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MECCANO

DINKY TOYS · HORNBY DUBLO & GAUGE 'O'

HORNBY LOCO SURVEY

by **Linesman**

THE standardisation of locomotives is a much discussed topic and one which has been known to cause many heated arguments among railway enthusiasts. At one time, the various railway companies built small numbers of locomotives intended for specific duties and it was quite normal for individual railways to own many different types of locomotive.

The London and North Western Railway was perhaps the greatest of all the protagonists of standardisation and it built only a limited number of different types of locomotive, but in often large numbers. This policy has been adopted by British Rail and differs only in the respect that modern diesel and electric locomotives have replaced the steam engine.

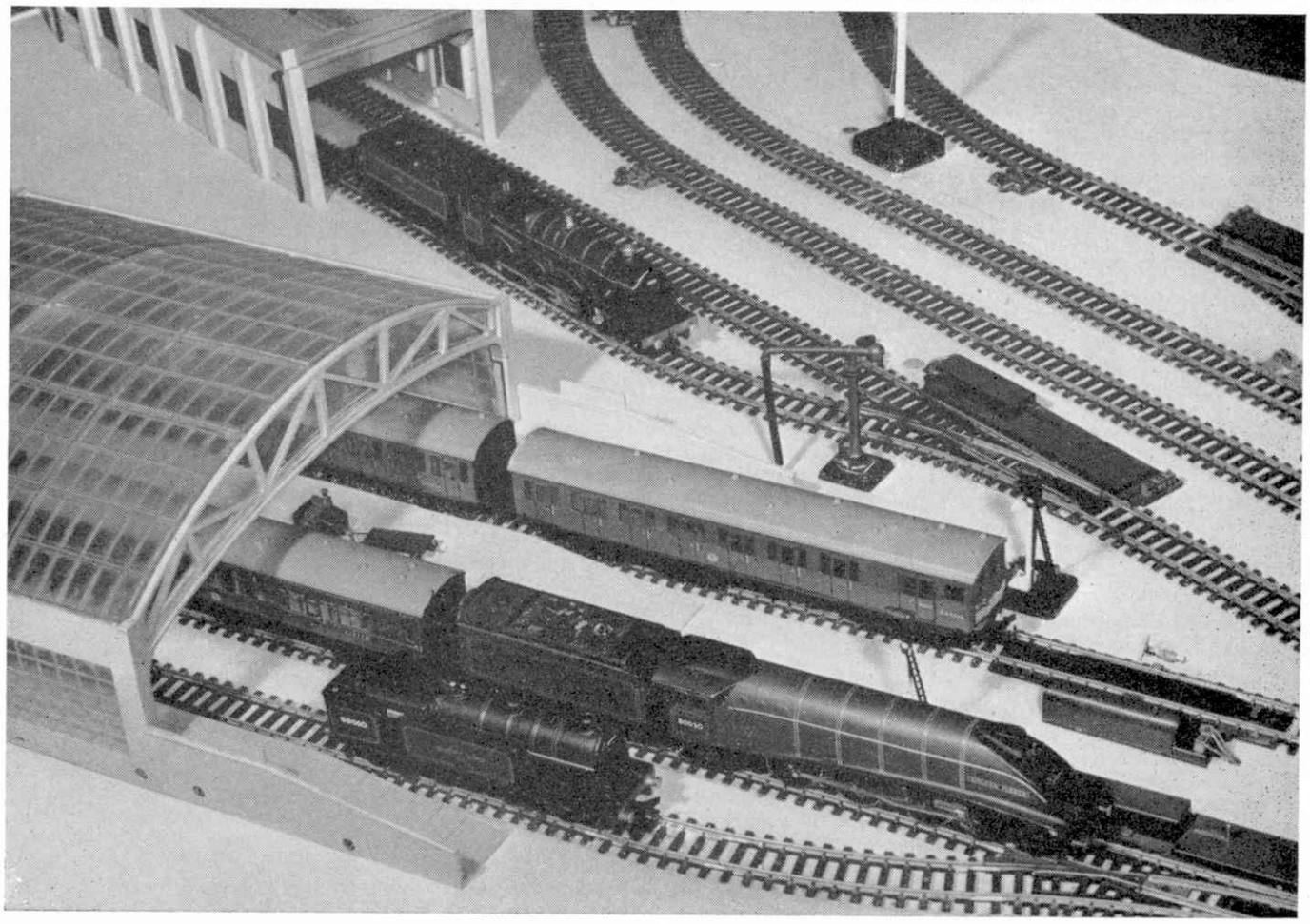
Surprising though it may seem, however, standardisation has not reduced to a really marked extent the numbers of different types of locomotive to be seen on our railway system. There are, at present, fifty-seven types of diesel locomotive, not counting the various types of multiple unit stock and the many electric and steam locomotive types.

The policy of standardising loco stock has long been accepted by Meccano Limited in the Hornby-Dublo range and to satisfy the majority of enthusiasts, locomotives likely to be seen in as many districts as possible have been built.

Modern Electric Power

As on British Rail, diesel and electric outline engines have gradually had their effect on the Hornby-Dublo range and locomotives in the express category now include a model of the Liverpool-Euston pantograph locomotive and also models of this type 5 and type 3 Co-Co diesel-electric engines.

'Golden Fleece' is seen here moving slowly out of the terminal station with its train of British Rail corridor coaches. In front can be seen an 0-6-2 Tank locomotive patiently waiting for the Electric Motor Coach Set, which can be seen behind 'Golden Fleece , to draw out of the station.



The pantograph electric locomotive (Hornby-Dublo No. 2245) has a Bo-Bo wheel arrangement and two driving cabs. The actual locomotive was first supplied to B.R. in the latter half of 1960. The locomotives are capable of tremendous feats of strength and are now scheduled to run at over 100 miles-an-hour on the route between Liverpool and Nuneaton.

The most impressive feature of these locomotives is their acceleration rate—a rate that can only be described as phenomenal. The Hornby-Dublo model is fitted with pantographs for collecting current from a catenary. It can also, of course, operate from the track in the normal manner.

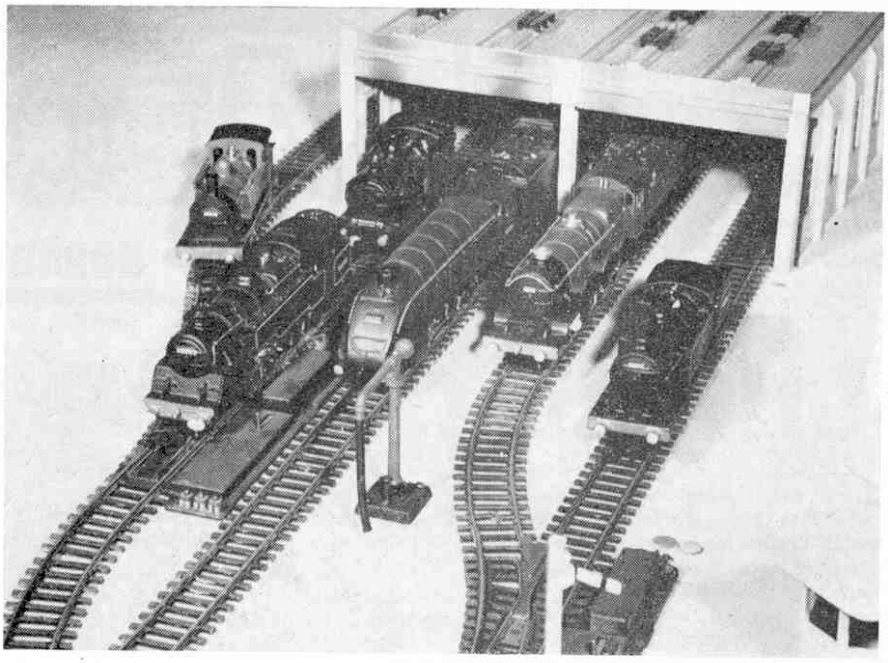
Deltic on the East Coast run

The two Hornby-Dublo express diesel locomotives are both of the diesel electric type and one is a model of the famous Type 5 'Deltic' locomotive (Hornby-Dublo No. 2234). This actual locomotive was built by English Electric at the Vulcan Foundry Works, and were only delivered to the Eastern, North Eastern and Scottish Regions of British Rail, where they can be seen hauling the East Coast expresses from London to Scotland. This type of locomotive is the production model of the prototype English Electric 'Deltic' which, you may recall was painted in a most distinctive blue livery. All subsequent locomotives of the type, however, are painted in the livery shown on the Hornby-Dublo model, which is two distinctive shades of green.

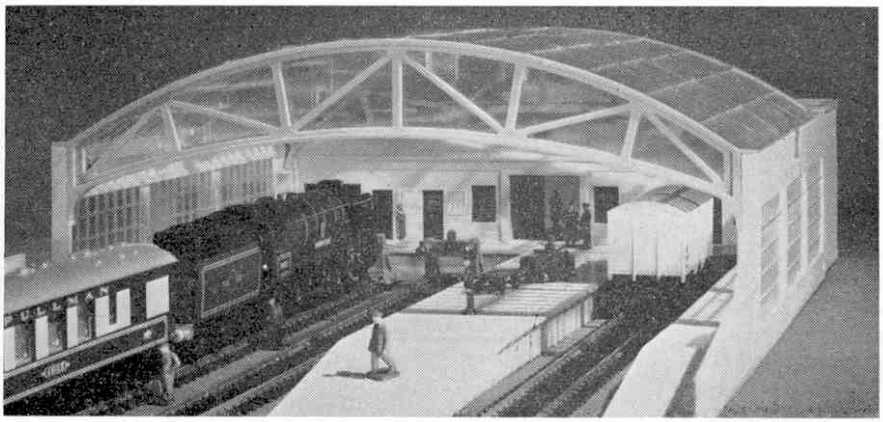
An interesting point is that twenty-two were originally intended to replace fifty-five steam engines on fast passenger services, which, incidentally, had their timings reduced by between forty and sixty minutes. One of the particularly fast runs is made over the 106 miles from Hitchin to Retford at a start-to-stop average speed of 72 m.p.h.

The second type of diesel electric locomotive to be featured in the Hornby-Dublo range was first supplied to B.R. in 1961 and is the English Electric type 3 Co-Co locomotive (Hornby-Dublo No. 2232). A total number of 279 of these engines are in use on British Rail and in general outline they resemble the Deltic locomotive. Their top speed is 90 m.p.h. and they are often seen hauling express and other passenger trains, although a large number are confined to working on the Eastern and North Eastern Regions.

Before the introduction in large numbers of diesel and electric locomotives, steam engines were responsible for many of the more important express trains and nearly all the secondary passenger trains. The Hornby-Dublo range includes models of a number of locomotives that once pulled such famous trains as the 'Royal Scot', the 'Caledonian' and others; although, in reality, the types of steam locomotives concerned have been reduced almost to the point of extinction. Those locomotives that still remain are used on either goods trains or shunting duties.



An impressive shed scene showing from the left to the right 0-6-0T (Hornby-Dublo No. 2206), 2-6-4T (Hornby-Dublo No. 2218); behind an 0-4-0T (Hornby-Dublo No. 2001); 'Golden Fleece' (Hornby-Dublo No. 2211); 'Cardiff Castle' (Hornby-Dublo No. 2221); 0-6-2T (No. 2217).



The West Country Locomotive 'Barnstaple' (No. 2235) at rest in the Terminus Station (No. 5083)

Many enthusiasts feel that a model railway is not complete without examples of historic locomotives such as the A4 and 'Coronation' class Pacifics. Models of these famous locomotives are included in the Hornby-Dublo range and, using the many Hornby-Dublo components, it is quite possible to rebuild, in miniature, many of the famous pre-war trains.

The 'City of London' Locomotive belongs to the 'Coronation' class of Pacific, which includes others, also carrying the names of famous cities. These powerful four-cylinder locomotives were employed on the West Coast route between London and Scotland, although they were often to be seen at Liverpool and Manchester and at other famous stations on the London Midland line.

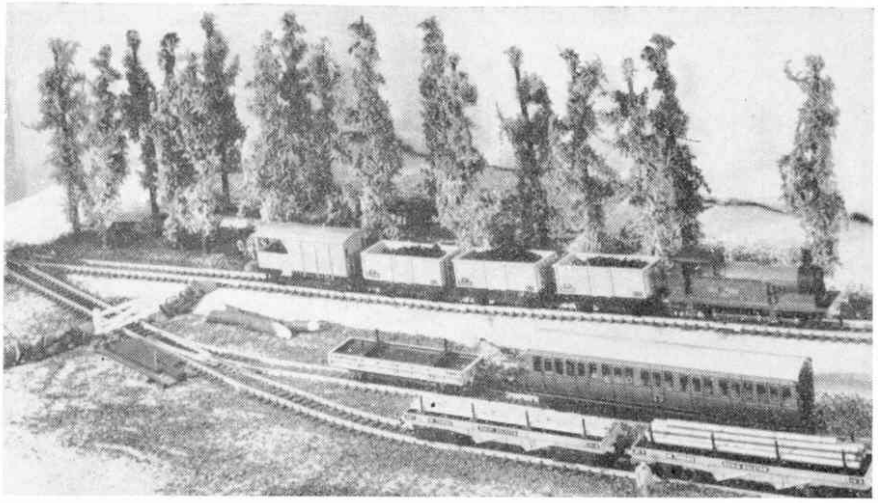
Nineteen-fifty-seven saw the introduction of 'The Caledonian' train service which had its timing specially adjusted for one day. The train reached Euston thirteen minutes early—a really splendid performance in view of the normal speed timing. Even more startling was the performance, about a month later, of No. 46244, 'King George VI', when it reached Euston in only 6 hours 3 mins. —no less than thirty-seven minutes early. The average speed of this run of slightly over 116 miles from Stafford to Watford was eighty-three m.p.h.

Among the more renowned locomotives of the Great Western Railway is the 'Castle' class of locomotives, built at Swindon works before the last war. This type has always been a firm favourite of railway enthusiasts and they, once again, are represented in the Hornby-Dublo range, this time by 'Denbigh Castle' (Hornby-Dublo No. 2221), which forms part of the 'Red Dragon' train set. The Castle locomotive took its present form as long ago

as 1907 from its predecessor, the 'Star' class locomotives.

Before the introduction of the 'Deltic' and other diesel electric locomotives, the A4 Pacific locomotives were supreme on the East Coast run between London and the North. This route has long been famous and was the result of an alliance between the Great Northern, North Eastern and North British Railways in the middle of the last century. The routes of these railways provided a through journey between London-King's Cross and Edinburgh, Glasgow, Perth, Dundee, Aberdeen and other Scottish cities. It is now a joint route of the Eastern, North Eastern and Scottish Regions of British Rail and it still maintains the remarkable reputation it has enjoyed for so many years.

It is perhaps most famous of all for its fast, named trains—among them, the 'Flying Scotsman'. This train was nearly always hauled by an A4 Pacific, until the 'Deltic' locomotives relieved them from this duty. Alas, the A4 Pacific locomotives are now being scrapped, but enthusiasts are fortunately able to reproduce in miniature this famous locomotive and its train, using the Hornby-Dublo 'Golden Fleece' Locomotive (Hornby-Dublo No. 2211).

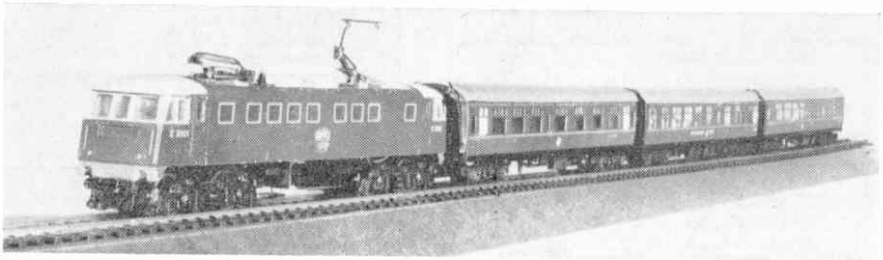


An attractive scene showing the 0-6-0 tank locomotive with a short train of goods wagons.

Services on the Southern Region

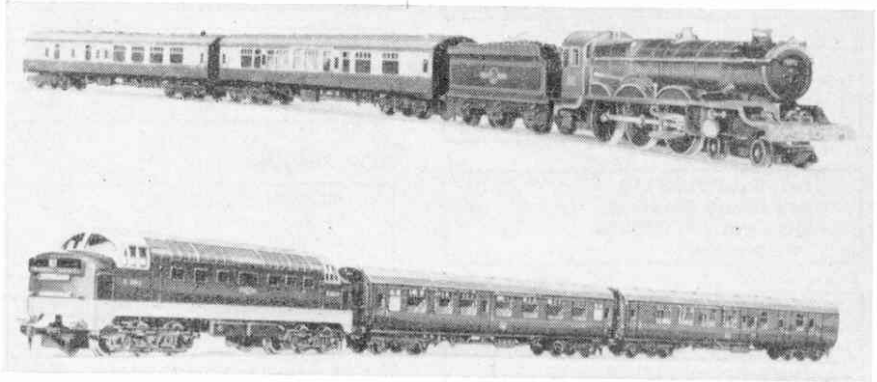
As originally built, the 'West Country' Pacific type were fitted with streamlined housings, which were later removed to form the modified 'West Country' class (Hornby-Dublo No. 2235). These locomotives were used on the Southern Region boat train services and also for the Atlantic Coast Express Service over the 259¾ miles between Waterloo and Padstow. Many of the more important trains on the Southern Region were pulled by 'West Country' Pacifics—among them the 'Bournemouth Belle', which is reproduced in set form in Hornby-Dublo. This is the most attractive of Hornby-Dublo train sets and consists of the 'Barnstaple' locomotive and three beautiful Pullman Coaches.

Whilst talking about the Southern Region, it would be as well to mention the diminutive Hornby-Dublo 0-6-0 tank locomotive (Hornby-Dublo No. 2206). This is a model of the R1 locomotive introduced by the South Eastern and Chatham Railway in 1900 for use at Folkestone on the boat train services. One last item intended for Southern Region enthusiasts was the Electric Motor Coach Set (Hornby-Dublo No. 2050), which is intended to represent Suburban electric practice for outside third rail systems, although in general design and appearance it is rather similar to the 'Watford' stock.



The latest addition to the Hornby-Dublo range of locomotives; the Electric Pantograph Locomotive (Hornby-Dublo No. 2245), with a train of British Railways standard coaches.

Two of the Hornby-Dublo Train-Sets. Above is the 'Red Dragon' Train Set (Hornby-Dublo No. 2021), and below the 'Royal Scot' Train Set (Hornby-Dublo No. 2034).



Freight and Shunting duties

For the movement of freight, Hornby-Dublo provides a model of the L.M.R. 2-8-0 heavy freight locomotive, which was first designed by Sir William Stanier in 1935 (Hornby-Dublo No. 2224). For diesel locomotive enthusiasts a model of the Metro-Vickers Type 2 Co-Bo is made (Hornby-Dublo No. 2233). These two locomotives can be said to represent two quite different eras in freight operation, although the 2-8-0 locomotive is still used quite extensively on the London Midland Region. The Co-Bo locomotives are more or less restricted to the North and are very rarely seen in other parts of England.

For shunting and general duties, the 0-6-2 tank locomotive is perhaps the most popular of all in the Hornby-Dublo range and it may be of interest to readers to know that this useful locomotive resembles the N1 class, originally designed for use on the Great Northern Railway. Both it and the 2-6-4 Tank are good all round performers and both are capable of hauling passenger trains as well as small goods trains. The 2-6-4 tank is a model of the B.R. standard class and quite large numbers of them are still in evidence in both England and Scotland.

The Diesel Electric 0-6-0 shunting locomotive (Hornby-Dublo No. 2231) has for a number of years given a modern appearance to many goods yards and, in point of fact, these efficient locomotives have rapidly replaced the older steam tank engines.

Both on the prototype and in its model derivatives, the modern appearance of diesel and electric locomotives has a great deal to commend them, for, far from removing interest, they should help to provide new ideas.