

# TRACKSIDE

Bringing model rail layouts to life, Corgi's 2007 Trackside range has a great selection of new tools such as the Vauxhall HA Van, Harrington Horsebox and the Morris 1000 Van. Perfectly complementing the 'OO' range and in response to popular demand, Corgi have also launched an impressive range of 1:76 scale model cars. The Classic Ford Anglia 105E, Morris Minor 1000 and Vauxhall Viva HA are all legends of the road and deserve to be remembered as key vehicles of the era.

Trackside..... The Best of British





# TRACKSIDE

SCALE 1:76  
NON LIMITED



MODEL NO	DG201005
MODEL NAME	MORRIS LD
OPERATOR	BR5
RELEASE	MARCH
BARCODE	080577803525

The Morris Commercial LD 1-ton van with its early 'beehive' grille began production in 1953. Frontal styling was revised from 1955 and the vans were badged as Austin or Morris. A 1.5-ton version was added and production continued until 1967.



MODEL NO	DG200006
MODEL NAME	FORD TRANSIT
OPERATOR	EVENING NEWS
RELEASE	JULY
BARCODE	080577803648

If one vehicle revolutionised the van market, it was the Ford Transit, launched in 1965, with its V4 petrol engine and two wheelbase options. It was suitable for a vast range of special bodywork and Transit production continued until January 1971.



MODEL NO	DG203005
MODEL NAME	BEDFORD CA
OPERATOR	HOLLAND TOFFEE
RELEASE	JANUARY
BARCODE	080577803440

Launched in 1952 the Bedford CA 10/12 cwt van featured semi-forward control, a 1.5 litre petrol engine and sliding doors. A 15cwt long wheelbase model was added in 1959 and in 1964 came an improved, face lifted Mk.2 version. Production ended in 1969.



MODEL NO	DG202006
MODEL NAME	AUSTIN J2
OPERATOR	HUDDERSFIELD CORPORATION
RELEASE	APRIL
BARCODE	0 80577 80355 6

The forward control Austin/Morris J2 15cwt van was in production between 1956 and 1967. Powered by a 1.5 litre petrol engine, it was also built in pick-up and minibus form. It was widely used by the Royal Mail and GPO Telephones.



MODEL NO	DG203006
MODEL NAME	BEDFORD CA
OPERATOR	AFS
RELEASE	AUGUST
BARCODE	080577803686

Launched in 1952 the Bedford CA 10/12 cwt van featured semi-forward control, a 1.5 litre petrol engine and sliding doors. A 15cwt long wheelbase model was added in 1959 and in 1964 came an improved, face lifted Mk.2 version. Production ended in 1969.



MODEL NO	DG200005
MODEL NAME	FORD TRANSIT
OPERATOR	CASTROL
RELEASE	JANUARY
BARCODE	080577803433

If one vehicle revolutionised the van market, it was the Ford Transit, launched in 1965, with its V4 petrol engine and two wheelbase options. It was suitable for a vast range of special bodywork and Transit production continued until January 1971.



MODEL NO	DG202005
MODEL NAME	MORRIS J2
OPERATOR	BMC REGISTER
RELEASE	FEBRUARY
BARCODE	080577803471

The forward control Austin/Morris J2 15cwt van was in production between 1956 and 1967. Powered by a 1.5 litre petrol engine, it was also built in pick-up and minibus form. It was widely used by the Royal Mail and GPO Telephones.



## NEW TOOLING

MODEL NO	DG207000
MODEL NAME	FORD ANGLIA VAN
OPERATOR	MARLEY TILES
RELEASE	JUNE
BARCODE	080577803617

The Ford Anglia Van was released in June 1961 and continued in production until 1967 when it was superseded by the Ford Escort.



## NEW TOOLING



MODEL NO	DG209000
MODEL NAME	BEDFORD HA VAN
OPERATOR	BR EXPRESS PARCELS
RELEASE	OCTOBER
BARCODE	080577803778

The HA series of 6/8 cwt vans introduced in 1964 were based on the Vauxhall Viva car. It had an all-synchromesh four speed gearbox and was listed until 1979.

## NEW TOOLING



MODEL NO	DG211000
MODEL NAME	MORRIS 1000 VAN
OPERATOR	CO-OPERATIVE
RELEASE	DECEMBER
BARCODE	080577803846

The Minor light commercial vans were produced from 1953 to 1971 and would have been seen in every village, town and city throughout the UK. Over 326,000 Minor LCVs were produced.

## NEW TOOLING



MODEL NO	RM2004
MODEL NAME	ROYAL MAIL SET
OPERATOR	ROYAL MAIL
RELEASE	MAY
BARCODE	080577803587

Morris LD, Morris 1000 Van, Bedford HA Van, Ford Anglia Van

# TRACKSIDE

SCALE 1:76 NON LIMITED



**NEW TOOLING**

MODEL NO	LT1004
MODEL NAME	LONDON TRANSPORT SET
OPERATOR	LONDON TRANSPORT
RELEASE	JULY
BARCODE	080577803662

Morris LD, Ford Transit Van, Bedford HA Van, Ford Anglia Van



**NEW TOOLING**

MODEL NO	BR1004
MODEL NAME	BRITISH RAIL SET
OPERATOR	BRITISH RAIL
RELEASE	AUGUST
BARCODE	080577803709

Morris J2 Van, Morris 1000 Van, Bedford HA Van, Ford Transit Van





**NEW TOOLING**

MODEL NO	ES2004
MODEL NAME	EMERGENCY SET
RELEASE	SEPTEMBER
BARCODE	080577803730

Bedford CA Van - Fire, Morris LD Van - Police, Ford Transit Van - Ambulance, Morris 1000 Van - Police



**NEW TOOLING**

MODEL NO	PO1004
MODEL NAME	POST OFFICE SET
RELEASE	NOVEMBER
BARCODE	080577803815

Morris J2 Van, Morris 1000 Van, Ford Anglia Van, Bedford HA Van

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# TRACKSIDE

SCALE 1:76 NON LIMITED

**NEW TOOLING**



MODEL NO	CR1003
MODEL NAME	3 CAR SET
RELEASE	DECEMBER
BARCODE	0807903002960

The Ford Anglia 105E was launched in 1959 and over 1 million cars were produced. Production ceased in 1967.

The Morris Minor 1000 came out in 1956 with approximately 850,000 models produced across all types. It was discontinued in 1971.

The Vauxhall Viva HA was launched in 1963 and was the British equivalent to the German Opel Kadett. Over 300,000 were produced to 1966.

**NEW TOOLING**

MODEL NO	CR2003
MODEL NAME	3 CAR SET
RELEASE	OCTOBER
BARCODE	0807903002977



MODEL NO	CR3003
MODEL NAME	3 CAR SET
RELEASE	DECEMBER
BARCODE	0807903002984



**NEW TOOLING**

### Scammell 3 Wheelers Scale 1:76

The highly innovative Scammell Mechanical Horse appeared in 1933, literally as a replacement for horse-drawn carts, and sold in large numbers to the railway companies. Rated for 3- or 6-ton payloads it was superseded by the Scarab in 1948.

Scammell's highly successful Scarab, launched in 1948, was the modern replacement for the original Mechanical Horse which dated back to 1933. The Scarab, aimed mainly at the railway companies, ceased production in 1968.

The Scammell Townsman was the ultimate development of the Mechanical Horse. It was in production from 1964 to 1968. It was faster and more comfortable than the Scarab and featured a fibreglass cab. Power came from a Standard diesel engine



MODEL NO	DG199010
MODEL NAME	SCAMMELL MECHANICAL HORSE FLATBED & CONTAINER
OPERATOR	GWR
RELEASE	MARCH
BARCODE	080577803518

### LIMITED EDITIONS



MODEL NO	DG199012
MODEL NAME	SCAMMELL MECHANICAL HORSE FLATBED TRAILER/LOAD
OPERATOR	RAILFREIGHT
RELEASE	NOVEMBER
BARCODE	080577803792



MODEL NO	DG199011
MODEL NAME	SCAMMELL MECHANICAL HORSE FLATBED/LOAD
OPERATOR	TNT INTER COUNTY EXPRESS
RELEASE	SEPTEMBER
BARCODE	080577803723



MODEL NO	DG206002
MODEL NAME	SCAMMELL TOWNSMAN FLATBED/LOAD
OPERATOR	ISLE OF MAN STEAM PACKET CO LTD
RELEASE	FEBRUARY
BARCODE	080577803488



MODEL NO	DG148021
MODEL NAME	SCAMMELL SCARAB DROPSIDE/LOAD
OPERATOR	ROADLINE
RELEASE	OCTOBER
BARCODE	080577803747



MODEL NO	DG148020
MODEL NAME	SCAMMELL SCARAB BOX TRAILER
OPERATOR	SHARPS TOFFEE
RELEASE	JANUARY
BARCODE	080577803426



MODEL NO	DG206004
MODEL NAME	SCAMMELL TOWNSMAN BOX TRAILER
OPERATOR	ROYAL MAIL
RELEASE	DECEMBER
BARCODE	080577803839



MODEL NO	DG206003
MODEL NAME	SCAMMELL TOWNSMAN BOX TRAILER
OPERATOR	NCL
RELEASE	AUGUST
BARCODE	080577803693



# TRACKSIDE

SCALE 1:76



MODEL NO | DG146016  
**MODEL NAME** | **GUY PANTECHNICON**  
 OPERATOR | PICKFORDS OVERSEAS  
 RELEASE | JANUARY  
 BARCODE | 080577803419

The Guy Pantechon, based on the Vixen 4-ton chassis, was in production from 1946 to 1964. On a 4.49m wheelbase, it was described as a 'bulk load chassis' and powered by a 4-cylinder petrol or Perkins P4 diesel engine.



MODEL NO | DG176023  
**MODEL NAME** | **LEYLAND OCTOPUS TANKER**  
 OPERATOR | ALFRED MANCHESTER  
 RELEASE | FEBRUARY  
 BARCODE | 080577803457

Leyland's post-war '600 Series' range appeared in 1947, the Octopus being the largest model at 22 tons gross vehicle weight. Its plain but tasteful styling still had echoes of wartime austerity. Power unit was Leyland's own 125bhp, 600cu.in diesel.

LIMITED EDITIONS

MODEL NO | DG175016  
**MODEL NAME** | **SCAMMELL HANDYMAN SHEETED TRAILER**  
 OPERATOR | FREEWAY HAULAGE  
 RELEASE | MARCH  
 BARCODE | 080577803495

When Scammell's Michelotti cab first appeared in 1962 it was seen as very futuristic. It was made standard on the Handyman Mk.II from 1965. The Handyman was one of the few tractors of the era that could legally couple to a 40ft trailer.



MODEL NO | DG186015  
**MODEL NAME** | **ERF LV FLATBED TRAILER/LOAD**  
 OPERATOR | MORETON C CULLIMORE  
 RELEASE | FEBRUARY  
 BARCODE | 080577 803464

The ERF 'LV', launched in 1962, was a completely new design and featured an improved glass fibre cab with a large one-piece windscreen. The main power units were the Gardner '150' and '180'. Production continued until 1974.



MODEL NO | DG187010  
**MODEL NAME** | **GUY BIG J TIPPER**  
 OPERATOR | TARMAC  
 RELEASE | MARCH  
 BARCODE | 080577803501

The Big J, launched in 1964, was Guy Motors' last range, the company having been taken over by Jaguar (hence the Big J). They had a wide choice of power units and continued in production until 1979 by which time Guy was part of British Leyland.



MODEL NO | DG174012  
**MODEL NAME** | **NODDY VAN**  
 OPERATOR | LUCAS  
 RELEASE | APRIL  
 BARCODE | 080577803532

In their search for the ideal parcels van BRS developed the Austin VA, introduced in 1958 and supplied in large numbers until the early 'seventies. They were built by Star Bodies, the NFC's in-house bodybuilder and became known as 'Noddy Vans'.

MODEL NO | DG198010  
**MODEL NAME** | **SCAMMELL CONTRACTOR X2 TRAILER & LOAD**  
 OPERATOR | WYNN'S/GEC  
 RELEASE | APRIL  
 BARCODE | 080577803549

Between 1964 and 1983 Scammell's flagship heavy haulage tractor was the 335bhp Contractor 6x4 with a 240-ton train weight. A small number of Mk.II Contractors were also built having a 450bhp engine and a train weight capability of up to 450 tons.



MODEL NO | DG186016  
**MODEL NAME** | **ERF LV SHEETED TRAILER**  
 OPERATOR | FREDERICK RAY LTD  
 RELEASE | MAY  
 BARCODE | 080577803570

The ERF 'LV', launched in 1962, was a completely new design and featured an improved glass fibre cab with a large one-piece windscreen. The main power units were the Gardner '150' and '180'. Production continued until 1974.



MODEL NO | DG176024  
**MODEL NAME** | **LEYLAND OCTOPUS PLATFORM LORRY / CONTAINER**  
 OPERATOR | R GREEN AND SONS LTD  
 RELEASE | MAY  
 BARCODE | 080577803563

Leyland's post-war '600 Series' range appeared in 1947, the Octopus being the largest model at 22 tons gross vehicle weight. Its plain but tasteful styling still had echoes of wartime austerity. Power unit was Leyland's own 125bhp, 600cu.in diesel.





# TRACKSIDE

SCALE 1:76



MODEL NO | DG150013  
**MODEL NAME** | **FODEN S21 TANKER**  
 OPERATOR | ARROW  
 RELEASE | JUNE  
 BARCODE | 080577803594

Foden's S21 fibreglass-cabbed range first appeared in 1958 and continued in production until 1968. At first it was nicknamed the 'Sputnik' after the Russian spacecraft but later became known amongst enthusiasts as the 'Mickey Mouse'.



MODEL NO | DG187011  
**MODEL NAME** | **GUY BIG J TIPPER**  
 OPERATOR | NCB  
 RELEASE | JUNE  
 BARCODE | 080577803604

The Big J, launched in 1964, was Guy Motors' last range, the company having been taken over by Jaguar (hence the Big J). They had a wide choice of power units and continued in production until 1979 by which time Guy was part of British Leyland.

MODEL NO | DG213000  
**MODEL NAME** | **HARRINGTON HORSEBOX**  
 OPERATOR | LNER  
 RELEASE | JULY  
 BARCODE | 080577803655

The Harrington Horsebox was mainly used by the railway companies from 1938. The vehicles could carry three horses and were over 25ft long and 11 ft high. They were the pride of the fleets and the prototype for a popular model in the Dinky Supertoy range.

MODEL NO | DG146017  
**MODEL NAME** | **GUY PANTECHNICON**  
 OPERATOR | GUY MOTORS LTD  
 RELEASE | JULY  
 BARCODE | 080577803631

The Guy Pantechnicon, based on the Vixen 4-ton chassis, was in production from 1946 to 1964. On a 4.49m wheelbase, it was described as a 'bulk load chassis' and powered by a 4-cylinder petrol or Perkins P4 diesel engine.



## LIMITED EDITIONS



MODEL NO | DG186017  
**MODEL NAME** | **ERF LV FLATBED TRAILER/LOAD**  
 OPERATOR | SADDLER GROUP  
 RELEASE | AUGUST  
 BARCODE | 080577803679

The ERF 'LV', launched in 1962, was a completely new design and featured an improved glass fibre cab with a large one-piece windscreen. The main power units were the Gardner '150' and '180'. Production continued until 1974.

## NEW TOOLING





MODEL NO	DG175017
MODEL NAME	SCAMMELL HANDYMAN FLATBED TRAILER / LOAD
OPERATOR	THOMAS PAINE
RELEASE	SEPTEMBER
BARCODE	080577803716

When Scammell's Michelotti cab first appeared in 1962 it was seen as very futuristic. It was made standard on the Handyman Mk.II from 1965. The Handyman was one of the few tractors of the era that could legally couple to a 40ft trailer.



MODEL NO	DG176025
MODEL NAME	LEYLAND OCTOPUS TANKER
OPERATOR	FINA
RELEASE	OCTOBER
BARCODE	080577803754

Leyland's post-war '600 Series' range appeared in 1947, the Octopus being the largest model at 22 tons gross vehicle weight. Its plain but tasteful styling still had echoes of wartime austerity. Power unit was Leyland's own 125bhp, 600cu.in diesel.

## NEW TOOLING



MODEL NO	DG213001
MODEL NAME	HARRINGTON HORSEBOX
OPERATOR	SOUTHERN RAILWAYS
RELEASE	NOVEMBER
BARCODE	080577803808

The Harrington Horsebox was mainly used by the railway companies from 1938. The vehicles could carry three horses and were over 25ft long and 11 ft high. They were the pride of the fleets and the prototype for a popular model in the Dinky Supertoy range.



MODEL NO	DG198011
MODEL NAME	SCAMMELL CONTRACTOR
OPERATOR	UNITED HEAVY HAULAGE
RELEASE	OCTOBER
BARCODE	080577803761

Between 1964 and 1983 Scammell's flagship heavy haulage tractor was the 335bhp Contractor 6x4 with a 240-ton train weight. A small number of Mk.II Contractors were also built having a 450bhp engine and a train weight capability of up to 450 tons.



MODEL NO	DG186018
MODEL NAME	ERF LV SHEETED TRAILER
OPERATOR	MORRISON GROUP
RELEASE	DECEMBER
BARCODE	080577803822

The ERF 'LV', launched in 1962, was a completely new design and featured an improved glass fibre cab with a large one-piece windscreen. The main power units were the Gardner '150' and '180'. Production continued until 1974.