

Crewe Diesel



Sutton's Locomotive Workshop



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'RAT' REGRESSION: 'EARLY' BODY STYLE CLASS 25 REVEALED

SUTTON'S LOCOMOTIVE WORKSHOP is pleased to be able to reveal that it is building on tremendous success of it's 'flat-sided' Class 25/3 4mm scale model (currently being delivered) with the introduction of a further, much requested, sub-class.

In an exciting but obvious development, we turn the clock backwards to officially reveal the completion of work on our **EARLY BODY STYLE CLASS 25/1 and CLASS 25/2**. This new product is the 'missing link' between our first and most recent releases in the BR Sulzer Type 2 family. The Class 25/1 was a development of the 'pilot scheme' Class 24 with an up-rated power unit producing 1,250hp.

Introduced at the start of 1963, the build was initiated by British Railways's Darlington Works whilst Derby was still busy finishing off the last few 'Peaks'. Derby soon joined production but subsequently instigated a re-styling exercise. This led to an odd state of affairs with Darlington continuing to manufacture locomotives to the old design right up to the last! Class 25/2 No. D7597 was, in fact, the last loco to be built at Darlington before the Works closed in 1966.

Despite upgrades over the earlier Class 24, the exterior form received little attention and retained the distinctive side grilles and front end crew-exchange doors (later sealed over). Whilst the re-designed machines were mostly no-heat freight units, the vast majority of these 25/1s & 25/2s were equipped with a steam generator plus associated water tank and can thus be classified as true 'mixed-traffic' traction. They were regularly employed on passenger work almost until the end.

Although SLW satisfies a healthy niche within the hobby, there is always some cross-over with the 'mainstream' market. As a small business with a philosophy that's rooted in accuracy over financial gain, your continued support is needed to thrive in a crowded market. We think you deserve a 'proper job' to be made of this important sub-class. We believe you'll trust SLW to deliver. We will make sure you're not disappointed!

operating manual

British Railways
locomotives
D 5176 - D 5232



BRITISH RAILWAYS

BR. 1301/7

HB

'Rat' regression: SLW'

Having book-ended the Derby Sulzer Type 2s family with 4mm scale models of the Class 24 and the 're-styled' Class 25/3, **Philip Sutton** describes how his Locomotive Workshop is now filling the important gap between them.

THE REASONING behind the creation of the SLW 'flat-sided' Class 25 is now well known; as a teenager, I had spent hours over a modelling bench with plastic sheet and scalpel in order to craft a representation of a Class 25/3 after spotting trips to exotic locations like Cricklewood and Stonebridge Park.

That same 1977 vintage Hornby 'OO' model under the knife was the early body style with side grilles and, arguably, it has been the most accurate Class 25/1 for the past 45 years! That is some compliment for Hornby's tool-makers in the days before computers!

The years have flown by and now the time is right to put the Class 25/1 'Rat'-flavoured filling in between the bread of SLW's first and latest releases. The calls for this version of Class 25 on a reliable and smooth-running SLW chassis have been deafening.

Recalling 'fag' smoke and warm oil

There are too many memories to recount here but special mention must be made of childhood trainspotting marathons at the North London termini of Euston and St Pancras. The sound of that Sulzer engine beat echoing around Barlow's cavernous train shed was like a metronome as sacks of mail and newspapers were piled on late night parcels trains to the North. The illuminated cab seemed a fantastic retreat if you were allowed a visit; the aroma of cigarette smoke, warm oil and over-effective heaters cannot be forgotten!

Detail obsession taken to extremes

No half measures have been taken. The new driver's desk and boiler water tank are obvious, but SLW has produced three different bodies to depict the full life-span of these machines.



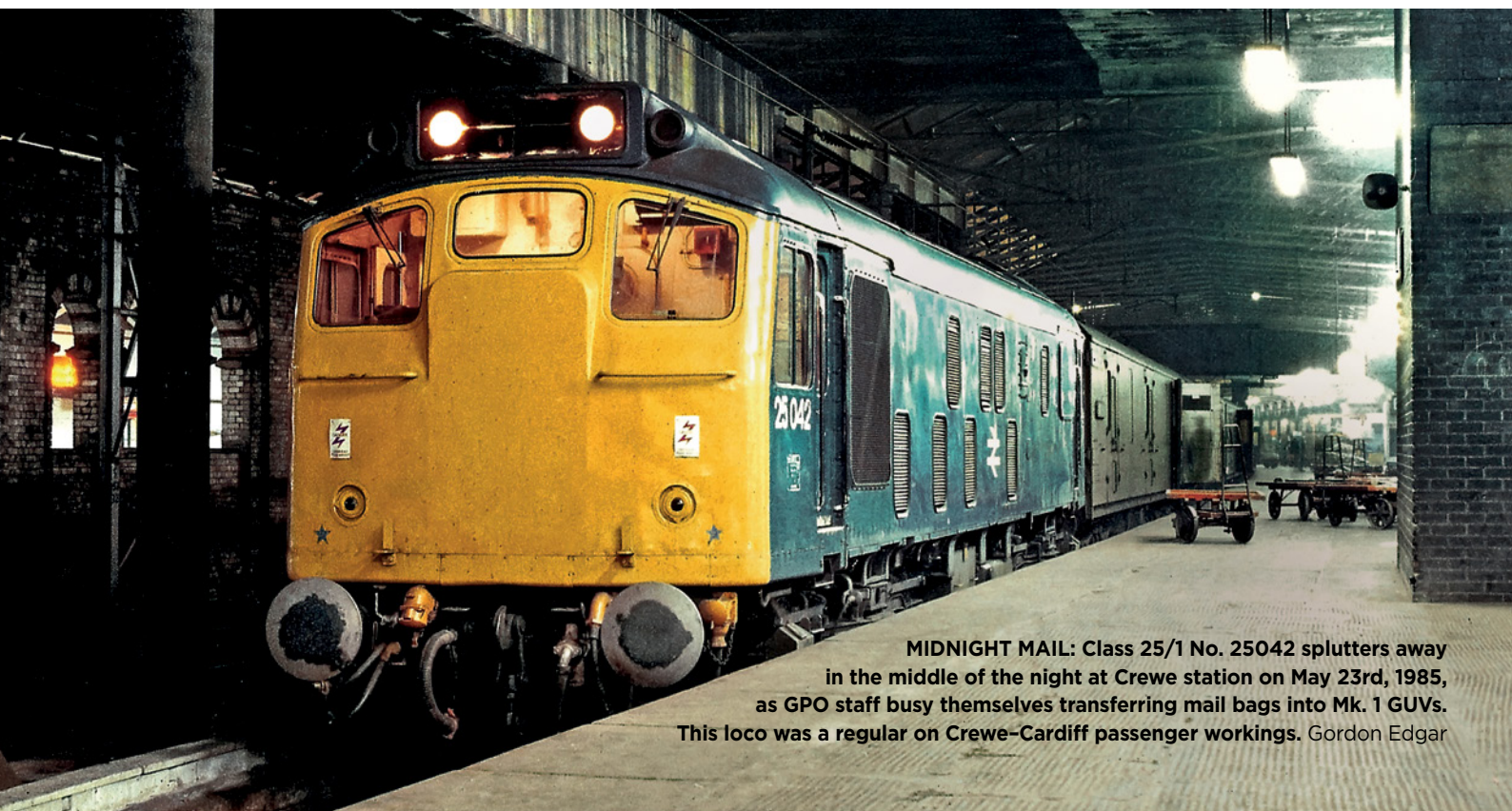
LAST RITES FOR CLASS 25:

Two days after the official class 'switch-off' on March 23rd, 1987, No. 25059 leads 25904 & 25912 into Basford Hall Yard. You can now recreate this sad moment using SLW models following the provision of the 'early' body style Class 25/1. Philip Sutton

We have depicted both the original front-end doors and the later plated-over modification. That should've been enough but those 'in the know' will be pleased to hear that we have gone 'one step beyond' and are also offering the distinctive dual-brake conversions (see back page).

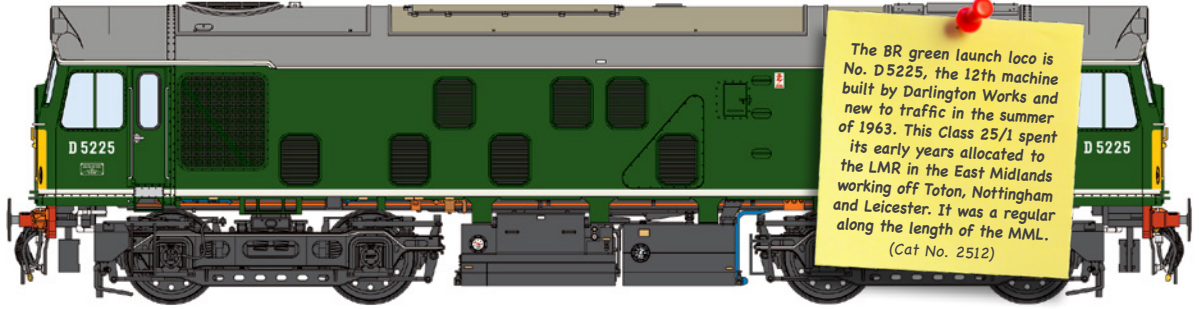
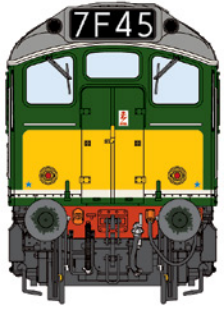
The same powerful 'Black Cat' five-pole motor and cast alloy chassis that has been proven under thousands of other SLW models is employed.

I hope to enjoy your support for this venture, created and entirely self-financed by a real modeller for modellers. The liveries shown are now open for reservation... so don't delay!

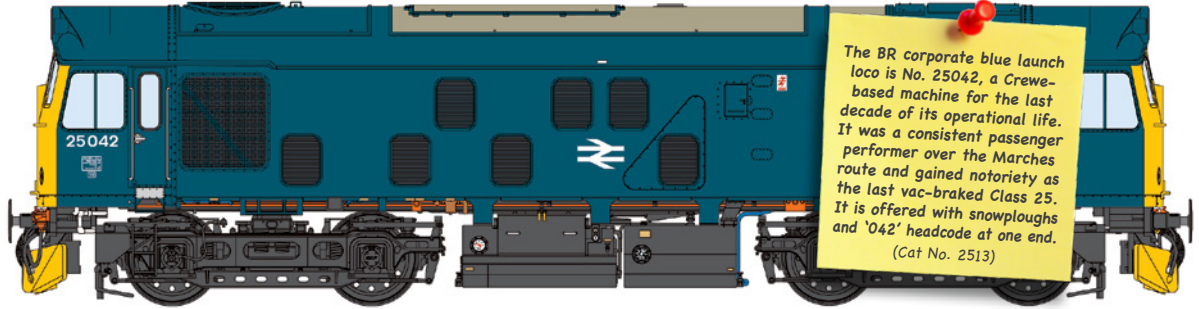


MIDNIGHT MAIL: Class 25/1 No. 25042 splutters away in the middle of the night at Crewe station on May 23rd, 1985, as GPO staff busy themselves transferring mail bags into Mk. 1 GUVs. This loco was a regular on Crewe-Cardiff passenger workings. Gordon Edgar

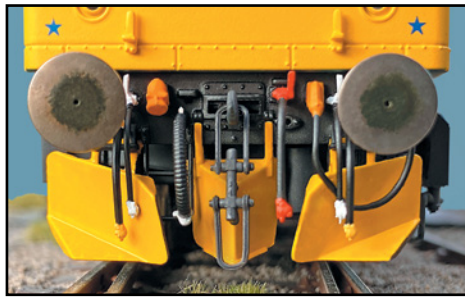
Our new 'Early' Class 25



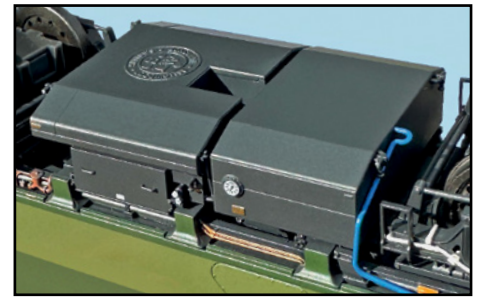
The BR green launch loco is No. D5225, the 12th machine built by Darlington Works and new to traffic in the summer of 1963. This Class 25/1 spent its early years allocated to the LMR in the East Midlands working off Toton, Nottingham and Leicester. It was a regular along the length of the MML.
(Cat No. 2512)



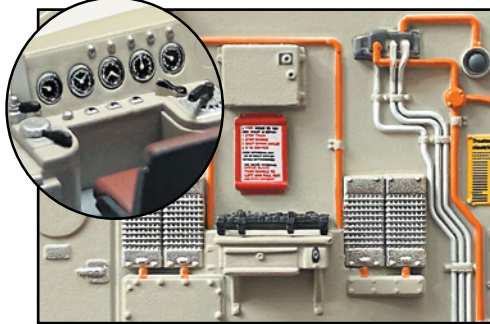
The BR corporate blue launch loco is No. 25042, a Crewe-based machine for the last decade of its operational life. It was a consistent passenger performer over the Marches route and gained notoriety as the last vac-braked Class 25. It is offered with snowploughs and '042' headcode at one end.
(Cat No. 2513)



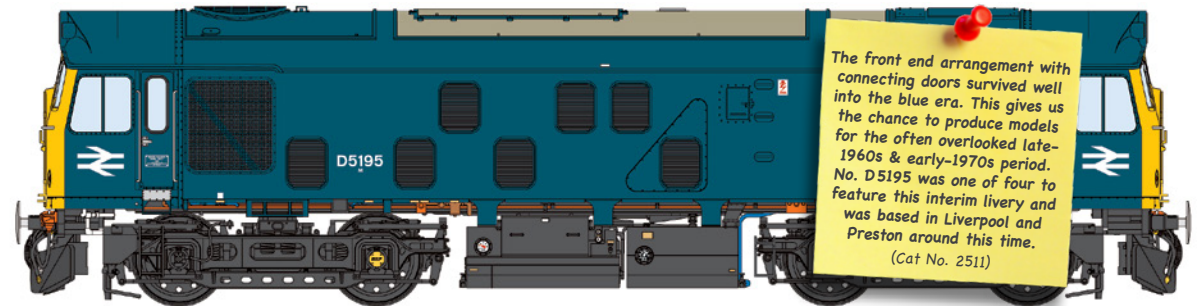
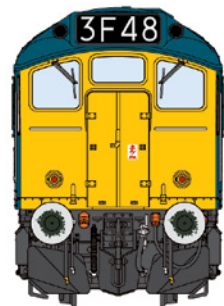
It's not just the exterior where we have been pushing the boundaries of manufacture and decoration. Inside the cab, the new Class 25 has even more detail than our Class 24 with exquisitely rendered bulkheads including pipe and conduit runs along with a separate hot-plate. The completely revised Class 25/1 driving position has been provided with an illuminated instrument panel. Ad, yes, we've even added the gauge faces and needles!



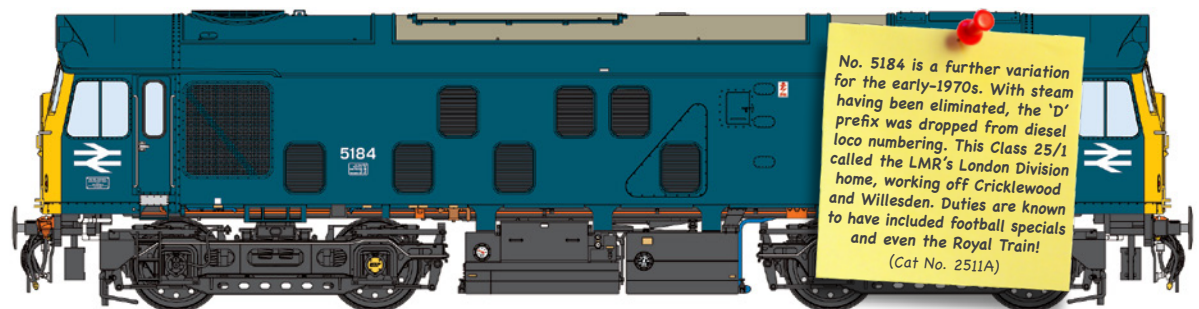
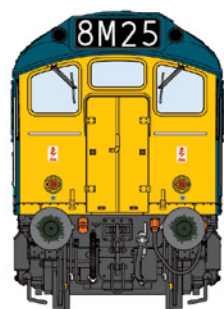
Our attention to accuracy extends to the provision of two styles of fully-populated bufferbeam. Both vacuum-braked and dual-braked (air and vacuum) versions feature all the correct hoses plus steam heat connection and multiple-working cables. Where appropriate, miniature snowploughs, of the correct three-blade design with mounting points, are supplied. These are fitted as standard on Nos. 25042, D5195 and the dual-braked No. 25244.



From the outset, the aim for the Class 25 was to be the definitive model, so there is precision to be found even in places where it is not immediately visible. Distinctively-shaped fuel tanks include an inspection cover and separate drain valves. The engine room sump drain is also reproduced but will be obscured by a brand new water tank on this model. A mechanical or electronic speedometer is fitted, dependant on which sub-class is being portrayed.



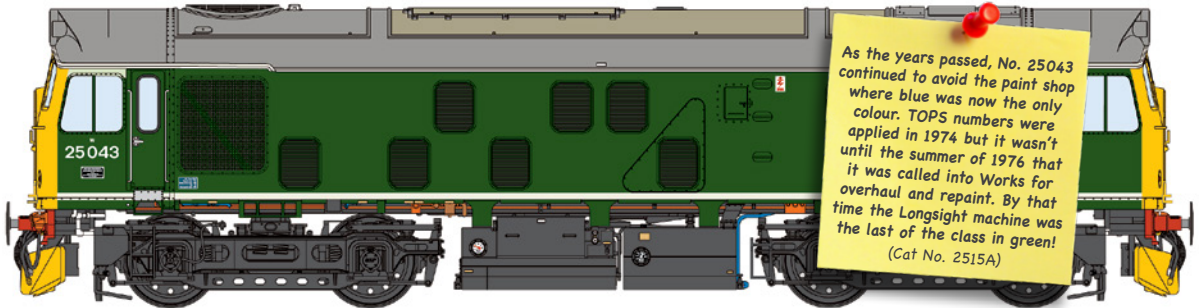
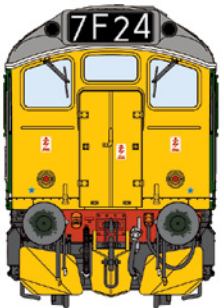
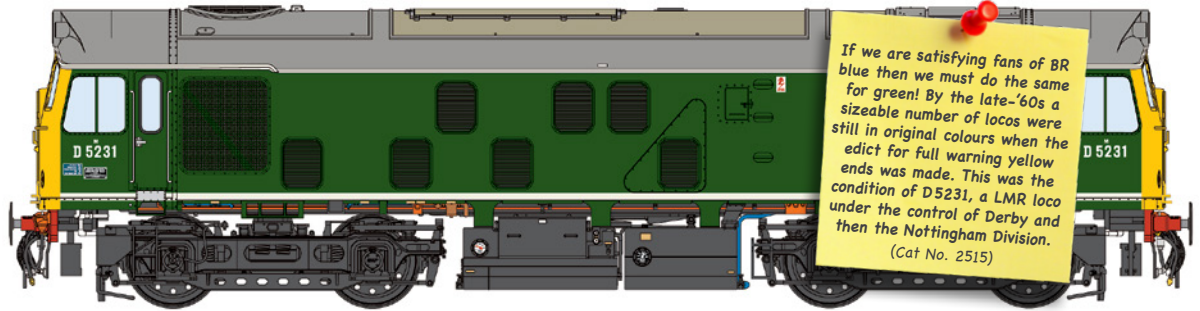
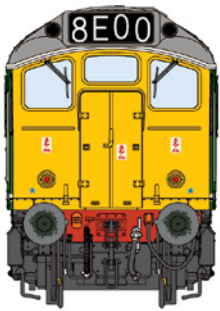
The front end arrangement with connecting doors survived well into the blue era. This gives us the chance to produce models for the often overlooked late-1960s & early-1970s period. No. D5195 was one of four to feature this interim livery and was based in Liverpool and Preston around this time.
(Cat No. 2511)



No. 5184 is a further variation for the early-1970s. With steam having been eliminated, the 'D' prefix was dropped from diesel loco numbering. This Class 25/1 called the LMR's London Division home, working off Cricklewood and Willesden. Duties are known to have included football specials and even the Royal Train!
(Cat No. 2511A)

Top-level specification with detail to match

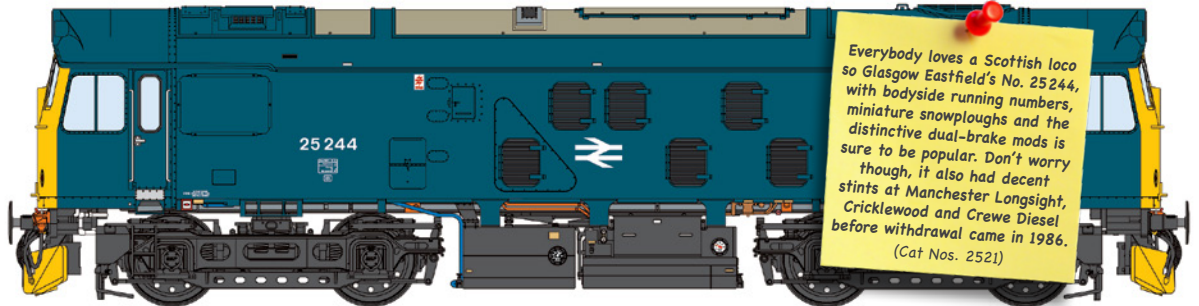
- More than 350 components in each model
- Correctly-proportioned scale bodysells
- Early-style extended headcode box 'wings'
- Period specific detailing differences
- Authentic pattern fine-profile wheels
- Cab interior and engine room lighting
- Illuminated interchangeable headcodes
- Glowing driver's desk instrument panel
- Amazing cab interior detail with cooker
- Sprung buffers with 'grease mark' depiction
- Incredible double-speaker sound system
- Revolutionary proportional braking button
- Enhanced super-capacitor 'stay-alive' unit
- Latest 'clear-view' flush-glazed windows
- Separately-fitted bogie brake pipe runs
- Two styles of sandbox and battery box
- True-to-scale separate windscreens wipers
- Ultra-fine decoration inc. solebar pipe runs
- Flexible scale metal screw-link couplings
- Optional three-piece miniature snowplough
- Full complement of bufferbeam connections
- Stainless steel etched grilles throughout
- Reliable and proven heavy die-cast chassis
- Powerful smooth-running five-pole motor
- All-wheel electrical wiper pick-up and drive
- Available with 'OO', 'EM' or 'P4' wheelsets
- Kinematic NEM-standard coupling pocket



Dual-braked versatility means special characteristics

Such useful Type 2s were in constant demand and it was soon necessary to undertake a programme of fitting train air-brakes for use with modern wagon types. An additional compressor was needed but space for the equipment was tight so the chosen locos were modified with a second triangular access panel and hinged

clean air intake grilles on one side on only. SLW has reproduced all this detail, meaning this Class 25/2 can be equally at home on Speedlink freights or Mk. 2 carriages. Not only that, our sound project is the most interactive ever, incorporating a vacuum/air brake selection key with exhaust and compressor sounds!



Ready-to-roll with sound and 'stay-alive'

All of our brand new models are available with **superb DCC sound and supercapacitor 'stay-alive' option** straight out of the box. You won't have to worry about awkward chip or speaker installations. Our Class 24 set the benchmark for sound with its twin-speaker system. The Class 25, using new and exclusive recordings, takes a further leap by pioneering the latest **true 16-bit resolution digital technology** resulting in incredible, crystal-clear CD quality sound. Advances also see the stay-alive unit nearly trebled in capacity.

How to order your new SLW models

You can reserve all these Class 25 models on our webshop at: **www.railexclusive.com** Alternatively, if you feel more comfortable chatting to a real person about the specification that is right for you, then **call us on 01780 470086**. Please be patient if the telephone line is busy. Unlike other companies, there is absolutely no risk to you by placing an advance order. Our policy has always been that **we never take deposits or advance payment** and will charge you only on actual despatch.



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