

## New Coaches—New Trains

### Putting the Hornby-Dublo 2-6-4 Tank to Work

LAST month the Secretary told you something about the new Hornby-Dublo B.R. 2-6-4 Tank Locomotive and no doubt many of you will already have taken the opportunity of examining this fine engine. There is another "on top" illustration this month showing how splendidly every detail is reproduced. This is the upper picture on the next page and it bears out fully the account of the engine that you have already read.

The 2-6-4T is included in two new Hornby-Dublo Train Sets, one Passenger, EDP13, and the other Goods, EDG18. Of these the Passenger set makes real news, because it includes the new Suburban Coaches, another valuable novelty in the Hornby-Dublo system. There are three of these vehicles in the Set—two Brake Thirds and one First-Third. These make up a typically handy unit for suburban train working. As there are two brake thirds, we can make up the trains correctly with a guard's compartment at each end, so that our three-coach suburban set is ready to run in either direction.

The Coaches are well worth closer examination. They follow the usual Hornby-Dublo form of construction and the design of the tinprinted bodywork has been laid out to represent up-to-date steam type compartment stock. The

brake thirds show five compartments for passengers, and on each side there are the usual pair of doors for luggage and another door for the guard, who is properly provided with end windows. These "windows," by the way, are not really actual openings in the bodywork; they are represented in a very convincing manner as part of the tinprint design. The first-third Coach has seven compartments. Three of them, in the centre of the vehicle, are for first class passengers, and at each end there are two for third class travellers.

So, if a train is made up in the order intended with brake third, first-third and brake third again, the first class passengers in the middle of the

train will be in the correct position to take advantage of the station awning!

As these new Coaches employ a similar base to that used for the Hornby-Dublo B.R. Eastern Region stock, they are of handy length for their job and do not occupy too much siding space. In fact a train of three of them headed by the new Tank Locomotive requires a space equal to three standard EDBI rail lengths only. The sides of the new vehicles are finished in the all-over red employed for B.R. non-corridor stock, and with their light grey roofs they have a distinctly smart appearance.

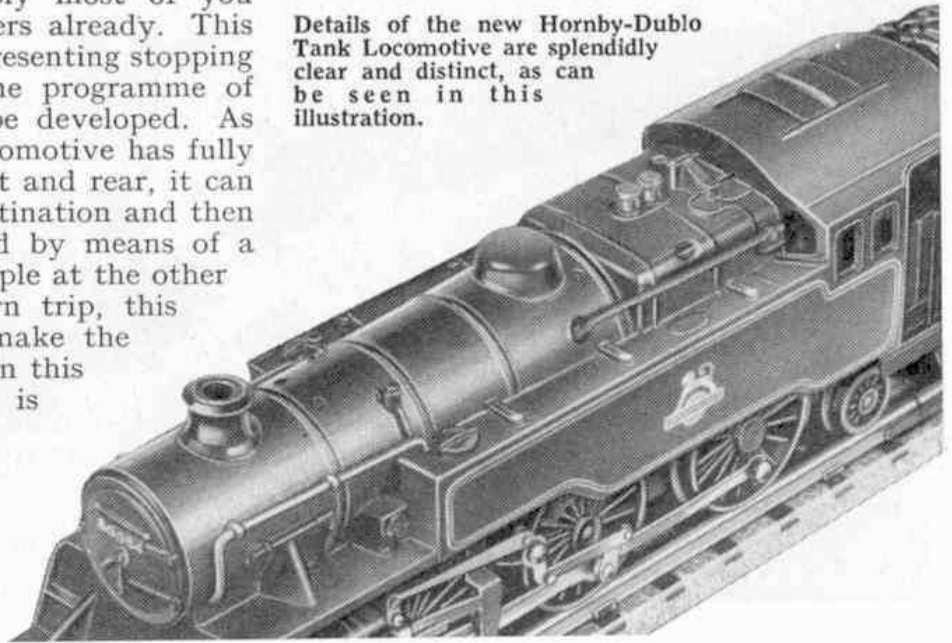
Having got our new set train, what can

**In the picture above the new Hornby-Dublo B.R. 2-6-4 Tank is gently backing a train of vans over a Level Crossing. This engine is specially suitable for mixed traffic duties.**

we do with it? Probably most of you know some of the answers already. This new stock is ideal for representing stopping train services, and a fine programme of suburban working can be developed. As the new 2-6-4 Tank Locomotive has fully automatic couplings front and rear, it can work its train to one destination and then be uncoupled, run round by means of a loop line and then re-couple at the other end ready for the return trip, this time bunker first. To make the best use of the Coaches in this way, see that there is sufficient room for the train to stand in between the crossovers needed for the running-round movements.

The controllability of the new engine is specially valuable in operations of this kind. This is due to the adjustable shunt across the magnet that was referred to last month. Practised Hornby-Dublo engine drivers will bring the Locomotive to rest with the front coupling of the first Coach just clear of the ramp of the Uncoupling Rail. The ramp is raised, the engine backed up ever so slightly, so that the couplings between it and the leading Coach just separate. Now the engine can move ahead clear of the crossover points, which will be located near to the Uncoupling Rail, and the running-round operation can then be carried out.

Details of the new Hornby-Dublo Tank Locomotive are splendidly clear and distinct, as can be seen in this illustration.

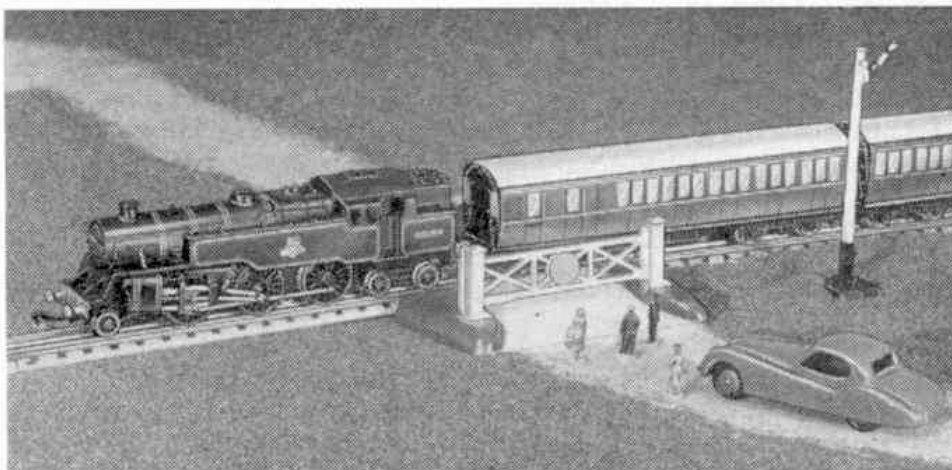


Bogie Bolster, with the Hornby-Dublo representation of the standard B.R. 20-ton goods brake van to bring up the rear. The attractive look that bogies give to the two Wagons is well in keeping with the massive appearance of the new engine, and owners of the Set will have the satisfaction of knowing that they possess a real aristocrat in the miniature train world.

Both Passenger and Goods Train Sets include the formation of Hornby-Dublo Rails now standard, making a simple continuous track consisting of two semi-circles joined by Straight Rails and requiring a space of 4 ft. x 3 ft.

A three-coach suburban train will not tax the

The new Locomotive heads a train of Suburban Compartment Coaches over a wayside crossing. These Coaches are included in the new Train Set referred to in this article.



There will be just as much enthusiasm for the EDG18 Goods Set as for the corresponding Passenger Set. In this the new 2-6-4 Tank has a train of those imposing bogie wagons of the Hornby-Dublo system, the High Capacity or Brick Wagon and the newer and very popular

capabilities of the new engine very much, but such trains can always be "strengthened," and long freight trains can be successfully worked; and there are of course always our old friends "the empties," possibly express and suburban passenger stock together, to be worked. I can foresee receiving reports of some prodigious feats of haulage by this powerful Hornby-Dublo engine.