



HORNBY RAILWAY COMPANY

By the Secretary

The Engine of the Hornby-Dublo "Caledonian"

I HAVE spoken to you before, briefly, about the newest Train Sets in the Hornby-Dublo Two-Rail system, *The Caledonian* and *The Talisman* respectively. Now I have the pleasant task of telling you more about the very fine new 4-6-2 Locomotive, L.M.R. *City of London*, that is contained in the former of the two Sets.

In Hornby-Dublo, as in real practice, *City of London* is a close relative of the well-known and popular *Duchess of Montrose*. In introducing the L.M.R. class 8 in Two-Rail form the opportunity has been taken of modelling one of the "City" series of 4-6-2s, and one with the characteristic cut-away section in the foot framing in front of the smoke-box. This rather novel feature, for a model, gives the engine a particularly bold appearance when viewed from the front and it does contribute to its business-like appearance when viewed from the side.

Another distinction is that the Hornby-Dublo "City" is correctly finished in the maroon livery that has been adopted for selected members of the L.M.R. Stanier 4-6-2 classes. The real *City of London* was the first engine of its class to which this livery was given. The Hornby-Dublo

Above, Two-Rail working of a kind not normally possible in Three-Rail can be seen—two Hornby-Dublo Tanks, a 2-6-4 and an 0-6-0, running coupled bunker to bunker. In the sidings beyond, another 0-6-0 Tank is dealing with a meat train.

"City" is given a particularly attractive appearance by the use of this colour, and the principal linings adopted on the real engine appear also on the miniature one. The housing, or body of the Locomotive, is a die-casting, and many Hornby-Dublo owners will detect various improvements that have become possible since the original design was prepared for *Duchess of Atholl*, which preceded the present *Three-Rail Duchess of Montrose*.

To mention just one or two items, some rivet heads are well represented where appropriate, and a pleasing "on-top" detail is the incorporation of the four safety valve columns, which are, as it were, "sunk" in a recess at the front of the cab roof. Mechanical lubricators, sand-box fillers and stays and similar items along the running plate above the driving wheels also are well shown, while the girder framing from which the expansion link in the valve motion of the real engine is suspended is also clearly marked. Its location has been very carefully arranged so that the dummy link on the Hornby-Dublo *City of London* really does appear to be pivoted at the correct point.

The chimney, of characteristic double form with twin exhaust outlets, is a