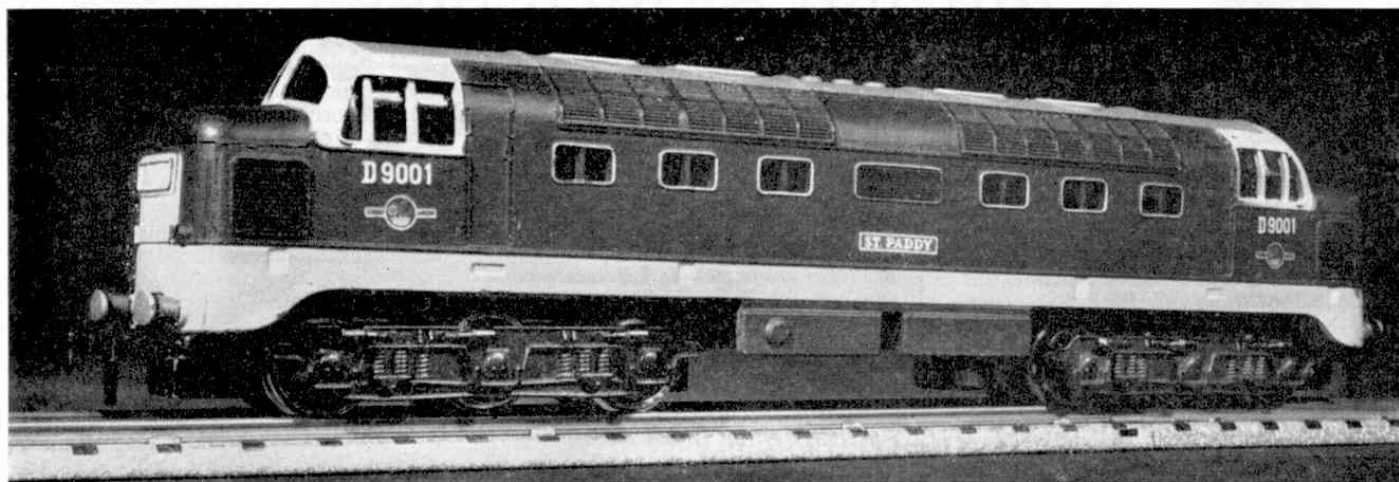


YEAR'S PROGRESS IN HORNBY-DUBLO



NEW INTRODUCTIONS WIDEN VARIETY IN TRAIN WORKING

I AM sure that all of you will be interested to see the very fine picture of the Hornby-Dublo Three-Rail Deltic Diesel Locomotive *St. Paddy* reproduced above. This has been supplied by the English Electric Company Ltd., who, as most of you will know, are the builders of the real Deltics. Indeed, this company have throughout taken the greatest interest in our Hornby-Dublo reproductions and have assisted in valuable measure with drawings and information. I think the picture bears out remarkably well what a fine subject for a photograph the Deltic Diesel really is. The appearance of the Deltic Diesel in the authentic colours used for the real Type 5s has been one of the locomotive events in Hornby-Dublo during 1962, and you will recall that in the July issue of the *M.M.* our talk dealt with this matter in some detail.

There is little doubt that Deltic Diesels have become well established in the motive power depots of many Hornby-Dublo layouts, for many of these engines, either in Two-Rail or in Three-Rail form, are in service, and I know from your letters that some very good loads are being hauled regularly. Important long-distance passenger and freight trains in miniature can be Deltic-hauled efficiently.

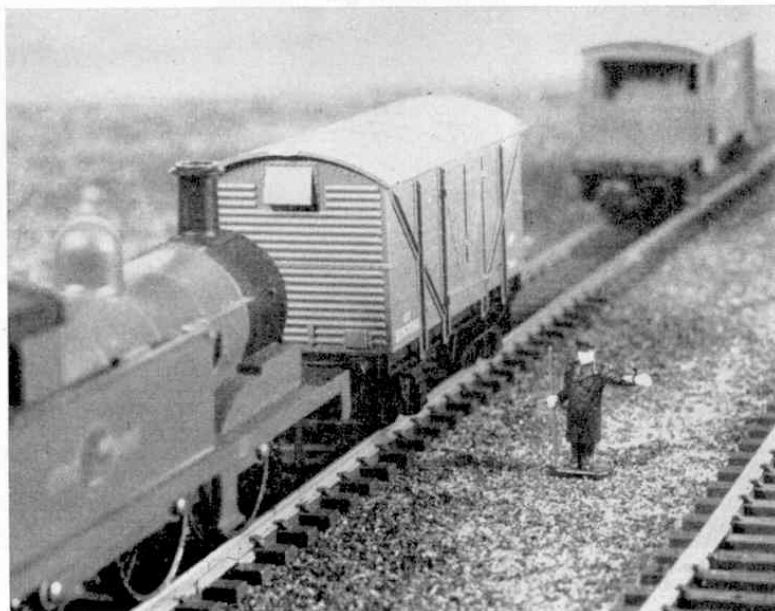
Fine Set to start with

Reference to diesel-hauled freights reminds me of the introduction during this year of a new Train Set of this kind into

The striking study at the top of the page of "St. Paddy", the Three-Rail Hornby-Dublo Co-Co Deltic Diesel Locomotive, was provided by the English Electric Company Ltd., builders of the real Deltics.

Hornby-Dublo. This came about through the inclusion of the Co-Bo Diesel Locomotive, previously available separately for some time, in a Train Set listed as No. 2033. If one favours diesel motive power, and quite a number of younger enthusiasts

The Goods Shunter, recently included in the Railway Personnel Dinky Toys No. 050, poses, "coupling stick" in hand, for his photograph in the shunting yard on a Hornby-Dublo Two-Rail layout.



HORNBY RAILWAY COMPANY

By The Secretary

do nowadays, this makes a fine Train Set to start off with. The standard assembly of freight vehicles included in the Set can very well form the nucleus of an imposing representation of one of the many diesel-hauled freight fliers that provide rapid overnight transits between many important centres on the busy B.R. main line network. From the locomotive point of view, the wheel arrangement of the Co-Bo Diesel is unusual, while the housing outline provides a diesel "shape" different



Hornby-Dublo Suburban Electrics are seen here "at home", while miniature railwaymen attend to the Motor Brake-Second in the foreground. The building is actually an engine shed assembled from the standard Kit No. 5005 and used here to represent an electric car depot.

from that of the other Diesels in the range.

Yet another form of railway motive power is now represented in the Hornby-Dublo range in the shape of the Suburban Electric Train that formed the subject of our talk in October last. This represents a standard multiple-unit electric, a type of train now familiar on many electrified routes. A last-minute development in production, of which I was not able to give you details at the time of our earlier talk, is that the striking oblong patch of yellow paint officially known as a visual warning indication is incorporated in the finish of the ends of the Electric Motor Coach and the Driving Trailer. This arresting yellow rectangle is being applied to real diesel locomotives, as well as multiple-unit trains, both diesel and electric. It shows up well in the miniature car shed scene that was staged specially to provide the picture at the head of this page.

Although they lead a very busy life, particularly during suburban rush-hour periods, real multiple-unit electrics do have their periods of standing by, while, of course, they have to be prepared and serviced regularly in order to keep the wheels rolling. For peak-period traffic the two Brake-second vehicles included in the Train Set, one representing an electric motor coach and the other a corresponding driving trailer, can be supplemented by one, or possibly two, of the new-style Suburban Coaches described in some detail in my notes last April. The No. 4081 Second class Coach in S.R. green will fit in very well as an intermediate vehicle between the two Brake-seconds.

You may, of course, operate a three- or four-car train as a regular thing, but if you like altering the composition of your trains from time to time during a running session, it is easy enough to do so with your Suburban Electrics.

Companion vehicles to the No. 4081 Suburban Coach just referred to are the corresponding Brake-second listed as No. 4082, also in S.R. green, and the Nos. 4083 and 4084 First-second and Brake-second respectively in standard maroon livery. These are very fine representations of compartment type rolling stock such as you may find on suburban and what we may term residential services. Some of the last-named travel fairly long distances, in some cases nowadays with diesel haulage. The Co-Bo or the Bo-Bo Diesel Locomotive may appeal to you for this type of work, but if not, there is always the well-tried 2-6-4 Tank Locomotive.

Meet the Shunter

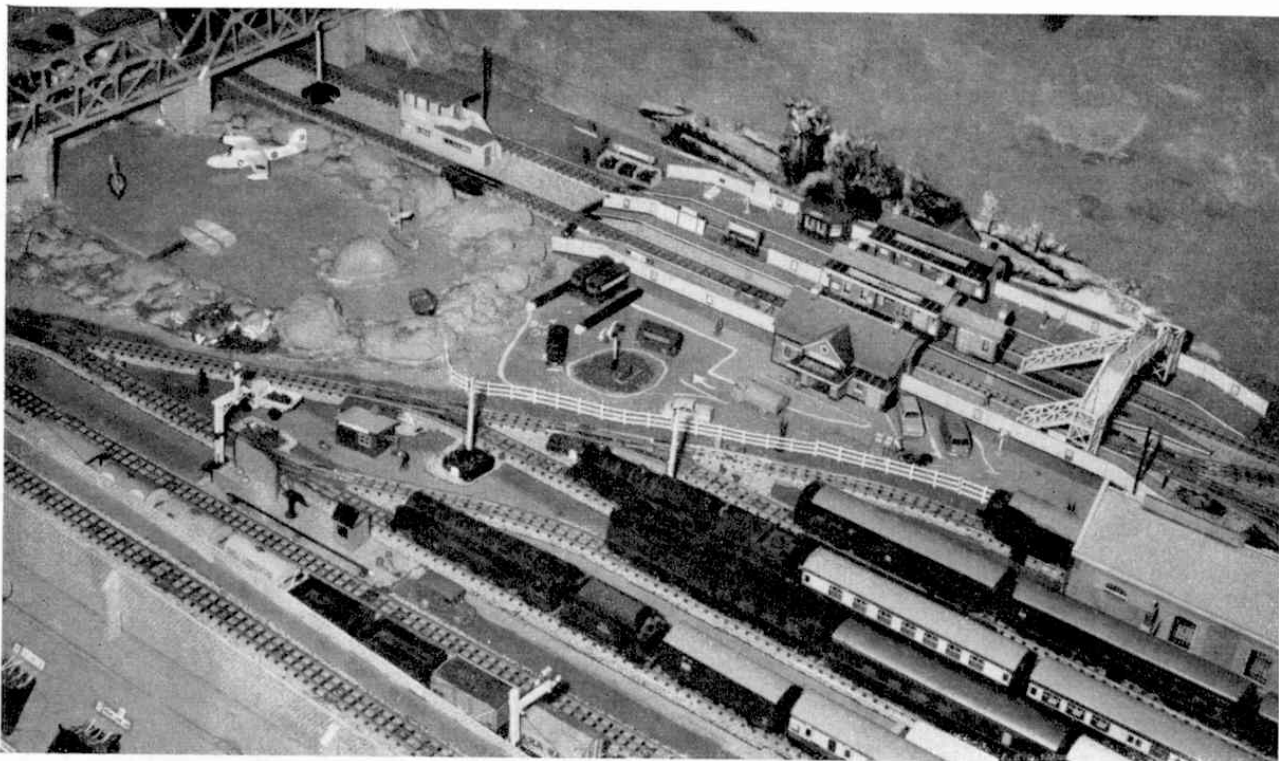
In the small picture at the foot of the previous page, we welcome a "new boy" in the range of Hornby-Dublo miniature figures. This is the Shunter, who now makes his appearance in the Set No. 050, taking the place of one of the two Railway Policemen originally included in the selection of twelve figures. The Shunter has his left arm outstretched, as if signalling to the driver of the shunting engine. In his right hand he grasps what he would call a "coupling stick," which is the railwayman's name for a shunter's pole. This is a stout staff of wood, with a metal end formed into a hook to enable the shunter

to lift the coupling link of one wagon on to the hook of the next without having to go between the buffers. The latter operation, as you can imagine, can be a somewhat hazardous business, particularly in the dark, or in rough weather conditions. The Shunter is dressed for the weather, in a long garment that may be taken for a greatcoat, or railway "Mac". On his head he wears the regulation uniform cap.

Should be in Evidence

With the wide variety of freight rolling stock now being available in Hornby-Dublo, our miniature Shunter will find plenty to do to keep him busy. As you are fully aware, he does not really have to couple up Hornby-Dublo vehicles, or uncouple them, as the automatic couplings look after this sort of thing, and are, of course, particularly effective when an Uncoupling Rail is used. But several miniature figures, including the new Shunter, should certainly be in evidence on the ground in your shunting yard, just as if they were really on the job.

You will not need reminding of the adaptation of the standard 12-ton Ventilated Van in special red finish as a Packing Van, listed as No. 4318. This has made possible the assembly of a splendidly realistic Breakdown Train Set. The Set incorporates the popular Breakdown Crane, with relieving bogies and Match Truck, the Packing Van and a Brake-second Suburban Coach of the older type to represent a riding van for the crew. The engine in this Set is the long-familiar 0-6-2 Tank. There are no Rails in this Set, the idea being that it is added to an existing layout.



Railway In A Loft

THE notes describing the Hornby-Dublo Three-Rail layout shown in the pictures on this and the following page are written in the past tense because, at the time they were compiled by the owner of the railway, Gordon Bramley, now of Nottingham, he was preparing to dismantle the layout in view of an impending house removal. The details, therefore, refer to the layout as it used to be at Gordon's previous home in Wallasey, Cheshire.

At the time of writing I have not heard how the railway is making out in its new situation. The re-settlement of a permanent railway of such scope is bound to involve a number of problems, so that it may be some time before there is any further news. Perhaps revision of the layout will call for a further set of photographs, and another description in these pages; we will have

Top: A busy scene on the layout which Gordon Bramley, now of Nottingham, operated until recently at Wallasey. There is an impressive display of trains and motive power in the foreground, while the lake, and the girder bridge beyond, add to the effectiveness of the scene. Right: Here you see Gordon, proud owner of the railway, busy at the control panel.

By
"LAYOUT MAN"

to wait and see.

The railway was originally situated in a bedroom, but its rapid extension made necessary its removal to the loft space which was specially prepared to provide a convenient enclosure for it. The generous area afforded made an exten-

sive system possible and a good idea of its scope may be gathered from our photographs.

The layout as a whole could be regarded as U-shaped, the space between the two straight sides of the U leaving plenty of room for the operator to manage the numerous switches and other items mounted on panels projecting from the baseboard, one on each side. One control panel dealt with passenger train movements throughout, while the other was devoted to freight train operation, the panels being placed adjacent to the tracks devoted mainly to these respective operations.

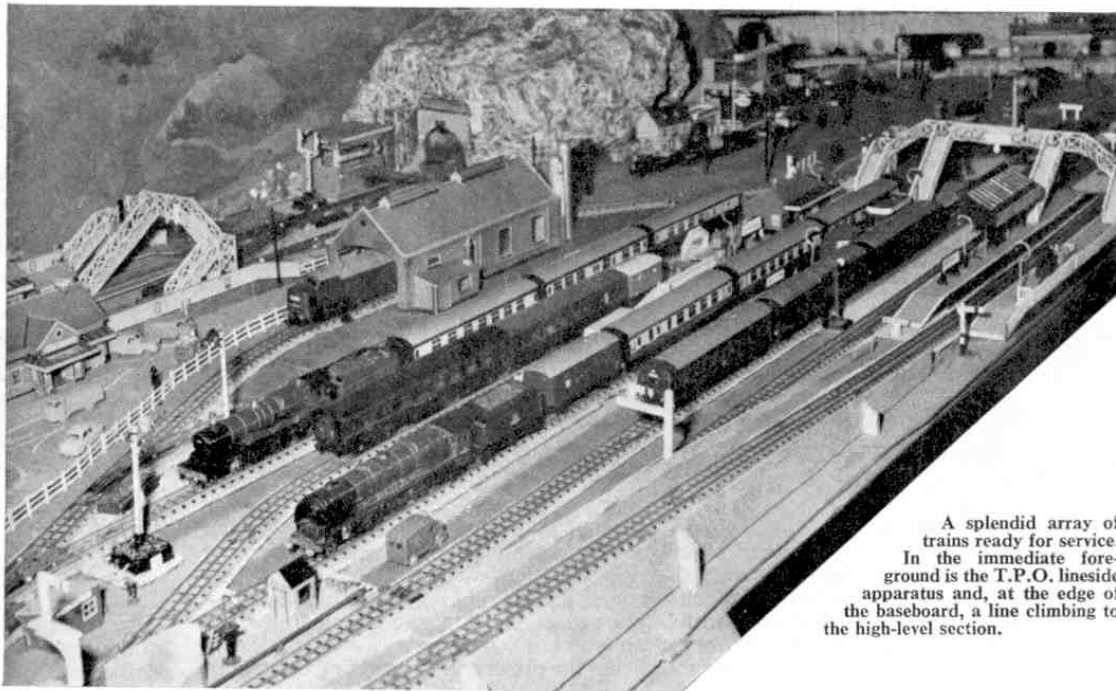


High-level section

Although I have described the layout as being U-shaped, the main running tracks followed broadly the outline of the baseboard to provide for continuous running necessary to simulate long journeys. In view of the space available, it was not difficult to incorporate two levels, and a considerable "mileage" of the track formed a high-level section, with connections to the baseboard tracks at each side of the U.

The engineering features involved did not remain at simply the provision of a high-level circuit, for tunnel entrances, six all told, led both elevated and baseboard level tracks through the partition walls at each side of the layout, the walls themselves being painted to represent scenic features appropriate to the situation.

Trains were, therefore, carried out of sight for considerable distances and this, together with the actual layout design, made watching the trains a most fascinating business for visitors and, I am sure, for the owner and operator, too. Actually I should have said operators, as I gather that the full-scale working of the layout, involving five trains in motion at one time, needed the attention of four people, although three well-practised specialists in train movements, with good knowledge of the layout and controls, could carry on a very fine programme of operation without mishap.



A splendid array of trains ready for service. In the immediate foreground is the T.P.O. lineside apparatus and, at the edge of the baseboard, a line climbing to the high-level section.

Seven years were occupied in the development of the railway as it stood when photographed, and for three of these the railway was situated in the loft. Needless to say, an amply stout baseboard was provided, with cork underlay helping to provide the track with a smooth foundation and one that was conducive to noise reduction. The latter consideration is of special importance where miniature railways are operated over the normal living space in a house.

The permanent nature of the railway provided plenty of scope for lineside and scenic developments, as is evident from the pictures. Specially interesting lineside features included the miniature lake, seen in our first picture with a two-span girder

bridge at the back of it. This bridge carried one section of the high-level track and made an effective engineering and scenic contribution to the whole.

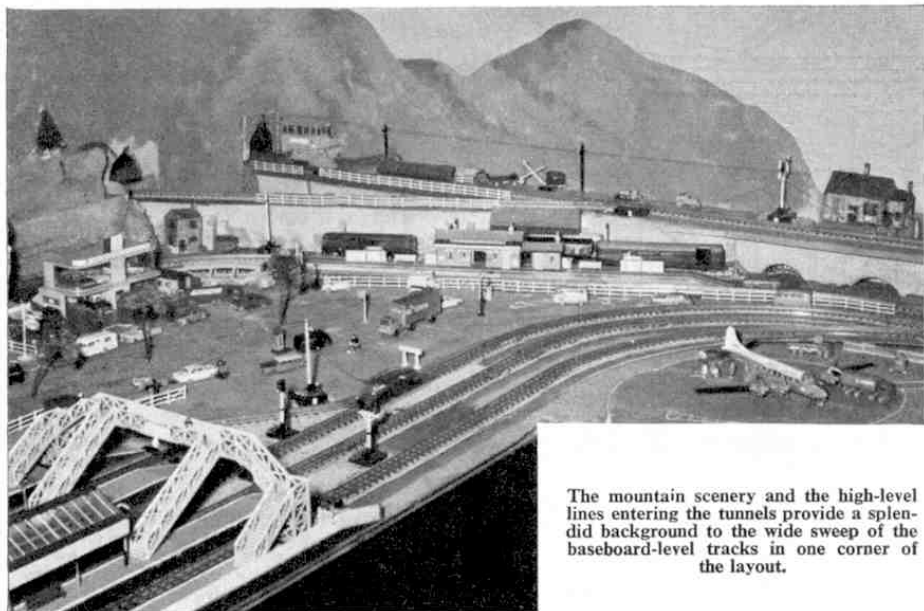
In the space at the base of the U, between the main passenger and goods sections, was a miniature aerodrome, complete with suitable aircraft. No doubt the presence of the airfield stimulated the running of local connecting trains for passengers by air services, while a more industrial lineside concern in the shape of a miniature oil refinery must have added to the variety of traffic dealt with by the freight section.

In addition to the through running and interconnecting tracks, there was a there-and-back reverse loop, so it was possibly not convenient—and, in any case, not really necessary—to incorporate a turntable.

There was ample provision of sidings not only for the storage of stock and completely made-up trains ready for action, but also for the sorting and marshalling of vehicles. Naturally, there were private sidings connected with the refinery, and these were separate from the sidings concerned with more general freight.

Steam and diesels

Vehicles for freight traffic totalled 65 in all, while there were fourteen coaches for the different kinds of passenger trains included in the running arrangements, and sixteen locomotives. Prominent among these were the Duchess 4-6-2 and Castle 4-6-0 shown in our first picture. In addition to steam power, diesels also were represented. In view of the intention expressed by the owner to include, in the course of further developments in its new situation, an underground section representing the Mersey Line of the L.M.R., it would seem that (Continued on page 510)



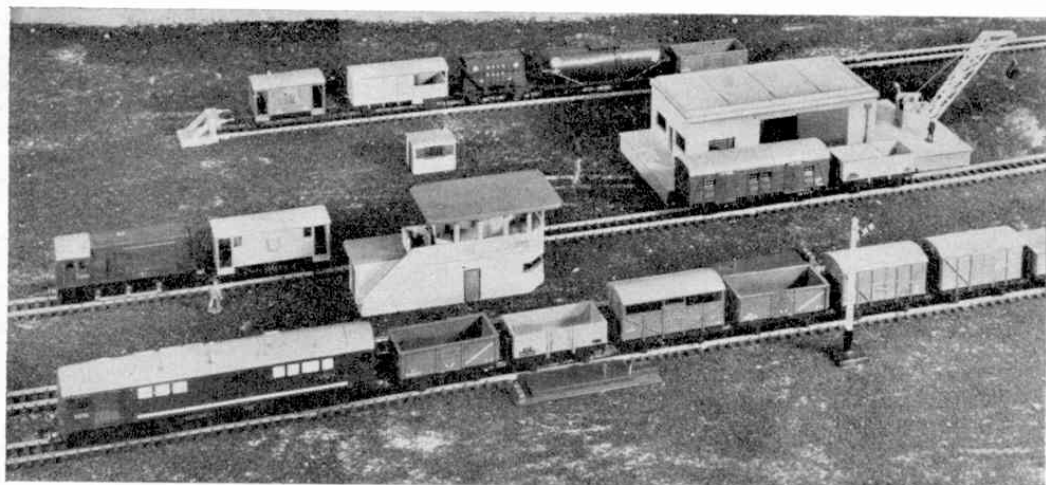
The mountain scenery and the high-level lines entering the tunnels provide a splendid background to the wide sweep of the baseboard-level tracks in one corner of the layout.

FOR THE TWO-RAIL

ENTHUSIAST

DOUBLE TRACK WITH INNER CIRCLE

By
"LINESMAN"



OUR Two-Rail diagram this month shows a layout which consists of a double track oval with the added feature of a circle on the inside, from which two long sidings diverge. This layout, with the two power control units needed to work it, will fit on a baseboard measuring eight feet six inches by four feet.

As usual with our double track schemes, two trains can run simultaneously on this layout, each on its own main track, and each train can be stopped or started at will, and independently, by means of the

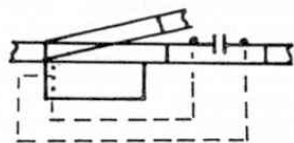
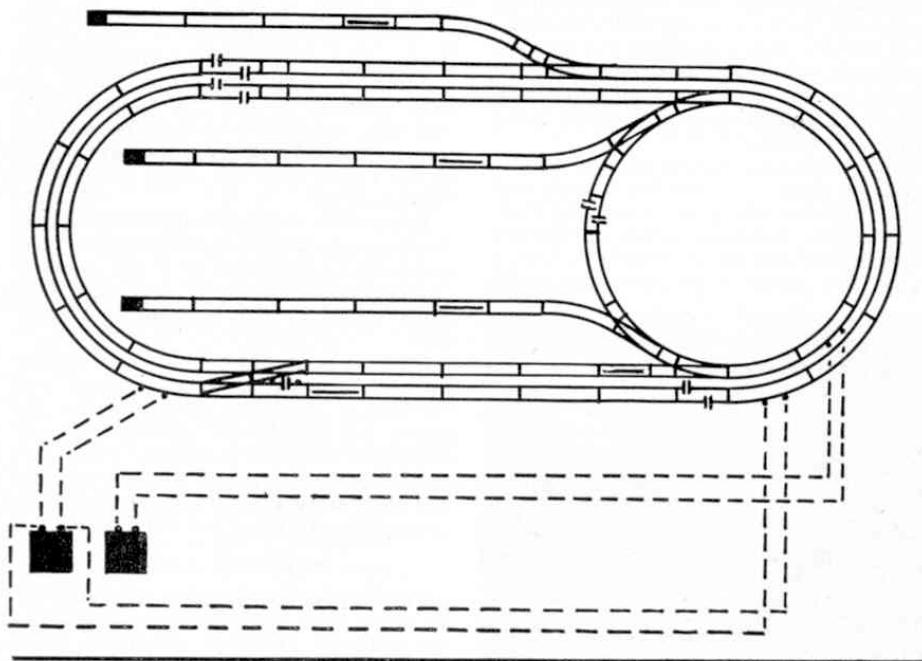
power control units. The inner track allows a train to leave one of the long sidings and to make any number of trips round the main line, while it can finish its journey at the opposite siding from that on which it started.

On the upper track is a siding branching outside the main line and a Hornby-Dublo Island Platform can be fitted between this siding and the main track. Opposite to it, on the inner track, one can place either another Island Platform or, if desired, a Suburban Station.

Here, a train of miscellaneous freight stock is on its way down the main line to a marshalling yard, behind a Hornby-Dublo No. 2233 Co-Bo Diesel Locomotive.

An isolating section has been provided on the lower outer main track so that an engine can stand between the Single and Double Isolating Rails while another comes from the inner track via the cross-over, proceeds round the outer main line and backs into the outer siding. The wiring for the Single Isolating Rail is given in the smaller diagram.

The Points on this layout, as well as the Uncoupling Rails, can be Hand-Operated or Electrically-Operated, as the operator desires, but it would be an advantage to have accessories situated remotely from the control centre electrically operated, so that the owner does not have to walk round the layout or lean over it in order to set Points or Uncoupling Rails. Remember that if electrical accessories are included, one of the power units must have an additional output which is suitable for them.



WIRING OF SINGLE ISOLATING RAIL

BASEBOARD SIZE = 8' 6" X 4"

ITEMS REQUIRED

15 Curved Rails	2710
10 Curved Rails, Large Radius ..	2719
1 Curved Terminal Rail with Suppressor	2714
2 Curved Terminal Rails with Suppressor, Large Radius ..	2721
1 Curved Half Rail	2711
5 Curved Quarter Rails	2712
1 Curved Half Double Isolating Rail	2740
25 Straight Rails	2701
3 Straight One-Third Rails ..	2703
8 Straight Two-Third Rails ..	2702
1 Straight Two-Third Single Isolating Rail	2738
3 Straight Two-Third Double Isolating Rails	2739
1 Straight Short Rail	2706
5 Uncoupling Rails	2745
3 Right Hand Switch Points ..	2728
4 Left Hand Switch Points ..	2729
3 Buffer Stops	2450
2 Power Control Units	

Air News—(Continued from page 487)

the pilot was able to tap the sides of the building with the steel ball and soon succeeded in making some sizeable holes in the wall.

Kaiser-Nelson believe it is possible to demolish completely large buildings by this technique in a few hours, compared with several weeks by the use of a crane and two years by manual labour. They also claim that it will be safer, as there have been cases where a steel demolition ball has whiplashed and overturned the crane that was swinging it. The helicopter has a quick-release mechanism which enables the pilot to release the ball if it swings viciously or gets wrapped round a girder. The helicopter can, of course, also tackle higher buildings than can a crane.

The Modern British Winter—

(Continued from page 489)

only a few mild spells. Gone is the old-fashioned March "heatwave", and in its place we can only expect a few mild days (generally near the beginning of the month) before cold easterly winds set in and give us low temperatures—but less snowfall—than either of the two previous months. In time, March conditions may improve but there seems little likelihood of this at present. Spring temperatures have decreased and autumn temperatures increased during quite recent times, and this obviously related feature of our climate may become a semi-permanent one.

Dinky Toys News—

(Continued from page 491)

or fog, therefore, the only winter condition we can reproduce is snow for which we use cotton wool or salt. It is surprising how a little common table salt can transform a layout simply by sprinkling it about, yet it must not be used haphazardly but very carefully and not too evenly. For example, ground behind hedges or sheltered by buildings would only have a thin covering, whereas the snow in front of objects would often be in deep drifts. Also you should be careful when covering roofs of buildings. Snow usually melts around chimneys and tends to slip down from the apex of sloping roofs. So you see, even preparing a Dinky Toys layout is something of an art. One final hint; if you have trees on your layout remember to make them wintry in appearance, too.

Railway in a Loft—

(Continued from page 501)

a further form of railway motive power, perhaps in the shape of the Hornby-Dublo Suburban Electric Train Set, is likely to appear.

If this scheme goes through, connections for passengers at two of the main stations on the surface level tracks are to be arranged, while it is possible, I imagine, that there will be some surface extension from the underground section, a state of affairs that does actually exist on the Mersey Line and which is found also on several routes served by London Transport electric trains.

There is plenty of scope for this sort of thing where the owner of a layout is blessed with a generous amount of space for baseboard and other structures.



Road and Track—

(Continued from page 483)

V-8 power unit to the stage at which it can win races. While this means that firms like Cooper and Lotus could continue next season with the present engines, any further increase of power would have to be found by their own mechanics and, of course, there will be no new Coventry Climax engines to compete against Ferrari, Porsche and the Japanese firm of Honda, coming into racing next year.

Coventry Climax were really talked into racing by the combined efforts of John Cooper, Rob Walker and Roy Salvadori, who all played a big part in the early development of the old four-cylinder Coventry Climax racing engine. It emerged as a two-litre in 1957 and was gradually enlarged and partly re-designed until it became a full-scale 2½-litre Grand Prix engine in 1959, sweeping aside all opposition to help Cooper win the World Championship both in 1959 and 1960.

The new V-8 first appeared last year, but like all new ventures had its teething troubles and only this year has it added reliability to its wonderful performance. Out of eight *Grandes Epreuves* this season, the V-8 Coventry Climax has won four, three going to Jimmy Clark's Lotus and the first race of the season, the Monaco Grand Prix, to Bruce McLaren's Cooper. In five years Coventry Climax engines have helped to win 22 major Grands Prix. I think this must be a record, and one of which both Coventry Climax and Wally Hassan, responsible for licking the engines into shape, have every reason to feel very proud.

Meanwhile, BRM engines will continue and I suspect more manufacturers will make use of them in the future, especially when they learn that the valve gear has now been successfully tested to over 13,000 r.p.m.

