

ROAD 'N' RAIL



MAXITRAK OWNERS' CLUB MAGAZINE



Number 80

Summer 2016

Welcome to new members

These are the new members up to September 2016

Mem No.	Name	Address
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1025	Mr M Kimmins	
1026	Mr Tonks	
1027	Mr D Howes	
1028	Mr J Barnett	
1029	Mr B Nichols	
1030	Mr J O'Brien	
1031	Mr Halsey	
1032	Mr D Williams	
1033	Mr P Barnett	
1034	Mr A Smith	
1035	Worthing DSME	
1036	Mr P Frost	
1037	Mr K Searle	

Should you wish to obtain further details of any member please contact the Secretary

On the front cover:

Looks like a budding young steam driver in the making to me! Seen at the Boiler Testing day at Leatherhead back in March is this very nice Pearl loco having successfully passed its boiler test.

Road 'n' Rail

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Contributions:-

Contributions in the form of articles, photographs and letters are most welcome and should be sent to the Editor, details on the opposite page. Inclusion or publication of an article however does not constitute agreement or endorsement of the author's view

Committee 2016/7

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ROAD

‘n’

RAIL

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of
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Editor's comments

May I first of all apologise for this issue being somewhat later in the year than planned, the main reason was a lack of articles to publish so, as you will see I've had to do a bit of research on some of the new projects underway at the factory. I know I make a regular plea for inputs but it would make things so much easier if I had a bank of articles to work on. Whilst this is being written in early September I'm already thinking about the next issue due out in the Autumn.

In this issue I was able to do a bit of research on one of my favourite diesel locos, the Deltic, which is nearing completion at the factory. This promises to be a finely detailed 7¼" gauge model that should set new standards, much as the Class 20 and 73 have in 5". With a good sound system this should really be a 'head turner'. The 'Galloping Goose' railcar was a pleasant surprise and, to say that only 7 were built for the Rio Grande Southern has built up something of a cult following. This should be a particularly interesting model in 7¼" gauge and will surely attract a lot of attention.

I do depend on Club members inputs to produce a range of articles that will interest our members so, please keep the articles rolling in - after all, feed back between Club members helps us all not only enjoy our hobby but also make an occasional improvement to add our own personality to a 'standard' product.

Next year's programme is coming together so I'm particularly keen to get plans in place and produce our next issue in the Autumn, I feel we must get 2017 dates fixed so that all Club members can plan ahead and join us at one of the events that that is convenient to their location, enables them to meet fellow owners of Maxitrak models and, possibly get ideas how to make their model even better.

Latest details of the visit programme, as they become available will be posted on the MOC web site.

Jeff

Parish Notices

March	Boiler testing day at Leatherhead (date to be confirmed)
June 3rd	Visit to Norwich & District SME (date to be confirmed)
August 5th	Visit to Surrey SME, Leatherhead and MOC AGM

The visit to the Worthing Club, which in recent years has been on a Sunday in mid-August is likely to be moved to an earlier date in 2017.

A view from the Chair

The running season is well under way once more many of you belonging to clubs around the country will be public running. At Leatherhead progress has been good in getting the raised track ready with the last pour of concrete done in April. Brand new track using PNP plastic chairs and sleepers, many a cold winter night bending rail threading on chairs and producing lengths of track. Apart from digging my job has been to block pave the area around our traverser. The track is now complete apart from a few adjustments.

During the winter months I tend to concentrate on my model railways, currently in am building an American layout and finishing a small, LMS terminal layout. Being born and bred in south London I don't know why I like LMS, maybe I like red engines. My interest in American railways started when I owned a model Big Boy years ago I gave that away (very stupid)

I look forward to seeing you at some of the rallies unfortunately my car went wrong again and I missed Norwich, I now have new car to get me to the other rallies.

My next trip out will be to the Bristol model engineering show in August but I hope to see some of you at Leatherhead before then.

Trevor

2017 visits programme

The Committee are always conscious that our visits programme is way for fellow Maxitrak owners to get together, enjoy running their models and pick up ideas on how to make their model even better. As such, we continue to try various venues across the country to enable Club owners to attend.

We already have Leatherhead, Norwich and Worthing on our programme but are anxious to see some more venues.

To try to avoid a focus on 'London and the South-East' we would like to visit another venue in the Midlands again - Derby is a possibility being investigated again. There is a possibility of another venue on the South Coast, this time at Fareham which is being followed up.

In the meantime, if any MOC member would like to consider hosting a MOC visit to their local club please let Tony, our Secretary know. We welcome a venue for, mainly 5" locos and, possibly some small traction engines. There are an increasing number of 7¼" locos in 'the Club' as well.

Raised track improvements at Leatherhead

In the last issue of Road n Rail I wrote about a major upgrade to the Leatherhead raised track to prevent the passenger carriages tipping if a passenger were to lean out. The track and its support structure has been completely re-laid including some major work where the track passes over the stream that runs through the site.

The work is now almost complete and test running is under way. It should be available for limited running for our August visit and it is hoped to have it available for public running on August Bank Holiday Monday.

We had to remove all the old track and the concrete piers then dig out down to the chalk (about 8") to provide a firm foundation. Edging to the excavated strip was then installed and concrete poured into the trough, the piers were then put back in place. An all-new multi-gauge track was then fitted using steel rail and PNP plastic sleepers and chairs - as can be seen in the photos below.

At each of the bridges we had to deck these out and add handrails, the traverser decking had also to be extended and the area around it block paved.

The whole exercise has cost our club a large amount of time and money, the end result is that there is nowhere on the track where a carriage can tilt and hit any obstruction. If a carriage does tilt the side skirt will simply come into contact with the concrete or decking and stay upright.

Trevor



Boiler test day 2016 at Leatherhead

Moving the boiler testing venue to the Surrey Club track at Leatherhead last year was judged a success for everyone, especially those with steam locos to have a run on the track and demonstrate that the water pump was working. There were a good number of road and rail steam models to keep Andy and Trevor busy. Below is a selection of photos taken at the event.

Our thanks to the Surrey Club members for making this possible.



Another two fine locos seen at the Boiler Test Day



MOC 2016 AGM

After the success over the last couple of years of arranging the AGM to coincide with our visit to Leatherhead in August, this year's event followed the same format.

Chairman Trevor summarised events over the past year then went on to thank everyone for attending.

Wearing both his Secretary's and Treasurer's hats Tony reported that that the Club finances continue to be in a healthy shape and he sees no reason to change the subscriptions for the coming year. Membership numbers are slightly down on last year but we get a steady influx of new members sponsored by Maxitrak, some of whom continue their membership in subsequent years. A major element of our expenditure is magazine printing, costs of this is kept to a minimum by good relations with the factory - postage cost is outside our control but advance purchase of postage stamps when an increase is imminent reduces the impact.

Tony was pleased to note that an increasing number of Club members are paying their subscription by standing order, but made a plea for those that pay by internet bank transfer to please include their membership number in the payment reference field. Finally he went on to thank Andy, Alex and Michelle for their support.

I made my usual plea for articles for the magazine, apologising for the late publication of this issue (see Editors comments on page 4). We then discussed possible venues for rallies in 2017 asking those present for ideas for future venues. Norwich, Leatherhead and Worthing are offered again and a new venue, Fareham, is a possibility. A return visit to Derby next year is also a possibility.

There being no additional nominations to the Committee the present Officers agreed to carry on for another year.

Visit to Norwich SMEE Saturday 4th June

Eaton Park in Norwich is a splendid location for a miniature railway especially in the warm sunshine of a June Saturday with wild flowers in bloom. We had four visiting MOC locos this year - two yellow Planets (Neville Quick's and Daphne's), Martin and Cathy Houghton's Class 20 and Graham Miles with his well travelled Jack 'Lily'. Several Norwich Club members were also on hand so there was plenty of activity around the steaming bay and station, with frequent trains heading off around the half mile of ground level track.

This being our eighth visit to Norwich it is interesting to see the many site developments that have taken place over this time. The ground level track is laid on a concrete base and uses flat bottomed steel rail to give a smooth ride. A lot of work had taken place since our visit last year to replace many on the wooden sleepers, laid 10 years ago, with the plastic type. Some remodelling of the track around the station is in progress to give more flexibility on busy running days and work is also in hand to build a signal box.

As usual we were made most welcome by our hosts and we enjoyed the nice lunch they had laid on for us in their splendid clubhouse. Many thanks to the Norwich Club for their hospitality and we hope to take up the invitation to go back again next year.



Leatherhead Rally, Saturday 6th August

Having noted that 2016 was our eighth visit to Norwich, a thought occurred to me when preparing the Leatherhead visit report - how many years have we coming to this venue? A look back over my past issues of Road n Rail confirmed that we have now been coming to Leatherhead since 2003 making this our fourteenth visit! Again, like Norwich, we've seen several site developments over that time including the ground level track extension and, more recently, the rebuilding of the raised track.

The Leatherhead visit generally attracts the most visiting locos (and the occasional traction engine) and this year's event was no exception. Steam locos included a Jack, the unique Garratt (based on two Dixie chassis and an Opal boiler) and a Sapphire. The 'small' battery-electrics were well represented with several Planets, a Coronation and a Plymouth, whilst the larger electrics included a Simplicity, an F7 (with matching 'B' unit) and a Class 59.

Paul Parsons, owner of the '59' and seen in the photo below, told me that the Class 59 was the precursor to the more numerous Class 66 with which it shares the same body but with different internal layout. His model is based on 59003 which was modified for use on the European mainland in 1997 as part of a joint venture between Foster Yeoman and Deutsche Bahn: DB Yeoman GmbH. In 2001, the locomotive was acquired by Heavy Haul Power International, also for use on German rails. On August 2014 the locomotive was purchased from HHPI by GB Railfreight after which it returned to the UK. Another of the class, 59005, set the European haulage record for a single locomotive, with a stone train weighing 11,982 tonnes!



We were able to inspect the updated raised track (see Trevor's article on page 6). The Surrey Club have certainly put a lot of work into the upgrade which will make it impossible for their side skirted passenger carriages to tip over.

Shown below, and on the following page are a selection of photos taken at the Leatherhead event. As can be seen, it was a beautiful sunny day and everyone thoroughly enjoyed themselves..

Many thanks to Trevor and the Surrey Club for providing the catering arrangements and making us so welcome.





All too soon it was time to start packing things away and contemplate the journey home. No doubt the roads would be busy again but, we've come to expect that on a summer Saturday.

Two alternative forms of motive power

At our visit to the Norwich Club back in June one of their local Club members was running his latest petrol-hydraulic locos. On previous visits we've seen a couple of smaller locos, also petrol-hydraulic using lawn mower engines, interestingly they could be coupled together to double-head to handle heavier trains. The new loco is somewhat larger with an electric start engine and, with its sideways facing seat is not unlike the Maxitrak Hudson.

The photo below shows Martin Houghton at the controls (MOC member Martin is also a member at Norwich) with Cathy and Daphne. I understand from Martin that he very quickly got used to sitting 'side-saddle' and found the loco very easy to drive.



Then, on our visit to Leatherhead one of the Surrey Club members was having a test run with his petrol-electric loco. The bodywork has still to be finished but it enabled us to see the workings. The petrol engine drives two alternators - one for power to the traction motors, the other to charge the battery, see photo below.



A loco chassis turning jig

I was getting fed up with man handling my Maid of Kent chassis - every time I wanted to carry out work on the cylinders or the inside valve chests I had to turn the chassis over. When turning the chassis over I had to be careful not to damage the reverser lever or the steam pipes from the cylinders.

I had seen very complicated chassis turning mechanisms with gear wheels and chains which looked very nice but very expensive. I started to think what was the end result I required - this was to be able to rotate any 5" gauge chassis that I may make so that the levers and pipes would not be affected. To this end I would need to build something that was able to hold at least 48" in length and be around 10" off the bench. It would also need to be adjustable so that any chassis would be able to be held in the same way, and the rotation had to be lockable so the chassis was held in the right elevation to carry out the work.

Travelling to Bristol one day I got my pad out and drew some 3D drawings of various parts of the holder. I went to B&Q and brought some steel angle which was to form the base. I looked around the workshop for other pieces of metal I could use. The only other metal I had to buy was some 2" round steel bar and 1" square for the uprights.

The base is made from the steel angle - the 2 longitudinals, spaced to allow the square upright between them, were then welded to a cross piece at each end that is used to fix the jig to the work bench.

In the photo on the right one can see the welded up base on the bench next to the loco chassis. At each end can be seen the welded cross pieces so it looks like an extended H. Below is one of square uprights with clamping plate.



I then made 4 small plates which act as the supports of the uprights and clamps the uprights to the base in positions to suit the length of the loco chassis. Making these plates involved a lot of filing to produce the inch square holes. The uprights were drilled and welded to the clamp pieces.

The attachment to the loco chassis takes the form of a gripping bar that clamps across the loco buffers. The gripping bar is attached to the 2" round bar into which is fitted a spindle, this passes through holes in the uprights enabling the chassis to be rotated.

The 2" round bar was faced off then drilled and tapped $\frac{1}{2}$ " x 26 ready for the spindles. They then had to be cut to hold the gripping bars which hold the chassis this was done on my band saw so no hard work there. The gripping bars were drilled to accept 12mm bolts, the two lower bars had their holes squared to hold the coach bolt heads thus allowing me to use wing nuts and no need for spanners. The gripping bars were then welded to the 2" round steel ready for the spindles. I glued a strip of cork sheet on the faces of the gripping bars so as not to damage any paint on the chassis.

To lock the rotation I cut $\frac{1}{8}$ " steel plate then turned it to 3" diameter, this was then put into a lathe chuck and mounted onto my dividing head and drilled with eight 6mm holes equally around the edge. To hold the plates on the spindles I turned up two small bosses and these along with the plates were silver soldered to the spindles. The spindles were then threaded through the uprights and screwed into place in the 2" steel.

At first this worked okay but then they started to move so a $\frac{1}{16}$ " hole was drilled through both the 2" steel and the spindles for a rod to be inserted locking this all up. A hole was drilled in each of the uprights to take a small metal peg, this enables the chassis to be rotated to any of the eight positions.



The photo on the left shows the completed jig with the loco chassis fitted. It was inexpensive to make and works just fine.

Work is now progressing on my chassis.

Trevor

English Electric Deltics - BR Class 55

The Class 55 Deltics have always been one of my favourite diesel locos, I had occasion to travel from Hull to Kings Cross in the late 60's when the Hull Pullman was frequently Deltic hauled then in the early 70's I was working in Stevenage quite near to the East Coast Main line so the distinctive roar of the twin Napier engines could frequently be heard.

Since learning that one of Andy's next project was to be a 7¼" gauge Deltic I've taken a close interest in the project. It is now well advanced, see the photo below. I was able to talk to Alex whilst we were at the recent Leatherhead rally and was able to get some details of the Maxitrak model.



One of the design criteria for the model is that it has to be possible to be easily dismantled into a number of sub-assemblies so that it can be loaded into the back of an estate car. So, the body splits into 3 sections - 2 cab ends and the engine compartment, the batteries can be lifted out and the bogies removed, finally the chassis may be folded to give a shorter overall length.

The first model is being given the number D9001 'St Paddy' so I've been doing my usual research to find more information on the loco on which the model is based.

Following the Deltic demonstrator built by English Electric in 1955, the production batch of 22 locos were delivered in 1961/62 for service on the East Coast Main Line being allocated to the depots at Finsbury Park, Gateshead and Haymarket (Edinburgh). All 22 locos were named - those allocated to Finsbury Park were named after famous racehorses, Gateshead and Haymarket locos

were named after regiments of the British Army. D9001 was the first loco to leave the English Electric factory at Newton le Willows on January 16th 1961 and was one of the first to be withdrawn for scrap on 5th January 1980, it having stood out of use at the Doncaster works since 1978. As delivered the locos were in the 2 tone green livery but soon received small yellow end panels, some time later the full loco front was painted yellow. Locos allocated to Finsbury Park could be distinguished by white cab surrounds and by 1966 the locos began to receive the BR corporate blue livery.

As delivered the locos were fitted with vacuum brakes but during 1967/68 air brakes were fitted then in 1970/71, prior to the introduction of air conditioned coaches on the ECML, electric train heating was fitted. The locos retained their vacuum brakes and steam heating boilers.

D9001 was named 'St Paddy' at the Doncaster works in July 1961 and was one of 8 Deltics allocated to Finsbury Park. The racehorse St Paddy made his debut in 1959 as a 2 year old winning the Royal Lodge Stakes at Ascot. His best season would be in 1960 as a 3 year old - after winning the Dante Stakes at York in May he went on to win the Derby at Epsom in June when he was ridden by Lester Piggott, winning easily by three lengths. In the St Leger at Doncaster in September he started odds-on favourite and won easily by three lengths. After winning further races in 1961 he was retired to stud at Newmarket.

The Deltic has always been a popular loco with railway modellers with several versions available in both OO and O gauge. Some of the more recent models are finely detailed, particularly those in O gauge. I know Alex is adding a lot of detail to his 7¼ version but for owners wishing to add even more detail a look at the O gauge models from DJH, Heljan or L H Loveless may be useful. The Loveless models look superb and are available in the two tone green or corporate blue livery and a choice of loco. Of course, another way to check our the detail is to go and see one of the six preserved Deltics, they are:

- D9000 (55 022) *Royal Scots Grey*
- D9002 (55 002) *The King's Own Yorkshire Light Infantry*
- D9009 (55 009) *Alycidon*
- D9015 (55 015) *Tulyar*
- D9016 (55 016) *Gordon Highlander*
- D9019 (55 019) *Royal Highland Fusilier*

I'm looking forward to seeing the 7¼ version, it certainly looks impressive in the factory photo.

Jeff

Galloping Geese

When I heard that one of the Factory's new projects will a Rio Grande Galloping Goose I thought I should find out a bit more about these vehicles, so, courtesy of Google and the internet I was able to do a bit of research.

The origin of these railcars, officially designated 'motors' by the railroad, was a need by the Rio Grande Southern to find a cheaper method to keep its contract to run mail to towns in the Rocky Mountains in Colorado. Their first use of a car based vehicle had been in 1913 with an inspection car based on a Ford Model T. It is recorded that in June 1913 it derailed and rolled in to the Delores River. It was recovered and continued in service until 1925 when it was completely wrecked. By 1931 the railroad was facing bankruptcy so the RGS workshops built their Motor #1 based on a Buick 'Master Six' four door sedan with a 28 hp engine and was capable of 30mph. The cab was capable of carrying 2 passengers with an open body behind for mail and other freight. It was an immediate success and paid for itself (\$828) within 3 weeks of going into service. Later in 1931 it acquired an enclosed body with a sheet metal roof and a bench in the rear section to increase the passenger capacity to 7. By 1933 4 further vehicles had been built, these being much larger than #1 which was scrapped that year. Parts from #1 were then re-used in the building of Motor #6, one of the 'Geese' models that Andy is developing.

In the late 1990's Karl Schaeffer embarked on a project to build a replica of Motor #1 and I have found an interesting account of its construction. In 1999 he obtained a 1926 Buick Model 47 to be used as the basis for the replica and set about restoring it. The front pony truck is based on that fitted to #6 (as this assembly probably came from the original #1). The rear wheels were originally had wooden spokes with a flanged steel tyre - the wood has been replaced by steel on the replica. The chassis was lengthened and bodywork fitted. The photo below shows the finished replica which is now based at the Ridgway Railway Museum.



Goose #6 was built by the RGS workshops in January 1934 using a Buick 6 engine and a non-articulated frame. 25' 8" long and weighing 8700 lbs it was somewhat smaller than Geese #2 to #5 then in service. It was mounted on 2 bogies, only the rear bogie being driven on both axles. It had an open bed platform and was used for maintenance vehicle. During its time on the RGS it was never fitted with air brakes, this was a later addition when it was restored at the Colorado Railroad Museum. By 1942 there is a report that it was prone to overheating and it even ran hot when going downhill. By the Fall of 1951 the operations on the RGS were coming to a close and #6, together with #7, found plenty of work with the scrap merchant removing the track materials, indeed it was through the scrap merchant (Brinkerhoff Brothers) that they survived in to preservation. By the mid 50's they lay in their scrapyard near Durango until 1978 when the Rocky Mountain Railroad Club made an approach to buy them. They were eventually sold, not to the RMRR but to a local collector in Durango, Bob Shank. In 1985 Bob Shank moved to Tennessee so the collection was sold on and the Geese were bought by a benefactor of the Colorado Railroad Museum. Both are in need of restoration, it is reported that the frame of one of them was so badly rusted that it broke during the move to the museum.

The photo below shows Goose #6 now restored at the museum.



Goose #7 is rather different in appearance being articulated with a freight car and carried on 3 bogies. It used the body from a 1926 Pierce-Arrow car and a 1936 Ford V8 engine. When built it contained a refrigerator to enable shipping of meat and vegetables during the summer months. In 1939 air brakes were fitted by the RGS, some 6 years after being requested by the ICC (Interstate Commerce Commission, the rail regulator at that time).

In 1947 Goose #7, in common with the other big Geese, was re-engined with a 361 cu in GMC engine from a war surplus 2.5 ton truck. But the railroad was falling on hard times. In an attempt to boost revenue the big Geese were converted for passenger use - the freight door was sealed up and windows added. The RGS added seats from old Denver buses together with long benches and snack bars were added. Seating capacity was now for 32 people and advertising promoted the line for tourists. 1000 passengers were carried by the Geese in the summer of 1950, increasing to 2000 in the following year. However this was not sufficient to save the railroad and RGS operations drew to close in the Fall of 1951.

By 2005 both Geese #6 and #7 are being rebuilt at the Colorado Railroad Museum, returning to service in November 2008. #7 is now fitted with a Chevrolet 261 truck engine together with a Chevy 4 speed transmission. During its time with the Brinkerhoff's an additional reversing gear box was fitted to give the same speeds in forward or reverse.

The photo below shows Goose #7 at the CRRM.



How did they get the name 'Galloping Goose' one might ask. There are several suggestions regarding the origin of their unofficial nickname - afterall the RGS called them 'Motors'. Seemingly they are not fitted with shock absorbers so tend to sway a lot, perhaps like a waddling goose. A more likely possibility is the goose like honk of the horn fitted, very different to the usual whistle of a steam engine.

During my research I came across a most interesting article by Robert Herronen who describes driving Goose #7 at the CRRM, bibliography on the next page.

The Rio Grande Southern web site (www.riograndesouthern.com Technical pages) contains an interesting article by Robert Herronen on driving Goose #7 following its restoration. He describes the use of the 2 braking systems - a transmission brake and the air brakes, if the vehicle is parked for a while wheel chocks are also used. It appears that the reversing gearbox fitted during its time with the scrapman is likely to be retained as the standard reverse was rather slow. He says *'Running a Goose requires a lot of a motorman. Upshifting and downshifting while ringing the bell, blowing the horn, working the brakes and sander. All this leaves no opportunity to get bored'*

I've come across a couple of Goose styled vehicles in the UK. When visiting the Statfold Barn Railway last year I saw their 2ft gauge version which uses a Morris Commercial chassis, the body seats 18 passengers. See the photo below right.

The photo below left shows another Goose styled vehicle sadly no longer with us. It was built in 1978 by David Curwen for the Réseau Guerlédan, a short-lived 12¼" gauge railway in northern France. When the railway closed in 1979 the Goose came back to the UK and put in to store until the Ellerton family purchased the Fairbourne Railway in 1984. It made several trips along the line in 1987 before it was scrapped by the railway in 1989.



The Galloping Goose has also been popular with smaller scale modellers with Accucraft producing a G gauge model, MTH producing it in O gauge and Con-cor a model in HO gauge.

I must acknowledge the following websites to produce this article.

www.riograndesouthern.com

www.rgsrr.com

www.prewarbuick.com

www.wikipedia.org

Jeff

Factory news Summer 2016

The summer is now with us and we are now hoping for some rather hotter and drier weather!

The latest engine to arrive for sale is the second batch of the Allchin traction engine, including conversion sets for a Crane engine and a Showman's engine. We can fit these to the standard agricultural engine or you can fit them your self. I have been running my crane engine to good effect, trying her out for strength. So far she has lifted 800 grams, loco weight 4Kg, she would lift more but I am not sure of the strength of the chain.

I did start by trying nylon cord or string but when the smokebox door is off the burner set fire to the cord on the winding drum! A change of plan came up with a fine jewellery type chain that is fireproof, I suppose that is what running trials are all about.

The Showman's engine also looks the part, it has a full length canopy with twisty brass supports, a dynamo, motion covers, belly tank and disc flywheel with a brass star. It has been a problem finding a motor small enough to fit the dynamo and generate at the kind of speed we can achieve on the belt drive from the flywheel. We think we have this sorted now after trying out quite a number of motors. Sometimes things that should work do not actually perform when you want them to.

We have sold the last Fowler plough engine from the current batch, no plans to repeat this one in the near future. We are getting low on stock for the American Case traction engine as well, another one that may be slow coming round again.

The photos below show the Crane and Showman's versions of the Allchin.



We expect the next batch of 5" gauge Planet diesels in the near future, these are always good sellers making an ideal starter engine. We are also expecting the next batch of the Midland 4F tender engine soon, this is long awaited, in consequence there is a quite a list of customers who have their names down for one.

Another new announcement is a 7¼" version of the "Rio Grande" Galloping Goose! There were a number of these interesting vehicles built for this 3ft gauge line in the 1920's and 30's. they were based on a car or bus body with an extended chassis and rail wheels. They carried passengers and mail when it was uneconomic to steam a locomotive, as such they kept some lines going when they might otherwise have come to an end. All of the "Galloping Geese" have survived into preservation, though number 1 is a replica.

The two versions we are doing in model form are number 6 and number 7.

6 is the works Goose, it has a Pierce Arrow car body with a flat bed back running on two bogies. A single driver can sit on the flat bed with batteries under the seat.

7 has a Pierce Arrow car body articulated to a light weight box van, running on three bogies. The driver and one passenger can sit in the box van with batteries under their seats. Make sure you have plenty of room in your engine shed if you fancy number 7, it is over 2.7 metres long!

Both versions run 24 volt motors on a single power bogie and are capable of pulling one or two riding cars as well. This is in spite of the fact that full size could only pull them selves!

We don't have any prices yet on these items yet, while taking about prices you are no doubt aware of the recent fall in the value of the pound. We are selling items from stock at the old prices but the price of new arrivals will have to reflect the current exchange rate when they come.

Andy



A photo of a Pierce-Arrow car taken from the Pierce-Arrow Museum web site. The museum is in Buffalo, New York home of the car factory.

7¼” gauge SE&CR R1 loco



This long lived class of tank engines started life in the 1880s as the South Eastern R class, designed by James Sterling, some 25 being built. In 1899 Harry Wainwright took over as Chief Mechanical Engineer of a combined SE&CR and LC&DR, he set about rebuilding some of the older engines including the R class tank engines.

The model faithfully reproduces this engine in 7¼” gauge, with all the style and Victorian elegance of the original. It has a copper TIG welded boiler with both hand and crosshead pumps. There is a screw regulator mounted in the smoke box. Steam from the boiler is superheated and then fed into a cast iron cylinder block mounted between the frames.

There are two cylinders with piston valves operated by Stephenson's valve gear. A displacement lubricator is mounted under the front footplate, other fittings include whistle, water and pressure gauges, blower, boiler blow down etc.

Key dimensions:

Length 1208mm, Width 318mm, Height 503mm
Weight 118kg (dry)

MAXITRAK LIMITED

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