



Dennis Andreas

Railroad Report

Bachmann HO Climax Type-C

This good looking loco fits well in any rural industrial railroad layout.

Between 1875 and 1878 Charles Darwin Scott, a lumberman, operated a logging tram with a homemade locomotive designed to transport logs to the Scott and Akin sawmill in Spartansburg, Pennsylvania. Scott's experiments with his homemade locomotive lead to the invention of the Climax locomotive.

Scott decided to place his locomotive on the market and took his plans to the Climax Manufacturing Company in nearby Corry to have the locomotive built. The first known Climax was produced in March 1888 and was sold to the firm of Imel, Powers and Shank. Three more were built and sold within the next three months. A patent was applied for on February 10, 1888, and granted on December 4, 1888. The patent, however, was issued to George D. Gilbert instead of Scott.

George Gilbert was a relative of Scott by marriage and was well educated and a civil engineer by trade. Gilbert was also involved in the manufacture of portable steam engines. So Scott, who had only a limited education, agreed to let Gilbert draw the plans and handle the procedures of applying for the patent.

However, Gilbert did not give Scott the credit of the invention and left all mention of him off the documents.

When new patents were taken out for design improvements by R. S. Battles of the Climax Manufacturing Company, Scott was again ignored. Scott



The Bachmann Climax-C is a gem. The unique design of the locomotive, with its angled pushrods, has been faithfully reproduced by the company.

filed suit against both Gilbert and Battles and applied for a patent in his own name. After a lengthy court battle a verdict was rendered in Scott's favor, and he was granted a patent on December 20, 1892. The lawsuit left Scott penniless and he never reaped much benefit from his invention. Since the Climax name was applied to the locomotive, Charles D. Scott has virtually been forgotten.

Between 1,000 and 1,100 Climax locomotives were manufactured by the Climax Locomotive Works.

Production began in 1887 and the last Climax locomotive was produced in 1928. The company built Class A, B and C versions, with the type-C the last variant produced. The engines were compact, powerful locomotives and were used mainly in the logging industry.

The Bachmann Climax-C in HO is a gem. To start, Bachmann did its homework in the packaging of this little locomotive. Like all locos in Bachmann's Spectrum line, the outer packaging is bold, yet clean. The locomotive is clearly visible for the buyer, but it is packaged securely to prevent

damage. Upon opening the box the unit is contained securely in a clam shell clear plastic cocoon with options placed in smaller bays. Those include a stack spark arrestor, Graphite for lubrication an additional weight and extra coupler.



The amount of detail applied to this locomotive is just right. The finish is clean and sharp, just as one would expect of a turn-of-the-century locomotive.

After opening the clam shell, you get to see the detail on how the engineers reproduced the drive system. The unique design of this engine is that the driveshafts emerge from the center gear box and have angled connecting rods. Because the rear truck is articulated, its drive shaft can become disengaged from the shaft coupler while handling. But not to worry. Bachmann thought of this, and the shaft is secured on the loco's side truck to prevent it from dropping out. If the unexpected happens and the rear drive shaft does separate from its coupling, re-engaging the rear drive shaft prior to railing is quite easy by simply turning the rear truck and aligning the shaft then putting the truck back in position. The front and center drive shafts always stay in place.

When energized, the center cylinder rotates and three separate drive shafts, one going to each of the three trucks, begin to rotate. This is very different and very cool. The Climax runs very smoothly, quietly and is a pleasure to watch. The front and rear headlamps illuminate according to the direction the loco is traveling and are easily visible in standard room lighting. Startup is smooth, even in analog mode. While running the loco there was no noticeable change in noise with changes in speed, and it handled a less-than-perfect test track with ease.

The full-scale loco was not designed to be a fast, and neither is this model. It does have plenty of power, however, and this is transmitted well through the drive wheels.

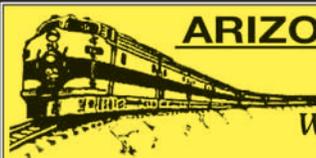
The detail applied to this engine is just right. There

are many minor details present, including various scale label plates. Details like these give a modeler much to discover while using this loco. The finish is clean and sharp as you would expect on a turn-of-the-century locomotive. The bell, handrails and cab details are reproduced nicely, and there was no loose hardware anywhere to be found. I would like to see an engineer in the cab, perhaps in the form of an add-on sale.

This is a great locomotive and will make a wonderful addition to any rural or logging camp layout. Bachmann has again produced another smooth running and good looking locomotive that fits in well for either a casual modeler or a serious train enthusiast. **HM**

After years of outstanding service to HM in writing product evaluations and trade-related articles, John Sipple has chosen to retire. It goes without saying that the entire staff at Hobby Publications thanks John for his service to the hobby trade, and we all wish him a well-deserved, relaxing future.

Hobby Merchandiser would also like to introduce Dennis Andreas as the latest member of our team of writers. Dennis has been a hobbyist his entire life and is well versed in a variety of hobby-related fields. He is a specialist at Nassau Hobby Center in New York. In addition to being an active train enthusiast, Dennis is also an aviation buff and a District II associate vice president for the Academy of Model Aeronautics.



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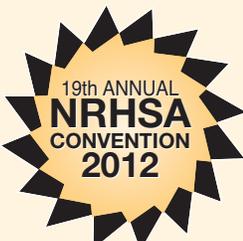


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