

**7 1/4" or 7 1/2"**  
**Galloping Goose No6**  
**INSTRUCTION MANUAL**



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## **Welcome to the hobby of Model Engineering, from Maxitrak Ltd.**

We thank you for selecting one of our models, which we trust will provide you with long-term enjoyment, in both its building and operation.

This construction manual provides build instructions and operational procedures for your model. The same manual is supplied with all models, irrespective of how the model is ordered i.e. Ready to Run, Fully Machined Painted Kit or Un-painted kit, therefore some pages may not be relevant for your model, but nevertheless could be useful in the future.

We have a policy of continual improvement to our product range, including on-going updates to the construction manuals. This is based on our own experiences and feedback from customers. We invite customers to contact us regarding their experience on any matter during the build or operation of their loco, should they consider there are errors, misunderstandings or procedures that could be better described in this manual.

We aim to provide a good quality basic model that is easy to build, operate and maintain. We also encourage, support, and will assist, customers who wish to implement their own modifications, and we are also pleased to receive photographs of models to retain in our files.

We wish to ensure that all customers are able to build and operate their model to their expectations, for which we have a 'help-line' available to provide technical and operational advice regardless how insignificant it may be considered.

We offer customers spares, servicing and boiler examination & testing facilities for all locomotives.

The above information is also relevant should you have acquired your locomotive second-hand.

***Pleased be assured of our best and personal attention at all times.***

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## **HISTORY OF THE GALLOPING GOOSE NO6**

In the later part of the Victorian period a number of narrow-gauge railroads were built in the Colorado mountains. They were never very profitable, and by the 1920's they were suffering from increased road competition. To counter this the Rio Grand Southern introduced their "motors", these were a series of road going cars modified with larger bodies and converted to run on rails. Initially they were intended to carry mail, to keep the income from the US Mail contracts. As this proved popular subsequent conversions were enlarged to carry a few passengers as well.

Probably due to their ungainly gait they earned themselves the nick name of "galloping geese" and have been known as such by generations of railroad enthusiast.

There were seven built in total, all different, all survive though number 1 is a new build.

Our model is "motor number 6" known as the works goose. It was built from a 1920's Pierce Arrow car with a flatbed body. It was never used for mail or passengers but was the work horse of the maintenance department. Its original engine has been replaced with a more modern truck engine, but it is still in working order at the Colorado Railroad Museum in Golden, Colorado.

## **SPECIFICATION**

Length 1738mm  
Width 424 mm  
Height 585 over seat  
Weight 70 kg (excluding batteries)

7 1/2" to 7 1/4" gauge convertible  
Klaxon horn  
Headlight  
Driver only to ride the model  
Will pull 8 adults on riding cars, level track.  
Speed 8 mph max 6 mph normal running.

Two motors 24 volt 350 watt geared.  
Chain drive.  
Two 12 volt batteries  
Electronic control with regenerative brake Hand brake

## **OPTIONAL EXTRAS**

Sound System

## **PREPARATION**

Take off the seat and fit the two batteries.

Connect the battery terminals according to the wiring diagram.

DO NOT CONNECT INCORRECTLY,

DANGER OF CABLE FIRE, BATTERY EXPLOSION OR CONTROLLER DAMAGE.

Check all is correct, turn on the circuit breaker.

Replace the seat.

Occasionally oil the chains and the truck swivels and rubbing pads.

Adjust the hand brake cable so the latch holds the brake in the on position.

Big adjustment on the pinch bolt on the end of the cable under the truck.

Fine adjustment on the adjuster behind the handle.

## **DRIVING**

Turn on the main circuit breaker and accessory circuit breaker under the seat.

Select forward or reverse, turn the speed knob up to go, turn down to brake.

To run the horn and lights use the switches on the hand set.

If you leave the loco turn off the circuit breaker under the seat

For ease of transportation this model will break down into four manageable pieces plus batteries. The trucks are removable from underneath, R clips or nut and bolt.

The six bolts in the bed of the body hold the two parts of the chassis together.

They also hold on the fuel tank and tool box. Long barrel nuts are used behind these to make assembly easier. To make rear truck removal easier the hand brake cable can be run on the outside of the body, remove the hand brake from the seat and leave the complete assembly attached to the rear truck. Motor cables disconnect under the floor at the rear.



## **MAINTENANCE**

The exact controls depend on the handset fitted but the principals are the same;

Check controls are off and battery polarity correct.

Connect battery.

Select forward or reverse.

Turn speed control to start the train.

Maintain the desired speed using the speed control knob.

To brake turn the speed control right down.

As the motors and wheels run in sealed ball race bearings there is very little to do in the way of maintenance.

The chains connecting the axles should be adjusted first. One axle can be moved on the main motor plate as required. The motor chains can then be adjusted by moving the motors where necessary. If the adjustment slots are not long enough, remove a chain link to compensate. Check the chain adjustment occasionally. Oil the chain.

Check the tightness of all grub screws periodically and especially after initial running in.

Clean any acid spills to protect the metalwork, wash with soapy water and dry.

Keep battery terminals protected with petroleum jelly (Vaseline).

Always keep the battery charged, ideally use a float charger so the battery is always in top condition.

***If you have any questions or queries regarding the assembly, maintenance or running of your Maxitrak locomotive please do not hesitate to contact us by calling 01580 893030 or emailing [info@maxitrak.com](mailto:info@maxitrak.com)***