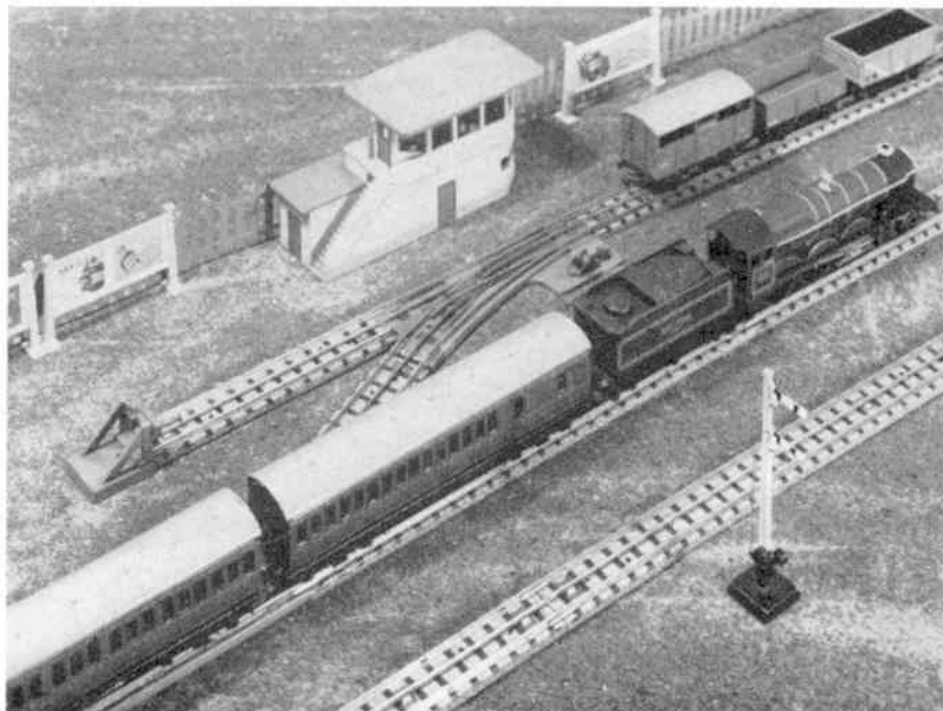


HORNBY
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By
the Secretary



"Western Loco"

A STRANGE title you may think, but one that you will find covers what we are going to talk about this month. It is some time since we had a chat about the representative of the Western Region in the Hornby-Dublo system. This is a very interesting locomotive indeed, and I hope I may have something to say that will be stimulating to those Hornby-Dublo enginemen who have been running Castles for some time as well as those who have recently acquired one.

I think sometimes that there are Castle owners who do not fully appreciate the importance of lubrication of their engines, particularly of the armature shaft, which revolves at quite a high speed. If this is attended to regularly and the general condition of the motor and engine part of the locomotive is looked over at the same time, their locomotives will not fail to give them good service.

Sometimes I get enquiries about brushes. Not that there is any difficulty in replacing them when necessary, as Castle owners learn to do this very quickly. A few deft movements as detailed in the instruction booklet and the job is done. But this brings me to a frequent question about the

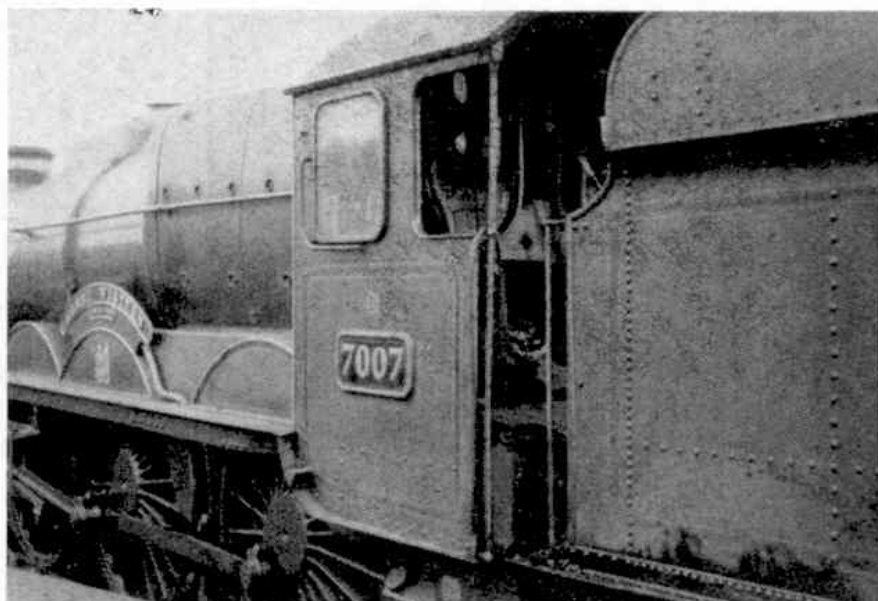
life of the brushes. You can expect these parts to provide for about 30 hours running time. Unless the engine is used really heavily it takes a fair while for the average Castle to clock so much time, so here again is good service.

Some Hornby-Dublo owners have suggested larger brushes, or harder ones, or both, but for various reasons these suggestions cannot be carried out. In point

of fact harder material than originally specified is now used for the brushes and the performance is quite satisfactory, having regard to the small size of these components and of the motor generally. The proportions of these have been dictated by the general style of the Castle, which as a Gauge 00 engine does not have a tremendous amount of space "inside" in which the motor can be accommodated.

A still harder brush material could cause excessive wear on the commutator and it could quite easily give rise to interference with Television reception, which is a serious matter nowadays. All Hornby-Dublo locomotives are fully suppressed of course, actually to a greater degree than is required by regulations, and normally the equipment

Above, "Bristol Castle" does a turn on a stopping train. Work of this kind is often performed in between faster and heavier main line duties.



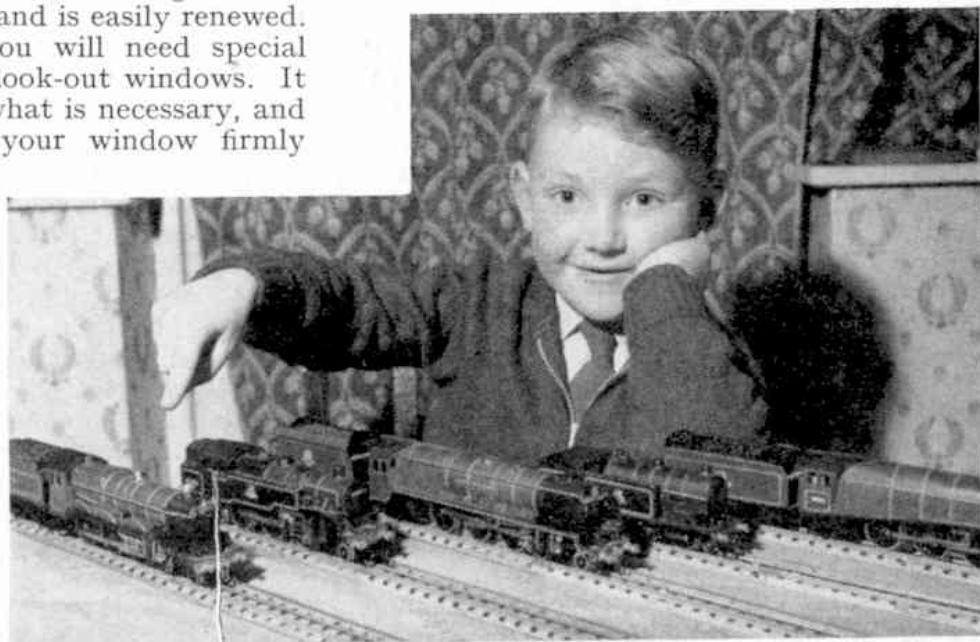
A striking view forward of No. 7007 "Great Western", showing clearly the cab side window referred to on this page. Photograph by C. A. Gostling.

fitted gives complete satisfaction. Brush material and pressure, spring strength, and armature diameter and speed are all carefully related to one another in order to give the best possible results.

The photograph reproduced above of No. 7007 reminds me of a scheme that several enthusiasts have written about. Notice how clearly the glazed window in the real cab side shows up. Now, it is possible to provide this effect in the cab windows of Hornby-Dublo locomotives in several ways.

Mr. S. J. Thorne, now in Cyprus, a keen Western enthusiast, favours the use of transparent self-adhesive tape of the kind that you often see used for sealing parcels and so on. This has the advantage that it sticks easily in place and is easily renewed. Don't forget that you will need special shapes for the front look-out windows. It is easy to work out what is necessary, and take care to have your window firmly attached inside to the roof as well as to the cab front. A pair of small tweezers is very useful here, particularly when manipulating the cut shapes into position.

King of his "Castle"! Brian Mountford proudly points to his latest engine, "Bristol Castle".



Some of you may prefer another method, suggested by Anthony Everson, of London, that you may find easier than the use of sticky sealing tape. For this pieces of cellophane are cut to the right shape and size and attached by means of a suitable adhesive to the inside of the locomotive cab, just around the windows. The type of covering found round some cigarette packets nowadays should do quite well, although those of you who are aircraft kit constructors will probably have something ready to hand, as well as a suitable cement for

mounting the pieces in position.

Many Castle fans have taken advantage of the fact that the tender of their favourite engine has the channel alongside the coal space on the fireman's side in which the long fire-irons are stored on the real Castles. With some fine wire and the aid of a pair of pliers you can bend up one or two miniature bars or prickers of the type that are usually stowed on real tenders. Sometimes a big tender appears to carry a remarkable collection of these implements, but if you provide a straight bar or dart, with a slightly oval handle, and a bent pricker, with the business end at right angles to the shaft and a triangular handle, you will have done fairly well.



Here the 0-6-2 Tank is at the Water Crane, on a section of layout incorporating semaphore and Colour Light Signals.

About Signals and Points

AMONG the earliest things to be added to a Hornby-Dublo layout in its first stages of development are Points and perhaps then one or two Signals. We always tend to associate points and signals with one another, which is natural enough because the relation between them in real practice is very close. Points must be set to make the road for a train movement before the necessary signals can be cleared.

Hornby-Dublo Points are of two kinds: these are respectively the Electrically-Operated Points and the hand-operated Isolating Switch Points. The special feature of the latter is that current is fed only to the route for which the Points are set. This sometimes appears to be rather a mysterious business to beginners, but matters will become much more clear to them after going through the useful booklet *Hornby-Dublo 3-Rail Layouts*, copies of which are readily obtainable from dealers or direct from Meccano Limited, price 6d. If we follow the correct order of things in operations we should move our Isolating Switch Points and so make the route to be followed live electrically and ready for the train before the Signal

giving it the right of way is moved.

Where Electrically-Operated Points are used matters are slightly different because these Points do not incorporate the isolating switch feature, nor can they be made to do so. Where isolation of a route or section electrically is required when Electrically-Operated Points are used, Isolating Rails are called for. The electrical connections are simple enough and except in special circumstances each Isolating Rail is connected to its own individual isolating Switch D2. This is the Switch with the black case that will be familiar to you all. Sometimes the Isolating Rails can be used in association with Insulating Tabs.

It is a good plan to make the necessary isolating Switch movement before the Electrically-Operated Points are set and the Signals cleared. Even if you do not follow this particular routine, because you may prefer to move the Points first and then the isolating Switch, the same order of things should be observed each time a movement is made and the smooth working obtained will be a pleasure.

It is possible to wire together Electrically-Operated Signals and Points that are

The Points form a crossover, leading the 2-6-4 Tank from one track to another.

associated in working. Strictly speaking, this is not correct from the point of view of real practice, but it is a form of miniature

railway licence that is of special benefit to the operator. It saves Switch movements for one thing, and of course you do not need quite so many Switches as when all Signals and Points are independently controlled. In addition, the Signal arms give a visual indication to the operator of the setting of the Points, which is appreciated when the Points being worked are some distance away from the control site and the switch blades not readily visible.

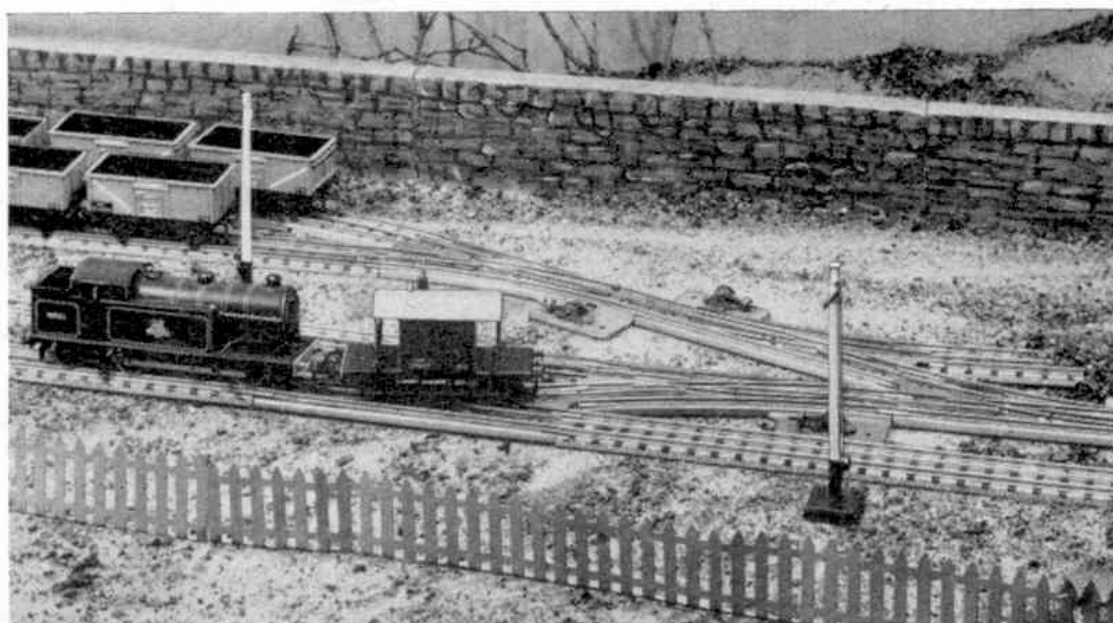
Needless to say all connections should be good and tight and they should be kept that way. It is possible for the vibration from the running of the trains to slacken the terminal screws a little, so that you should carry out a little signal lineman's work now and again in order to make sure that things are in good working order. Remember, too, that a steady, deliberate movement of



the Switch lever ensures satisfactory operation.

Newcomers to the Hornby-Dublo range are the Colour Light Signals that are available as single-head "Home" or "Distant" types, or as twin-head Junction Signals of the "Home" pattern only. Full details for the wiring of these are given in the instruction leaflet that goes out with every Signal, but it is important to remember, as has already been stated in these pages, that the Colour Light Signals cannot be wired to work together with Hornby-Dublo Electrically-Operated Points.

The Switches necessary for working the Colour Light Signals are of a special type and are not interchangeable with the D1 Switches necessary for Electrically-Operated Points and the semaphore type of Signals, or the D2 isolating Switches.



Crossover Points connect two running lines and there are sidings formed by the use of Isolating Switch Points in the background. One of these Points leads to a "sand drag" at the right-hand side of the picture.

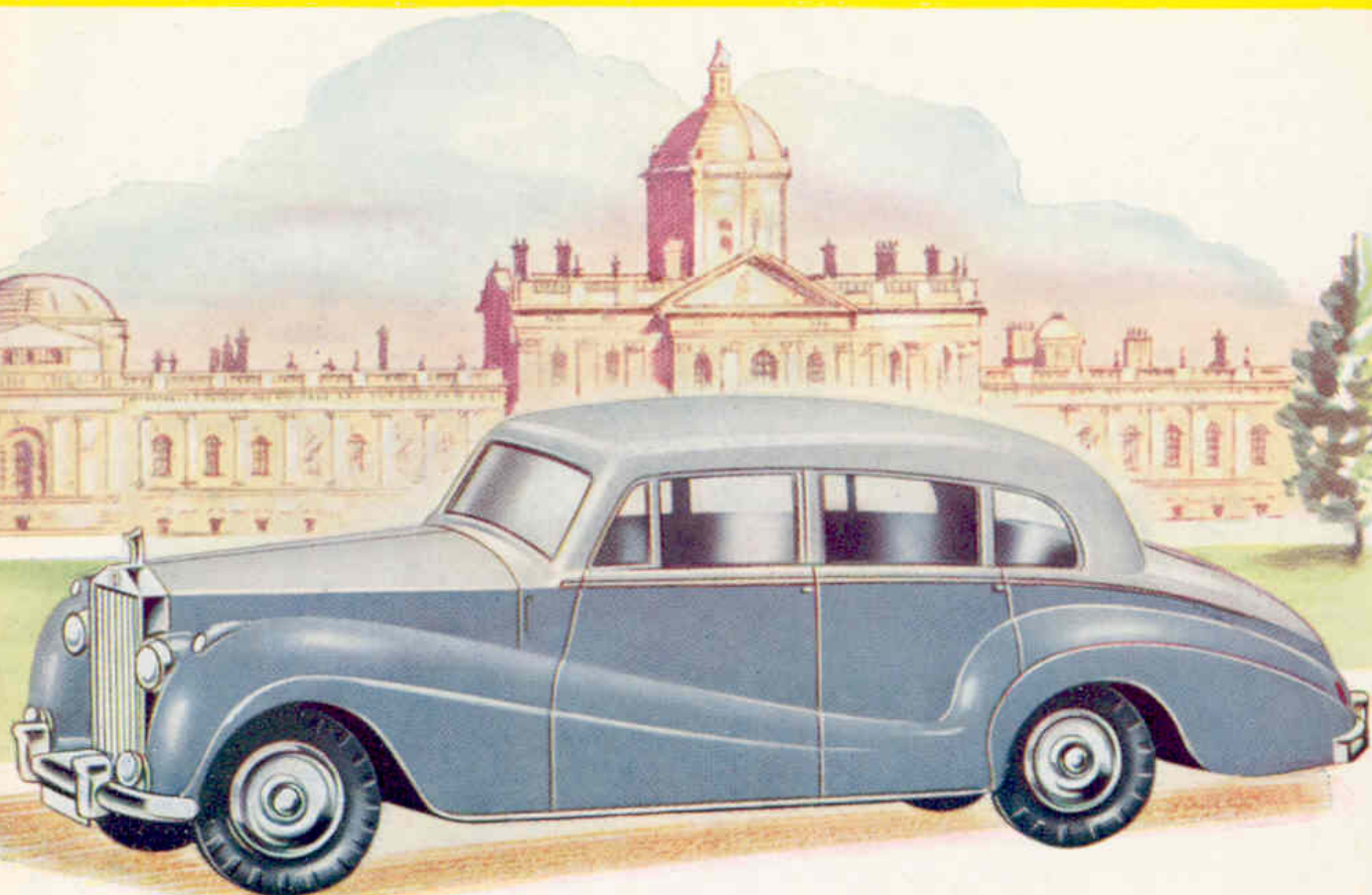
EXCITING NEWS!

A wonderful NEW model

INDEPENDENT SUSPENSION*

PLATED FITTINGS

TRANSPARENT WINDOWS

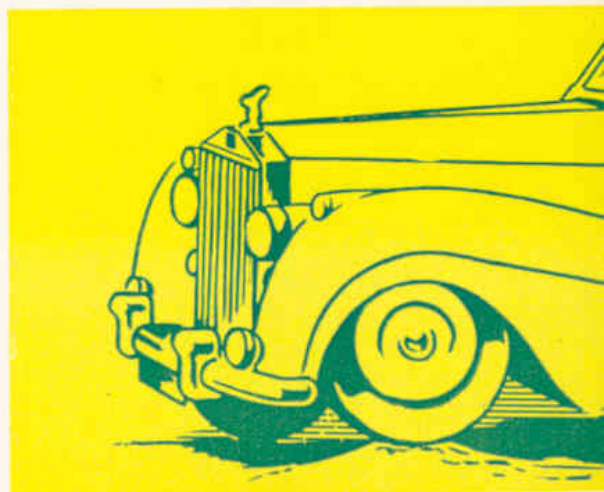


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MADE IN ENGLAND BY MECCANO LTD., LIVERPOOL

PUBLISHED BY MECCANO LTD., BINNS ROAD, LIVERPOOL 13, ENGLAND
Printed by John Waddington Ltd., Leeds and London