1:50 SCALE **LIMITED EDITION**

Corgi are very proud to announce the Vintage Glory of Steam Collection for 2007 which heralds a new era, the introduction of working die-cast steam models!

The Showman's Engines will all be fully-lit with working steam and moving engine parts and the Steam Wagons will be presented on a rolling road featuring working steam, engine noises and even a realistic engine judder!

The newly tooled Burrell completes the triumvirate of classic Showman's vehicles, this model has been much requested over recent years and the Anderton and Rowland's liveried example incorporates a fabulous working fairground organ playing authentic tunes, which will certainly take you back in time.

All models will be presented in Vintage Glory branded packaging and offer the Collector a unique opportunity to celebrate the golden age of steam with a series of distinctive working models.

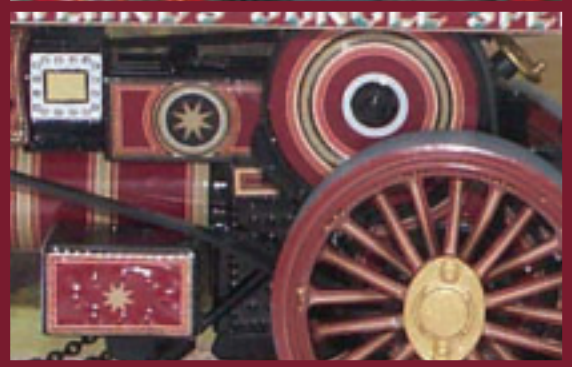
HOWRIGHT HAUL

WHITBREAD
LONDON

WESTMORE LIMITED
NEWPORT, I.W.

WHITBREAD
LONDON

DUKE OF KENT

HORRELL'S
CIDER


L DOWEY

JAMES NOYCE & SON

THE LONDON TRACTION

Celebrating the Golden Age

VINTAGE GLORY OF STEAM

The Vintage Glory of Steam range represents a collection of nostalgic models from the bygone days of steam transport. The 2007 range boasts the sought after Burrell Engine and incorporates Sights and Sounds Technology into every piece, bringing these fair-ground favourites to life.

All Vintage Glory Models will come as Fully Working Steam Replicas, features include* –

- Working Steam
- Moving Engine Parts
- Turning Wheels
- Realistic Engine Judder
- Authentic Sounds
- Full Illumination

MODEL NO	CC20005
MODEL NAME	SENTINEL (SHREWSBURY) LTD. - 1927 SENTINEL 50BHP THREE-WAY TIPPER - WILLIAM III
RELEASE	MARCH
BARCODE	807903200052

Based in Glasgow, Alley & MacLellan entered steam road waggon building in 1906 by introducing a 5 ton vertical boiler wagon, featuring a 2 cylinder undertype engine and chain drive. The company also had another side of the business which built steam railway locomotives and some railcars, for the LMS and industrial customers. Following a move to Shrewsbury in 1915 the company changed its name to Sentinel Waggon Works Ltd. The highly successful 5 tonner was replaced by the "Super" in about 1920, and a direct development the DG4 appeared in 1926; quickly followed by a six wheeler (DG6) and a DG8 four axle version in 1929, the first British "eight legger" though in practise it carried no more than a six wheeler because of weight restrictions of the time. By 1930 there was pressure on the remaining steam road vehicle builders, though Sentinel were able to introduce an improved "S" type as late as 1934, designated S4, S6 and S8 and production continued to some extent until the outbreak of the war.

MODEL NO	CC20501
MODEL NAME	1914 BURRELL 6NHP ROAD LOCOMOTIVE - DUKE OF KENT
RELEASE	APRIL
BARCODE	807903205019

Charles Burrell and Sons of Thetford were internationally acclaimed manufacturers of steam engines and agricultural machinery. Towards the end of the 19th century the company was one of the major employees in Thetford and were exporting engines world wide. Burrell produced a single cylinder portable steam engine in 1848, and in that same year the first threshing and dressing machine ever to be offered to the public. The firm also produced the Burrell-Boydell self moving engine and during the latter half of the 19th and early 20th centuries Burrell's made steam engines of all types. General purpose traction engines, ploughing engines, wagons, road locomotives and stationary engines were among the many products. The company also patented and produced items like threshing drums, straw elevators, portable corn mills, bacon slicers, ice-cream machines and even steam launches. 1928 saw the closure of the firm having produced 4094 steam engines of which ten percent survive in preservation today.

MODEL NO	CC20404
MODEL NAME	JAMES NOYCE'S STEAM GALLOPERS
RELEASE	MARCH
BARCODE	807903204043

James Noyce's beautiful set of Gallopers travel extensively throughout England and Wales. They feature in many of the high - profile fairs. This includes Bridgewater in the South West immediately followed with the longhaul to Nottingham Goose Fair. Other fairs include Leicester Square in London at Christmas and Cardiff Big Weekend in the summer. This carousel was featured in a BBC1 Songs of Praise which came from Witney Feast where the ride had travelled after Oxford St Giles where it heads the line of machines and rides.

* features vary on each model. Each model will come with Display Base and Backdrop Card.

MODEL NO	CC20208
MODEL NAME	FODEN FLATBED STEAM WAGGON - J L DOWEY ENGINEERING LTD, BARNSLEY, SOUTH YORKS.
RELEASE	APRIL
BARCODE	807903202087

Edwin Foden Sons & Co Ltd was formed in 1887 and development work commenced on Foden's idea of a superior steam wagon. By 1901 a design had been produced which was to set the standard for steam wagons for the next twenty-five years. The company developed successive ranges of highly successful steam wagons. They, and arch-rival Sentinel, practically monopolised the market. The Foden 'C' Type was the final design of the overtype (engine above boiler) Steam Wagon developed from earlier models. This wagon was introduced in the 1920's and had a double crank compound engine which developed 23 B.H.P. at 450 rpm. It was fitted with spur gearing giving speeds up to 16 mph, but special gearing could be ordered which would enable the wagon to achieve 26 mph, double the permited speed limit for such wagons. Edwin Foden died on 31st August 1911, being succeeded by his sons William and E.R. (Later to found ERF). By the late 1920s it was becoming obvious that however excellent the product, steam was giving way to the internal combustion engine, and so a new era of Foden wagons started leaving steam behind.

MODEL NO	CC20307
MODEL NAME	1918 GARRETT 4NHP 6 1/2 TON 4CD TRACTOR - ADVENTURER
RELEASE	MARCH
BARCODE	807903203077

The first Richard Garrett moved to Leiston in 1778 to work as a bladesmith at a forge in what was then a small village. He took over the business and he and his son gradually built it up so that it was a thriving concern by the time the third Richard Garrett took over in 1826. By 1830, the works was employing 60 men and making a wide range of agricultural tools and machinery and domestic items. By 1851, Garrett's were employing 300 men, and the village of Leiston had been transformed into a small town. By the end of the century, 1,000 men were employed and 90% of production was going overseas. Times grew harder after the end of the 1914-1918 war, and the business gradually declined until it finally closed in 1980.

MODEL NO	CC20111
MODEL NAME	1920 FOWLER 5NHP STEAM TRACTOR - 'EARL DOUGLAS'
RELEASE	MARCH
BARCODE	807903201110

John Fowler & Co. of Leeds was one of the most famous steam builders, supplying vehicles to all parts of the world, the majority of which were built between 1900 and 1914. The company excelled at heavy haulage with many famous firms such as Pickfords and Norman E Box running large fleets. Road Rollers were produced in considerable numbers but the Company is probably best remembered for its superb Fowler B6 Super Lion Showmans Locomotive of which only 4 were built. Around 500 Fowler engines of various types are preserved in the UK with many others abroad. These marvellous reminders of a bygone age are kept alive by the devotion and effort of steam enthusiasts worldwide.

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MODEL NO	CC20502
MODEL NAME	1923 BURRELL 5 NHP ROAD LOCOMOTIVE - 'BADGER'
RELEASE	MAY
BARCODE	807903205026

Charles Burrell and Sons of Thetford were internationally acclaimed manufacturers of steam engines and agricultural machinery. Towards the end of the 19th century the company was one of the major employees in Thetford and were exporting engines world wide. Burrell produced a single cylinder portable steam engine in 1848, and in that same year the first threshing and dressing machine ever to be offered to the public. The firm also produced the Burrell-Boydell self moving engine and during the latter half of the 19th and early 20th centuries Burrell's made steam engines of all types. General purpose traction engines, ploughing engines, wagons, road locomotives and stationary engines were among the many products. The company also patented and produced items like threshing drums, straw elevators, portable corn mills, bacon slicers, ice-cream machines and even steam launches. 1928 saw the closure of the firm having produced 4094 steam engines of which ten percent survive in preservation today.

MODEL NO	CC20112
MODEL NAME	FOWLER SHOWMANS TRACTOR - 'PRIDE OF THE GLEN', ERNIE HAINES, NEWBURY, BERKSHIRE
RELEASE	MAY
BARCODE	807903201127

John Fowler & Co. of Leeds was one of the most famous steam builders, supplying vehicles to all parts of the world, the majority of which were built between 1900 and 1914. The company excelled at heavy haulage with many famous firms such as Pickfords and Norman E Box running large fleets. Road Rollers were produced in considerable numbers but the Company is probably best remembered for its superb Fowler B6 Super Lion Showmans Locomotive of which only 4 were built. Around 500 Fowler engines of various types are preserved in the UK with many others abroad. These marvellous reminders of a bygone age are kept alive by the devotion and effort of steam enthusiasts worldwide.

MODEL NO	CC20308
MODEL NAME	GARRETT STEAM ROLLER - WORKS NO. 24808, "ELIZABETH", CUMBERLAND COUNTY COUNCIL
RELEASE	JUNE
BARCODE	807903203084

The first Richard Garrett moved to Leiston in 1778 to work as a bladesmith at a forge in what was then a small village. He took over the business and he and his son gradually built it up so that it was a thriving concern by the time the third Richard Garrett took over in 1826. By 1830, the works was employing 60 men and making a wide range of agricultural tools and machinery and domestic items. By 1851, Garrett's were employing 300 men, and the village of Leiston had been transformed into a small town. By the end of the century, 1,000 men were employed and 90% of production was going overseas. Times grew harder after the end of the 1914-1918 war, and the business gradually declined until it finally closed in 1980.

* features vary on each model. Each model will come with Display Base and Backdrop Card.

MODEL NO	CC20007
MODEL NAME	1924 SUPER SENTINEL STEAM WAGON - TIGER
RELEASE	NOVEMBER
BARCODE	807903200076

Based in Glasgow, Alley & MacLellan entered steam road waggon building in 1906 by introducing a 5 ton vertical boiler wagon, featuring a 2 cylinder undertype engine and chain drive. The company also had another side of the business which built steam railway locomotives and some railcars, for the LMS and industrial customers. Following a move to Shrewsbury in 1915 the company changed its name to Sentinel Waggon Works Ltd. The highly successful 5 tonner was replaced by the "Super" in about 1920, and a direct development the DG4 appeared in 1926; quickly followed by a six wheeler (DG6) and a DG8 four axle version in 1929, the first British "eight legger" though in practise it carried no more than a six wheeler because of weight restrictions of the time. By 1930 there was pressure on the remaining steam road vehicle builders, though Sentinel were able to introduce an improved "S" type as late as 1934, designated S4, S6 and S8 and production continued to some extent until the outbreak of the war.

MODEL NO	CC20503
MODEL NAME	BURRELL 5 NHP SHOWMANS LOCO - NO. 3906, 'EARL BEATTY' & MARENGHI ORGAN - ANDERTON & ROWLANDS
RELEASE	JUNE
BARCODE	807903205033

Charles Burrell and Sons of Thetford were internationally acclaimed manufacturers of steam engines and agricultural machinery. Towards the end of the 19th century the company was one of the major employees in Thetford and were exporting engines world wide. Burrell produced a single cylinder portable steam engine in 1848, and in that same year the first threshing and dressing machine ever to be offered to the public. The firm also produced the Burrell-Boydell self moving engine and during the latter half of the 19th and early 20th centuries Burrell's made steam engines of all types. General purpose traction engines, ploughing engines, wagons, road locomotives and stationary engines were among the many products. The company also patented and produced items like threshing drums, straw elevators, portable corn mills, bacon slicers, ice-cream machines and even steam launches. 1928 saw the closure of the firm having produced 4094 steam engines of which ten percent survive in preservation today.

MODEL NO	CC20113
MODEL NAME	FOWLER CRANE LOCOMOTIVE - 'DAISY', THE LONDON TRACTION HAULAGE CO. LTD.
RELEASE	AUGUST
BARCODE	807903201134

John Fowler & Co. of Leeds was one of the most famous steam builders, supplying vehicles to all parts of the world, the majority of which were built between 1900 and 1914. The company excelled at heavy haulage with many famous firms such as Pickfords and Norman E Box running large fleets. Road Rollers were produced in considerable numbers but the Company is probably best remembered for its superb Fowler B6 Super Lion Showmans Locomotive of which only 4 were built. Around 500 Fowler engines of various types are preserved in the UK with many others abroad. These marvellous reminders of a bygone age are kept alive by the devotion and effort of steam enthusiasts worldwide.

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MODEL NO	CC20504
MODEL NAME	1921 BURRELL 8 NHP SHOWMAN'S SCENIC ROAD LOCOMOTIVE - DRAGON
RELEASE	AUGUST
BARCODE	807903205040

Charles Burrell and Sons of Thetford were internationally acclaimed manufacturers of steam engines and agricultural machinery. Towards the end of the 19th century the company was one of the major employees in Thetford and were exporting engines world wide. Burrell produced a single cylinder portable steam engine in 1848 and in that same year the first threshing and dressing machine ever to be offered to the public. The firm also produced the Burrell-Boydell self moving engine and during the latter half of the 19th and early 20th centuries Burrell's made steam engines of all types. General purpose traction engines, ploughing engines, wagons, road locomotives and stationary engines were among the many products. The company also patented and produced items like threshing drums, straw elevators, portable corn mills, bacon slicers, ice-cream machines and even steam launches. 1928 saw the closure of the firm having produced 4094 steam engines of which ten percent survive in preservation today.

MODEL NO	CC20207
MODEL NAME	FODEN TANKER STEAM WAGGON - JOSEPH DOVEY, HAULAGE CONTRACTORS, TOTTON, HAMPSHIRE
RELEASE	MARCH
BARCODE	807903202070

Edwin Foden Sons & Co Ltd was formed in 1887 and development work commenced on Foden's idea of a superior steam wagon. By 1901 a design had been produced which was to set the standard for steam wagons for the next twenty-five years. The company developed successive ranges of highly successful steam wagons. They, and arch-rival Sentinel, practically monopolised the market. The Foden 'C' Type was the final design of the overtype (engine above boiler) Steam Wagon developed from earlier models. This wagon was introduced in the 1920's and had a double crank compound engine which developed 23 B.H.P. at 450 rpm. It was fitted with spur gearing giving speeds up to 16 mph, but special gearing could be ordered which would enable the wagon to achieve 26 mph, double the permited speed limit for such wagons. Edwin Foden died on 31st August 1911, being succeeded by his sons William and E.R. (Later to found ERF). By the late 1920s it was becoming obvious that however excellent the product, steam was giving way to the internal combustion engine, and so a new era of Foden wagons started leaving steam behind.

* features vary on each model. Each model will come with Display Base and Backdrop Card.

MODEL NO	CC20006
MODEL NAME	SENTINEL "SUPER" - NO. 8393 REG DX 9048 BUILT IN 1930 "HMS SULTAN"
RELEASE	MAY
BARCODE	807903200069

Based in Glasgow, Alley & MacLellan entered steam road waggon building in 1906 by introducing a 5 ton vertical boiler wagon, featuring a 2 cylinder undertype engine and chain drive. The company also had another side of the business which built steam railway locomotives and some railcars, for the LMS and industrial customers. Following a move to Shrewsbury in 1915 the company changed its name to Sentinel Waggon Works Ltd. The highly successful 5 tonner was replaced by the "Super" in about 1920, and a direct development the DG4 appeared in 1926; quickly followed by a six wheeler (DG6) and a DG8 four axle version in 1929, the first British "eight legger" though in practise it carried no more than a six wheeler because of weight restrictions of the time. By 1930 there was pressure on the remaining steam road vehicle builders, though Sentinel were able to introduce an improved "S" type as late as 1934, designated S4, S6 and S8 and production continued to some extent until the outbreak of the war.

MODEL NO	CC20601
MODEL NAME	GAVIOLI ORGAN
RELEASE	DECEMBER
BARCODE	807903206016

The punch-card playing street organ and its close relatives the showman's or fairground organ, the carousel organ, and the dance organ are most commonly associated with the Netherlands and Belgium, and it was there that many of the most famous makers flourished, especially in the 30 years either side of 1900. In fact the species probably originated in Italy, and many of the names often associated with these instruments are obviously Italian in origin (Gavioli, Marenghi). The UK has become the resting place for several hundred restored examples. The British love of old steam engines, cars and the wider industrial heritage extends to a flourishing and spectacular survival of the travelling steam fair. One of the most famous events to be enjoyed is the Great Dorset Steam Fair which takes place on a several hundred acre site near Blandford Forum each year and at which a wide range of organs are demonstrated.

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MODEL NO	CC20505
MODEL NAME	1915 BURRELL SHOWMAN'S ROAD LOCOMOTIVE - NERO - 5 NHP
RELEASE	OCTOBER
OPERATOR	807903205057

Charles Burrell and Sons of Thetford were internationally acclaimed manufacturers of steam engines and agricultural machinery. Towards the end of the 19th century the company was one of the major employees in Thetford and were exporting engines world wide. Burrell produced a single cylinder portable steam engine in 1848 and in that same year the first threshing and dressing machine ever to be offered to the public. The firm also produced the Burrell-Boydell self moving engine and during the latter half of the 19th and early 20th centuries Burrell's made steam engines of all types. General purpose traction engines, ploughing engines, wagons, road locomotives and stationary engines were among the many products. The company also patented and produced items like threshing drums, straw elevators, portable corn mills, bacon slicers, ice-cream machines and even steam launches. 1928 saw the closure of the firm having produced 4094 steam engines of which ten percent survive in preservation today.

MODEL NO	CC20209
MODEL NAME	1922 FODEN STEAM WAGGON - WHITBREAD & CO. LTD, LONDON
RELEASE	SEPTEMBER
BARCODE	807903202094

Edwin Foden Sons & Co Ltd was formed in 1887 and development work commenced on Foden's idea of a superior steam wagon. By1901 a design had been produced which was to set the standard for steam wagons for the next twenty-five years. The company developed successive ranges of highly successful steam wagons. They, and arch-rival Sentinel, practically monopolised the market. The Foden 'C' Type was the final design of the overtype (engine above boiler) Steam Wagon developed from earlier models. This wagon was introduced in the 1920's and had a double crank compound engine which developed 23 B.H.P. at 450 rpm. It was fitted with spur gearing giving speeds up to 16 mph, but special gearing could be ordered which would enable the wagon to achieve 26 mph, double the permited speed limit for such wagons. Edwin Foden died on 31st August 1911, being succeeded by his sons William and E.R. (Later to found ERF). By the late 1920s it was becoming obvious that however excellent the product, steam was giving way to the internal combustion engine, and so a new era of Foden wagons started leaving steam behind.

* features vary on each model. Each model will come with Display Base and Backdrop Card.

MODEL NO	CC20309
MODEL NAME	**GARRETT SHOWMANS TRACTOR & TRAILER - J. ROWLANDS & SONS**
RELEASE	NOVEMBER
BARCODE	807903203091

The first Richard Garrett moved to Leiston in 1778 to work as a bladesmith at a forge in what was then a small village. He took over the business and he and his son gradually built it up so that it was a thriving concern by the time the third Richard Garrett took over in 1826. By 1830, the works was employing 60 men and making a wide range of agricultural tools and machinery and domestic items. By 1851, Garrett's were employing 300 men, and the village of Leiston had been transformed into a small town. By the end of the century, 1,000 men were employed and 90% of production was going overseas. Times grew harder after the end of the 1914-1918 war, and the business gradually declined until it finally closed in 1980.

MODEL NO	CC20506
MODEL NAME	**BURRELL 5 NHP DCC ROAD LOCOMOTIVE - WORKS NO. 4093, 'DOROTHY', 1931**
RELEASE	DECEMBER
BARCODE	807903205064

Charles Burrell and Sons of Thetford were internationally acclaimed manufacturers of steam engines and agricultural machinery. Towards the end of the 19th century the company was one of the major employees in Thetford and were exporting engines world wide. Burrell produced a single cylinder portable steam engine in 1848 and in that same year the first threshing and dressing machine ever to be offered to the public. The firm also produced the Burrell-Boydell self moving engine and during the latter half of the 19th and early 20th centuries Burrell's made steam engines of all types. General purpose traction engines, ploughing engines, wagons, road locomotives and stationary engines were among the many products. The company also patented and produced items like threshing drums, straw elevators, portable corn mills, bacon slicers, ice-cream machines and even steam launches. 1928 saw the closure of the firm having produced 4094 steam engines of which ten percent survive in preservation today.