



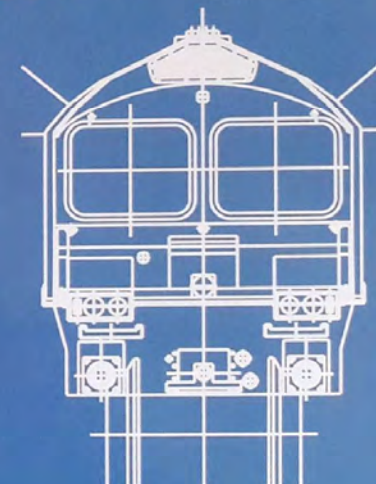
RIKO INTERNATIONAL LTD.
13-15a, HIGH STREET,
HEMEL HEMPSTEAD, HERTS, ENGLAND, HPI 3AD



Lima Collection

MODEL RAILWAYS

1999/2000 BRITISH EDITION - OO SCALE



639905 Printed in Italy

Lima British Outline diesel and electric locomotives are crafted in Italy incorporating the finest attention to detail and realism. Each loco subject is researched in meticulous detail to ensure its accuracy and authenticity. Our range spans the earliest British Rail diesels of the 1950s to the state of the art Class 66 of the late 1990s. A full range of coaches, wagons and scenic accessories are available, perfectly complementing this range of locomotives. We are committed to bringing the discerning railway modeller the most interesting and famous liveries from the railways of mainland Britain in one off productions with quantities matched to known demand, therefore, ensuring Lima remains the number 1 choice for collectors of British Outline.

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British Rail

History starts here with the Lima range! The era of British Rail seems so distant already but the halcyon days of 1950s and 1960s green and maroon can be recreated with Lima's varied selection of models depicting the considerable number of prototype locomotive classes from the period. The 1970s and 1980s corporate image of Rail Blue is also well represented as are the newer liveries of the 1980s such as the ever popular large logo livery. The Lima range has been specifically selected to cover every stage of the British Railways era, so that every modeller will find a suitable prototype!

Class 40 BR Green D337

204642

D337 was one of the batch of twenty class 40 locomotives fitted with split headcode boxes and cab front connecting doors. It was employed on a variety of passenger and freight duties

on the West Coast mainline until displaced by the newer class 47s and 50s, after which it saw use on secondary duties in north west England. Following the demise of BR

steam in 1968, the D prefix from most diesel locomotives was removed whilst prior to being repainted into the new Rail blue livery, many received full yellow cab fronts in order to improve their visibility to lineside staff. It is in this condition, accurate from 1970 to 1974, that the Lima model depicts 337.



Class 42 BR Maroon D809

204669

A member of the fondly remembered Warship class, Lima's model of Albion depicts the locomotive in the most attractive British railway

ways maroon livery with half sized yellow warning panels. This locomotive

would have been a regular sight on the main routes out of London's Paddington

station to the West Country and the Waterloo to Exeter line.



Class 52 BR Blue D1043

204668

Undoubtedly the most popular class of diesel hy-

draulic locomotives were the 74 class 52 Westerns. All were withdrawn from

service by 1977, and Lima's model of D1043 Western Duke illustrates

the locomotive during its final years in service when it wore standard British Rail blue livery with full yellow ends.



Class 31 Electric Blue D5578

204614

D5578 was the recipient of an experimental all over Electric Blue livery, intended to aid visibility of the diesel fleet as an alternative to British Railways dark green livery. The experiment was not a success as D5578 was the sole ex-

ample painted such, but it was always a distinctive example amongst the oth-

erwise uniform class 31 fleet. The model depicts the engine as it was during the

early 1960s when it was based at Stratford depot.



Class 31 Golden Orch D5579

204624

Delivered to Stratford depot in 1960, D5579 was unique amongst its class in carrying an experimental Golden Orch livery with a grey roof and parallel white bands around the bodysides. Like sister, Electric Blue liveried

D5578, the new livery was an attempt to improve the visibility of the largely dark green painted diesel fleet

to lineside staff. It was not a success and D5579 later received yellow warning panels in common with the

remainder of the fleet. The Lima model shows the model in its original form.



Class 27 001 BR Blue

204671

The pioneer class 27, as modelled by Lima, was introduced to service in 1961 and saw use primarily on the West Highland line from Glasgow to Oban and Mallaig. During the 1980s, the class was displaced from these duties but still saw use throughout Scotland. In their later

years many received larger style numbers and depot emblems, as accurately illustrated on Lima's model

of 27001 which has the West Highland terriers symbol of Eastfield depot. The loco is now preserved and

can still be seen hauling trains on the Bo'ness and Kinneil Railway in central Scotland.



Class 47 369 BR Green

204633

During the transition period for British Rail locomo-

tives from the 1950/60s green livery to the new Rail blue image, many locomotives received their new

style TOPS numbers before a repaint into the new livery whilst others had the new livery but the old num-

ber! By the mid-1970s most of the new image had been applied but some class 47s retained their old livery until 1977 with 47369 being one of the very last. Lima's model accurately depicts the engine with disused headcode blinds and revised style yellow warning panels.



Class 47 402 BR Blue

204666

The 1970s and early 1980s were the ultimate

period of uniform Rail Blue for the class 47 fleet which many saw as dull but which

is now fondly remembered amongst these as new liveries seen today. This re-

lease of Lima's ever popular class 47 model illustrates 47402, the second of the class to be built and named after its home depot of Gateshead, near Newcastle upon Tyne.



Class 55 BR Green D9016

204607

Surely the most popular and famous class of diesel locomotive ever built, the 22 'Deltics' have amassed an enormous following by enthusiasts. Sure to be as popular is Lima's Limited Edition model of the class, which superbly depicts D9016 Gordon Highlander in the very attrac-

tive two tone green livery. The locomotive was preserved after its BR career was over but is soon to re-

turn to the main line network following restoration by its new owners, D9000 Locomotives and so will fit

perfectly into any 1990s era layouts!



Class 20 222 BR Blue

204634

This locomotive was, for many years, one of the class 20 fleet based at Haymarket depot in Edinburgh

as signified by the depot's stylised image of Edinburgh castle prominent on the bodysides. What also makes Lima's model dis-

tinctive are the larger style numbers applied to most Scottish based locomotives during the early 1980s. The locomotive

was a regular sight hauling coal trains around central Scotland and spent most of its career performing such duties by virtue of being fitted for slow speed operation for when loading or unloading trains at automated sites. The Last Rail blue Class 20 from LIMA was in 1984!



Class 26 006 Railfreight Grey

204670

One of the most successful and longest lived class of BR diesels were the class 26s, introduced in 1958 and which saw 35 years of service. This issue of Lima's model class 26 portrays 26006, one of the small fleet used on coal trains around Edinburgh and

Fife, in Railfreight Grey livery with a white overhead wire warning line. The model is complete with

all decals including the stylised Edinburgh Castle motif of Haymarket depot and cab side Railfreight lo-

gos and as such is the first LIMA Class 26 to appear in this livery.



Class 73 133 Dutch

204648

One of the most versatile locomotives on the Rail-track network are the Electro-Diesel class 73s, a fleet which has become synonymous with the former southern region over the past 38 years. Lima's model is a highly detailed representation of the class and

the latest release is of 73133 in Civil Engineers 'Dutch' livery. The locomotive was named in

recognition of the famous preserved railway in the south of England, the area in which the prototype can

be seen hauling any variety of engineer's train! It is the First Class 73 to be reproduced in Dutch livery.



Class 47 513 Large Logo Blue

204619

47513 received its unique variety of Large Logo blue livery upon overhaul at Stratford depot in 1986,

featuring smaller numbers than its contemporaries and without the distinctive black cab window surrounds. With sectorisation

it became part of the Parcels sector, later Rail Express Systems (Res) and as such passed to new owners English, Welsh & Scot-

tish Railway (EWS) when privatised in 1996. It was not refurbished as part of the Res initiated program and was withdrawn from service in early 1998, still carrying its unique livery and one of the few class 47s to have retained its original name for such a long period.



Class 50 036 Large Logo Blue

204787

Amongst the most popular locomotive classes have always been the class 50s, and never more so as when painted in Large Logo blue livery. 50036 Victorious was one of the class allocated to Old Oak Common

depot in west London and used on passenger services to the west of England and commuter trains to

Oxford. The Lima model depicts the locomotive in its correct refurbished form complete with head-

lights and bold numbers and logos.



Class 37 418 Regional Railways

204625

One of the most high profile operations in the eyes of enthusiasts is the North Wales coast line from Crewe to Holyhead by virtue of the regular sight of class 37/4 hauled passenger trains. Many of the locomotives used on the services received the livery

of Regional Railways, the operator prior to privatisation. One of these is Lima's model of 37418,

named after the highly popular preserved East Lancashire Railway. This appealing livery suits the

class 37's well - both on the prototype and model!



Class 73 101 Pullman Brown & Umber

204618

This most distinctive class 73, the first of the production batch of 43 such locomotives, underwent a dra-

matic transformation in April 1992 when it was repainted into the Pullman livery of brown and umber with gold lettering and lin-

ing, primarily to work luxury charters with the matching coaches of the Venice-London Orient Express. It retained its

Brighton Evening Argus nameplates, fitted in 1980 to celebrate 100 years of the newspaper, after being repainted as depicted by Lima's model but was later re-christened 'The Royal Alex' after the famous London hospital. (This version previously released by Lima).



RAIL EXPRESS SYSTEM



149808

Lima's mail by rail set comprises of a Rail express systems (Res) liveried class 47 locomotive, the distinctively named 47749 'Atlantic College' and matching parcel vans. All of the rolling stock is portrayed in the eye catching Res livery of red with blue flashes. The more discerning collector will appreciate the unique prototypical combination of matching locomotive and rolling stock.



Class 117 3 Car Set BR Blue



149852

Lima's class 117 unit depicts one of the fleet of DMUs which were for many years the usual method of transport home for many commuters out of London's Paddington terminal to places such as Reading and Oxford. After nearly 35 years service the units were replaced by Networker Turbo units, although a small number still survive working commuter services from Edinburgh to Fife.

Class 101 2 Car Set BR Green

149814

Lima's class 101 units superbly depict these 40 year old veterans of the rail scene in Britain. All of the models come complete with a number of separately fitted detail items such as exhausts, windscreen wipers and cab footsteps which can be added by the modeller to further enhance these delightful models.



Class 101 2 Car set BR Green with Whiskers

149895

The class 101 DMU was first introduced back in 1956 and Lima's class 101 model is available in the original dark green livery complete with cab front 'whiskers' and bodyside lining. These features are finely printed on the Lima model along with a wealth of body and underframe details and accurate saloon interiors.



Class 101 2 Car Set BR Green with Warning Panel

149899

After several years in traffic, the class 101 fleet progressively had small yellow warning panels added to the cab fronts in place of the whiskers. Lima has followed this development by releasing a suitably modified class 101 two car unit.



Class 101 2 Car Set British Rail Blue

149897

From the late 1960s, the DMU fleet began to be painted all over Rail Blue livery with yellow cab fronts. Lima's 2-car set depicts such a unit based at Tyseley depot in Birmingham, complete with first class section markings. The set would have been a regular sight throughout the West Midlands during the 1970s and would surely enhance any layout!



Class 101 Centre Car British Railways Green

305398 & 305399

To augment your 2-car class 101 units, Lima has introduced separately available centre cars. Two versions are available, one to run with each of the previously released green liveried two car sets which depict Eastern and Scottish region based units, the vehicle numbers of which match the original formations of these units.

305398

E59523



305399

SC 59553

Class 101 Centre Car British Rail Blue

305382

Released separately to augment the two car set, is this matching Rail Blue liveried centre car. Vehicle M59115 being the actual centre car used with the matching driving vehicles during the early 1970s.



305382

Class 101 3 Car Set British Rail Blue & Grey



149915

During the mid-1970s, the class 101 fleet was refurbished with new interiors and heating systems, thus extending the lives of these veterans. By the early 1980s many had received Blue and Grey livery in place of the all over blue, as carried by Lima's latest 3-car set release. This model incorporates the external modifications made during refurbishment with additional heating vents added.



Class 101 Regional Railways

149894 2 Car Unit

Lima's class 101 Power Twin unit is available in the blue and grey colours of Regional Railways, depicting a set based at Manchester's Longsight Depot. The new livery rejuvenated the look of these veteran units which can still be seen working secondary services between Manchester, Sheffield and along the North Wales Coast Line.



149927 3 Car Unit

Only one 3-car class 101 unit has operated lately, again based at Longsight depot and used by North West Trains on services all around north Wales and north-west England. Lima's model depicts all three vehicles of set 101683 complete with cab front headlights and roof mounted radio pods.



Class 101 2 Car Set Scot Rail

149898

A small number of class 101 sets were painted in the ScotRail version of Regional Railways livery and used from Edinburgh's Haymarket depot on commuter services to Fife. Lima's model of this two car set prototypically carries the ScotRail lettering on the driving vehicle bodysides.



Scot Rail Centre Car

305381

Whilst in service for ScotRail, the blue and grey striped liveried units usually ran in 3-car formations. Thus to supplement the driving vehicles, Lima offers the relevant centre car from the unit depicting vehicle 59539.



Class 101 2 Car Set Network South East

149896

The distinctive red, white and blue livery of Network SouthEast was applied to many class 101 units and this intricate livery is superbly applied on Lima's model of a two car power twin set. This particular set was often found working services between Tonbridge, Gatwick Airport and Reading before being replaced by Networker Turbo units in the early 1990s after which it was employed on commuter services around Manchester.



Network South East Centre Car

305359

During the late 1980s and early 1990s, most class 101s operated by Network SouthEast were in 3-car formations. Hence to allow you to model these formations accurately Lima has released the centre car which ran with the two car set above. As with the matching driving vehicles, the centre car has had the intricate livery applied superbly enough to brighten up many layouts!



Class 121 BR Green with Speed Whiskers (W55025)

204630

This vehicle was delivered by the Pressed Steel company in 1960 for use on the Western Region of British Railways. They were to replace the

GWR/AEC built and designed single car units and initially saw use in south Wales on the Valley lines from Swansea and Cardiff. The Lima model depicts the unit in its original form,

complete with the distinctive speed whiskers seen on all DMUs of the period.



Class 121 BR Green with Yellow Warning panel (W55026)

204617

Single car W55026 was one of a batch of sixteen units designed for use on branch lines with low passenger levels on the Western Region.

During its career it worked local commuter services around Bristol and Reading as well as the Cardiff valleys. During the 1960s small yellow warning panels were added to the

units to improve visibility and it is in this form that the model is presented.



Class 121 Network South East (55027)

204611

This single car DMU is based at Bletchley depot to work services on the rural Bedford to Bletchley route. It received the distinctive livery of Network South East, operators of commuter services throughout the

south east of England in the late 1980s, complete with appropriate brandings for the route it operates. This intricate and eye catching livery, surely one of the brightest and well known on our railway system, is beautifully captured by Lima's mod-

el, which also includes additional details seen on the units in the 1990s such as headlights and National Radio Network roof pods.



Class 121 BR Blue and Grey (W55028)

204623

This single car unit was based at Reading depot until replaced by Networker Turbo units in the early 1990s. From there it was a regular

sight on local passenger and branch line services around west London and Berkshire. It carries standard BR Blue and Grey livery, applied to these units when they were refurbished in

the early 1980s, complete with its London area set number on the cab fronts as captured on the Lima model.

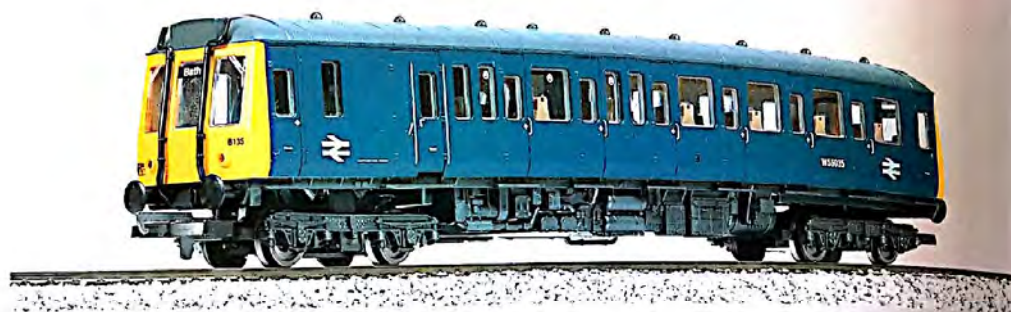


Class 121 BR Blue (W55035)

204608

This unit carries the ubiquitous BR Blue livery applied to most DMU vehicles from the late 1960s onwards.

W55035 is recreated as a Bristol based unit as it appeared during the 1970s when it would have been a regular sight on local passenger services around its home city and further afield around the south west of England.



Class 156 Sprinters Provincial (156454)

204676

One of select number of Sprinter units which have been honoured with a name, 156454 was named at Middlesbrough station by the Mayor of Whitby in October 1997. The event

commemorated the return to Whitby of a replica of Captain Cook's ship 'Endeavour'. Each car of the unit carries the name 'Whitby Endeavour' on each side with an image of the 'Endeavour'. This unique style of name

has been accurately captured by Lima making this unit stand out of the crowd!



PLASTICO FERROVIARIO
ALTO VICENTINO-SCHIO



MIDLAND MAINLINE

Midland Mainline is the franchise operator for services emanating from London's St Pancras terminal to the Midlands, principally serving Nottingham, Leicester, Derby and Sheffield. The company employs a fleet of High Speed Trains (HSTs) on its services, all of which have now received this most distinctive livery. The colour scheme appeared during 1996 and was applied in conjunction with a program of internal refurbishment undertaken by the company on the fleet of Mark 3 coaches which form the HST sets.

Midland Mainline HST 4 Car Sets

149806 & 149909

Two four car HST sets are available from Lima whilst separate coaches are available to augment these packs to allow eight coach sets to be formed, the full length of the prototype units used by Midland Mainline.

Both first and standard class coaches are produced along with the buffet car and TGS vehicle which houses the senior conductor's accommodation. All of the intricate details found on the prototype coaches have been faithfully reproduced, including

the revised coach information decals developed to assist boarding passengers. The power cars feature the delightful leaping deer logo and bold Midland Mainline branding along with the graceful sweeping lines of the livery around the cabs.



149806



149809



Midland Mainline MK3 Coaches



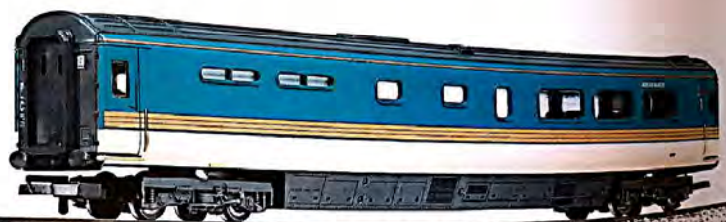
305410
TGS 44073 A



305411
1st Class 41069 G



305412
2nd Class 42228 B



305413
Buffet 40749 F



305416
2nd Class 42227 C



305417
2nd Class 42229 D



305418
2nd Class 42194 E



305419
1st Class 41112 H

Class 08 899 Midland Mainline



204677

This Class 08 is the first to be painted in Midland Mainline livery during the latter part of 1998. Lima's release of this item is therefore right up to date.



Virgin Trains distinctive red and dark grey livery was launched with much publicity, as would be expected from the Virgin group, in early 1997.

The livery has been applied widely to the groups' High Speed Trains, locomotives and coaches with the Lima models accurately depicting some of latest recipients complete with the distinctive stylised Virgin motif.

Virgin Trains West Coast & Cross Country HST 4 Car Sets

149859 & 149916

The HST sets may be seen working some of the longest passenger services in Britain, from as far afield as Penzance to Aberdeen and Poole to Liverpool, and so will appeal to modellers from all areas. Lima has produced the exact vehicles which form

the full seven coach sets used by Virgin, enabling prototypical full length models to be completed, with all the required first class, standard class, buffet and senior conductor's vehicles available.

The first liveried Virgin powercars to be named all had traditional cast

nameplates as reproduced on Lima's models below. The company has now developed a bold new design of name along with a Virgin Trains 'Silver Lady' logo, and these have been applied in true accuracy on the latest models from Lima, and are featured over the page.



149859



149916



Class 43 101 & 43100 Virgin Trains

204681

As part of the new image created by Virgin Trains, the company has abandoned the traditional cast style nameplates in favour of adhesive vinyls of a very much more bold nature.

The first HST power car to receive such a name was 43100, which was named Blackpool Rock upon the reintroduction of direct services between the Lancashire resort and London. This unusual livery development has been well captured by Lima's model in a 2 piece set containing Power and Dummy Car. The Dummy Car reproduced as 43101 Irish Mail also with new style vinyl name plate and new silver

lady logo. These can be used to augment the separately available Virgin Trains liveried Mark 3 coaches.



Virgin Trains Locomotives and Hauled Coaching Stock

To compliment the Lima HST sets, class 47 diesels and class 87 electric locomotives in Virgin livery are produced, along with the class 08 shunting locomotives required at the depot! The class 47 and 87 locomotives are used on the company's West Coast and Cross Country services with air conditioned Mark 2 coaches which are also available, all in the distinctive red and grey livery of Virgin Trains.

Class 08 887 Virgin Trains "Pit Stop" Black

204658

The main locomotive maintenance depot used by Virgin

Trains is at Willesden in North London, where all their electric locomotives are serviced. To identify the companies' shunters employed at the depot a

special black livery has been adopted complete with a chequered 'finishing line' flag to illustrate the fast turn around times achieved by the depot at the southern end of the West Coast main line. Lima's model is therefore the perfect companion for your Virgin locomotives and coaches!



Class 08 611 Virgin Trains Red

204638

Virgin Trains operates a small number of class 08 shunters for use at their maintenance depots around the country to assist with preparing trains for service. In 1997 this example became the first to

carry a special version of Virgin's red and dark grey livery designed solely for its smallest locomotives. The Lima model portrays the engine as it was when repainted at Longsight depot in Manchester.



Class 47 814 Virgin Trains

204761

This was the first class 47 locomotive to be painted in

Virgin Trains livery, being used during the launch of the new livery to haul the first stroke of matching Mark 3 coaches from Holyhead along the North Wales

coast line. Soon after the launch it received its name at Totnes station as part of a publicity campaign for Virgin's Cross Country services on which the locomotive is employed.



Class 47 827 Virgin Trains

204635

The Virgin image is rapidly being applied to the rolling stock and locomotives

operated by the company, one of the latest recipients is 47827 from the Cross Country pool of long

range class 47/8 locomotives. Earlier in its career 47827 suffered major collision damage and has

been rebuilt with a new cab with a flush front, this feature naturally being incorporated into the Lima model!



Class 47 844 Virgin Trains

204621

47844 is part of the Virgin Trains Cross Country fleet

of 27 class 47 locomotives which are used to haul long distance services throughout the rail network. As such the locomotive can be seen as far north as Liver-

pool and Newcastle and regularly visits the south coast of England from Penzance to Brighton.



Class 87 006 Virgin Trains

204631

This locomotive was formerly named City of Glasgow and this link was symbolic when in 1998 it was chosen to carry the name George Reynolds in recognition of the long serving Scottish public relations officer. The name was un-

veiled at the city's Central station by Mr Reynolds himself, who had been led

to believe that the locomotive was simply being rededicated to its name-

sake city having been one of first to receive the new Virgin Trains livery!



Class 87 009 Virgin Trains

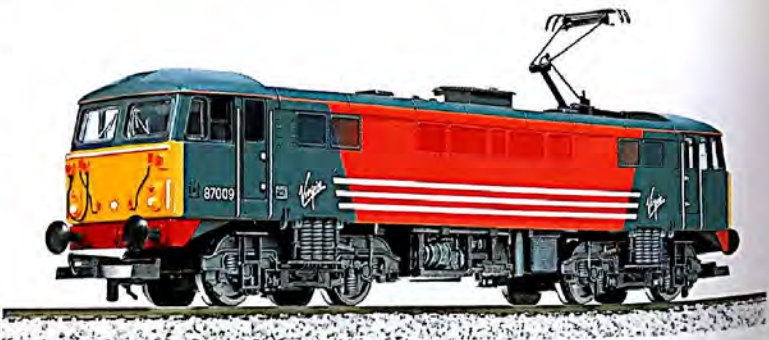
204798

The class 87/0 fleet is exclusively used by Virgin Trains for its West Coast operation on services between Euston and Liverpool, Manchester and Glasgow. Introduced in 1973 to coincide with electrification of the route north of Crewe, the class has never strayed far

during their 25 years of service during which they have been employed almost ex-

clusively on principal express passenger services. Lima's model of 87009 de-

picts one of first of these class to be repainted into Virgin Trains distinctive livery.



Class 47 702 Virgin Trains

204636

Class 47702 is owned by English Welsh & Scottish Railway (EWS), the locomotive is on long term lease to Virgin Trains for use on their Cross Country network of services. Before commencing work, the locomotive was given a minor overhaul at the Loughborough works of Brush

Traction during which it was repainted into Virgin's distinctive red, grey and white livery. It retains the name Country of Suffolk and is recognisable from other Virgin class 47s by carrying its numbers un-

der the secondman's cab side windows. The locomotive is now a regular sight in many parts of the country on Virgin Cross Country services and can be expected to visit such diverse places as Poole,

Brighton, Plymouth, Newcastle, Holyhead and Liverpool! It is the first 47/7 to be released by Lima in Virgin Livery and is a Limited Edition release of only 600.



MK3 Virgin Cross Country Coaches



305404
2nd Class 42189 B



305405
1st Class 41095 H



305406
TGS 2nd 44060 A



305407
Buffet 40432 G



305420
2nd Class 42188 C



305421
2nd Class 42187 D



305422
2nd Class 42326 F

MK2F Virgin Coaches



305423
2nd Class 6157 B



305424
2nd Class 6064 C



305425
2nd Class 6067 D



305426
2nd Class 6070 E



305427
2nd Class 5976 F

MK3 Virgin Coaches



305428
TGS 44090 A



305429
2nd Class 42317 B



305430
2nd Class 42316 C



305431
2nd Class 42315 D



305432
2nd Class 41314 F



305433
Buffet 40418 G



305434
1st Class 41168 H

GNER

Great North Eastern Railways (GNER) are the operators of the principal Inter-City services on the East Coast Main Line from London to Scotland. They operate regular services from London Kings Cross to Yorkshire including Leeds, Bradford,

Hull and now Skipton, the North East of England, Edinburgh and Glasgow as well as further north in Scotland to Inverness and Aberdeen. The company uses a mixed fleet of diesel and electric motive power all of which are now painted in the company's dark blue and orange livery complete with a very traditional style railway company crest on each vehicle.

GNER HST 4 Car Sets and Coaches

**149872,
149908 &
149918**

These High Speed Train sets depict members of the Great North Eastern Railways (GNER) fleet which are used to power the companies' services

which extend beyond the electrified section of the East Coast Main Line (ECML) from Kings Cross, destined for Hull, Harrogate, Aberdeen or Inverness. Delivered from 1978 these trains have now completed twenty years work on the route, accumulating over four million miles in the process. Since GNER took over the services in 1996, the coaches have been refurbished internally, further refining the trains which are considered the saviour of rail travel in Britain. Externally the whole fleet has received the distinctive GNER livery of dark blue with a bright orange stripe and prominent company logos and crests.



149872



149908



149918

Lima has produced three different four car sets, each featuring different class 43 power cars and Mark 3 coaches. The power cars are available in versions featuring both types of GNER branding used on the fleet, employing either gold or silver lettering. The intricate details of the delightful GNER crests on the coach sides are accurately reproduced on the Lima models along with the plethora of smaller coach information and emblems. These sets can be augmented with the coaches required to model the full eight coach trains run by GNER. Along with first and standard class coaches, the buffet car and TGS vehicle, complete with senior conductor's accommodation, are produced.

GNER MK3 Coaches



305400
TGS 44058 A



305401
Buffet 40704 F



305402
2nd Class 42106 B



305403
1st Class 41092 G



305437
2nd Class 42181 C



305438
2nd Class 42180 D



305439
2nd Class 42179 E



305440
1st Class 41091 H





Great Western

The franchise operator of InterCity services out of London's Paddington terminus to the south west of England and south

Wales is Great Western Trains (GWT). It operates regular services between London to Cardiff, Swansea, Bristol and Penzance as well as the overnight sleeper service linking the Duchy of Cornwall with the capital. One of the first to be sold as part of the privatisation of British Rail, the company was quick to introduce its own distinctive livery to identify its trains with a mix of dark green and ivory, complete with elaborate Great Western Merlin branding logos.



Great Western Trains HST Sets

149871

The company operates a large fleet of High Speed Trains (HSTs) which are all being painted in the new livery. These consist of two

class 43 power cars, complete with the large body-side Merlin logos and with exquisite reproduction of the intricate lines of the colour scheme, and two in-

termediate Mark 3 coaches. The sets can be augmented to form a full eight coach rake as operated by GWT as first and standard

and TGS vehicles with senior conductor's accommodation are available.



Class 47 813 Great Western Trains

204645

In March 1998, 47813 became the first of its class to be painted in Great Western Trains (GWT) dark green livery with the companies' distinctive Merlin logo prominent on the bodysides. Shortly after being repainted it was

christened 'S.S. Great Britain' in recognition of Brunel's historic steamship. It is part of a small pool of locomotives

used by the company to power their overnight Sleeper services between London and Penzance as well as other empty coach-

ing stock movements between maintenance depots and is based at Plymouth Laira depot.



Class 47 830 Great Western Trains Green

204685

Lima's second edition of a class 47 in GWT's green livery was coincidentally the second to be painted

by the company. Unlike the debutante locomotive, this machine has not yet been named and also features a modified style cab front at one end only after it was rebuilt after an accident some years ago, a detail feature faithfully reproduced on Lima's version of this ever popular class of locomotive.



Great Western MK3 Coaches



305408
TGS 44039 A



305409
Buffet 40733 F



305414
2nd Class 42350 D



305415
1st Class 41143 H



305441
2nd Class 42295 E



305442
1st Class 41144 G

Rail Car Great Western

204639

Car No. 29 was delivered to the Great Western Railway in 1941 by AEC. It was designed for use on branch

lines with low passenger levels with the intention of reducing the expensive use of steam locomotives and conventional coaching

stock. As depicted by the Lima model, it was originally painted in the distinctive chocolate and cream colours of the com-

pany complete with the beautifully reproduced distinctive GWR crests and lettering.





English Welsh & Scottish Railway

English Welsh & Scottish Railway (EWS) are the operators of most of Britain's rail freight networks since taking over the Rail-

freight Distribution, LoadHaul, Mainline Freight and TransRail freight companies as well as Rail Express Systems, the mail

network operator, during the privatisation process from 1995 onwards. Since taking over much new business has been won by the company as a result of many new initiatives to the point where they have too few locomotives and wagons! As a result the company is buying 250 new class 66 heavy freight engines and 30 high speed class 67 diesels from General Motors. The first of the class 66s have now arrived and the Lima model is not far behind! The older locomotive classes owned by the company are now receiving their new maroon and gold colour schemes and so are the Lima items as can be seen from the extensive range now available.

Class 09 009 EWS

204758

One of the small fleet of class 09 shunters operated by EWS for use in engineers and freight yards, 09009 was the first to be painted in the new maroon and gold colours. The locomotive retained its name after receiving its new livery, which signify

the importance of the engineers base at Three

Bridges, on the London to Brighton main line, at

which the engine is frequently employed.



Class 31 466 EWS

204661

This latest, and unique, addition to the variety of liveries carried by this venerable class was applied specially for the Toton depot open day in August 1998, when the main locomotive maintenance depot of EWS

was opened to the public to illustrate how the modern rail depot functions. The engine is one of the few class

31s left in traffic, some 40 years after they were first introduced and is employed on light freight

workings and Railtrack engineer's trains in northwest England, based at the busy Crewe diesel depot.



204660

The other unique application of EWS livery for the

special Toton Open Day, was this class 33. One of only a handful left in traffic

at the time and in its last year of service after a career of over 38 years, the

Class 33 030 EWS

livery has brought a fresh new image to this class of locomotive which have long been a familiar sight throughout the south of England. They are now however relegated to engineer's trains and the occasional freight service until EWS's new class 66s arrive in greater numbers.



Class 37 411 EWS

204762

37411 is one of the 31 class 37s fitted with electric train supply (ETS) during refurbishment at BREL in 1985. Most of the fleet are hired to passenger operators by EWS and 37411 is currently used by South Wales and Weston

trains from Cardiff to Rhymney, Bristol and Weymouth. It was one of the first to gain the

new logo of EWS incorporating the distinctive English lion, Welsh dragon and Scot-

tish stag whilst its name commemorates the Welsh children's home, "Ty Hafan".



Class 37 057 EWS

204613

37057 holds the distinction of being the first locomotive to receive the maroon and gold colours of the owners of much of Britain's privatised rail freight operations, the English, Welsh & Scottish Railway, commonly known as

EWS. It emerged in the new colours whilst receiving an overhaul at the main EWS depot at Toton, near Nottingham in Spring 1996. It re-

tained its unofficial name "Viking" but this time a more substantial cast nameplate was fitted. The locomotive is still based at Toton depot em-

ployed on a variety of engineering and freight duties and should see service for several more years.



Class 37 426 EWS

204612

37426 is another of the small but valuable fleet of EWS owned, electric train supply (ETS) fitted class 37/4s, refurbished during the mid 1980s. It was originally allocated to Cardiff depot to haul passenger trains throughout Wales, receiving the bi-lingual name Y Lein Fach/Vale of

Rheidol. It was however displaced by Sprinters in the early 1990s, denamed, and employed on freight trains until 1997 when it

was overhauled by new owners EWS, repainted in their distinctive maroon and gold colours and once again put to work on pas-

senger trains, this time along the North Wales coast line from Crewe to Holyhead, on hire to North Western Trains.



Class 37 714 EWS

204793

This locomotive belongs to the class 37/7 subclass, refurbished during the 1980s with new electrical equipment and additional ballast weight to improve

adhesion and thus be able to haul heavier trains. This sub-class is identified by having only one engine-room window, as accu-

ately depicted on Lima's model. It is a valuable member of the EWS locomotive fleet and is to be seen working heavy

freight trains around Scotland from its base at Motherwell depot, near Glasgow.



Class 59 203 EWS

204674

During 1998, EWS took over the rail operations of National Power, the electricity generating company, which owned its own fleet of wagons and class 59 locomotives. The locomotives are now also to be seen further away from their base at Ferrybridge

in Yorkshire, working heavy coal and stone trains. The six engines were rapidly repainted into EWS's house colours

and the Lima model depicts one of the first to be painted, 59203 "Vale of Pickering" Whilst very similar in outline to the company's

eagerly awaited class 66s, the class 59s have been painted in standard EWS livery as faithfully depicted on the Lima model.



Class 47 785 & 47 786 EWS

204767 & 204792

This pair of class 47s were the first to be painted in EWS's new livery, being prepared especially to

haul the Tour of Hope train around Britain. This organisation was set up by the late Roy Castle to raise money and awareness of cancer charities in the UK, with the train having made

regular tours of the country over the last few years. 47786 was named by Roy Castle himself at Waterloo station whilst after his unfortunate death, his wife carried on his charitable

work so EWS honoured her by naming sister engine 47785 Fiona Castle in 1997. Both engines are part of the EWS fleet used for mail services but are more often found hauling special charter trains or overnight sleeper services in view of their high profile image for EWS.



Lima donated £1 to the Roy Castle Lung Cancer Charity for each Class 47786 locomotive sold.

THE NEW CLASS 66 - THE FUTURE

Class 66 001 EWS

204679

The most significant event in the rail freight industry since privatisation was no doubt the order of 250 brand new diesel electric locomotives by EWS. The

pioneer class 66 arrived in Britain in May 1998 and underwent crew and maintenance training immediately upon its arrival from the General Motors factory in London, Ontario. Whilst the body shell is very

similar to the class 59 predecessors, the new locomotives have innovative steering bogies and more advanced traction equipment making them some of the most sophisticated locomotives built. Lima's

model faithfully recreates this hugely significant locomotive and its distinctive 'Thunderflash' version of EWS maroon and gold livery.



Whilst at first glance the 66 may be mistaken for a modified Class 59, a closer inspection will reveal that Lima have created an entirely new model reflecting each feature and detail of

the real locomotive. Chassis and HTRC bogies are all new and reproduced in a matt finish to accurately reflect the look of the painted originals. Every rivet, spring and weld mark has

been faithfully duplicated, as has pipe and cabling detail on the side of the chassis. Fuel tanks and battery box are accurately

reproduced while detachable couplings may be replaced with a lower buffer beam which is supplied separately.



OF FREIGHT ON OUR RAILWAYS

Class 66 016 EWS

204691

Lima's second release of this stunning new locomotive is 66016. This varies from 66001 in so far as the

radiator grilles are reproduced in black exactly as per the real version. This locomotive can be seen across the length and

breadth of Britain undertaking heavy freight duties.



Cab front is faithfully reproduced with fine windscreen wiper details, lamp cluster and separately moulded cab hand rail, coupling hook, brake pipes and lamp bracket. The cab features a detailed interior fitting behind flush glazing with accurate reproductions of aluminium window frames, while door hand rails are picked

out in silver.

Radiators are finely highlighted and exhaust silencer, reproduced to a smaller size than those on the Class 59, are separately moulded and mounted on the roof.

This is the ultimate rendition of a diesel locomotive and positions Lima clearly as the leading British Out-line manufacturer.



Class 73 131 EWS

204757

Only two class 73s have been painted in the maroon and gold colours of EWS, Lima's model representing the second example to be treated to the new image. The engine is now based at Hither Green depot in south London and is employed on a variety

of freight and engineers trains throughout the third rail network of the former

Southern Region, it is often the first choice for special charter trains, often in partnership with Pullman liver-

ied 73101, also produced by Lima.



Class 92 001 EWS

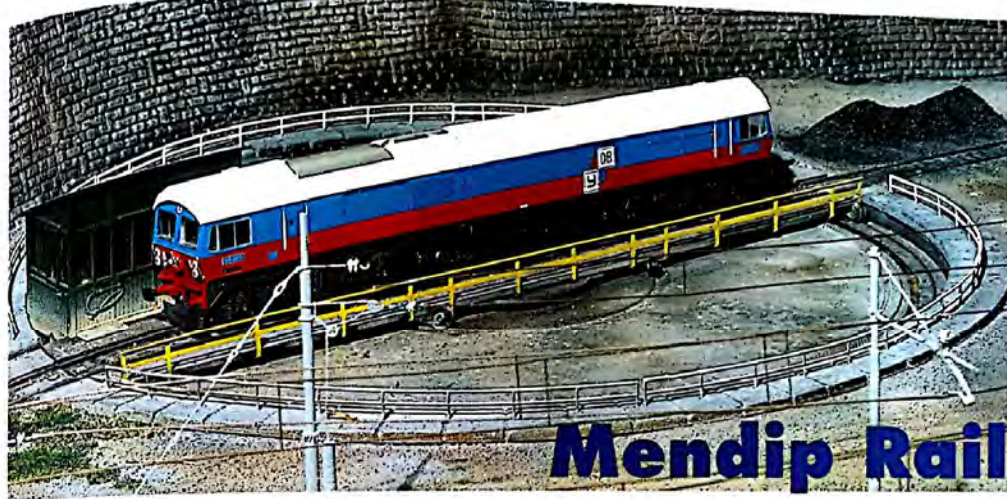
204672

A surprise to many at the Toton depot open day in August 1998 was the unveiling of the first class 92

multivoltage electric locomotive in EWS colours. Appropriately it was class

pioneer 92001 which was treated and was also the first to have the revised EWS European logos on

the cabsides incorporating the English, Welsh and Scottish flags. These details have been beautifully recreated on the Lima model along with the Channel Tunnel logos. The model also comes with a number of separate detail items which can further add to the appearance of this delightful model.



Mendip Rail

Class 59 005 Revised Foster Yeoman

204646

During 1998 Foster Yeoman, one of the two partners with-

in the Mendip Rail organisation, launched a revised version of its distinctive blue and

silver livery. The first of the Company's five class 59 locomotives to be painted was

59005 Kenneth J Painter, as depicted by Lima's model which also comes complete with several additional detail fittings which can be used to further enhance this distinctive model.



Class 59 101 Revised ARC

204667

Shortly after Foster Yeoman's new livery was revealed, fellow Mendip Rail partner ARC, also released a new version of its grey and mustard yellow colour scheme. Appropriately the first class 59/1 to be painted was 59101 Village of Whatley, named after the village closest to the ARC huge quarry in the Mendip Hills. Lima's mod-

el superbly portrays the distinctive lines of the new livery which along with the high level of detailing, makes this a very appealing locomotive!



Class 37 219 Mainline Freight

204711

One of the three freight companies set up prior to privatisation was Mainline Freight, whose geographical area encompassed most of central and southern England. The livery adopted was a deep aircraft blue with distinctive silver lining and rolling

wheels emblem. Lima's model depicts 37219, at the time based at Stratford depot in East London. The locomotive became part of the EWS empire upon pri-

vatization but this particular engine still carries its popular blue livery!



Class 37 609 DRS

204796

Direct Rail Services is a division of BNFL, their locomotives are intended for

use hauling products required for the reprocessing plant at Sellafield in Cumbria. Whilst they have

slowly been taking over this traffic from EWS, the distinctive DRS fleet has been employed on a wide

variety of other duties, even hauling Virgin Train's expresses! The Lima model is of 37609, one of the former split headcode box examples now fully rejuvenated and refurbished and in its 37th year of service. The model features all of the DRS markings on the companies dark blue livery.



Class 37 611 DRS

204683

37611 is another of the six locomotives owned and operated by DRS, al-

though this locomotive is however one of the examples formerly fitted with a centre headcode box. It

can regularly be seen on trains of nuclear waste from Sellafield but has also been hired to other rail-

ways companies such as Freightliner and even North West Trains for use on passenger services along the North Wales Coast route. Lima's model of 37611 is the perfect partner for the similarly liveried 37609 as these locomotives can often be seen running in pairs.



Class 37 884 LoadHaul

204622

37884 is one of only seven class 37s to receive the distinctive orange and black livery of LoadHaul, one of the three regional freight companies set up prior to privatisation. It is one of the class 37/7s refurbished at BREL Crew with additional ballast weights to increase its ability to haul heavy freight trains. It was originally allocated to Cardiff Canton de-

pot to haul steel trains in South Wales but later moved to Thornaby, receiving the name Gartcosh in recogni-

tion of the important Scottish steel plant. It gained LoadHaul livery when overhauled at Doncaster works

in 1995 and can be seen working freight trains virtually anywhere in the country.



Class 60 008 LoadHaul

204736

Of the three regional freight companies set up by the government prior to privatisation, surely the most distinctive livery was that applied by LoadHaul, operators of freight services in the north east of England. A small number of the front-line class 60 fleet were painted in the

radical orange and black livery, amongst which was 60008 which also re-

ceived the name Gypsum Queen II, honouring the important link between the

rail operator and British Gypsum.



Class 60 063 TransRail

204768

The regional freight operator for most of western Eng-

land, Wales and Scotland was TransRail. Unlike the other companies it did not

design a new livery for its locomotives, but simply applied new company logos over the former trainload triple grey livery. Many class 60s were so treated, amongst them being 60063 James Murray, then a member of the petroleum fleet based at Cardiff Canton depot.



Class 31 452 Fragonset

204673

During early 1998 Fragonset Railways expanded its fleet of locomotives for hire with the purchase of several redundant class 31s which would otherwise have been sent for scrap by EWS. Fully refurbished and repainted by Fragonset, 31452 was the first to be ready for service again and was displayed for the first time at the Toton Rail-

fare in August 1998. It was painted in Fragonset's distinctive black livery with a maroon bodyside stripe and company logo on the cab sides. This loco has been hired to several train operating companies, including Virgin Trains and Silverlink who used it on the Bedford to Bletchley route.



Class 47 488 Fragonset

204682

This locomotive was purchased by Fragonset from the defunct Waterman Railways mainline operation in 1996. Overhauled at the Tyneley base of the company, it was released to traffic during mid-1998 wearing a version of the original green livery carried by the Class 47 fleet. However, in place of the British Railways emblems on the bodysides a

revised version is carried with the Fragonset dragon motif as has been accurately depicted by Lima. The locomotive has been regularly hired to train operator, Virgin, for use on their Cross Country and West Coast routes.



Class 47 703 Fragonset

204898

A new operator to arrive on the 'new railway' upon the advent of privatisation was Fragonset Railways. Having bought several class 47 locomotives, they were given a thorough overhaul and can regularly be seen leased to train operators at times of motive power shortages. The fleet is painted in a distinctive black livery

relieved with a maroon stripe and a grey roof. 47703, one of the former Scottish Push Pull fitted locomotives, but now regularly leased to Virgin Trains Cross Country operation.



Channel Tunnel Class 37 605 EPS

204647

One of the small fleet of class 37/6s owned by European Passenger Services (EPS), 37605 was originally intended for use hauling overnight sleeper services from London to the West Country. With these plans now abandoned, the locomotives are used as stand-by engines and for moving class 373 EuroStars between depots for

maintenance. The locomotives are painted in a tone grey livery but with a blue roof and cast Channel Tunnel roundels on the bodysides, as seen on Lima's reproduction.



Class 92 030 Railfreight Distribution

204708

92030 is unique amongst the 46 members of the highly sophisticated class 92 fleet as it is the only one to be named not after a his-

torical artistic or literary figure. Instead, it received the name 'Ashford' at a ceremony in 1997 at the newly opened International station in the Kentish town. It is currently one of only two class 92s which have traditional cast nameplates and carries the now defunct Railfreight Distribution names and lo-

gos. Previously restricted in their British operations to services between the Tunnel and Wembley yard in north London, the class can now be seen further afield as the new owners of thirty examples, English, Welsh & Scottish Railway, employ them on Anglo-Scottish freight traffic, thus carrying the name 'Ashford' far and wide. 'Lima's model of Ashford is a certificated Limited Edition of only 700 models'.



Class 57 003 Freightliner

204686

Freightliner Evolution is

the third of eight planned Class 57 locomotives to emerge from the Brush Falcon works. Unlike the first two examples, 57003 was sent for testing at the near-

by preserved Great Central Railway and worked several test trains along the line between Leicester and Loughborough. Whilst there the opportunity was taken for it to work several trips giving enthusiasts a chance to sample the sight and sound of a '57' on a passenger train.



Rolling Stock

General Utility Van (GUV)

The GUV parcel van has been a regular sight carrying mail traffic all over the country for the past 40 years and Lima is able to offer models of the vehicles from three distinctive eras.

From the 1960s there is British Railways maroon, British Rail 'Express Parcels' Blue from the 1970s and right up to date, the distinctive red and blue livery of Rail express systems.



305640
Rail express systems



305656
Express Parcels Blue

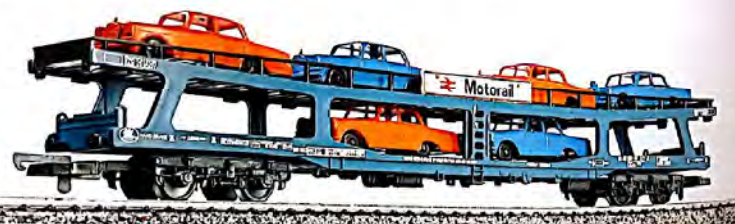


305657
British Railways Maroon

Car Transporter

The Lima car transporter is suitable for use in lengthy trainload freight formations hauled by one of Lima's selection of freight locomotives or within a Motorail formation, mixed with passenger rolling stock.

comotives or within a Motorail formation, mixed with passenger rolling stock.



305696
Car Transporter

102T Bogie Tipper (PTA)

The fleet of PTA bogie hopper wagons were originally built for iron ore traffic from import terminals to steel plants but have subsequently also been used by stone companies Foster Yeoman and ARC to transport stone from their quarries in the Mendip Hills to locations all over the south of England. Lima's model is available in all of these liveries, including British Steel orange and grey livery and both the old and new versions of Foster Yeoman and ARC liveries.

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305670
ARC Mustard Yellow



305671
Foster Yeoman



305672
Foster Yeoman
Blue/Grey



305664
British Steel
Orange/Grey

50T Stone Hopper (PGA)

Dating from the early 1970s, these versatile hoppers have been used by stone companies Foster Yeoman and ARC to transport stone for use in hundreds of road building and constructions sites. Regularly seen throughout the South of England, they can also be seen further afield, often being hauled by the companies' class 59 locomotives also produced by Lima.

305636
ARC Amey Roadstone



305635
Foster Yeoman
Blue/Grey



305638
Foster Yeoman
Blue/Grey



305637
Foster ARC



Cement Tanks (PCA)

Rakes of cement tanks are a regular sight around most parts of the rail network and two versions are offered by Lima, the single 50T PCA and the twin tank PDA version. Both types are available in the colours of Blue Circle Cement and Castle Cement and are perfect for running with Lima's selection of freight locomotives!

305601
Blue Circle Cement



305603
Castle Cement



305608
Tiger Rail Blue



305602
Ketton Cement



102T Bogie Oil Tanker

These huge oil tanks have been a regular sight for many years transporting oil to and from refineries around the country, commonly in long trainload formations demanding heavy freight locomotive haulage. The models de-

pictheliveriesofFinaand Total oil companies and are perfect companions for Lima's fleet of heavy haulage freight diesels available!



305646

Fina



305649

Total

Milk Tank

Milk traffic is no longer transported by rail, but Lima's models recall the days when rakes of tanks and vans carried the fresh produce to markets in the

cities! The bright liveries of St Ivel and CWS are captured on these models

which are sure to brighten up many a freight train!



305641

Milk Van St. Ivel



305644

Milk Tank CWS Limited

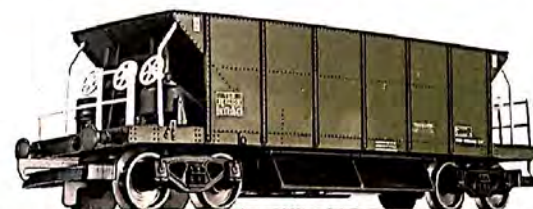
Sealion Bogie Ballast Hopper

The Sealion bogie ballast hopper is used for the transport of ballast to engineering sites

where track is being relaid and renewed. They can be seen all over the network performing

valuable work, as demonstrated by newly repainted EWS Maroon and Mainline Freight

Blue and Silver liveried examples as modelled by Lima. The models superbly reflect these eye catching colour schemes and include the intricate handrail details present on the prototypes.



305665

Sealion bogie ballast wagon olive livery



305666

Sealion bogie ballast wagon bauxite livery



305667

ARC Mustard Yellow

Breakdown Crane

Accidents will happen and when they do, you can be on hand with the Lima breakdown crane. This finely detailed model will be the perfect item, awaiting the call when derailments or accidents occur!



305698

Breakdown Crane

LIMA 0 Scale



216533 0-6-0 Class 4F Tender Locomotive. BR livery



216534 0-6-0 (Fowler) Steam locomotive w/tender - L.M.S. livery, 358 mm.



316616 BR / L.M.S. composite coach.



316645 BR / L.M.S. Mark 1 Corridor Brake Coach.



316754 'Clay Cross Co. Ltd' Mineral Wagon.



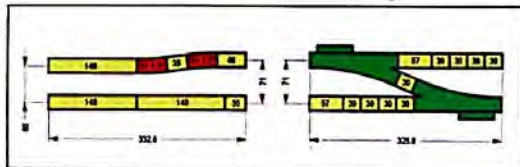
316739 GWR Mineral Wagon.

Lima Hobby Line

Nickel Silver Tracks

The Nickel Silver rails in the new "Lima Hobby Line" system.

The rails of the new "LIMA HOBBY LINE" system are 2,5 mm high and are made in high conduction



"NICKEL SILVER".

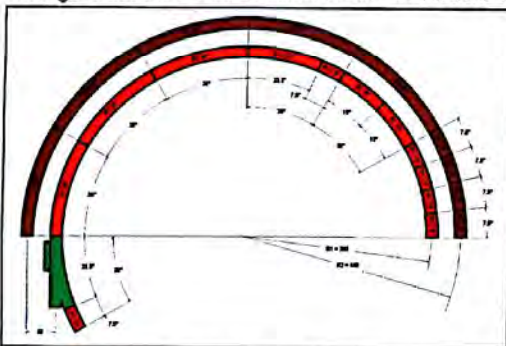
The geometry is very simple and rational.

Two different standard lengths are available: 148,8 mm and 240,60 mm.

Simple switches, crossings and double switches/crossings are available for both lengths. The "LIMA HOBBY LINE" range is completed by symmetrical curve switches.

The new system foresees a distance between running lines of 60 mm, more realistic if compared to the 71 mm one of the LIMA STANDARD.

The new "LIMA HOBBY LINE" tracks are perfectly compatible with the LIMA STANDARD ones: to change from the 71 mm distance between tracks to



the 60 mm one, please follow scheme A.

To adapt the new "LIMA HOBBY LINE" switches to those of the 71 mm system, please follow scheme B.

The "LIMA HOBBY LINE" system has two curved radii: the 385 mm "R1" and 445 mm "R2".

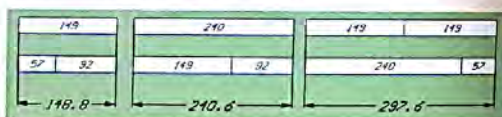
The curved elements are available in 30° and 7.5°

sections and, in the "R1" radius, there are also sections of 15° and 22,5°; these sections are needed as compensation in order to obtain a parallel track when using short module switches and crossings. Another radius of 979 mm with section of 14,2° is foreseen as compensation for long module switches and crossings.

Using all these curved sections, it is possible to build easily double track layouts as well as variable radius lines and parabolic curves.

Furthermore, curves of whichever radius, not lower than 360 mm, can be realised by means of the flexible track.

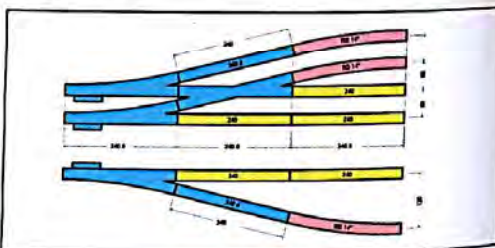
Two standard modules are available: the 148,8 mm "short module" and the 240,6 mm "long module";



compensating straight sections of 91,8 mm and 34,8 mm enable you to combine together, without any problem, elements of the two different lengths.

A 30 mm element, corresponding to 1/8 of the 240,6 mm sections, is also foreseen.

Diagonal.

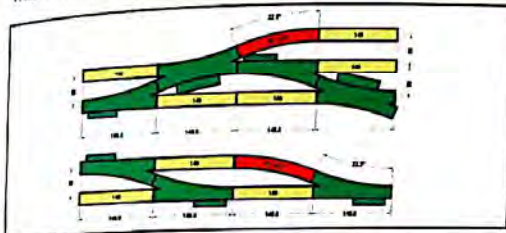


To build diagonal tracks, very usual in the railway stations, it is necessary to use the 248 mm section, which corresponds, considering the angle of 14° of the diagonal, to the 240,6 mm length. Using these sections, the junctions on parallel track are always lined up, as shown in the picture.

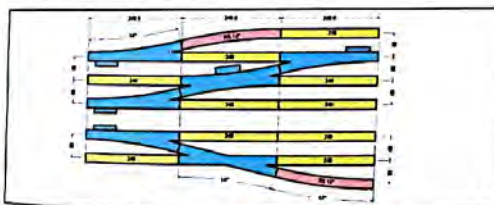
Lima Hobby Line

Nickel Silver Tracks

The diagonal tracks are really helpful when a doubled distance between tracks (from 60 to 120 mm) is needed in order to add a platform or a canopy to the station.



The short module switches are 148,8 mm long and the deviated track corresponds to an R1 curve of 22,5°; this kind of switches are very useful for small layouts and in marshalling yards.

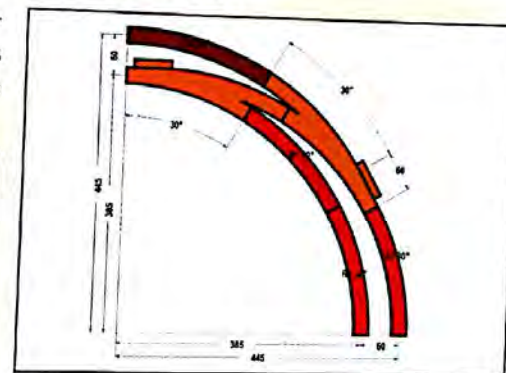


The 240,6 mm long module switches and crossings have a reduced 14° angle but a wide over 650 mm; those characteristics allow high speed even negotiating the deviated section.



Short and long switches can be combined together using special compensating elements.

Curve switches help to save space. The new "LIMA HOBBY LINE" curve switches have a 365 mm radius and a 30° angle and are suitable for realising the laying of a second track as well as cross-over between R1 and R2 tracks. The two deviated sections of symmetrical switches have a 505 mm radius with a 14° angle, making a total angle of



28°. This kind of switch is particularly interesting for building a yard.

Special track elements.

The "LIMA HOBBY LINE" offers you some special elements that can help solving several problems.

- sectioned tracks with or without connecting terminal

- tracks equipped with diodes

These units enable to realise reversing triangles and loops otherwise impossible in the CC system.

- rerailer

- electromagnetic uncoupling track for shunting operations

- tracks equipped with contact pedal operated by the transit of the train.

Lima Hobby Line

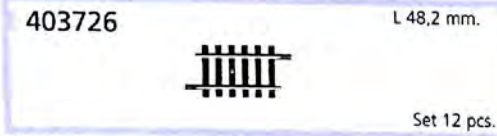
Nickel Silver Tracks



Straight track



Straight track



Straight track



Straight track



Straight track



Straight track



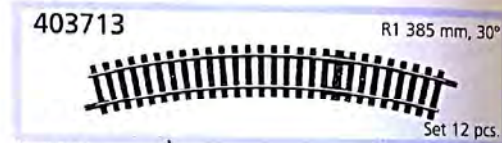
Straight track



Curved track



Curved track



Curved track



Curved track



Curved track



Straight track



Curved track



Curved track

Lima Hobby Line

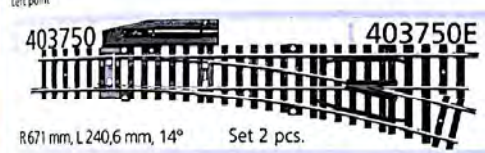
Nickel Silver Tracks



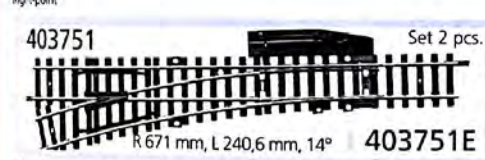
Right-point



Left-point



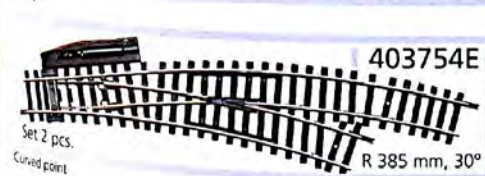
Right-point



Left-point



Point



Right-point



Left-point



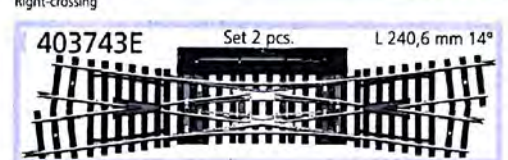
Right-crossing



Left-crossing



Right-crossing



Left-crossing



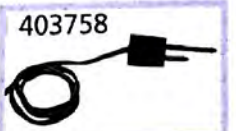
Right-crossing



Left-crossing



Crossing



Circular connecting terminal to the tracks.

Lima Hobby Line

Nickel Silver Tracks

403733 Set 12 pcs.



L 148,8 mm.

Straight track

403737 Set 6 pcs.



L 148,8 mm.

Straight track

403732 Set 12 pcs.



L 240,6 mm.

Straight track

403738 Set 4 x 3 pcs.



Rail set for loops and reversing triangles. The set is composed by three 148.8 mm straight tracks: one "go-in" and one "go-out" elements equipped with diodes and a "stop" element; all the three tracks are equipped with insulated joints on both rails. These track elements have to be placed in the loop fol-

403739 Set 6 pcs.



L 148,8 mm.

Straight track

403734 Set 12 pcs.



L 148,8 mm.

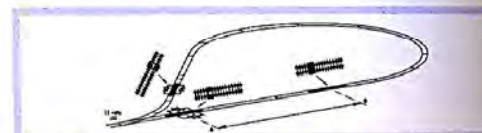
Straight track

403736 Set 6 pcs.



L 148,8 mm.

Straight track



lowing the figure, in order to avoid short-circuits. The distance between the "stop" element and the "go-out" one must exceed the braking space of the locomotives negotiating the loop.

403730 Set 24 pcs.



Rail flexible L 988 mm

BLOCCAFLEX

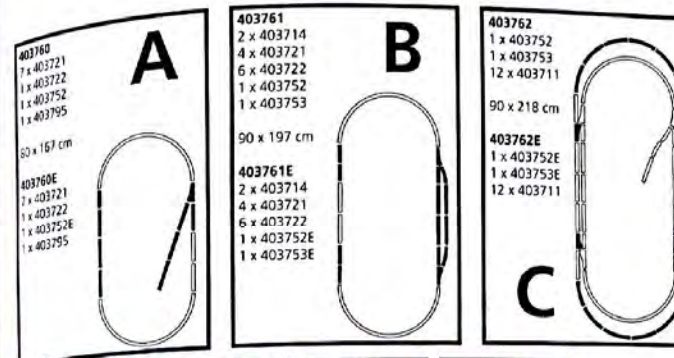
The "flex-block" is a particular accessory, expressly designed by LIMA (produced by no other manufacturer before), which allows, when using flexible track, the correct scaled position and shape. That happens without having to resort to all those devices which are necessary actually to avoid tracks being drawn out of their seat, creating in this way problems for the correct setting. The "flex-block", in addition, is equipped with a rod which allows the flexible track to be laid in position with a constant scale six-foot way.

600068



Lima Hobby Line

Nickel Silver Tracks



ADDITIONAL TRACK LAYOUTS



BLISTER

- 403773 6 x 403721 L 240,6 mm
- 403770 6 x 403722 L 148,8 mm
- 403771 4 x 403721 L 91,8 mm
4 x 403725 L 57 mm
- 403783 6 x 403711 r 445 mm 30°
- 403784 6 x 403713 r 385 mm 30°
- 403785 4 x 403715 r 385 mm 15°
4 x 403716 r 385 mm 7,5°
- 403780 2 x 403716 r 385 mm 7,5°
2 x 403727 L 34,8 mm
1 x 403726 L 48,2 mm
1 x 403722 L 148,8 mm
- 403792 1 x 403752 dx
1 x 403722 L 148,8 mm
1 x 403714 r 385 mm 22,5°
- 403793 1 x 403753 sx
1 x 403722 L 148,8 mm
1 x 403714 r 385 mm 22,5°
- 403790 1 x 403744
- 403792E 1 x 403752E dx
1 x 403722 L 148,8 mm
1 x 403714 r 385 mm 22,5°
- 403793E 1 x 403753E sx
1 x 403722 L 148,8 mm
1 x 403714 r 385 mm 22,5°
- 403772 4 x 403726
4 x 403727
4 x 403720
- 600002 Railer
- Sets 100 pz.
- 403764 100 x 403711
- 403767 100 x 403713
- 403766 100 x 403721
- 403768 100 x 403722



Transformer

602070



Transformer with electronic regulation.
Power: 31,2 V.A.
Input: 230V. ~ 50/60 Hz
I D.C. output: 12-0-12V = 1,2A
II A.C. output: 14V ~ 1,2A.

602066



Set composed by:
1 x transformer: Input: 230V. ~ 50/60 Hz
AC Output: 14V ~ Power: 4 V.A.
1 x power control: A.C. Input: 14V ~ DC
Output: 12-0-12V =
Power: 4 V.A.



602067



Set composed by:
1 x transformer: Input: 230V. ~ 50/60 Hz Out-
put: 14V ~ Power: 11,2 V.A.
1 x power control with electronic regulation.
Power: 11,2 V.A.
A.C. Input: 14V ~ I D.C. output: 12-0-12V
= II A.C. output: 14V ~



603067



Junction box.

603066



Push-button control box.

603065



Switch shunter.

RIVAROSS
AAA
LIMA
ARNOLD DIGITAL

Arnold Digital the Digital System for any layout

86201 Central Control - The Central Unit of the Arnold Dig- ital System

The central unit of the Arnold Digital System is called Central Control. It combines the functions of the central unit, the loco control, programming device and powerful amplifier in one compact box. A detailed display with 2 x 16 characters informs you about all the functions of your layout. You can select the language among German, French, English and Italian during the operation of the system. The handling of the new Arnold Digital is as easy as that of the former generation. For every feature there is a specific separate button. By the numeric buttons you select the loco you want to control. A clear-button allows you to correct your input if you make a mistake. By the ok-button you confirm the input. You call the programming features by pressing the PRG-button. The Central Control can program all locos - even of former production series - with decoders made by Arnold, Lenz and Märklin Digital - in the following features:

- address
- minimum speed (starting voltage)
- acceleration delay
- deceleration delay
- The new Arnold Digital decoders additionally can be programmed in the features:
- maximum speed
- regulation
- speed ramp (acceleration characteristics)
- Every feature can be set up by a value from 1 to 15 if you program a decoder from former production series, a value from 0 to 255 using a new decoder.

During the programming the Central Control gives you any help you need. The detailed display tells you the parameter you want to program and the possible values - and this in your own language! You can also read-out the actual values stored by the decoder.

The multitrack editor manages 10 multitracks. You call it by the MTR-button. It shows a list where you can combine up to 4 locos to a multitrack. The Central Control gets its energy from the powerful Arnold Transformer 7098 (USA 7099 for 110V, 60Hz) or also from the former 86002 transformer.

The advantages of the Central Control:

- compact device including central unit, loco-control, programming device and amplifier
- control of 119 locomotives
- sensitive controlling by 28 speed-steps
- 10 multitracks with up to 4 locos each



86200
86201
86202

- knob to control the loco's speed
- separate buttons for forward and backward running
- operation of 256 switches in combination with the Keyboard
- programming device for all features of new and former decoders
- control of one non-digital locomotive
- illuminated display with 2 x 16 characters
- multilingual: German, English, French, Italian
- amplifier with a maximum output of 3,0 A

The Central Control is compatible:

- all locos that ever have been produced by Arnold can be controlled and all switch decoders can be operated with the new Central Control
- all Control 80, Control 80f and Keyboard that ever have been delivered by Arnold can be connected to the Central Control
- the Central Control can control locomotives with decoders of other manufacturers that are NMRA-compatible such as Lenz, Roco, LGB, digitrax, Märklin Digital=.

86202 Central Control

This Central Control has all the features of the Central Control 86201 and additionally it can control Locomotives and switch-decoders of the Märklin Digital System (Motorola-format). Addresses from 01 up to 79 can be used to control the locomotives equipped with Märklin decoder; the set-up can be made individually for each address. All the 256 switches of the Märklin Digital System can be operated, of course by means of an Arnold or Märklin Keyboard.

Due to the not symmetrical Motorola data format, the Central Control 86202 can't control, for technical reasons, a conventional locomotive without decoder.

For more information ask your dealer, call our Hotline or visit our internet-pages.

86210 Control - the loco control of the Arnold Digital System

The Control adds a further loco control to your Digital System. Now two players can control all the 119 locos running on the layout independently from

each other. You connect the Control by a 4-pole-wire to the Central Control. This wire you can extend up to 100m length and you can make it yourself very easily (without soldering). The sequence of Controls and Keyboards is optional.

The Advantages of the Control 86210:

- controls 119 locomotives
- sensitive controlling by 28 speed-steps
- 10 multitraxions with up to 4 locos each
- knob to control the loco's speed
- separate buttons for forward and backward running
- illuminated display with 2 x 16 characters
- multilingual: German, English, French, Italian

The Control 86210 is compatible:

- combinable with the Arnold Central Unit 86028 and Central Control 86029. In this combination the control can drive the 99 locos of the former Arnold Digital System.

86210



- you can plug the control to the right side of the Märklin Central Units 6020, 6021 and 6027. In this case the Control can drive the 80 locos that are possible in the Märklin Digital System with 14 speed-steps.

86220 Keyboard - The Switch Control of the Arnold Digital System

By means of this device you operate up to 256 switches and signals. All the switches and signals

can be operated by only one Keyboard! It directly controls a group of 16 switches. To select a different group of switches you simply push GRP and select the other group you want to control and at once you can operate those 16 switches. If you wish to control more than 16 switches without changing between the groups you can add a second or third Keyboard. If you'd like to have a second place from which control the layout, more than one keyboard can be useful. The Keyboard is connected to the Central Control by a 4-pole wire. You can extend

86220



the length of this wire up to 100m and you can make it yourself very easily (without soldering). The sequence of Keyboards and Controls is optional.

The advantages of the Keyboard 86220:

- control of all the 256 switches
- illuminated display with 2 x 16 characters
- multilingual: German, English, French, Italian

The Keyboard 86220 is compatible:

- combinable with the Arnold Central Unit 86028 and Central Control 86029. In this combination the Keyboard can operate all the 256 switches of the former Arnold Digital System too.
- you can plug the Keyboard to the right(!) side of the Märklin Central Units 6020, 6021 and 6027. In this case the Keyboard can also operate all the 256

switches that are possible in the Märklin Digital System. The sequence of Keyboards and Controls is optional too!

86205 Booster - The Amplifier of the Arnold Digital System

The Booster is necessary if the current consumption of your layout exceeds the 3 A the Central Control can feed it with. The Booster adds another 3 A to the feeding of the layout. It gets its energy from a separate transformer Arnold 7098. It gets the information from the Central Control. It is connected to it by a three-pole-wire. You can make the wire yourself (without soldering) in the necessary length.

The advantages of the Booster 86205:

- current output 3 A
- simple connection to the Central Control

The Booster is compatible:

- connectable to the former Central Unit and Central Control by a special wire

86205



81202 / 81203 (H0) and 81211 (N) Receiver for H0- and N-scale locomotives

The receivers (decoders) inside the locos listen to all information that are transmitted via the tracks. Every loco-decoders has its own number (like a name). So he knows whether a piece of information that it receives contains a command for itself or for another receiver. Of course it only executes commands concerning itself transforming them into pulses for the motor or for switching the headlights on or off. The decoder memorizes the suitable values for this special loco concerning the minimum speed, the acceleration and deceleration delay and the maximum speed. Even in climbing or descending a slope the regulation of the decoder prevents the loco to accelerate or to decelerate. An easy and simple electronic programming tells the decoder all the values it has to remember. You don't have to open the loco or even take it away from the track! During the programming the Central Control gives you any help you need. The detailed display tells you the parameter you are programming and the possible values - and this in your own language! The differences between the H0- and the N-scale loco decoders are the power outputs and the dimensions. All other features are exactly the same. The power output of the H0-scale decoder is 1500 mA, the output of the N-scale decoder is 750 mA. So you can also use the N-scale decoder for a small H0-scale locomotive with low power consumption, if there is not enough space inside the loco for the H0 decoder. All decoder power outputs are protected against short-circuits. The decoder recognizes a short-circuit or an overload within some milliseconds and turns off the output. So a damage of the decoder is prevented. After a short interruption the decoder recovers automatically.

Scale 1 : 1



16 x 26 x 2,8 mm

81200
81201
81202
81203

The advantages of the Arnold loco decoders:

- 119 addresses
- 28 speed-steps
- regulation for constant speed
- headlights and a second function
- protected against short-circuits on all outputs
- current output 750 mA (scale N) and 1500 mA (scale H0)
- current output 100 mA for the additional functions
- automatic recognition of analogic or digital operation
- small dimensions
- the decoder 81203 is equipped with a NEM-plug
- high in performance but low in price

The locomotive decoder is compatible:

- runs on any layout following the NMRA rules
- runs on layouts controlled by Märklin Digital (Motorola)
- runs on any conventional DC-layout

81210
81211 Scale 1 : 1



11,5 x 15,5 x 3,5 mm

- the decoder 81203 (equipped with a NEM-plug) can be assembled very easily to any locomotive with NEM-socket.

86250 The Receiver S4 for Switches

Just like the receivers inside the locos, the S4 listens to all information that are transmitted via the tracks. It has its own number (like a name) too, which discriminates it from all the other switch decoders. It gets this number by a simple electronic programming, therefore you don't have to open it. The S4 can operate 4 switches or 4 signals or 8 uncoupling tracks. Each output gives a current supply of 1,2 A. This surely is enough for a combination of two switches or one switch and a signal. The outputs are protected against short-circuits. A short-circuit or an overload is detected within some milliseconds and the S4 turns off the output at once. After a short time the decoder recovers automatically.

The Advantages of the S4:

- operates 4 switches or 4 signals or 8 uncoupling tracks
- 1,2 A current output
- can take the energy from a separate transformer to be able to give long and powerful pulses
- simple programming
- output protected against short-circuits



86250

The receiver S4 is compatible:

- operates on any layout following the NMRA rules

86260 The relays-module R2

The relays-module R2 is the receiver suitable for signals without own motor, loops, block-systems and any other device fed by permanent power supply. The two relays inside the R2 have two independent switch-overs. Each contact is capable to switch a constant power of 2 A.

The R2 can be operated either by the Digital System or automatically by the train via track-contact or reed-contact etc.. Therefore the R2 is really useful for any purpose requesting an automatic operation as f. i. loops or block-systems.

The relays inside the R2 use only very few energy



86260

...ing unnecessary an additional external power supply; the R2 is simply powered by the Digital System.

The advantages of the relays-module R2

- it has two relays with two switch-over each
- each contact is capable to switch a 2 A current
- it can be automatically operated by the train
- it is very simple to program

The relays-module R2 is compatible:

- it is suitable to any NMRA DCC controlled layout
- it runs on any Märklin digital layout (old and new Motorola-format)
- it runs on any DC layout controlled by external inputs

7098 Transformer

The Arnold Transformer is conceived to fit the necessities of all Arnold Digital devices. Its power output of 50 VA at 16 V AC fits exactly the power consumption of the Central Control, the Booster and the Commander 9. This Transformer is very low in price.



7098

It is also suitable as transformer for any illumination or to feed any accessories.

The advantages of the Transformer 7098:

- power output 50 VA / 16 V AC
- very low in price
- feeds illumination and accessories too

The Transformer is compatible:

- he can feed all Lenz Digital plus devices
- he can feed all Märklin Digital devices



86500
86501

86501 The Commander 9

Who doesn't want to play with many trains: the superfast and comfortable IC, the heavy freight train and the shunting loco at the same time? Furthermore the wiring has to be very simple. And why should a starting set not be able to operate switches? We offer to you the powerful, comfortable and easy-to-handle solution: The Arnold Commander 9! This multitrain command is very low-priced. Your dealer will be pleased to demonstrate the facilities and capacities of this system to you!

A Digital System for beginners and little layouts - but great in performance

To control your layout you only need the Commander 9 and the powerful transformer 7098. The transformer feeds the Commander 9 with the necessary energy. The Commander 9 generates the information that control locos and switches. The amplifier inside the Commander 9 adds the energy to the information. Only two wires lead from the Commander 9 to the layout. Through them all locomotives are controlled and the information to the receivers for the switches are transported. The energy to operate the switches can be taken from a separate transformer.

One of the targets, developing the Commander 9, was the easy to understand handling of the complete system: the Commander 9 controls the speed of the locos just by a knob. There are two buttons to select the running direction.

The two additional functions are controlled by a separate button each. The emergency-stop-button

is placed next to the control-knob, so it is easy to push - if necessary.

Controlling 9 locomotives

Nine locomotives can be controlled by the Commander 9, named with the addresses 1 through 9. By the very sensitive 27 speed-step knob you get realistic driving qualities specially for shunting locos. When you call a loco, the knob is always in the correct position. No shaking or jumping in speed can occur. The address, the sense of driving and the speed are indicated by the three digit LED-Display of the Commander 9. The Commander 9 can also control a non-digital locomotive.

Additional functions

You control the constant headlights: you can switch them on and off by the button F0 individually for each loco. The display tells you the state of this function. The button F1 controls a second additional function e.g. the illumination of the cab, the whistle or any other electric accessory of the loco.

...and the driving qualities

A starting set and no cuts on the driving qualities, is this possible? Yes, this is possible! All locomotives have an acceleration and deceleration delay. The regulation controls the constant speed even on slopes. All Arnold loco decoders run on any conventional DC layout. All Arnold loco decoders run on any Märklin Digital layout (Motorola or Digital=). If you grow up to the big Arnold Digital System then you can use all 119 addresses to program the decoders and you can also program the other features of the decoders that are acceleration and deceleration delay, minimum and maximum speed.

We Tell You What's Happening

The Commander 9 is the only Digital Start-set including an illuminated three digit LED-display that tells you the address the speed and the running direction of the locomotive. If you operate a switch the display tells you its number and the command you gave to the switch.

Programming 9 locos

The Commander 9 can control 9 locomotives. To be

recognized a loco has an individual address, a name. The Commander 9 uses the addresses 1 through 9 to call the locos. This number is memorized by the decoder as long as you don't change it. Each new decoder has the number 3 as factory default. By the programming feature of the Commander 9 you can change the loco's address as often as you like. And it is very simple: put this loco on the track, push C1 and turn the knob to the address you want to use for this loco, then press ok button twice. That's all. This new address is stored by the decoder until you change it once again.

Operate 8 switches

The Commander 9 is the sole Digital starting set that operates switches. You can operate 8 switches. You need two S4 decoders to receive the commands for the switches (you can also use two decoders k87). The wires of the switch motor are directly connected to the outputs of the S4. You select the switch you wish to operate by the knob. The number of the switch appears in the display. When the desired number is shown you press ok and then you can operate this switch. The display shows the command you gave to the switch.

The Advantages of the Commander 9

- compact device including central unit, loco-control, keyboard and amplifier
- controls 9 locomotives
- sensitive controlling by 27 steps
- knob to control the loco's speed
- controls even a loco without decoder
- separate buttons for forward and backward direction
- operates 8 switches
- programming device for loco address
- 3-digit-LED-display
- amplifier with a maximum output of 2,5 A
- can be used to feed the track sections at signals to stop the trains smoothly

...and if I want to grow up to the big Arnold Digital System?

If your layout has grown up so far that 9 locos and 8 switches aren't enough, then you didn't do any

investment that you can't use further on! Every device has a function in the big Arnold Digital System: the locomotives are fully compatible and run without any restriction. In addition to the Commander 9 you can now program all features of the decoder: starting voltage, acceleration and deceleration delay, maximum speed and different speed-ramps. The receivers for the switches can now take the addresses up to 256. And the Commander 9 itself is a useful device in the big system too. He feeds the track section in front of a signal that shows the red light. The information it sends tells all the locos - independently from the address - to stop with the programmed deceleration delay. The headlights and any illumination keep in action! You see, the starting set is intelligent and well done. Your investment is saved - even if your layout grows up. But this is not the end - the Commander 9 is prepared to be updated! As you know from the computer field the Commander 9 is prepared, by simply changing the software, to be adapted to add new features or to integrate new developments of the digital standards. So you don't have to buy a new device.

The Commander 9 is compatible

You already have an Arnold Digital loco? No problem. All digital locomotives that ever have been produced by Arnold can be controlled by the new Commander 9 most of them better than before. The 27 speed-steps raise the running qualities of the locos - even of many already digital locos - especially in the lower speed steps. The Commander 9 is compatible with conventional locomotives: it can control one locomotive without decoder. The Commander 9 is compatible with other systems following the NM-RA rules: Lenz digital plus, Roco, LGB, digitrax, Märklin Digital= and others.



S99600
Cable Drums



S99601
Large Wooden Crates



S99602
Small Wooden Crates



S99607
Beer Barrels



S99603
Wood Strips



S99604
Brick Load



S99605
Large Wooden Barrels



S99606
Small Wooden Barrels



S99608
Oil Drums



S99609
Small Metal Barrels



S99610
Crates of Bottles

Scenic accessoires have been developed to add realism and additional detail to railway layouts.



S99632 British Rail Bedford TK
Artic Flatbed with Cable Drum.



S99633 British Rail Bedford TK
Artic Flatbed with Crates.



S99604 British Rail Bedford TK
Artic Dropside with Canopy.



S99630
British Rail Bedford OB Coach.



S99631
British Rail AEC Regal Coach.

These die cast vehicles are reproduced in exact 00 Gauge and feature authentic British Rail liveries from the 1960s and 1970s. As such they perfectly complement the Lima range of diesel, wagons and coaching stock. Look out for future vehicle releases of modern era railway liveries.

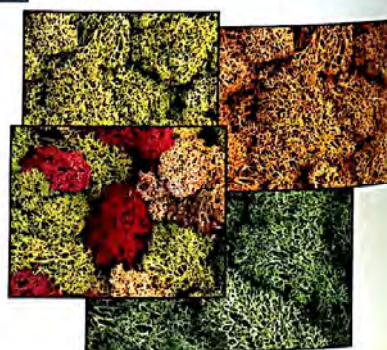


S0081 Lichen light green

S0082 Lichen green

S0083 Lichen gold

S0084 Lichen asstd. colours



Scenic accessoires have been developed to add realism and additional detail to railway layouts.



S0261
2 large pine trees.



S0304
Box 2 large green trees.



S0621
4 light green pine trees.



S0615
4 dark green pine trees.



S1121
4 polar type trees.



S1151
4 fir type trees.



S1170
4 fruit type trees.



S1709
3 leaf trees 16 cm.



S1738
2 leaf trees 10 cm.



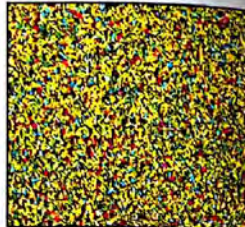
S1723
3 silver birch 10 cm.



S1739
3 leaf trees 7 cm.



S3316
Ballast grey scatter.



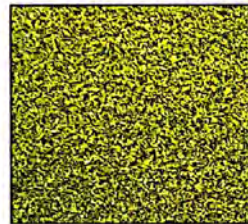
S3317
Light green meadow scatter.



S3318
Green meadow scatter.



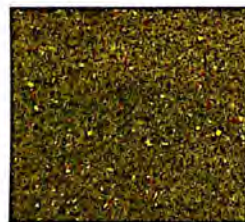
S3319
Coal.



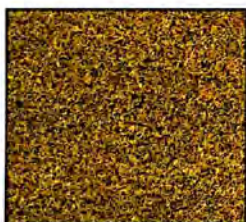
S3312
PKT Light green scatter.



S3326
Cork sheet
36 x 24 x 1/32.



S50112
4 colour mat
75 x 100 cm



S50109
Autumn green mat
75 x 100 cm



S3327
Cork sheet
36 x 24 x 1/16.



S3328
Cork sheet
36 x 24 x 1/8.



S50102
Ballast grey mat
75 x 100 cm



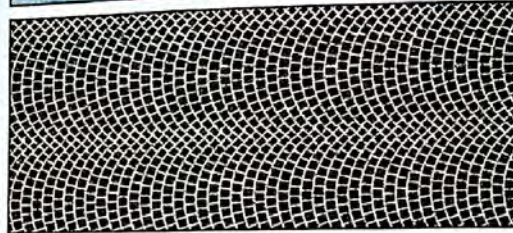
S3334
Scatter mat dark green
2 x 4



S50111
Dark green mat
75 x 100 cm



S50116
4 colour mat
75 x 100 cm



S6574
Insta-road roman cobbles 1 x.6m



S6561
Insta-road asphalt 1 x.8m



S6563
Insta-road grey cobbles 1 x.8m



S6576
Insta-road grey block 1 x.6m



S3332
S3333
S3335
Cork boulders
Scatter mat light green 2 x 4
Scatter mat meadow 2 x 4



S3329
S3326
S3327
S3328
Cork rockface with lichen
Cork sheet 36 x 24 x 1/32
Cork sheet 36 x 24 x 1/16
Cork sheet 36 x 24 x 1/8