



Here are two of the new No. 4644 21-ton Hopper Wagons described on this page. One of the vehicles is appropriately loaded with imitation ballast.

New Hopper Wagon—And A Six-Wheeled Brake Van

their special form these are removable so that coupling renewal when necessary becomes a relatively simple business. Each plug has a wide head. When this is prised up by means of a penknife blade or something similar the plug can be withdrawn from its socket. When the plugs are replaced they snap into position and hold the couplings firm.

The body-work is finished in B.R. wagon grey with white lettering and marking on the usual black patches on the wagon sides.

Now for No. 4076 Six-Wheeled Passenger Brake Van. This strikes a distinctive note, for it is actually the first passenger-type vehicle in Hornby-Dublo to be mounted on six wheels. Its design and construction are in keeping with the standards now usual in Hornby-Dublo coachbuilding. The bodysides and base are of metal, while the detailed roof ends and underframe are formed of plastic mouldings. The windows are "glazed" with transparent plastic and opposite cer-

(Continued on page 446)

ALL 00 Gauge railway owners will welcome the two most recent additions to the Hornby-Dublo range announced this month. They are No. 4644 21-ton Hopper Wagon, and No. 4076 Six-Wheeled Passenger Brake Van, pictures of which you see here.

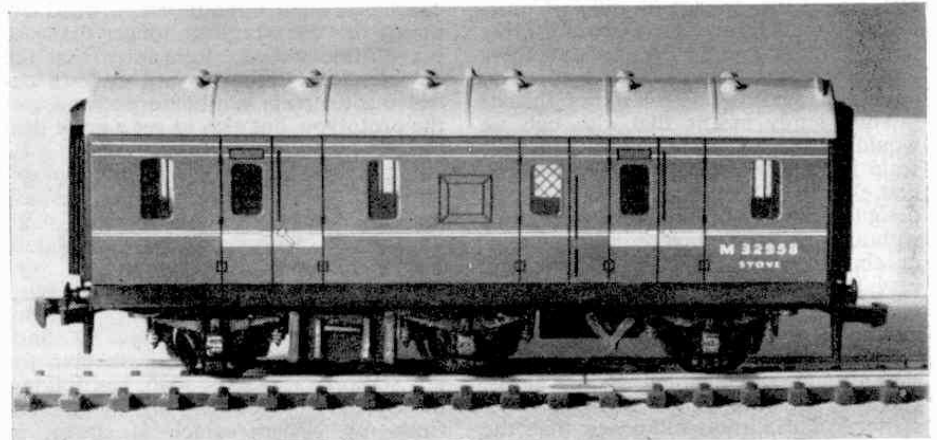
No. 4644 21-ton Hopper Wagon represents a British Railways' standard design of this type of vehicle. In real life hopper wagons have many uses, more particularly in connection with coal and mineral traffic, and there is no doubt that many uses will be found on miniature layouts for this attractive reproduction. The general shape of the vehicle is clearly shown in our upper photograph, the lower section of the body-work being made to slope inward towards the two hoppers, which in the real thing are provided with doors for the bottom discharge of the load. This operation takes place when the loaded wagons are run over a gantry structure, such as is found in many industrial installations, for unloading purposes.

The Hopper Wagon introduces an attractive new "shape" in wagons and the fact that the bodywork is formed by a plastic moulding process means that there has been ample opportunity for reproducing characteristic details of the real thing. Thus the top edges of the bodysides and ends reproduce the stiffening angles found on the real thing. In addition there are vertical stanchions that help to support and stiffen the real body plates, while the

triangular gusset plates at the ends add to the character of the Wagon.

The base of the model represents accurately the construction of the real underframe with its channel-section solebars and businesslike axleguards on which are represented the roller bearing axle boxes and springs. Standard Hornby-Dublo disc-type nylon wheels are fitted so that the free-running of the model is ensured. Dummy brake gear is provided in fine detail, the V-hangers, rods and levers being fretted out, as it were, and not merely shown in relief against a solid background.

A change in detail that is important from the maintenance point of view is that the Hornby-Dublo automatic couplings are fitted not with pressed rivets but by means of moulded plugs. Owing to



The principal features of No. 4076 Six-Wheeled Passenger Brake Van are well shown in this picture.