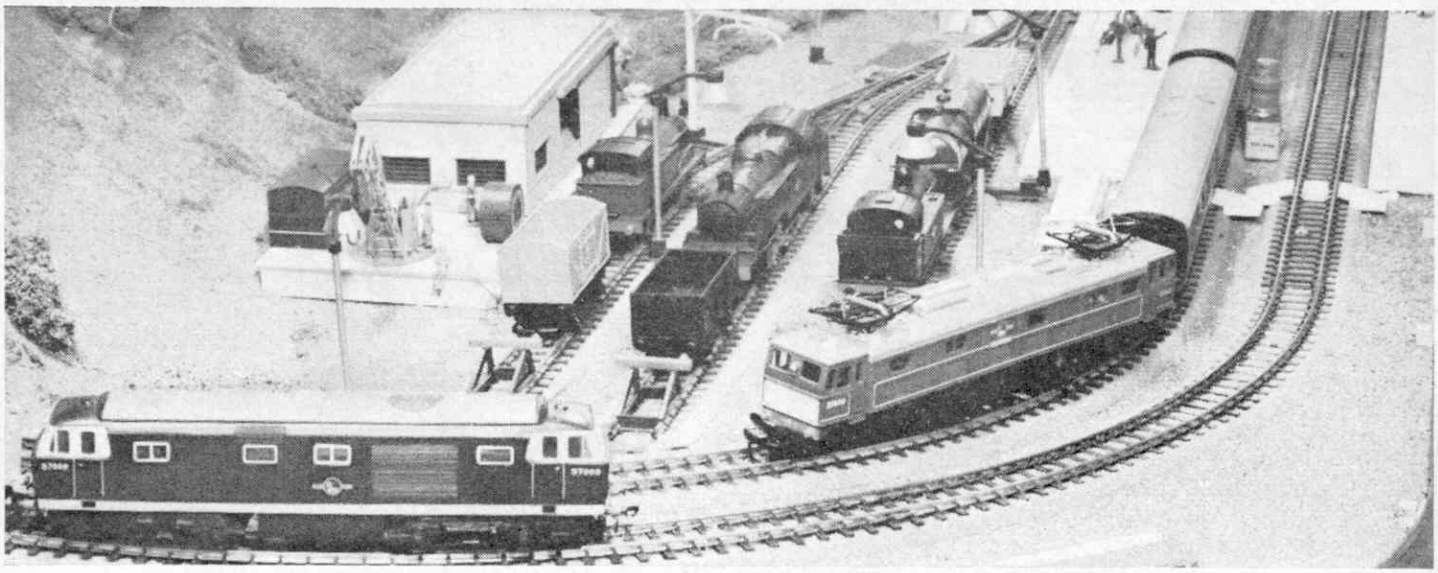
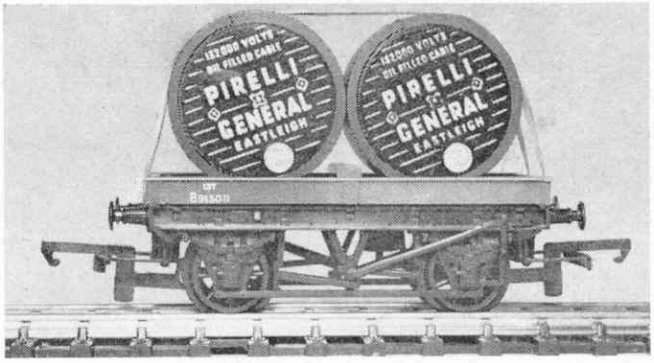


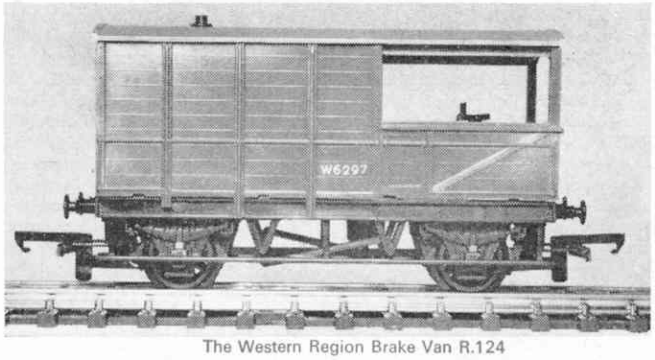
GOODS TRAIN TOPICS

MODEL Railway enthusiasts, irrespective of the size of their layouts, are nearly always more interested in goods trains than in passenger, probably because of the shunting that can be done. Shunting is a subject that fascinates nearly everyone and, unlike some operations on a model railway, it can be carried out in a comparatively limited space; in fact, many small yards require greater skill than their larger equivalents. Shunting does, of course, become necessary when individual wagons in a train have to be distributed to the various sidings in a goods yard, or alternatively when they have to be sorted into a predetermined order to form a train. Although most enthusiasts never bother to sort wagons into any specific order, this is done in real life, and it can make both operating and shunting much more interesting.

Naturally, large numbers of different types of wagons are desirable to make extensive shunting worth while. Take the Tri-ang Hornby range of rolling stock for example. A very wide selection is available, from ordinary goods wagons to really unusual types. These in particular can make shunting quite fascinating, because they would probably have to be set down in a special siding. Other wagons would, on B.R., be isolated in a goods train for safety reasons and yet others would be grouped together for convenience. The Shell Lubricating Oil Tank Wagon (R.211) and the Shell B.P. Petrol Tank Wagon (R.12) for instance, would never be run next to any wagon containing combustible material; indeed, wagons containing oil or petrol are very often run in trains of their own. Have you, incidentally, tried running trains consisting of one particular type of wagon on your layout? You will find that it can add a great deal of interest to train operation, especially if certain wagons in the train have to be shunted into different stations. If, however, your interest lies in mixed goods trains, remember to shunt tank wagons towards the end of the train, well away from the engine, with open wagons of the (R.112) and (R.113) types between them and the engine. A typical mixed goods train would probably consist of a brake van and then, either the Goods Wagon with Dropped Doors (R.112), Goods Wagons with Dropped Sides (R.113) or Open Wagon (R.10), followed perhaps by tank wagons such as the Cable Drum Wagon (R.18), or the Three Container Wagon (R.340) for instance, are used, in which case these should be shunted next to the engine. The closed van (R.11) or Fish Van (R.14) which is now, incidentally, finished in the new B.R. livery of ice-blue, should be situated between the goods wagons and special wagons. The two bogie tank wagons in the Tri-ang Hornby range (R.349 Bogie Chlorine Tank Wagon and the R.247 Caustic Tank Wagon) would be positioned with the other four-wheel tank wagons.

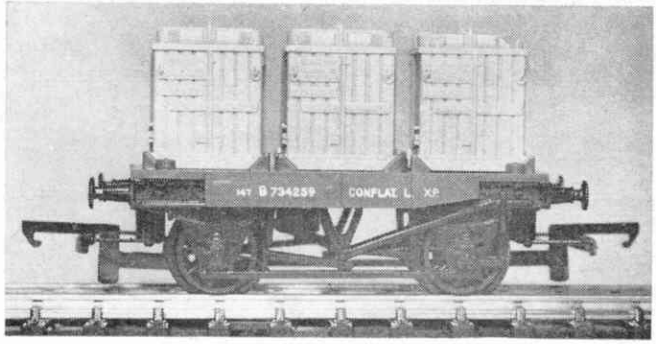


The Cable Drum Wagon No. R.18



The Western Region Brake Van R.124

The Tri-ang Hornby Three Container Wagon No. R.340



If the thought of special trains interests you, why not try a train of six Cement Wagons (R.564) or Bulk Grain Wagons (R.215). Complete trains of these two most unusual vehicles are most distinctive.

The only additional wagon you would require is a brake van at the end and in this field, the Tri-ang Hornby range gives you a choice of two. One is the more commonly seen Eastern Region brake van, used in almost every other region, and the other, the Western Region van, is normally used only on that region. Their equivalents in Tri-ang Hornby are the E.R. Brake Van (R.16) and W.R. Brake Van (R.124).

For those of you who like to see wagons carrying loads of one sort or another, the double deck Car Transporter (R.342) will be of interest. This is supplied complete with six Minix cars, four on the top deck and two on the bottom. A train of these is guaranteed to keep any shunter happy, especially if one or two other wagons are mixed in! A special car train could consist of three or four car transporters with one or more Flat Wagons with car load (R.17C) and, of course, the usual brake van at the end.

Finally, why not form a break-down train from Tri-ang Hornby Goods rolling stock, using the operating crane wagon (R.127), the Engineering Department Coach (R.620), and one or two additional wagons of the (R.113) type?