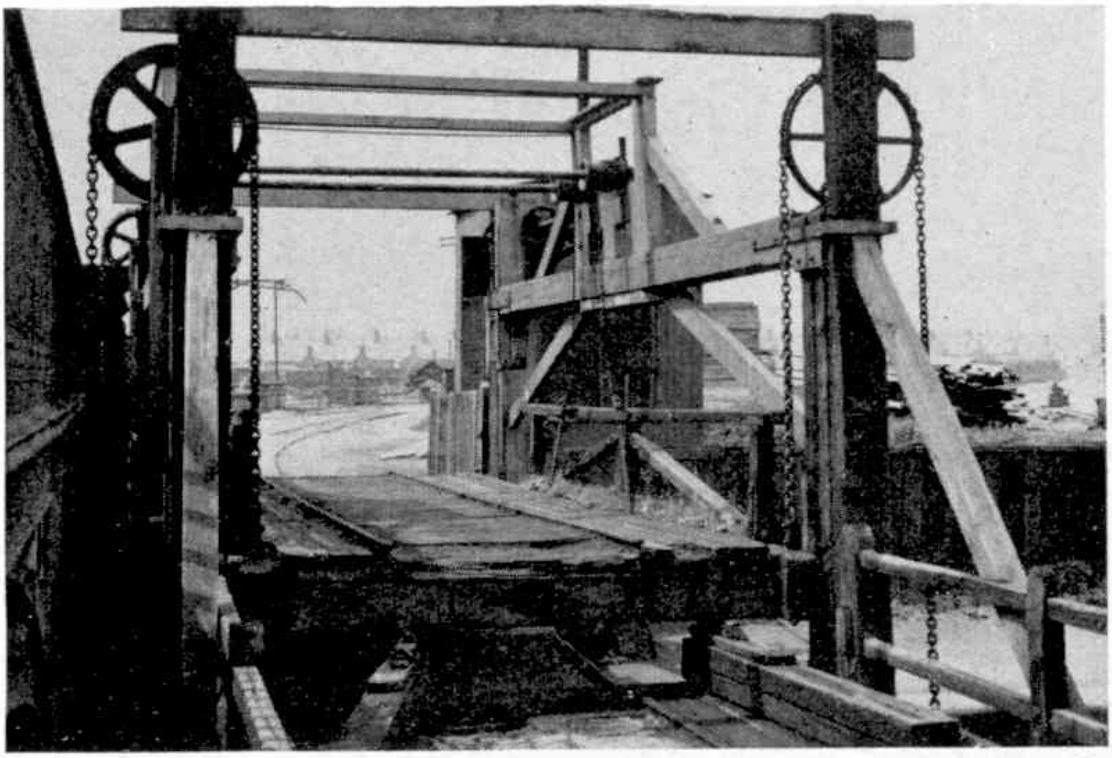
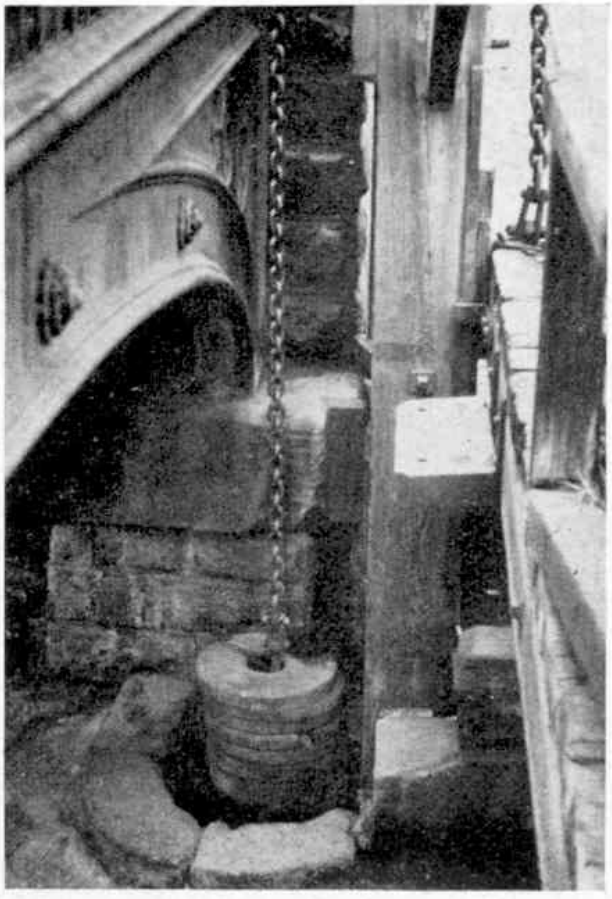


# A Unique Railway Bridge

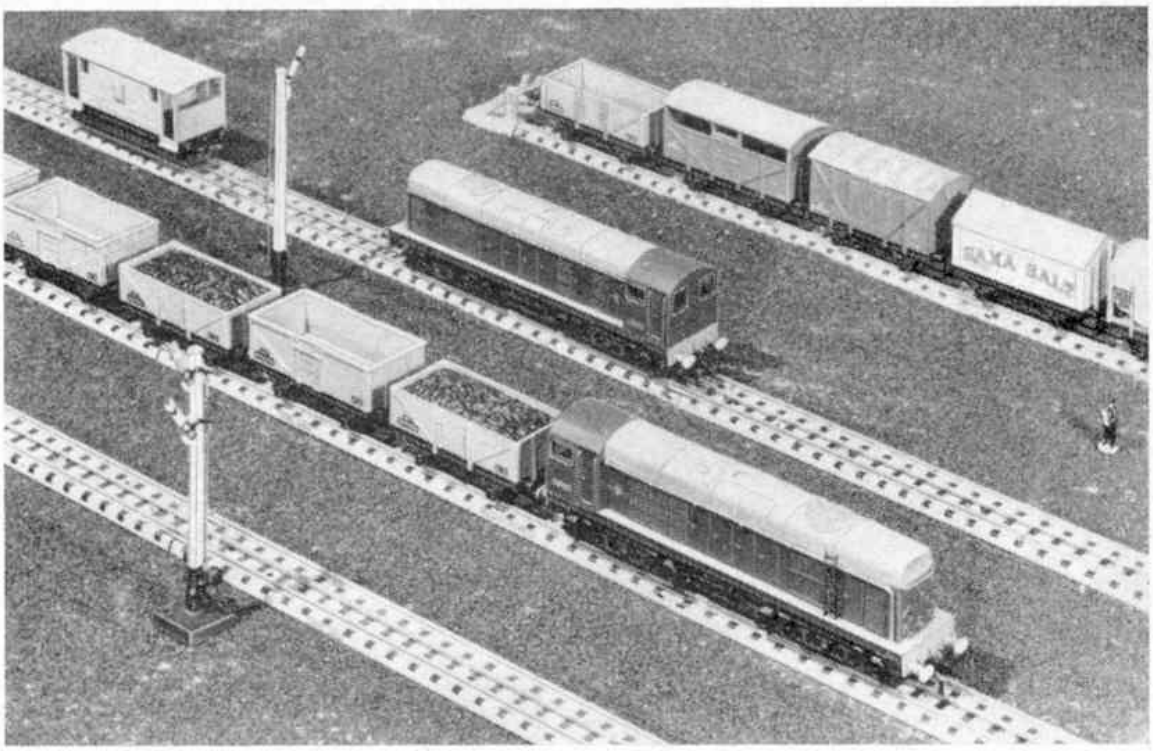
By A. S. Marshall, A.I.B.P., A.R.P.S



SPANNING The Grand Union Canal in the heart of industrial Leicester is an old railway bridge that can well be described as unique. This is made almost entirely of wood, as the picture above shows, and is of a horizontal lifting design. It was built in 1845 in the workshops of the Leicester and Swannington Railway to replace an almost identical structure designed by Robert Stephenson and built by the company in 1834. Parts of this original structure indeed were retained in the existing bridge.

The movable span, which is 28 ft. 6 in. long and 11 ft. 6 in. wide, carries the single track of the Soar branch of the Leicester and Swannington Railway. This was opened in October 1834 and provided valuable additional accommodation for coal traffic.

Lifting is by power from an engine house on the canal bank. Shaft drive to the centre of the structure winds lifting chains round drums, and the whole is counterbalanced by iron weights at the corners. An unusual feature of the counterbalancing is a hole dug into the canal bank to allow free movement of one of the weights. This can readily be seen in the lower illustration on this page.



HORNBY RAILWAY COMPANY

# Our Diesel at Work

By the Secretary

LAST month we had a talk about the fine new Diesel-Electric Locomotive recently added to the Hornby-Dublo System. I know that many of you have already obtained this splendid addition to the series, and so have given a new look, and an up-to-date one, to your layouts. I am sure that those who have done so have already found plenty of varied work for the new engine to do, and perhaps the accompanying pictures and the notes on them will give you some new ideas to follow up.

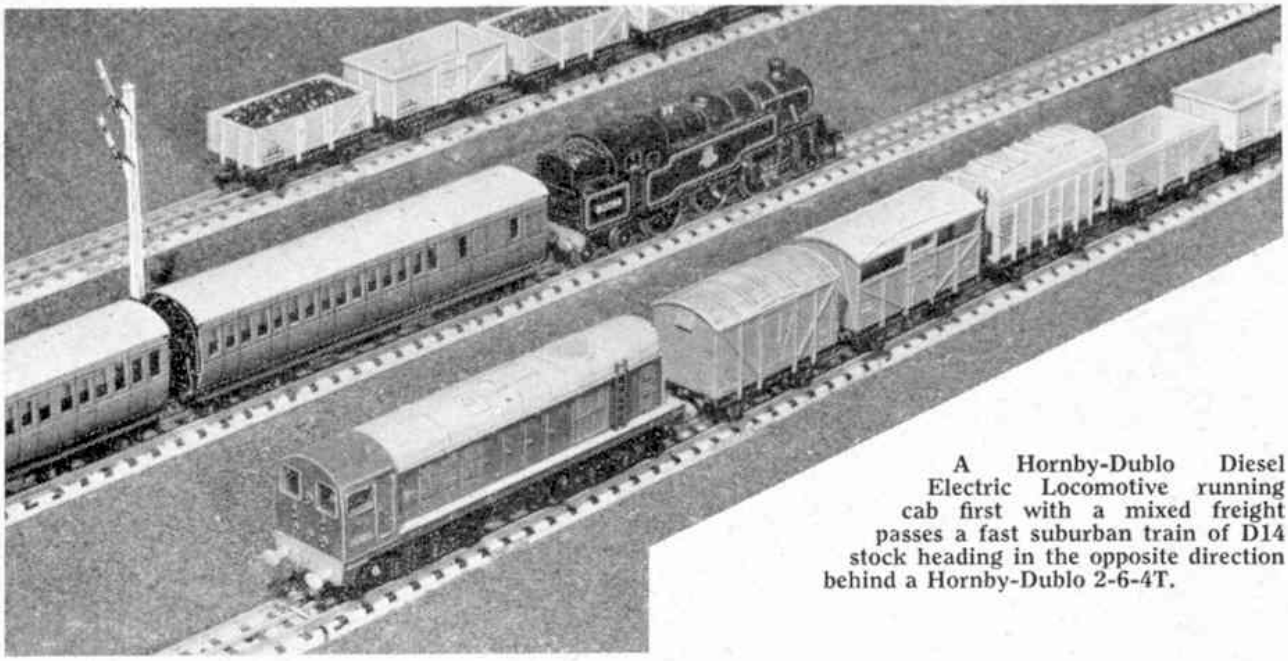
**In the picture at the head of the page are two Hornby-Dublo Diesel Electric Locomotives busy with freight traffic. The front, rear and side views of this fine locomotive are clearly seen in it.**

Before going further, I feel that I must draw your attention to the importance of the instructions given in the booklet that you find in the box with your engine. Correct lubrication is vital, so attend to it regularly, but don't overdo your applications of oil to the various oiling points. It is specially necessary to lubricate the armature shaft bearings. The situation of these and of the other details is made perfectly clear in the instruction booklet.

Another point that requires particular attention is the brush gear. And don't neglect the tyres that are fitted to one pair of the wheels in the motor driven bogie. Keep these clean and be sure to renew them when required.

The Hornby-Dublo Diesel-Electric Locomotive is, as you know, based on the first B.R. Standard design of diesel for what American railwaymen call "road service," which is main line running as distinct from yard or shunting work and has nothing to do with roads in the ordinary sense of the term. Although most of the real engines of the class have been allocated to the London area, where they are engaged for the most part on what is known as "transfer freight" work, there are instances of the employment of others elsewhere. So at the present time, with diesel power becoming more widespread, it will not be surprising to find engines of this sort at work in widely separated areas.

Transfer freight is the name given to inter-connecting goods train services between the different Regions by way of

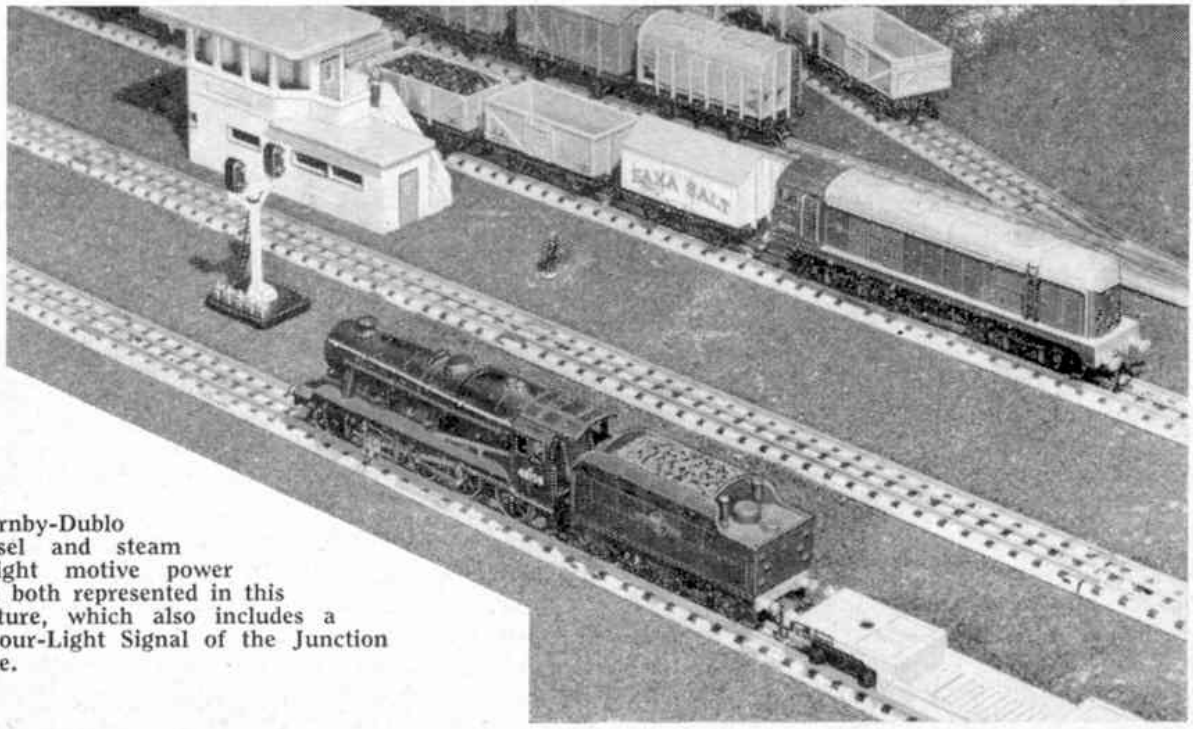


A Hornby-Dublo Diesel Electric Locomotive running cab first with a mixed freight passes a fast suburban train of D14 stock heading in the opposite direction behind a Hornby-Dublo 2-6-4T.

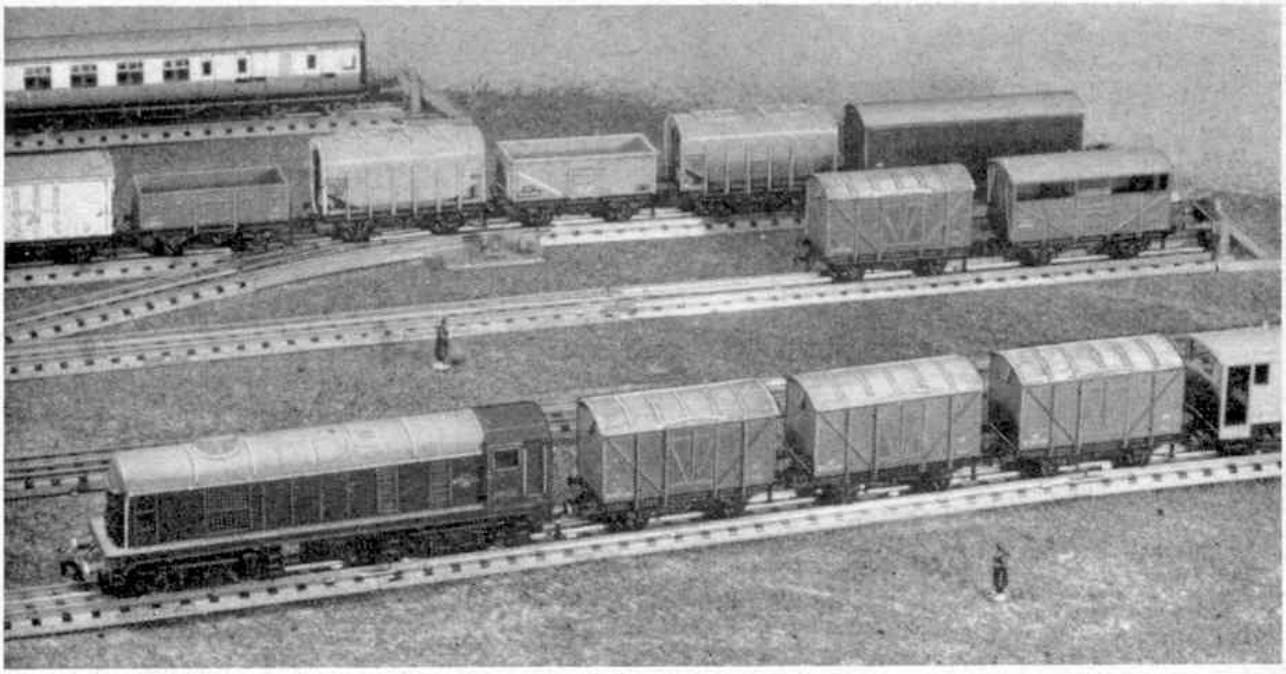
various routes, which in the London area are numerous. Naturally traffic of this kind is varied, so that there is ample opportunity for making up some really interesting trains. With this I can leave the illustrations to speak more or less for themselves, and I am sure that those of you who are keen to follow up this sort of thing will lose no time in making up even more varied "consists," to use another American name, for your Diesel-hauled freight trains.

On most layouts the new Diesel will probably not just replace any of the steam type engines so far in use. It will rather help to provide the variety in motive power which, no less than in rolling stock, so appeals to the miniature railway owners. Therefore one can expect to see such scenes as are depicted in the lower illustration on this page, where a Diesel and one of the highly popular 8F 2–8–0s are both busy with varied freights.

In another picture, steam power is retained for the passenger services as a fast residential train of D14 stock headed by one of the capable 2–6–4 Tanks is passing one of the new Diesels. This situation is quite in order; although there have been instances of passenger stock being worked by the D8000 class diesels, passenger duties cannot be undertaken by them, at least during the winter months, because they are not fitted for train heating. Obviously we must see that we make our




Hornby-Dublo diesel and steam freight motive power are both represented in this picture, which also includes a Colour-Light Signal of the Junction type.



**The short train of fitted vans of the SD6 Ventilated type is shown above headed by Hornby-Dublo D8000. Other fitted Vans will be added to the train later and a B.R. Standard Brake Van will take the place of that shown for a through main line run.**

passengers comfortable! But we can use our Diesel, among other and varied duties, for empty stock working, particularly in disposing of a train after its arrival at a main terminus, that is when it is being returned to the carriage sidings for attention before the next trip.

As a motive power unit the Hornby-Dublo Diesel is easily managed. This is because its double bogie wheel arrangement enables it to conform readily to the Points and curves, and often reverse curves, that are necessarily found in siding and yard layouts. The engine responds well to the movement of the control handle so that, although not primarily intended for shunting work, it can be used very effectively for such duties in miniature. This being so, it can readily be employed for pick-up goods duties, setting off from its depot and attaching a Goods Brake Van in order to travel along the line and assemble wagons from here and there into a train.

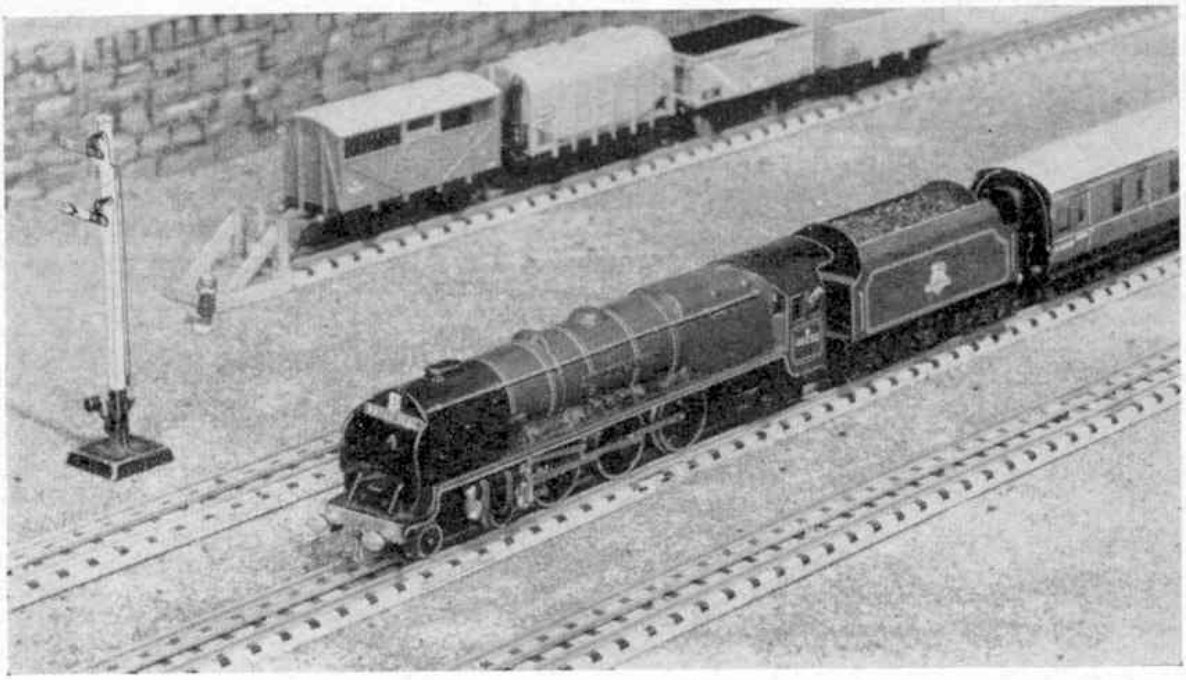
Even on a simple layout this type of work can be carried out easily, so long as the track layout is suitable, and it is really good fun. Successive calls at wayside stations or yards in real practice have to be "imitated" in miniature on the average oval layout by having the engine, or the train as it grows, calling repeatedly at the same set of sidings. By the use of Hornby-Dublo Uncoupling Rails, strategically sited, the wagons can be sorted out and the actual marshalling of the train can be changed several times over in the course of a trip.

This is the type of work that never loses its fascination either in real or miniature practice and the Hornby-Dublo owner has the advantage over the real railwayman in that he is doing it for entertainment, not merely in the course of duty!

Some of these B.R. type 1 Diesels are, or have been, put to work in this way so that anyone who adopts the plan suggested has quite good reason for doing so.

Again, there have been instances of the use of this class of locomotive on more important through freight trains. It will not be out of place in miniature therefore to assemble a fast freight train consisting entirely, if required, of vehicles representing brake-fitted prototypes. In miniature the feature that distinguishes a fitted vehicle is that it is finished in the colour known as bauxite, just as in real practice for such stock. Most of you already know all about this, as this topic has cropped up on several occasions in our talks.

One of our photographs shows a Hornby-Dublo Diesel with a short train of SD6 "fitted" vans. It is in fact on the way to collect other vans to be assembled into a fully fitted train. Then the L.M.R. Goods Brake Van shown in the photograph will be replaced by the latest SD6 vehicle, the B.R. Standard Goods Brake Van, which is ideal for fast fitted services.



"Duchess of Montrose" proudly wears the "Royal Scot" Headboard as it heads a train of D22 Corridor Coaches. The Headboard is easily fitted, as described in this article.

# Headboard Hints

CORRESPONDENCE received at H.R.C. Headquarters is always a fair indication of the way things are working on Hornby-Dublo railways. Since the introduction last Autumn of the Locomotive Headboards and Train Name and Destination Labels, many *M.M.* readers and miniature railway owners have written to us about them asking questions and making suggestions.

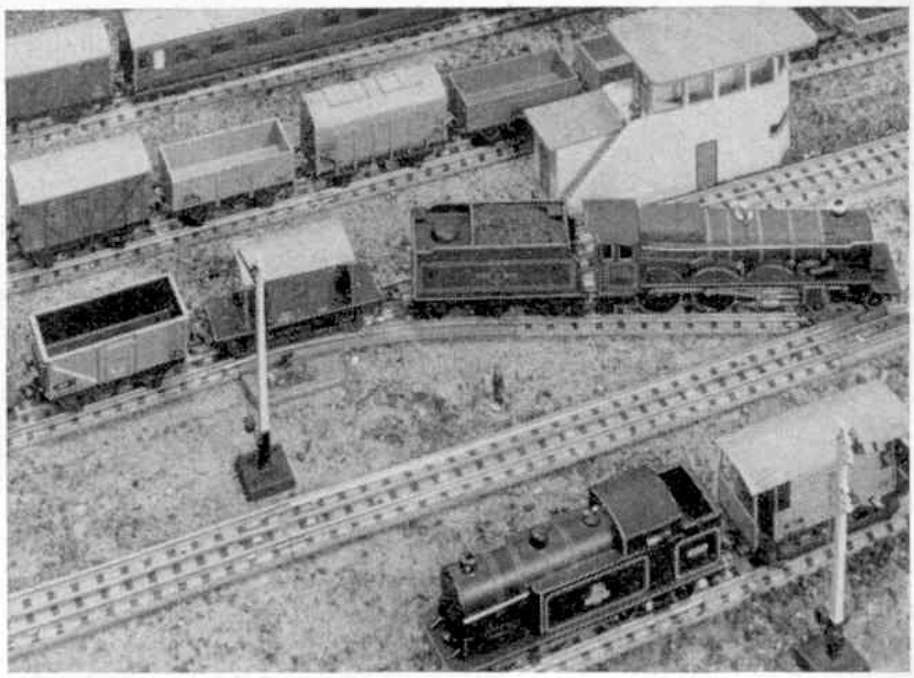
A popular query concerns the use of the Locomotive Headboards on Hornby-Dublo engines other than those for which they have been designed, such as the *Duchess of Atholl* 4–6–2 that was in production before *Duchess of Montrose* became the standard L.M.R. 4–6–2 in the Hornby-Dublo range. As stated in the talk by the H.R.C. Secretary about Locomotive Headboards and Train Name and Destination Labels in these pages last October, the metal Headboard produced for the current L12 *Duchess of Montrose* can be applied without difficulty to the older *Duchess of Atholl*.

Strictly speaking, it is not really correct to use this Headboard on the older engine, as boards of the type represented were not in use during the L.M.S. period represented by *Duchess of Atholl*. But there are many of these engines still running on Hornby-Dublo railways and there is plenty of excuse for distinguishing them in this way, especially in view of the recent development on the L.M.R. whereby some of the Stanier 4–6–2 locomotives have been given a maroon livery not unlike that used for the earlier Hornby-Dublo Duchess.

But, to return to the question, it is easy to fit the Headboard that is designed for the current L12 Locomotive to the older *Duchess of Atholl* engine. The Headboard is specially shaped and it is mounted on either Duchess by means of lugs that slip in between each hand-rail and the actual smoke-box.

So much for the board itself; what about the Label with which to decorate it? In the P22 Train Set, the Headboard is provided ready labelled with the striking *Royal Scot* title and the Coaches carry appropriate side board Labels. These Labels, whether on the engine Headboard or on the Coaches themselves, can readily be changed by the individual owner. In their place he can use any of the alternative L.M.R. titles that are listed. The special nature of the Labels makes this operation a simple one, but care must be taken to see that the Labels not in use are "stored" on the special backing paper on which new Labels as bought are always mounted.

By the way, when removing the Labels



**Your "Bristol Castle" Locomotive need not always be heading a named express. Here an engine of this type is leaving a loop for the main line with a mixed freight.**

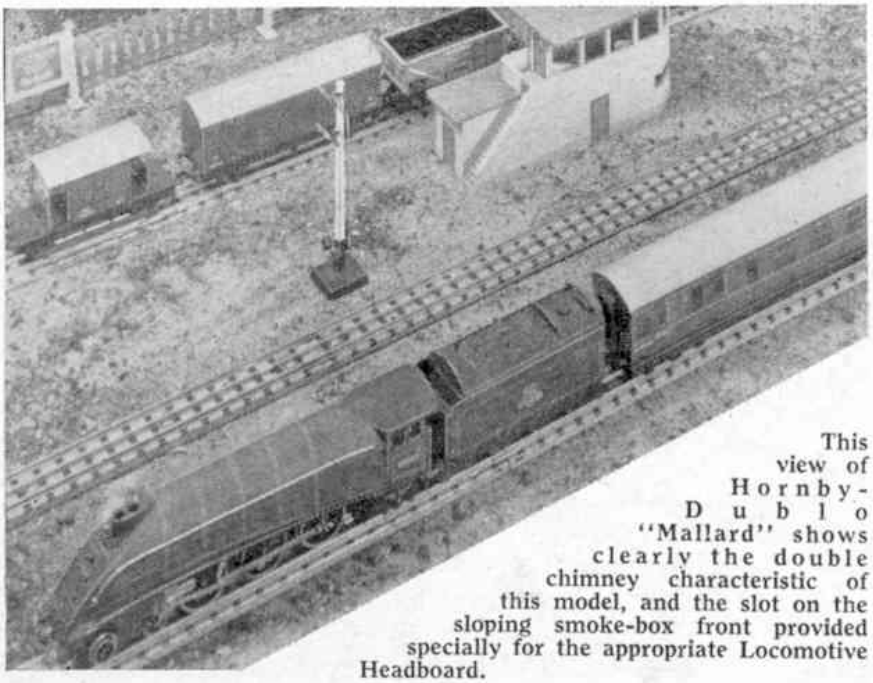
from this paper for use do *not* be tempted to pull the Labels off the backing sheet, but rather peel the paper away from the Labels themselves. The packets that contain these items have on them a little diagram that explains this quite clearly.

Easily the favourite question concerning these things asks whether it is possible to fit the Headboard that is designed for the revised L11 Locomotive *Mallard* on the older *Silver King*. There seems to be an idea about that all that it is necessary to do is to provide a slot in the sloping front of the engine to receive the "tail" of the Headboard. Even if this could be done, it would not be the whole answer, for a Headboard so fitted would not stay upright. In fact, to overcome this particular difficulty it was necessary to provide in the production models of *Mallard* a special projection inside the housing. Any such addition to *Silver King* would not readily be possible.

Another point about these two engines, but not connected with Headboards, concerns the double chimney that is carried by the current L11 Locomotive. Many owners have written to ask whether this can be provided on their *Silver King* engines. Here the answer is that the chimney is part of the main body casting and this makes such a change impossible.

Several owners of *Silver King*, and even of the older *Sir Nigel Gresley* 4–6–2s, have written about a scheme they have used to provide their engines with Headboards. This involves fitting a length of thin wire round the buffer casings at the front end of the engine. Such an addition is not very noticeable, and it does allow a Headboard of the type produced for the *Bristol Castle* Locomotive to be hung up in front of the locomotive. This has specially hooked lugs to fit the curved smoke-box handrail of *Bristol Castle* and it is these lugs that enable our friends to suspend the board on the wire that they have added to their A4s. The board is not the correct shape really, but any of the East Coast Route titles can be applied to it.

One objection to this scheme is that unless the wire is carefully shaped and fitted the board will hang rather low down, but some of our friends do not appear to mind this, so long as they can carry the train name at the front end of the engine.

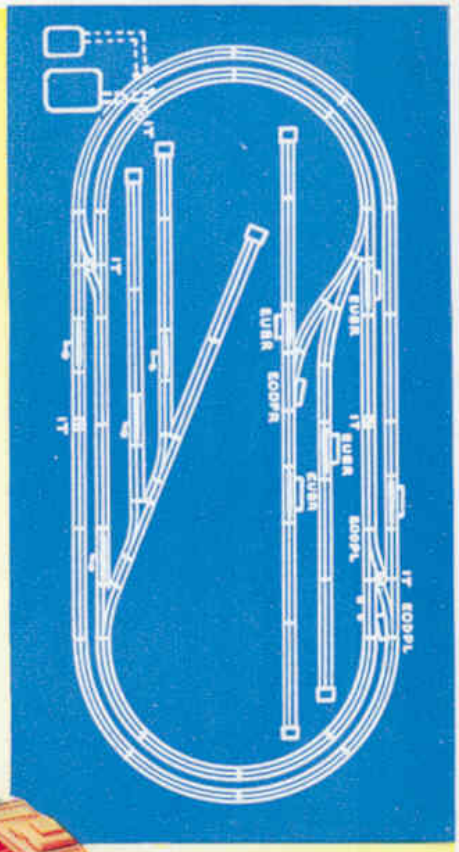


**This view of Hornby-Dublo "Mallard" shows clearly the double chimney characteristic of this model, and the slot on the sloping smoke-box front provided specially for the appropriate Locomotive Headboard.**

# Planning your Hornby-Dublo Railway . .

**No.3**

One of the happiest features of a Hornby-Dublo railway is the ease with which shunting operations can be performed. The layout illustrated here offers plenty of scope for shunting as well as running main line passenger and goods trains.



*This is a further example from the Hornby-Dublo Rail Layouts Booklet (available price 6d. from Meccano dealers or direct from Meccano Ltd., Binns Road, Liverpool 13)*

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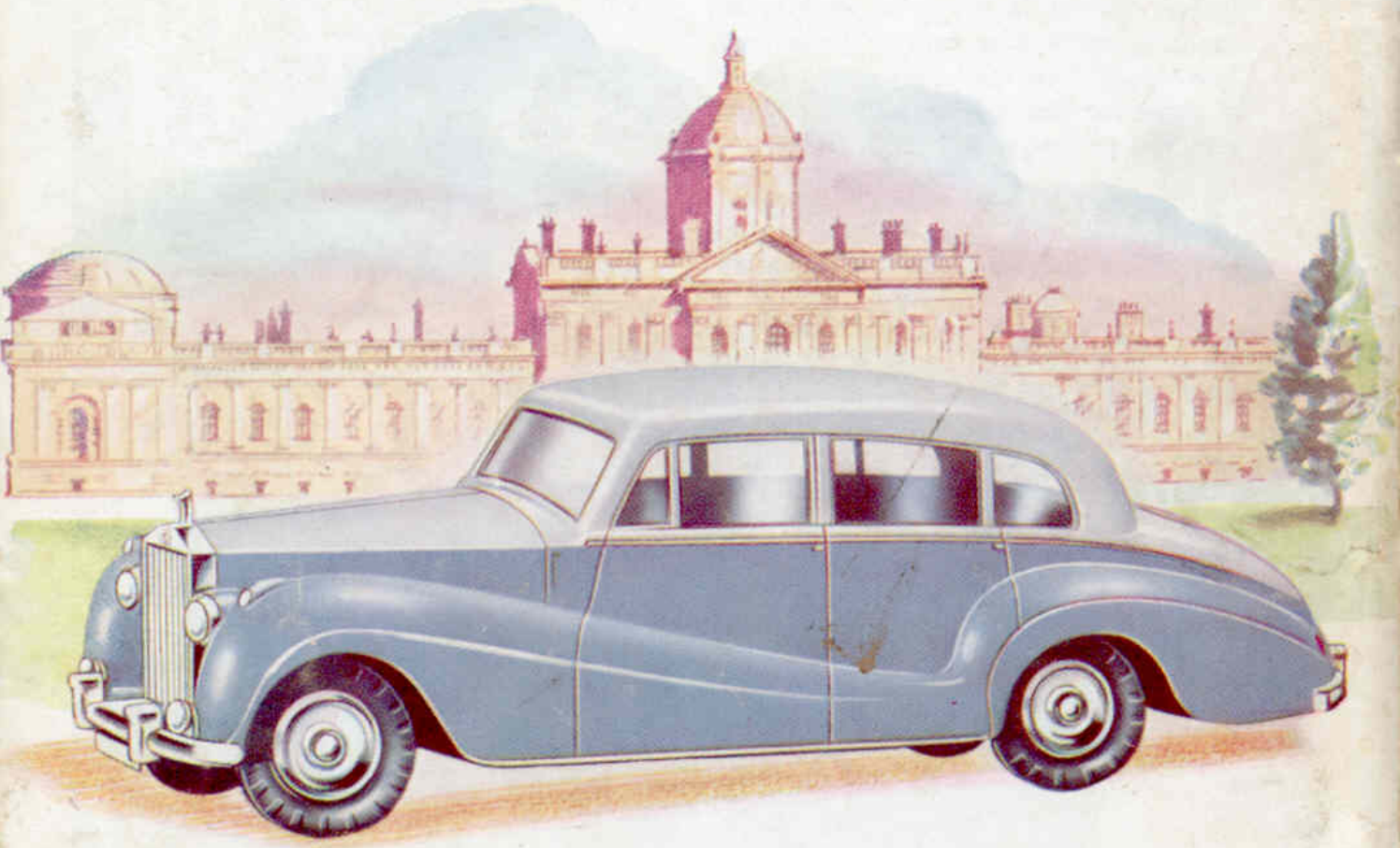

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