



SLEEPING CARS AND BRAKE VANS

I THOUGHT it would be a good idea this month to have a talk about running trains which include some of the new items mentioned last month—namely, Composite Sleeping Cars and Passenger Brake Vans. The inclusion of a Composite Sleeping Car especially in a miniature train adds considerably to its interest and importance.

A Sleeping Car can be added to a train of standard corridor stock, for real sleepers are often conveyed in this way. The position of your Sleeping Car in a train can vary, but probably the most popular arrangement will be to tuck it away comfortably in the centre of your train formation. Actually, its position may vary according to your working

Hornby Railway Company

By the Secretary

arrangements, as we must not forget that, after arrival early in the morning, passengers can remain in sleeping cars until certain fixed times, usually 7.30 a.m. or 8.0 a.m. but there are some exceptions. For this reason it is sometimes the rule at destinations to place sleeping cars alongside a convenient platform not in use for the time being, so that passengers may remain relatively undisturbed until ready to leave the car.

Space considerations and station layout

in miniature may not permit this detail of working, but if they do, the operations necessary to park the Sleeping Car or Cars temporarily may well affect the marshalling of a miniature train. Whatever its position, a Hornby-Dublo Sleeping Car will add to the glamour of a miniature "overnight" express. There is always a certain amount of bustle and what I may call "atmosphere" about the entraining of sleeping car passengers, so you can make good use of groups of figures on your platform before the departure of your *Sleeping Car Express*. Things are quiet on the platform in the picture above, because the empty stock has only just been drawn into the platform, but you will notice that there is already a Dublo Policeman on duty—one of the No. 050 set of Railway Personnel—just to keep an eye on things.

A good load

Those of you who are fortunate enough to have several Sleeping Cars among your stock can readily make full use of them because certain long-distance services, especially those between London and the North, can involve complete trains of sleeping cars only, with perhaps a passenger brake van to complete the formation.

The *Night Scotsman* from King's Cross to Edinburgh is an example of this sort of make-up. Such a train in miniature would provide a good load for your *Golden Fleece* or other Hornby-Dublo A4 Locomotive, or perhaps a Co-Co Diesel. Similar formations are found on the West Coast Route, and a *City* or *Duchess* 4-6-2 will probably be your first choice for running a train of this kind.

It may be of interest to many of you, I think, to read of the trouble taken to ensure that a newly-built or newly-repaired sleeping car is completely fit for its job. When one of them is ready to be handed over for regular service and traffic, how does it run? How does it feel in real conditions? What about those minor rattles and squeaks, which only running conditions can reveal? This is how the Western Region people set about finding out; in fact, I am indebted to Western Region for the details that follow.

On the London side of Swindon Station, a sleeping car stands in a siding. When the London train comes in, the car is coupled on to the end and six men get into it. There are two Inspectors, one from the Swindon Carriage and Wagon Department, the other from the Operating Department at Paddington; an electrician, a finisher who puts the final touches and makes last-minute adjustments to the

The photograph at the top of the page shows a Hornby-Dublo Sleeping Car alongside the platform. Soon the train of which it forms part will be ready for a long-distance "overnight" run.