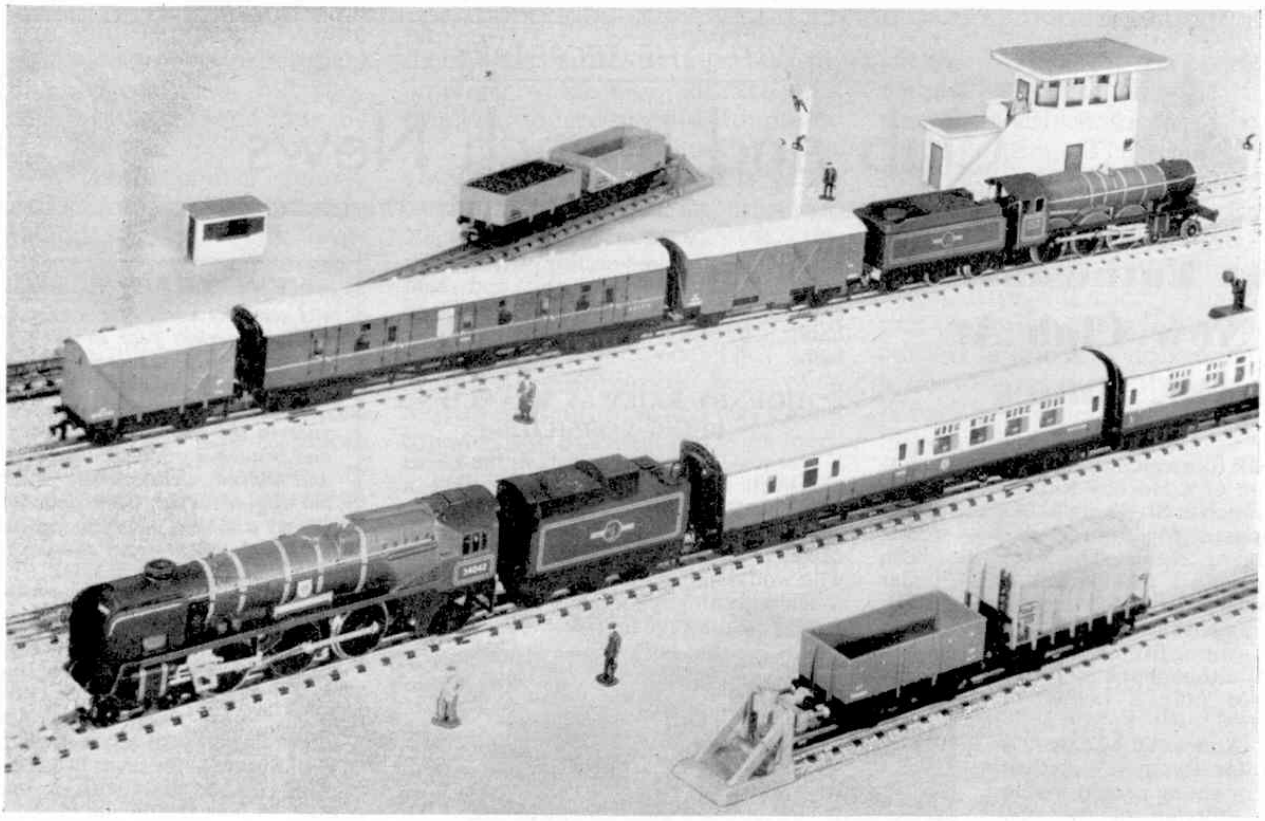


New Hornby-Dublo Crossings

THE large number of items to be mentioned last month made me feel that our talk then was a rather breathless affair. Now, in connection with some of the recent additions to the Hornby-Dublo System I would like to make one or two points for which there was simply no space in the December issue, but before doing so I must pass on news that will be welcome to all Hornby-Dublo Two-Rail owners.

This concerns the Diamond Crossings which form an essential part of the Two-Rail track system. Production of these was being put in hand as I started to prepare these notes and you will be able to read about a typical layout which includes a Left-Hand Crossing, in the article by *Linesman* on page 33.

Crossing Gates

From this particular track product let us pass to another, actually one of the items briefly mentioned last month. This is the attractive Two-Rail Level Crossing which you see in one of our pictures. I am sure this has already found its way on to many Two-Rail layouts. Its inclusion in a given system is not difficult, as the built-in length of track incorporated in the Crossing is equal in length to a Straight Two-Thirds Rail. It is, therefore, easy to make allowance for the inclusion of the Crossing.

The road approaches represented on each side of the crossing gates have a gentle slope, and are not likely to cause difficulties to the drivers of Dublo Dinky Toys or other miniature motor vehicles making use of the Crossing. The usual built-up sleeper arrangement between the running rails is, of course, represented.

HORNBY RAILWAY COMPANY

By the Secretary

I assume that owners of the new Locomotives recently made available have already found plenty of work for them —heavy expresses for the 4–6–2 *Dorchester* and *City of Liverpool*, and the 4–6–0 *Ludlow Castle* and long freights for the Ring Field 2–8–0, on Three-Rail layouts, while no doubt the latest Hornby-Dublo Diesel, the Co–Bo, has proved its worth in passenger and express goods services on many miniature schemes. Real diesels of the Type 2 classification now seem to take a large share in working overnight and other long-distance freights.

Ideas with Open Coaches

So now to new rolling stock, beginning with the handsome Open Coaches, First-class and Second-class, available in W.R. brown and cream and in B.R. maroon. Each of these is illustrated in our advertising pages, so I need not describe their external features again, but I would like to emphasise that they include in their internal arrangements representations of the tables and seating found in real stock of this kind. Their special character provides plenty of possibilities from the operating point of view. In addition to use in ordinary express trains such vehicles are particulary popular for excursion work and similar duties, offering as they do a variation from the compartment style of vehicle favoured by many travellers.

Hornby-Dublo owners will, therefore,

Joint S.R.-W.R. working is portrayed in this Hornby-Dublo Three-Rail scene. "Dorchester", with W.R. Corridor Coaches is in the foreground, while a Castle 4–6–0 passes in the opposite direction with a short train of Vans.

be able to use their new "Opens" in quite a number of ways. Perhaps several Open Coaches can be coupled together with a Passenger Brake Van to form a holiday special, football excursion or other extra train. Or, for a change, you could include just one of them in a formation consisting otherwise of side-corridor stock. You would, in fact, be quite in order in assembling one of the new Open Coaches next to your Restaurant Car to supplement the accommodation provided by that vehicle. A First-class or a Second-class Open Coach might meet requirements, but if catering business is heavy on any of your services you might need a First-class and a Second-class Open Coach, one at each end of your Restaurant Car, for the benefit of your hungry passengers. This arrangement is often found in real practice, the tables provided between the facing pairs of seats in open stock making these vehicles suitable for such supplementary restaurant service.

S.R. Utility Van

Another coaching vehicle I could mention only briefly last month is the well-detailed Utility Van in its attractive Southern green livery. I use the term coaching vehicle because the real utility vans are suitable for running in passenger services as well as freight. Their long-wheelbase, four-wheeled design—which is followed exactly in the Hornby-Dublo model—provides a body of ample capacity, with two sets of double opening doors in each side. Parcels, mail, pigeon traffic and even boxed fish, as well as the host of other items, all come alike to the utility van. In addition, end doors are fitted to the real vans, with a bottom hinged loading flap so that cars or other wheeled vehicles, theatrical scenery and similar bulky items can be loaded or unloaded at a suitable end-loading platform.

The vans are ventilated, and have windows so that the staff working inside can see what they are doing, and altogether it would be difficult to find a more versatile type of vehicle.

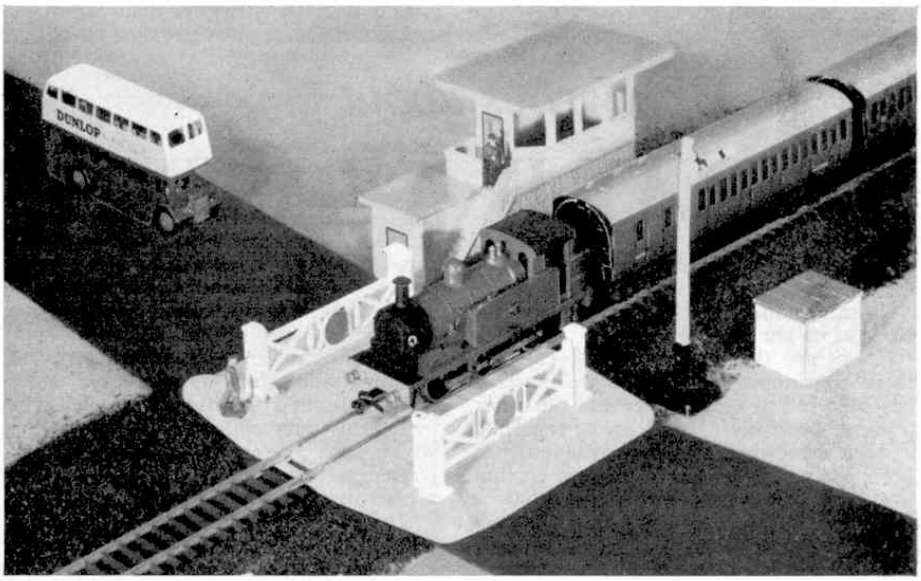
Clearly, the description utility van is a very appropriate title, although actually the Southern Railway code designation was *Covcar*. Nowadays the B.R. classification, which appears on the Hornby-Dublo vehicle, is *CCT*, signifying Covered Carriage Truck, and in this new guise the utility van continues to be as useful as ever. Hornby-Dublo traffic specialists will find plenty of use for this new Van in its miniature form, in passenger or in freight trains, or even in trains made up of several vehicles of similar kind for express parcels or mail service. Such trains are almost certain to include at least one Passenger Brake Van in their formation, and this arrangement is readily possible in Hornby-Dublo.

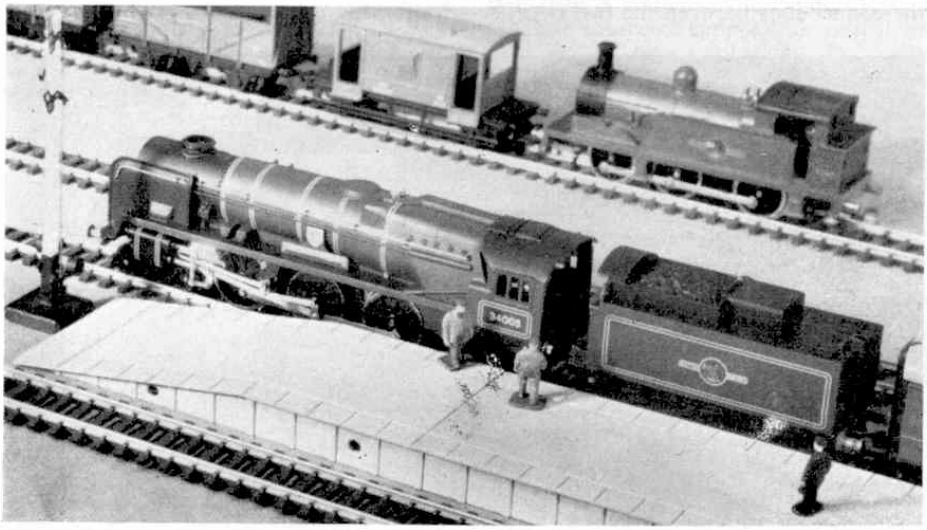
Running Fish Traffic

Fresh traffic possibilities in miniature are opened up by another recent introduction, the "Blue Spot" Fish Van that was described in November last. The name "Blue Spot" is explained by the fact that the real van has a distinctive blue circle, 15 inches in diameter, painted on a white ground on each side for easy recognition by railway staff, to ensure that all such vehicles are used only for the express service for fish between North East Scotland and London. It is some time since a Fish Van was included in the Hornby-Dublo system, so the new Van should be specially welcome.

Fish Vans can be attached to passenger trains at times, coupled in the rear, perhaps, and shunted on just before departure from a station representing an intermediate junction. This position in the train makes it easily possible to detach the Vans later, at another stop, and this may well be a convenient scheme in the general working arrangements on a continuous layout.

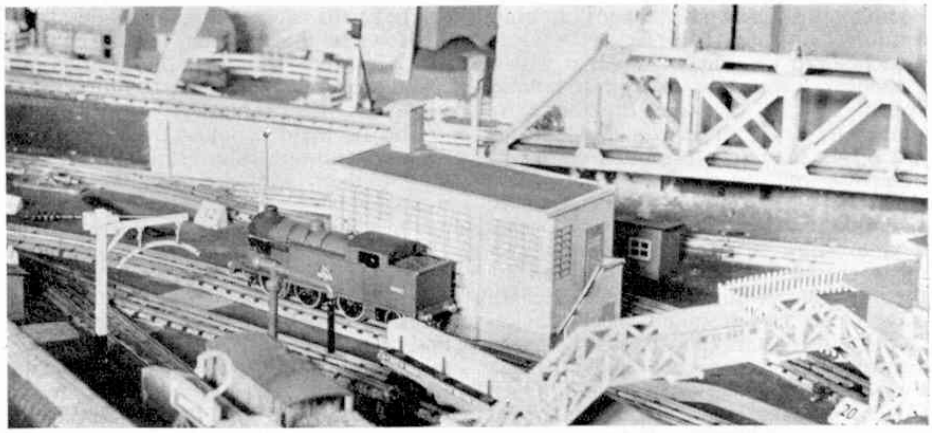
You can, of course, always build up your collection to include several of these new Fish Vans. Then you can run in miniature a *Blue Spot Fish Special* as operated between Aberdeen and London by the East Coast route. In the make-up of a train of this kind it is permissible to introduce a variation from the normal practice of having a brake van right at the rear of the train, because in the real *Blue Spot* service traffic for several different destinations is included and the train is marshalled accordingly. But there are two sections bound for Finsbury Park. One of these comes from Fraserburgh to Aberdeen, and is attached at the head of the train already standing at the loading dock; the other, conveying traffic from Aberdeen itself, is at the other end of the train, in rear of the brake van. In this position, the rear fish vans can readily be detached on reaching their destination. On the other hand if there is no traffic for these particular vans, it is a simple matter to uncouple them before the train leaves Aberdeen.





Right: A simple, yet effective, scene with the No. 2460 Level Crossing on a Two-Rail layout. A Dinky Toys Bus waits for the 0-6-0 Tank and its train to pass. (Below) All ready to go! "Barnstaple" makes an impressive sight at the platform end on a Hornby-Dublo Two-Rail layout.

More Hornby-Dublo Track Formations



The baseboard-level terminus yard, with an upper-level track beyond.

OUR Three-Rail pictures this month show parts of an attractive Hornby-Dublo layout permanently arranged in a basement room. This is operated by A. J. Fleming (H.R.C. No. 303892), of Bradford, with the able assistance and encouragement of his father, Mr. John M. Fleming, who started the railway off some ten years ago.

In the notes on the system that were submitted with the photographs the railway is said to be "almost a figure eight". Really, that is not at all a bad description, although the whole track is in fact more elaborate than a plain figure eight would be. Let us see how, and why.

Layout Man writes about . . .

RAILWAY IN A BASEMENT

There are two main circuits, each of them continuous, and these are perhaps best referred to as the inner and the outer track respectively. Each can be regarded as to a somewhat irregular oval that has been pinched in about the centre, so that the resultant "hour-glass" shape does somewhat resemble the well-known figure eight type of railway. This resemblance is carried a stage further when it is realised that, although different levels are involved, the inner and the outer circuits are connected together about the centre of the system and the running of trains from one circuit to the other is a regular part of the operations.

The inner circuit is at baseboard level throughout and is used for high-speed main line running and for most of the shunting operations. All stations are at present situated on this inner circuit. They include a fairly elaborate main terminal, which has three platform faces for passenger traffic and which also includes a platform for goods traffic alongside.

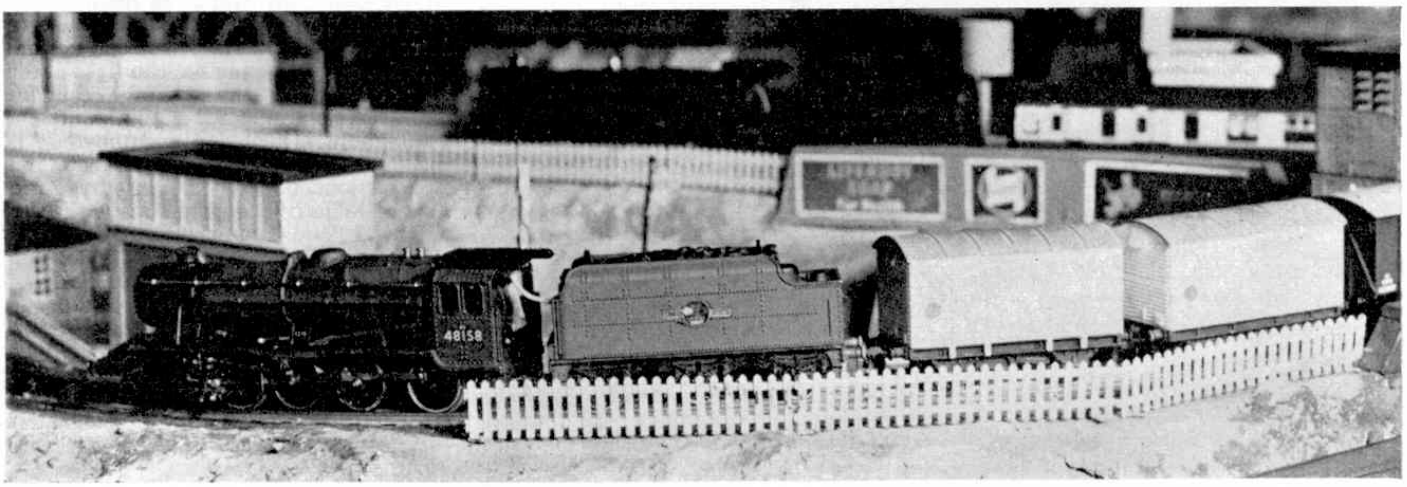
The outer circuit is partly at baseboard level, and outside the main terminus Electrically-Operated Points make one of the connections between the two circuits. From base level, and running roughly parallel to the inner circuit, the outer track climbs a gradual gradient to attain sufficient height to enable a diagonal track, which in effect forms a reverse loop, to pass over the main station and its approaches by means of a viaduct. From this high-level section trains passing over the viaduct and reverse loop can regain the baseboard-level tracks of the inner circuit by means of a steeply-graded connection.

An alternative route, avoiding the viaduct section, drops sharply to baseboard level, which is regained near by the crossover Points previously referred to that form the main connection between two circuits.

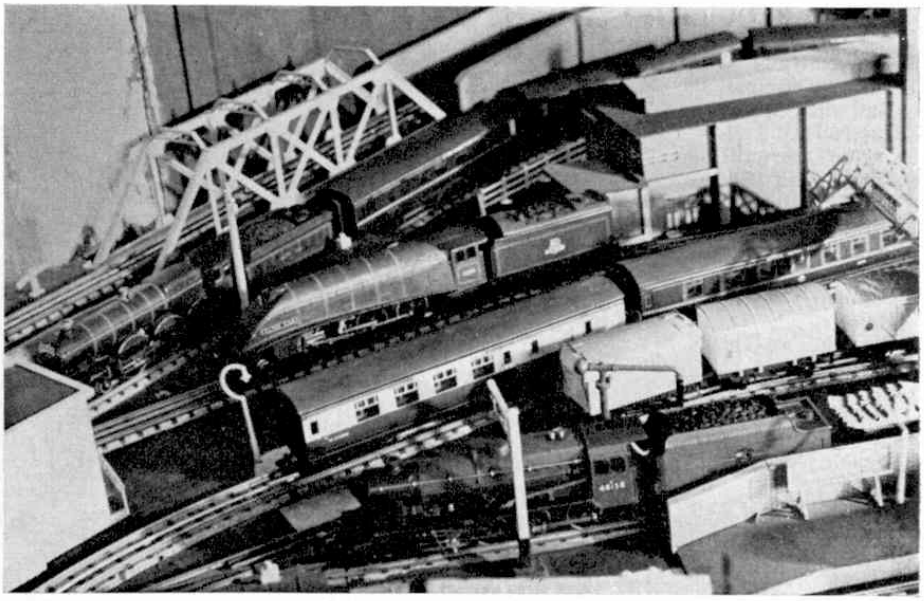
One branch line from the inner circuit runs to a village station at the opposite end of the layout from the main terminus. Several sidings lead off the high-level section and they are used for storage etc. purposes at present, but are likely to form a site for possible future developments.

As can well be imagined, train running on this layout can be quite an exciting business, especially in view of the alternative routes provided. A train can run from the terminus and make its way back there after negotiating the lower and the upper levels, if desired. Naturally the reverse loop adds considerably to the scope of

A 2-8-0 with a freight train makes its way down one of the inclines.



A general view across the outer end of the terminus, showing a variety of Hornby-Dublo Locomotives and Rolling Stock.



operations. In fact, train running is found so fascinating by the joint owners of this system that lineside development has been somewhat retarded, although the necessary station buildings and so on have been constructed at home to meet the rather special requirements of this railway.

Use has been made, too, of various building kits and further progress in actual scenic work is anticipated.

All rails and track components are the standard Hornby-Dublo Three-Rail products and the Locomotives and Rolling Stock are Hornby-Dublo throughout. The engines include two Duchess 4–6–2s, one of which is still a favourite performer in spite of its ten years' service. A recent addition has been one of the powerful Hornby-Dublo Co–Co Diesels, but otherwise the engines are all of the standard steam types. An interesting departure from standard practice has been the repainting, in B.R. green, by the owners, of the engines that are normally finished in black.

Rolling stock with tinplate and with moulded bodies is in use and to control the trains each circuit is divided into a number of isolating sections. For the time being, movements are authorised by a skeleton system of signals, including some Colour Lights. Further signalling developments are on the programme for the future.

Linesman this month discusses . . .

TRACK WITH CROSSING AND LOOP

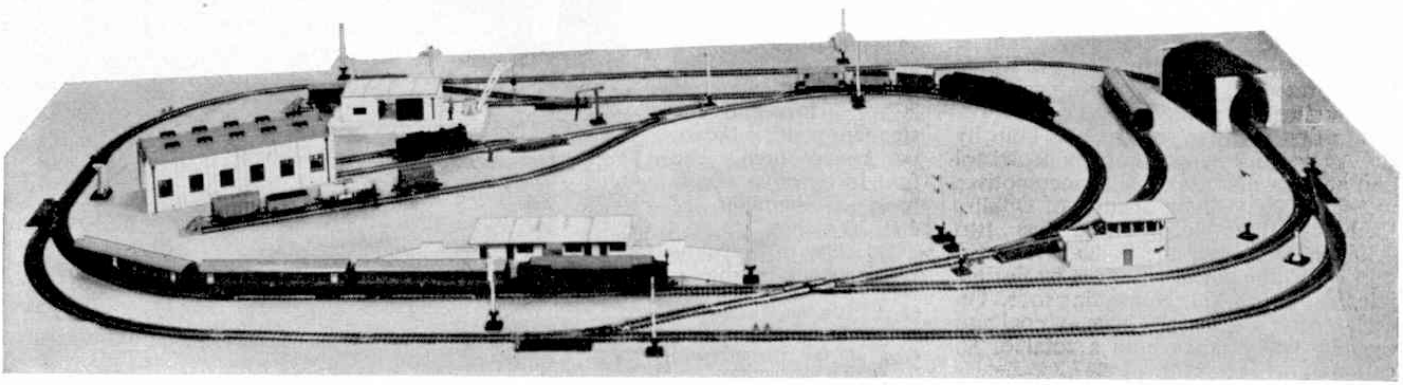
NOW that Diamond Crossings (left hand and right hand) have been introduced into the range of Hornby-Dublo Two-Rail track components, it is considered appropriate to feature this month a layout incorporating one of these valuable accessories.

The diagram overleaf shows a single track layout with an inner loop, which is passed over by a connection from the lower main track via a Left Hand Diamond Crossing and leading to several sidings. Two of the latter, as will be seen by reference to the illustration below —which shows in panoramic view the layout covered by the diagram—serve an engine shed. Another siding leads to a goods depot. The size of baseboard needed for the layout is 7 feet 6 inches by 4 feet 6 inches.

There is no electrical connection between the two tracks which form the Diamond Crossing, so that complete isolation is afforded. This means that the crossing can be used on tracks which have two sources of power supply and control —such as a double track—so that a train moving over the crossing on a track worked by one Power Control Unit will not interfere with a train on the other with its separate source of supply and control, as long as the two tracks are electrically isolated where points join them forming a crossover.

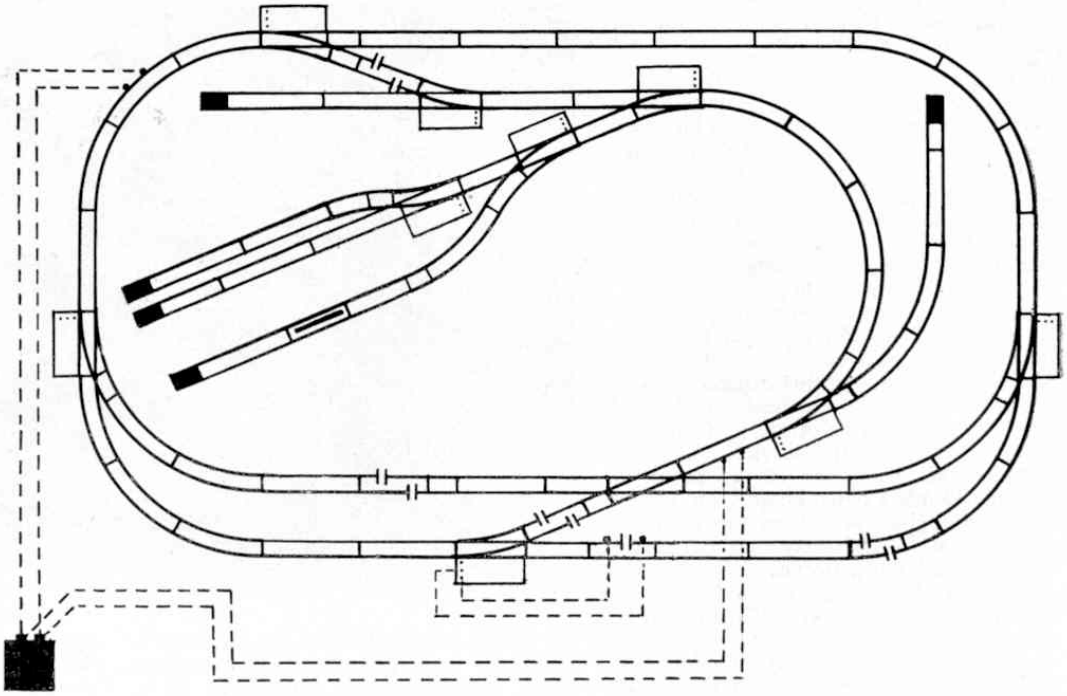
The layout gives possibilities for a considerable variety of train operations. There is no preferred direction of travel, but if the trains run in a clockwise direction the locomotive hauling them can perform shunting operations at the various sidings by backing the vehicles in. A complete train, with engine, can be left in a siding if required, and will be electrically isolated when the Points are set against it.

If it is desired to carry out a shunting movement while a train is left on the main line, it should be brought to a stand between the Single and Double Isolating Rails on the lower main track. This train also can then be isolated by setting the points against it. Another locomotive can then draw out of the sidings and traverse the main line via the inner loop and can



ITEMS REQUIRED

21 Curved Rails	2710
1 Curved Terminal Rail with Suppressor	2714
4 Curved Half Rails	2711
5 Curved Quarter Rails	2712
1 Curved Half Double Isolating Rail	2740
23 Straight Rails	2701
1 Straight Terminal Rail with Suppressor	2707
4 Straight One-Third Rails	2703
8 Straight Two-Thirds Rails	2702
1 Straight Two-Thirds Single Isolating Rail	2738
3 Straight Two-Thirds Double Isolating Rails	2739
1 Uncoupling Rail Hand Operated	2745
4 Right Hand Switch Points	2728
5 Left Hand Switch Points	2729
1 Left Hand Diamond Crossing	2735
5 Buffer Stops	2450



return to its original siding, or perhaps move into another one when it has finished its journey.

All the Points shown on the diagram are hand operated, but there is no reason why some should not be of the electrically operated kind. It must be noted, however, that the Points at either end of the inner loop must be hand operated for clearance purposes.

Each Electrically Operated Point will need a Hornby-Dublo 1614 Switch to operate it. Current for Points and other electrical accessories can be taken from the uncontrolled A.C. output of a suitable self-contained power control unit. It will be noted that only one power control unit is required for the layout.

A PIGGY-BACK RAILWAY

A MOST unusual railway is to be found in the Dublin Works of Arthur Guinness & Son. Two different rail gauges are used on this one railway—first, a narrow gauge of 22 inches and, secondly, the 63-inch standard gauge of the Irish Railway System. There are six miles of the narrow gauge track and nearly two miles of the wider gauge line.

By R. J. SALTER

After the railway was first built, during the years 1873 to 1877, several different locomotives were used on the system until, in 1882, the Chief Engineer, Samuel Geoghegan, designed a locomotive which incorporated all the good points of those they had used before.

The first of these engines was built by the Avonside Engine Company of Bristol and another eighteen similar locomotives were built by William Spence, of Dublin. Each of these locomotives has two cylinders fixed over the boiler and transmission to the wheel cranks is by flexible jointed, vertical, side connecting rods. On each engine is carried 3½ cwts. of coal and the two water tanks hold a total of 80 gallons.

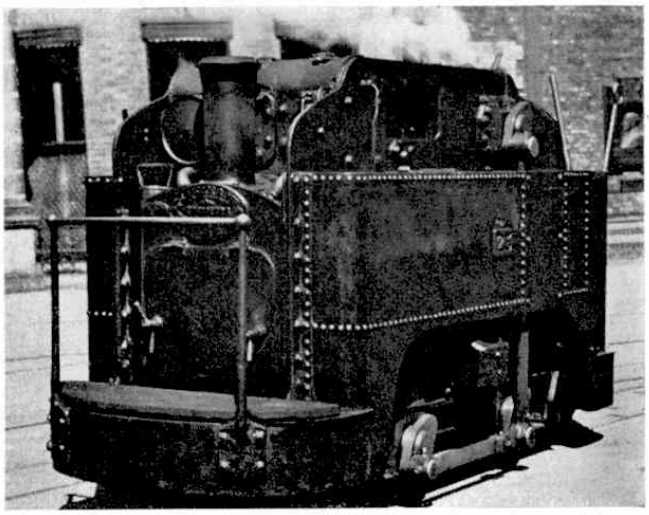
On the level, each engine will pull a 75 ton load and even on the system's steepest gradient 18 tons can easily be hauled along. The excellence of their design and construction is illustrated by the fact that only a few years ago, when there was a shortage of oil, four of these locomotives were put to work again for a few months as a replacement for the more modern diesel locomotives which were put into service after the last war.

Each of the twin cylinders of the locomotives has a diameter of seven inches and a stroke of 8½ inches. The boiler has a diameter of 2 ft. 5 in., and the steam pressure is 180 lb. per square inch. The four locomotive wheels have a diameter of 1 ft. 10 inches.

So that railway enthusiasts will be able to see these locomotives in the future one has been presented to the Belfast Transport Museum and another to the Talyllyn Railway Preservation Society, of Merionethshire.

At the present time motive power on the Dublin narrow gauge line is provided by twelve "Planet" type, 0–4–0 diesels built by Messrs. F. C. Hibberd & Company. Although not as romantic as the old Geoghegan steamers, the diesels are cleaner and quicker starting, and they

(*Continued on page 43*)



One of the narrow-gauge steam locomotives.