

# ROAD 'N' RAIL



## MAXITRAK OWNERS' CLUB MAGAZINE



Number 66

Winter 2011

## Welcome to new members

These are the new members up to 6th February 2011

<b>Mem No.</b>	<b>Name</b>	<b>Address</b>
903	Mr S Pugh	
904	Mr D Schwartz	
905	Mr D Smith	
906	Mr J Moynihan	

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

### On the front cover:

'Little and large' - Dave Watkins' 'Chaloner' meets its 16 mm cousin in the snow.

### Road 'n' Rail

#### Publication dates:-

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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 or opinion.

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**'n'**

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of  
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## **Editor's comments**

Here we are in a new year, the snow has gone (at least for the time being) and as the days get longer we can start thinking about all those jobs to do on our models before the running season gets underway. Our 2011 programme has been confirmed so let's hope we have some warm sunny weather to enjoy the events. Particularly at the Leicester meeting we need to let our hosts know of numbers attending, I can supply contact details if required.

I see that the week-end 14th/15th May is already busy but if anyone is in the Saffron Walden area that week-end the Audley End Railway and the East Anglian Traction Engine Society are holding a Road & Rail Steam Gala.

Looking around the recent Alexandra Palace exhibition I continue to be impressed with the recent locos emerging from the factory, the finish and level of detail on the Planet and Class 20 sets them apart from other electric locos on the market. Tucked under the table on the stand was the welded copper boiler for the imminent 7¼ Forney - this should be a sizable loco indeed.

Whilst on the subject of welded copper boilers, David Osborne's article in this issue on his GWR King makes interesting reading. The finish and detail on his loco is magnificent and David can be justifiably proud.

As ever, please keep the articles coming in for another issue to interest our membership.

Jeff

## **Secretarial Scribbling**

Frankly it's still too damn cold outside to do the work on my track around the garden. I just did not get out there to move all the autumn leaves and that has left me with a back-log of work to do, or should I say back-leaf? Last year I barely steamed my "Polly" and my 'Ruston' only got a few runs, and no away-days; this year I had resolved to do better, but I have not made a very good start! I note that the Maxitrak Day at SSME (Surrey Society of Model Engineers), Leatherhead in on 6th August – its in my diary – if you are anywhere near there, try to go – its usually a very good day.

I am working outside on a two-foot-gauge railway at Kempton, as my fellow Maxitrak friend Bernard Hales will attest – but humping 50 lb/yd track around keeps you a lot warmer than 5" gauge – so that's my excuse – what's yours – write in to Jeff Dickinson, he would like to hear about it.

Douglas

## A view from the Chair

Firstly I would like to wish you all a very happy New Year.

I visited the Alexandra Palace exhibition but was unable to stay very long as I was escorting an older friend. It was good to see the Maxitrak stand and I can't wait for the 4F 0-6-0 to be introduced to the range.

At the last committee meeting at SSME Leatherhead we agreed to hold the Maxitrak day on 6th August 2011, I hope to see you there.

The first time I will see you this year is boiler test day and I hope to see a few new faces this year. I would like to thank Andy for the use of his premises for this event.

Since my last article my engines have not progressed a great deal - dark evenings and the sofa magnet has kept me indoors too many times! I have included a few photographs showing my engines.

To add detail to the body panels on the GP15 I have brought a Dremel Trio, it's great as a small router for engraving the simulated compartments along the sides. Does any one know where I can get Burlington Northern Green paint? I hope to have this running by our day at Leatherhead in August.

In the photo of the GP15 you can just see a Polly 1 (sorry Andy!) this has given me several years of good service and is now in need a total overhaul.



My Maid of Kent is progressing slowly, I have to make the steps on the loco and tender, then the only thing left on the tender is the handrails and a coat of paint. The loco has to be dismantled as sitting for so long it has seized up.

In the photo of the Burrell (next page) you can also see my hand-built Minnie and another one of my hobbies - a shed in 1" scale. I build dolls houses, in fact I build anything planes, model railways, boats and plastic kits.



If any members live in the Leatherhead area and are looking for a local club please come along and see us - we are looking for new members. The good news at Leatherhead is that we have been given the next field so in a couple of years we will have a longer track almost double in size, this will give all of us 5" 'folk' a test to get round that.

I would like to thank you for continuing to be members of the club and big thank you to Jeff for producing this magazine.

Trevor

### **Visit to the Leicester SME, Sunday 22nd May**

We are very pleased to have been invited back to Leicester for the first of our 2011 rallies. We are made very welcome and a superb lunch is laid on for us in their magnificent Clubhouse. Please let them know if you plan to attend.

The Society's site is in Abbey Park, not far from the city centre. From the Inner Ring Road, A594, take the A6 north (St Margaret's Way) and after about 500m you cross over a waterway. Immediately on your right is signposted a car park for Abbey Park, turn right into this car park and head for the far end. Last year it was Pay and Display with no charge on Sundays. Leave the car in the car park and head past the barrier turning left and following the signs to LSME. At the Clubhouse someone will come back to the barrier with you to bring your car into the site.

### **Visit to the Norwich & District SME, Saturday 4th June**

For our second visit in 2011 we have another return visit - this time it is to the Norwich and District SME track in Eaton Park. Again, we were made very welcome last year and they have excellent facilities. Like Leicester they are in a public park so there are plenty of paths around if anyone fancies bringing a traction engine model.

The Club site is very easy to find, on my previous visits I have approached Norwich from the A11, turning left onto the Ring Road I followed the A140 for just over ½ mile before turning left into South Park Avenue. The Club entrance is on the right hand side. For visitors not travelling by car, there is a very good bus service, route number 25, from the rail station which drops you off just by the Club entrance to Eaton Park.

## **A boiler fit for a King!**

Some 2 ½ years ago whilst surfing the Maxitrak web site I spotted a “part built” Great Western King Class Locomotive for sale. Recalling my train spotting days in the 50’s and 60’s I was always impressed by this ‘flag ship’ locomotive of the Great Western Region of British Railways. I immediately rang Andy to enquire whether or not the locomotive was still for sale. He informed me that he had had several enquiries and would let me know whether or not one customer in particular was definitely going to purchase the loco. A week or so later the phone rang and Andy informed me that the person in question had declined to purchase the loco, consequently I made arrangements to visit Maxitrak’s factory to view the same.

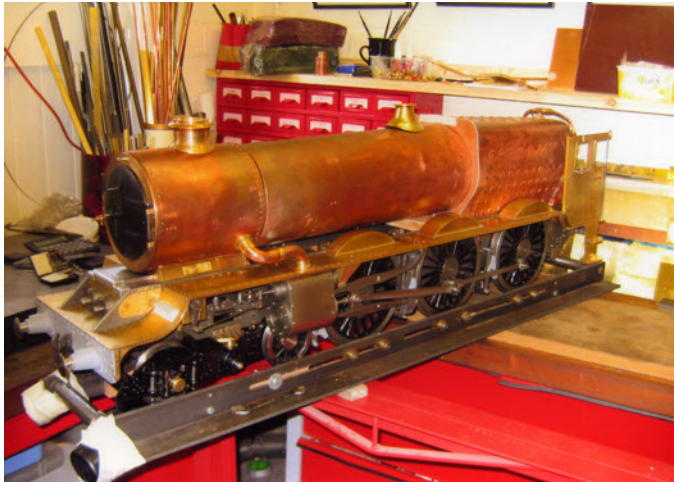
The locomotive frames were complete as was the majority of the motion. The castings and drawings required to complete the locomotive were also included. Some of the platerwork had been cut although on close inspection this did not match the standard of workmanship of the frames and motion. The locomotive tender was well advanced although the detailing did not match that of the ‘real thing’.

I decided to take up the challenge of completing the locomotive and whilst at the factory Andy asked me if I was interested in Maxitrak making a boiler for the loco. He informed me that they had recently started manufacturing TIG welded copper boilers and that the delivery period at that time would be approximately 5 - 6 weeks., this sounded a far shorter period of time than that quoted by a Company manufacturing conventional silver soldered boilers.

Having had fairly limited experience in ‘hands on’ practical Model Engineering I decided to complete the locomotive tender before working on the locomotive itself. As previously stated the part finished article and the associated ‘Kenyon’ drawings dating from the early 1960’s were lacking in detail so I firstly set about researching the subject. I obtained very detailed scaled down copies of the Swindon built GWR 4000 Gallon Collett Tender and Andy sent me some free hand sketches showing the construction of inner coal bunker, water hatches, tool boxes, etc., which I also found very useful.

As the frames and motion of the locomotive were purchased some 90% complete I decided that I would soon need a boiler in order to progress the model further, consequently I decided to go for a TIG welded boiler supplied by Maxitrak. When the boiler was complete I again visited Maxitrak Factory in order to collect the unit. I am not going to pretend that the fitting of the boiler to the frames was plain sailing. If ever I repeated the exercise again I would check the dimensions of the boiler and inside frame measurements more thoroughly from the drawings to ensure adequate clearance.

The outside measurement of the firebox as shown on the 'Kenyon' drawings was only 1/16" smaller than the inside frame measurement. Consequently the boiler stay heads were quite a tight fit! (I mention this fact so that readers of this article might benefit from my experience).



As can be seen in the photo above I eventually overcame the problem and set about timing the part finished locomotive and running it 'on air'. The first attempts at turning the motion over were somewhat disastrous. I connected both the inside and outside cylinders via a temporary manifold to my air compressor and in both forward and reverse mode the air passed directly to exhaust without the wheels even remotely showing any signs of turning on my rolling road. I decided to ring Andy for advice and he suggested that the most likely cause could be that the valves might be too loose a fit in the linings.

On investigation the valves were found to be some 10-12 thousandths of an inch smaller than the valve linings. At this point Andy offered to 'have a go' at making new valve bobbins, however, I decided that it was about time I did some 'serious' lathe work myself. Eventually I succeeded in making four new valve bobbins within 0.5 thousandths of an inch of the internal diameter of the valve linings. After reassembling the valves and pistons in the blocks the motion ran very well.

Remaking and assembling the plamework i.e. the cab sides, cab roof, running boards and splashers, etc., cladding the boiler and fire box, remaking the smoke box, machining the chimney and safety valve cover castings, fitting the necessary pipework and valves, etc., painting, lining and applying finishes has occupied my time for the past 18 months or so.

The finished locomotive is some 6 feet long and requires 40-50 ft radius track, therefore I am unable to run the same on the track in my garden, however, if I do run the locomotive it will have to be at the local Model Engineering Society track at Sutton Coldfield. In the meantime the sense of achievement in completing the construction of the locomotive has been well worth the effort involved. Whilst I understand that my TIG welded boiler was one of the first produced by Maxitak I gather from their website that they have made many more units since, all of which are fully compliant to current regulations.

David Osborne



The photo above shows the finished loco - 6026 'King John'.

The photo left shows a close up of the detail around the cylinders and distinctive 'King' front bogie.

David must be congratulated on the excellent finish to his model. (*Ed.*)

## The Great Coffee Pot Fest

A remarkable event, which should have great appeal to owners of Maxitrak 'Chaloner' locomotives, takes place at the Leighton Buzzard Narrow Gauge Railway in Bedfordshire on the weekend of May 14th/15th.

At least six two ft gauge vertical boyled 'coffeepot' locomotives are lined up to attend together with several from other gauges of 5" and 7 ¼" down to '009', including a 16 mm. layout. The iconic 134 year old 'Chaloner', on which so many fine models including the Maxitrak are based, will be operating on the day, enabling comparison of models with the original. The centre of the action will be at the Stonehenge Works end of the line where a 7 ¼" and 5" service will transport those of modest dimensions arriving on the two foot gauge trains to an exhibition of model railways featuring further 'Coffee-Pot' models in action. In addition, Andy hopes to have his 7 ¼" version of 'Chaloner' completed by then.

Footplate rides on a vertical boyled locomotive will be available at Page's Park where the railway's fine range of more conventional steam locomotives will be on display, while Saturday sees the launch of the long awaited definitive book on the most famous 'coffee-pot' builders of all, De Winton of Caernarfon, with the authors on hand to sign copies.



This will be a very special weekend attracting the general public, narrow gauge enthusiasts, miniature buffs, general vintage transport enthusiasts and modelers. It will be the biggest public gathering of the 'Coffee-Pot' type since four headed the first train into Washington D.C. in 1834! The occasion will thus set a record for the largest number of vertical boyled locomotives ever gathered together in public and Maxitrak 'Coffee pot' owners are cordially invited to join in and operate their locomotives,- in fact they are not just invited but needed!

Owners should please contact the organiser, Alf Fisher, as soon as possible, whether spectator or owner, this will be a feast of steam not to be missed.

## **Forneys at Portland**

As a follow up to Mark Hamlin's 1989 report on the old Edaville Railroad at South Carver, Massachusetts, I thought readers might be interested in an update on what actually happened to all the wonderful 2' gauge equipment assembled by Ellis Attwood there. Last October I was fortunate to visit New England in the 'fall' and managed to take in the Maine Narrow Gauge Railway and Museum on the waterfront at Portland.

After the old Edaville closed in 1961 and with bank foreclosure threatened, a group of local enthusiasts managed to raise sufficient finance to purchase all the locos, rolling stock, track and everything else and transported it to the new site in Portland. The site included an old industrial building formally occupied by the Portland Company, sometime manufacturers of steam locos, and extended for 1.5 miles along old the trackbed of a standard gauge line.

The four Forneys, two Model T railcars, and 1949 GE double bogie diesel from Edaville are all there, together with some wonderful period coaches from the various 2' gauge lines operating in Maine during the first half of the twentieth century. Quite a few coaches and other rolling stock are stored in the open. The old industrial building which is not rail served acts as the museum and contains a somewhat diverse collection of artefacts, models and the more precious rolling stock, including the Rangely Parlour Car and the two Model T's. Rides are offered along the short stretch of track behind the interesting GE diesel on a push-pull basis, Sadly all the steam locos are out of service with little hope of early reintroduction, exacerbated by the fact that last year the 'loco shed' suffered a fire which destroyed the wooden cab and some of the fittings on one of the Forneys. The fire should have been of little surprise as the shed was constructed with a wooden "A" frame and covered in polythene sheeting. Nothing has been done to repair it or the loco. This is, unfortunately a sad reflection on the management and the apparent financial state of the railway.

There has however been a recent report of good news in that management changes have taken place and several Maine communities expressed an interest in accommodating the project and hopefully injecting new funds. It would be great to see at least one of these Forneys working again.

The amazing "Flying Yankee" Diesel set shown in Mark's photo has also been saved and is undergoing a major rebuilding at the Hobo Railroad, Lincoln, New Hampshire.

David Bailey

## Making American steam locomotive models – part 3

In part 2 in RnR 65 Andy continued his review of American steam loco design with a look at the chassis, motion and boiler mounting. In this issue we will read about the cab layout and controls.

Another feature distinctly odd to the European eye is how the firebox fills the cab, I think this stems from the different loading gauge between the two types. A British engine has to have the boiler stop short at the front of the cab so as to allow sufficient room for the crew to work while on the American engine with a larger cab there is room for the crew on either side of the firebox.



The photo on the left shows a good example of this, even on narrow gauge this holds true showing that this design has become a feature rather than a necessity of the loading gauge size. It is quite common to extend the firebox into the cab on live steam models, as extra grate area can be obtained without spoiling the character of the model. The designer of this full size engine has been following the same line of thought and taken it to extremes!

In Britain most railway companies made engines to their own designs, there was virtually no standardisation with each railway going it's own way with regard to cab layout. Even in one loco type there could be wide variations, Midland 4F freight engines were built with the driver on either the left or the right side of the cab depending on build date!

Most American railroads bought their motive power from established builders, and the cab layout is to a set common style, which must have made changing engines much easier.

The engineer (driver) is on the right side of the cab, he has a push pull type regulator, push forward to close, pull back to open. This is equipped with a ratchet mechanism to hold the setting like the handbrake lever on an Austin Seven (or a Ford Model T in American parlance).

I must add that I never saw one in working order on a Cuban engine though this did not prevent the engines in question from working! Presumably they kept the gland on the operating rod good and tight so as to avoid the rod operating like a piston and opening the regulator under boiler pressure.

The lever is placed so it is within easy reach even when the driver is hanging out of the window, this being the most common driving position. Along with the regulator the right side cab houses the Westinghouse air brake valve, reversing lever, cylinder drain lever and whistle pull. Other items are more randomly situated such as the bell operating mechanism (steam or mechanical), injectors, Westinghouse air brake pump feed, water pump feed etc. The photo below left shows the usual driving position, driver looking back down the train.



On the left side the fireman has the oil firing controls and an injector to play with. In the case of coal fired locomotives all the firing has to be done off the front of the tender due to the boiler back being so far in to the cab, there is usually a big step down from the cab to the tender footplate level which must have made life interesting when coal firing. This also explains the big rear cab roof overhang typical of American practice. Access is gained to the side of the boiler from doors situated in the front of the cab on either side, though in the hot Caribbean climate these were often missing along with any vestige of side windows. The photo above right shows the driver's side injector being inspected through the cab front door, I don't think the hat and cigar are standard railroad issue! Injectors are lifting type, placed just above tank level with a single steam valve on the back to turn them on.

By British standards the back of the boiler is remarkably clear, only the water gauge is found here and even this lives in a small metal tube with slots cut either side so the driver and fireman can take a sideways look at it. Virtually everything else comes off the top or sides of the boiler inside the cab. To the best of my knowledge this description is true for all but the very largest American locomotives such as the Mallet type where the wide firebox came much closer to filling the loading gauge.

Our next photo, right, is one of Rafael Freyre's 2ft 6in gauge Baldwin 2-8-0's under repair, showing how the cab is supported on brackets bolted to the boiler as the bar frames are too far under the firebox to be useful for fixing the cab in the usual European manner.

Any movement in these brackets puts the cab out of true, giving some cabs a distinct sag.



The spark in the firebox is the boiler tubes being electric welded in place, must make eventual tube replacement much more fun! This shot also shows how clear of fittings the back head is, there is only the water gauge on the right hand side with a light to make it visible at night. Note how the fall plate for the tender is also bolted to the back of the boiler, as is the reversing lever on the right hand side.

In model form it is not usually desirable to screw too much on to the boiler, on smaller American engines it is usually possible to get most of these items on the frame leaving the boiler free to do its own thing. Larger prototypes are not so easy as the boiler is so much higher in the frames, though the back of the cab on these engines is usually supported off the "drag beam" (back buffer beam to us!) using a plate each side similar to the ones supporting the boiler.

Engines on this line (photo below) are equipped with traditional wooden cabs, some a bit rough but the fact that they are still in one piece after a century's use says a lot for the design and construction. Inside the cab you can see four



diagonal supports coming from the boiler top to the cab roof, these are a vital part of the strength and stability of the cab. On one memorable cab ride, one of the stay bolt nuts came loose, dropped on to the top of the firebox, rolled down the footplate and off down the embankment. The driver was unperturbed as I handed him the bolt before it followed suit!

I had a problem with the fire door design when drawing up my coal fired Forney, we had only seen one coal fired engine in Cuba and this was German built. All the other oil fired engines have a fire door with a built in vent, placed to deflect smoke, soot and flame away from the crew (very vital piece of equipment as oil firing can be quite pyrotechnic, especially when lighting up). Chinese locos are coal fired but not likely to have authentic Forney style fire doors.

Luckily I was able to find a video clip on YouTube showing a Forney cab ride. As this is a very small engine the camera was held too high to see the fire door, that is until the engine gave a great lurch causing the cameraman to point the camera at the floor. Careful use of stop frame gave me a good view of the fire door complete with a very natty latch handle!

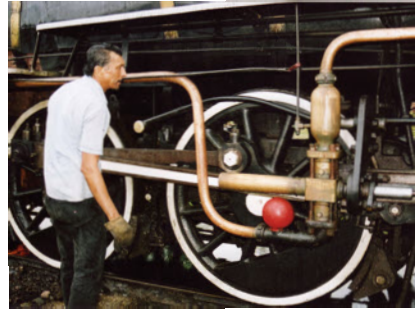
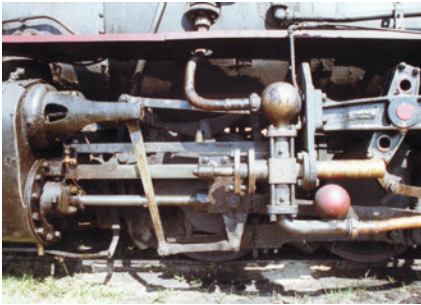


Most American engines have much larger balance weights on their wheels than we are used to, the photo left shows a typical set with the extended balance weight spanning half the circumference on the main driving axle. This is actually a Chinese SY but the balance weights and the style of wheel are typical of more modern American designs.

I was surprised to see extensive use of crosshead pumps on many of the narrow gauge engines in Cuba, a typical set up can be seen on the locomotive in the photo at the foot of the previous page. I had thought pumps would have been relegated to history when reliable injectors made their appearance, but not so. In the early days before injectors it was not unknown for engines to have to go for a short run to fill the boiler. Another alternative used on early single driving wheel locos was to get the engine up against a buffer stop, oil the rail and set the wheel spinning to work the pumps. Not an ideal solution!

The Stroudley Terrier tank engines were originally equipped with crosshead pumps, this was because the water in the tanks was pre-heated with exhaust steam preventing the use of injectors. This feature was replaced pretty soon on in their extended working lives, so it came as a bit of a culture shock to see so many pumps in use on American engines. And what pumps they are, the photos at the top of the next page show typical set ups complete with expansion chambers and exposed pipe work. Any modeller fitting a pump like this runs the risk of public ridicule for putting such a large adornment on the side of his engine! I would say that half the narrow gauge engines had both pump and injector, many of the others having the mounting brackets where a pump once lived.

Some standard gauge engines were also equipped in a similar manner, the photo below right shows one example, on a Baldwin built 4-6-0 of 1911. The engineer is not admiring the polish that has been applied to the pump but is looking rather glumly at a bent valve rod caused by the cylinder drain linkage not working on this side of the engine. When the engine was started the valve stuck fast and bent the rod - soon put to rights with the aid of a big hammer!



There is an easy way to tell the maker of any particular locomotive - look at the makers plate! In the case of American engines you do not need to be able to read the plate as the shape alone will usually tell you the maker even when the loco is at a distance. This can be very useful when looking at photographs. The plates themselves are to be seen on the side of the smokebox, usually right behind the stay for the front pilot. Engines built by Baldwin are the most common and they have a round plate that changed very little over the years. Next in popularity came Alco (American Locomotive Company) who used a rectangular plate. These are the main two builders but there are others, notably Porter who specialised in smaller engines, the photo below right shows the shield shape plate used by this company. Unfortunately I do not have a build date for this very early example "preserved" outside one of the sugar mills. Conspicuous by their absence in Cuba are locomotives made by Lima who used a diamond shape plate. This may be because a lot of their production was devoted to geared locomotives. Other builders include Davenport and Vulcan Iron Works, with some engines still in use from Rogers, a company taken over by Alco in 1905. These rarities would require closer inspection of the makers plate, so long as it is still present!

Andy



## 2010 steam rail tour all around Germany

In RnR 65 I recalled the first part of a 2010 railtour of Germany. Starting in Augsburg we travelled through Munich, Dresden and Berlin on our way to the Baltic coast then on to Hamburg. In part 2 we head south and west nearing the borders of France and Switzerland.

Leaving Hamburg we steamed to Bremen on an extremely busy main line, our drivers had a spirited drive to keep up with the traffic, every few minutes we passed a container train on its way to the docks.



Leaving Bremen, photo left, in lovely September sunshine, we continued south east through Hannover towards a mountain range renowned for its narrow gauge steam trains - the Hartz. We arrived at Wernigerode, one of the interchanges to the HSB, (the *Harzer SchmalspurBahnen.*) in the late afternoon to be faced with a dilemma - we were offered a trip up the Brocken then coach to our next hotel

stop in Halle. It was very tempting as it was such a glorious afternoon, however, we decided the Harz warranted a longer visit to do it justice so will come back another time. We could enjoy an ice cream and take in the scenery and atmosphere as the HSB locos shunted their carriages around the station.

The photo on the right shows one of the Mallet 0-4-4-0 locos in the yard whilst the service trains were being worked by chunky 2-10-2 locos built in the early 1950's. The HSB runs for some 130 km through spectacular scenery and is Germany's largest narrow gauge network. The following day we would see another HSB train leaving Nordhausen at the southern end of the system.



The evening was spent at the railway museum in Halle and took, by now, a familiar format - part of the Roundhouse had been cleared for tables and benches, food was served by museum volunteers and, of course, there was lots of local beer on hand. Plenty of locos would be around for night photography,

however I found this difficult with black locos and low light levels - it didn't help that I had not worked out how to take long exposure shots on my new camera!

Our journey then took us west to Bochum in the heart of the Ruhr valley, part of the journey took us along a privately owned line past an old castle where our line speed was reduced to a crawl to prevent further collapse of the stone walls. Bochum has another fine railway museum and is the biggest in Germany, the centre piece being a 14 road roundhouse. An interesting exhibit, that I could not resist having my photo taken with, was the pedal powered inspection vehicle, shown on the right. Note also the buffer of the loco behind - the white rim is to aid visibility in the dark.

The next part of our journey would take us to the far west of the country, to Saarbrücken near the French border. We followed the Rhine past Cologne and Koblenz and through the Rhine gorge where the river reduces to just 100 metres wide with several rock shoals - seeing the very strong current I certainly wouldn't want to take a small boat on there, not to mention the large barges and frequent river cruise boats.

After a brief stop at Saarbrücken we headed east past Kaiserslautern and could see the A6 Autobahn that I know



well from my visits to Sinsheim. The photo on the left was taken at Bingen during a loco changeover, one can see that the bright sunshine was evading us and it was difficult to avoid other photographers.

We took lunch that day in the period Dining Car, always an enjoyable experience, so the rain did not spoil the day - perhaps the bottle of local wine helped,

Our journey continued past Mannheim on our way to Darmstadt and the next railway museum. The photo below gives an impression of the format, the tables and benches seem very universal, there was plenty of food (on the occasions when there was a barbeque the steak was excellent). We paid for our own drink, a beer for €2 seemed to be the going rate. The loco in the background adds to the atmosphere.

For our penultimate day we headed south, passing through the station at Ubstadt, a stone's throw from the hotel we use on our visits to Sinsheim and through Karlsruhe the new venue for the Indoor Steam Festival. Continuing south on our journey through the Black Forest we reached Offenburg for a highlight of the week - the train would be split into 2 parts, the first 6 carriages double headed by 2 Pacifics and 5 carriages headed by 50 2740 (052 740-8 under the revised numbering scheme), a mighty 2-10-0.

The two trains left the station together for a period of parallel running, taking it in turns to pass each other on the rising gradient - most spectacular. I can't imagine this being possible in the UK on a main line between service trains.

As could be expected window seats were at a premium, we were fortunate to have found a table in the bar carriage (well it would soon be lunchtime!) so we had window to ourselves and I could lean out of the open window to capture some excellent movie footage of the passing train - and some action photos as well, see photo right.



Arriving back at Heilbronn in the evening we took the S-Bahn suburban train to the museum, a place I especially wanted to visit again after a special tour in January 2008. The layout I remembered well although the Roundhouse was partially cleared for the dining arrangements.

For the final day of our tour we headed south again, this time to Lake Constance and the border with Switzerland and Austria. Our first water stop was at Amstetten, a junction with 2 preserved lines - the standard gauge 'Localbahn' to Gerstetten and the 900mm Alb-Bähnle to Oppingen. As well as seeing one of their trains depart we could



see an interesting device for coping with the change in gauge - each standard gauge axle was picked up by a narrow gauge carrier- see the photo above.

Arriving at Friedrichshafen there was an option of a lake cruise, we decided to stay on the train and have a leisurely lunch by the lake at Lindau. Sitting outside by the lake I was able to get a photo of one of the modern Zeppelin airships on a sight seeing tour of the area.



The journey back to Augsburg was briefly interrupted when, less than 20 miles from our destination, we had the first breakdown of the entire trip - when stopping to drop some passengers the brakes stuck on one of the carriages. No problem - shunt the carriage into a nearby siding and resume the journey.

The evening took the usual format at the museum but this time we had a jazz band and fireworks for the farewell party. Altogether a magnificent experience over the last 10 days, the organisation was brilliant with only a few minor glitches.

Asked for my most memorable experiences I would have to say the ride on the 'Molli', the Hamburg harbour tour and the fantastic parallel running from Offenburg in the Black Forest. Altogether an excellent holiday!

Jeff

## Factory news Winter 2011

We have just returned from the London Model Engineering exhibition, where we had a number of the new models on display. If you missed it, or want another look, there is a clip on our You Tube channel.

The SE&CR class R1 0-6-0 tank engine has been a very successful design with the entire first batch now sold, we now look forward to getting a second batch later this year including a new kit version. This is the first of a series of inside cylinder 0-6-0 locomotives, with the LMS 4F being next in line. After this we will be introducing a Great Western 9400 class pannier tank, and 2200 class tender 0-6-0.

On the traction engine front we now have the Case up and running after a bit of a battle with the clutch mechanism. This is something not found on British traction engine and involves adjusters with left and right hand 2mm threads. Plans are also advancing for the 2" scale Fowler, as this is a large engine in full size the 2" scale model comes out about the same length as the Aveling tractor in 3" scale. With twin cylinders, two speeds and all the ploughing gear this should be an impressive model.

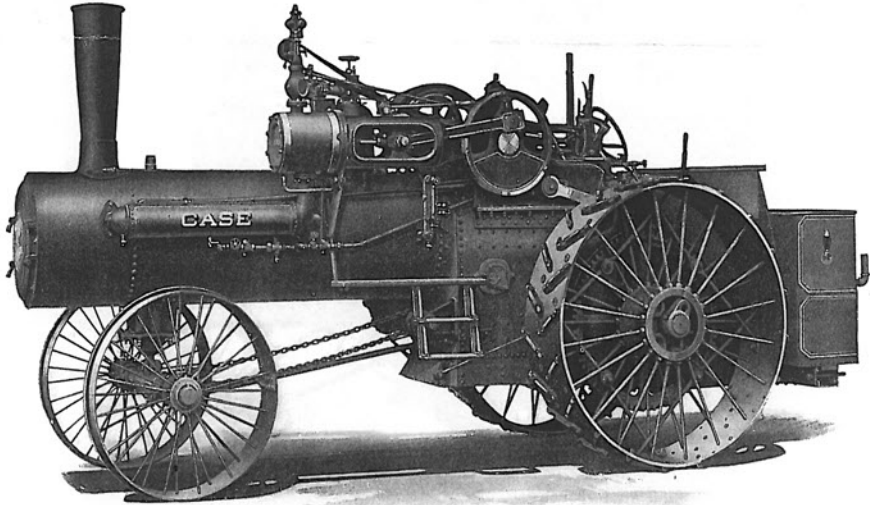
At the show our class 20 was on display with new detail parts, this greatly improves the look with many lost wax parts to complete the picture. Also there was the class 73 in unfinished form as the body was fresh out of the mould only a day or so earlier. We are campaigning to get the paint shop to do the Pullman livery version, but they are not enthusiastic about the lining. I am sure the end result will be worth it!

We look forward to the next batch of Planet locos coming soon, followed by the same design in 7 ¼" gauge. Also for the larger size enthusiast we have the Forney due soon, with a welded copper boiler already to hand this will not be long in finishing. Judging by the size of the boiler alone this will be an impressive engine.

With the advent of many new models some of the older designs like Dixie and Ruby are now only built to special order. They were introduced in the early 1980's so they have had a good run for their money and still come up regularly on the second hand list. Our new engines offer up rated specifications with many items standard when they used to cost extra on the old designs.

We are still working on the 7 ¼" gauge Chaloner and may even have something ready for the "Coffee Pot Festival" at Leighton Buzzard where it is hoped to meet a good number of other vertical boiler locomotives including the full size Chaloner.

We look forward to an interesting and productive 2011, Andy



## 80 Horse-power Steam Tractor

11 x 11-Inch Cylinder, Simple

**T**HIS tractor has always made phenomenal records at Winnipeg. Three times entered and three times winner of the Gold Medal, it stands without an equal except our own 110. The best yearly average record of all our competitors in this class shows 24.4 per cent more coal consumed per acre than Case. Other interesting data from this contest, for which we have not space to give in detail here, will be supplied with our general circular showing the results of this contest. We have repeatedly stated that when Case Tractors compete, it is only against their own previous records. The 1913 results bear us out in our statements.

Price complete, as shown above, \$2,350.00, F. O. B. Racine, Wisconsin.

### Specifications

**BOILER BARREL** — 34 inches in diameter.

**FIRE-BOX** — Length, 44 inches; width, 30 $\frac{1}{4}$  inches; height, 31 inches above grates. Stay Bolts,  $\frac{3}{4}$ -inch diameter.

**THROUGH-STAYS** — Five 1-inch steel through-stays, with upset ends support the front and rear heads. Rear head has in addition two 1 $\frac{1}{4}$ -inch diagonal braces.

**TUBES** — 58 in number, 2-inch diameter, 96 $\frac{1}{4}$  inches long.

**HEATING SURFACE** of boiler, 282.6 square feet (above grates).

**GRATE AREA** — 9.4 square feet.

**ROCKING GRATES** are furnished regularly with this engine.

**STEAM PRESSURE** — 150 pounds per square inch.

**FLY-WHEEL** — 40-inch diameter; face, 12 $\frac{1}{2}$  inches; speed 250 revolutions per minute.

**FRONT WHEELS** — Height, 48 inches; tires, 14 inches wide regular. On special order 18-inch at extra price.

**PUMP** — CASE Double-Acting geared pump furnished regularly.

**TRACTION WHEELS** — Height, 6 feet 2 inches; tires, 24 inches wide; 8- and 12-inch extension rims at extra price.

**TRACTION SPEED** — 2.39 miles per hour at normal speed of engine.

**EXTREME WIDTH** of engine with 24-inch tires is 8 feet 9 inches.

**LENGTH** over all with contractor's fuel bunkers 21 feet 4 inches.

**HEIGHT** to top of stack, 10 feet 2 $\frac{1}{4}$  inches.

**DISTANCE** between axles, 11 feet 10 $\frac{1}{4}$  inches.

**CONTRACTOR'S FUEL BUNKERS** — Capacity, 1,100 pounds coal (bituminous) and 252 gallons in tank. Water in boiler at working level, 2,180 pounds.

**SPECIAL ATTACHMENTS** furnished on special order at extra price: Jacketed boiler if coal burner, canopy, headlight, extension rims, compounded cylinders, straw burner.

All CASE Steam Engines will develop at least ten per cent more B. H. P. than rated. This Tractor at Winnipeg, developed 109.9 B. H. P. at normal speed and at normal pressure.

## Class 20 in the snow



## Parish Notices

- March 26<sup>th</sup>** - **Boiler Testing Day at the Factory**
- May 13<sup>th</sup>-15<sup>th</sup> - Harrogate Model Engineering Exhibition
- May 14<sup>th</sup>/15<sup>th</sup> - Coffee Pot Fest, Leighton Buzzard
- May 14<sup>th</sup> - S Fed Spring Rally, Harrow & Wembley SME
- May 22<sup>nd</sup> - **MOC visit to Leicester**
- June 4<sup>th</sup> - **MOC visit to Norwich**
- August 6<sup>th</sup> - **MOC Rally, Leatherhead**
- September 17<sup>th</sup> - S Fed Autumn Rally, Nottingham SMEE
- September 24<sup>th</sup> - **MOC AGM and factory open day**
- October 14<sup>th</sup> -18<sup>th</sup> - Midlands Model Engineering Exhibition

When visiting another Club, owners of steam models must take with them a valid current boiler certificate and ensure they have Public Liability insurance cover as the insurance of the host club may not cover visiting models. Please let the host know you are coming, it helps with catering and planning the event.

# 5" English Electric Class 20



This popular class of locomotive was introduced by English Electric in 1957 under the new modernization scheme. The initial batch of twenty engines were so successful that in total 228 engines of this type were built, with English Electric sub contracting much of the mechanical side to Vulcan foundry and Robert Stephenson & Hawthorn.

Length: 1240mm, Width 240mm, Height 340mm, Weight 26kg, Max speed: 6mph, Min Radius: 10 ft, Max load: 8 adults.

Our model is a working replica of the full size in 5" gauge, it has two 12 volt batteries under the bonnet feeding four 80 watt axle hung motors through an electronic control system with remote hand set. Motors drive the wheels direct through gearing, axles are fitted with bronze axle boxes. The body is a fine scale GRP moulding incorporating all the detail work to cab, roof and bonnet.

The bonnet and cab fronts incorporate light mouldings that can be finished to original style or converted for route indicator boxes etc. A super detail kit is also available.

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