



Aster has chosen to model two examples:

### **34051 Winston Churchill**

in British Railway livery and with modified tender is named after the famous wartime leader and statesman. This locomotive had the sad duty of hauling the great man's funeral train in 1965. The loco is now preserved at the [National Railway Museum, York, UK.](#)

### **21C166 Spitfire**

in Southern Railway livery was named after the most successful fighter aircraft of World War 2.

*"What an AWESOME engine! This is by far the most I have ever spent on an Aster, and was wondering if it was going to be worth the money. Every bit of it! I don't know if it is due to having three cylinders, or something else, but it runs so powerfully and smooth, even at the low end. I LOVE the controls. They look great and are really easy to operate."*

*I ran the engine for almost three straight hours Saturday evening, no exaggeration.  
It's just a great engine, and it looks so great with David Leech's coaches."*

[Click for Video](#)

## Battle of Britain Pacifics



**Bulleid Light Pacific in original 'Air Smoothed'  
condition**

**"Spam Can"**

**Aster's 30th Anniversary Model**

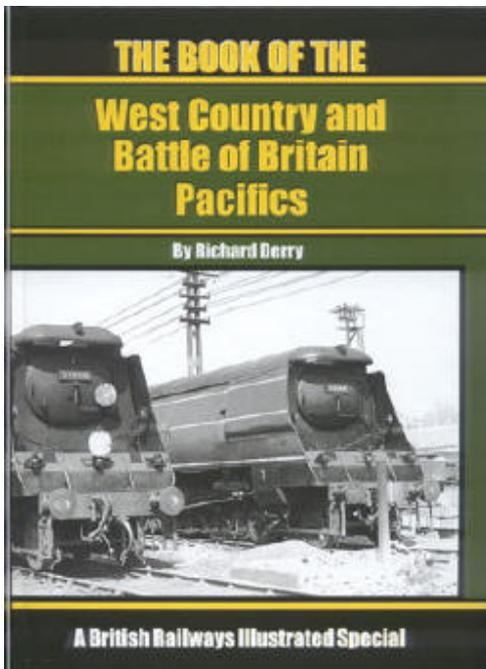


**Southern Railway - British Railway**

**Battle of Britain class 4-6-2**



Mr. O V S Bulleid is generally considered to be the last giant of British steam locomotive design. For a number of years he was the principle assistant to Sir Nigel Gresley on the LNER railway, but his chance came to demonstrate his singular talents when he was appointed Chief Mechanical Engineer to the Southern Railway in 1937. Innovation was Bulleid's credo. Welded steel fireboxes, totally enclosed chain driven valve gear and 'air smoothed' boiler casings were among his most striking concepts.



The 'West Country' & 'Battle of Britain' class of 110 locomotives were introduced from 1945 and featured all Bulleid's design innovations. Often referred to as "Spam Cans" due to their unusual appearance, these locomotives were intended for express passenger duties on the SR's principle routes. But their light axle loadings allowed them also to be used with success on the secondary routes. For nearly twenty years the 'West Country' & 'Battle of Britain' class were to be found everywhere throughout southern England. Their popularity on named trains like "Atlantic Coast Express, "Night Ferry" and "Golden Arrow" is now legendary.

Although there were two classes of locomotives, the 'West Country' class and the 'Battle of Britain' class, they were in practice identical in all respects. The 'West Country' class was named after towns and districts of south-west England served by the Southern Railway. The 'Battle of Britain' class was named after aircrafts, airfields, squadrons and personalities of the Battle of Britain - a critical period in WW2 when Britain

stood alone against the enemy defended by the brave men and women of the Royal Air Force.

**Aster has chosen to model two examples from the 'Battle of Britain' class.**

**21C166 Spitfire in SR livery was named after the most successful fighter aircraft of WW2.** The locomotive itself is not preserved but was always very popular with the enthusiasts and the crews despite being involved in a serious accident in 1957.

**In BR livery and with modified tender is 34051 Winston Churchill named after the famous wartime leader and statesman.** This locomotive had the sad duty of hauling the great man's funeral train in 1965. The loco is now preserved at the National Railway Museum, York, UK.

It is worth noting that of the 110 members of the 'West Country' & 'Battle of Britain' class, no fewer than 60 examples were rebuilt into a quite different format from 1956 to 1961. It should also be remembered that no fewer than 20 examples are preserved throughout the UK in both the original "SpamCan" condition and in rebuilt formats. This class is still very much admired by rail enthusiasts after more than 40 years since they last ran in revenue earning service.

The first live steam Gauge One model from Aster Hobby Company, Inc was a Southern Railway 'Schools' class. It is entirely appropriate that the 30th anniversary should be marked by another Southern Railway locomotive; the 'West Country' & 'Battle of Britain' class. Aster Hobby Co. Inc. wish to sincerely thank the Bluebell Railway and the Bulleid Society for access to their locomotive 21C123 "Blackmoor Vale" and the National Railway Museum for access to 340151 "Winston Churchill."



Aster Hobby Co. Inc. Japan produced a limited number of the **"Golden Arrow" detail kit for the Southern version of the Spam Can**. As illustrated in the picture above, this kit contained 2 golden Arrow emblems for installation on both sides of the boiler jacket, a twin boom flag pole with real fabric flags, and a golden arrow emblem for the smoke box door.

### **Specifications of Battle of Britain class (SPAM CAN)**

**SCALE/GAUGE:** 1/32 , GAUGE ONE (45mm)

**TOTAL WEIGHT:** 6.00kg (13 1/4 lbs) (ENGINE 4.2kg + TENDER 1.6kg)

**DIMENSIONS:** LENGTH O.B. 649mm (25 1/2 inches) (ENGINE 427mm + TENDER 222mm)

**WIDTH:** ENGINE 86.2mm TENDER 86.2mm

**HEIGHT:** ENGINE 126.5mm TENDER 125.5mm

**WHEEL ARRANGEMENT:** 4 - 6 - 2 PACIFIC (2C1/231)

**DRIVING WHEELS:** DIA 59.0mm

**PILOT TRUCK WHEELS:** DIA 29.0mm

**TRAILER TRUCK WHEELS:** DIA 29.0mm

**ENGINE CYLINDERS:** 3CYLINDERS,BORE 12mmX STROKE 20mm,  
STEAM PORT 1.4mm LAP 1mm,

CUTOFF 82.6% ,SLIDE VALVE TRAVEL 4.8mm

**VALVE GEAR:** Axle Drive Valve Gear

**BOILER TYPE:** C TYPE WITH WATER TUBES, WATER 255cc at  
80%FULL

PRESSURE 3-4 KG./SQ.CM AT NORMAL WORKING  
**FITTINGS:** 2 X SAFETY VALVES, PRESSURE GAUGE, WATER  
GAUGE, BLOW DOWN VALVE,  
REGULATOR VALVE, BLOWER VALVE,& SUPER HEATER  
**AXLE DRIVEN PUMP:** PUMP BORE 5mm X RAM STROKE 6mm  
**LUBRICATOR:** ROSCOE DISPLACEMENT TYPE  
**BURNER:** 3 WICK TUBE ALCOHOL BURNER  
**TENDER WATER TANK:** CAPACITY 190cc, HAND PUMP  
MOUNTED..  
**DISPLACEMENT TYPE ALCOHOL TANK:** CAPACITY 180cc,  
METHYLATED ALCOHOL  
**TENDER BOGIE WHEELS:** DIA. 340mm  
**MINIMUM RADIUS:** 2 meters (6 1/2 feet)

[click](#)

[to view component parts](#)

[Building the Aster Bulleid Battle of Britain - by  
Dave Stick](#)

[A Bulleid Assembly Review by Robert Youngjohns](#)



[www.bluebell-railway.co.uk](http://www.bluebell-railway.co.uk)

# BULLEID SOCIETY

[www.locos-in-profile.co.uk/Bulleid\\_Society/index.html](http://www.locos-in-profile.co.uk/Bulleid_Society/index.html)



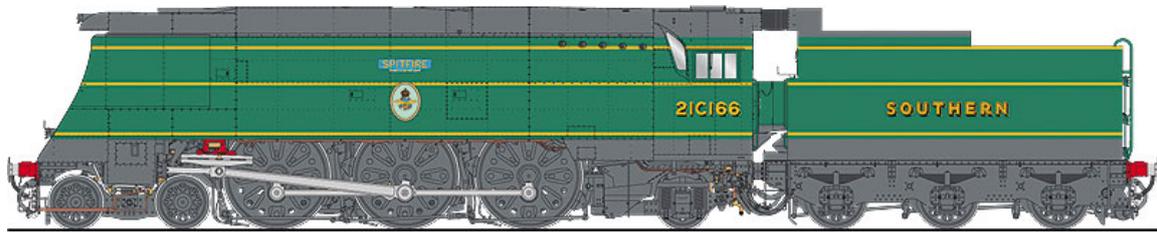
*Photo by Geoff Calver*

The Bulleid Society was originally organized in 1966 as the Bulleid Pacific Preservation Society. Their goal was to preserve an original light Pacific in fully operational condition for haulage of special trains on BR. The Society's website covers all things Bulleid and features news, historical articles plus information on other preserved Bulleid locomotives. Click on the link above to access their website.

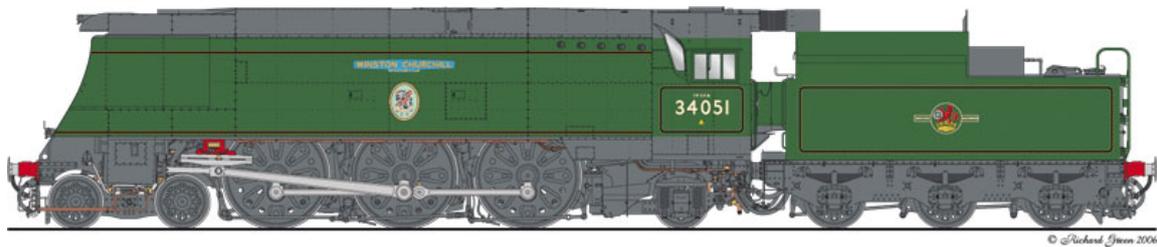
# SOUTHERN



Photos by Peter Trinder



**Malachite Green - 21C166 Spitfire with high sided tender**



**BR livery - 34051 Winston Churchill with cut down tender as preserved at the National Railway Museum, York.**

Artwork courtesy of Richard Green, [Locos in Profile](#)