

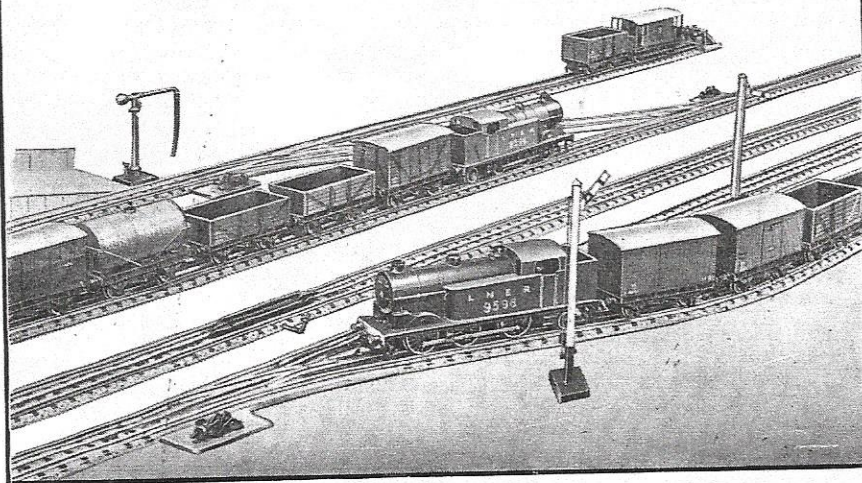
HORNBY - DUBLO

GAUGE 'OO' - 16.5 mm.

ELECTRIC TRAINS

RAIL LAYOUT SUGGESTIONS

This Booklet is intended to help Hornby-Dublo Railway owners to develop their layouts and so to get more enjoyment from their trains. The diagrams show how the plain oval assembled from the Rails included in the standard Train Sets can be made more attractive and realistic by the addition of further Rails and Points.

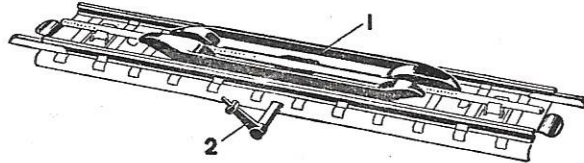


RAIL LAYOUT SUGGESTIONS

Hornby-Dublo track is designed on the three-rail, all-level system which has the centre conductor rail at the same level as the running rails. The main components are Straight Rails, Curved Rails and Points. The Straight Rails are $11\frac{1}{2}$ ins. long. Eight of the Curved Rails form a circle having a radius of 15 ins. measured from the centre of the circle to the centre rail of the track. The curved arms of the Points are of the same radius as the Curved Rails.

There are in addition Straight Half Rails, $5\frac{1}{2}$ ins. long; Straight Quarter Rails, $2\frac{1}{2}$ ins. long; and Curved Half Rails of the same radius as the full length Curves. There are no curved quarter rails.

In estimating the space required for a Hornby-Dublo layout it is necessary to allow for the width of the track base and the overhang of the vehicles on curves. For instance, any Hornby-Dublo single track layout requires a space having a minimum width of 2 ft. 10 ins. Allowance must be made also for stations or any other accessories to be laid down outside the track.



The Hornby-Dublo Uncoupling Rail, showing the uncoupling ramp (1) and operating lever (2)

Current is fed to the track from the power supply, either Transformer or accumulator, through a Controller, by way of a Straight Terminal Rail. This Terminal Rail corresponds in length to the ordinary Straight Rail. Its special feature is that it is fitted underneath with a condenser to suppress radio interference.

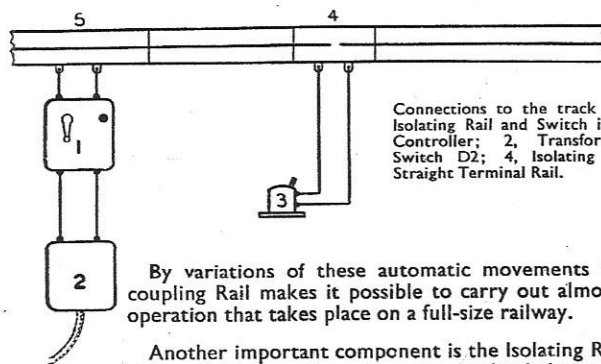
Hornby-Dublo Points have a definite relation to the Straight Rails and to the Curves. The straight portion of a set of Points is equal in length to a Straight Half Rail, and two Points together of the same "hand" form a right-hand or left-hand crossover between two parallel tracks. The curved portion of a set of Points corresponds to a Curved Half Rail. When it is required to form a siding or loop line parallel to the main line, a Curved Half Rail is added to the curved branch of the Points leading to the siding or loop.

The pre-war Hornby-Dublo trains had couplings that engaged automatically on contact, but had to be disconnected by hand. The post-war Hornby-Dublo rolling stock is fitted with automatic couplings of an improved design. These engage immediately when the vehicles are pushed together, but their special advantage is that they have been designed to work with the Uncoupling Rail shown in the illustration above. With this Rail, a Hornby-Dublo layout becomes a real railway in miniature, for automatic uncoupling, as well as coupling, can be carried out.

The Uncoupling Rail is equal in length to a Straight Half Rail. In the centre between the running rails is a movable ramp (1). This is raised to the operating position as shown in the illustration, or lowered out of action, by means of a hand lever (2).

If an Uncoupling Rail is inserted into a siding, a train can be backed into the siding, and the wagons, or coaches, uncoupled automatically from the engine and left there while the engine moves off. Alternatively, one vehicle or group of vehicles can be shunted off from the rest of the train. The process can be carried still further, and the train split up completely by separating its individual vehicles from one another in successive shunting movements.

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Connections to the track with the Isolating Rail and Switch in use. 1, Controller; 2, Transformer; 3, Switch D2; 4, Isolating Rail; 5, Straight Terminal Rail.

By variations of these automatic movements the Uncoupling Rail makes it possible to carry out almost every operation that takes place on a full-size railway.

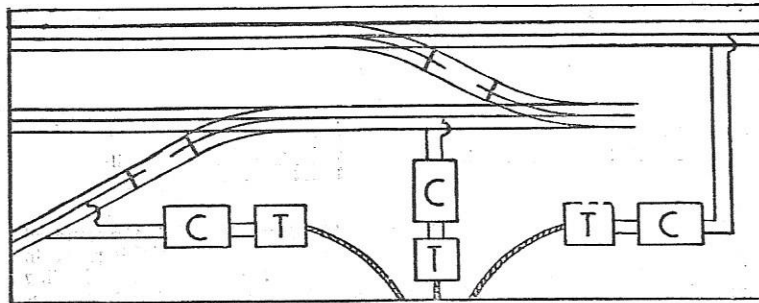
Another important component is the Isolating Rail. The object of this is to allow a layout to be divided into separate sections that can be made electrically "alive" or "dead" as desired. By means of these Rails and the specially designed Switch, type D2, sidings, goods yards, loop lines or sections of main line can be electrically isolated at will so that several locomotives can be controlled from one Controller. Only one locomotive can actually be in motion at one time; the others are held on the isolated sections.

The Hornby-Dublo Isolating Rail is the same length as a Straight Quarter Rail, $2\frac{3}{4}$ ins. Its centre rail is divided into two separate sections, each connected to a lineside terminal for wiring up to a D2 Switch, as shown in the illustration above.

On an extensive layout where each main track can form a separate electrical section, a train can be run on each separate track at the same time, and each train will be perfectly controlled independently of the others, provided that we have a Transformer and a Controller connected to each track. Each train can then be reversed, started or stopped by its Controller without interfering in any way with the movements of the others.

If there are Points connecting the tracks, as shown in the diagram below, an insulating gap must be arranged in the centre rail between the two points. An Isolating Rail, not connected to a Switch, is used for this purpose.

The layouts included in this Booklet provide a great variety of running schemes, but they do not by any means exhaust the possibilities of the Hornby-Dublo System. Advice on variations of any of the layouts to suit special conditions, or on further developments, will gladly be given on application to Meccano Limited, Binns Road, Liverpool 13.

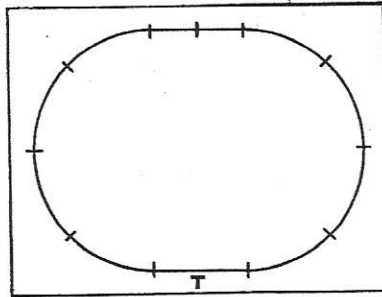


Connections from three separate Transformers and Controllers to different sections of the same track system.

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SPECIAL NOTE

In the following diagrams "T" indicates an EDBTI Straight Terminal Rail, and "X" an IBR Isolating Rail. A solid square represents a DI Buffer Stop, and an open rectangle a UBR Uncoupling Rail.

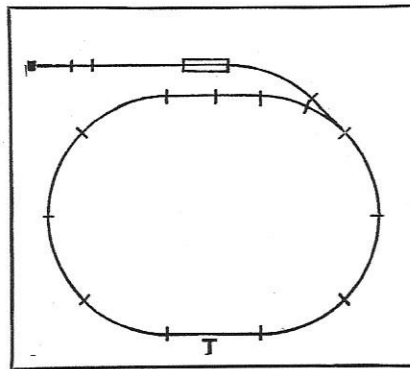


LAYOUT "A"

Space: 4 ft. x 3 ft.

Rails Required :

- | | | | |
|----------------------|---------------------|---------|------------------------|
| 8 EDAI | Curved Rails | 1 EDBTI | Straight Terminal Rail |
| 2 EDBI $\frac{1}{2}$ | Straight Half Rails | | |



LAYOUT "B"

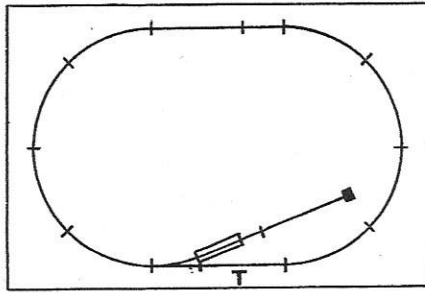
Space: 4 ft. x 3 ft. 6 ins.

Rails Required:

- | | | | |
|----------------------|---------------------|----------------------|------------------------|
| 8 EDAI | Curved Rails | 1 EDBI $\frac{1}{2}$ | Straight Quarter Rail |
| 1 EDAI $\frac{1}{2}$ | Curved Half Rail | 1 EDBTI | Straight Terminal Rail |
| 1 EDBI | Straight Rail | 1 EDPL | Points |
| 3 EDBI $\frac{1}{2}$ | Straight Half Rails | 1 UBR | Uncoupling Rail |
| | | 1 DI | Buffer Stop |

The simplest Hornby-Dublo layout assembled from the rails in the standard Train sets is a plain oval as shown in layout "A" at the top of this page. In layout "B", the oval is made more interesting by the addition of Points leading to a siding, which includes an Uncoupling Rail so that simple shunting operations are possible. The position of the siding outside the oval allows it to be of greater length than would be possible inside the oval.

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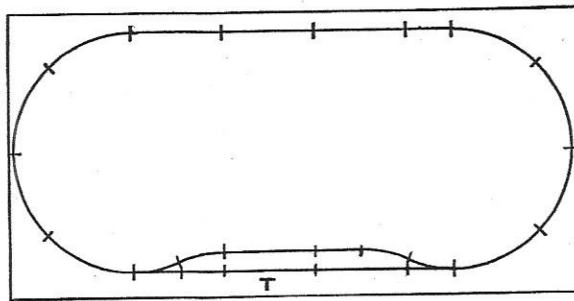
LAYOUT "C"

Space: 4 ft. 6 ins. x 3 ft.

Rails Required:

8	EDA1	Curved Rails	1	EDBT1	Straight Terminal Rail
2	EDB1	Straight Rails	1	EDPL	Points
1	EDB1½	Straight Half Rail	1	UBR	Uncoupling Rail
1	EDB1¼	Straight Quarter Rail	1	DI	Buffer Stop

This layout is similar to layout "B" in including a siding with an Uncoupling Rail, but the siding is inside instead of outside the oval. This arrangement is useful where the width available for the layout is restricted. The length of the siding is sufficient to allow the rolling stock of the standard Goods Train Set to be accommodated clear of the Uncoupling Rail. Thus the engine can leave its wagons standing in the siding when required.



LAYOUT "D"

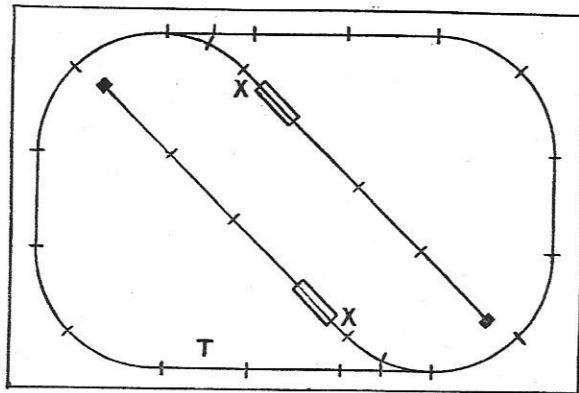
Space: 6 ft. 3 ins. x 3 ft.

Rails Required:

8	EDA1	Curved Rails	3	EDB1½	Straight Half Rails
2	EDA1½	Curved Half Rails	1	EDBT1	Straight Terminal Rail
5	EDB1	Straight Rails	1	EDPR	Points
			1	EDPL	Points

Here the ordinary oval track is extended and improved by means of Points and additional Rails. The Points are arranged in conjunction with Curved Half Rails to form a loop line. This layout is the shortest in which an effective loop of this kind can be arranged. The loop can be used for the accommodation of rolling stock not in use; or it can provide an alternative route to the train.

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LAYOUT "E"

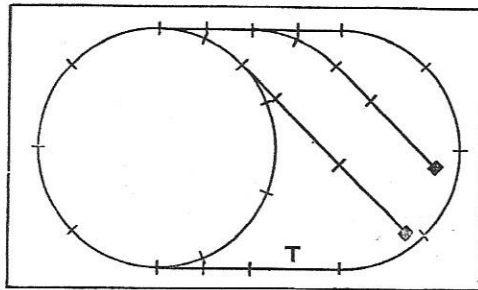
Space: 6 ft. x 4 ft.

Rails Required:

- | | |
|-----------------------------|--------------------------------|
| 8 EDA1 Curved Rails | 1 EDBTI Straight Terminal Rail |
| 2 EDA1½ Curved Half Rails | 2 EDPR Points |
| 11 EDBI Straight Rails | 2 IBR Isolating Rails |
| 2 EDBI½ Straight Half Rails | 2 UBR Uncoupling Rails |
| | 2 DI Buffer Stops |

This layout is an interesting variation of the oval track. Two sidings are included, each having an Uncoupling Rail. An engine can make several circuits of the main line, putting in at each siding in turn in order to attach or detach wagons.

Alternatively, if there are two engines, or trains, one train can be held in one of the sidings while the other runs round the main track.



LAYOUT "F"

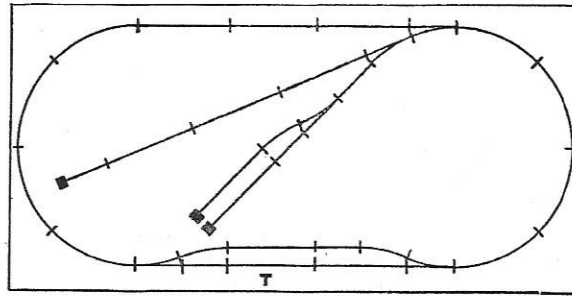
Space: 5 ft. x 3 ft.

Rails Required:

- | | |
|-----------------------------|--------------------------------|
| 10 EDA1 Curved Rails | 1 EDBTI Straight Terminal Rail |
| 2 EDA1½ Curved Half Rails | 3 EDPR Points |
| 3 EDBI Straight Rails | 1 EDPL Points |
| 4 EDBI½ Straight Half Rails | 2 DI Buffer Stops |

The circle and the oval are combined in this layout, and there are two dead-end sidings. Plenty of good running is afforded for a single train.

HORNBY-DUBLO ELECTRIC TRAINS



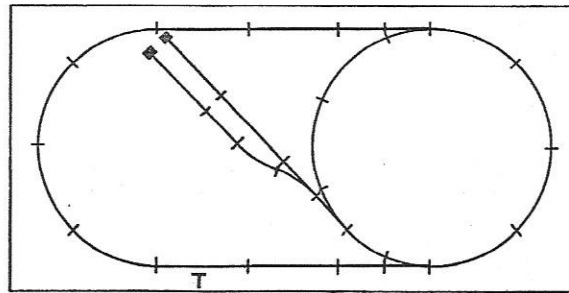
LAYOUT "G"

Space: 6 ft. 3 ins. x 3 ft.

Rails Required:

8	EDA1	Curved Rails	1	EDBT1	Straight Terminal Rail
3	EDA1½	Curved Half Rails	2	EDPR	Points
10	EDBI	Straight Rails	3	EDPL	Points
5	EDBI½	Straight Half Rails	3	DI	Buffer Stops

Here we have a loop line as in layout "D" but additional sidings are provided. These can serve a station or goods depot.



LAYOUT "H"

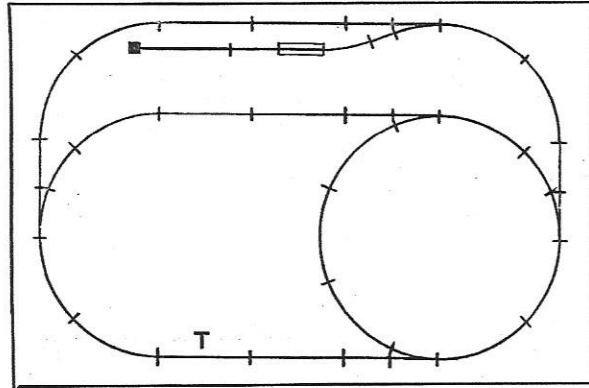
Space: 6 ft. x 3 ft.

Rails Required:

10	EDA1	Curved Rails	1	EDBT1	Straight Terminal Rail
2	EDA1½	Curved Half Rails	2	EDPR	Points
6	EDBI	Straight Rails	2	EDPL	Points
3	EDBI½	Straight Half Rails	2	DI	Buffer Stops

This scheme is similar in its operating possibilities to layout "F." It is longer, however, and the slightly larger space afforded gives plenty of room for lineside effects.

HORNBY-DUBLO ELECTRIC TRAINS



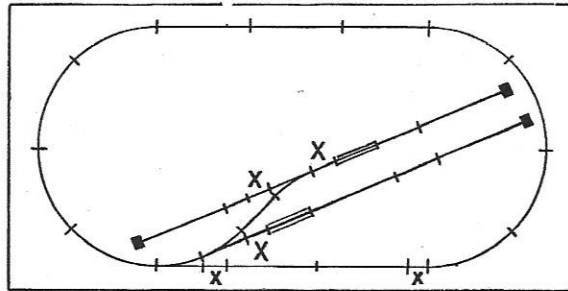
LAYOUT "I"

Space: 6 ft. x 4 ft.

Rails Required:

13	EDA1	Curved Rails	1	EDBT1	Straight Terminal Rail
3	EDA1½	Curved Half Rails	2	EDPR	Points
6	EDB1	Straight Rails	3	EDPL	Points
6	EDB1½	Straight Half Rails	1	UBR	Uncoupling Rail
1	EDB1¼	Straight Quarter Rail	1	DI	Buffer Stop

This is a simple layout that gives a fair choice of routes for a single train. Runs round the outer main line can be varied with trips over the inner main loop and the circular track. A siding is included in which an Uncoupling Rail is placed so that the engine can leave its train there after a run.



LAYOUT "J"

Space: 6 ft. x 3 ft.

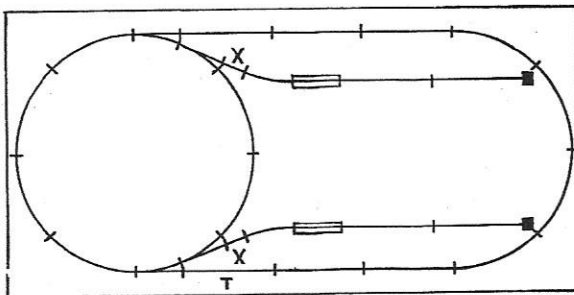
Rails Required:

8	EDA1	Curved Rails	1	EDBT1	Straight Terminal Rail
8	EDB1	Straight Rails	3	EDPL	Points
3	EDB1½	Straight Half Rails	5	IBR	Isolating Rails
1	EDB1¼	Straight Quarter Rail	2	UBR	Uncoupling Rails
			3	DI	Buffer Stops

A useful development inside the oval main line. There are two sidings connected by Points forming a crossover. The position of these Points and of the Isolating Rail makes it possible to have two trains on the layout; they cannot be operated together, but each can run in turn. While a passenger train is held on the isolated section on the main line, a goods train can be made up in the sidings. When ready, this can be held in one siding; the passenger train can run into the other siding and then the goods train is able to move off on to the main line.

The short spur or siding to the left of the inner set of Points makes a useful engine road as it includes an isolated section. Only one of the Isolating Rails on the main line need be connected to an Isolating Switch.

HORNBY-DUBLO ELECTRIC TRAINS



LAYOUT "K"

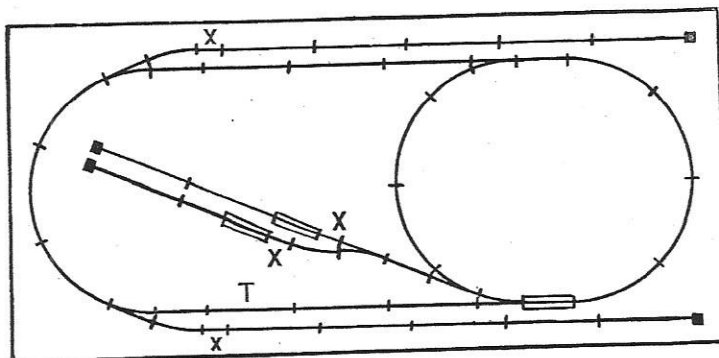
Space 6 ft. x 3 ft.

Rails Required:

10	EDA1	Curved Rails	2	EDPR	Points
2	EDA1½	Curved Half Rails	2	EDPL	Points
9	EDB1	Straight Rails	2	IBR	Isolating Rails
1	EDBT1	Straight Terminal Rail	2	UBR	Uncoupling Rails
			2	D1	Buffer Stops

Continuous and point-to-point running are afforded by this layout which combines an oval with a circle off which there are two sidings.

Point-to-point running is possible with one train only, and in this case the Isolating Rails are not necessary. For two trains operations begin with a train in each siding. Each can run in turn, but the first must make its journey and then back into its siding again before the other can begin its trip.



LAYOUT "L"

Space: 7 ft. 6 ins. x 3 ft. 9 ins.

Rails Required:

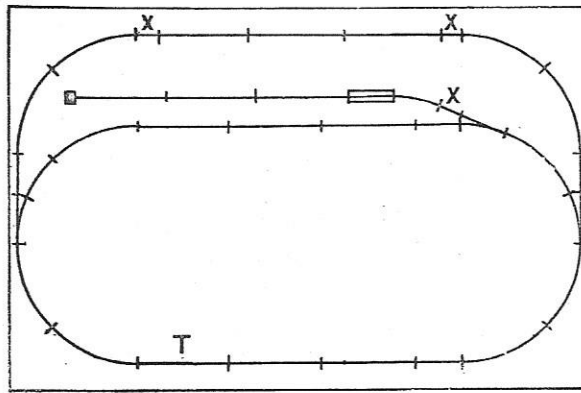
9	EDA1	Curved Rails	3	EDPR	Points
4	EDA1½	Curved Half Rails	3	EDPL	Points
18	EDB1	Straight Rails	4	IBR	Isolating Rails
5	EDB1½	Straight Half Rails	3	UBR	Uncoupling Rails
1	EDBT1	Straight Terminal Rail	4	D1	Buffer Stops

This combination of a large and small oval layout has two sidings or terminal roads outside the oval, and two inside. The layout gives a choice of routes to a train that leaves any of the siding tracks to make a run.

Uncoupling Rails in the inner sidings make shunting operations possible, whichever direction the train happens to be taking. Thus a train running in a clockwise direction which requires to shunt in the inside sidings must stop and have the engine uncoupled by the Uncoupling Rail situated on the main line. Then the engine can run round the opposite end of the train ready to push it into the siding.

A train running in an anti-clockwise direction will already have its engine at the right end for shunting into these sidings.

HORNBY-DUBLO ELECTRIC TRAINS



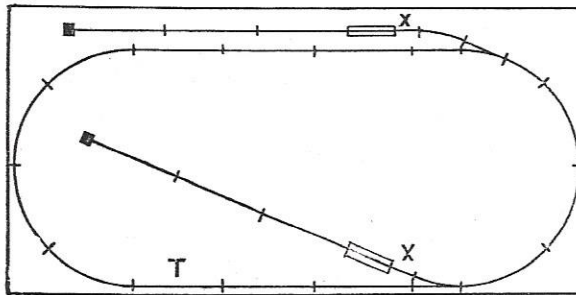
LAYOUT " M "

Space: 6 ft. 3 ins. x 4 ft.

Rails Required:

10	EDA1	Curved Rails	1	EDPR	Points
2	EDA1½	Curved Half Rails	2	EDPL	Points
11	EDB1	Straight Rails	3	IBR	Isolating Rails
4	EDB1½	Straight Half Rails	1	UBR	Uncoupling Rail
1	EDBT1	Straight Terminal Rail	1	DI	Buffer Stop

Similar operations to those on layout " K " can be carried out on this system. Two trains can be in use but only one can be run at once. One is held on the dead-end road while the other runs round the main line. The Isolating Rails on the outer main track allow a train to be held there, if required.



LAYOUT " N "

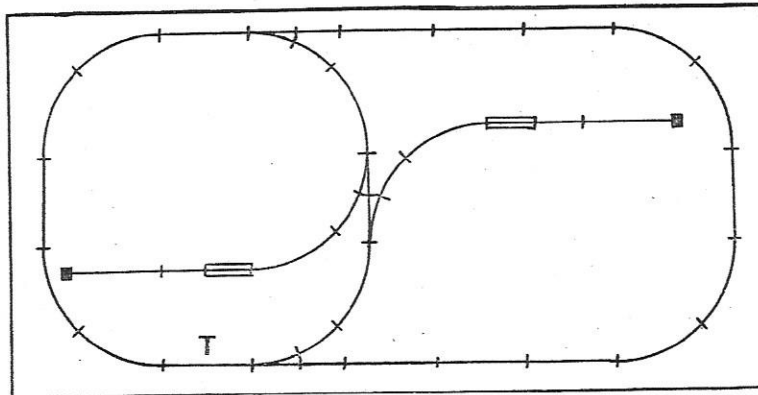
Space: 6 ft. 3 ins. x 3 ft. 6 ins.

Rails Required:

7	EDA1	Curved Rails	1	EDPR	Points
2	EDA1½	Curved Half Rails	1	EDPL	Points
11	EDB1	Straight Rails	2	IBR	Isolating Rails
1	EDB1½	Straight Half Rail	2	UBR	Uncoupling Rails
1	EDBT1	Straight Terminal Rail	2	DI	Buffer Stops

This layout is a variation of the usual oval in having one siding inside and another outside the main track. The diagonal disposition of the inner siding allows as much siding length as possible within the space limits. Point-to-point running can be carried out, and the Isolating Rails allow two trains to be present on the layout although only one of them can be run at once.

HORNBY-DUBLO ELECTRIC TRAINS



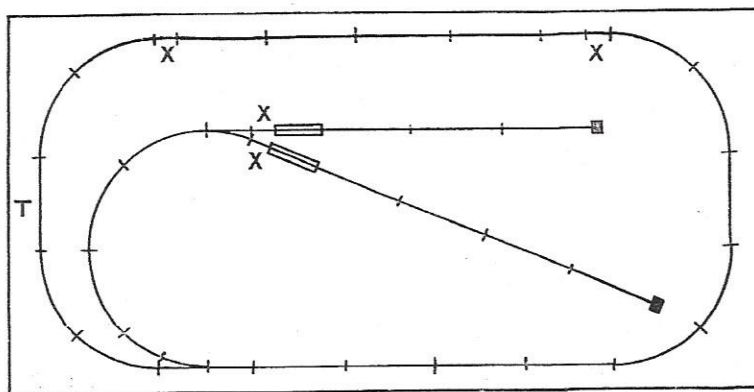
LAYOUT "O"

Space: 8 ft. x 4 ft.

Rails Required:

12	EDA1	Curved Rails	1	EDBT1	Straight Terminal Rail
4	EDA1½	Curved Half Rails	3	EDPR	Points
10	EDB1	Straight Rails	1	EDPL	Points
4	EDB1½	Straight Half Rails	2	UBR	Uncoupling Rails
			2	DI	Buffer Stops

Here is a large layout that gives a good long main line run for express trains. The connecting loop across the centre of the system leads to two tracks terminated by Buffer Stops. Each of these tracks can be used as the basis of either a station layout or a goods depot. Trains can be sent from one of the tracks to the other via the main line and the connecting loop. Alternate circuits can be made of the main line and of the loop.



LAYOUT "P"

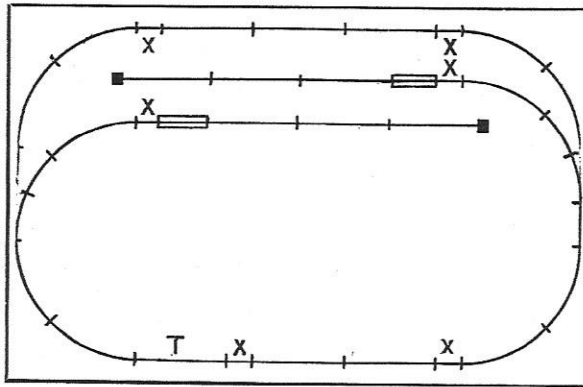
Space: 8 ft. x 4 ft.

Rails Required:

11	EDA1	Curved Rails	1	EDBT1	Straight Terminal Rail
1	EDA1½	Curved Half Rail	2	EDPR	Points
16	EDB1	Straight Rails	4	IBR	Isolating Rails
2	EDB1½	Straight Half Rails	2	UBR	Uncoupling Rails
			2	DI	Buffer Stops

This is a fairly large but simple layout that can be developed considerably. Inside the main oval track a curved branch line leads to two diverging sidings. Either of these can lead to further tracks arranged by means of points, forming a system of sidings or a station layout as required.

HORNBY-DUBLO ELECTRIC TRAINS



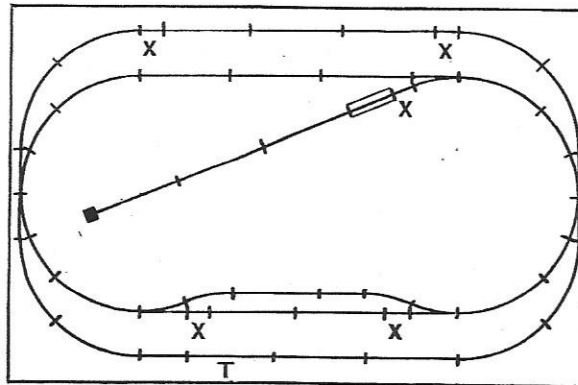
LAYOUT "Q"

Space: 6 ft. 3 ins. x 4 ft.

Rails Required:

10 EDAI Curved Rails	1 EDPR Points
2 EDAI $\frac{1}{2}$ Curved Half Rails	1 EDPL Points
11 EDBI Straight Rails	6 IBR Isolating Rails
2 EDBI $\frac{1}{2}$ Straight Half Rails	2 UBR Uncoupling Rails
1 EDBT $\frac{1}{2}$ Straight Terminal Rail	2 DI Buffer Stops

A simple system requiring only two sets of Points is afforded by this plan. This is another layout for two trains or engines, one being held on an isolated section while the other is running.



LAYOUT "R"

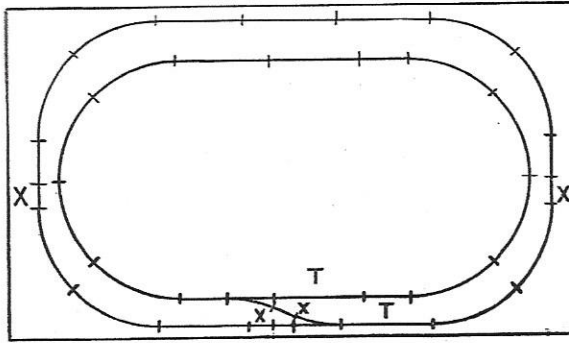
Space: 6 ft. 3 ins. x 4 ft.

Rails Required:

12 EDAI Curved Rails	3 EDPR Points
6 EDAI $\frac{1}{2}$ Curved Half Rails	4 EDPL Points
14 EDBI Straight Rails	5 IBR Isolating Rails
2 EDBI $\frac{1}{2}$ Straight Half Rails	1 UBR Uncoupling Rail
1 EDBT $\frac{1}{2}$ Straight Terminal Rail	1 DI Buffer Stop

The inner and outer main lines of this system provide almost the running effect of a double-track railway. There is, however, a short section common to both main tracks. This occurs at the Points on the ends of the layout.

The isolating arrangements and the inner loop line make the running of two trains possible, each in turn, from the one Transformer and Controller.



LAYOUT "S"

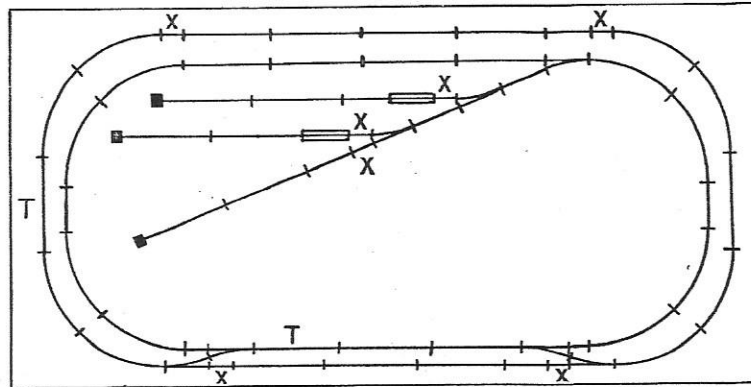
Space: 6 ft. x 3 ft. 9 ins.

Rails Required:

- | | |
|--|--|
| 16 EDAI Curved Rails | 1 EDBI $\frac{1}{2}$ Straight Quarter Rail |
| 6 EDBI Straight Rails | 2 EDBT $\frac{1}{2}$ Straight Terminal Rails |
| 5 EDBI $\frac{1}{2}$ Straight Half Rails | 2 EDPR Points |
| | 4 IBR Isolating Rails |

Here is a double-track system, the standard Curved Rails forming the curved parts of both tracks. In order to obtain the necessary separation of the two tracks, the outer one includes a Straight Half Rail and an Isolating Rail symmetrically placed between the quarter circles at each corner of the layout.

The two tracks are connected by Points that form a crossover. An Isolating Rail is placed between the Points. Each track must have its own Transformer and Controller, and two trains can then be run, one on each track.



LAYOUT "T"

Space: 8 ft. x 4 ft.

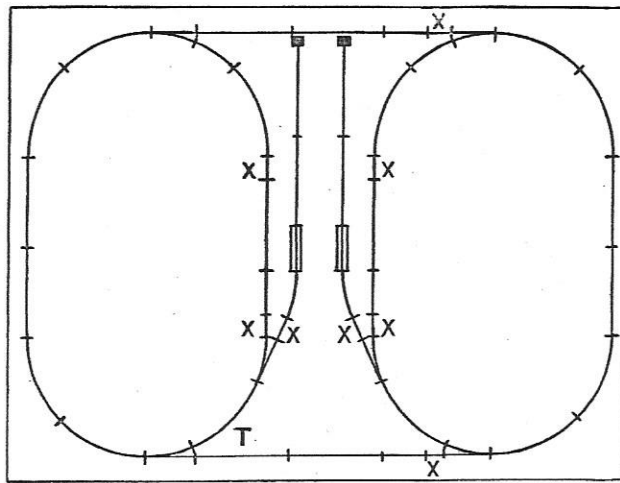
Rails Required:

- | | |
|--|------------------------|
| 16 EDAI Curved Rails | 4 EDPR Points |
| 20 EDBI Straight Rails | 3 EDPL Points |
| 8 EDBI $\frac{1}{2}$ Straight Half Rails | 7 IBR Isolating Rails |
| 2 EDBI $\frac{1}{2}$ Straight Quarter Rails | 2 UBR Uncoupling Rails |
| 2 EDBT $\frac{1}{2}$ Straight Terminal Rails | 3 DI Buffer Stops |

This is a direct development of the previous layout, with the addition of isolated sections so that trains can change from one track to the other. The change should be done with the train running slowly. The handle of the Controller of the "receiving" section must be moved to the same position as that of the first Controller ready to take over easily and smoothly.

The Isolating Rail cannot be used here between the Points that form the crossovers between the two main lines. Instead, a strip of thick paper is placed between the centre rail clips at the joints between the Points.

HORNBY-DUBLO ELECTRIC TRAINS



LAYOUT "U"

Space: 6 ft. 6 ins. x 5 ft.

Rails Required:

12	EDAI	Curved Rails	3	EDPR	Points
4	EDAI $\frac{1}{2}$	Curved Half Rails	3	EDPL	Points
13	EDBI	Straight Rails	8	IBR	Isolating Rails
4	EDBI $\frac{1}{2}$	Straight Half Rails	2	UBR	Uncoupling Rails
1	EDBTI	Straight Terminal Rail	2	DI	Buffer Stops

Here we have an easy development from layout "Q" (page 12). The two central loops give more variety in running, and the layout as a whole becomes two complete ovals connected by Points. Terminal roads are thrown off in the centre between the two ovals. These, and also the through tracks, could be developed to form a central station layout.

Two trains can be run, one at a time, from one Transformer and Controller. Or each oval can have its own Transformer and Controller so that two trains can be run, each on its own section, at the same time. When this is done an additional Straight Terminal Rail is required.

HORNBY-DUBLO TRACK

In this panel and the one on the opposite page are illustrated the various track items at present available in the Hornby-Dublo range.



EDBI
Straight Rail



EDBTI
Straight Terminal Rail



EDBI $\frac{1}{2}$
Straight Half Rail



EDBI $\frac{1}{4}$
Straight Quarter Rail

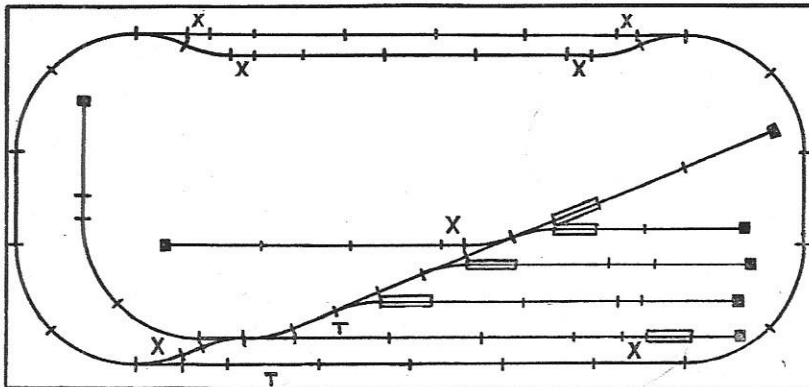


IBR
Isolating Rail



UBR
Uncoupling Rail

HORNBY-DUBLO ELECTRIC TRAINS



LAYOUT "V"

Space: 9 ft. x 4 ft.

Rails Required:

- | | |
|---------------------------------|------------------------|
| 10 EDAI Curved Rails | 5 EDPR Points |
| 2 EDAI½ Curved Half Rails | 4 EDPL Points |
| 27 EDBI Straight Rails | 7 IBR Isolating Rails |
| 2 EDBTI Straight Terminal Rails | 5 UBR Uncoupling Rails |
| 9 EDBI½ Straight Half Rails | 7 DI Buffer Stops |
| 2 EDBI¼ Straight Quarter Rails | |

Here we have a layout in which special provision is made for shunting arrangements in the yard inside the main oval. A train running into the yard from the main line will head along the first track parallel to the main line, which forms a reception road. If the engine is brought to a stand just short of the Buffer Stops, the Uncoupling Rail can then be operated and when the engine backs its train slightly, its coupling will become detached from that of the first wagon. The section on which the engine is standing is then switched out. Another engine already standing in its own section on the spur track can then approach the opposite end of the train and draw it away to shunt the wagons into the various siding roads. When this is done, this shunting engine can return to its own section which is then cut out. After putting the Uncoupling Rail out of action and switching in the section concerned, the first engine is now free to move off to the engine road.

Where passenger and goods trains are in use on the layout, the main line and the yard can quite well form separate main sections each with its own Transformer and Controller, an Isolating Rail separating the two sections as shown.

HORNBY-DUBLO TRACK



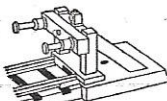
EDAI Curved Rail



EDAI½ Curved Half Rail



EDPR Points, Right Hand



DI Buffer Stop



EDPL Points, Left Hand



The
HORNBY
RAILWAY COMPANY

For owners of Hornby Trains

The Hornby Railway Company is a world-wide organisation formed for the benefit of all Hornby Railway owners.

Membership of the Hornby Railway Company entitles a boy to the great privilege of expert advice, entirely free, on all problems relating to his own railway. By following the advice given to him from Headquarters, he has the great satisfaction of knowing that he is not only getting the best possible results, but also the maximum amount of fun from his model railway.

The Chairman of the Hornby Railway Company is Mr. Roland G. Hornby, son of the inventor of Meccano. Assisting him is his own staff of railway experts—trained men of long experience and full of enthusiasm for their subject. They guide the affairs of the local Associated Branches of the Hornby Railway Company, which are run by boy officials.

The Headquarters of the Hornby Railway Company is at Binns Road, Liverpool 13.

Any owner of a Hornby Gauge 'O' or Hornby-Dublo Train Set, no matter what its size, may become a member. All he has to do is to fill in the official application form and have his signature witnessed. If he lives in the British Isles he then sends the form to Headquarters with 10d. in stamps in payment for the official badge, which he will wear in his buttonhole.

The price of the badge overseas is 1/3 (Canada 25c.). Applicants who live in Canada, Australia, New Zealand or South Africa can obtain their badges by sending the completed form with the necessary amount to the Meccano Agent in their country. The addresses of these agents are as follows: CANADA: Meccano Ltd., 59 Wellington Street West, Toronto. AUSTRALIA: E. G. Page & Co., Pty., Ltd. (P.O. Box 1832), Dank's Building, 324 Pitt Street, Sydney, N.S.W. NEW ZEALAND: Models Ltd. (P.O. Box 129), 53 Fort Street, Auckland, C. I. SOUTH AFRICA: Mr. A. E. Harris (P.O. Box 1199), 142 Market Street, Johannesburg. All forms are immediately forwarded to Headquarters at Liverpool, and the certificates are then forwarded to the new members.

Overseas applicants from other countries should send their forms to the Secretary, Hornby Railway Company, Binns Road, Liverpool 13.

The official organ of the H.R.C., and of the Branches, is the "Meccano Magazine."

MECCANO LIMITED LIVERPOOL ENGLAND