MAXITRAK

THE BEST OF MODEL RAIL & ROAD



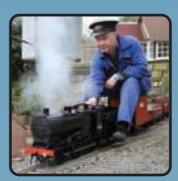
STEAM, ELECTRIC
ROAD LOCOMOTIVES

TRACK & ACCESSORIES
IN FULLY MACHINED
KIT FORM &
READY TO RUN











MAXITRAK

THE BEST OF MODEL ROAD & RAIL

MAXITRAK was founded in the summer of 1978 and since that time has established a reputation for innovation, reliability and customer support second to none. Initially beginning with one model, the Simplicity 0-4-0 battery electric, we now offer what must surely be the widest range of passenger hauling model locomotives and rolling stock to be found anywhere.

The models range from the small 1" scale Burrells and steam lorries, the 5" 0-4-0 battery electric and steam locomotives through to the larger $5"/7_1/4$ " gauge railway locomotives and 3" scale traction engines to Hudson and the Class 45.

All Maxitrak models provide an interesting challenge for the beginner and enthusiast alike being straight forward to construct, maintain and operate whilst offering a convenient entry into the fascinating hobby of Model Engineering. With fully machined kits, Maxitrak meet the requirements of customers who have the necessary skills, but little time to build a locomotive from scratch. The fully machined kits are also very suitable for those new to the hobby who have enthusiasm, but little or no experience.

SHOWROOM

Customers are most welcome to visit our showroom where examples of the locomotive and accessory range are on permanent display.



Directors Andy & Alex Probyn in the Maxitrak Showroom



MAIDSTONE ENGINEERING SUPPLIES

In September 2000 Maxitrak acquired Maidstone Engineering Supplies Ltd as a natural addition to the Maxitrak business, being suppliers of materials, fittings, tools and many other model engineering components.

A separate catalogue (see page 31) is avail-

able on request, with counter sales available to callers or by prompt mail order.

SECOND HAND SALES

Maidstone Engineering Shop

Maxitrak also offer a second hand sales by commission facility. Details of items for sale and illustrations are available on the Maxitrak website or by post. Further details of this service are available on request.

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The Maxitrak Workshop

www.maxitrak.com

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All other Terms & Conditions are detailed on the current price list, available on request.

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Note: for customers in

North America

All railway locomotives are

available in

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MAXITRAK OWNERS CLUB Founded 1993

The **MAXITRAK OWNERS CLUB** was officially launched on 26th September 1993 by a group of enthusiastic Maxitrak loco owning customers. The aims of the club are to foster friendships between members who wish to get the full benefit of owning and running a Maxitrak locomotive.

The club, although made up of members spread far and wide, is bound together by the Club Committee and a club magazine "Road & Rail". This lively and entertaining publication is packed with interesting articles penned by club members, technical information, news of various forthcoming club activities and all the latest gossip from the factory etc. There is a useful classified sales column which members are able to use, free of charge.

The club is supported by a core of hard working, dedicated members who do their best to ensure that everyone gets the best possible value from their membership. There are a number of rallies and visits around the country during the summer months with one main M.O.C rally each year. This rally is moved from venue to venue to give the greatest number of people the opportunity to visit other clubs and to try out different tracks.

The club is an affiliate member of the "Southern Federation of Model Engineers" and members can obtain a "Southern Fed" boiler certificate, subject to passing the test procedure and also to enjoy the benefits of specialist insurance cover under the Southern Federation Insurance Scheme.

If you own a Maxitrak loco, no matter where you live, you are most welcome to join the club and enjoy the kindred spirit and comradery of other owners.

Club membership is currently represented in the following countries:- U.S.A, Canada, South Africa, Sweden, Luxembourg, Holland, Germany, Japan, Italy, France, Irish REP & U.K.

FOR FURTHER INFORMATION VIEW THE CLUB WEB-SITE AT www.moc.org.uk
OR CONTACT THE CLUB THROUGH MAXITRAK LTD

THE CLUB HAS NO OFFICIAL TIES WITH MAXITRAK AND REMAINS ENTIRELY INDEPENDENT OF THE FACTORY









The Maxitrak range of large steam railway locomotives consists of a number of different designs, some of which share common components. The PEARL and OPAL engines are British saddle tank and side tank designs following the well known Kerr Stuart and Hunslet styles respectively. JACK is also a Hunslet based locomotive but is of an unusual and distinctive well tank design. LI'L JO is an American Porter design whilst ARTHUR is based on the German Koppel locomotives.

> All Maxitrak kits are complete with every component necessary, including every last nut and bolt, to constuct the fully functioning live steam locomotive. Kits are designed to be assembled using hand tools only with no machining required.

> > Up to the minute technology has been utilised in the manufacture of the parts, including both laser and water jet cutting and C.N.C (computer controlled) machining, investment casting etc. Some parts are pre assembled and complete, such as the all copper boiler which is tested to twice recommended working pressure prior to despatch and is supplied with the appropriate test certificate.

Some of these engines are available in either 5" or 71/4" gauges

Available as either a fully machined kit, a painted & lined kit or ready to run!

build order and can be assembled as

the kit progresses. All the locomotives have steel

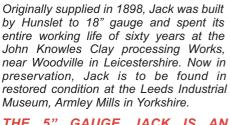
chassis, cast iron wheels, gunmetal or cast iron cylinders and silver soldered or welded boiler. The builder will require a good selection of spanners, drills, files etc to complete the kit. Cylinders are fully machined and only require the studding, gaskets, rings and packing to be assembled before fitting to the chassis. A full list of parts and a build manual are supplied.







1898 HUNSLET No.684



THE 5" GAUGE JACK IS AN **UNUSUAL AND POWERFUL LOCO-**MOTIVE AND IS AVAILABLE AS A FULLY MACHINED KIT, PAINTED KIT AND READY TO RUN. 71/4 GAUGE AVAILABLE BY SPE-CIAL ORDER!

PRINCIPAL FEATURES OF JACK include outside frames, Walschaerts valve gear mechanical lubricator. The Well tank is located between the frames at the front of the engine

and feeds the hand pump located in the cab. The axle pump is fed from a suitable tender or trolley mounted tank. Twin sandboxes mounted on the top of the boiler alongside the brass steam dome, adding to the distinctive character of this superb locomotive.



JACK SPECIFICATION

GAUGE 5"/71/4"

3"-1ft (1:4)

LENGTH 37" (940mm) 15" (381mm)

HEIGHT 24" (610mm)

WEIGHT 170lbs (77kg)

WHEEL DIAMETER 41/2" (114mm)

WHEELBASE 9" (229mm) CYLINDERS Gunmetal 13/4" x 21/4"

(45mm x 58mm)

Mechanical

Silver soldered copper BOILER

BOILER DIAMETER 6" (152mm)

BOILER LENGTH 211/2" (545mm)

27 x 1/2" (12mm) 90psi (6.2 bar)

WORKING PRESSURE

Axlepump, Handpump &

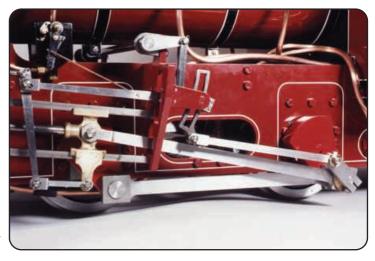
Injector

25 sq ins (148 sq cm)

MINIMUM RADIUS CURVE 12ft (4m)

LOAD 10 Adults (Level track)







Chaloner 7 1/4"

Chaloner is a model of the vertical boiler engines manufactured by the De Winton company at Caernarvon in North Wales. These simple but effective little locomotives were used extensively on the mining and quarrying industries in the mid Victorian period and were only later superseded by larger engines in the 1900s. Several survivors are to be found but only a couple are in working order, the others are

in museums or are awaiting restoration. Chaloner is one of the lucky ones to be kept in full working order and has been running on the Leighton Buzzard railway since the 1960s, though visits to other lines are common.

Our model has the distinctive twin cylinder De Winton set up with direct drive to the front axle. Piston valves are used so as to maintain the correct look of the cylinder block with the valves tucked between the cylinders.

Chaloner Specification

Gauge 7 1/2" / 7 1/4" Length 790mm Width 330mm Height 605mm Scale 2 1/2" to the ft Driving wheel 112mm dia Piston Valves 15mm dia

Cylinders, cast iron, 38mm dia by 60mm stroke Boiler, copper 210mm dia, 329mm long Grate 174mm dia Minimum curve 15ft radius

Load 6-8 adults

SOUTHERN

71/4" Gauge

This long lived class of tank engines started life in the 1880s as the South Eastern's R class. They were the first South Eastern locomotives built specifically for shunting and light freight duties with some 25 being produced. Fourteen of the old R class were rebuilt to become the new R1 class with larger boiler, dome and distinctive "Wainwright" cab.

Our model faithfully reproduces this engine in 7 1/4" gauge, with all the style and Victorian elegance of the original. It has a copper 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 57mm dia. by 74mm stroke, i

with piston valves operated by Stephenson's link valve gear.





R1 SPECIFICATION

Scale 40.5mm to 1ft

Length 1276mm Width 318mm Height 511mm

Cylinder 74mm Stroke, 57mm Bore

Wheel Base 622mm

FORNEY

The Forney

design was originally developed for use on the elevated railroads in New York and Chicago, it had a short

wheel base to take the sharp curves with a truck under the tank to increase stabili-

ty. The result was a very versatile locomotive design, and although soon replaced by electric traction on the elevated suburban lines, it rapidly

proved popular with other railroads. In particular, the narrow gauge 2ft lines in Main took to the Forney, improving it still further with the addition of an extra

model is based on this final incarnation of the design. The model is large enough for the driver to sit on the tank when

pony truck at the front. Our

driving. Special care has been taken to get the

controls as close as possible to full size practice, the driving experience should be as good as

the real thing!

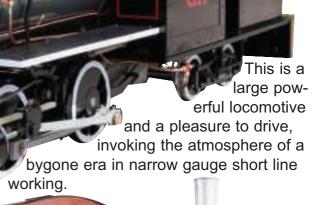
Length 1722mm Width 425mm Height 654mm

Gauge 7 1/2" / 7 1/4"

Scale 2 ½" to the ft
Driving wheel 150mm dia
Truck wheels 100mm dia

Cylinders, cast iron, 50mm dia by 70mm stroke Boiler, copper / steel 190mm dia, 892mm long Grate, 215mm by 110mm Minimum curve 20 ft radius Load 12 + adults

Forney Spec:



LI'L JO

The American Porter Company was one of the major manufacturers of steam locomotives, specialising in narrow gauge and small standard gauge industrial steam engines. LI'L JO is based on the locomotive supplied to the Catherine Plantation Sugar Cane Railroad of Louisiana, U.S.A in 1907.

The model features a bar frame chassis with inside valve gear, timber cab, sand dome and bell, headlamp, pin and bar couplings and a choice of chimneys. A pilot (cow catcher) can be fitted as an option.

PEARL, OPAL, LI'L JO, SPECIFICATION

GAUGE 5" or71/4"

SCALE 21/2" to 1ft (1:5)

BOILER Copper - loco type

GRATE AREA 221/2 square ins. (142 sq cm)

WORKING PRESSURE 90 psi (6.2 bar)

WATER FEED Hand & Crosshead or Axle pumps

Injector (Separate feed)

CYLINDER BORE 13/4" (44mm)

CYLINDER STROKE 21/2" (64mm)

Marshall with lever reverse (OPAL)
Inside Marshall with lever reverse (LI'L JO)

WHEELS 5" (127mm) dia Driving

3 1/4" (82mm) dia Trailing

RIGID WHEEL BASE $8^{1/8}$ " (206mm)

BRAKING Screw down (iron shoes) not LI'L JO

TANK CAPACITY 12 pts (3.4 Litres) approx.

LENGTH 36^{1/2}" (92

WIDTH 15" (381mm)

HEIGHT 23" (584mm) 21^{1/2}" (546mm)

WEIGHT 168 lbs (76 kilos)
MIN RADIUS CURVE 10ft (3048mm)

LOAD 12 adults (level track)

VALVE GEAR Hackworth with lever reverse (PEARL)

MIDLAND 4F

SPECIFICATION

5'' <u>Gauge</u>



4F. The first example was built in 1911 and was in batch production from this date right up to the 1940s; some examples were built by outside contractors rather than the Midland Railway or the LMS. No less than seven hundred and seventy two 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, virtually to the end of BR steam, and four have made it in to preservation, 44422 being one of them. The model is a faithful copy of the full size engine complete with Fowler 3500 gallon tender. It has a coal fired copper boiler, four row radiant super heater, screw reverser, Stephenson's link valve gear, piston valves, hand pump, crosshead pump etc.

Scale 27mm to 1ft

ength 864mm Width 216mm

Height 348mm

Weight 37.5 Kilos /heel Base 423mm

Minimum

15ft

Boiler Dia 126mm (5")

Vorking 90 PSI

Pressure Superheated Cylinder 40 x 50mm

Valve Type Piston Valve

alvegear Stephensons

Link









Stephensons link valve gear with cab reverser, screw down brake gear, hand and axle boiler

ALICE

The original Alice was built in 1889, works number 492; the second member of this class with open cab and short chimney - for use in tight situations on the rock face where clearances could be minimal. No less than eleven similar engines were built for use in Dinorwic, remaining at work into the 1960s. Many rebuilds took place during this period. Since the end of quarry work these smart little engines have been eagerly snapped up by enthusiasts and preserved railways, where the soundness of the orig-

inal design has stood them in good stead for the very different working

conditions imposed. Many have 5" gauge





feed pumps, coal fired copper boiler, displacement lubricator, water and pressure gauges, etc. Alice will pull up to four adults on level track and is as capable and characterful as her full size counterparts.

throughout" She comes

ALICE SPECIFICATIONS

GAUGE 2" TO 1FT **SCALE** 638MM **LENGTH** WIDTH 264MM 357MM **HEIGHT** WEIGHT 30 KILOS

LOAD BOILER **WORKING PRESSURE CYLINDER** VALVE TYPE **VALVEGEAR**

4 ADULTS 108mm x 390mm 100 PSI 32mm by 46mm

PISTON VALVE

STEPHENSONS LINK



·CHALONER·

Chaloner is a model of the vertical boiler engines manufactured by the De Winton company at Caernarvon in North Wales. These simple but effective little locomotives were used extensively on the mining and quarrying industries in the mid Victorian period and were only later superseded by larger engines in the 1900's. Several survivors are to be found but only a couple are in working

order, the others are in museums or are awaiting restoration. Chaloner is one of the lucky ones to be kept in full working order and has been running on the Leighton Buzzard railway since the 1960s, though visits to other lines are common. Our model has the distinctive twin cylinder De Winton set up with direct drive to the front axle. Piston valves are used so as to maintain the correct look of the cylinder block with the valves tucked between the cylinders. There is full Stephenson's

link valve gear as on the full size engine. The boiler comes gas or coal fired and is of welded copper construction, fully lagged. The boiler is fed form the front water tank by an electric pump with automatic level control, with a hand pump in reserve. There is a displacement lubricator of large dimensions tucked in inconspicuously

beside the cylinders, other fittings are whistle, cylinder drains, pressure and water

gauges, etc. This engine will pull up to three people on level track, and in gas fired form is a very easy engine to manage. The gas tank has to be carried on the riding car though all other items including the battery for the electric pump are on board the engine.







5" GAUGE CHALONER SPECIFICATIONS

Scale 2" to 1ft
Length 545mm (21 1/2")
Width 225mm (8 7/8")
Height 415mm (16 1/4")

Height 415mm (16 1/4 Weight 22 1/2 kilos

Boiler Dia 150mm (6") Working Pressure 100 PSI

Cylinder 25mm by 40mm
Valve Type Piston Valve
Valvegear Stephensons Link

THE FINISHING TOUCH!

Maxitrak produce a range of scale model lamps for rail locomotives and traction engines. Made in brass from high quality investment castings, available in kit form only. The lamp kits include lamp body casting, lense and handle and require assembly and painting or polishing, Lamp lenses are clear, tail lamp lenses require painting with red varnish.

ROAD & RAIL ACCESSORIES

TYPE A

1" scale "British Railways" Locomotive / Tail lamp 11/16" tall (excl. handle) for 5" standard gauge models



TYPE B

2" scale "British Railways" Locomotive / Tail lamp 21/8" tall (excl. handle) for 5" / 71/4" narrow gauge models



TYPE C

Traction Engine lamp set comprising one pair headlamps with reflectors 21/8" tall and (excl. handle) One tail lamp 11/16" tall (excl. handle)



STEAM OIL

Supplied in 500mm & 1 litre containers

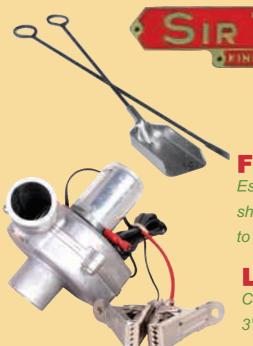


DISPLAY CASES

High quality display cases are available in stock sizes or to special order. Modern design, easy to assemble, tough 5mm acrylic.

ETCHED BRASS NAMEPLATES

Superb individually made plates of all sizes and descriptions. Supplied singly or in pairs (see price list) Brass and nickel number plates, shed plates, wagon plates etc.



SIRTORRE





FIRING TOOL SET

Essential equipment for the engine driver. Strongly made shovel & poker, Starter sets give you all the items you need to run & maintain your model

LOCOMOTIVE BLOWER

Cast aluminium, suitable for 5" and smaller 71/4" locos & 1" to 3" scale traction engines.



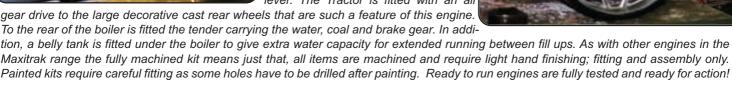
The Lorry is a fully self-contained model, the tractor however is driven from a riding car or trailer and is capable of pulling several trailers fully laden. It is even powerful enough to pull a medium sized car. The Trailer can also be used with the Lorry to give extra seating capacity.

being just over one quarter full size.

The gun metal (bronze) cylinder set includes; cylinder, piston, steam chest, valve, top chest, regulator, glands, etc. The cylinder drives a counter balanced crankshaft running in two substantial gun metal bearings with the cast iron flvwheel on one side and the two speed gearing on the other.

Full Stephensons link valve gear is fitted, as on the prototypes, to give control of forward, reverse and steam saving notch up positions on the reversing lever. The Tractor is fitted with an all





Available in stages as a fully machined kit, painted & lined kit or ready to run

AVELING LORRY AVAILABLE BY SPECIAL ORDER!

The boiler is of silver soldered copper construction and is fully tested prior to despatch.

SILVER SOLDERED/WELDED COPPER BOILER, TESTED TO TWICE WORKING PRESSURE & COMPLETE WITH CERTIFICATE!







THE MODEL is based on the G.N.D 4hp Tractor of the 1920s and features a 6" dia copper boiler, silver soldered throughout (complete with test certificate). Water is held in the tender and belly-tank and fed to the boiler via a crankshaft pump, with an injector available as a optional extra. Steering is by worm and wheel via chain to the front axle. The full length canopy (optional) can be removed to facilitate driving.

Aveling & Porter Tractor

Specification:

SCALE 31/4" = 1ft (1 : 3.5) **BOILER** 6" dia (152mm) Copper **TUBES** 15 x 5/8" (16mm) dia

x 13" (330mm)

90psi (6.2 bar) **PRESSURE** 36 sq ins (120 sq.cm) **GRATE AREA**

BOILER FEED Crankshaft pump

(Injector optional)

CYLINDER Cast gunmetal **CYLINDER BORE** 2" (50mm) CYLINDER STROKE 21/2" (63mm)

VALVE GEAR Stephensons Link

103/4" (273mm) front WHEELS 161/4" (412mm) rear

WHEELBASE 261/4" (666mm)

BRAKE Screwdown 461/2" (1181mm) **LENGTH** 185/8" (466mm) **WIDTH**

29" (736mm) **HEIGHT** 21/2cwt (127 kilos) WEIGHT

The Tractor can be built to full Showman's specification including working dynamo, full length canopy with coloured lights, & brass barlev twist stanchions etc.

Brass top chimney and individually numbered maker's plate are standard as is the brass "Invicta" on the smoke box door. Various options are available including injector and differential. A speed of 6 mph is attainable and the locomotive will negotiate the roughest of terrain successfully. A four wheeled driving wagon is available for this engine (see page 28).



These superb precision crafted models are built to a scale of one inch to the foot, one-twelfth full size and are as close to the original as possible whilst remaining a practical working model. There are two basic types available, the Traction Engine and the Steam Lorry, each model having its own particular appeal. The Traction Engines are based on the products of the foremost British manufacturer; Charles Burrell and Co of Thetford, Norfolk, England. The Burrells are available in both coal and gas (Propane/Butane) fired versions, whereas the lorries are gas fired only. Fowler BB1 Ploughing engine is coal fired and available as a painted kit or ready to run. (The Allchin 3/4" scale is only available in gas fired version).

The coal-fired Burrell is equipped with both hand and crankshaft pumps, there is a water tank in the tender with a bypass valve to control the water feed. When working well a coal fired engine is capable of providing more steam and is more powerful than a gas fired engine. The

gas-fired engine has a hand held pump for boiler feed and a Propane/Butane tank in the tender. The tank is simply filled from a gas canister of the type used with camping stoves. Once full it will run the engine for 45 minutes of

hard work or for over an hour running light. As the fire is so easily

controlled by regulating the gas valve, this is the better choice if you are uncertain of coal firing. Gas will run out before the water if both are started full, though extra water can be added with the hand pump during the run. Both gas and coal versions work at a powerful 60 pounds boiler pressure and will pull an adult along on level concrete or tarmac. A low loader is available for riding which has 16 wheels, all with needle roller bearings and tyres. It is necessary to equip the engine with rubber tyres if heavy loads are to be pulled. (This is a no cost option on the agricultural engine in place of the strakes fitted as standard).

All of the tracton engines will run over rough grass satisfactorily and can be left to go around in circles or with a scale load in tow such as the living van or trailer. They will also belt drive other scale machinery, if the belt is set up accurately.

There is an optional radio control system available for both the Road and Showman's Burrell engines. (note; standard equipment on the Lorries). This gives control over speed and direction but as a single cylinder engine, once stopped the engine will not start until the flywheel is turned - reversing is also manual. When in neutral the engine will run stationary, the brake working on a drum mounted on the second shaft and will hold the engine in position. Full Stephensons Link valve gear is fitted with lever control over forward, reverse and notch up positions. The Lubricator is of the displacement type and is mounted on the foot board or belly tank, disguised as a toolbox. It contains enough oil for a couple of hours running, oil flow being controlled by a needle valve.

Most engines are supplied in fully machined kit, painted kit and ready to run versions. Some special tools are required, especially the small spanners and drills suited to the 6,8 and 10 B.A. bolts used. Many parts are supplied with one set of holes which when lined up with the next component can be drilled through and bolted on. This does not apply to the more complicated parts such as the cylinder which requires no drilling. Rear wheels are part assembled whilst the front wheels require assembly, small copper rivets are included in the kit. All special tools are available from M.E.S. (see page 31).



COAL or GAS FIRED OPTION! (LORRIES ARE GAS FIRED ONLY)







AND PAINTED KITS
AND PAINTED KITS
ARE COMPLETE WITH
ALL COMPONENTS
NECESSARY TO BUILD
THE RUNNING LOCOMOTIVE. EVERY LAST
NUT & BOLT SUPPLIED! THE SILVER
SOLDERED COPPER
BOILER IS TESTED
TO TWICE WORKING
PRESSURE & COMES
WITH MAKERS
CERTIFICATE

FOWLER PLOUGH ENGINE

"CAPABLE OF PULLING ONE ADULT"

1 scale

Fowler were the leading manufacturer of steam ploughing equipment from the 1870's right through to the end of steam in agriculture. They were the largest and most powerful traction engines in common use and were exported round the world. In use there would be two engines, one either side of the field. The wire rope on the drum under one engine was wound out and attached to a double ended plough. The other engines rope was attached to the other end of the plough. The plough could then be pulled across the field by each engine in turn, both engines moving forward as the ploughing progressed. Our model represents the class BB1 engine, one of the largest types of plough engine produced. It comes as a twin cylinder compound, with two speed gearing and a coal fired boiler. There is a crankshaft driven boiler feed pump with bypass valve, and all the correct cable plough drum equipment with

A wealth of detail on this model accurately captures the atmosphere of steam ploughing in miniature.

provided along with lubricator, blower etc.

bevel gear drive and clutch, as on full size. Water and pressure gauges are









FOWLER SPECIFICATIONS

Length 574mm Width 211mm Height 303mm

Weight 14Kilos

Scale 1:12, 1" to 1Ft

Wheel Dia 127mm

(front)

Wheel Dia 170mm

(Rear)

Wheel Base 348mm

Cylinder HP14 LP20

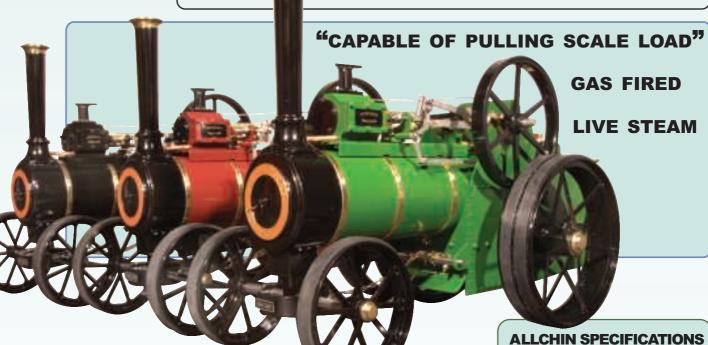
Size x 25mm

Valve gear Stevensons link

Boiler 64mm x 288mm

Grate 78mm x 45mm

ALLCHIN 3/4"



agricultural traction engine built by Allchin in their well known "Globe" steamworks, Northampton, England. This engine has typical Victorian characteristics of the period, with a short smokebox, straight back tender, smaller front wheels and "dumpy" looking boiler.

This sort of engine would have

The prototype for this model is an

This sort of engine would have been used for general agricultural use, particularly working threshing machines and other equipment with a belt drive off the flywheel. There was a choice of power, this being the 7 nominal horse power version built in 1893.

Length 314 mm

Width 140 mm

Height 214 mm

Weight 3.5 Kilos

Scale 3/4" to 1Ft Wheel Dia 70 mm

(front)

Wheel Dia 110 mm

(Rear)

Cylinder 16mm Bore

Size 22mm Stroke







Experience driving live steam in miniature!

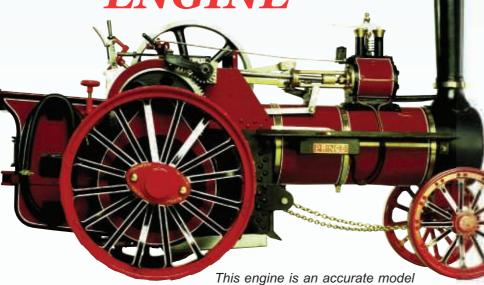
CRANE & SHOWMANS CONVERSIONS SETS



3/4<u>"scale</u>

Want to enhance your model? Interested in adding extra detail? Maxitrak offer conversion sets, changing your standard model in to a working steam crane, a Showmans with working dynamo or a steam roller with half canopy! Butane/propane fireing makes them simple to use, even for complete novices. A great introduction to live steam models!

The BURRELL AGRICULTURAL ENGINE



based on the Burrell Agricultural Engine "Prince"

a 7hp single cylinder tractor, Works No.3728. Delivered new on the 23rd of August 1916 to J.Hardy of Blackmore, Essex, the engine survives in good working condition and is to be seen regularly at steam rallies up and down the country during the summer months. With its open motion, spoked flywheel and lack of cover for the driver this is the traction engine in its most basic form.

"Prince" remains largely original, as can be seen from the recent photo on this page. Because of the relatively high initial cost of Agricultural engines, many smaller farmers could not afford to buy their own, useful though they were. It was not uncommon therefore, for farmers to engage the services of a local contracting gang who would, in the summer months, set about the annual tasks of threshing, bailing, sawing etc and come autumn - ploughing the fields, ready for the next season's crop!

1" BURRELL SPECIFICATION

SCALE. 11/8" (1:10)

BOILER. 3" Dia. Copper

PRESSURE. 60psi (4.1 bar)

CYLINDER. Brass

BORE. 7/8" dia (22mm)

STROKE. 7/8" (22mm)

VALVE GEAR. Stephensons

WHEELS. 41/8" Dia (105mm)

6 3/4" dia (171mm) rear

WHEELBASE. 117/8 (302mm)

BRAKE. Screwdown

LENGTH. 2018" (510mm)

21" (534mm) (Showmans)

WIDTH. 81/4" (210mm)

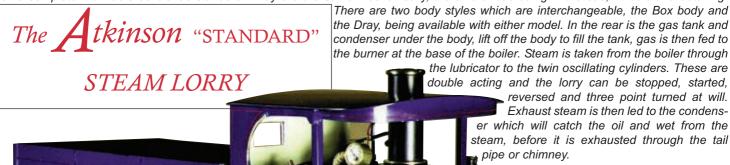
HEIGHT. 121/2" (318mm)

WEIGHT. 26lbs (12kg)





We have chosen the **SUPER SENTINEL** Undertype to model along with the slightly earlier **ATKINSON** "**STANDARD**", which although popular in its time, has many fewer survivors in preservation. **THESE MODELS ARE NOT INTENDED FOR PASSENGER HAULING** and so come complete with radio control as standard. They are the same mechanically, the differences being in the cab, wheels and detailing.



The cylinders drive through gear and chain reduction to the rea

reduction to the rear axle which is equipped with a fully working differential. Both axles are fully sprung with working leaf springs. Two

1916 ATKINSON 6TON WAGGON

channel radio control works the servos mounted behind the holler under the chassis, one controlling the s

behind the boiler under the chassis, one controlling the steering and the other the engine speed and reversing. The boiler is equipped with pressure and water gauges and will run for approximately 35 minutes before the gas tank, boiler and lubricator need filling. The cab roof is easily removed to give access to the boiler filler. These models are amongst the easiest for kit builders, there are still a good many small parts but there is little drilling and riveting.



ATKINSON & SENTINEL SPECIFICATION

SCALE 1"
BOILER Gas fired vertical
BOILER DIAMETER 31/2"
BOILER HEIGHT 101/4" (260mm)
WORKING PRESSURE 30psi (2.1 bar)
CYLINDERS In line twin
BORE 7/16" dia (11mm)
STROKE 7/16" (11mm)

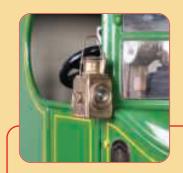
WHEELS 448" dia. 105mm (front) 6 34" dia. 171mm (rear) WHEELBASE 101/2"(276mm) LENGTH 221/4" (545mm) WIDTH 71/4" (184mm) HEIGHT 101/2" (267mm) WEIGHT 7.25kg (16lbs) TWIN CHANNEL RADIO CONTROL



THERE ARE A NUMBER OF ACCESSORIES & OPTIONAL EXTRAS

AVAILABLE TO ENHANCE THE FUNCTION AND

VISUAL APPEAL OF YOUR LOCOMOTIVE







TRACTION ENGINE LIVERIES

TRACTOR. (TE.1) SCARLET, BLACK & WHITE LINING, RED WHEELS ROAD. (TE.2) APPLE GREEN, BLACK & WHITE LINING, RED WHEELS SHOW. (TE.3) MAROON, RED & YELLOW LINING, YELLOW WHEELS

STEAM LORRY LIVERIES

(SL.1) MAROON with YELLOW LINING, RED CHASSIS & WHEELS (SL.2) MID BLUE with RED LINING, RED CHASSIS & WHEELS (SL.3) APPLE GREEN with WHITE LINING, BLACK CHASSIS & WHEELS

THESE ARE SUGGESTED LIVERIES. WE ARE ABLE TO FINISH TO ANY SPECIFICATION. WHEN ORDERING, PLEASE QUOTE THE REFERENCE NUMBER OR DESCRIBE YOUR OWN PREFERRED LIVERY



OPTIONAL EXTRAS

BURRELL ENGINES ONLY

COAL FIRED BOILER CANOPY LETTERING CANOPY LIGHTING SET LOW LOADER (RTR OR KIT)

BURRELLS & LORRIES

LIVING VAN (RTR OR KIT) 4 WHEEL WAGON (RTR OR KIT)

RADIO CONTROL SET (STANDARD ON LORRIES, NOT AVAILABLE

ON AGRICULTURAL TRACTOR))

3 ROAD LAMP SET
PAIR BRASS NAMEPLATES
PAIR NICKEL SILVER NUMBER PLATES
SCALE HOSEPIPE
SCALE BUCKET
SCALE SHOVEL

LORRIES ONLY

CAB LETTERING BODY LETTERING PAIR BRASS MAKERS PLATES (SENTINEL ONLY)





Battery electric and petrol hydraulic kits are complete with every component necessary, including all switches and wiring, to constuct the fully functioning locomotive. Kits are designed to be assembled using hand tools only with no machining required.

Modern technology has been utilised in the manufacture of the parts, including laser and water jet cutting and C.N.C (computer controlled) machining, investment and sand casting etc. Some parts are pre-assembled and complete, such as the electronic control. Maxitrak electric locomotive kits are easy to construct, even for the beginner and all are built on similar principals. The small four wheeled engines have a heavy central chassis member with wheels, motors and gearing as individual units mounted beneath. The buffer beams, valances and bodywork are built up on the chassis in a logical progression.

A separate switch panel is provided for the electron-

A separate switch panel is provided for the electronic controls and wiring. Body detailing, window glazing, handrails, horns etc. complete the accurate and authentic looking model.

The larger main line engines (WARSHIP, F7,class 66 etc) have power bogies using the same drive system as the smaller locomotives with multiple motors so as to give a power output and speed commensurate with the size and anticipated workload of the model. On these engines the electronic controller is mounted inside the body and has a remote hand held box.. There is provi-

Powerful, versatile, cheap!

electronic controller is mounted inside the body and has a remote hand held box.. There is provision for multiple operation of two or more locomotives from one control box if required (by special order). The Class 45 (Peak) locomotive is available by special order only (see page 30 for details).

A full parts list and build manual is included with each kit to assist with construction. Small spanners, screw drivers, drills and files are the most common tools required with some electrical soldering on switches, plugs etc. Full details of painting and finishing techniques are in the build manual as is advice on driving and maintenance.

Available in stages as a fully machined kit, a painted kit or complete ready to run!













Fitted with spring suspension, full electronic control and a wealth of detail, Planet 2 has two power options available, 700watt battery electic or 2.8hp petrol hydraulic making it a very power model perfectly suited for garden railway or light commercial use.

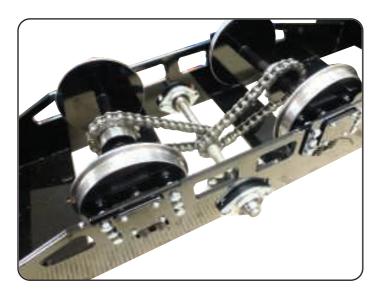
Gauge convertable







Need extra power? 2.8hp Petrol Hydraulic version will pull 12 people on a level track!!







Class 55 Deltic Specifications

7 1/4" - 7 1/2" Gauge Height 506mm Miinimum Radius

Scale 2 1/2" to ft Weight 180Kilos Maximum gradient 4% 1 in 25 Length 2710mm Motors 6x 200 watt Maximun Load 20 Adults Width 344mm

Control 24v Electronic KG Pull 75 Kilos



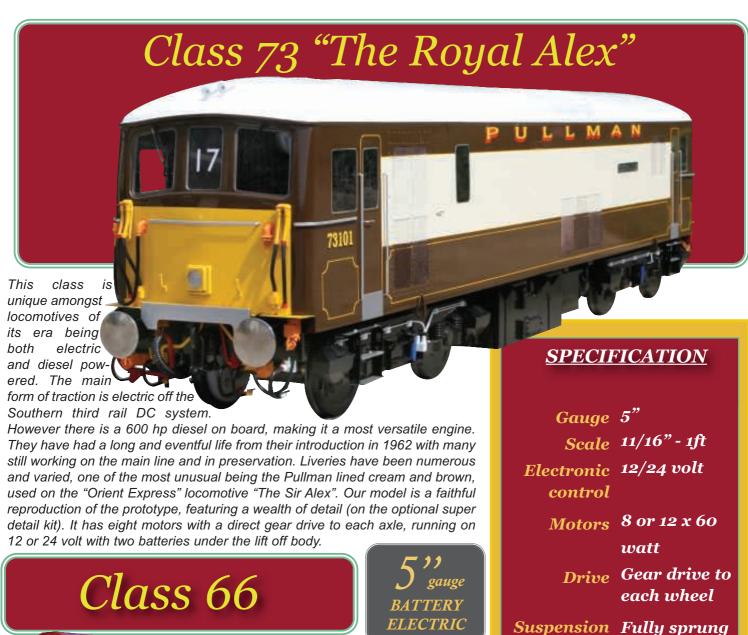
4 3/4"-71/2"

Gauge

SEE PLANET II FOR FULL

SPEC ON PAGE 21

22



ELECTRIC

Class 66 locomotives were introduced by EWS in 1998. They were soon replacing a varied collection of old diesel types and have now come to dominate rail freight transport in the UK. These distinctive locomotives are built by General Motors EMD division in Canada and come in a large variety of liveries from a number of operators. The success of this locomotive type soon caught the attention of European rail freight companies and they are now found in many parts of Europe giving an even more extensive range of liveries. There are now in excess of five hundred engines of this class with many minor variations in design. Our model of this locomotive offers an engine with a robust metal body and fine moulded detailing at a competitive price. Options include louvred side panels (graphics as standard), full three system lighting set, graphics for a variety of liveries and sound system.

Class 73

Weight 41 Kilos

Width 220mm

Height 332mm

Chassis 1380mm

length

<u>Class</u> <u>66</u>

Weight 41 Kilos

220mm Width

<u>332mm</u> Height

Chassis 1676mm length



Warship/F7

Specification

SCALE 11/16" to 1ft (1:12)

GAUGE 5"

LENGTH 5ft 23/4" (1593mm)

(F7) 4ft 5" (1346mm)

WIDTH 91/4" (235mm)

(F7) 91/2" (241mm)

HEIGHT 131/2" (342mm)

(F7) 15" (381mm)

WEIGHT 100lbs (40kg)

MOTOR 8 x 60 watt

VOLTAGE 24volt

DRIVE Delrin Gear

BATTERY 2 x 12v 7" x 10" x 11"

(177 x 254 x 279mm)

CONTROL Electronic

BEARINGS Plain bronze

BRAKE Electro magnetic

WHEELS 31/2" dia (88mm)

W/BASE 103/4" (273mm)

(BOGIE) (F7) 91/2" (241mm)

BODY GRP Moulded

CHASSIS Folded steel section

MAXIMUM

SPEED 8 mp

MAXIMUM

10 Adults

LOAD

MINIMUM 10ft (

RADIUS

10ft (3.05m)

THE MODEL faithfully follows the distinctive "Warship" outline and features include; eight motors with 12/24v electronic control, twintone horns, full lighting, illuminated route indicator boards. Authentic body, chassis and bogie detailing including springs, glazed windows/windscreens, lamp brackets, handrails, nameplates, shedplates, makers plates, BR insignia etc. The kit contains a wealth of detail and

5))
BATTERY ELECTRIC

should take approx. 50 hours "build time" (exclusive of painting) making an impressive and powerful mainline express, fully 5ft long. The preserved locomotive "Greyhound" nameplates are supplied as standard with any other nameplates available as an option.







AMERICAN E.M.D. F7 DIESEL/ELECTRIC

In the early 1950s, diesels were introduced in quantity on American railroads. One of the most popular, successful and long lived designs was the E.M.D. series of locomotives. Both passenger and freight versions were built with many variations, the model chosen being the F7.

of detail on bogies, chas-

THE MODEL reproduces the full size locomotive in miniature, with a wealth of detail on bogies, chassis and body. Features include; Eight motors with 12/24v electronic control, gear drive, twin tone horns, full lighting, authentic body, chassis and bogie detailing including springs, glazed windows/windscreens, headlamp, handrails etc.





power to pull 10 persons on a 1 in 100 gradient (more if you add ballast weight). This combined with the standard hand held control, battery condition meter and dead man's handle gives you a safe powerful model for the home builder, if you don't want to paint it we are happy to do it for you into any livery you require!



Class 25 Specifications

Gauge Height 345mm 5"- 4 3/4" Miinimum Radius 10ft Scale 27mm to ft Weight 26Kilos Maximum gradient 4% 1 in 25 Length 1350mm Motors 8 x 60 watt 10 Adults Maximun Load Width 245mm Control 24v Electronic KG Pull 20Kilos

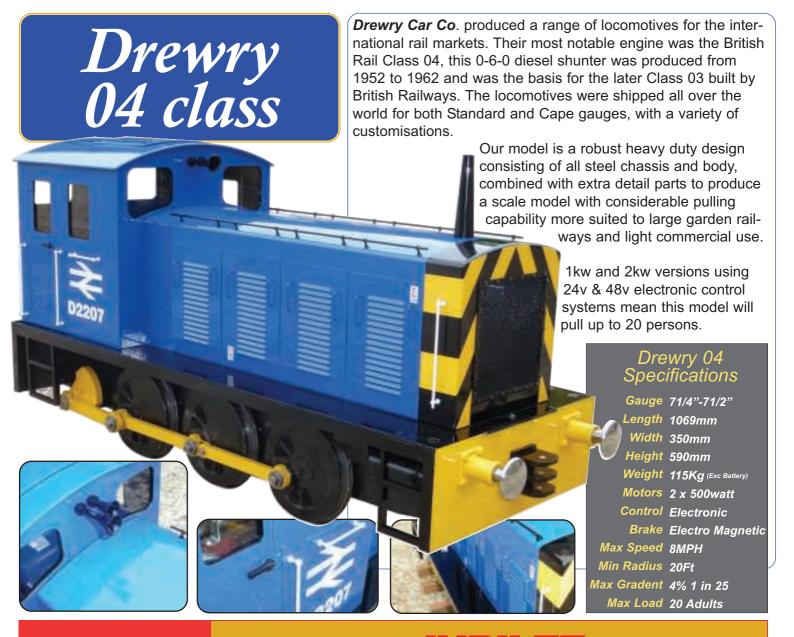




Class 20 Specifications Gauge 5"- 4 3/4" Height 340mm Miinim

Gauge 5"- 4 3/4" Height 340mm Miinimum Radius 10ft
Scale 27mm to ft Weight 26Kilos Maximum gradient 4% 1 in 25
Length 1240mm Motors 8 x 60 watt Maximun Load 10 Adults
Width 240mm Control 24v Electronic KG Pull 20Kilos

to original style or converted for route indicator boxes etc. A super detail kit is also available.



5 gauge
BATTERY ELECTRIC

JUBILEE 0-4-0 INDUSTRIAL SHUNTER





This locomotive was built in 1958 by Brush Engineering as one of a batch of demonstration diesel electric locomotives, for shunting or industrial use. It was the only one taken into British Railways ownership.

When they were eventually retired one of the them was taken into

preservation and painted to represent the long lost original British Railways locomotive. Our model is of the original engine as running on British Railways in the late 1950s, highly detailed "standard gauge" locomotive which houses a 12 volt car battery

under the GRP body, its 4 motors (2 per axle) give it the capacity to pull 6 persons on a level track. Striving to keep the detail of the full size model the Brush GRP body has vents, win-

dow frames and door detail as standard giving even the total beginner a good level of detail or the experienced modeler a great start on super detailing the model.

5" Electric Specifications, Brush, Planet, Jubilee & Starter chassis

Gauge 5"- 4 3/4" Height 290mm Jubilee
Scale 1:12th Jubilee & Brush
1:5th Planet 348mm Brush

Length 595mm Jubilee Width 215mm Jubilee 560mm Planet 255mm Planet 582mm Brush 236mm Brush

PLANET

Weight 15kilo

Motor 4 x 60watt

Minimum Radius 8ft

Maximum gradient 4% 1 in 25

Maximun Load 6 Adults

KG Pull 15Kilos

PLANET

NARROW GAUGE 0-4-0 DIESEL SHUNTER

Planet is based on the 2ft gauge light industrial locomotives manufactured by F.C. Hibbard and Co at their Park Royal works in London. The model features an all steel bonnet and full cab and incorporates the distinctive Planet radiator and makers plates. These engines were common in industrial service, both narrow and standard gauge, and were found at many naval dockyards. Our locomotive has a twelve volt car battery housed under the bonnet, driving a motor on each axle through an all gear drive. It is also Fitted with spring suspension, full electronic control and a wealth of detail.

0-4-0 STARTER CHASSIS

5" gauge

BATTERY
ELECTRIC

BRUSH

Want to make your own style body? we offer the Planet chassis on its own including the control system and all the electrics so you can have the reliability and power of the planet within your own model! capable of pulling 6 persons!

ROLLING STOCK

POWER

BOGIES

TRACK BOGIES

WHEELSETS

axitrak build a range of passenger trolleys in 5" and 71/4" gauges in ready to use Mand kit form. Designed for ease of construction, lightweight and strength, these trolleys are of unit construction in heavy duty, 9mm and 12mm plywood, with 1" x 3" wide timber footboards. Kits contain fully machined bogies or wheel sets, ready to assemble with timber cut to shape and complete with building instructions. Assembled rolling stock is supplied unpainted unless otherwise specified.

5" BOGIE PASSENGER TROLLEY 3 to 4 adults capacity. Length 4' (over ends). Width 16" (over footboards). Height 13" (over ends - 11" to seats). heels 31/4" dia. Bogie wheelbase 71/2" on 2' 8" centres.

FOUR WHEEL PASSENGER **DRIVERS TRUCK**

Ground level. Suitable for one person (driver), this four wheeled truck is available in fully machined kit form or

assembled ready to run on 5" or 71/4" ground level track.

71/4" FOUR WHEEL PASSENGER TROLLEY

3 to 4 adults capacity. Length 4' (over ends). Width 16" (over footboards). Height 13" (over ends - 11" to seats). Wheels 41/2" dia on 2' 8" centres.

OPEN BOGIE WAGON

Based on Lynton & Barnstaple prototype with removable seat, (extra seats can be fited). Suitable for load carrying. 5" Length 4' Wheels 31/4" dia. Height 10". Bogie wheelbase 71/2" on 2'8" centres. Width 11" (16" over footboards). 7 1/4" Length 6'. Width 16" (22" over footboards). Wheels 41/2" dia disc. Height 16". Wheelbase 10" on 4' centres

71/4" BOGIE **PASSENGER TROLLEY** (5-6 adults capacity).

Length 6' (over ends). Width 19" (over footboards) Height 13" (over ends - 11" to seat). Wheels 41/2" dia. Bogie wheelbase 10" on 4' 4" centres.

MAXITRAK'S range of "SIT ASTRIDE" TROL-LIES have been designed for maximum safety. Bogies are completely concealed beneath - away from small fingers and toes, with raised ends for extra safety. The OPEN WAGON "dual purpose" trolley can be used for load carrying and passen-

WAGONS

BOGIES

ger hauling.

Easyglide

THIS DESIGN WILL GIVE A SCALE BOGIE INCORPORATING

SEALED BALL RACE BEARINGS, SPRING SUSPENSION, ALL STEEL CONSTRUCTION WITH MOULDED AXLE BOX DETAIL. SHOE BRAKE SYSTEM AVAILABLE AS OPTIONAL EXTRA. FULLY DETAILED PROTOTYPICAL BOGIE FULLY SPRUNG FOR AN EXTRA SMOOTH RIDE!

WHEEL SIZE: 3 1/4" (4 1/2") DIA. WHEEL BASE 7" (5"G) 10 1/2" (7 1/4"G).

Gauge

28

POWER WHEEL SETS

5" & 7 1/4" POWERED WHEEL SETS

WHEEL, AXLE AND MOTOR SET IDEAL FOR HOME BUILDING. CHOICE OF WHEEL SIZES. 5" COMES WITH 2 X 60 WATT MOTOR. 7 1/4" COMES WITH 305 WATT MOTORS AS STANDARD. 5" WHEEL SET 3 1/4" DIAMETER 3 3/4" DIAMETER . 7 1/4" WHEEL SET 4 1/2" DIA.CONVENIENT, POWERFUL, VERSATILE AND CHEAP.

KENT INDUSTRIAL WAGON RANGE 5"





Affordable, ride on, scale wagons in kit form.

Based in narrow gauge industrial rolling stock as used by ffestiniog railway and on industrial lines the world over, All the chassis are able to take a single person load, (80 Kg) but the bodies can make some more difficult to ride than others. All the wagons can be fitted with foot rest, foot boards or

brake system.

Adults can sit on one wagon with foot rests on the wagon in front, use a short wheelbase wagon in front with short bar couplers for easy loco driving.

Maxitrak's PLASTIC SLEEPER TRACK system

supplied in easily assembled kit form. The rail is of standard flat bottom design, 5/8" high. Sleepers are of sturdy plastic construction, giving a strong, durable track, ideal for portable or permanent tracks. Supplied in 2.5m (8ft) lengths, the kits contain 2 x lengths of rail, 17 x 5" gauge or 18 x 7 1/4" gauge sleepers, 2 pairs fishplates with bolts,

zinc plated, and may be made into straight or curved track. Rail, sleepers &

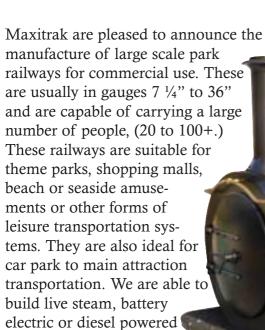
fittings are available separately. (see price list).

As an alternative to all plastic track, HARDWOOD SLEEPER TRACK is available. Sleepers are of good quality hardwood, supplied ready drilled and should be soaked in Creosote before use. Kits are supplied as above and are complete with rail fixing screw.

POINTS All aluminium 'Jubilee' and Hardwood points for 5" and 71/4" gauge. Kit or complete. Available in 10', 20' or 30' radius (with 2' variation either way), points can be built left or right hand and are complete with

simple point change mechanism.

TRACK





SPECIAL ORDER

LOCOMOTIVES







PEARL

locomotives, accessories

and infrastructure for a

complete system.

PEARL is an 0-4-2 saddle tank based on the locomotives built by Kerr Stuart of Stoke on Trent during the 1920s. Three

classes of locomotive of the type were built, "Wren", "Thames" and "Tattoo" Pearl being an example of the latter class. Suited to all kinds of work, these durable little locos were used on many industrial lines in Britain and exported to all corners of the globe.

HUDSON



"Hudson" is a new concept, designed for larger garden railways, or light commercial use, which requires a greater hauling capacity and extended running. It can be built in 7 1/4"

& 10 1/4" gauges. Power options are 1 HP Electric, 3.5HP or electric start 5.0HP Petrol Hydraulic. Construction is all steel Chassis and body work.



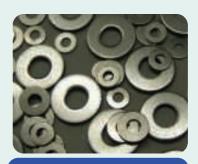
maidstone-engineering.com



B.M.S Brass Phos. Bronze Copper St.Steel Gauge Plate Silver Steel



C.I Bar P.T.F.E Nylon Stainless Tube Screws & Nuts Studding Rivets



Rivet Snaps Drills Reamers Slot Drills End Mills Taps &Dies Silver Solder



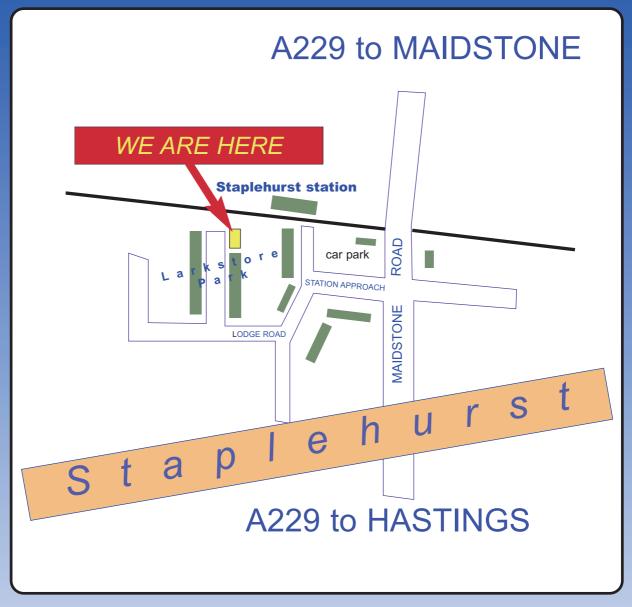
Flux O Rings Gauge Glass Graphite Yarn Jointing Steam Oil Cutting Oils

Maidstone Engineering Supplies 10-11 Larkstore Park, Lodge Road, Staplehurst, Kent TN12 0QY Tel: 01580 890066 info@maidstone-engineering.com

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10-11 LARKSTORE PARK, LODGE ROAD, STAPLEHURST, KENT. TN12 oQY. UK



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info@maxitrak.com maxitrak.com