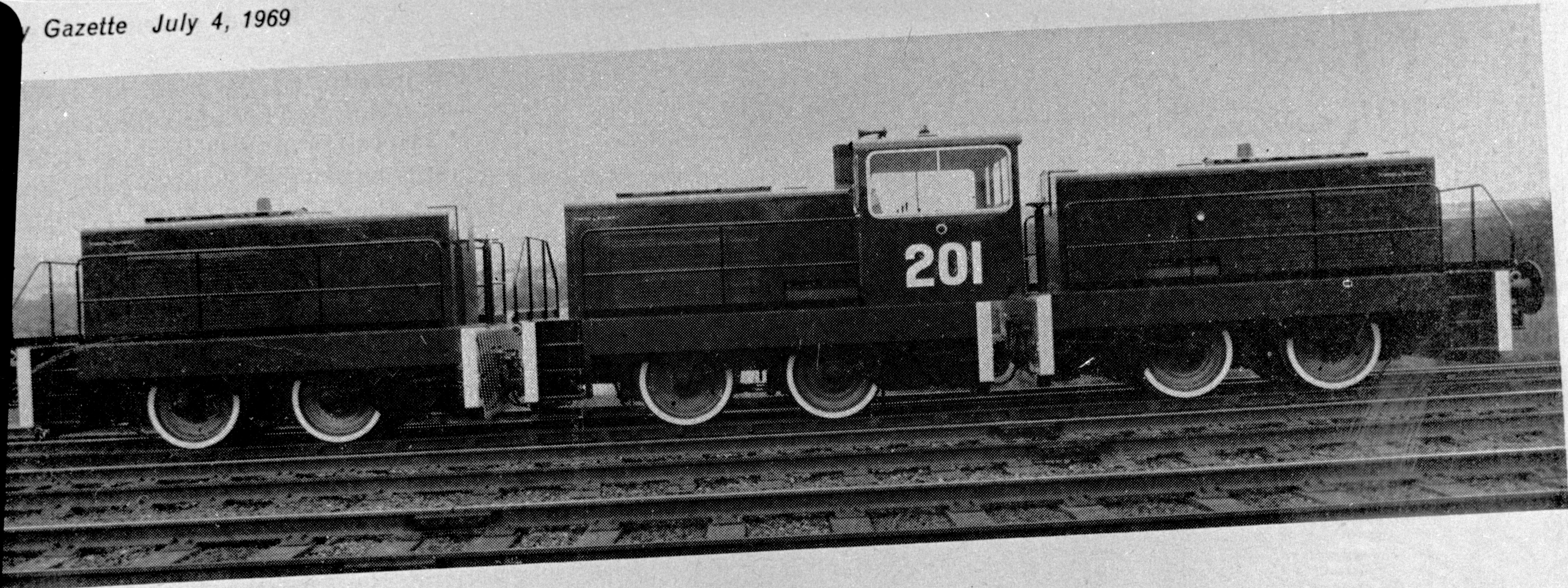




BRITISH ARTICULATED INDUSTRIAL SHUNTERS

development of diesels to
fulfil heavy industrial duties;
triple 834 hp unit of
20 tons evolved to meet
Norman Long Steelworks needs
by Thomas Hill (Rotherham)
limited

TO GET ADEQUATE power within an
acceptable axleloading and provide a
flexible tractive unit for use in industrial
objective

units with hydraulic and mechanical
transmissions were also offered.

Unfortunately the controls on those
with hydraulic and mechanical drives,
whilst effective for independent opera-
tion, did not lend themselves to neat or
straightforward tandem operation.

The proposals generally put forward
were either clumsy or incorporated
equipment which was not suitable in its
proprietary form. As offered therefore
these did not incorporate compact con-
trol equipment for tandem operation
and did not find favour with the
operator.

The problem of meeting the require-
ments of operators wishing to use a
standard units to obtain

demonstrated the principle of the use of
standardised components in multiple.
Much more flexible possibilities were
presented with diesel shunters and
Thomas Hill designed and built an
electro-pneumatic system of control
incorporating electro-magnetic actuator
mechanisms which permitted two or
more locomotives coupled in tandem or
triplicate to be driven by one man
located in any of the locomotives.

This principle was first incorporated
in three 25/26 ton Vanguard 175 hp
diesel-hydraulics in 1965 for use on the
private railway serving quarries at
Frome of Roads Reconstruction
Limited. These were very successful and
a heavier 210 hp 32-ton locomotive has
been built for same operator. It

is
not
to
be
used