



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

The LNWR 'Jumbo's' were among the most famous British steam locomotives of the 19th century. They were not only capable of high speeds but regularly hauled heavy loads in relation to their small size, and so they well deserved their nickname - 'Jumbo', the name of a circus elephant. They were designed by F. W. Webb, and 166 of them were built at Crewe Works between 1887 and 1901. Known officially as the 'Improved Precedent' class, they were developed from John Ramsbottom's 'Newton' Class of 1866-73.

One of the most famous 'Jumbos' was No. 790 'Hardwicke'. During the "Races to the North" in 1895, it set a record which was to last for almost forty years. Hauling the west coast train from Crewe to Carlisle, it covered the 141 miles of hilly track, including four miles of 1 in 75 Shap Summit, at an average speed of 67 1/4 mph, and achieved speeds over 90 mph. It is now preserved in the National Railway Museum, York, England.

Even more famous in its day was No. 955 'Charles Dickens'. This engine worked the 8:30 am express from Manchester to London Euston and the 4 pm return for twenty years and so covered more than 2 million

miles, a record that has never been broken by any other British steam locomotive.

Aster has chosen to model these two famous engines as they were in the late 19th century, in the famous blackberry black livery of the LNWR. They were a fitting companion to the model of the famous east coast engine, the Stirling Single, produced by Aster in 1986. After the groupings of 1923, when the LNWR became part of the LMS, four 'Jumbo's' were painted in the LMS red known as crimson lake. Aster has chosen to model LMS No. 5036 'Novelty' in red livery and No. 25001 'Snowdon' in plain black livery, as it was when scrapped in 1934.

A locomotive review and [essay on the Jumbo by Jerry Reshew](#) is available in the reference section.

Also, [Tuning Tips for the Aster Jumbo](#) by Andrew Pullen are posted in the reference section.





## 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)

