

# A Hornby-Dublo Shunting Game

**M**OST readers of the "M.M." will, at one time or another, have watched a locomotive engaged in carrying out shunting operations. It puffs busily to and fro pulling wagons from this siding and pushing them into that until apparently the train is arranged to its liking; then as a rule it makes off down the line with the train that it has assembled from the seeming jumble of odd items of rolling stock. Actually, of course, the wagons have to be sorted out according to their destination and placed in such an order in

in the direction from which it came.

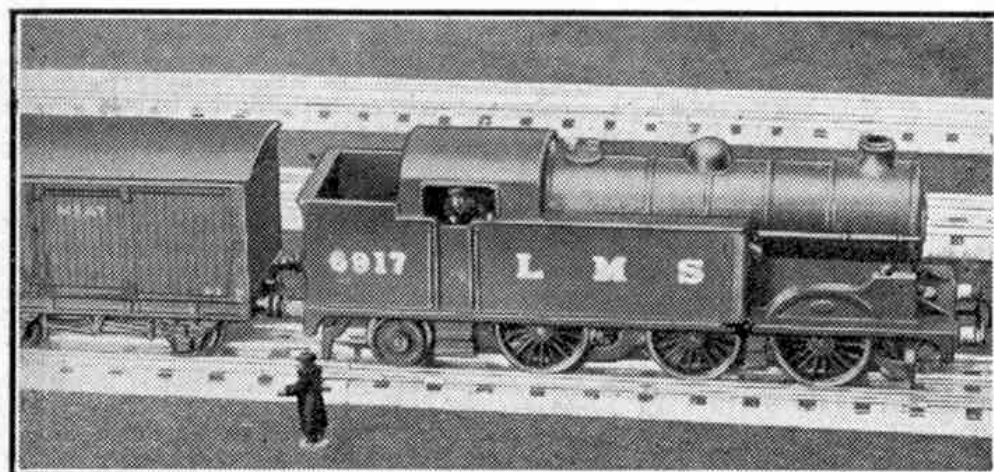
The engine and van are run into the reception loop, and stop while we consider just how to manage things so that our train is made up with the vehicles in the correct order. As the Wagon numbered 7 in the diagram is to be the last one in the train we back the engine and Brake Van into the shunting spur where the Wagon is standing. The Van is pushed up to the Wagon, their automatic couplings click smartly into engagement and we then run the engine

with this little piece of train to the reception loop again. The engine, of course, is at the wrong end of the "train" so we stop on the loop, uncouple the engine from the Van and run it forward on to the main line again.

This allows the engine to "run round," for having reversed along the main line until clear of the cross-over that was first used to enter the loop it can now run into the first dead-end road where Wagon 6 is waiting. Coupling up, the engine backs into the shunting spur; then pushes the Wagon forward to where the other Wagon and Brake

Van are standing on the loop line and so three vehicles of our train are assembled.

Back again to the shunting spur goes the engine and then picks up both Wagons 4 and 3. Wagon 3 is pushed into the now empty dead-end road next to the loop and left there while Wagon 4 is added to Wagon 5 and the two together added to those already standing in the loop. Now we can get Wagon 2 from the top road in the diagram and add it to Wagon 3. These two are added to the growing train and our task in the yard is nearly completed. All that remains is to pick up Wagon 1 and push it into



A Hornby-Dublo Tank Locomotive engaged in shunting operations. Note the realistic attitudes of the miniature figures.

the train that they can easily be put off at the correct point.

The diagram on this page will help to show how a series of interesting shunting movements can be carried out in miniature with Hornby-Dublo equipment. The diagram represents a useful arrangement of sidings with a reception loop where trains arrive from the main line, together with a shunting spur. This spur forms an extension of the loop and permits various movements being made in the sidings without the engine having to occupy the main line.

It should be pointed out that neither the reception loop nor the shunting spur are absolutely necessary; by their inclusion, however, operations are made more railwaylike and, as we shall see, more fun is obtained. The shunting yard as a whole can be incorporated as part of a complete layout.

The rectangular shapes bearing numbers that appear in the diagram represent various wagons standing in the sidings; the numbers indicate the order in which the wagons are required to form a train when shunting operations have been completed. In following out the scheme, however, boys can alter the order and position of individual wagons to an almost unlimited extent. Splendid fun can be obtained when there are several operators each of whom tries to carry out the work in as few moves as possible. "Contests" of this kind can be enjoyed regularly at H.R.C. Branch meetings and they can form an entertaining alternative to the normal running programme.

To commence operations let us suppose that a Dublo Tank Locomotive with a Brake Van coupled to it is approaching the yard along the main line from the left-hand side of the diagram. Its business is to move the wagons about to form a complete train with the Brake Van in the rear and then work it back

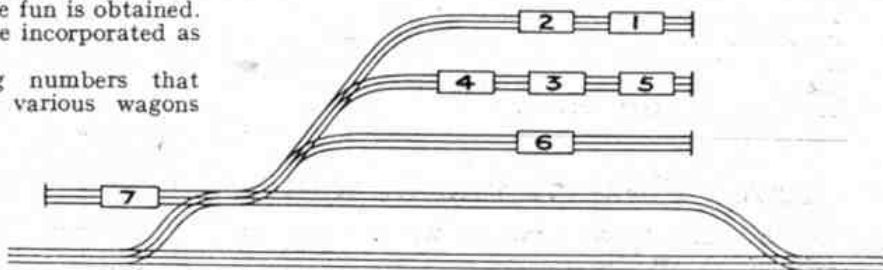


Diagram of the shunting yard layout referred to on this page.

the loop, make sure our train is all in order and we are ready for despatch.

Where shunting competitions are held between different operators the fun will become fast and furious, especially if one boy forgets to move the points and the wagons supposed to be added to the train are returned to the siding from which they have just been taken. Amusement can occur also when there are several wagons close together on the same road. An over-enthusiastic driver may then find he has pushed too hard against the first wagon and that it has coupled up automatically to the next.

# Shunting on Hornby-Dublo Layouts

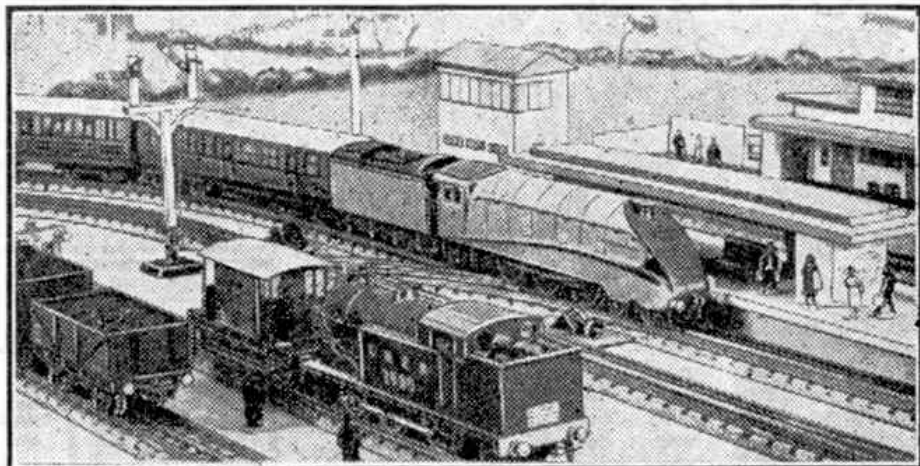
**SHUNTING** is, from the railway company's point of view, a necessary evil, and it is not as a rule regarded very favourably by those who happen to live near places where much shunting is carried out. It is however a fascinating business to watch, and the model railway owner invariably attempts to reproduce on his line the shunting operations that he sees on real railways.

The type of shunt with which we are all familiar is that carried out at wayside stations by the friendly and unhurried "pick-up goods." This kind of train runs from point to point, stopping here and there to pick up loaded wagons and perhaps to leave behind a few empties or vice-versa. On a much bigger scale the sorting out of loaded and empty vehicles, or the assembly of wagons for particular destinations, is carried out in the larger yards, often at busy junctions. Here the traffic from a whole district may be concentrated for despatch, and the re-distribution of traffic from all quarters may keep a fair number of engines busy night and day.

On a small Dublo layout there most likely will not be room for anything more than a siding or two, but this simple arrangement is quite sufficient for a series of fascinating shunting operations to be carried out. At the start of the period of working the wagons and vans can be placed in the sidings in any order at all. For yard operations and local freight working generally the Dublo 0-6-2 Tank Locomotive is quite suitable. The engine arrives at the yard either "light" or with a Brake Van attached. The scheme now is to assemble the varied collection of wagons and vans into a particular order. This will involve quite a number of movements to and fro until the operator has the train made up to his liking.

Usually the next step is to complete the train with the Brake Van at the rear and send it for a run along the main line. The next supposed point of call will no doubt be the same yard again, although larger layouts may include sidings at various points. However this may be, we can detach a wagon or two and then at the next step pick one up and so on.

Actually this kind of working can go on almost indefinitely, but most miniature railwaymen will no doubt prefer to restrict operations to the assembly of the train at the start and its ultimate working into the yard with the vehicles in different order from when they started out.



A Hornby Dublo Tank Locomotive and Brake Van in the sidings ready to start operations as described on this page.

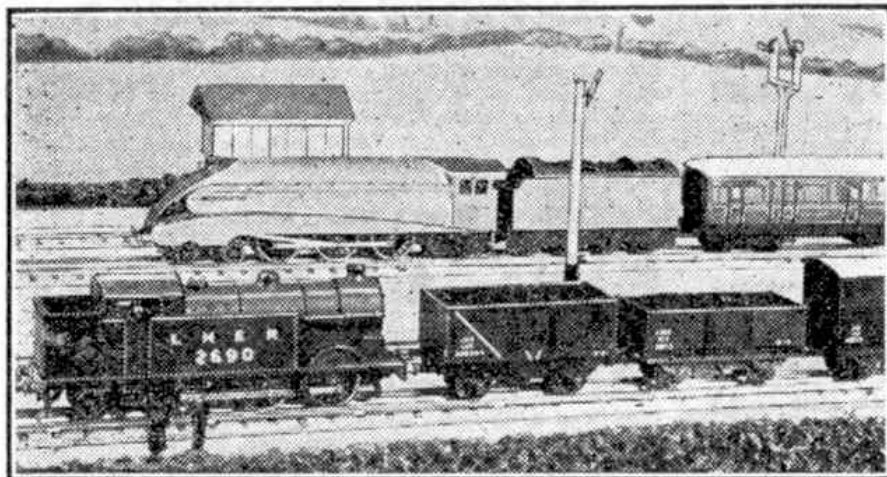
There are also other kinds of movements that can be considered as shunting operations. These involve the attachment of an odd van or two to a passenger train at a wayside station, and possibly their detachment at a further point. Often the train engine, whether a tender express or a tank, will have to do the work, especially if the extra vehicles travel next to the engine. This is quite a handy arrangement and one that is often seen in real life, and it saves the employment of a separate engine to carry out the station work.

On the other hand the layout plan may be such that a second engine is required to attach the additional vans in the rear of the passenger train.

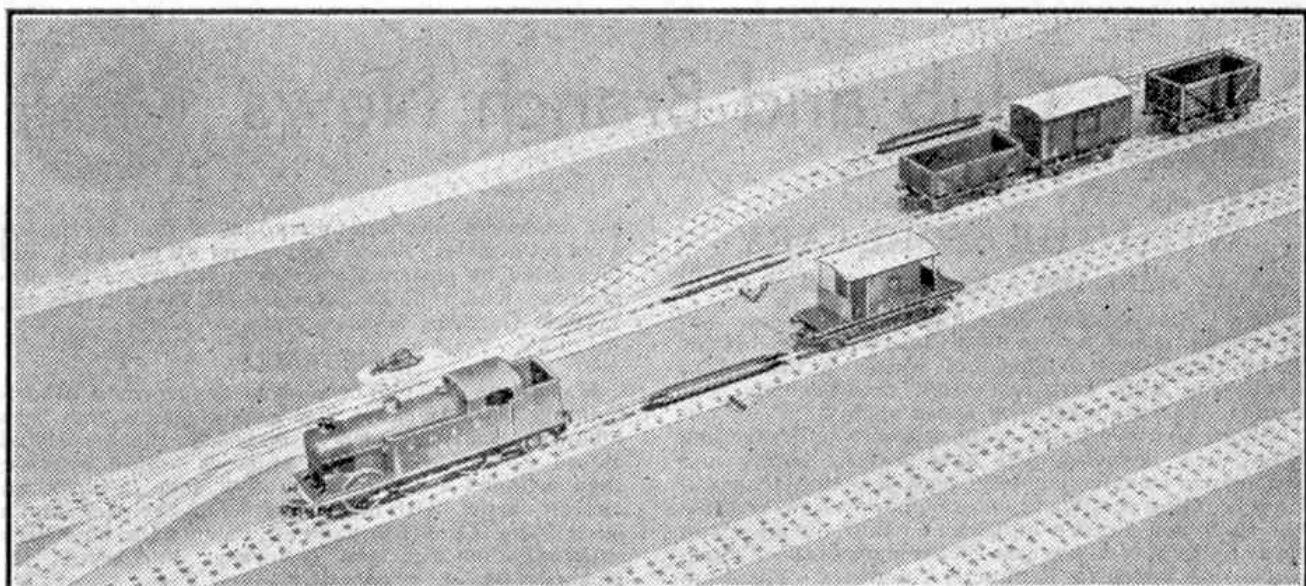
Success in shunting operations in miniature depends a great deal in not carrying out the movements at too high a speed. With electric locomotives gentle handling of the controller is essential, and the work will proceed smoothly and realistically. Clockwork engines are not so docile as a rule, but they can be made to move slowly if they are wound just sufficiently for the movement to be carried out.

The rolling stock and track too must be maintained in good order, but the model railway owner who follows the hints on these points that are given from time to time in these pages will obtain a good performance. The adjustment of couplings is important, and it is well to see that these are in order before beginning operations; otherwise there may be a succession of attempts to couple vehicles together without the couplings engaging properly.

For uncoupling, the Hornby Shunter's Pole is useful. The "shunter" should see which is the lower of the two couplings in engagement, and by manipulating the pole the lower coupling can be depressed so that the couplings disengage.



A shunt in progress in the siding while an express passes by on the main line.



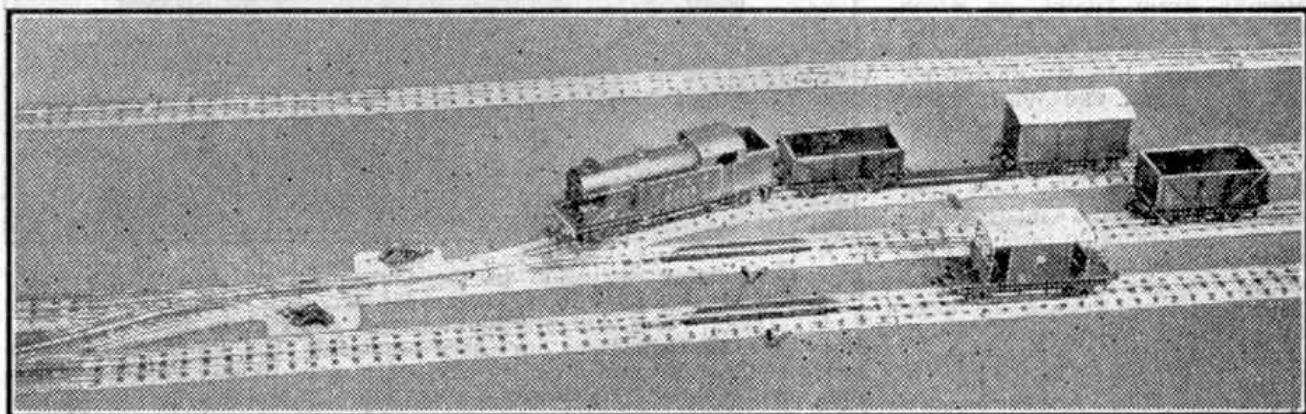
The Hornby-Dublo Tank leaves its Brake Van and moves off to marshal the vehicles in the sidings into the required order.

## A Hornby-Dublo Shunting Scheme

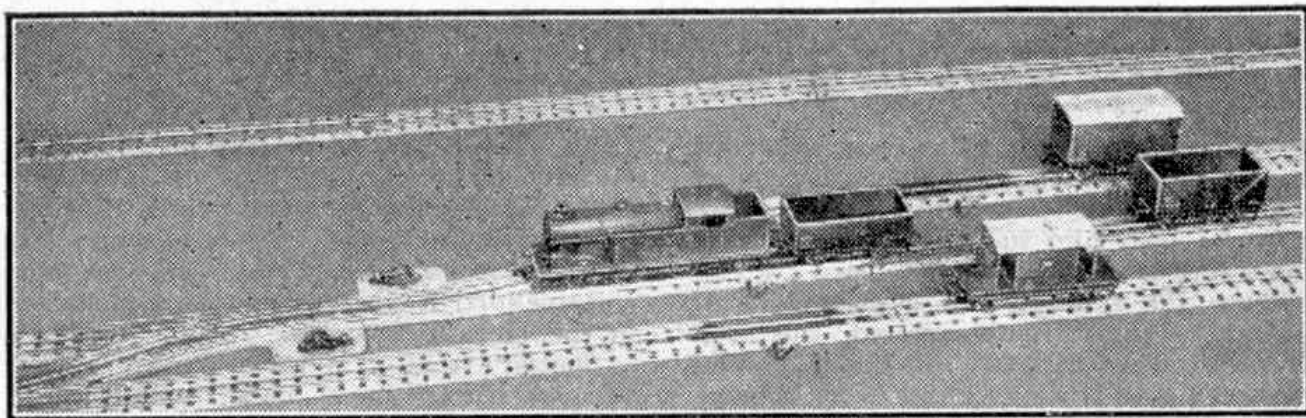
THE introduction of the Hornby-Dublo Uncoupling Rail described last month, opens up exciting possibilities in the way of shunting and marshalling operations. The accompanying pictures show a series of typical operations that are made possible by its use in a layout. On several occasions, in articles dealing with Hornby-Dublo Tanks at work, we have described a typical working scheme where the engine sets off with a brake van to assemble a complete train. It makes a series of trips round the layout picking up different vehicles in turn on successive calls at the one siding. In such instances the siding is supposed to represent a different local yard on each circuit. This is the type of local pick-up goods or trip-working, parts of which are shown in our pictures.

The typical siding arrangements and the

position of the Uncoupling Rails will be evident from the illustrations. To begin with the ramps of the Uncoupling Rails are left unset, that is in the "down" position; they are set in the operating position only when uncoupling is to be done. In the photographs there is shown what is usually known as a reception road. This can be a loop line alongside the main running lines, but provision of this is not absolutely necessary. On a small system there will not be space for a reception loop. We will assume that the engine and the Brake Van arrive at the yard where there are several vehicles to be picked up. The Brake Van having been uncoupled from the engine, as shown in the first illustration, is left on the loop while the marshalling operations are carried out.



The Goods Van and Open Wagon are set back into the far siding and the Goods Van is left there.



The engine brings back the Wagon to its original position and shunts it off for the time being.

We will suppose that we are required to make up a train in the order shown in the last picture. When the engine reaches the yard there are two vehicles together on one siding, a Wagon and a Van, and further along the same road there is a High-sided Wagon. We want to couple up to these first two, but not to the other one. This is where our practice in engine control previously advised in these pages comes in so useful. The engine is eased along until its coupling engages with that of the first Wagon. With the Wagon and the Van attached the engine moves forward again clear of the points leading to the second siding. The points are set, the uncoupling ramp in that siding is put in the operating position, and the engine backs its two vehicles "inside."

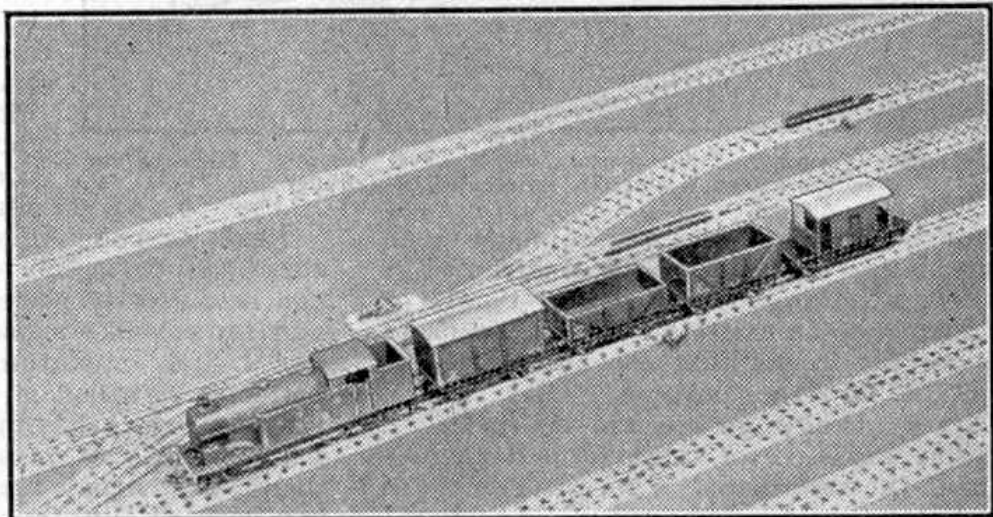
As soon as the couplings between the Wagon and the Van are separated by the uncoupling ramp, the engine stops quickly and is then reversed, drawing the Wagon forward again while the Van is left behind. This situation is shown in the second picture.

The next move is easy; the uncoupling ramp in the first siding is now set and the engine backs the Wagon into this siding and leaves it there. If this move is carried out smartly, the Wagon may run on far enough to couple up to the High-sided Wagon and the two will then be ready to move away. In the meantime, however, the engine returns and picks up the Van from the second

siding which is required to travel at the head of the train. Having collected this, it is an easy matter now to pick up, in addition, the two Wagons waiting on the next road.

This completes the vehicles that are to be picked up here and we have them in the order required. They are now brought over the crossover on to the reception loop, or main line as the case may be; and after they have been backed up gently to couple on to the Brake Van, the train is complete and ready for the next stage of the run.

On a small continuous system, the train may have to return to the same sidings to carry out the next set of operations. If other sidings are included in the layout they can be made the scene of



The Goods Van, Open and High-sided Wagons have been made up into a train and the engine takes them with the Brake Van on the next stage of the trip.

further pick-up operations. In any case, the moves to be made can be varied almost indefinitely. There is a great deal of fun in making up a train in a certain order in the smallest number of moves, and the Uncoupling Rail will add greatly to the pleasure of doing this. Other schemes will be dealt with in future issues.