

# Maxitrak Locomotive List

This list details the many different designs produced by Maxitrak since the company was established in 1978. It includes several models of the same name which have undergone significant re designs. The second engine is designated Mk 2m though the company never used this descriptor.

There are also variations of a standard design tailored for different markets, be it American, German Etc. These were occasionally marketed under a different name and where this is the case all variations are shown.

## **Simplicity**

5" Gauge 0-4-0 Battery Electric, Diesel Outline.  
Designed by A. Probyn

Introduced 1978 and discontinued 1983

The first Maxitrak design, the Simplicity used a brazed steel chassis, with a glass fibre body. Early bodies had a wooden frame in the base for structural support. There are moulding differences in the bodies, some having a bar down the radiator (3 part mould) and some without (5 part mould)



## **Simplicity 2**

7 ½" to 5" Gauge Convertible, 0-4-0 Battery Electric, Diesel Outline.  
Designed by A. Probyn

Introduced in 1979 and special order from 2007

The larger version of the original Simplicity, this engine is gauge convertible although intended primarily for 7 ¼" use. The initial batch had a vertical motor mounted in the cab, driving through a bevel gear set. This was subsequently changed to a horizontal transverse mounting, with all chain drive. Much like its smaller counterpart early bodies had a wooden base frame and there have been very few changes to the design of the body. Motors used include, Lucas, Fracmo and Bosch.

There are many variations beyond the standard 0-4-0 on this design, including an 0-6-0 with side rods, petrol Hydraulic drive and rack equipped. First resistance and later an electronic controller was used.



## Ruby

5" Gauge 0-4-0, Tank/Tender Steam Engine  
Designed by A. Probyn

Introduced 1980 and discontinued 1983

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



The 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 a one piece drop on GRP body. The chassis was built and run, but unfortunately never continued with and subsequently sold around ten years after its initial construction. The body was never built.



## Pearl

5" or 7 ¼" Gauge, 0-4-2 Saddle Tank Steam Engine

Designed by A. Probyn

Introduced in 1983 and produced as a special order only from 2007

A larger steam engine for 7 ¼" gauge but also available in 5". Built on a steel chassis and featuring many cast aluminium parts. Originally featuring round coupling and connecting rods with split bearings, these were later converted to more conventional flat rods around 2000.



## Coronation

5" Gauge 0-4-0 Battery Electric, Diesel Outline

Designed by A. Probyn

Introduced in 1983 and discontinued in 2006

This little shunter had a cast aluminium chassis, bonnet, and cab. The motor is mounted transversely under the cab floor, with a direct fit gear drive to the rear axle. The main changes in the production run are: Klaxon, Fracmo and Parvalux motors, with electronic control first as an optional extra and later as a standard feature. The side rods were initially steel, but later were sand cast and eventually lost wax cast.



Left – A Standard green livery Coronation  
Above – A Swiss livery Coronation.

## Simplicity (Mk 2)

5" Gauge 0-4-0 Battery Electric,  
Diesel Outline  
Designed by A. Probyn

Introduced in 1983 and  
discontinued in 2002

An all-aluminium version of the  
earlier Simplicity model, with this  
iteration sharing many common  
parts with the Coronation. This  
model also had the same motor  
and controller variations, with an  
extra, round side rod variant.



## Dixie

5" Gauge 0-4-0 Saddle Tank Steam Engine  
Designed by A. Probyn

Introduced 1983 and discontinued in 2007

The first of the new generation of steam locomotives, with a cast aluminium chassis and available with slip eccentric or Hackworth valve gear. The side rods were initially steel, but later were sand cast and lost wax cast gunmetal before finally returning to steel. The crosshead began as prefabricated steel, later updated too gunmetal. The makers plates on the original engines were cast onto the bunker, with this being replaced on later engines by a separate etched plate.





## Ruby (Mk 2)

5" Gauge 0-4-0 Side Tank Steam Engine  
Designed by A. Probyn

Introduced in 1984 and discontinued in 2002 (Built after as a special order)

This version of Ruby looks almost the same as it's first appearance but is actually very different in design. It has the cast aluminium chassis common to the Dixie and a conventional locomotive boiler. To ensure the Mk 2 is easily identified against an original Ruby the side tanks do not blend into the boiler like the earlier engine. It featured the same crosshead and side rod variations as the Dixie.



## Opal

5" or 7 1/4" Gauge 0-4-2 Side Tank Steam Engine  
Designed by A. Probyn

Introduced 1985 and discontinued in 2007

A side tank version of the Pearl, using the same chassis, boiler and cylinders with the same variations as the Pearl. Opal was also built as a round top saddle tank with a full cab.

## Congress

5" or 4 3/4" Gauge 0-4-0 Battery Electric, Diesel Outline  
Designed by A. Probyn

Introduced 1985 and discontinued in 2002

An American switcher built using Coronation parts, including the aluminium body. The first five were built using the simplicity chassis, but it was later given it's own version of the aluminium chassis with knuckle couplers. Most of the Congress models were exported to the USA.



## Aveling & Porter

3" Scale Traction Engine  
Designed by A. Probyn

Introduced 1986 and discontinued in 2007 (Available as special order after this date)

A new venture into large road steam, the Aveling and Porter used many, large aluminium castings. Crank shaft variations include silver soldered, heat shrunk and welded. A showmans conversion set was available along with a purpose designed driver's truck.





## Swallow

5" 0-4-0 Side Tank Steam Engine

Designed by A. Probyn

Introduced in 1988 and discontinued in 2007

A standard gauge version of the small steam engines, using a modified Dixie chassis. Cast aluminium cab and tanks. Crosshead and rod variations are the same as those seen on Dixie. Available with either Walsherts or slip eccentric valve gear.



## Ruston

5" Gauge 0-4-0 Battery Electric, Diesel Outline

Designed by A. Probyn

Introduced 1988 and discontinued in 2002

The first version of this popular engine, it uses the same aluminium chassis as the Mk 2 Simplicity but has a steel body with open cab on four square supports. Side rods started round, but were later upgraded to first sand, and then lost wax cast gunmetal flat rods. It is identified from later Ruston by the side rods and the open cab.

## Invicta

7 ¼" Gauge Sit in Locomotive, Petrol  
Hydraulic

Designed by A. Probyn

Introduced in 1988 and only one built

Invicta had a sheet steel body with a sit in cab. Fitted with a Honda 8h.p engine and Eaton hydraulic gearbox. The model was later modified to run on 10 ¼" Gauge by Miniature Railway Supply Co.



## Lil' Jo

5" or 7 ¼" Gauge 0-4-2 Tank Steam Engine

Designed by A. Probyn

Introduced 1989

An American outline engine built 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 were built to 7 ½" Gauge for export to the USA.



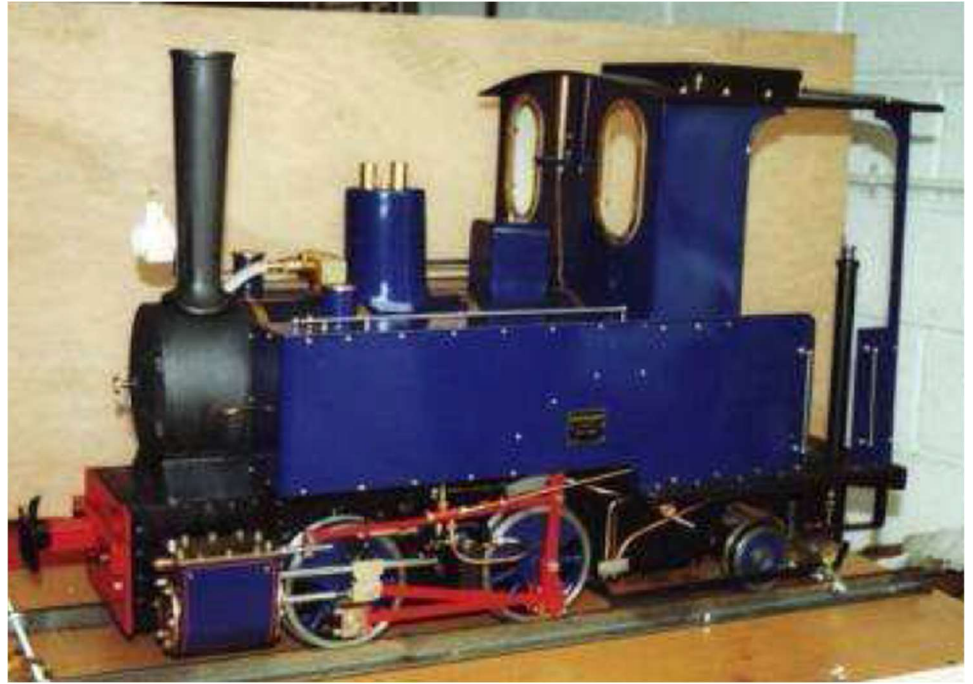


## Arthur

5" or 7 1/4" Gauge 0-4-2 Side Tank Steam Engine  
Designed by A. Probyn

Introduced 1990 and Special order from 2003 onwards.

A German version of Opal, based on locomotives produced by Arthur Koppell before the first world war. Most parts are common with Opal but with the addition of the German style cab and dome mounted regulator and the cylinders which are also mounted horizontally.



## Invicta

15" Gauge 0-4-0 Sit in Locomotive, Petrol Hydraulic.  
Designed by A. Probyn

Introduced 1991 and only one built

This is the largest Maxitrak loco to date, twin cylinder Honda 13h.p. engine, hydraulic drive. Made for Markeaton Park Railway Derbyshire.

## Class 42 "Warship"

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 Lorry  
Designed by A. Probyn

Introduced 1993 Special order from 2003 onwards. Discontinued

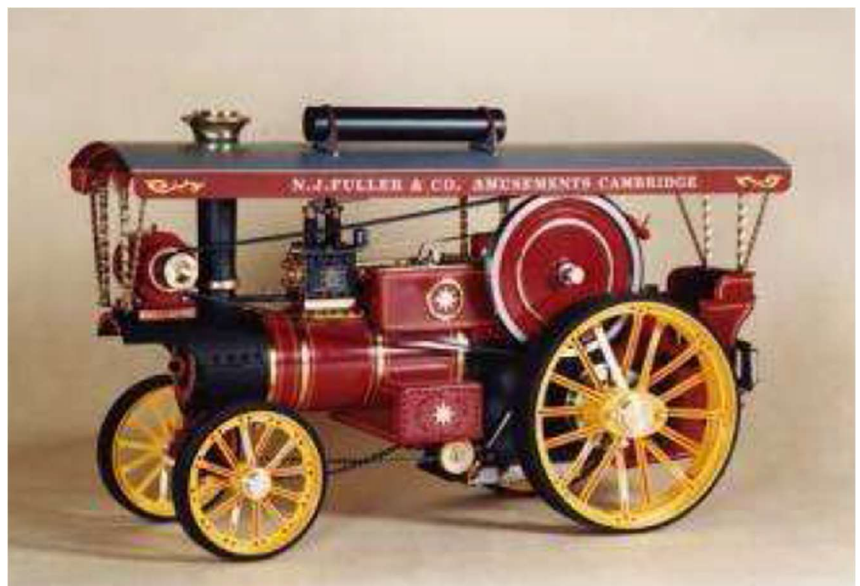
A lorry based on the Aveling traction engine components, chain drive.

## Burrell

1" Scale, Gas or Coal Fired Steam Traction Engine  
Designed by A. Probyn

Introduced 1994 and discontinued 2007

The first in the iteration of the Burrell, this batch was UK built. A smaller traction engine, available as agricultural, road or show versions. Some white metal detail parts changed for resin moulded, rear hub centres changed from brass to resin.







## Hudson

7 ¼" 0-4-0 Sit in Locomotive, Petrol Hydraulic  
Designed by A. Probyn

Introduced 1995 and produced in small numbers since.

Hudson is a sideways sitting open cab, contractors type engine. Fitted with either a 3.5 or 5 h.p Honda engine with hydraulic drive. The Hudson is perhaps one of Maxitrak's most adaptable models and has since been made in 24 volt electric and up to 10 ¼" Gauge and with a variety of seating options and cab styles as special orders.

## EMD F7

5" or 4 ¾" Gauge Battery Electric American Diesel  
Designed by A. Probyn

Introduced 1995

The F7 has a glass fibre body originally made by Keith McDonald, with new, Maxitrak moulding introduced in 2007. Originally 2 motors and tooth belt drive fitted, before being upgraded to four motors and the same gear drive set up as seen in the Warship. B Units were made to special order.



## Atkinson

1" Scale Steam Lorry, Radio Controlled  
Designed by B. Davey

Introduced in 1995 and  
discontinued 2020

A small radio controlled steam  
lorry, utilising the Cheddar  
models 'Puffin' Steam plant  
with open cab and box body.



## Plymouth

5" Or 4 ¾" Gauge 0-4-0 Battery Electric, Diesel  
Outline  
Designed by A. Probyn

Introduced 1996 and discontinued in 2000

An American version of the Ruston, the Plymouth  
shared the chassis, motor and drive system but had a  
restyled radiator and cab. It was fitted with the  
straight, stack type exhaust and headlamp with a bell  
as an optional add on.



## Deutz

5" 0-4-0 Battery Electric Diesel Outline  
Designed by A. Probyn

Introduced in 1996 and discontinued in 2002

A German version of the Ruston, the Deutz shared the  
chassis, motor and drive system but had a restyled  
radiator, cast in aluminium, and full cab with one front  
window, cut away sides and open back. In it's standard  
form three headlights and an exhaust running up the  
front of the cab were fitted.



## Class 45

7 ¼" Gauge Battery Electric, Diesel Outline  
Designed by A. Probyn

Introduced 1997 only two built.

A large mainline diesel with glass fibre ends and a composite steel and wood body. Six motors and tooth belt drive. Second engine built to 7 ½" Gauge and exported to the USA.

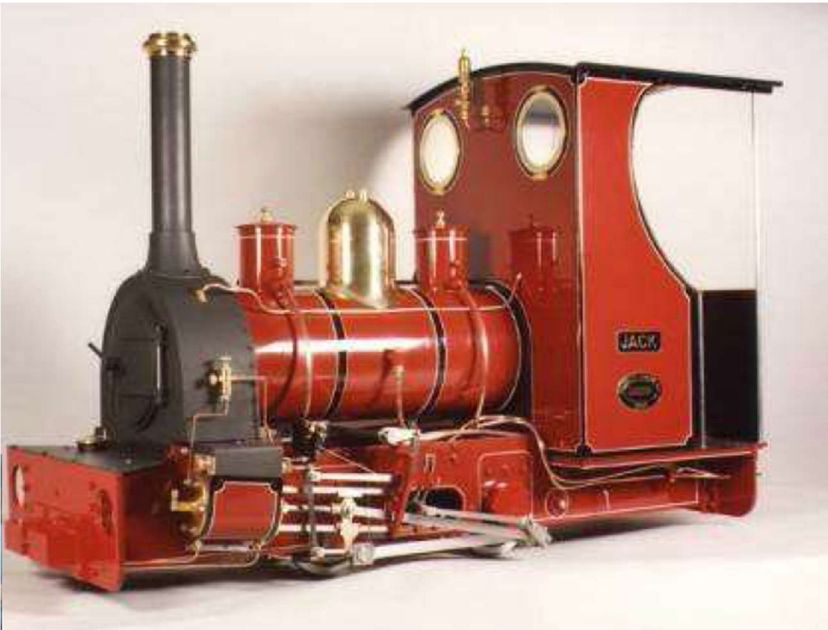


## Jack

5" or 7 ¼" Gauge Well Tank Steam Engine  
Designed by A. Probyn

Introduced in 2000

Based on the 18" gauge Hunslet locomotive "Jack" this is a large model on 5", with Walsherts valve gear.



## Sentinel DG4

1" Scale Steam Lorry, Radio Controlled  
Modified by A. Probyn

Introduced in 2000 and discontinued 2020

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 were produced by ACE Engineering and Finescale.



## Jubilee

5" Gauge 0-4-0 Battery Electric, Diesel Outline  
Designed by A. Probyn

Introduced in 2002

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 Class

5" Gauge 4-6-0 GWR Steam Engine  
Designed by A. Probyn

Introduced in 2003 as a joint  
production with L.A Services.

Prototype engine only, produced  
by Maxitrak.





## Ruston (Mk 2)

5" Gauge 0-4-0 Battery Electric,  
Diesel Outline  
Designed by A. Probyn

Introduced 2003 and discontinued  
in 2009

This is an updated version of Ruston using the same chassis, motor, and wheels as Jubilee, now fitted with a full Deutz style cab. Radiator's 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.

## Deutz (Mk 2)

5" Gauge 0-4-0 Battery Electric, Diesel Outline  
Designed by A. Probyn

Introduced 2003 and discontinued in 2009

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" Gauge 0-4-0 Battery Electric, Diesel Outline  
Designed by A. Probyn

Introduced 2003 and discontinued in 2009

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



## Class 66

5" Gauge Battery Electric, Mainline Diesel Outline  
Designed by A. Probyn

Introduced in 2004

Three axle bogies are fitted to this engine, the body is all steel construction with resin moulded detailing. Fitted with four or six motors, with a 12-motor version being offered later. This model has been produced into a wide range of custom liveries.



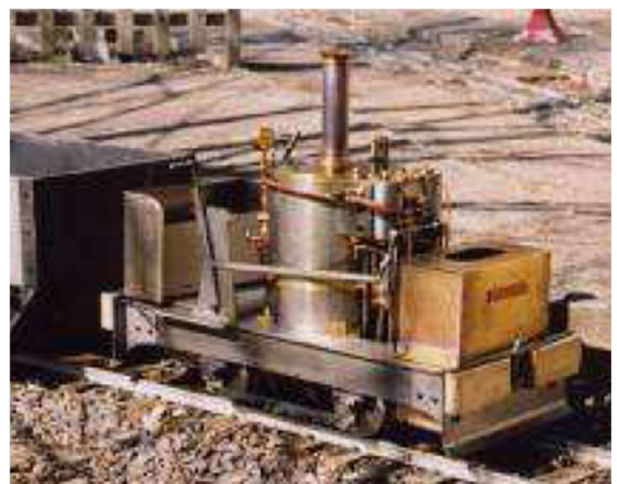
## Chaloner

5" Gauge 0-4-0 De Winton Vertical Boiler Steam Engine  
Designed by A. Probyn

Introduced in 2005

Based on a 1877 De Winton prototype, this engine is available with either a gas or coal fired boiler. A water

tube boiler was tried on the prototype, but a conventional vertical boiler was used on production locomotives. Gas boilers produced by Maxitrak for the first batch.





## Burrell (Mk 2)

1" Scale, Gas or Coal Fired  
Steam Traction Engine  
Modified by C. Cheng

Introduced in 2006

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, Ride On Steam Lorry  
Designed by A. Probyn and K, Delaforce

Introduced in 2006 and discontinued 2018

A large scale, sit in Sentinel Lorry, built as a standard tractor unit and available as either gas or coal fired.

## Ruston 2

7 ¼" to 7 ½" Gauge Convertible, 0-4-0 Battery Electric,  
Diesel Outline  
Designed by A. Probyn

Introduced in 2007 and discontinued 2008

A big version of the 5" Ruston design, with an all-steel body and chassis. Fitted with four motors on two axles and gear drive. Also available in a Plymouth 2 Version.



## Alice

5" Gauge Quarry Hunslet, Coal Fired Steam Engine  
Designed by A. Probyn

Introduced in 2008

The Alice paved the way as a replacement for the older steam engine designs and has gone on to be one of the most popular steam locomotives produced by Maxitrak. Chinese built, with several batches produced. The design has varied slightly from batch to batch, adding small details.

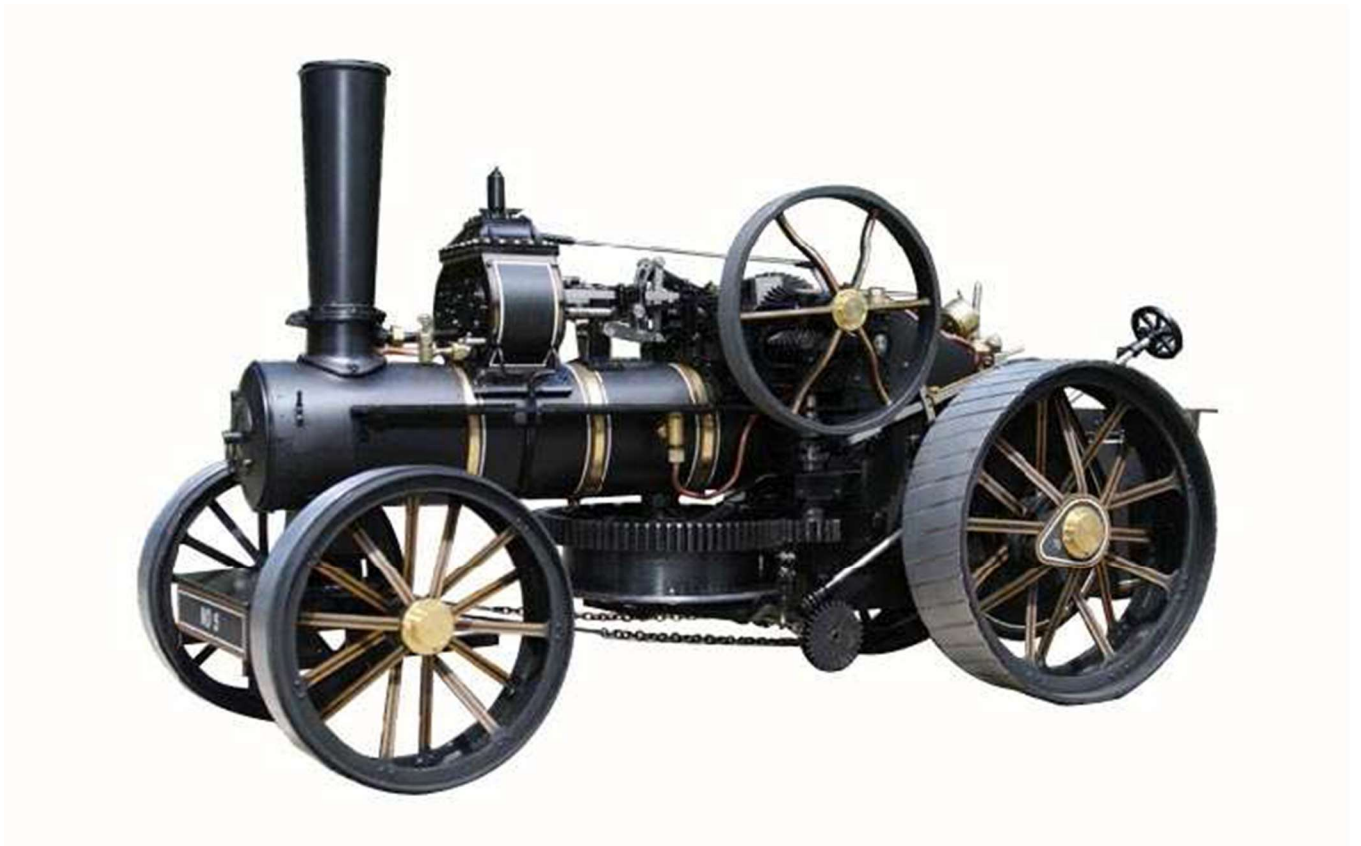


## Fowler

1" Scale Ploughing Engine, Coal Fired Steam Traction Engine  
Designed by J. Hemmens and Modified by A. Probyn

Introduced in 2008

This twin cylinder compound engine was the first Chinese produced 1" scale model to be coal fired.





## Ruston 2 (Mk 2)

7 ¼" Gauge Battery Electric, Diesel Outline

Designer A. Probyn

Introduced 2008.

An update to the Ruston 2 design to offer both four or six wheel versions with Bosch motors.



## Planet

5" Gauge 0-4-0 Battery Electric, Diesel Outline  
Designer A. Probyn

Introduced 2009.

12 volt battery electric. Same chassis as Ruston with full cab and extra detailing. Two motors, later upgraded to four. This loco replaced the 5" gauge Ruston. Fitted with 1QD controller, then Porter, then commercial type.



## SE&CR R1

5" Gauge 0-6-0 Coal Fired Steam Engine

Designed by A. Probyn

Introduced 2010.

First in the range of inside cylinder 0-6-0 locos. Two batches produced.







## Prince

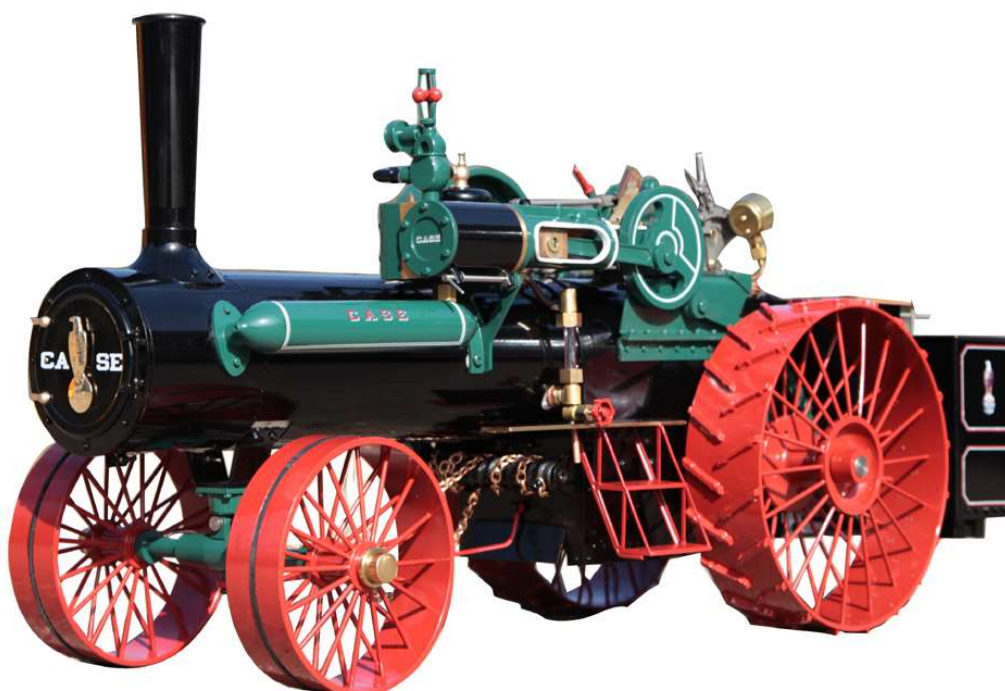
10 ¼" Gauge Battery Electric, Steam Outline.  
Designed by A. Probyn

Prince is one of two large commercial locomotives with the first supplied to Window of the World, Shenzhen, China 2011. Two more built for Heads of Ayr farm park, Scotland 2020 and 2022.

## Taliesin

10 ¼" Gauge Battery Electric, Steam Outline  
Designed by A. Probyn

One built. Supplied to Window of the World, Shenzhen, China, 2011



## Case

1" Scale American traction engine.  
Designed by A. Probyn

Introduced 2011.

Single speed with flywheel clutch and spring suspension. Twin flue gas fired boiler.



## Forney

7 1/4" gauge Forney. Designed by A Probyn. Introduced 2011.

American 2-4-4 with a ride on bunker. Also built as 2-4-0 with eight wheel tender. Also built in 7 1/2" gauge for US market. Tig welded copper boilers in UK engines.



## Planet 2

7 1/4" gauge Planet 2. Designed by A Probyn. Introduced 2011. 12 v Battery electric. Two Graupner motors per axle, later upgraded to one Bosch motor. Also built as a petrol electric with small Honda engine (or similar) in the cab driving an alternator under the bonnet. Later versions are hybrid with petrol engine charging a battery, then motors through an electronic controller. U.K. built.







### Midland 4F

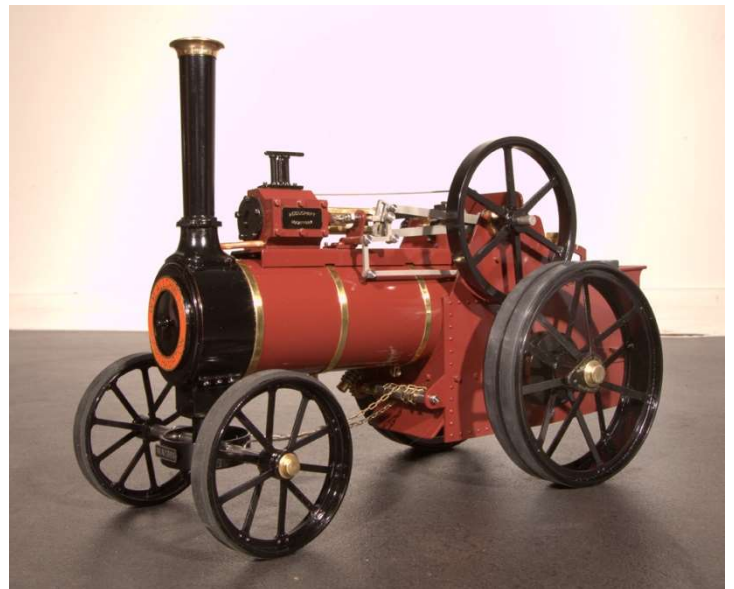
Midland 4F. Designed by A Probyn. Introduced 2012.

Second of the inside cylinder 0-6-0 models, live steam coal fired. Some sold as kits, a few with tig welded copper boilers.

### Allchin

3/4" scale Allchin traction engine, designed by A Probyn. Introduced 2013. Gas fired live steam.

This engine replaced the 1" scale Burrell and is one of the smallest scale traction engine capable of pulling a person.



### 94xx

5" gauge GWR 94xx pannier tank.

Designed by A Probyn. Introduced 2013. Coal fired live steam, one of the inside cylinder 0-6-0 designs.



## Class 20

5" gauge class 20. Designed by A Probyn. Introduced 2014. First of the new range of 24 volt battery electric locomotives. 4QD controller, one motor per axle, later upgraded to 2 motors per axle. Super detail option upgrade. Glass fibre moulded body, steel chassis. Livery options green, blue, South Eastern etc.



## Class 73

5" gauge class 73, Designed by A Probyn. Introduced 2014. Second in the range of new 24 volt battery electric locomotives. Glass fibre moulded body, steel chassis. One then two motors per axle. 4QD controller.



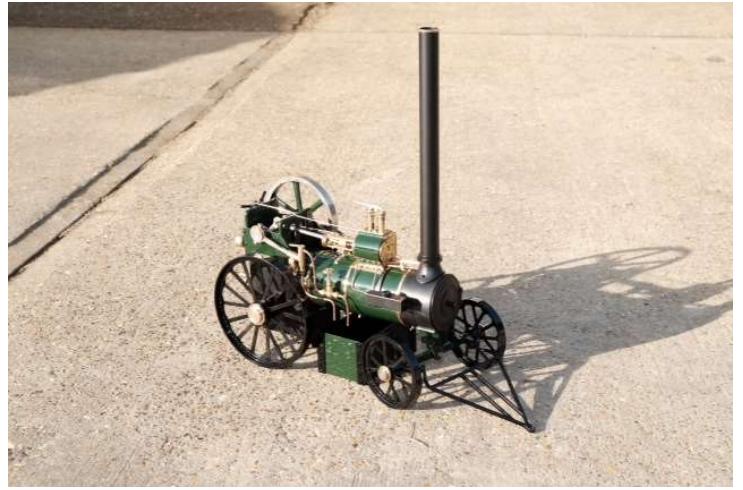
## Aveling Chain Drive

Aveling chain drive 3 1/2" gauge. Designed by A Probyn. Introduced 2014. Rail conversion of the 3/4" scale Allchin.



## Portable Engine

1" scale portable engine. Designed by A Probyn introduced 2015. One made. Live steam coal fired. Based on 1" scale Burrell parts



## Kent Range

5" gauge Kent range wagons. Designed by A Probyn. Introduced 2015. Low cost narrow gauge wagons, flat, bolster, open, box van, guards van, gunpowder van, later slate wagon. Curly spoke wheel option. Some also in 7 1/4" gauge.





### **SE&CR R1**

7 1/4" gauge version of the SE&CR R1 0-6-0 tank engine. Designed by A Probyn. Introduced in 2015 All have tig welded copper boilers fitted in the UK.



### **Allchin Showmans**

3/4" scale showman's road locomotive. Designed by A Probyn.

Introduced 2016. A conversion using the standard Allchin traction engine.

### **Allchin Crane**

3/4" scale Allchin crane engine. Designed by A Probyn. Introduced 2016. A conversion using the standard Allchin traction engine.





## Deltic

7 1/4" gauge Deltic battery powered diesel. Designed by A Probyn. Introduced in 2016. Six Bosch motors running 24 volt, M Tronics controller and sound system. This engine was designed to split into parts for transit, two chassis sections, two cab sections, central body section, two bogies, four batteries.



## Chaloner

7 1/4" Chaloner. Designed by A Probyn. Introduced 2016. A larger version of Chaloner, coal or gas fired vertical boiler, axle pump, screw down hand brake, mechanical lubricator.



## Drewry

7 1/4" gauge Drewry. Designed by R Jones of Mini train Systems Australia. Introduced in 2016. 0-6-0 battery powered diesel, steel body. Choice of motors and voltage.



## Class 25

5" gauge class 25. Designed by A Probyn. Introduced 2017. Third in the range of new design diesels, 24 volt with 4QD controller. Glass fibre body, super detail kit available.

## Planet 2 (Mk 2)

7 1/4" Planet 2 update, Designed by A Probyn. Introduced 2017.

A major chassis redesign, outside frames and bearings allowing 5" gauge option on a larger locomotive. 24 volt, two 350 watt geared motors with chain final drive. Also built as petrol hydraulic, Honda engine, Eton hydro unit, chain drive. Body unchanged from the earlier version.

Also built as Plymouth version for US market 7.5" gauge.



## Galloping Goose

7 1/4" / 7 1/2" gauge convertible Rio Grande Southern motor #6 (galloping goose). Designed by A Probyn, introduced 201.

Conversion of a 1920's Pierce Arrow car for rail use. The model is 24 v battery powered with two motors on the rear truck. Designed to split into four parts for easy transportation.



## EM Baldwin

5" gauge EM Baldwin diesel.  
Designed by A Probyn. Introduced  
2018. A model of the large narrow  
gauge locomotives built in  
Australia for the sugar industry.  
24v battery electric, 4QD  
controller, eight motors. Steel  
body, lighting.



## Brush

5" gauge Brush diesel. Designed by A Probyn.  
Introduced 2018. 12v four wheel diesel with  
outside frames and fly cranks. Standard  
gauge model to complement Planet. U.K.  
built.

## Planet (Mk 2)

5" gauge Planet chassis update.  
Designed by A Probyn. Introduced  
2018. Two part chassis, externally  
identical to the old design. U.K. and  
Chinese built, no cab side lining on  
U.K. built locos.







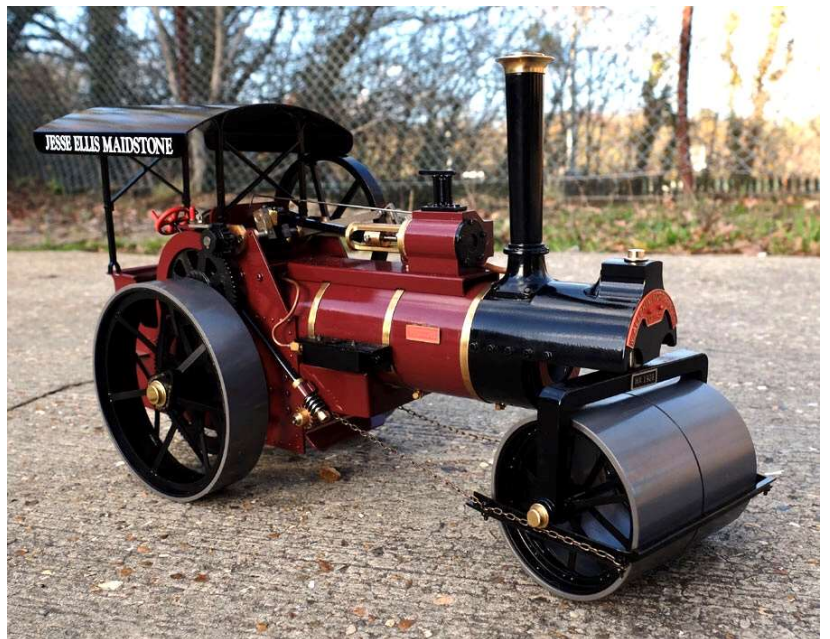
### Sentinel DG6

3/4" scale Sentinel DG6 lorry. Designed by A Probyn. Introduced 2019. Gas fired live steam lorry with radio control. Metal tipper body fitted as standard. Accucraft Dora engine unit with all gear drive.

### Allchin Steam Roller

3/4" scale Allchin steam roller. Designed by A Probyn. Introduced 2019. A conversion from the standard agricultural Allchin.

Also road engine version introduced at the same time.



### Sentinel DG6 Conversion Sets

3/4" scale Sentinel lorry conversion sets. Designed by A Probyn. Introduced 2020. Flat bed, box and breakdown crane conversion sets on the standard Sentinel lorry.







### **1½" Allchin**

1 1/2" scale Allchin traction engine. Designed by A Probyn. Introduced 2021. A double size Allchin, twin flue gas fired. Belly tank and had pump option.

### **Tram**

5" gauge tram engine. Designed by A Probyn. Introduced 2022. Battery powered loco based on the standard power chassis. Steel body.



### **J94 "Austerity"**

5" gauge Austerity. Designed by A Probyn introduced 2022. Coal fired.

Next in the range of inside cylinder 0-6-0 locos, in red, green or BR black.

## **Aveling Gear Drive**

3.5" gauge Aveling gear drive.

Designed by A Probyn

Introduced 2022. Small Allchin conversion.



## **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 centre 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.