

GOODS TRAIN COMBINATIONS

THE goods train as we know it today has an ancestry that can be traced back to the latter half of the eighteenth century although, in those days, goods wagons were of a very crude nature. The end of the nineteenth century saw vast improvements in the design of goods rolling stock and it is true to say that the types introduced at that time have evolved into the present-day robust fleet of goods rolling stock.

Today, the goods train is the most important source of revenue on the railways of Britain. Without it, industry would come to a halt. Generally speaking, goods trains are divided into several distinct types—perishable, parcels, cattle, milk, mixed and so on. Mixed trains have long been the favourites of railway enthusiasts, but in actual practice these have become largely superseded by trains consisting of one particular type of freight. It is therefore important, when compiling a timetable, to adhere to British Railways' practice by adding goods trains of the correct type.

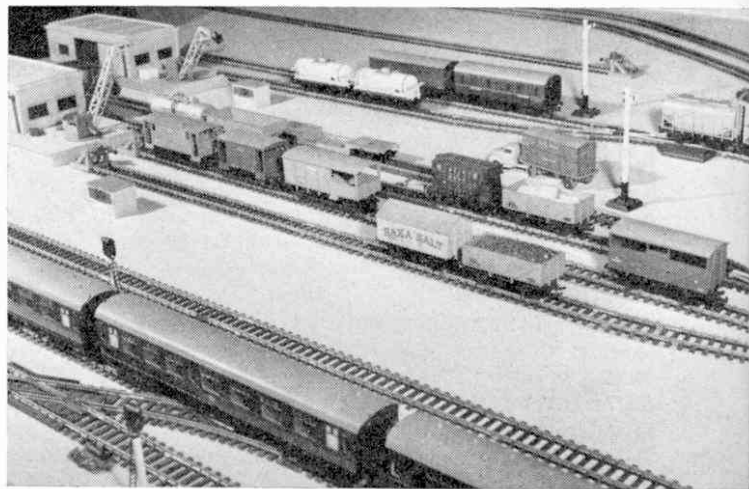
Modern goods wagons divide themselves into three or four different categories such as wagons used for mineral traffic, wagons for coal traffic and wagons for general goods. The heavy mineral traffic in many parts of the country—iron ore is a good example—demands wagons of a standard design. Such wagons are generally of the hopper type, and are represented in the Hornby-Dublo range by No. 4644 21-Ton Hopper Wagon. This type is the most widely used on British Railways, although there are small numbers of earlier wagons of varying sizes still in use.

Bulk transportation

The 21-Ton Hopper Wagon is used primarily for the bulk carriage of coal; indeed, it is quite usual for a train of them to be seen in the vicinity of a locomotive depot and automatic coaling stage. The bulk transportation of coal is always done in large hopper wagons, the smaller consignments to coal merchants being carried in either wooden wagons of the 13T type or the more modern steel wagons.

The Hornby-Dublo range of rolling stock contains models of both wood and steel wagons—No. 4655 16-Ton Mineral Wagon (Steel), and No. 4635 Coal Wagon (wood). The steel mineral wagon, as its name implies, is also used for transporting minerals and, on British Railways, has largely superseded the older wooden wagon, with its long history of useful work.

Two Hornby-Dublo Hopper Wagons No. 4644 in a realistic setting



A goods yard scene showing items of Hornby-Dublo rolling stock, among them the three types of Brake Van.

Before the nationalisation of coal, it was no rare sight to see trains of wooden wagons all colourfully painted in their own distinctive liveries. A modern private-owner wagon type is included in the Hornby-Dublo range. This is the distinctive Saxa Salt Wagon No. 4665 which is attractively painted in yellow and has red lettering.

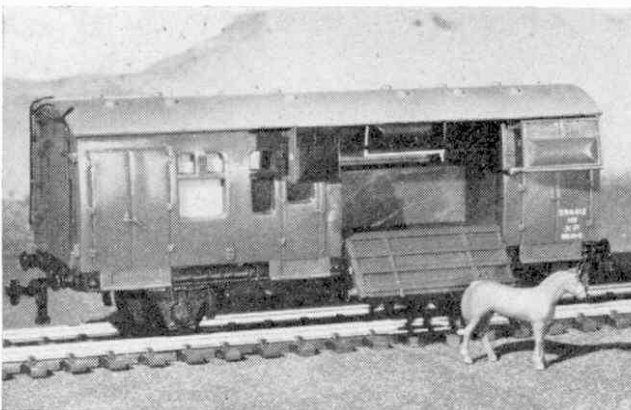
The modern British Railways' standard coal wagon is a development of the private owner wagon first designed by the now defunct Railway Clearing House. The steel mineral wagon, also first designed by the R.C.H., has a modern version fitted with vacuum brake equipment. The Hornby-Dublo model of this wagon (No. 4656) is painted in the brown oxide of the real wagon and has the correct white diagonal line on each side. Another Hornby-Dublo replica is the Coal Wagon No. 4653, filled with coal.

The general merchandise type of wagon can also be subdivided into wood and steel types—examples in the Hornby-Dublo range are No. 4640 Goods Wagon Steel Type, and No. 4670 13-Ton Standard Wagon. All manner of things may be carried in these wagons, from beer barrels and packing cases to drainpipes and agricultural machinery. The fascinating assortment of wagon loads made by Merit are ideally suited for loading open wagons. The typical small factory and private siding that is to be seen on many model railways should have one or two of these general goods wagons for the factory's produce.

A variant of the general merchandise wagon types are the wooden 'non-pool' wagons to be found in large numbers on British Railways. The 'United Glass Limited' Sand Wagon (Hornby-Dublo No. 4660) is one.

An interesting variety of wagons can be seen on almost any

The Hornby-Dublo Horse Box No. 4316 (Southern Region)



stretch of railway line; in fact, more unusual wagon types than ever have been introduced since the railways' modernisation scheme was announced. Now, complete trains of either bulk salt, cement, or grain wagons are quite a normal sight. The bulk salt and cement wagons are similar in general design and appearance, although the livery of each is different. The cement, salt and grain wagons are represented in the Hornby-Dublo range by No. 4626 Presflo Bulk Cement Wagon, No. 4627 I.C.I. 20-Ton Bulk Salt Wagon and No. 4625 20-Ton Bulk Grain Wagon. Each of these is highly detailed and is painted in its correct livery. These three wagons are usually run in complete trains, although there are instances where one or two wagons are run as part of a train. This would also apply to No. 4658 Prestwin Silo Wagon, the most unusual of all the bulk wagons.

An interesting train can result when a number of these wagons are included. I have known enthusiasts run complete trains of one particular type of wagon to add to the authentic affect. Particularly pleasing are wagons that have been weathered, especially if a number are run in a train. The three types of wagon mentioned above are a comparatively recent development resulting from the manufacturers' desire to transport their products in bulk. Large numbers of them are now running on British Railways.

The covered wagon, or van, has a history almost as long as that of the humble wagon and is also well represented in Hornby-Dublo. At one time, a fantastic variety of vans were to be seen on British Railways, but in more recent times B.R. have decided to complete the very necessary work of standardisation. The variety of vans used is still quite considerable, among them being the 12-ton ventilated van, probably the most common van in regular use. The Hornby-Dublo model, No. 4325, represents British Railways' standard version of this van, and a timetable with an extensive goods service would require a number of them. For variety, however, one or two of the more unusual vans would add interest. There is, for instance, the Gunpowder Van No. 4313, a type which formerly belonged to the Great Western Railway and one that is ideal for layouts with a quarry. But there is one important point to remember—never couple one next to a Petrol Tank Wagon!

Railways serving dock systems always have a number of the 'perishable' type of vans—among them the banana van, the 6-ton refrigerator van, the Blue Spot fish van, passenger fruit van and, of course, the ever-popular 12-ton ventilated van. These vans are often run in train loads or, alternatively, in mixed 'perishable' trains of fish, fruit, banana and a number of refrigerator and ventilated vans.

For those of you wishing to use these vehicles on your own layout, the Hornby-Dublo equivalents are No. 4300 (Fish Van), No. 4320 (Refrigerator Van) and No. 4301 (Banana Van). All had counterparts owned by the pre-nationalisation railway companies and the actual vehicles can still be seen, although their numbers are diminishing year by year as standardisation becomes more widely effective.

Colourful and numerous

Of the non-pool wagons, by far the most colourful and numerous on the railways are the petrol and other liquid tank wagons. These are all represented in the Hornby-Dublo range, and the enthusiast has a choice of eight—No. 4676 Esso Tank Wagon, No. 4678 Shell Tank Wagon, No. 4677 Mobil Tank Wagon, No. 4680 Esso Fuel Oil Tank Wagon, No. 4675 I.C.I. Chlorine Tank Wagon, No. 4679 Traffic Services Limited Wagon, No. 4685 I.C.I. Caustic Liquor Bogie Wagon and No. 4657 United Dairies' Tank Wagon.

Once again it is normal practice for tank wagons to run either in trains or to form part of mixed trains. Milk trains are usually run very early in the morning or very late in the evening and you must remember to plan accordingly when devising your timetable.

To carry the more unusual loads, a fleet of special wagons was built by British Railways. The bolster and well wagons are of this type, both well known by enthusiasts, and are usually to be seen in the precincts of any medium-sized station. The normal uses of the Bogie Bolster Wagon (Hornby-Dublo No.

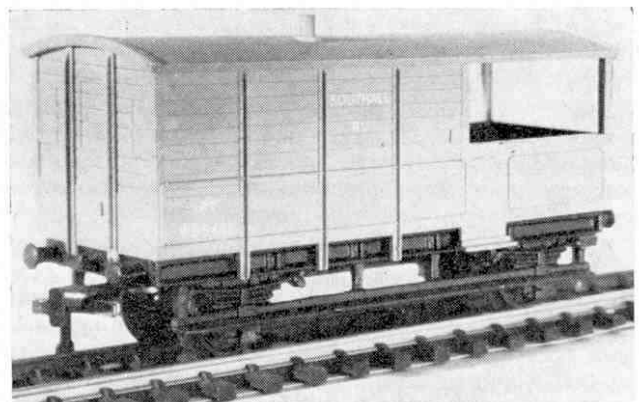
4610), and the Double Bolster Wagon (Hornby-Dublo No. 4615) are to transport loads of logs or sawn planks. The transportation of large, cumbersome objects such as tractors and transformers would pose a problem to the railways if it were not for wagons of the bogie well type.

These are similar to the mammoth Welltrol that has been known to carry ships' propellers and other large and weighty objects. Machinery is dealt with in both the Hornby-Dublo range, and prototype practice, by the use of a Machine Wagon, Lowmac (Hornby-Dublo No. 4652).

The carriage of livestock was at one time the major industry of several of the smaller railways in Britain, but since the growth of road transport the carriage of livestock has become of secondary importance. Many wagons of the cattle and sheep-carrying type are still in use and are usually of a standard type. The 8-Ton Cattle Wagon (Hornby-Dublo No. 4630), is intended primarily for cattle, but sheep and other farm animals are often carried in them. Horses are still carried, although in greatly reduced numbers, by B.R., and there are two horse vans in the Hornby-Dublo range. They differ from each other in the sense that No. 4315 is a British Railways' Horsebox, finished in maroon, and No. 4316 is painted in Southern Railway green.

Most important

The most important vehicle on any goods train is the brake van. Without it, all manner of catastrophies would occur. There was a time before the turn of century when the guard of a goods train might work for anything approaching 16 to 18 hours and became so weary that accidents occurred far too frequently. The brake vans themselves were often unusual and distinctive—examples are the Highland Railway's 'Birdcage' vans. After nationalisation one standard type was developed, although, in point of fact, three types of vans are in common use. These are represented by the three vans in the Hornby-Dublo range—No. 4310 Goods Brake Van L.M.R., No. 4311 Goods Brake Van B.R., and No. 4312 Goods Brake Van W.R.



Above: A close-up of the Hornby-Dublo Western Region Brake Van No. 4312

Below: The United Glass Bottle Manufacturers' Sand Wagon No. 4660 in yellow with black lettering

