

Fun with Hornby-Dublo Trains

The Fascination of Control

LAST month we gave a general survey of the Hornby-Dublo Railway System and of its various components. This month we make suggestions as to the various operations that can be carried out as a result of the special features of the System.

The perfect control that is afforded with the Electric Train Sets makes possible some most fascinating working; the engines can be made to behave exactly as if there were enginemen in charge on their footplates, for they are instantly responsive to every movement of the Controller handle. The laying of the track is easy, and the connections between the power supply—whether Dublo Transformer or accumulator—and the Controller and track, are simply made.

The material available in the Hornby-Dublo range enables the model railway owner to carry out some interesting train working. The components of the Passenger Train Sets, for example, both clockwork and electric, are ideal for the reproduction of L.N.E.R. express operations. The streamlined locomotives, of which "Sir Nigel Gresley," the subject of the Hornby-Dublo model, is the best known, are employed in general main line service and are to be seen working almost any of the more important long-distance trains. Similarly the famous teak passenger stock and the characteristic system of articulation so long familiar on the East Coast Route are splendidly reproduced in the Two-Coach Articulated Unit packed in the Sets.

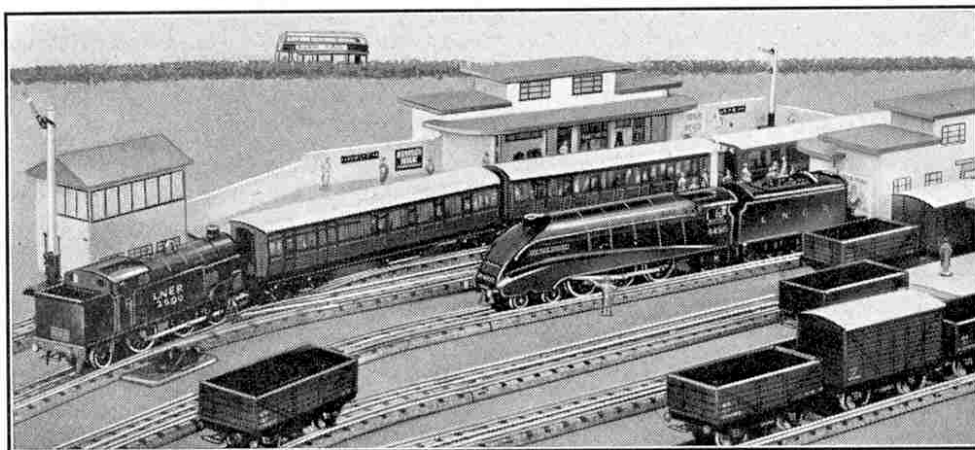
There is also a separate Corridor Coach that forms a useful addition to the Articulated Unit in the composition of a miniature express train. This separate Coach can form part of the regular set of vehicles used for a particular service, or it can be used in addition as a through coach for some destination, to be detached at an intermediate point during the journey of the main train.

The running of Hornby-Dublo Trains is perfect, and there is a real thrill in the management of the miniature L.N.E.R. express. Almost any of the important main line trains of real practice can be represented by it, except the high-speed trains such as "The Silver Jubilee" that are made up of special stock. By correct management of the single handle of the Dublo Controller all the movements of the train can be regulated to reproduce exactly the behaviour of real trains. Let us follow in imagination the running of a Hornby-Dublo express.

We will assume that the coaches are already alongside the platform of the station. The station is the scene of animated bustle as the Hornby-Dublo railwaymen go about their work and attend generally to the wants of the miniature passengers who are selecting their compartments and getting settled for the journey. The locomotive that is to take the train, No. 4498 "Sir Nigel Gresley," is, we will suppose, waiting in a siding near the station. When all is ready it can be brought gently on to the main line, feeling its way just as the real locomotives do when they are moving slowly. At a touch of the Controller handle the engine is stopped and then reversed in order to back slowly into the station. The operation of coupling up,

which in real practice always excites interest among those on the platform, is a simple process owing to the certainty with which the automatic couplings fitted to Hornby-Dublo stock engage with one another.

At last the departure time is near, and at the appointed moment the



Realistic working on a Hornby-Dublo layout. The Tank Locomotive is shunting the coaches into the station to form a train. The Streamlined Locomotive "Sir Nigel Gresley" that is to haul the train is in the siding.

train moves off in a remarkably realistic manner; the movement of the engine suggesting strongly the characteristic getaway of the real streamliners. Once the train is under way, speed can be varied according to the wishes of the operator. The train can be kept moving moderately at first, as if the engine were climbing as the real L.N.E.R. trains have to do when leaving King's Cross. Then it can be speeded up, and again slowed down, exactly as required. Its passage round certain curves may be made gently, and stations can be passed slowly just as if the train were obeying speed restrictions such as are encountered on a real journey. These variations in speed that are effected at a touch of the Controller handle make us realise the thrill of perfect control; it is most exciting, too, to watch the train dashing through a station or plunging into one of the Hornby-Dublo Tunnels and suddenly emerging at the other end.

Long non-stop runs can be arranged, but it is more interesting from the operating point of view to run trains that make one or two stops during their journeys. The splendid speed regulation that is afforded makes it possible to retard the train gradually and to bring it alongside the platform with the uncanny precision that seems to be second nature to most real engine drivers. The Hornby-Dublo main line Station will accommodate the coaches of a three-coach train alongside its platform.

With a train of this length, therefore, the locomotive has to be stopped a little way beyond the platform, and it is quite good fun to see how closely one can fit the train to the platform when stopping.

When the train has made the final circuit of its journey it will stand at the platform for a little while to allow its "passengers" to alight. The engine then backs the empty stock out of the station and into a convenient siding where the coaches can be stored until required again. The engine itself can stay with them, or it can be uncoupled, reversed, and run off into a separate siding reserved for locomotive purposes.

Operations just as fascinating can be carried out with the components of the Goods Train Sets; indeed, in goods train shunting and marshalling the perfect remote control of engine and train movements can be employed to the greatest advantage. At the commencement of operations the 0-6-2 Tank, a sturdy representative of a type in use on all the big systems, can come from the engine siding and be made to attach a Goods Brake Van. It then sets off with this on a journey round the main track as if commencing a pick-up trip to collect vehicles from different stations. Actually on most layouts it will make a number of circuits of a continuous main track, calling at the sidings serving the Goods Depot several times over in assembling the train. One wagon only may be collected in one instance, or perhaps two on another occasion, until a full load is obtained.

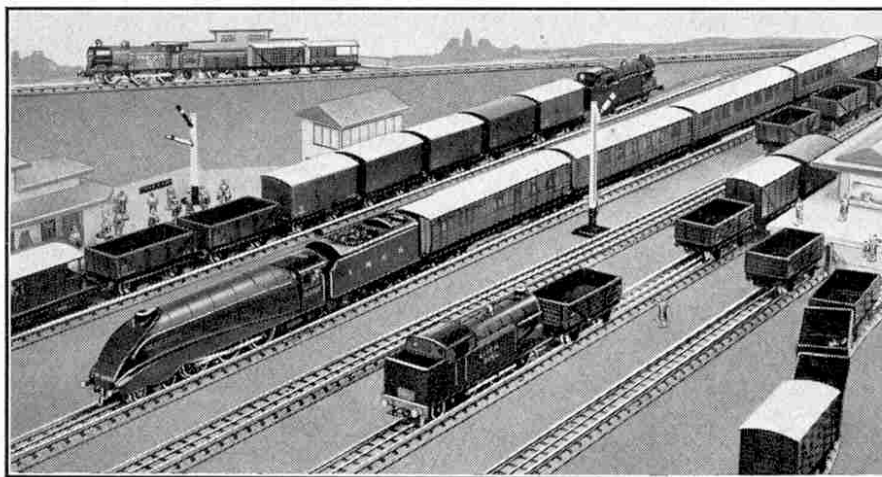
It is a sheer joy to marshal a train of Hornby-Dublo Wagons; the engine is under complete control and the Wagons need only be pushed together by the locomotive for the couplings to engage. Forward and backward along the different sidings the engine will go, putting its train together in just the same interesting manner as real engines do.

When running a mixed goods train of Wagons and Vans the operator can please himself with regard to the picking up and setting down of odd vehicles at different stops. With a train of Wagons only, representing perhaps "coal empties" traffic, stops to pick up only will be the rule until the train is complete and can then be despatched on a journey to the loading centre. Through journeys with the load intact throughout can be performed by trains composed exclusively of Vans, which may be considered as conveying "perishable" traffic.

In addition to its goods traffic duties, both in through running and in shunting, the Tank Locomotive is useful in connection with passenger work. It can be made to bring the coaches from the siding to the station to form a train; to add or detach any extra vehicles required, and to carry out the disposal of the train at the end of a journey. It can

in fact undertake all the duties that tank engines do in actual practice.

Splendid fun can be had with the Hornby-Dublo Clockwork Trains, although they do not possess the remote control feature that is characteristic of the electric models. They can be braked and reversed by hand, however, by means of levers that project through the cab roof of the streamlined Express

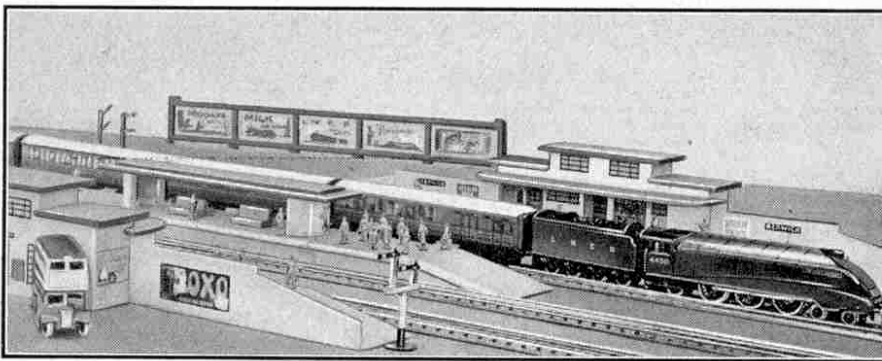


Passenger and goods trains passing on the main line. In the foreground a Tank Locomotive is busily engaged in making up a train in the goods yard, where a Hornby-Dublo shunter is directing operations.

Locomotive, and are situated in the bunker in the Tank Locomotive. The locomotives are thus quite easy to handle, and shunting operations requiring the reversing of the locomotives can readily be performed. In order to make the trains stop at the stations it is a good scheme to make a series of test runs in order to find out how many turns of the key should be given to the locomotive so that it comes to rest exactly where required. The carrying out of tests of this kind is always interesting, and is even more so when the actual results are to be put to practical use on the railway.

Clockwork train operation in this manner can be extremely entertaining, and we intend to publish details of a complete scheme of this kind that will provide many hours of real fun.

In a later issue we intend to give details of the various Hornby-Dublo accessories and their uses, such as the various stations. Of these the Main Line Station and the Island Platform can be used separately; or they can be em-



A Hornby-Dublo express makes an intermediate stop. The train is alongside the Island Platform, which here forms part of a complete four-road station.

ployed together, as shown in the lower illustration on this page, to form a large through station.

The Goods Depot is ideal for its particular purpose, and greatly improves the appearance of any freight yard. Its large "deck" or platform makes possible the realistic arrangement on it of articles of miniature freight, and the Hornby-Dublo figures can be kept busy.

In conjunction with the Stations generally may be considered the Signal Cabin, a typical modern structure. This is useful in many places on the layout, and is most effective when placed near any station on the main line. Associated with it are the Signals themselves; they are necessary to control the traffic and are very realistic.