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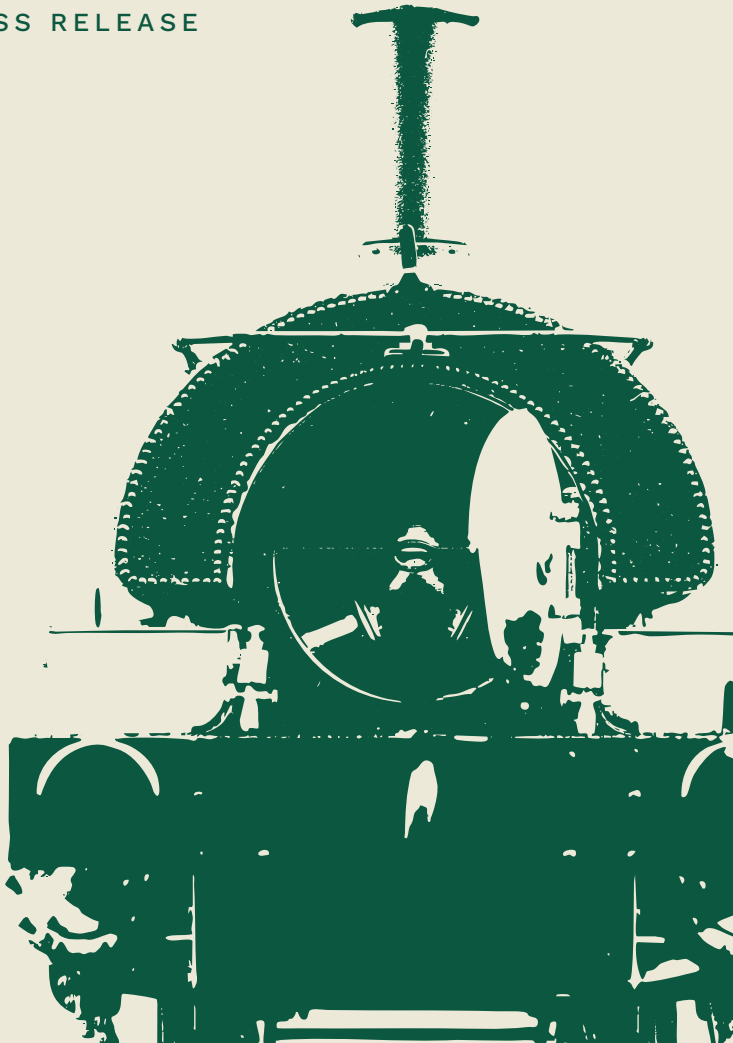


*Ellis Clark Trains/Clark Railworks*

# L&Y Class 21 Pug

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EMBARGOED PRESS RELEASE



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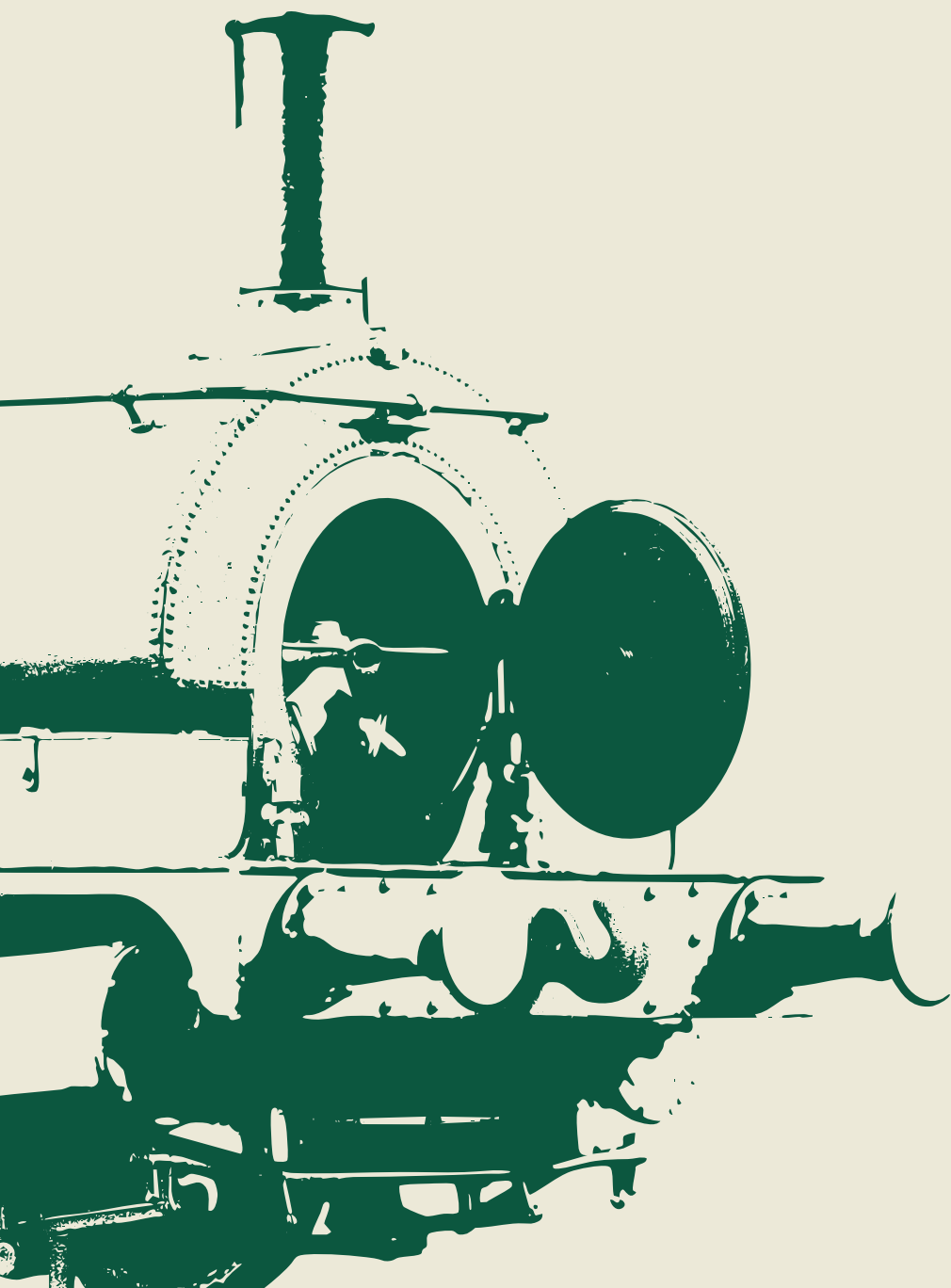
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# Here Come the Littles!

*Ellis Clark Trains/Clark Railworks L&Y Class 21 Pug*

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Doing small things in a big way is our bread and butter. We've been teasing the prospect of a new O Gauge engine for some time, and we're delighted to announce the next addition to our fleet: the Lancashire and Yorkshire Class 21 'Pug'. But when we set to work, we fell so head over heels for these pint-sized characters that we just couldn't resist cranking up the shrink ray and giving them a OO Gauge little sister.



# Small Talk: a Little Bit of History

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The Lancashire and Yorkshire Railway had some rather twisted outposts – twisted as in tightly curved, that is! The sprawling docks at Liverpool, Fleetwood and Goole all had extensive and sinuous railway systems, as did many shunting yards in the Manchester area. These demanded compact, short-wheelbase engines and until the later years of the nineteenth century employed a rag-tag selection of decrepit examples that were no longer fit for purpose. When John Aspinall became the L&Y's Chief Mechanical Engineer in 1886, he soon set about modernising – and standardising – the company's shunting fleet.

Aspinall's first in-house 0-4-0 emerged from Horwich Works in 1891, with a further 11 entering service that decade. A total of 57 L&Y 'Pugs' were scuttling about their business by the time construction ended in 1910. Initially known as '1153 Class' (the number of the first engine), they were redesignated Class 21 in 1920.

All L&Y Pugs were inherited by the LMS in 1923, and it was during the Grouping period that they started to wander, slogging their little hearts out at factories and power stations from Somerset to Scotland. Pugs were resilient, and a lack of dinky diesel shunters meant that many worked into the 1960s.

Two L&Y Pugs survive today in preservation – one at the East Lancs Railway and the other just over the hills at Yorkshire's Keighley & Worth Valley Railway.





# Small differences: a Sprinkling of Variety

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Although all L&Y Pugs were built to the same design, cosmetic differences crept into the fleet throughout their production, often related to where specific engines worked. Some Pugs had bells connected to their inside motion, for docks and yards where engines shared the road with motor vehicles. Engines working in the Liverpool area had smoke deflectors fitted over their chimneys for when they worked into warehouses (now there's a cool modelling idea...) or beneath the Liverpool Overhead Railway. And those that worked in Ormskirk's munition factory during WW1 – where a stray spark could be somewhat 'problematic' – sported substantial haystack spark arrestors, giving them a definite 'yankee' vibe!

Pugs built in the 1890s had circular sprung buffers, but later examples had 'dumb' buffers made from wood and rubber, which were a better match for the often-ancient wagons found in docks and yards. Earlier engines were subsequently 'dumbed down' as standard in this way.

L&Y Pugs didn't have bunkers – so the coal upon which they feasted had to be carried in the cab.



# Are You Calling Me a Pug?! But Wait...

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The word 'Pug' has been applied to many small locomotives from the early days of railways and could be dismissed as an endearing or even slightly derogatory term. But before all you big engines look down your noses at the Little Guy, let's consider the origins of the word.

*"One thing I've learned about Pugs: they are a most hearty folk."*

'Pug' comes from 'pugilist' – the old-fashioned term for a boxer. Because of their short wheelbases, 0-4-0 engines have a tendency to weave from side to side on the track with alternating piston thrusts – just like a boxer in the ring. Pugs certainly proved their mettle, both through longevity and an ability to punch above their weight when shunting. So they can hold their little chimneys high in the knowledge that there's more to a name than meets the eye.

\*OK, so Tolkien's Aragorn was *actually* referring to Hobbits. But we're so confident that our pint-sized heroes will surprise and delight you that we decided to get creative with literary history!



# Every Little Thing We Do...

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So let's get into the nuts and bolts of what's going into our Pugs and take a look at the all-important specs. You'll be pleased to know that our 'Littles' have been pumping some serious iron, with both O and OO Gauge models featuring mostly die-cast construction. This lends them both an authentic presence as well as useful weightiness to assist with smooth running. Cabs and backheads will be sublimely rendered, with intricate detail, and the O Gauge version will also feature full inside working motion.

Pug power comes from state-of-the-art coreless mechanisms married to top-quality gearboxes to ensure all engines creep smoothly about their duties. And we've not forgotten finer-gauge modellers, as EM/P4 enthusiasts will find adequate space in the chassis design of OO Gauge Pugs to 'broaden things out' as required.

Digital aficionados will also find plenty to smile about, with a medley of top-quality components designed to bring these little scrappers to life. DCC sound-fitted variants feature on-board stay-alives, a bespoke soundfile recorded by our in-house specialist and pre-fitted speakers. There's controllable firebox lighting on both models, and larger-scale Pugs expand on this further to incorporate an atmospheric ashpan glow.

# O Gauge Pug Specification

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## ALL MODELS

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- Opening smokebox door with full interior detail
- Full inside working motion
- Highly detailed backhead and cab
- Mostly die-cast construction
- Tank and cab variations
- Removable cab roof
- Removable slide bar covers
- Coreless high power motor with superior quality gearbox
- Firebox and ashpan glow
- Sprung buffers where appropriate
- Full detailing pack
- Plux22 socket in 'DCC Ready' models
- All Pug eras depicted
- Etched plates and separately fitted finely etched detail

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## DCC SOUND FITTED MODELS

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- Two high-quality speakers fitted inside the tank
- DCC controlled firebox & ashpan lighting
- Stay-alive on board

# OO Gauge Pug Specification

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## ALL MODELS

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- Sprung buffers where appropriate
- Mostly die-cast construction
- Semi-open die-cast chassis
- Tank and cab variations
- Highly detailed backhead and cab
- Removable NEM coupling and pocket
- Space for EM/P4 Conversion
- Firebox glow
- Full detailing pack
- Etched plates and separately fitted finely etched detail
- Plux12 socket in 'DCC Ready' models
- Coreless motor with superior quality gearbox

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## DCC SOUND FITTED MODELS

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- High quality speaker
- Stay-alive on board
- DCC controlled firebox lighting with sound and movement

# Our Pug Lineup

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We've selected a varied lineup of 11 Pugs (duplicated across both scales) to spearhead our latest adventure:

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## NO. 155 | L&Y

This Pug was allocated to Goole shed when built and worked from Yorkshire until December 1947. It later migrated to Crew, Bangor and Bristol before withdrawal from BR in 1960.

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## NO. 51218 | BR

The L&Y's no. 68 entered service in 1901 and survived into nationalisation, when BR renumbered it to 51218. Having wandered to Neath towards the end of its career, the engine was preserved in 1968, when it was renumbered back to...

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## NO. 68 | PRESERVATION

The Keighley & Worth Valley Railway's first engine enjoyed a moment in the spotlight when it took part in Shildon's 1975 cavalcade celebrating 150 years of railways. It is currently on display at Oxenhope awaiting overhaul and a return to regular service.

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## 'WESTON' | ICI

Built in December 1901, the former no. 11224 passed from LMS into private ownership in 1934, when ICI bought it for their West Bank power station in Widnes. Complete with chopped-down chimney and a fetching Persian blue livery, this Pug fed the furnaces there until 1949, when it was withdrawn.

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# Our Pug Lineup

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## NO. 51229 | BR

The L&Y's no 813 first took to the rails in 1905 and was renumbered 11229 by the LMS. BR bestowed the engine with its final identity, and it spent much of the 1950s working from Bank Hall shed (on the Liverpool–Ormskirk line). Our model depicts the engine in its twilight year of 1960, towards the end of which it resided at Agecroft (Manchester).

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## NO. 51234 | BR

Introduced by the L&Y in 1906 as no. 832, this engine served British Railways until 1957. It operated from both Newton Heath (East Manchester) and Bank Hall (Liverpool) sheds while wearing the BR identity depicted here

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## 'BASSETT' | INDUSTRIAL

Originally no. 19 when fresh from Horwich, this engine was an early escapee to private ownership. It was withdrawn from the LMS in 1931 and initially worked for construction company John Mowlem & Co (who named it 'Bassett') on a project to extend Southampton docks. But in 1935 it was on the move again and became...

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## 'PRINCE' | INDUSTRIAL

The erstwhile 'Bassett' made tracks to George Cohen & Sons (scrap merchants) and shortly after to the Big Smoke, where it was put to work by United Glass Bottle Manufacturers (South London) who bestowed upon it a slightly grander name. This loco is one of the lucky survivors and when initially preserved reassumed its original identity of..

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## NO. 19 | PRESERVATION

When preserved at the Ribble Steam Railway in Preston, the engine wore plain black L&Y livery, as depicted by our model.

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# Our Pug Lineup

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## NO. 11247 | LMS

One of the last L&YR Pugs to enter service (as no. 64 in Jun 1910), our model depicts the engine when in LMS costume during 1926. It was withdrawn five years later.

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## NO. 51241 | BR

The L&Y's no. 12 entered service in 1910 and survived for just shy of 52 years. Apart from a few months at Agecroft shed, It spent its entire BR career on the opposite side of the Pennines to many of its classmates and was one of Goole's resident shunters until withdrawal in 1962.

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# Pugs Away! When, Why, and How Much?

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By now we've hopefully whetted your appetite, and you'll be eager to know when you can get acquainted with our latest little wonder. The good news is that our Pugs are at an advanced stage of development. O Gauge Pugs will be leading the charge, and we hope to deliver the first of these during Summer 2026. Their little sisters will follow a few months later, in late 2026/early 2027.

Our Pugs will come in two electrical flavours: Analogue/DCC Ready and DCC Sound Fitted. The former will retail at £325 for O Gauge models and £150 for their OO Gauge siblings – representing excellent value for their specification. We're still finalising prices for the sound-fitted engines and will confirm these in the near future. All our Pugs are available to pre-order now at either [ellisclarktrains.co.uk](http://ellisclarktrains.co.uk) (O Gauge) or [clarkrailworks.com](http://clarkrailworks.com) (OO Gauge), with no upfront payment required.

The great thing about little engines is that they're as much at home shuffling around in the tightest corners of an industrial scene as they are at front and centre of the smallest of micro-layouts. And as you can probably tell, the great thing about our little engines is that though they're small of stature, they're packed to the dome with fantastic features, superb build quality and that one thing that's impossible to measure: the love and dedication we pour into every project, ensuring something really rather special every time.

We'll have regular updates over the next few months as the project gathers pace. Needless to say, we're incredibly excited about what promises to be one of our most popular models and fully expect our initial production runs to quickly sell out. So join us in our appreciation of life's 'little' pleasures, and show some Pug Love by pre-ordering yours today!

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## PRICING:

OO Gauge DCC Ready - £150  
O Gauge DCC Ready - £325

*DCC sound fitted prices TBC*

## RELEASE DATE:

O Gauge - Summer 2026  
OO Gauge - Late 2026 / early 2027

*Release dates are subject to change*

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# O Gauge SKU Chart

*\*For sound variants, add 'S' to the end of the SKU.*

SKU	RUNNING NO.	LIVERY	YEAR
E1040	155	L&Y LINED BLACK	1918
E1041	11247	LMS BLACK	1926
E1042	EX 11224 "WESTON"	ICI OLD WORLD BLUE	1946
E1043	BASSETT	BOTTLE GREEN	1932
E1044	EX 11243 "PRINCE"	WINE RED	1961
E1045	51234	BR BLACK EARLY	1957
E1046	51241	BR PLAIN BLACK	1959
E1047	51229	BR BLACK LATE	1960
E1048	19	L&Y PLAIN BLACK	PRESERVED 2022
E1049	68	L&Y LINED BLACK	PRESERVED 2012
E1050	51218	BR BLACK LATE	PRESERVED 2022

# OO Gauge SKU Chart

*\*For sound variants, add 'S' to the end of the SKU.*

SKU	RUNNING NO.	LIVERY	YEAR
C1020	155	L&Y LINED BLACK	1918
C1021	11247	LMS BLACK	1926
C1022	EX 11224 "WESTON"	ICI OLD WORLD BLUE	1946
C1023	BASSETT	BOTTLE GREEN	1932
C1024	EX 11243 "PRINCE"	WINE RED	1961
C1025	51234	BR BLACK EARLY	1957
C1026	51241	BR PLAIN BLACK	1959
C1027	51229	BR BLACK LATE	1960
C1028	19	L&Y PLAIN BLACK	PRESERVED 2022
C1029	68	L&Y LINED BLACK	PRESERVED 2012
C1030	51218	BR BLACK LATE	PRESERVED 2022