

Maxitrak Locomotive list.

This is a list of the different designs made by Maxitrak since 1978.

It includes several models using the same name, they are shown as different designs where the new engine is a complete redesign. The second engine is designated as Mk 2 though the company never used this as a description.

There are also variations of a standard design for different markets, American, German, etc. Where these were marketed under different design names all variations are shown as different designs

SIMPLICITY 5" gauge 0-4-0 battery electric, diesel outline.

Designed by A. Probyn

Introduced 1978 discontinued 1983

This was the first Maxitrak design and used a brazed steel chassis with a glass fiber body. Early bodies had a wooden frame in the base, there are moulding differences in bodies, some having a bar down the radiator (three part mould) and some without (five part mould).



SIMPLICITY 2 7 1/2" to 5" gauge convertible 0-4-0 battery electric, diesel outline.

Designed by A. Probyn

Introduced 1979 special order from 2007

A larger version of the original Simplicity this engine is gauge convertible though intended primarily for 7 1/4" use. The first batch had a vertical motor mounted in the cab driving through a bevel gear set. This was changed to a horizontal transverse mounting with all chain drive. Early bodies had a wooden base frame, otherwise there have been very few changes in the body. Motors used include Lucas, Fracmo and Bosch.

There are many variations on this design including 0-4-0 and 0-6-0 with side rods, Petrol hydraulic drive and rack equipped. First resistance later electronic control used.



RUBY 5" gauge 0-4-0 tank/tender steam engine

Designed by A. Probyn

Introduced 1980 discontinued 1983

This is the original Ruby design using a marine type boiler with circular firebox and steel chassis. The design has been marketed as drawings and castings by Maidstone Engineering for many years. Maxitrak only made twenty engines to this design in the years shown, all subsequent engines are home built. For identification Maxitrak built engines have the axle boxes retained with a back plate (except the prototype).



First Maxitrak steam engine Ruby at Tonbridge in 1980.

MT3 5" gauge 0-4-0 battery electric

Designed by A. Probyn

One chassis only built 1982

The MT3 was an experimental design for a locomotive with a box section folded steel chassis and one piece drop on GRP body. The chassis was built and run, not continued with and subsequently sold about ten years later. The body was never built.

PEARL 5" or 7 1/4" gauge 0-4-2 saddle tank steam engine.

Designed by A. Probyn

Introduced 1983 in

production 2007

A larger steam engine for 7 1/4" gauge but also available in 5". Steel chassis with many cast aluminium parts, originally with round coupling and connecting rods and split bearings. Conventional flat rods used since 2000.



CORONATION 5" gauge 0-4-0 battery electric, diesel outline.

Designed by A. Probyn

Introduced 1983 in production 2006.

This engine has a cast aluminium chassis, bonnet and cab. The motor is mounted transversely under the cab floor with a direct gear drive to the back axle. The main changes in the production run are; Klaxon, Fracmo and Parvalux motors, electronic control first as an extra and then as standard. Steel then sand cast then lost wax cast side rods.



Standard green livery Coronation

3 1/2" gauge Coronation with steel chassis.

Swiss livery Coronation.

SIMPLICITY

(mark2) 5" gauge

0-4-0 battery

electric, diesel

outline.

Designed by A.

Probyn

Introduced 1983

discontinued

2002.

An all aluminium

version of the

earlier Simplicity

with many part in

common to

Coronation. This

engine also had the same motor and controller variations with an extra round side rod

variant.



DIXIE 5" gauge 0-4-0 saddle tank steam

Designed by A. Probyn

Introduced 1983 in production 2007

The first of the new generation steam engines with cast aluminium chassis, available with slip eccentric or Hackworth valve gear. Side rods were originally steel, later changes to sand and then lost wax cast gunmetal, and back to steel. Crosshead changed from prefabricated steel to cast gunmetal. Makers plate originally cast on to the bunker, later a separate etched plate.



RUBY (Mark 2) 5" gauge 0-4-0 side tank steam.

Designed by A. Probyn

Introduced 1984 discontinued 2002 (built after to special order)

This version of Ruby looks almost the same as the first but is very different in design. It has the cast aluminium chassis common to the Dixie and a conventional locomotive boiler. For easy identification the tanks do not blend in to the boiler like the earlier engine. Crosshead and side rod variations are as Dixie.



0-4-2 modification shown above.

OPAL 5" or 7 1/4" gauge 0-4-2 side tank steam engine.
Designed by A. Probyn

Introduced 1985 in production 2007
A side tank version of Pearl using the same chassis, boiler and cylinders, variations as Pearl.
Also built as round top saddle tank with full cab.



CONGRESS 5" / 4 3/4" gauge 0-4-0 battery electric, diesel outline.
Designed by A. Probyn
Introduced 1985 discontinued 2002
An American switcher using Coronation parts. The first five had Simplicity chassis then Congress had its own version of the aluminium chassis with knuckle couplers. Most exported to the USA.

AVELING & PORTER 3" scale traction engine.
Designed by A. Probyn and J. Butler
Introduced 1986 in production 2007
A new venture in to large road steam using many large aluminum castings. Crank shaft variations include silver soldered, heat shrunk and welded. A showmans conversion set is available along with a purpose designed drivers truck.



SWALLOW 5" 0-4-0 side tank steam engine.
 Designed by A.Probyn
 Introduced 1988 in production 2007
 A standard gauge version of the small steam engines using a modified Dixie chassis. Cast aluminium cab and tanks. Crosshead and rod variations as Dixie. Walsherts or slip eccentric valve gear.



RUSTON 5" gauge battery electric, diesel outline.
 Designed by A. Probyn
 Introduced 1988
 Discontinued 2002



The first version of this popular engine, it uses the same aluminium chassis as the second type Simplicity but has a sheet steel body with open cab on four square supports. Side rods started round then changed to sand and later lost wax cast gunmetal flat rods. Identified from the later Ruston by the side rods and open cab.



INVICTA 7 1/4" gauge sit in loco, petrol powered.
 Designed by A.Probyn
 Introduced 1988 one built
 Sheet steel body with sit in cab, Honda 8h.p. engine with Eaton hydraulic gearbox. Later modified to 10 1/4" gauge by Miniature Railway Supply Co.

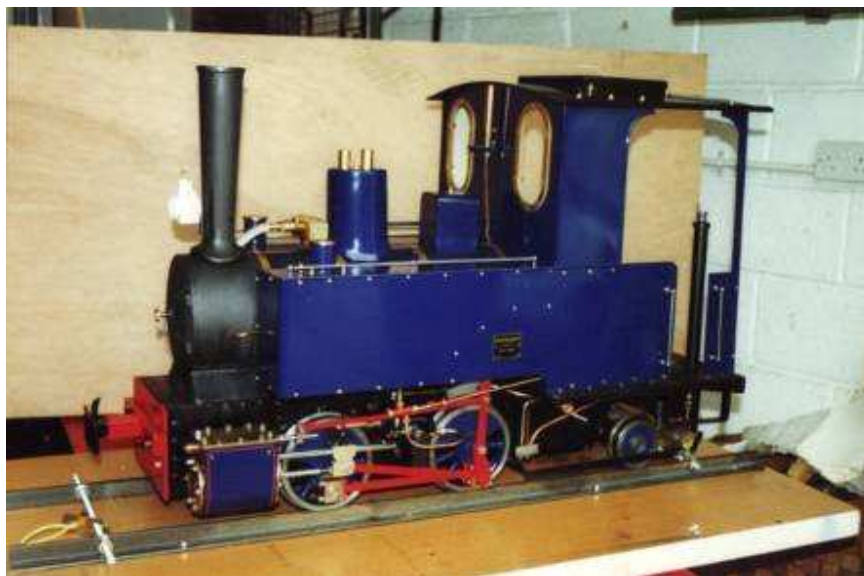
LIL JO 5" or 7 1/4" gauge 0-4-2 tank engine, steam.
 Designed by A. Probyn
 Introduced 1989 In production 2007

An American outline engine using some Pearl parts, Lil Jo has its own bar frames and American style cylinder sets. Built in the following wheel arrangements to special order, 2-4-0 tender, 0-4-0 side tank, 2-6-0 tender, 2-6-2 side tank, 0-4-4 Forney tank. Many built to 7 1/2" gauge for export to the USA.



ARTHUR 5" or 7 1/4" gauge 0-4-2 side tank steam engine
 Designed by A. Probyn
 Introduced 1990 Special order from 2003 onwards
 A German version of Opal based on locos produced by Arthur

Koppell before the first war. Most parts common with Opal but with German cab and dome mounted regulator, the cylinders are also mounted horizontally.



INVICTA 15" gauge 0-4-0 petrol hydraulic.
 Designed by A. Probyn
 Introduced 1991? one built
 This is the largest Maxitrak loco to date, twin
 cylinder Honda 13h.p. engine, hydraulic drive.
 Made for Markeaton Park Railway Darbyshire.



WARSHIP CLASS 5" gauge
 battery powered diesel outline.
 Designed by A. Probyn
 Introduced 1991 in production
 2007
 The first main line diesel, class
 42 "Warship", western region
 British Railways.

Glass fibre
 body, lost wax
 detail castings,
 two motors
 with tooth belt
 drive.
 Four gear
 driven motors
 used on



modified bogie from 2002/3. Some bogie detailing changed from lost wax to resin
 castings.

SAPPHIRE 5" gauge 0-4-0 saddle tank steam
 engine
 Designed by A. Probyn
 Introduced 1992 in production 2007
 A round top saddle tank and full cab version of
 the Dixie design. Prototype engine has a slightly
 smaller size tank to production models. Based on
 Bagnall prototypes.





AVELING LORRY 3"
 scale, steam.
 Designed by A. Probyn
 Introduced 1993 Special
 order from 2003 onwards.
 A lorry based on the Aveling
 traction engine components,
 chain drive.



BURRELL 1" scale gas or coal fired
 steam traction engine
 Designed A. Probyn and B. Davey
 Introduced 1994 in production 2007
 A smaller traction engine, available as agricultural, road or show versions. Some white
 metal detail parts changed for resin moulded, rear hub centers changed from brass to
 resin.



HUDSON 7 1/4" sit in 0-4-0 petrol
 hydraulic.
 Designed by A. Probyn
 Introduced 1995? Produced in small
 numbers since.
 A side ways sitting open cab
 contractors type engine, 3.5 or 5 hp
 Honda engine with hydraulic drive.
 Also made 24 Volt electric and 10 1/4"
 gauge to special order.

F/7 5" / 4 3/4" gauge battery electric, American diesel.
 Designed by A. Probyn
 Introduced 1995? In production 2007
 The F7 has a glass fibre body originally made by Keith Mc Donald, new Maxitrak moulding introduced 2007. Originally



two motors and tooth belt drive fitted, updated with four motors and gear drive as Warship. B units made to special order.

ATKINSON 1" scale steam lorry, radio controlled
 Designed by B. Davey
 Introduced 1995 in production 2007
 A small radio controlled steam lorry using Cheddar Models "Puffin" steam plant with open cab and box body.



PLYMOUTH 5" or 4 3/4" gauge 0-4-0 battery electric diesel outline.
 Designed by A. Probyn
 Introduced 1996? Discontinued 2000. This is an American version of the Ruston, this shared the chassis, motor and drive system but had a Plymouth radiator and cab. It was fitted with the straight stack type exhaust and headlamp with a bell as an option.

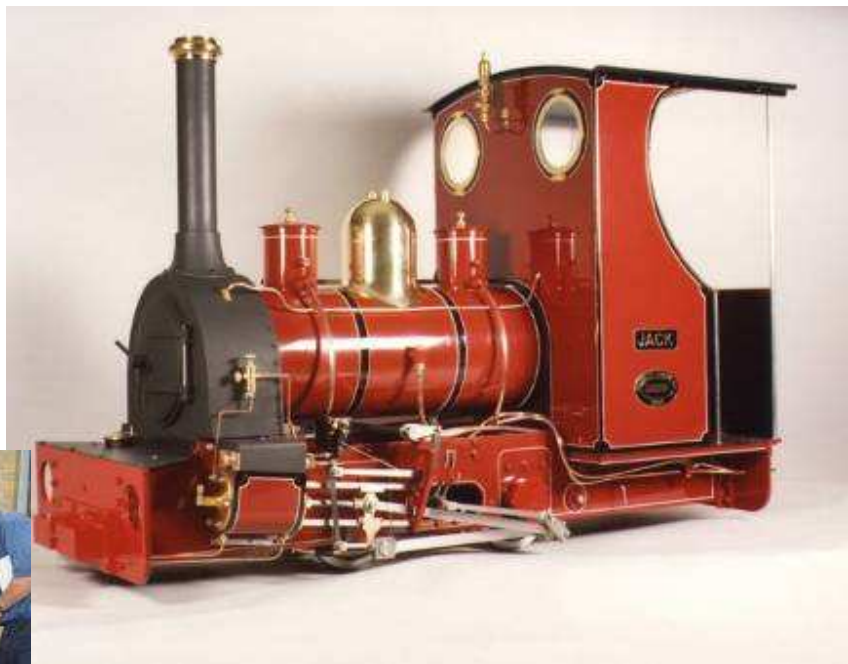


DEUTZ 5" 0-4-0 battery electric diesel outline.
Designed by A. Probyn
Introduced 1996? Discontinued 2002
Deutz was the German version of Ruston and used the same aluminium chassis with rod drive. The radiator was Deutz style cast in aluminium, a full cab with one front window, cut away sides and open back was used. In standard form three headlights and an exhaust running up the front of the cab were fitted.

CLASS 45 7 1/4" gauge battery electric, diesel outline.
Designed by A. Probyn
Introduced 1997? two built
A large main line diesel with glass fibre ends and a composite steel and wood body. Six motors and tooth belt drive. Second engine built to 7 1/2" gauge and exported to the USA



JACK 5" or 7 1/4" gauge 0-4-0 well tank steam engine.
Designed by A. Probyn
Introduced 2000 in production 2007
Based on the 18" gauge Hunslet locomotive
Jack this is a large model on 5" gauge, with walsherts valve gear.



SENTINEL 1" scale steam lorry, radio controlled.

modified by A. Probyn.

Introduced 2000 in production 2007.

Sentinel uses the same mechanics as Atkinson, with a modified chassis and different front wheels. Full cab DG4 type and brewers dray body as standard. Engine units and boilers from 2006 by ACE engineering and Finescale.



JUBILEE 5" gauge 0-4-0 battery electric, diesel outline.

Designed by A. Probyn

Introduced 2002 in production 2007

An all steel bodied standard gauge diesel shunter based on the Sentinels of the 1960's. This was the first engine of the new generation electric models having one motor per axle and an all steel chassis with springs.

HALL 5" gauge 4-6-0 GWR steam loco

Designed by A. Probyn
Introduced 2003, joint production with L.A. Services, prototype engine only produced by Maxittrak.



RUSTON (Mk 2) 5" gauge 0-4-0 battery electric, diesel outline.

Designed by A. Probyn
Introduced 2003 in production 2007
This is an updated version of Ruston using the same chassis, motor and wheels as Jubilee, now fitted with a full Deutz style cab. Radiators resin moulded on later engines. This is the engine first made in China with four batches produced 2004, 05, 06 and 07. First three batches in red and green, 07 batch in red and blue.



Identified from the mk.1 version by the steel chassis, no side rods and full cab.

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DEUTZ (Mk 2) 5" gauge 0-4-0 battery electric, diesel outline.

Designed by A. Probyn
Introduced 2003 in production 2007
Like the updated Ruston this is the updated version of the Deutz, only the radiator is different. The new version of Deutz comes as standard with the Ruston exhaust and a single headlamp. A number of Deutz's are Chinese Ruston conversions.



PLYMOUTH (Mk 2) 5" or 4 3/4" gauge 0-4-0 battery electric, diesel outline.

Designed by A. Probyn
Introduced 2003 in production 2007
The American version of Ruston was also updated with the new chassis and motors. So far one Plymouth converted from Chinese Ruston, in 4 3/4" gauge, Ruston cab and exhaust, sand dome and Plymouth radiator.



CLASS 66 5" gauge battery electric, main line diesel outline. Designed by A. Probyn
 Introduced 2004 in production 2007
 Three axle bogies are fitted to this engine, the body is all steel construction with resin moulded detailing. Fitted with four or six motors, also produced in German livery.



CHALONER 5" gauge 0-4-0 De Winton vertical boiler steam engine. Designed by A. Probyn
 Introduced 2005 in production 2007
 Based on an 1877 De Winton prototype this engine is available with gas or coal fired boiler. Water tube boiler tried on prototype conventional vertical boiler used on production locos. Gas boilers produced by Maxitrak first batch.



BURRELL 1" scale steam traction engine
 Modified by C. Cheng
 Introduced 2006 in production 2007
 A Chinese version of the standard Burrell design, high pressure boiler (100psi) opening smokebox door, cylinder drains. Gas fired only. Identified by filler parts steam pipes etc in the cab. Road and Showmans conversions offered by Maxitrak.



SENTINEL LORRY 4.5" scale.
 Designed by A. Probyn and K. Delaforce.
 Introduced 2006 in production 2007
 A large sit in Sentinel lorry built as standard as a tractor unit, gas or coal fired.



RUSTON 2 7 1/4" to 7 1/2" gauge convertible 0-4-0 battery electric.
 Designed by A. Probyn
 Introduced 2007
 A big version of the 5" Ruston design, all steel body and chassis, four motors on two axles, gear drive. Also in Plymouth 2 version.



Alice 5" Gauge Quarry Hunslet
Coal fired Steam
Designed by A. Probyn
Introduced 2008
Replacment for the older 5"
Steam designs
First Chinese built 5" Steam
loco.



Fowler 1" Scale
Ploughing Engine
Coal fired Steam
Designed by J. Hemmens
Modified by A. Probyn
Introduced 2008
Twin cylinder compound
engine. First Chinese
built coal fired 1" Scale
model

Maxitrak numbering system

The age of an engine can be identified roughly by its number when you know how the number series run. The number is the one on the makers plate only, any cab side numbers are random, as prototype or to customers order and bear no relationship to the works number.

Electric locos from 1978

Started at 100 and continued up to 850 odd when discontinued in 2000.

This series includes all non steam engines except Invicta. (prototype Simplicity given 99)

Steam locos from 1980

Started at 001 and reached 099 in 1986. This series then clashed with the electric series and was discontinued.

Steam locos from 1986

Started at 1000 and continued up to 1250 odd when discontinued in 2000

Burrell and Atkinson from 1994

No makers plates fitted to these engines, Burrell had its own number series starting at 1 stamped on the hornplate under the axle. From 2000 these engines were given numbers in the standard system.

All locomotives from 2000

Started at 2000 and continued to date, includes all locomotives of any type.

For steam locomotives the boiler often gives an accurate date, with Morewood, Stuart models, Cheddar Models and Cheddar Valley Steam boilers the date is given after the boiler number, first the month by number and then the second two digits of the year.

A center pop mark separates the boiler number from the date and the month from the year, e.g. 1010.4.98 is boiler number 1010, April 1998.

There have been other boiler makers and some of the early ones will not be dated.

Electric locomotives have different motor manufacturers, early ones Lucas then Klaxon, Axon, Fracmo, Parvalux and Grupner for 5" engines.

On the larger engines the motors are Lucas, Fracmo, and Bosch.

Controllers were wire wound resistance up to the early eighties when the first electronic control was introduced as an option. This was composed of a bank of transistors mounted on the switch panel with a multitude of bits of wire and soldered joints.

This was replaced with 4QD control boards from the mid 1990's, fitted as standard equipment. Small engines have always used the 1QD board up to date. Larger engines have had the NCC range of controllers replaced later by Vortex controllers. The largest engines had the 4 QD 120 Pro. Most have also been offered with the 4QD hand set.

Larger engines now have the Maxitrak DLF 1 control board with remote hand set and interface board for sound systems and other accessories.

The small diesels have always had the controls mounted in the cab or on the back of the locomotive, the Warship started with the controls in the back section of the roof, later changed to remote hand set and full roof. All the other big diesels have always had remote hand set controls.