SPECIAL JOB FOR THE NEW

HORNBY GOODS SET

A Scheme For Industrial Train Working

THE introduction of the new Hornby Electric Tank Goods Set, based on an 0–4–0 Tank Locomotive to haul two open wagons and a short guard's van opens up a completely new aspect in model railway layout and operation. An example of this is provided by my own L.N.E.R. (Longdon, Newborough & Easthyde Railway) Hornby-Dublo layout, into which

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one of these sets has been introduced for industrial working in conjunction with the branch line working.

When a paper mill on the layout started planning considerable modernisation and extensions. these developments called for sidings to serve both incoming materials and the dispatch of products.

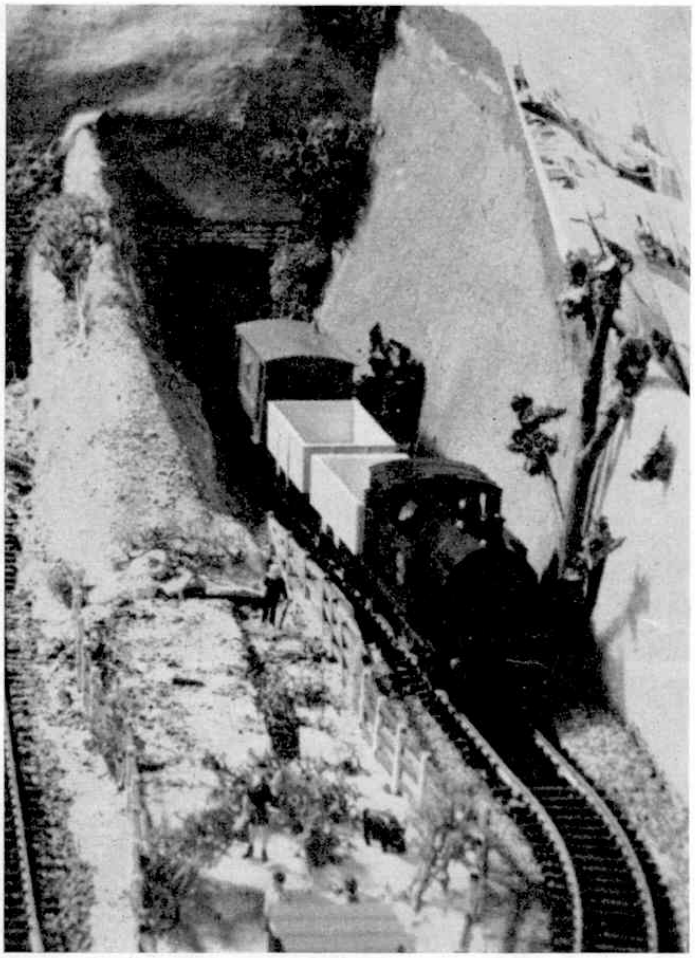
On a model layout, a paper mill constitutes an unusual lineside factory, but the industry is one which admits a wide range of railway traffic operation so that much interest is added to the layout.

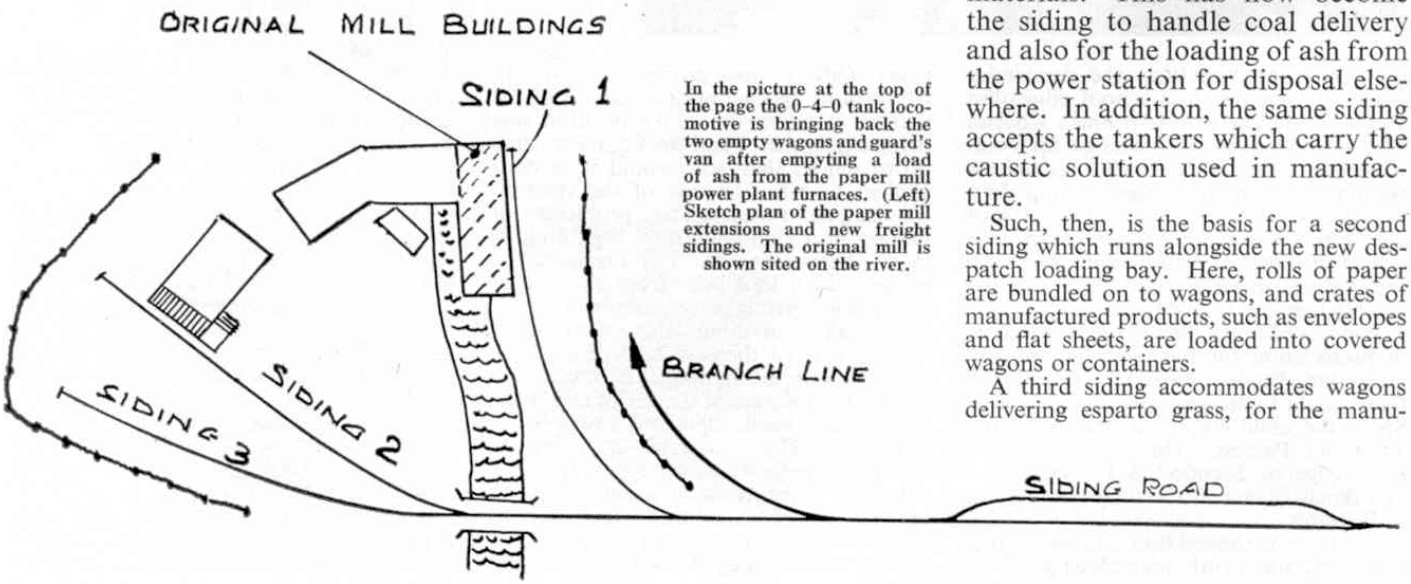
Water is essential in the manufacture of paper, so that original mill buildings are sited on the bank of a river, and raw materials, as well as coal, are delivered by barge. Not far from the mill is a well-used branch line, and planning of the new industrial track and sidings was guided by giving access to this branch line.

Before the new power station and factory buildings were started a siding was laid in to bring building materials. This has now become the siding to handle coal delivery and also for the loading of ash from the power station for disposal elsewhere. In addition, the same siding accepts the tankers which carry the caustic solution used in manufacture.

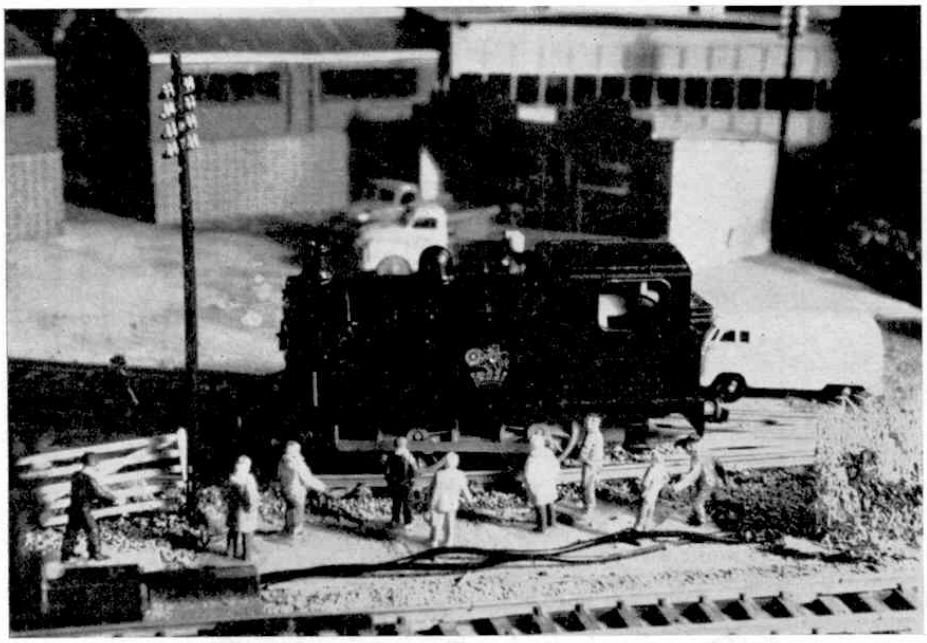
Such, then, is the basis for a second siding which runs alongside the new despatch loading bay. Here, rolls of paper are bundled on to wagons, and crates of manufactured products, such as envelopes and flat sheets, are loaded into covered wagons or containers.

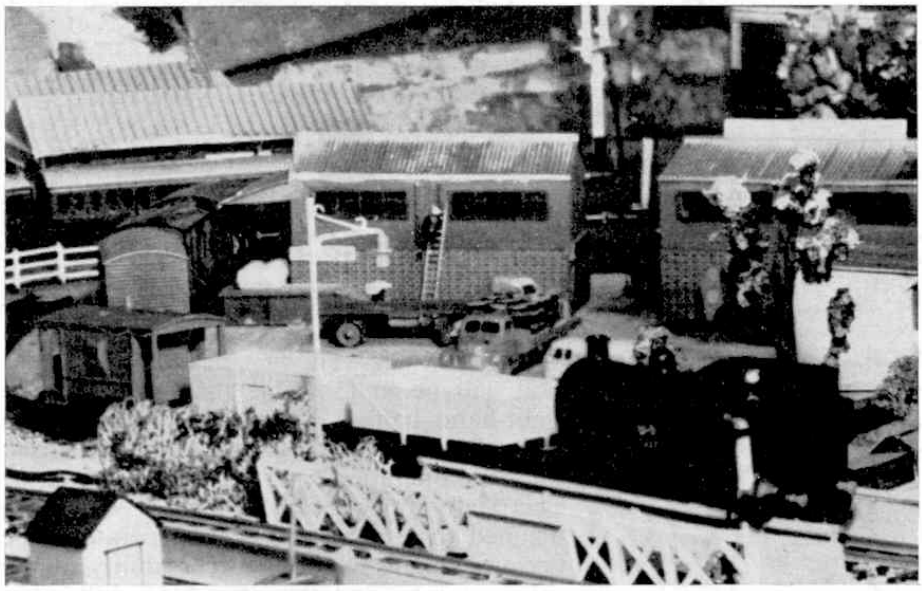
A third siding accommodates wagons delivering esparto grass, for the manu-

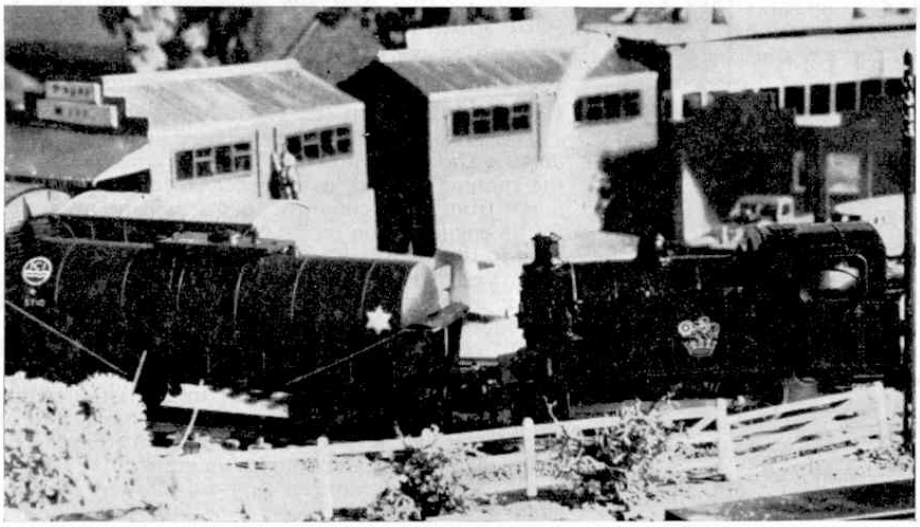




In the picture at the top of the page the 0–4–0 tank locomotive is bringing back the two empty wagons and guard's van after empyting a load of ash from the paper mill power plant furnaces. (Left) Sketch plan of the paper mill extensions and new freight sidings. The original mill is shown sited on the river.







Top (left) Delivery of the new 0–4–0 tank locomotive for work in the private sidings of the paper mill attracted considerable attention by those interested in engines. (Centre) Activity in the yard of the busy Canal Wharf Paper Mills of the author's Longdon, Newborough and Easthyde Railway layout. The 0–4–0 tank locomotive brings in empty open wagons to Siding number 3. (Bottom) The 0–4–0 tank engine shunts in a full bogie tank on Siding number 3 to the storage tanks which adjoin this siding.

facture of paper, to the overhead equipment which takes the grass into storage. The layout is seen in the attached drawing.

Such a simple track layout opens up great possibilities for correct working based on industrial practice, the 0–4–0 tank locomotive taking care of all wagon movements over the whole siding area. The sidings are electrically insulated from the main layout, and operations are controlled by the Hornby I Power Unit supplied with the train set.

Now let us look at a part of the normal series of operations, which naturally differ from day to day. Esparto grass is brought in wagons by normal locomotives and the wagons are left in the siding road of the branch line. From here, the 0–4–0 Tank Engine shunts them into number 3 siding for unloading. The locomotive then collects loaded wagons from number 2 siding and shunts them to the siding road, waiting there for a train of empty covered wagons. Those for the mill are detached, those standing in the siding road are attached, and the train moves away, leaving the tank engine to shunt the empties into number 2 siding.

Once the open wagons in siding 3 are emptied they must be moved to siding 1 for the collection of ash from the power house. These filled wagons are attached to the guards van and drawn out to a distant siding where the ash can be emptied.

Such operations are extended to regular deliveries of caustic solution in the Tankers (No. 4685) and coal supplies are delivered at regular intervals in Open Wagons (No. 4635).

This application of the new No. 2001 Hornby Electric Tank Goods Set is only one of a series of industrial uses to which it can be put on an existing layout, and no matter how that layout may be arranged, this set will aid definite freight operations and make the whole scheme much more interesting.

An entirely different working is used in the sidings of my timber mill. This will be described and illustrated in a future issue of the *M.M.*

THE BRITISH LOCOMOTIVE SHED DIRECTORY

(Ian Allan, price 3/6)

The usual annual addition of information has been packed into this useful handbook. The exact whereabouts of every main line locomotive shed and depot in Great Britain is included, thereby making it an invaluable work for the locospotter. A most recommendable publication once again.