

# ROAD 'N' RAIL



## MAXITRAK OWNERS' CLUB MAGAZINE



**Number 82**

**Summer 2017**

## **Welcome to new members**

These are the new members up to September 2017

<b>Mem No.</b>	<b>Name</b>	<b>Address</b>
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1047	Mr G King	
1048	Mr T Young	
1049	Mr Sturgeon	
1050	Rev D Bickersteth	
1051	Mr J Innes	
1052	Mr A Newman	
1053	Mr Fletcher	
1054	Mr M Noblet	
1055	Mr D Edwards	
1056	Mr R Fillips	

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

### **On the front cover:**

Michel Goussu with his son Nicholas at the controls of their 7¼ Class R1 having a run around the Leatherhead track following a successful steam test at the Boiler Test day in April.

### **Road 'n' Rail**

#### **Publication dates:-**

Road 'n' Rail is usually published four times a year, in Winter, Spring, Summer and Autumn

#### **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 2017/8**

### **Chairman**

Trevor Solly

### **Secretary**

Tony Pearson

### **Treasurer**

Tony Pearson

### **Magazine Editor**

Jeff Dickinson

### **Club Webmaster**

Mick Morgan

### **Printed by:**

Alex Probyn

MAXITRAK

01580 893030

# **ROAD**

# **‘n’**

# **RAIL**

## **the magazine of the Maxitrak Owners Club**

[www.moc.org.uk](http://www.moc.org.uk)

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## **Editor's comments**

Welcome to another issue of Road n Rail, I hope you will find the articles interesting, a useful mix of reports from our 2017 visits, a couple of Club member's projects and Andy/Alex's recent visit to China. It's always interesting to read about new projects that are underway and I envisage that several readers will be contemplating putting their name down for the next batch of Midland 4F's.

I was pleased to receive the articles on Club member's projects - as a Club we appreciate hearing about how other owners are getting on with their models.

I enjoyed my visit to the Doncaster exhibition in May after many years of going to Harrogate (I couldn't get there last year) - who should be one of the first people to 'bump in to' but Chairman Trevor. Meeting friends and acquaintances at such events makes it much more of a social occasion.

May I make a plea again for reader's articles on their models - building them, operating them or customising them. Articles from road vehicle owners will be particularly welcome to add some variety. I do depend on Club members inputs to produce a range of articles that will interest our members so, please get some 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.

As can be seen from next year's visit programme, we still have several dates 'to be confirmed', these should be fixed in time for the next issue of Road n Rail. If any Club member would like to host a MOC event at home Club site please let us know.

Jeff

## **Parish Notices**

<b>March 17th</b>	<b>Boiler testing day at Leatherhead</b>
<b>June 2nd</b>	<b>Visit to Norwich &amp; District SME- to be confirmed</b>
<b>June</b>	<b>Visit to Fareham &amp; District SME - to be confirmed</b>
<b>July</b>	<b>Possible MOC event at Saffron Walden - to be confirmed</b>
<b>August 4th</b>	<b>Visit to Surrey SME, Leatherhead and MOC AGM - to be confirmed</b>
<b>September</b>	<b>Visit to Worthing SME, to be confirmed</b>

## **A view from the Chair**

Welcome to yet another view from the chair I would like to start off by saying sorry to Fareham and to Worthing for not attending the rallies after you welcomed us to your tracks. On the Fareham date, I had to take my 94-year-old mother to the hospital for an appointment and couldn't get out of it. The Worthing rally comes a day after I get married and we are off on honeymoon.

I went abroad for the first time in my life to southern France good to see the double decker trains and have nice warm weather.

I have not had any time for hobbies in the last six months as I have been building table centres and other items for our wedding. My locomotive is just covered with saw dust.

It was good see members at Norwich and Leatherhead AGM even though it poured hard at Leatherhead after the AGM.

The next thing I will be doing is moving into a bungalow in Surrey somewhere, I have insisted that I have a large workshop and ether a room or loft space for my model railroad.

My GP15 is going to have an overhaul and refurbishment changing the livery from Burlington Northern to CSX and a GP 15 dash 1 with slightly modified roof grilles. I have also got to buy new batteries, I will try to get leisure batteries as they seem to last longer on running days.

At Leatherhead, we have one more running day which is our charity day where the fire station is open next door and we have a station on their door step to ferry people in and out of their fun day.

I went up to the Doncaster model engineering exhibition in May, the Racecourse venue replacing the exhibition that used to be at the Yorkshire showground in Harrogate. It's difficult to compare but it didn't appear to me to be as big as I remember Harrogate. Alex was busy on the Maxitrak stand when I called by to say hello when Jeff and Daphne called by too.

I look forward to a new life with my wife and many hours keeping out of her way in the workshop if I upset her.

Look forward to seeing many of you next year.

Trevor

## Boiler Test Day at Leatherhead, Saturday 8th April

This year's boiler test day was again at Leatherhead, we have it there so that loco owners can have a run on the track after I have tested it. We did not have as many members turn up this year, I only issued 8 boiler test certificates one being a boiler under 3 litres, a little Ploughing engine. I am glad to say all locomotives turned up ready for testing and we were finished in good time.

I carried out another test during our visit to Norwich for a member that had turned up with his engine not realising the certificate had ran out. I can do tests at rallies so long as the host club agree to me undertaking it.

Test day next year will be on the Saturday two weeks before Easter, March 17th., so I look forward to seeing you there.

The photos below show top left, Graham Miles with his 'Lily', top right Roger Sossick with his  $\frac{3}{4}$ " Allchin, bottom left Michel Goussu with his son Nicholas with their  $7\frac{1}{4}$  R1 and bottom right Ken Dunton with his Ruby.

Trevor





## Visit to Norwich Saturday 10th June

Our first visit of the 2017 season was to see our friends at the Norwich & District Society of Model Engineers with their splendid track in Eaton Park. Yet again we were made most welcome and we enjoyed a day of glorious June sunshine. This being our ninth visit to Norwich it is always interesting to see the improvements the Club are making year on year. Over the past year they have been busy replacing some of the wood track sleepers with the plastic variety.

When Daphne and I arrived Chairman Trevor was already busy with a boiler test on a Pearl loco, all seemed to be going well until it time to demonstrate that the cross-head pump was working when a problem with the valve on one of the cylinders prevented the loco running. Unfortunately we didn't have any tools available at the time to fix the problem.

Meanwhile Secretary Tony enjoyed his time on the track with his Plymouth and our yellow Planet ran well too. Graham Miles coupled up a passenger carriage behind his Hunslet 'Lily' to give rides to some of the Norwich Club members.

Many thanks to NDSME for their hospitality and hosting a most enjoyable day.



## Visit to Fareham June 24th

This was a new venue on the MOC calendar and a warm welcome to all was given by the host Club along with bacon butties to set us up for the morning. When I arrived there was a Class 20 in Underground livery sitting on the steaming bay, this belongs to Keith Searle who organised the day and is a member of Fareham & DSME. Godfrey King's Quarry Hunslet 'Alice' was being steamed up as I unloaded my Planet and battery truck.

A short while later MOC member Graham Miles arrived with his Hunslet 'Lily' and Roger his electric. This was to be 'Lily's first run on a raised track ( it did look good). Trevor Fry the Fareham Sec brought his 'Dixie'(trying to get him to join MOC Mr Hon Sec). The track here is 1565ft of 3½" & 5" raised, and a 7¼" ground level of 935ft. You can view the site on Google Earth using postcode PO15 5DZ.

A very pleasant morning was spent running loco's and chatting. We were treated at lunch-time to a very good ploughmans. It was then back to the track for a bit more time running our locos. By 3:30 members had started to pack up and make their way home after a very enjoyable day.

The members who attended would like to express their thanks for the hard work put in by the Fareham members - hope we can come back again next year please.

Paul Parsons





## Leatherhead Rally Saturday 4th August

The first Saturday in August has, for some years now, seen a good number of MOC members heading to Leatherhead. We've usually had good weather, sometimes an occasional rain shower but they've generally been later in the afternoon so not disrupting proceedings. Well, this year was to be a bit different, the forecast was for a shower later in the afternoon but, alas, a dark black cloud headed our way shortly after 1pm and proceeded to deposit some heavy rain directly over the Leatherhead track. I'd just left the area by the steaming bays when I felt the first drops which quickly got much heavier - thoughts quickly turned to 'where can I seek cover'. Fortunately the points by the carriage sheds were set to go right back to the station so I headed for cover under the footbridge at the end of the station platform. Others were not so lucky, Nicky Quick was part way around the track extension so had nowhere to shelter and had to carry on so was rather wet when she got back to the station. After what seemed like an eternity (but was probably less than 20 minutes!) the sun was out again and we were able to get back to exploring the Surrey Club track.

Another memorable part of the visit was seeing a very harassed Chairman Trevor at the site gate controlling our entry and exit - it seems a group of travellers had made camp in the field opposite the site entrance and there was concern that they might be 'paying us a visit'.

The photo below shows Graham Miles braving the end of the rain shower to get 'Lily' in steam ready for more laps of the track. Readers will be thinking 'that must be the most photographed loco in this magazine' and they would probably be right. Perhaps we should have a word with the Treasurer to see if there can be a special MOC award for the most rallies visited by one loco!



Our visit took the usual format with several Club members running their locos before lunch whilst others engaged in friendly conversation over a coffee and biscuit - traffic hold-ups on the M25 seemed to be a frequent topic of conversation. Trevor had laid on sandwiches and cakes for lunch so track activities were interrupted for a while as we retreated to the Clubhouse to partake, closely followed by our 2017 AGM, see the separate report.

On one of the tables near the Clubhouse Bernard Hales was steaming his Mamod steam crane for the first time, a photo of the model with a few words from Bernard follow on the next page.

I didn't get chance to photograph all the locos running at the rally but below are a selection. Top left is Harry Sparks with his 'Coronation' passing Neville Quick's Planet taking a well earned rest after many laps of the track. Top right Daphne takes the controls of our yellow Planet whilst the lower photo has David Osborne taking his wife for another lap of the track with their Warship.

Our thanks again to Trevor for organising the event and the Surrey Club for hosting another enjoyable visit.



## More from Leatherhead

It was good to meet up on Saturday, if only with a few of our fraternity. In keeping with the spirit of things I am sending a couple of pictures with suitable text to use in the magazine.

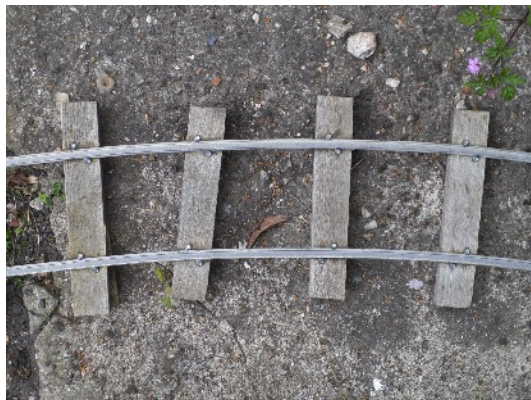
My first photograph is of my steam crane, recently acquired via Maxitrak's 'Secondhand List'. It had a successful first steaming for me and performed well. Fixed to my 'workmate' on the grass outside the Clubhouse it attracted much attention from visitors to the rally as it raised and lowered various loads for me.



My second photograph demonstrates a helpful hint for those new to track construction. People who choose to screw down rail to wooden sleepers do tend to make the good decision to stagger the screws to reduce the tendency for the sleeper to split along the centre line, particularly if using softwood in the smaller gauges. However, I learnt by experience that the pairs of screws on each rail should be staggered in opposite directions. If not, with climatic and load variations during the course of running the sleepers can actually rotate (in parallelogram mode) relative to the line of the rails which then pop out!

Hope this helps you a bit.

Bernard Hales



## **2017 AGM, Saturday 4th August**

Chairman Trevor left his duties guarding the site gate (see Rally Report) to call us together in the Clubhouse to go through the formalities of the 2017 AGM, he summarised events over the past year then went on to thank everyone for attending.

Wearing both his Secretary's and Treasurer's hats again, Tony reported that the Club finances continue to be in a healthy shape and he sees no reason to change the subscriptions for the coming year. Our main source of income is from subscriptions which are slightly up this year. Expenditure is slightly up too, in part due to increased postage charges. Tony asked those Club members paying by bank transfer to include their membership number as a reference for him to identify the payment.

There were no new nominations for Committee posts so Tony went on to thank Andy, Alex and Michelle at the Factory for their continued support.

## **Seen at Bristol exhibition in August**

This was the 16<sup>th</sup> year that the Bristol Society of Model and Experimental Engineers have held their exhibition. Held at Thornbury Leisure Centre there were a good range of Club and trade stands in the 3 halls whilst outside were several steam road vehicles and a live model gas turbine display. Whilst looking around the Club displays I came across a model on the Bristol Club stand that will be of interest to our readers.



The information card by the loco tells us that it is the first production kit of the Class 25 introduced recently and the owner, Steve Birch, has incorporated some interesting electronic features - it can be operated using the hand control from either end of the loco and is also being fitted for radio control too, the sound system uses a suitably adapted card designed for a

OO gauge model coupled to a 40w amplifier with two large speakers mounted in fuel tank between the bogies.

It certainly looked a most attractive and well made model, a credit to Steve, its builder.



## Saffron Walden Club Warship Day on 22<sup>nd</sup> July

As the Saffron Walden Club have a 7¼" Warship (of the Pheonix variety) as one of their Club locos and one of their Club members (and MOC member) Berny Byford runs a 5" Maxitrak Warship, thoughts turned to hosting a 'Warship Day'. The Club Events Officer, Barry Nixon, who also happens to be an MOC member, got busy with publicising the event on the Club Facebook page and contacted our friends at the Norwich Club where we had seen their 7¼" Warship on our MOC visits. We have another friend locally in the Cambridge club who also has a 7¼" Warship so that made 4 then Chris Devenish told us he would bring his two 5" Warships and Rob Denton also planned to bring another. More 5" Warship owners would have liked to join us but other commitments prevented them coming.



Locos attending were:

814 Dragon	5"
821 Greyhound	5"
821 Greyhound	5"
823 Hermes	7¼"
828 Magnificent	7¼"
834 Pathfinder	7¼"
863 Warrior	5"

There was also a table display of smaller gauge models of Warships and the German V200 from which the Warship was derived, the table display is in the background on both the photos with the red table cloth.



Everyone had a most enjoyable day, the 7¼" locos taking turns on the passenger trains whilst the 5" locos joined in the parade laps of the track. The parade laps attracted a lot of interest from the families visiting the Picnic Field.

It was interesting to compare the livery detail on the 7 locos - 4 green and 3 maroon, some also had sound cards fitted.

Many thanks to Barry Nixon for organising the event.



## Exhibiting my 1” Fowler

Well I won't lie I was a bit nervous of exhibiting my 1” Fowler Ploughing Engine for the first time, would people look down on me as my model is so small and so difficult to fire (yes my model is coal fired!) and the fact that she was bought for me as a ready to run model from Maxitrak. Then there's my age at 30, am I not too young for what is thought of as a hobby of older mainly retired men?

On the weekend of Saturday 17th & Sunday 18th June 2017, my father and I chose to attend the Romney Hythe & Dymchurch Railway's Father's Day Beer & Cider Festival with visiting model steam festival with my little Fowler that I have been the proud owner of since 2009 from new.

Well I should not have worried, my model received plenty of positive attention and interest, there were other young people exhibiting and the Romney Hythe & Dymchurch Railway staff and volunteers, along with the other exhibitors and members from the Canterbury & District Model Engineering Society, made me and my model feel most welcome.

It was a very hot and sunny weekend and I enjoyed my first public appearance with my little Fowler very much and she steamed well too not letting me down.

I would like to thank all at the Romney Hythe & Dymchurch Railway for their hospitality, supplying us with plenty of teas, coffee, and cold drinks which was very much appreciated in the hot weather.

A special mention to Mark Lane from the RH&DR for organising the visiting models side of the event, and for allowing me to exhibit, it has given me the confidence to exhibit my Fowler at other events.

Andrew Osmer



## Customising a ride on wagon

After purchasing one of Maxtrak's ride on 4 wheel wagons at Xmas and seeing the weather was too bad to work on the garden railway I set about building the wagon following the plans that are very straight forward. I had a finished wagon ready for painting but, on standing back, I decided to add a few cosmetic details to make it more like the prototype.

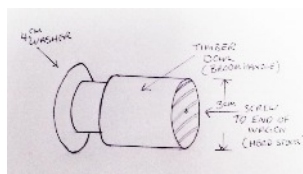
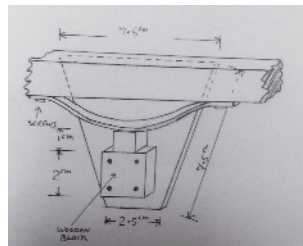
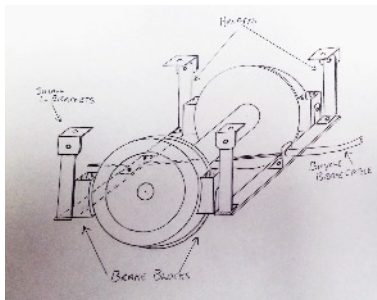
First were the axle boxes and springs - the A guards are made from sheet aluminium and the springs from 10 mm strips of aluminium, the axle boxes are 20mm timber blocks screwed onto the A guards. I then fitted some buffers, these are made from 30mm diameter dowels cut to 30mm lengths and the top part turned on a wood lathe to 20mm diameter. 40mm steel washers were screwed on top to represent the buffer face. They are set back enough not to foul on curves or over points

Turning now to the wagon body, I fitted 20mm wide timber laths on the wagon sides to represent the iron strapping that were on the 5 plank coal wagons and smaller laths to make what look like doors in middle of the wagon. When painted this looks very realistic.

Lastly was the braking system, this was made using an old bicycle brake handle and cable. Working with Irish Rail as a train driver for the last 30 years I was very familiar with the clasp braking system on the bulk cement wagons so I basically copied this and used the bicycle brake and cable for the stopping force. The handle can be put anywhere on the wagon, see diagram below.

Finally I had a finished wagon to put a nice comfy seat on (came from a chair in the kitchen don't tell the wife) Now what will I do next maybe a 20 ton BR guard's van

Ray Leamey



## A recent visit to China

Alex and I have a regular visit to see the factory in China making our locomotives, this is the story of our visit in summer 2017. I usually try to book a direct flight to Shanghai from Heathrow, however this time the best value was with Air France with a change at Paris Charles De Gaulle. There was plenty of time to make this connection, or at least there would have been if we were not subject to a series of delays - the plane to Paris was boarded on time but spent half an hour waiting to depart, the flight itself is only thirty five minutes and would have got us landed on time but we lost our place on the airport arrival gate. From then on it was like a frustration dream where everything that could delay us did just that! We spent ten minutes taxiing to the far corner of the airport, ten minutes getting the steps into position to let us out and, being at the very back of the plane, we were last off. We then waited for the last bus to get us back to civilisation including one girl with a leg in plaster who had to be helped on the bus. After the bus eventually arrived at the terminal we had to take a short shuttle train ride to another terminal, go through security again and run to the departure gate - only to find we were too late! After a nine hour wait we were eventually on the next flight (some other passengers had to wait to the following day so were grateful not to be amongst them).

After a long flight we arrived in Shanghai to be met by a driver who took us to the high speed rail line station on the other side of Shanghai, here we met our friends and boarded a train for the factory. The Chinese high speed rail system has to be the largest in the world, all new build and on a heroic scale. Even small stations are the size of the average airport terminal and packed with people.



The line may be high speed but the queue to get a ticket is not, we have in the past waited half an hour in the queue, fortunately this time was not so bad. The trip takes about three hours, at one stage running alongside the normal line we notice a main line train making the same time as us. We kept stopping while the other train overtakes us at every stop.

The following couple of days are spent checking out the new products including test steaming the next batch of LMS 4F locomotives and looking at a pre-production model of the American Galloping Goose in 7¼" gauge. The cab on the Goose is not quite right so I am back to the drawing board (or now computer key board) to give it an update. In the mean time I look forward to getting the pre-production model and giving it a good workout on my club track.

All in all, I am coming back with a good list of updates and prototyping jobs to get on with. We had a batch of small battery blowers ready to be delivered - to save transport cost these usually come with other locomotives. As we were out of stock in the shop we took as many of these blowers as we could get in our cases, fourteen in all.



These blowers dogged our steps for the rest of the trip! Talking of dogs, mention of the factory dogs must be made, there are now three generations of these mutts keeping guard at the factory gate, though in the winter they have to be kept locked up as 'dog hotpot' is a popular dish in this part of China!

There is an eclectic mix of cars to be found on the roads in China, in Shanghai you find some top of the range cars including Rolls Royce, Bentley, Lamborghini, Ferrari etc. In the more rural areas the picture is quite different with much more humble modes of transport, many with just three wheels. Some are motorcycle based while others have a single cylinder Diesel engine with v-belt drive. Some where in between comes a car with a British heritage, rejoicing in the name "Rover Plug In". History does not relate whether it actually needs plugging in to work.

After three days it was time for us to say goodbye to the factory staff (and dogs) while we take the high speed line back to see a small park railway in Shanghai. The park is called the Moon Lake Sculpture Park and includes a very swanky hotel. We are lucky enough to get a complimentary stay in what appeared to be

the honeymoon suite. As Alex observed, there are probably plenty of people he would like to spend a night with in the honeymoon suite but his dad was not one of them! Fortunately it had several bedrooms, the best one having a four poster bed, jacuzzi , sauna and shower. This appears to be set up for the Chinese super rich and is probably the best hotel I have ever stayed in even if I did not manage to blag the four poster bed.



Next morning we attended to the park railway, equipped with a very nice American 2-6-0 live steamer and an Alan Keef steam outline diesel. The steamer was running but sounding particularly "three legged" on the exhaust beats. There were three good power strokes with the fourth stroke blowing straight up the chimney! To add to the woes the blow-by was sufficient to blow out the oil fired burner on anything but the smallest throttle opening. My first thoughts were a bad valve seating on one side, and checking the position of the blow told us which side. We were unable to start repairs though as a visit was expected from some China Rail officials.

These guys were used to China Rail high speed lines, light rail and subway systems but not live steam models. They were treated to a demonstration run though my heart sank when I heard the burner go out as the run started, fortunately the engine had a large enough boiler to take us round the short track with no fire, returning to the station with just fifteen pounds pressure on the clock. Honoured guests were hurriedly moved on to see some smaller live steam before they could ask for another trip.

Inside the building there was a circle of track with a Chinese QJ 2-10-2 and an American 2-6-0 in gauge one running. The QJ was a big hit, creating quite an impression. The hope is to create a standard for narrow gauge lines in China suitable for future projects. We were then left to first have lunch and then look at another location for a miniature rail route planning session. The lunch restaurant had no menus, just pictures, looking at the most tasty one I was told it was frog! The interpreter was a bit taken aback when I said yes, that is what I want. Alex chose some pork, in China meat is cooked by chopping up the cut, bones and all, and then cooking it. Our choice appeared to be mostly bone, in consequence this meal was frog with bones in sauce, tasty.



We then set off in a torrential rain storm to the other venue wanting a miniature railway, fortunately the rain let up a bit as we started walking the potential track bed round the park, marking the route on a soggy paper map. After about a two kilometre walk we were taken back to the centre of Shanghai for a slap up meal with the China Rail guys. This involved a lot of eating unidentified objects and a lot of toasting in a potent rice spirit that tasted to me like paint thinners. Division of labour came in to play here with me doing the bulk of the eating and Alex doing the majority of the drinking (for which I am eternally grateful) We were pleased to get back to the honeymoon suite to sleep it all off.

Next day we set too on the errant steamer with one of the engineers from the factory, he speaks no English so there is quite a bit of sign language involved. The steamchest cover was lifted to reveal an unusual sight, instead of a slide valve there was a large bronze casting with an outside admission piston valve assembly inside.



This all sits in the conventional slide valve type steamchest, very odd. We started by taking out the valve setting blanks and pushing the engine along. This confirmed the timing was in fact correct, so it had to be the piston valve assembly seal on the the cylinder block. Sure enough removing the steamchest and valve assembly revealed a gasket with the bar between one cylinder end and the exhaust port missing. The hunt was then on for a new bit of gasket paper to make a repair.

We left the engineer finishing this job while we caught a plane to Zhengzhou to see another rail project. The other guys coming with us were a bit later than us so Alex was left asking China Eastern Airways where we were booked to fly to just on the strength of our passports and surprisingly enough they knew!

The other guys turned up and we boarded our flight to "somewhere in the middle of China". This was a much more rural area and looked like China from the Mao era, even the hotel was like the ones on my first China visit over ten years ago with hard beds and noisy plumbing. Another slap up meal was provided with local dignitaries including the mayor who looked a lot less smart than our taxi driver. Once again I tackled the "space mans dinner" (Unidentified Frying Objects) while Alex coped with the fire water, In spite of this description the dinner was actually very nice.

The following morning was spent going round the local sights, including lakes and mountains. This was just a general view as a proper route will need to be surveyed if the project goes ahead.

Not relevant to the job in hand we also were treated to a traditional dance group, with a very impressive mask change dance that scared the local kids. One of our guys had to chose a bride from the dancers, he then had to piggy back her off stage. Fortunately he chose a small one!



After another meal and more toasting we were on our way back to the airport for what we hoped would be a straight forward return trip. This was not to be as a storm in Shanghai delayed the flight. After a six hour wait the flight was eventually cancelled leaving us no means of getting to our morning flight home. They did put us up in the airport hotel and an early start next day saw us facing the same frustration as on the way out with a delayed connecting flight eventually parking at the far end of the airport with bus connection to the terminal. We had a rush between the two terminals at Shanghai that saw us finding the new flight fully booked so I am writing this waiting to see if we can get on standby. Our eventual arrival back in Blighty will show that by some means or other we have been successful.

Andy

As a postscript we did get the flight but the storms put a delay on air traffic control such that we missed the connection to Heathrow and enjoying another over night stay in the Amsterdam Hilton, a lot better than the Chinese hotel of the previous night. Three days to get back from China! - I suppose it is better than three weeks on a steam ship.

## **Galloping Goose Number 6**

In issue 80 of Road n Rail I included an article on the Galloping Geese used by the Rio Grande Southern Railroad to provide low cost railcars in difficult financial times. The railroad struggled on through the 1930's and 40's until finally closing in 1952. Of the 7 vehicles built no two were quite the same with Number 6 being very different in appearance - it was built in the RGS workshops in 1934 using parts from the scrapped Goose Number 1( replica of Number 1 has been built to run alongside the other 6, all of which have survived into preservation). Number 6 was very much a service vehicle which, as such, never saw regular passenger service.

When built in 1934 it was based on a Buick car using a Buick petrol engine, the new Buick body was cut off behind the front seat and a new rear wall installed. The steering wheel was removed, but the other controls remained. The front axle was removed and replaced with a swiveling two axle lightweight pony truck (that was probably salvaged from the scrapped #1) with 16" diameter wheels that carried and guided the front of the Goose. Ahead of the front truck is the cow catcher attached to the chassis. During the winter season a small snow plough was fixed to the cow catcher..

The rear of the car chassis was lengthened using steel channel to carry the truck type flat-bed platform. Number 6 was originally powered by the 6-cylinder engine, clutch and transmission that came with the Buick with a drive chain to the rear two axle bogie mounted under the rear chassis. The drive shaft turns only the forward axle, the rearmost axle is driven by roller chains and sprockets mounted outside of the wheels on each side. The rear bogie has 24" diameter cast wheels and braking is achieved by clasp type brake shoes acting on all bogie wheels. These are actuated by linkage connecting them to the normal foot pedal and parking brake lever. As built the foot brake was connected to the front bogie and the parking brake lever was connected to the rear bogie, however around 1939 air brakes were fitted to improve matters.

The Buick body on Number 6 was replaced around 1942 with the body of a Pierce-Arrow car, probably a Pierce-Arrow Model 36, the Buick engine was also replaced with the Pierce-Arrow engine. Around 1949 a second fuel tank was placed on the cab roof, this was in addition to the other tank under the right front of the load platform. Both tanks supplied fuel to the engine. The automotive style marker lights were removed from the side of the cab and railroad style markers were placed on top of the cab at the outer edges. This is its current configuration as displayed at the Colorado Railroad Museum.



I found the above photo on Wikipedia (on the Internet) of Number 6 at the Colorado Railroad Museum and also gathered most of my information from the same source. Note that in the photo above that the snow plough is fitted, although the weather is anything but wintry! and on the track behind Number 6 we can just see the box car body of fellow resident Goose Number 2. I also found a very interesting movie clip on YouTube of a 'Goosefest 2002' when 6 of the 'Geese' were running - select 'goosefest 2012' and you should find it.

As we can see from Andy's photo on page 17, the pre-production model is progressing well and Andy is eagerly awaiting delivery from China for more test running. The drive system on the model uses many common parts from the recent 7¼" Planet 2 so that means it will be 24 volt with two 350 watt geared motors and a chain final drive. Given that the driver is sitting over the driving bogie there should be plenty of adhesion for it to easily pull the same load as a Planet 2 which should pull 12 adults.

It's amazing that a group of just 7 vehicles, constructed in the 1930's, for a railway far away from the UK can attract such interest. They were each different and unique in their own way - some may say not even attractive, but they were distinctive. I can well imagine turning up at the Club track with a Goose #6 with a passenger carriage and visitors being fascinated by such an unusual power unit. Now the next question is - 'and what sound card can we use for a Pierce-Arrow Model 36?'

## Factory News Summer 2017

We are now expecting the new arrivals from China late October, including the LMS 4F, battery blowers and sample Galloping Goose. The Australian Baldwin diesels are due to follow about the New Year with the Allchin traction engines hot on their tail. In with the new batch of these engines will be an Allchin steam roller conversion.

Like most traction engine manufacturers, Allchin produced a small number steam rollers. The one we have based our model on was used in Malta during WW2 where it repaired the air field runway after bombing attacks. It had its own air raid shelter and was considered a vital part of the proceedings, preferable to lose a Spitfire rather than the steam roller! No runway meant no flights.

This will bring us up to four Allchin variants available, crane, showmans, roller and rail conversions.

Not everything from Maxitrak is China built, we are making the updated version of the 7¼" gauge Planet 2 in the U.K. This is equipped with two 350 watt geared motors and runs on 24 volt. The batch size for these is smaller than the Chinese engines but as all the first batch have been sold, we are working on the second batch at this time.

In addition we are developing a new 5" standard gauge shunter to replace the old Coronation. This was a popular engine and we are often asked if we can still make them. The answer is no, mainly due to the cost of all the aluminium castings used on this engine. The new engine is based on the Brush diesel that BR tried out during the 1960's. D2999 was the only example of its type run by BR though the design did see use in the steel industry. The surviving loco with this number is actually ex British Steel! Look out for updates soon.

Andy.



The sole surviving example of this class of Brush shunter can be found at the Middleton Railway near Leeds. It carries the livery and markings of D2999, the original loco was built in 1960 and scrapped in 1968



## 5" gauge LMS Class 4F



The Midland Railway had a long history of 0-6-0 freight locomotives going back to the Victorian period, the final version of the locomotive type was the Fowler designs 4F. The first example was built in 1911 and was in batch production right up to the 1940s, some examples being built by outside contractors rather than the Midland Railway or the LMS.

No less than 772 4Fs were produced over the years making them the largest single class of engines taken in to British Railways ownership in 1948. They were an iconic LMS medium size freight engine and proved themselves a popular choice for the odd summer passenger excursion as well. They lasted up to the mid 1960s, and four have made it into preservation, 44422 being one of them at the West Somerset Railway.

The model is a faithful copy of the full size engine complete with Fowler 3,500 gallon tender. It has a coal fired copper boiler, four row radiant superheater, screw reverser, Stephenson/s link valve gear, piston valves, hand pump, crosshead pump etc.

***Length:*** 864mm ***Width:*** 216mm ***Height:*** 348mm ***Weight:*** 37.5kg (dry)

***Wheel base:*** 423mm ***Wheel Dia:*** 126mm ***Minimum Radius:*** 4.6 metres

### **MAXITRAK LIMITED**

**10/11 Larkstore Park, Lodge Road, Staplehurst, Kent TN12 0QY**

**Tel: +44(0) 1580 893030 Fax: +44(0) 1580 891505**

**Email: [info@maxitrak.com](mailto:info@maxitrak.com) Web site: [www.maxitrak.com](http://www.maxitrak.com)**