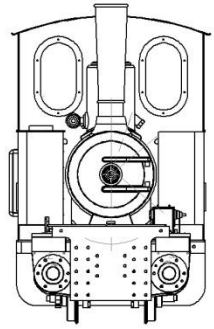


THE
STATION ROAD STEAM
RANGE OF
STEAM LOCOMOTIVES



At first glance, the range of locomotives we produce looks a little daunting, however choosing the right engine is pretty straightforward and comes down to three basic decisions:

1. Size - we build two different sizes of engine:

The standard range, which roughly speaking are around four feet long and weigh about four hundredweight - you can fit one with its driving truck in a large estate car, it will pull 15-20 people comfortably

The "Big Stafford" range, which are around six feet long and weigh in at about a half ton ready to run. You can't really put these in a car (certainly not if you intend re-using it) but they go in a small trailer very comfortably.

Either size can be built with the wheels outside the frames or inside with flycranks, allowing a given engine to run on a narrower gauge of track. The standard range run on 7 1/4 inch track, or 5 inch gauge with flycranks. The "Big Stafford" range run on 10 1/4 inch gauge track, or 7 1/4 inch gauge with flycranks. Any engine with "FC" in its name is a flycrank engine with outside frames and will be a big engine for its gauge.

So - first decide what gauge track you want to run on and how big an engine you would like.

2. Style - we build two different styles of engine:

"Stafford", which is loosely based on Bagnall designs of the 1920s, and "Feldbahn", typical of continental design - particularly Orenstein & Koppel - of the same era. Both styles share the same chassis and boiler, so performance is broadly similar, although Feldbahn carries an extra 20 pounds of adhesive weight.

3. Wheel configuration - we build 0-4-0 and 0-6-0 versions of both Stafford and Feldbahn.

The 0-4-0 will go round a slightly tighter curve, the 0-6-0 has greater adhesion.

That's pretty much it - everything else is down to detail. You can change chimneys between engines - Stafford has a parallel chimney, Feldbahn has a tapered chimney. You can fit a parallel chimney to a Feldbahn and get something much less Teutonic, rather more Andrew Barclay, or put a taper chimney on a Stafford to get something with a North Eastern narrow gauge flavour. All engines can be fitted with vacuum brake equipment and a variety of different whistles.