

LNWRS / LMS PRECEDENT CLASS 2-4-0 "JUMBO"

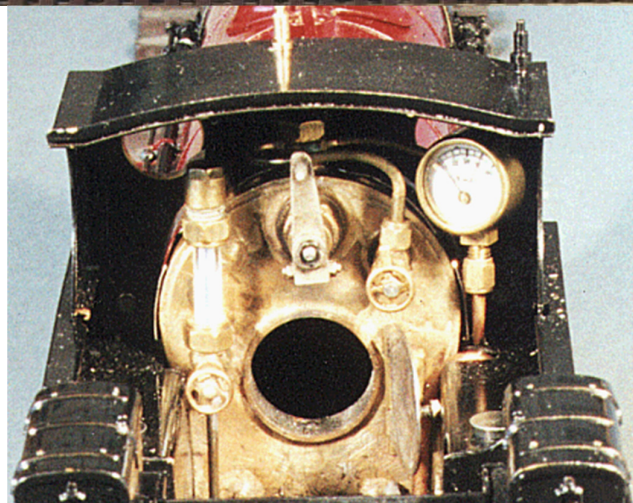
The London and North Western Railway (LNWR) "Jumbo" steam locomotives were among the most famous steam locomotives of 19th-century Britain. Not only were they capable of high-speed travel, but they could also pull surprisingly heavy loads for their small size, making them truly deserving of the nickname "Jumbo" (after the circus elephant). Designed by F.W. Webb, 166 were manufactured at Crewe Works between 1887 and 1901. Their official designation was the "Improved President" type, developed based on the "Newton" type designed by John Ramsbottom between 1866 and 1873.

One of the most famous "Jumbo" locomotives was No. 790, "Hardwick." In the 1895 "Race to the North," this locomotive set a record that remained unbroken for nearly 40 years. This locomotive, which pulled the West Coast train from Crewe to Carlisle, covered a hilly 141-mile (approximately 227 km) section at an average speed of 67 1/4 miles (approximately 108 km/h). This included the 4-mile (approximately 6.4 km) section of Shap Summit with a 1/75 gradient. Its top speed exceeded 90 miles (approximately 145 km/h). It is currently preserved at the National Railway Museum in York, England.

Even more famous at the time was locomotive No. 955, "Charles Dickens." This locomotive pulled the 8:30 AM express train from Manchester to London Euston and its 4:00 PM return train for 20 years, covering over 2 million miles (approximately 3.2 million km).

This is a record that no other British steam locomotive has ever broken. Aster decided to recreate these two famous locomotives in the iconic Blackberry Black livery of the London and North Western Railway (LNWR)

in the late 19th century. These were fitting companions to the famous East Coast locomotive, Stirling Single, which Astor produced in 1986. After the merger in 1923, when the LNWR became part of the LMS, the four "Jumbo" locomotives were painted in the LMS red known as Crimson Lake. Astor chose to model LMS No. 5036 "Novelty" in the red livery and No. 25001 "Snowdon" in the all-black livery, just as they appeared when they were retired in 1934. A very small number of these LMS red (Novelty) models were also converted to coal-fired versions and sold.



Specifications

Scale/Gauge: 1/32, No. 1 Gauge (45 mm)

Dimensions

Length O.B.: 457 mm (18 inches)

Engine 252 mm (10 inches) + Tender 195 mm (8 inches)

Width: 74 mm (3 inches)

Height: 125 mm (5 inches)

Wheel Arrangement: 2-4-0

Driving Wheels: 63 mm

Leading Wheels: 34 mm

Tender Wheels: 34 mm



Weight: 2.6 kg (5 3/4 lbs)

Engine 1.7 kg (3 3/4 lbs) + Tender 0.9 kg (2 lbs)

Axle Driven Pump: Pump Rum 5 mm x Stroke 5 mm, Mounted on Trailing
Driver

Engine: Two Cylinders with D-Slide Valve

Bore 10 mm x Stroke 20 mm

Valve Gears: Slip Eccentric Valve Travel 4 mm, Cut-Off 75%

Boiler Type: C-Type with five fire tubes (Dia. 8 mm)

Water Capacity: 80 cc at 70% full

Working Pressure: 3 - 4 kg/cm

Burner / Fuel: Two Wick Tube Alcohol Burner

Tender Water Tank: Capacity 160 cc, Hand-Pump Mounted.

Fuel Tank: Capacity 65 cc.

Minimum Radius: 1 meter (Dia. 2 meters)

