Arendt. Your author remembers fondly an email he received from Carl before he passed away excited that micro layouts were becoming possible in US O scale.

Really, there is no end to what can be achieved with the Inglenook concept.

There are some people who don't understand micro layouts, and can be quite derogatory about them. There have been some nasty letters in the model railway press over recent years, calling them unprototypical. But there are certainly plenty of locations around the world that are inglenook-y in layout.

The original Inglenook layout appears to have been inspired by Kilham sidings on the North Eastern Railway in England.

I myself have explored one location on the Industrial park in Plymouth, MN. It was a very compact location, one that I was considering using as basis for an O scale US micro layout.



The humble Inglenook. I don't like using the word humble, for as you can see from this potted history of the concept, what it, and its creators have given to the hobby would be enough to give it the accolade of the most important concept in the history of the hobby.

The location of a very compact Inglenook style track layout in the Plymouth industrial Park Plymouth, MN. I was so impressed by this tiny location I started work on a layout based on it. However the idea for the layout ran out of steam and was abandoned. You can read about it, and its problems on my micro layouts blog. iansmicrolayouts.blogspot.com

Port Valda

Les Coleman *Scale: 0. Layout size 42" x 11" (1065mm x 280mm)*

I thought you might be interested to see some photos of my little 0 gauge container port layout.

This little 0 gauge inglenook layout was built to try to provide some operating interest in a small space: the baseboard represents a jetty and is 3ft 6ins long by 11 ins wide with a 19 inch "fiddlestick" at the right hand end. There is also a strip of "sea" front and back. The scene is a tiny container port with an equally tiny container ship/coaster moored behind and a barge and small narrow-gauge train ferry tied up in front.

The asymmetric 3-way point was hand built, as was the rest of the track, which is all embedded in the concrete paving (really card painted grey and sprinkled with black and white pepper while the paint was still wet). The container ship (capacity 16 containers, not thousands!) was built from card and plastic card and is based on the 00 **SCALESCENES** coaster kit enlarged on the printer by 175%. The superstructure was modelled on that of a cargo ship in Newhaven harbour which I photographed from the deck of the Dieppe ferry as we were leaving port. The single building from which the trains emerge and through which they depart to the fiddle yard is built from card, as are the Portakabin office and all the shipping containers which again are from a **SCALESCENES** kit, suitably enlarged to 7mm to the foot scale.

I had to see if I could build a 3-way point (from a **PECO** template enlarged to 0 scale) and was really pleased when it worked reasonably well, albeit a little bumpily!

Poor running has always been my Achilles heel. Bad track laying I'm sure. So when I found a website called **LOCOREMOTE** offering small battery-powered modules which generated their own Wi-Fi signal

and which could be controlled from a smartphone, all for £44 post paid, I had to try one.

This is a revelation to me. The only drawback I've found so far is you have to keep looking at your phone to work the controls (no controller knob to twiddle), so one eye on the phone and another on the loco. You get used to it.



There's no need for a conventional Wi-Fi connection as each module generates its own unique signal so you can run as many locos as you like at the same time. Don't ask me how it does it, I'm sure your editor will be much more technically knowledgeable... Something to do with Bluetooth I think. It's also advantageous to incorporate a simple switch between the battery and the module, otherwise it continues to run the battery down, even when it's not in use. So to summarise, The circuit is: Battery, Switch, Module, Motor. As simple as that.

It's as well that I started using this means of control on the layout because my home-built 3-way point gave up the ghost electrically on two of the three roads, and digging it out of the paving would have been tiresome and I'm sure would have generated a lot of additional work in making everything good and matching the textures afterwards. At that point I may have quietly given up!



Locomotives waiting on the quayside

Editor Says:

Les states that I may be more technically savvy about the LocoRemote WiFi operating system.

I don't know about that, but I have been using it on Bontofts (*my 16mm scale layout*) since the beginning. I find it very simple and intuitive to use. As Les says, just touching a phone screen to operate a loco takes a little getting used to. But once

you have that down, it's pretty easy to work with.

One word of advice. Put the best possible screen protector you can on your phone. Continual touching of the screen deposits a lot of grease on its surface and this can affect your ability to control the loco, and the model may not respond to the commands. Ask me (and my wife) how we know...

If the idea of WiFi operation of your locomotives appeals to you then check out the LocoRemote website (LocoRemote.co.uk) where in addition to details on the WiFi control system you will see some of Chris Rennie's 16mm scale kits. That could be the beginning of a slippery slope. Tell him I sent you.



I currently have two locos converted to the system, both French, a scratchbuilt MOYSE locotracteur and an SNCF Infra BB67400 modified from the old **LIMA** model, both using 9 volt rechargeable batteries concealed under the frames. Apart from changing rechargeable batteries after about 2 hours running, it has so many advantages for me. No more track or wheel cleaning to ensure good electrical contact. No requirement for perfect track and point laying, as long as the track construction and geometry is not so poor that stock actually falls off it! All the rails do is to direct the traffic. Isn't that what most of the full size prototype does?



I don't know if any of you feel like this layout is a bit of a cheat, with the scenic additions of the boats making the layout larger than four square feet.

So for those people here's a pair of pictures of the layout. One with the boats in place and another with them removed, bringing the area taken up by the layout to under four square feet.



Les sent me the pictures of the layout when it was under construction a couple of years ago. The dark background and dramatic lighting really made the layout stand out. I thought it looked stunning.

My Latest Inglenook

Paul Bohlert. *Scale: H0 Layout size 4' x 1' (1220mm x 305mm)*

Inglenooks are my favorite trackplan in model railroading for two reasons.

First, an Inglenook delivers a surprising amount of operating enjoyment for a very small investment in space, time and resources. That's a big advantage for those of us who don't have an abandoned blimp hangar in which to build our model railroads.

Inglenooks are also versatile. You can play the game developed by Alan Wright for his Inglenook Sidings layout if you wish, randomly drawing car tokens to determine which cars, in which order, belong on the outbound track.

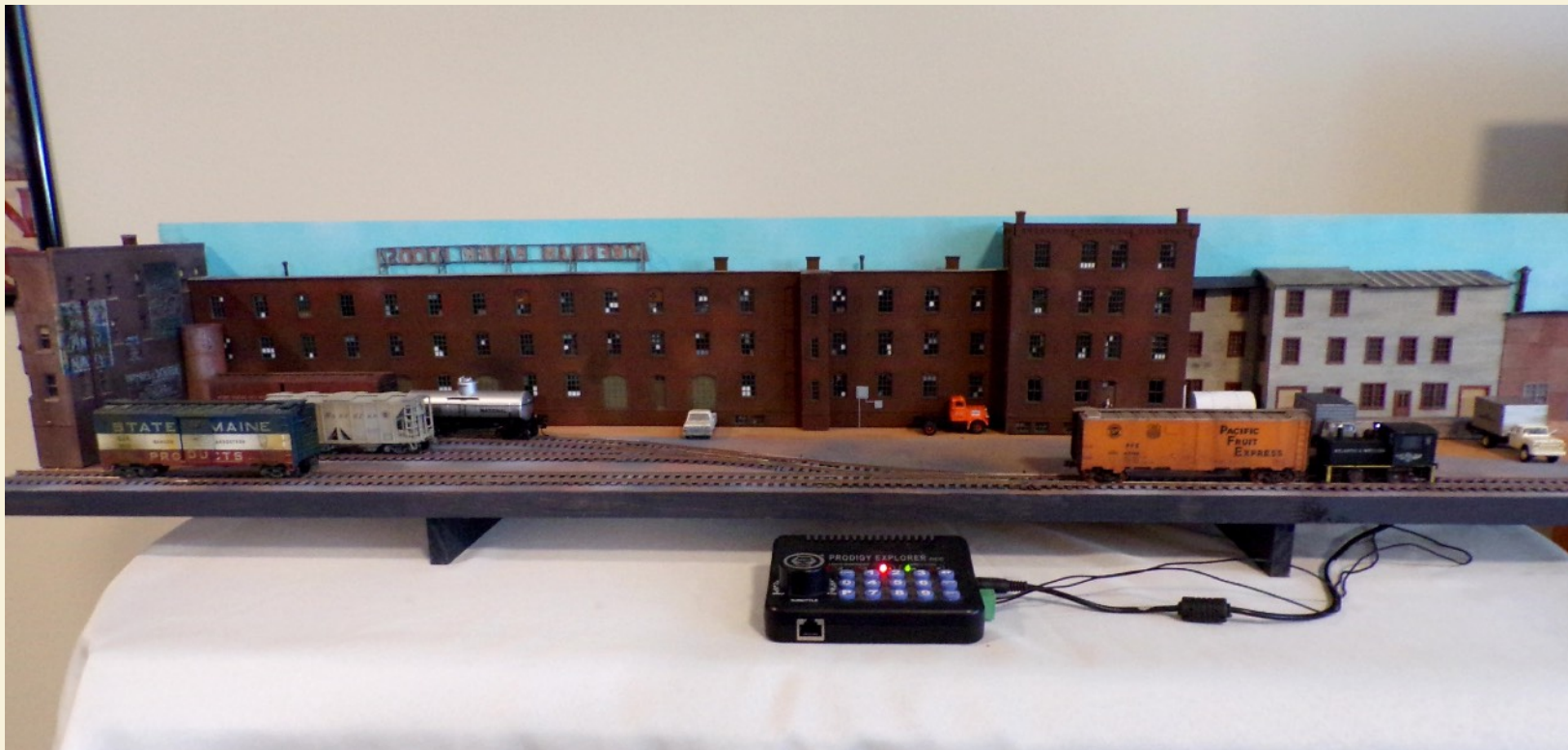
But switching games and puzzles aren't everyone's cup of tea, so a 'Nook can be operated in a way that will satisfy the most prototype-oriented modeler. In the photo, the three tracks from left to right are the interchange, the off-spot/sorting track, and the spur for the Ackerman Bauer food processing plant.

The crew's job is not only to build a cut of outbound cars on the interchange (which may be required to be blocked in a certain order), but also to spot a car at the Ackerman Bauer loading dock. If there's a second car for the plant, it winds up on the off-spot track until the spur is available.

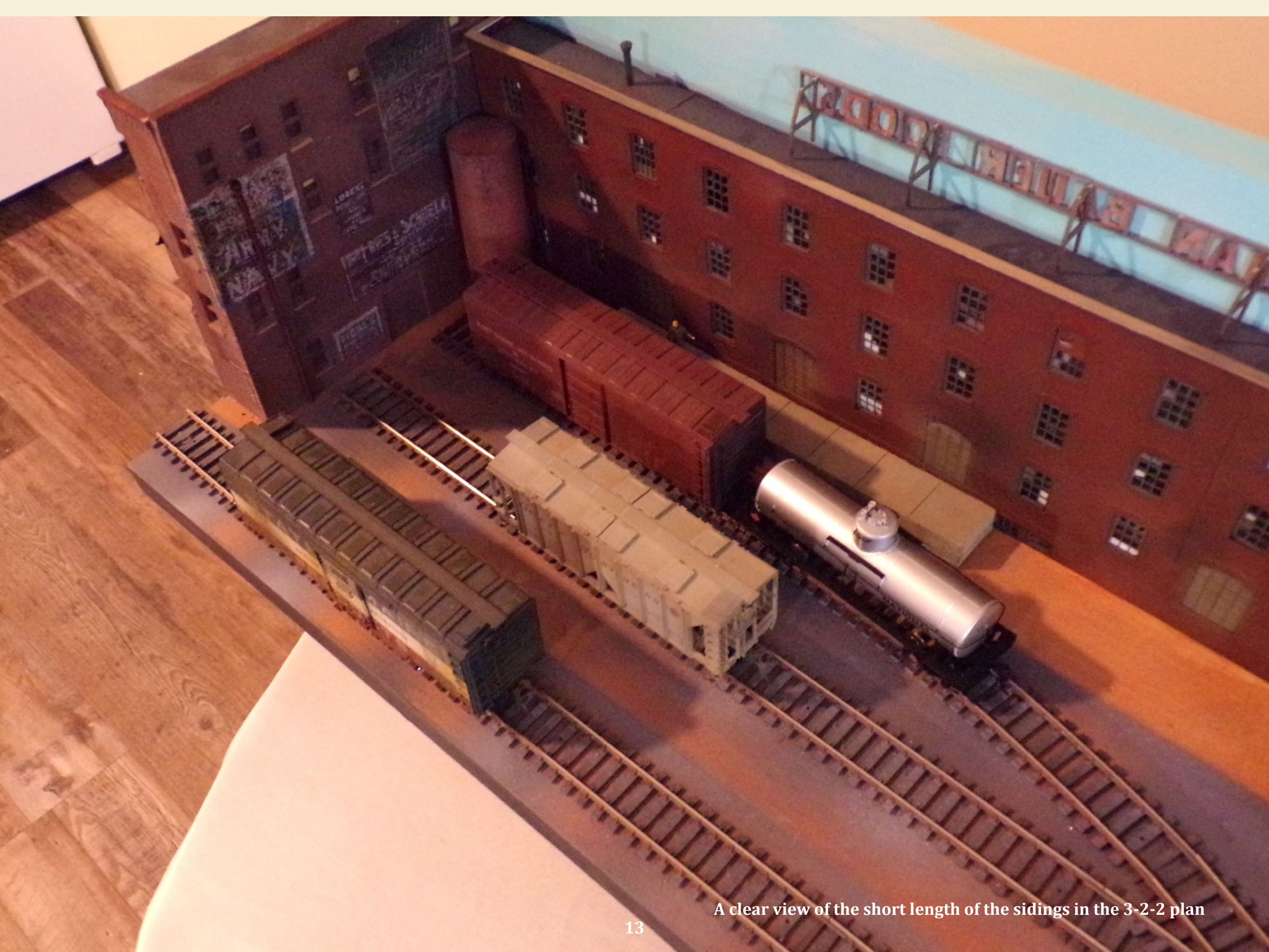
That's a lot of operation for a minimum-space 3-2-2 'Nook, and replacing the outbound cars with three new ones can keep the fun going.

I've begun construction of a new, slightly larger layout (12" x 57") which will give a bit more room on the switch lead and the three spur tracks. It'll also enable me to include 50-foot cars in the mix, which are too long to be used on the Ackerman Bauer layout. Living in a small apartment precluded the use of power tools, so my Old Canal Branch is being built from 3/16" foamcore from the art supply store. The bare benchwork weighs less than a pound, and only required a utility knife, straightedge, and some glue.

As a side note, my trackplan article for the H0 scale Port of Brunswick appeared in the May 2016 issue of Model Railroader magazine. To my knowledge, it was the first Inglenook plan to be featured in the pages of MR.







A clear view of the short length of the sidings in the 3-2-2 plan

Inglenooks in Germany

Continental use of Inglenooks in H0 scale



As I was putting this issue together, I was surprised to receive emails from German modellers telling me about their Inglenooks. I thought that the Inglenook layout was a British thing: First was Thomas Gebert:

“I took you up on your offer to send you some pictures and a bit of info about my classic 5-3-3 Inglenook... The dimensions are 1.7 m x 0.3 m—so it’s no longer a classic micro layout. I could have built it 10 cm shallower, which would have kept it within four square feet. However, I wanted a little more space to design the surroundings...

Various loading and unloading points are depicted along the dead-end tracks:

A fuel dealer, a factory, and a wholesale delicatessen and grocery store.



Additionally, there's a platform/station building on the pull-out track, and on the other side, a track independent of Inglenook with a loading street. Various loading and unloading points are depicted along the dead-end tracks:



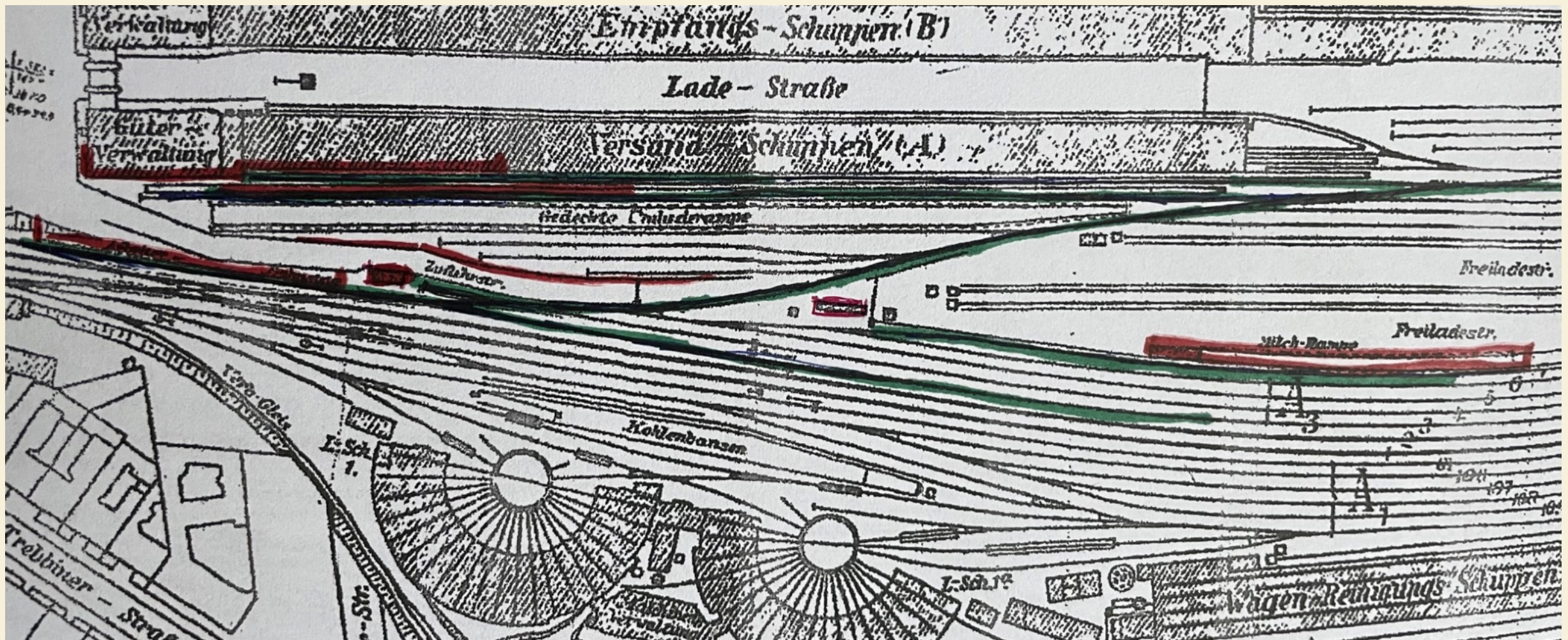
Then Oliver Schnädelbach got in touch to share images of the Inglenook section of his layout.

Though the overall size of his layout is larger than an micro layout and the prototype

covers a huge area. The Inglenook sidings section falls within the limit. So that's why I'm sharing these images with you.

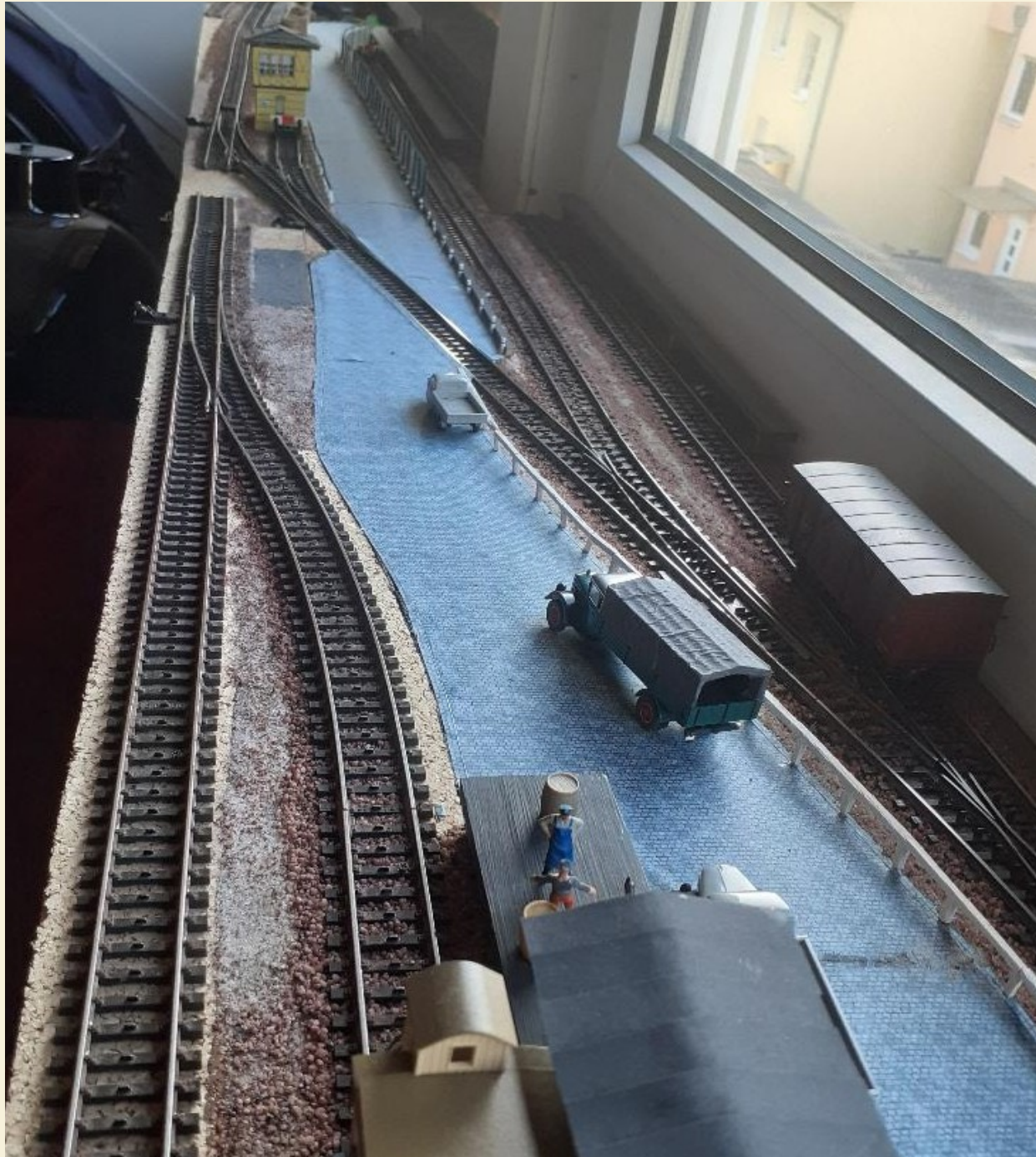
Oliver's interpretation of the prototype location in Berlin, distilling it down to its

basic elements shows that you can find inspiration for Inglenook based layouts all over the world.



This plan shows the original track layout of part of the goods yard of the famous Anhalter Bahnhof in Berlin, one of the largest terminus stations in any European capital. Tracks continuing to the left lead to the passenger terminus station, to the right towards destinations such as Leipzig, Dresden, Munich, Prague, Vienna, but also connections to the French Riviera or Italy.

Since the window-sill module is only about 30cm (12in) deep, I had to reduce the track layout to the max. The tracks included in my module are outlined in green, the characteristic buildings (platform for repair shop workers, signal box, access road level crossing, admin building of the goods yard, goods shed, yard supervisor office and milk ramp) are outlined in red.



This overall view from what would be the right side of the original track layout shows the shunting opportunities here: we can imagine a goods train to arrive on the leftmost track. Some carriages will have to be shunted back to the milk ramp siding. Others will need to be pushed across the level crossing towards the loading bay siding, from which the goods ramp sidings in front of the goods shed can be reached. Additionally, the leftmost track is also for passenger trains, since at the very end the „worker's platform“ is located that transported workers to the repair shops of the railway company and later the state railways to their place of work about 6 miles further south on the track.



This view away from the goods shed shows the access to the ramp and loading bay tracks, plus the ramp itself and the supervisor's office. This building still exists in situ and is now part of the German Technical Museum. In this view you can clearly see the Märklin H0 scale stud track.



Some loading action at the ramps. In the foreground, across the access road towards the loading bay tracks, the signal box can be seen.

Perspective is deceiving, there is actually absolutely NO depth to the model here. The shed wall is the backdrop of the layout. Even the shed roof is fake, since it only extends vertically upwards. The cross bracing only supports the roof over the loading ramp and extends a mere 2.5cm (1in). The fence is supposed to be wire mesh, but I haven't found anything really convincing in the market, so I recreated this from a semi-transparent protection foil, since even from a small distance, the mesh would just blur.



From the Archives

A look back at Inglenook concept based layouts that have featured in these pages over the past five years.

When I took a look through the archives of the **Micro Model Railway Dispatch** to see how many Inglenooks we have featured over the past five years. I was taken aback. Not just by the fact that we have featured an average of one an issue. But also by the fact that even though the concept is such a simple one, no two are the same. From box files to proper baseboards. From narrow gauge to standard gauge.

All scales have been used. There have been some very clever adaptations of the very simple idea of the plan.

So let's take another look back at some of the Inglenooks that have been seen in these pages. Enjoy!



John Tryon Hubbard's H0e scale Dutch clog box inglenook has been around since the earliest days of Carl Arendt's micro Layout website. It caused a fuss back then and it still looks great today with it's integrated sound and atmospheric scenery. But at heart its still the simple shunting game from all those years ago.



I think my favorite Inglenook inspired layout is Rob Jackson's garden railway that featured in Issue 5 of The Dispatch. Inspired by a BBC news story around COVID time.

Let's be honest, who of us wouldn't want a railway in their garden or around their house? I think it's such a great idea. It's not like you don't have access to the main structures on the model to model them. I'm sure you can find a tape measure somewhere in your house.

Go on. Do It.



This German prototype micro in N scale was created by Nigel Matthews and featured in The Spring 2026 issue of **The Dispatch**.

What is interesting is that if you look at this picture and the picture of Colin's micro below. Then you'll notice that both layouts have three wagons on them and despite the disparity in scales and sizes of rolling stock, neither layout feels crowded.

The box file layout took the Inglenook idea in a whole new direction. Cramming the requirements into the smallest space imaginable led to some very creative thinking.

"Y" points were used because they were shorter than regular pointwork and a sector plate/traverser or fiddlestick was used offstage to take the place of the second point.

I think it was Colin Peake's Box Metals Micro that was the first to do this (*right*). Many others followed and the ideas even found their way into larger scale models like Marc Smith's Clarbeston North on the next page.



Marc Smith's Clarbeston North is a favorite layout of mine and I make no apologies for featuring a picture here.

Here, like with the box file Inglenooks, the traditional track plan has been tweaked. Replacing one of the points with a sector plate offstage.

The track plan in the visible area of the layout is still a 3-2-2 Inglenook



With Andrew Middleton's Pidley Sidings, the cutting back of the Inglenook concept has been taken to the very extreme. There are no points at all on the layout. Just the three sidings that are long enough for a 3-2-2 Inglenook. Despite the layout being a minuscule (for O scale) size of 3' x 11", the full range of shunting movements are possible, and the model has a very atmospheric feel to it.



Good's Wold Farm Mushrooms. G scale 9mm gauge



Nowhere Mine 00 scale



Wingett's Recycling H0 scale

At the risk of being accused of self-aggrandizement, I've built a few layouts based on the Inglenook track plan over the years. A lot of the time, these layouts weren't operated as inglenooks per se: Particularly at exhibitions.

But at home, during test running sessions it was possible to spot some cars and shuffle them into different consists per the inglenook rules.

Goods Wold Farm Mushrooms was a 3-2-2 Inglenook assembling empty trains to be hauled to the mushroom farm in the tunnel.

Wingett's recycling could also be worked as a 3-2-2 Inglenook, the long length of the US wagons precluded anything else.

Nowhere Mine, in its English form however, was particularly entertaining. It was a 5-3-3 Inglenook with a mix of wagon sizes. If a hopper was placed under a loading chutes as part of the operations they would have to be loaded if they were empty. While others might not end up under the loading chute and had to remain empty during the shunting movements.

Waterloo

Richard Heisler.

Scale: 1n20 (1:32 16.5mm track gauge) Layout size 4' x 1' (1220mm x 305mm)



Richard Heisler sent in these pictures of his delightful looking Belgian canal side scene in 1n20 scale, set in 1920s Belgium. Richard built it in 1989. Serving him well since then. It recently became "Out of Service" because of an undiagnosed electrical problem.

The scenery is printed out via computer and pasted on foam-core with rubber cement. The Siemens loco began life as a **BACHMANN** On30 trolley. The scale is 1n20 (500mm gauge). Once the electrical problem is solved Richard looks forward to solving more shunting problems.



De Brie & Cie



Chicag0 Fork/ChicagH0 Fork

Prof. Klyzlr. Scale: 0 and H0 Layout size 4' x 1' (1220mm x 305mm) and 2' x 6" 610mm x 150mm

Back in the day, Professor Klyzlr amazed the micro layout world with two examples of absolute minimum space Inglenooks.

One version was built in 0 scale and one in H0. To all intents and purposes they were the same layout. Same structures same type of

locomotives and rolling stock. It's just that one was half the size of the other.

The layouts represent the eastern end of a Burlington Northern runaround loop (passing siding) in a Chicago industrial district, and includes a spur serving the Chicago Fork and Hoist Warehouse. It's a 3-2-2 Inglenook, with the three-car industrial

spur at the rear and the two front lines representing the "main" and "passing" tracks. The 0 scale version is served by a **CENTRAL LOCO WORKS** brass GP35, two **ATLAS** 40ft Hy-Cube boxcars, a 40ft flat car and 38ft tank car from **RED CABOOSE**



Chicago Fork in 0 (above) and H0 (right)

Operation begins with a four-car train headed by the GEEP resting on the main line (delineated by white ballast). Of course, the main line is only two cars long, so the train overlaps into the sector plate fiddle yard, which measures 95cm (37.4in) long. Three cars and assigned spots are selected, and the fun begins!

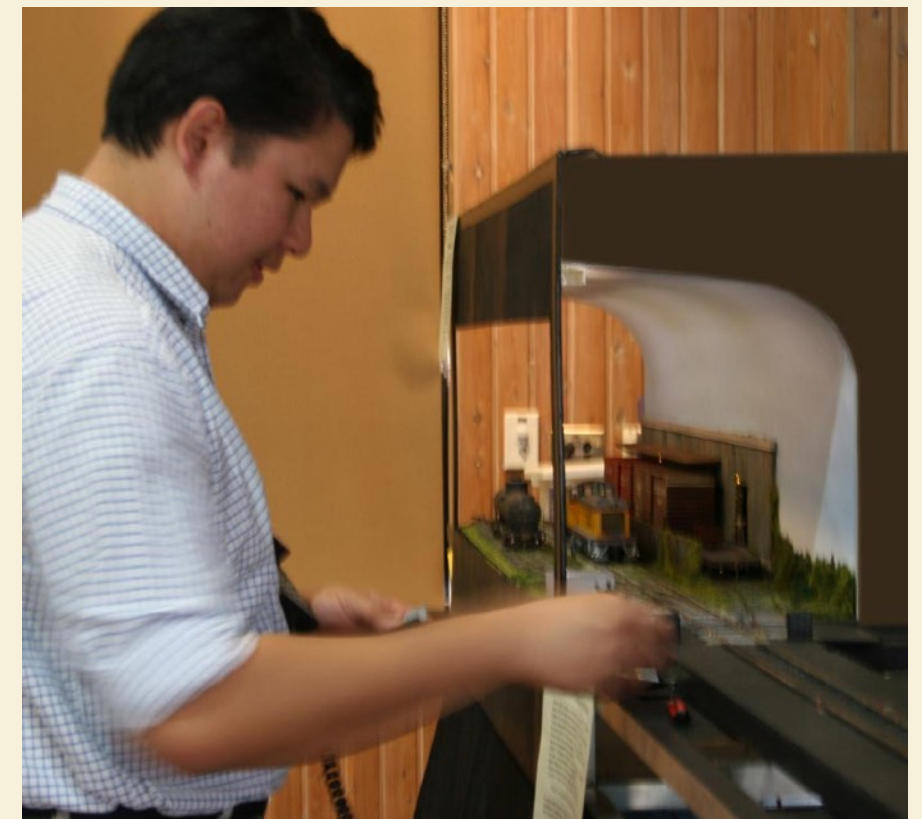
One interesting detail that the Prof included on the layout was the use of different colours of ballast on each of the sidings. There was white ballast on the main line, grey ballast on the siding and black cinders on the spur in front of the warehouse.



Can you tell which is which? The O scale layout is above and the H0 version to the left.

I think...

Thank goodness the Prof. didn't build an N scale version too. Then we would all get really confused.



Shunting/switching takes concentration whatever the scale. David Pallas (*above*) and Martin Hartley (*right*) are engrossed in their work.



Even though this is the H0 scale version and it's only two feet (610mm) in length. This is still a remarkably realistic scene



Star Lane Sidings

Ben Bucki. Builds an Inglenook using Lone Star Trains

Scale 000 Size 36" x 17" (915mm x 425mm)



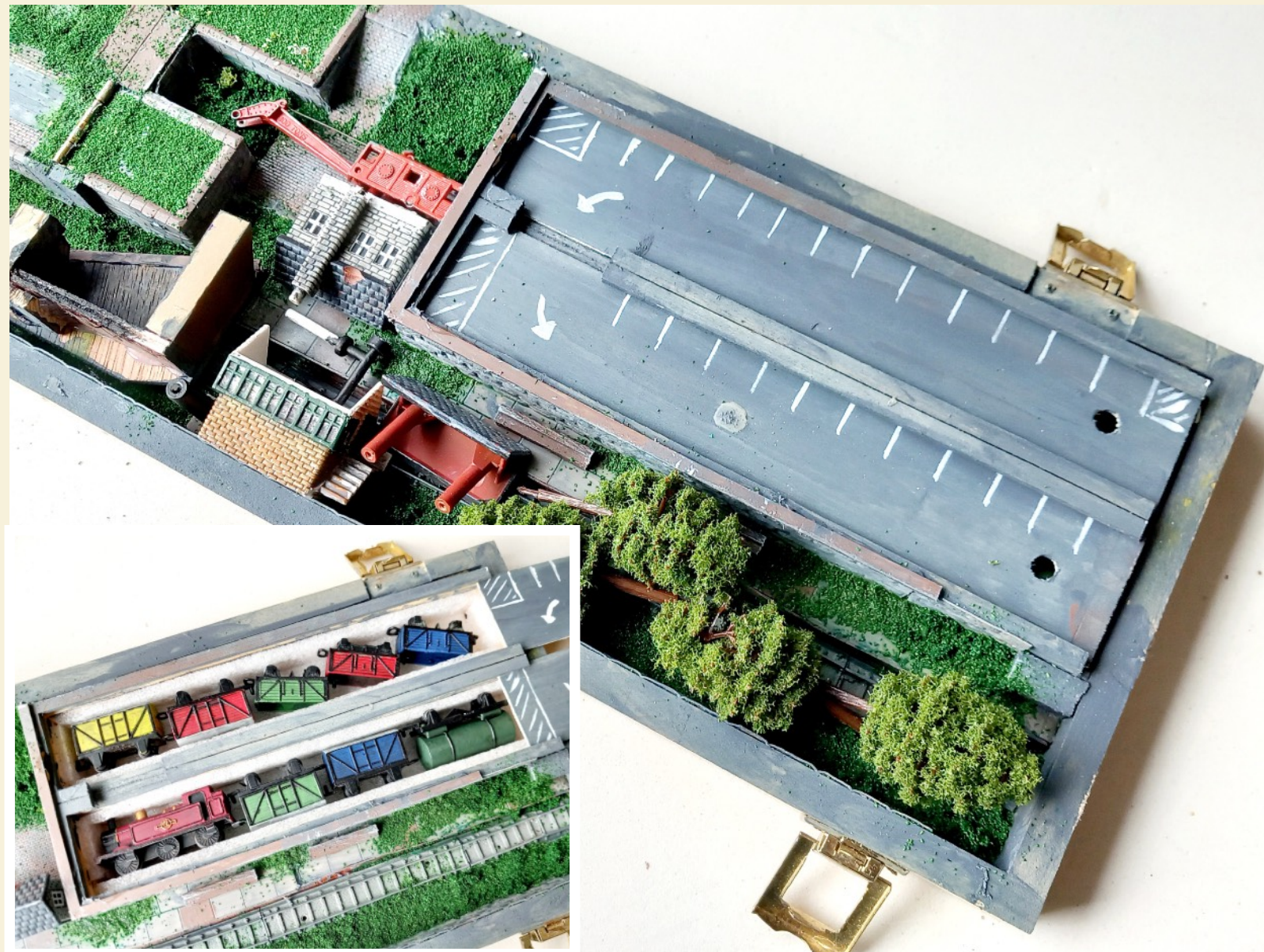
I've always been fascinated by the Lone Star '000 gauge' range; an example of very, very early small scale model railways (though technically more toys than models, at least initially).

When I was getting into N scale back in the 1990's, I'd occasionally come across references in books to an old range of push-along toys from the 1960's, which helped pioneer the scale in the UK. The range name comes from the fact the toy company manufacturing them, **LONE STAR**, was best known at the time as a maker of some of the finest cap-guns on the market, channelling the popularity of cowboys and the Wild West in pop culture back then.

Made of metal, these push-along toys (to a gauge very slightly narrower than conventional 'N'), featured a selection of British and American prototypes. They were later modified somewhat to run on regular 9mm N tracks, and then some of the models were even motorised (via rubber-band drive).



A selection of LONE STAR stock



The surface of the car park slides back to show the stock box (insert)

When you look at the range, some of the subject matter for the locomotives and stock looks oddly familiar, and that's because much of the LONE STAR range copied models from 00 scale. So you have the diesel shunter, Jinty, 3MT tank and US bogie diesels from the **TRIANG/ROVEX** stable, and the A4 pacific from **HORNBY DUBLO** for example.

These toys are easily available second-hand (especially the push-along metal range), and they were beautifully cast in a nice, stable metal which doesn't tend to crack or degrade. I've been collecting them off and on since my teens, but more as curiosities to sit on a shelf than fodder for an actual layout of any kind.

When the esteemed editor of **THE DISPATCH** mentioned he wanted to theme an issue around Inglenook shunting puzzles, I realised this was a chance to do something a bit creative with some of the collection. I could use them to make something portable, not worrying about power supplies and the like because it was just intended to be something to play with and act more like a traditional puzzle. Just to complicate matters further, I planned to make this as a 'holiday project' whilst I was in North Wales (which at least enhanced the aspiration to make this a portable project which could be set up and used anywhere).

Finally, I wanted this to be self contained, with everything housed in some kind of container, stock included.

I'd acquired a wooden art box some years ago, and after digging it out I modified it to open lengthwise. The original idea had been to use some higher-quality hinges, but after examining them, I realised the ones it came with were decent enough to use (but not until after I'd already added some thick blocks of softwood inside to take the longer hinges). A bit of minor wood-working followed, and it was all ready to go.

The plan for the layout was the classic Inglenook fan of sidings, and it would just about fit into the two halves of the boxes with a single track crossing the divide. When it came to the idea of having the stock-storage integral with the box, I turned to a pair of cheap wooden pencil boxes (we'd bought a load of these for an activity for our Scout group, and they struck me as suitable for keeping the trains in). Setting them into the corner of the larger box, I could disguise them as a car park for a station below; lined with foam sheet, it would stop the trains from getting too battered about.



The standard Inglenook track layout.

The scenic materials inside were all offcuts and scraps from other projects (I really didn't want to spend anything on this build if I could avoid it, just for the challenge of it all).

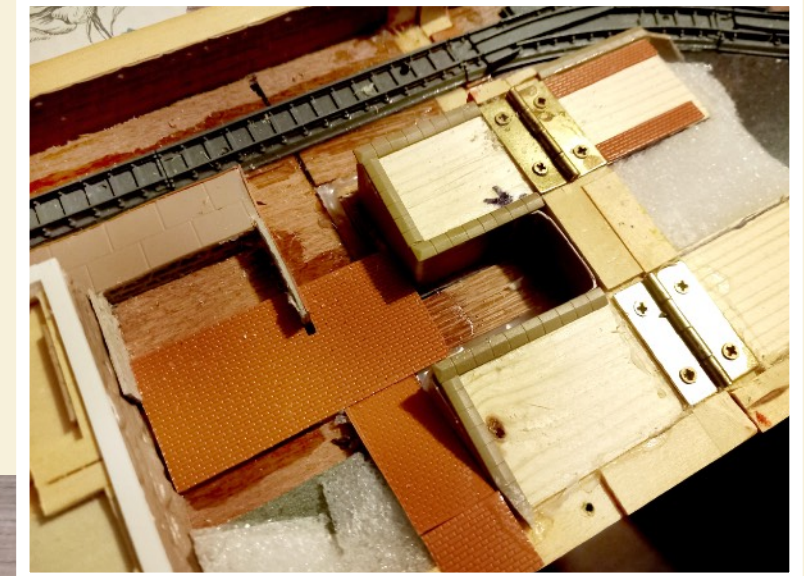
The buildings for the layout are more toys; the proper LONE STAR ones proved to be too big for the folding box, so I turned to a pair of (slightly under-scale) ones salvaged from a **BLUEBIRD** 'Thomas the Tank Engine' playset bought many years ago. The cottage became the station, and the signal box (looking somewhat neglected) sat on the other board.

It feels fitting using these, as the unfolding layout is reminiscent (to me at least) of the mini folding Thomas the Tank layouts made by BLUEBIRD or **ERTL** back in the 1990's.

This is a thing to play with, rather than a real model railway, but I wanted to give something of an impression of an old set of sidings with an abandoned passenger station, maybe sometime in the 1960's. There's a cosmetic tunnel that plugs in to the end of the scene, to hint that the line extends off-scene.

The trains themselves are some of the smaller items in the range; whilst I'd have preferred to use some of the longer 4-wheel goods wagons like the cattle vans and petrol tankers, the dimensions of the box and siding lengths limited me to just a few of these, mixed in with the much smaller and shorter vans and opens. I was also limited to just the smaller locomotives (else I wouldn't have storage for the stock within the box), which sets the layout essentially in the early 1960's with the class 08's. A bit of an indulgence is a

Jinty tank loco in red rather than BR black (I saw one in Midland red visiting my local preserved line last year, and thought it looked terrific).



The storage box that started the project. In the inset picture you can see how the hinges were relocated in order to have the box close correctly





The layout was built over a few days whilst on holiday in Wales; (see these pictures above) this ended up being a bit of a mixed blessing and curse situation, as it allowed me to focus on the project, but also meant I was a bit limited in terms of materials and tools (not helped with only having access to the world's worst hot glue gun, bought from a local cheapie shop).

All that said, it works very nicely for its intended purpose, and whilst there are a few bits and pieces that can be added when I get home, a few more details to complete, it's largely there, it's usable, and does what I set out to do. The fact it's unpowered gives it the intended portability without worrying about batteries or similar, and the shunting puzzle aspect makes for a nice little bit of play value and distraction... enough to make me wonder about doing another micro layout in the future.



Editor says:

I hope you all enjoyed this special look at the Inglenook. Maybe you learned something of the history and importance of the concept.

I hope that you were inspired. Maybe in 12 months we'll see a special issue about Inglenook layouts that were inspired by the Inglenooks in this issue.

Inglenook Centenary

100 years of shunting problems

Carohay

Ken Jones.

The story of two micro's that join together Scale N/Nn3 Size 36" x 17" (915mm x 425mm)

This layout was built during 2005 and 2006 and uses excellent dual gauge track from ASPEN MODEL in Germany. This is not only built as dual gauge track, but allows the standard gauge and narrow gauge to separate. I'm not sure if such track is still available.

In recent years the airstrip has been a small commercial one from which small aircraft have taken off and landed. The flying school is about to close, marking an end to aircraft at this location. Lufthansa have flown in their preserved Junkers plane from HERPA, and the small planes from the flying club are also present. A local railway preservation group is trying to save the remaining track, and they are going to make use of the various buildings.

Once there was an extensive military railway throughout the camp and airstrip. The site is fictitious, even though people say they recognise Carohay, some have even asked for the grid reference co-ordinates! The name was taken by combining two names from ladies who were my office support in Poole Dorset – Carol Luther and Kathy Hayman became Carohay, as I was struggling with a name for the layout.

The layout measures 93 cm x 86 cm and is built in an under bed blanket box. The box

is one layout, 'Carohay Airstrip', whilst the lid shows part of the nearby 'Carohay Camp'.

Each half of the layout is in fact the fiddle yard for the other half. A small board joins the two parts together and carries all the electrical connections. So, we have 2 micro layouts that should be joined together to make one larger layout. Each layout is 36 in x 17 in.

Part of the army camp is now being used by a group of American road vehicle fans. All these vehicles come from Canada, and had been made and painted for me by the late Bob Hunt. He also produced the railcar, railway maintenance vehicles and the crane, all of which are non-motorised.



Overall view of the two layouts together at a show in 2007



The unmotorized Nn3 railcar from Bob Hunt seen on the dual gauge track

The layout made its first public appearance at the Nene Valley Railway in June 2006 and last public appearance at Narrow Gauge Midlands in 2007. There have been two main problems – lack of suitable Nn3 rolling stock and much more serious is that the layout is nearly square and needs to sit squarely on two tables at exhibitions. This is not a problem at home since our dining table is big enough to accommodate it. It was badly damaged in 2007 with people leaning on one table to get a better view, causing the table to collapse. This problem and subsequent damage to the layout has yet to be overcome, and I haven't had the incentive to do it. although I have considered just running one half.

Electrics

The analogue control panel was especially built for me by the late Len Bane of the West Midlands N Gauge Club. There are 3

running dual gauge tracks, which separate to N [standard gauge] and Nn3 [narrow gauge]. The controller will not only switch from track to track but also from N to Nn3 allowing a change of 12 volts DC to 9 volts DC for the **MÄRKLIN** engines. The controller only allows one line out of 3 x N and 3 x Nn3 lines to operate at any one time. The controller is permanently fixed to the layout behind the American car club.

Locomotives

The N gauge locomotives include a **KATO** shunter, a **GRAHAM FARISH** 08 shunter and saddle tank, and a **MICROTRAINS** shunter. Three Nn3 white metal locomotive kits have been built for this layout {2 from **PECO**: a steam locomotive and a tram locomotive plus a shunter from Z Club GB} – all required modified MARKLIN Z gauge 0-6-0 locomotive chassis. For the diesel you have to remove the middle set of wheels. I've since invested in a **MICROTRAINS** Nn3 diesel locomotive with powered bogies.

Carriages

The N gauge army carriages are Lima, but I've had no luck yet in getting Nn3 carriages to run on this layout. I've made up 2 of the **KESTREL** carriages and added weights because they are just so light. I've bought various couplings and bogies from the USA / UK but to date they just uncouple, jump off the track or both.

I'm also looking at converting a **MICROTRAINS** box - car to a carriage. This carriage should run better than the **KESTREL** kits but coupling to MARKLIN couplings is

proving difficult, so let's say the project is ongoing.

Freight Wagons

The N Gauge wagons come from **PECO**, **TRIX** and **MICROTRAINS**. I have also added a handmade metal transporter wagon from **WESTMODEL** in Germany. This was very expensive and a long time arriving due to the small number produced to order. In the end I had to go via a German colleague because the producer was concerned about language and payment. It was nearly a year after initial discussions before my wagon arrived.



Night time atmosphere at Carohay



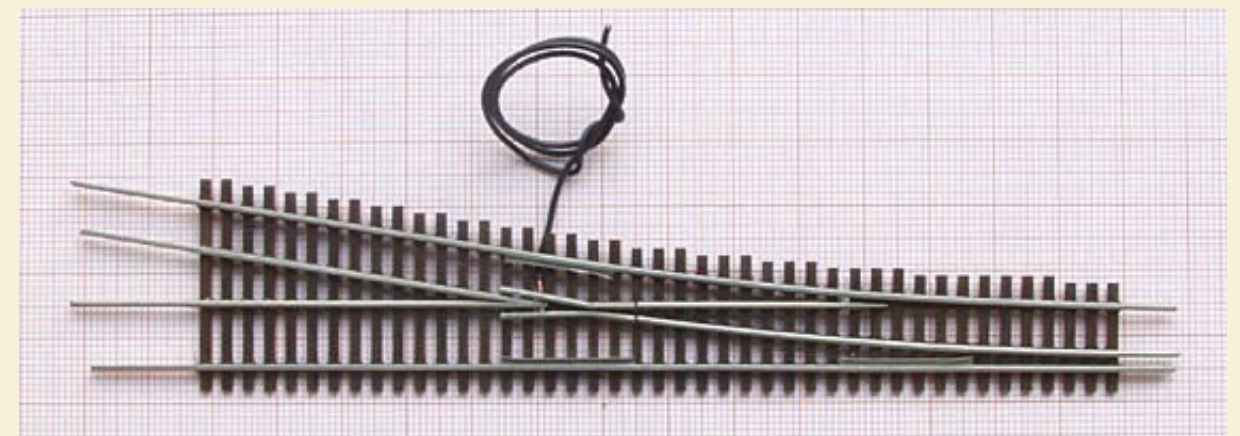
The exchange sidings where one line of Nn3 stock can be seen amongst the N gauge stock



The airstrip end showing the control tower, the preserved Junkers plane, and the preservation society. The picture shows the dual gauge track with a N gauge and Nn3 locomotives on the track nearest the airstrip.



The Nn3 transporter wagon with N gauge John West wagon



Trackwork that splits the N and Nn3 lines – this is not a point / turn out so requires no motor. The wires are to allow continuous power to the rails.



The airstrip with the 3 dual gauge lines seen at the bottom of the layout



Part of the army base has been taken over by an American car club

Conclusion

What seemed a good and unusual idea all those years ago has turned out to be much worse than expected. Lack of suitable Nn3 items hasn't helped and lack of wide enough square tables at exhibitions has meant the layout does not see the light of day. If I can get better Nn3 stock to run on this layout I'll look at rebuilding the damage done in 2007 but meanwhile the layout is indefinitely mothballed.

Since 2007 there has been a growth in N gauge military buildings and rolling stock that have come onto the market, which is good news. I also prefer running round and round layouts at exhibitions so that I can talk to the visitors without trains derailing.

A Nevada H0n30 Micro Layout

Alex Bedelia

A first (and not last) Micro Layout Scale H0n30 Size 2' x 2' 610mm x 610mm





I used a scratchbuilt derelict shack as the former office of the Devil's Den Mine.

I've made several small static model railroad dioramas, but never a true micro with an operational capability.

That all changed when I acquired a 3D printed HO scale body for a narrow gauge motor rail car whose prototype ran back in the 1920s and 30s on the now defunct Eureka Nevada Railway (ENR). The 3D print fit on a **KATO** 11-109 N scale power chassis.

I decided to build on a 2' x 2' piece of foam insulation, laying down an oval of **PECO**

HOn30 track with two sidings—one leading into the center for an engine shed, the other to a side edge in case I choose to make a second micro and hook the two together.

Since this was supposed to replicate Nevada on the 85 mile route the ENR's ran between the mining town of Eureka to Palisade, where it connected with the transcontinental railroad, I needed to build a rocky terrain with scattered dry bushes. I cut up more pink foam to make the landforms and

painted these with a combination of raw and burnt sienna acrylics. I added some yellow ochre, India ink and Pan Pastels to bring out the features.

The scene depicts one of the ENRs stops that once serviced a mine but still acts as a refueling and maintenance siding for the line's motor rail cars. I carved a mine entrance into the main rock wall, then boarded it over with some old, abandoned mine debris in front.



The engine house is a heavily weathered and slightly modified kit from **SCALE MODEL MASTERPIECES**. The crew shed was a kit from **WILD WEST SCALE MODELS**.



A scene like this needs additional details. I put two figures on the micro. One is sitting near the crew shed feeding chickens. The other, the boss, is standing near the refueling tank, apparently waiting for a motor rail car to come in. There are sand and ballast piles, some loose ties, barrels, crates and other material.

I've added a second HOn30 steam combine to my motive power. Sometimes I run them simultaneously, watching as one disappears behind the view block of a central rock formation while the other whizzes along the front of the micro. I can't wait to get started on another micro project!

Alex Belida is an NMRA Master Model Railroader and editor of the NMRA Potomac Division's newsletter, The Potomac Flyer.



Ory Snacks

Tom Bowdler

Amazing work in a cookie box Scale H0n30 Size 7" x 11" 175mm x 280mm



ORY SNACKS DISTRIBUTORS

My wife and I were on a trip to the western US when the Cartel Christmas Challenge for 2024 was announced, build a layout in a shoebox.

We were shopping in Sam's Club near Las Vegas, NV and one purchase was a box of sleeves of Oreo Cookies. Hmmm, I could use the box to practice for the challenge and name it for one of our sons. Gregory has maintained that Ory is as much a part of his name as is Greg and that was all I needed, the theme for the layout was set, a snack distributing company in Ory's Oreo box.

The box is only 11" wide, 7" deep, and 3" tall giving a layout space of only 77 square inches. Since the challenge criteria required all of the layout except locomotive and rolling stock to fit in the box, I decided to build the layout in HOn30 scale and gauge.

At our local club's annual swap meet I obtained some lengths of N gauge flex track and some inexpensive N scale rolling stock. I would bend the flex track to 3" radius and shorten the rolling stock to fit. I rigged up a **KATO** 11-109 motor unit but could not successfully get the N scale cars to negotiate the tight radius without derailing. Instead, I purchased some N scale four-wheel stock to use their chassis as the base for my rolling stock.

The loop of track is level but I wanted some elevation change so the layout base is a piece of artist canvas board covered in a piece of ½" extruded foam.

This allowed a stream on each end of the layout. Each back corner has rock outcroppings for vertical interest, and other

artists board pieces make up the backdrop and side wing scenes.

The centerpiece is a **DPM** linen mill kit which I ended up cutting and reconfiguring three times before I was satisfied with the scene. It is large enough that the train disappears behind it for a moment on each lap. A scratch-built loading dock serves both rail and truck traffic, and a styrene retaining wall prevents vehicles from falling into the rock lined stream.

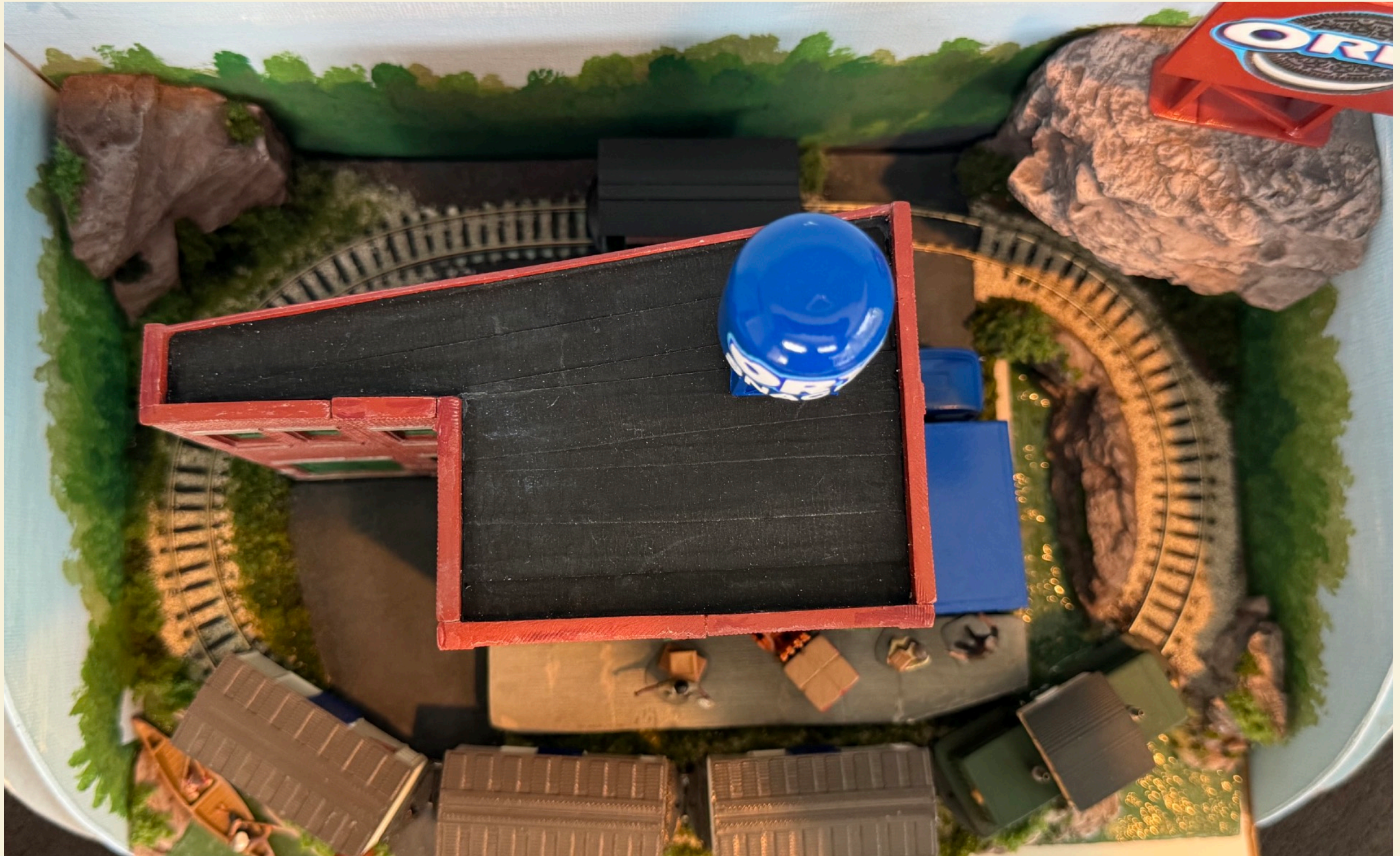
I cut open a loading dock door so that a **WOODLAND SCENICS** HO forklift and figures could ready a crate of snacks to be loaded. The building is capped by a water tank made from a spent Cirkul flavor cartridge tube on a scratch-built frame. I shortened the box of a delivery truck and detailed the undercarriage, which no one will ever see, because I could.



The 3D printed locomotive body, box cars, and caboose were obtained from **JTsTrainsandStuff** on **EBAY**. I learned how fragile the 3D prints can be when I attempted to modify the center cab diesel locomotive and broke the cab in pieces. I was able to build a

new one from styrene, and while I was at it, I added steps, handrails, and exhaust pipes made from brass rod and tube. I shortened the previously mentioned four-wheel chassis to underpin the box cars and caboose. Curved end beams and brass U-shaped connectors

work well on the small radius. The Nabisco lettering on the box cars came from Oreo snack packs.





WOODLAND SCENICS fine ballast mixed with local sifted dirt forms the track bed and covers the ground areas of the layout. The roads were made from wet and dry fine sandpaper which was painted and weathered to look more realistic. Grasses, shrubs, and vines from WOODLAND SCENICS were applied after the rocks were colored with washes of craft acrylic paints. Two canoeists paddle through the scene and a large sign on a rocky bluff advertises Oreos, one of my favorite cookies. Greg contributed to the project by designing, making, and applying signs for the truck and water tower with three layers of vinyl on his **CRICUT** machine. I painted the simple backdrop and side scenes that help focus the eye without distracting from the layout. The front of the box folds down so as not to disrupt the view of the scene. Kato's 11-109 motor unit powered by a 9v battery runs smoothly lap after lap and all day at train shows.



Oso Salt

Tony Harwood

Testing a new Scale with a Micro Scale: 1:27.7 11mm = 1ft. Size 3' x 13" 915mm x 330mm





The OSO Salt narrow gauge project was built in 2018 and 2019, and was an experiment in modelling an industrial 18 inch gauge, narrow gauge railway to the unusual scale/gauge combination of 1:27.7 or 11mm = 1 foot running on 16.5mm or HO-00 track.

I had for some time been sketching various narrow gauge engines and layouts to the varied scales of O-16.5, 1:35th and even 1:25th scale but settled on the 11mm = 1 foot and running on 16.5 track after seeing some O scale narrow gauge engines running on 9mm or N gauge track (O-9). I multiplied the scale to

match with the HO-00 track and my 11mm = 1 foot (or 1:27.7) scale - 18 inch gauge test layout was born.

My first models were pretty rough and not well detailed but as time and experience grew I was able to search out real life examples of engines, wagons and buildings for inspiration.

Having chosen such an eclectic scale/gauge mix I realised quite early on that almost ALL items would have to be scratch built, but soldiered on regardless. I found that using 'real life' buildings and terrain features re-scaled gave me welcome modelling projects that has

now included engines, wagons and buildings as well as prompting me to do some figure sculpting. The layout itself is operational but as it is just a single length of PECO O-16.5 Crazy Track there is not much in the way of operational appeal.

Editor says:

Take a look at Andy Andersons "Cuddle Tramway" to see that a single length of track can be a rewarding layout. Search for "A Tramway to Cuddle" on carendt.com



Each of the structures seen in these images are very closely based on actual buildings, for example the large metal water tank and main building are copies of the Lion Salt Works in Cheshire, the canal basin is copied from examples in the Worcestershire area and the oil container and concrete wall sections were inspired by actual examples in Upton and Droitwich Spa.

OSO Salt Ltd is just 36 inches long x 13 inches deep x 12 inches tall. Having proven that this scale/gauge combination works I have now built a larger layout called The Yellow Pelican Mining Co. Ltd and I will post more information on this layout in future editions of this magazine.

Nevertheless it has been greatly rewarding and has meant that I have had to be very inventive in the materials used and has lead me to use such diverse materials as ball point pen barrels, cardboard tubes, cogs and gears from toys and transistor radios as well as scrap wood foamboard, plastic card and **DAS** modelling clay to name but a small selection of source materials.

Throughout the build I tried for a realistic and weathered look which I think comes across in the images. I run three scratch built engines on the layout - a KERR STUART geared steam engines (the largest), a smaller engine based on a German industrial prototype and a small petrol 'critter' that was based on an image I found on the internet. The first two run on modified **HORNBY** 0-4-0 'Smokey Joe' chassis while the third is based on a **TENSHODO** 'Spud'.





Fiddle Yard

Some thoughts from the Editor as he gets ready for Trainfest.

It really has been quite the summer! I was in hospital with a pulmonary embolism for three days, I had this special magazine to put out, and a family holiday to fit in. I still have a half marathon to run this year, and I'm on a jury pool for September and October. How on earth do I find the time to work on my layout **Clyde House Farm Sidings** to get it ready for TRAINFEST in November?

The baseboard has been in the garage for a couple of months waiting for me to add the little extension into the fiddle yard area. But the heat and humidity of the Minnesota summer meant that working in the garage was next to impossible.

I have managed to add nameplates and numbers to my East Lincolnshire Light Railway Locomotives and goods wagons. The colors look

like they don't match and it was just a quick hand painted patch job. Quite shoddy looking, and a very intentional design decision. Something like that really helps to make this fictional railway feel a little more realistic.

But the most stressful thing I did was making a Slaters milk tank wagon. This was something far above my abilities, but somehow I managed to get through it and make the model, *(though not as the instructions told me to)*. It was a learning experience that I took a lot from. That's the great thing about the hobby. Even when you fail, you learn.

So, if you're in Milwaukee for TRAINFEST on November 7th and 8th at the Baird Center, please pop along and say "Hi".



Cromwell is named, the mismatched blue paint colour is quite intentional.



Making this Slaters milk tank was a real struggle