

# Haymarket



## Sutton's Locomotive Workshop



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### NEW ADDITION TO THE SLW 'RATPACK': BOILER-FITTED 'LATE' BODY STYLE CLASS 25/2

The unprecedented demand for our new 'flat-sided' Class 25 4mm scale locomotive (now in the process of being delivered) has caused a predicament. To satisfy the huge appetite for further 'standard' BR blue and green liveries, we have decided to advance the production of further models featuring a significant new detail variation.

You can therefore now say a steamy 'hello' to the **STEAM GENERATOR-EQUIPPED CLASS 25/2** of which only a handful were built! This will make a real mixed-traffic machine available to 1960s London Midland fans and doubly-excite 1970/80s Scottish Region modellers.

Nos. D5233-7 (later 25 083-7) were actually the first batch to be delivered with redesigned bodywork and new two-tone green livery. Constructed at Derby during the Autumn of 1963, all were released to traffic that December, initially allocated to Toton shed (16A). The unique feature of these five locos was the provision of steam-heating equipment, made noticeable by the underslung water tank. All subsequent re-styled Class 25s would be built without boiler which left an odd looking open space next to the fuel tank.

For almost a decade, from the start of the 1970s, this quintet were synonymous with the Scottish Region where steam-heated passenger trains powered by Sulzer Type 2s were *de rigueur*. Home bases comprised Glasgow Eastfield, Edinburgh Haymarket and Inverness. There were some notable 'escapees' including a Cardiff Canton sojourn for one loco during 1975 which saw it work as far west as Taunton!

For the last few years, they moved south to the North-West and the Midlands (getting to Aberystwyth, Scarborough, Norwich and, it seems, everywhere in between) whilst retaining their larger than normal Glasgow St. Rollox Works trademark bodyside numbers.

Because of their train-heat capability and being part of such a small fleet, we are convinced these new models will be extremely popular, so don't delay in reserving yours.

*Philip Sutton*



# operating manual

British Railways  
locomotives  
D 5233 - D 5237



# 'Famous Five' Class 25



THE STORY behind the creation of the SLW 'flat-sided' Class 25 model is now well known. As a teenager, I had spent hours crouched over a work bench in order to produce something looking like the locos I had seen on spotting trips to exotic places like Glasgow and Crewe.

Now that our latest models are in the process of being delivered, we have been caught out by the popularity of the two 'standard' colour schemes. In order to keep everyone satisfied, further models have been ordered and should be on their way...

Rather than produce 'more of the same', we have brought forward plans for a subtle but key variation that actually involved quite a bit of work.

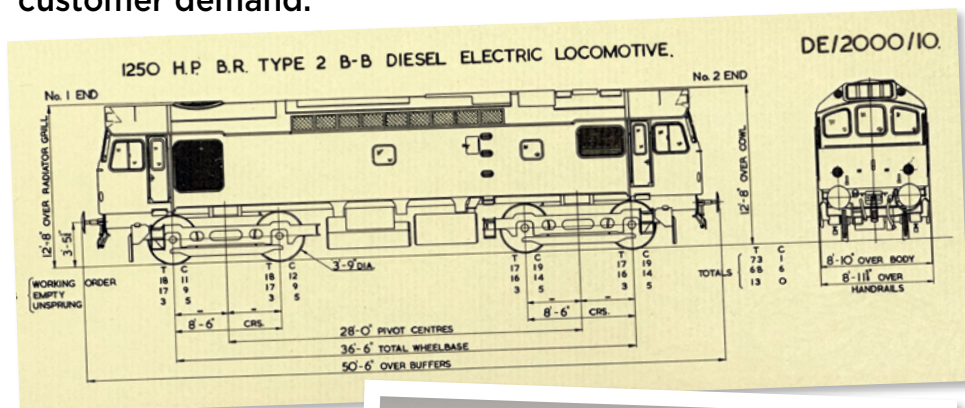
## 'Steamy' quintet added

It's strange, but I have always been attracted to modelling 'odd-ball' locos. Why did Derby fit Stone Vapor L4610 steam heating equipment to only the first five of its redesigned Class 25s?

It was obvious the 'famous five' had to be catered for in our production schedule and they quickly became the ideal candidates to fulfil the swelling two-tone green and blue requirement.

This is not just a simple adaptation for we have invested in new tooling as well as providing the aforementioned water tank. The new boiler compartment

With the Sutton's Locomotive Workshop 're-styled' Class 25 with us, **Philip Sutton** explains that the production of another interesting variant has been brought forward to keep up with customer demand.



roof features an exhaust flue and air inlet cowling plus the bodysides have been altered to incorporate the water-filler access door. And, of course, our DCC sound models include the sound of leaking steam and the pressure relief valve blowing-off!

The powerful, smooth-running 'Black Cat' five-pole motor and alloy chassis is employed. This is the same design that has been proven under thousands of SLW models.

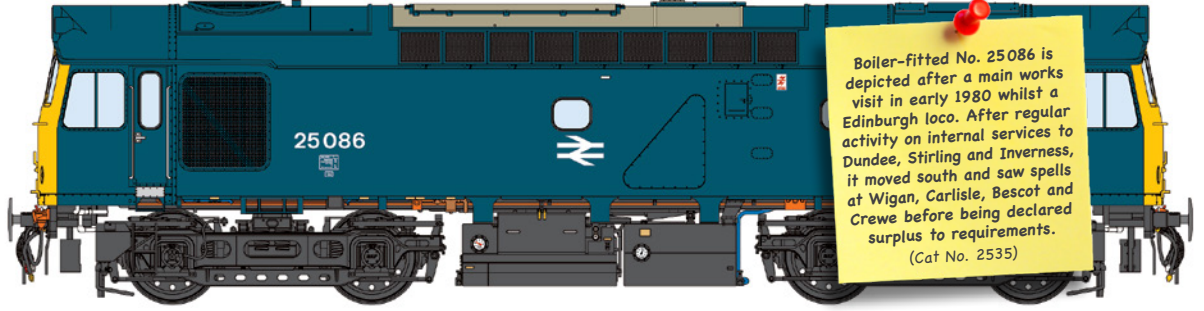
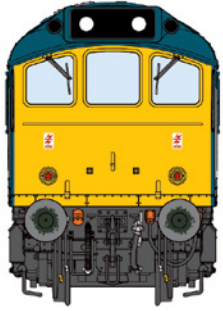
I hope to enjoy your support for this



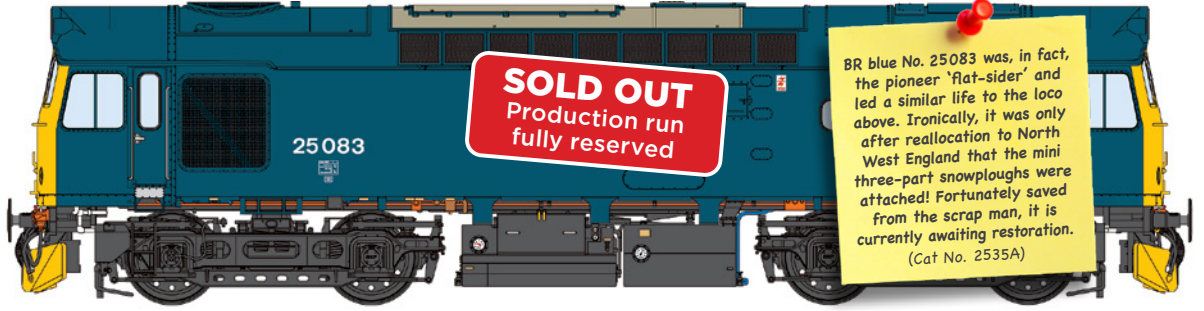
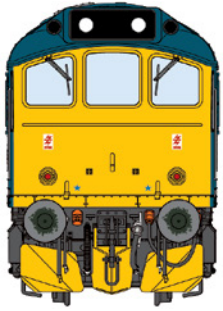
brand new Class 25 version so that we can continue to develop new items. The liveries and running numbers shown here are now open for reservation so don't delay!



# /2s are steaming hot!

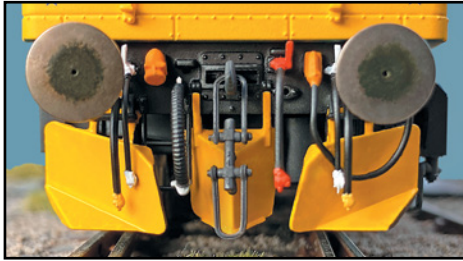


Boiler-fitted No. 25086 is depicted after a main works visit in early 1980 whilst a Edinburgh loco. After regular activity on internal services to Dundee, Stirling and Inverness, it moved south and saw spells at Wigan, Carlisle, Bescot and Crewe before being declared surplus to requirements.  
(Cat No. 2535)



**SOLD OUT**  
Production run fully reserved

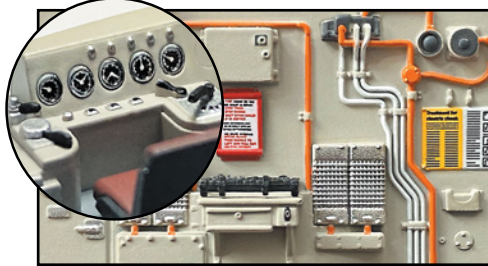
BR blue No. 25083 was, in fact, the pioneer 'flat-sider' and led a similar life to the loco above. Ironically, it was only after reallocation to North West England that the mini three-part snowploughs were attached! Fortunately saved from the scrap man, it is currently awaiting restoration.  
(Cat No. 2535A)



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. We have provided an illuminated instrument panel. And, yes, we've even added the gauge faces and needle pointers!



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 and multiple-working cables. Where appropriate (as on No. 25083) removable miniature snowploughs, of the correct three-blade design with mounting points, are fitted.



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. The engine room sealing plate sump is reproduced but will be obscured by a brand new water tank, complete with feed pipe on this new model. The correct mechanical speedometer cable is provided on the leading axle.

**FRESH OUT OF THE BOX:** A sparkling No. 25086 rattles south through Markinch on May 16th, 1980, with a long rake of LPG tanks. The boiler-fitted Haymarket machine had not long been outshopped from Glasgow Works following an intermediate overhaul. Bruce Galloway

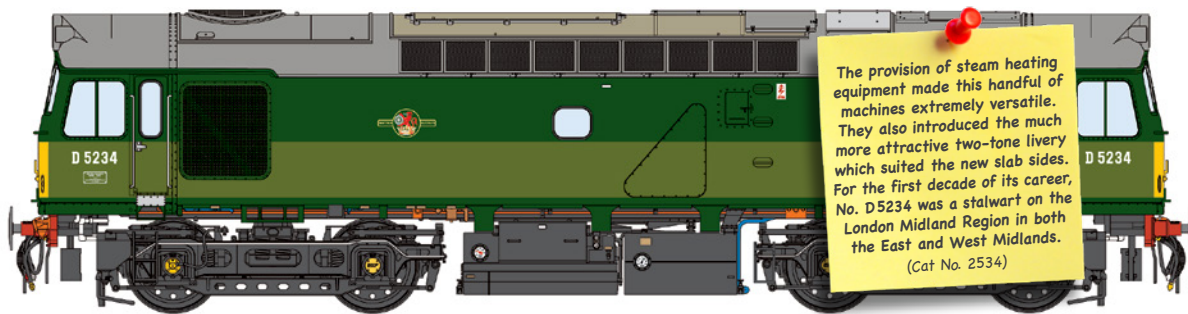
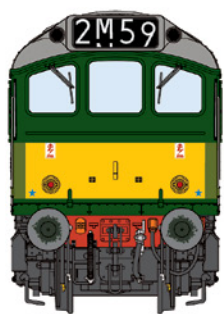






## Top-level specification with detail to match

- More than 350 components in each model
- Correctly-proportioned scale bodyshells
- 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



The provision of steam heating equipment made this handful of machines extremely versatile. They also introduced the much more attractive two-tone livery which suited the new slab sides. No. D5234 was a stalwart on the London Midland Region in both the East and West Midlands.  
(Cat No. 2534)

### 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](http://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.



Visit [www.sulzertype2.com](http://www.sulzertype2.com) to learn more about SLW or go straight to our webshop:

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