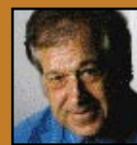


REVIEWS

If it's a kit we build it - if it isn't we take it apart!

THIS MONTH'S REVIEWERS:



CHRIS LEIGH
The first model he remembers reviewing was a GEM Festiniog 0-4-0ST *Prince*, back in 1965.



BEN JONES
Murphy models 'Small GMS' and various diesel prototypes have kept him busy recently.



GEORGE DENT
Our technical expert and artist specialises in all manner of scenic items, tools and materials as well as rolling stock.



DAVE LOWERY
The wise old sage of 'O' gauge, we wouldn't review an 'O' gauge model without a test run at Lowery Towers!

NEW THIS MONTH

Aristocraft 'G' scale

A50801 Intermodal bogie twin wagons with DHL 40ft containers, A50802 Intermodal bogie twin with 'ECS' 40ft containers, A50803 Intermodal bogie twin with 'WH Malcolm' 40ft containers, rrp £160.00 each

Bachmann '00'

31-185 LMS crimson 'Jubilee' 4-6-0 No. 5563 *Australia* with Fowler 3,500gal tender, rrp £94.95
MM0141/165/181/188 CIE black 141/181 Class Bo-Bo diesels 141/165/181/188
Price
rrp £80.00 each
Period
1962-70
Availability
See www.murphy-models.com for UK and Rol stockists



Graham Farish 'N'

371-451 BR green Class 37 diesel D6707 (split headcode), 371-452 BR blue 37238 (centre headcode), 371-453 BR green D6826 with small yellow warning panel, rrp £78.30 each
371-381 DRS/WH Malcolm blue Class 66 diesel 66405, rrp £81.45

Hornby '00'

R2607 BR late crest green rebuilt 'Battle of Britain' 4-6-2 No. 34088 *213 Squadron*, rrp £108.00
R2636/2636X BR early crest lined black Stanier 4P 2-6-4T No. 42468, R2637/2637X weathered BR late crest lined black Stanier 2-6-4T No. 42437, rrp £75.00 each (£90.00 DCC Fitted)
R2664 LMS red 'Royal Scot' 4-6-0 No. 6100 *Royal Scot*, £79.50 (see page 16)

Murphy's 'black and tan' brigade

'00' GAUGE

★★★★★

Models
MM0141/165/181/188 CIE black 141/181 Class Bo-Bo diesels 141/165/181/188

Price
rrp £80.00 each

Period
1962-70

Availability
See www.murphy-models.com for UK and Rol stockists

The second tranche of Irish 141/181 Class diesels from Bachmann/Murphy Models takes us back to the 1960s and the 'black and tan' livery carried by the two classes from new. It's also our first chance to see examples of the earlier 141 Class version of the model alongside its younger and more powerful sister. Yet again, Bachmann has done a splendid job in recreating this long-lost colour scheme. The black livery with brown solebars and white trim has been crisply and accurately printed down to the CIÉ 'broken wheel' logos on the engine room doors. Just visible on the No. 2 end cab is the neatly printed General Motors EMD builders' plate. Also worth noting are the cabside windows with their aluminium frames neatly printed in silver.

Murphy's Models has commissioned four locomotives in this livery, 141 Class Nos. 141 and 165 plus 181 and 188 from the later 181 Class. All four feature neatly moulded plastic tablet catching equipment on all four cabsides and original pattern head/tail lights.



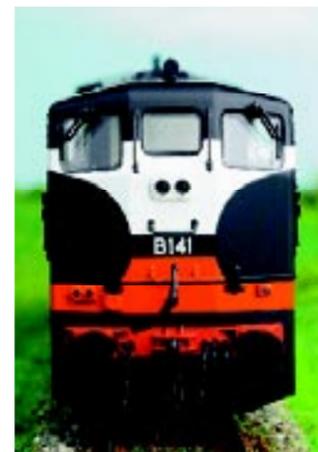
When running in multiple, Roco close couplers can be used to bring the locomotives really close together.

Looking at the two '141s' first, of detail differences are evident when compared with the IÉ '181s' reviewed last issue and those in CIÉ livery. Separate wire handrails form steps to access the locomotive roof on 141/165, whereas 181/188 correctly have a ladder. The other major difference is the absence of ventilation louvres below the headlight on a 141 Class. All these minor detail differences, which could so easily have been overlooked, have been captured by Bachmann to the credit of all concerned.

Otherwise, the specification is as described in MR114. Models have a central motor driving all four axles, 21-pin DCC decoder socket and switchable lights for single or multiple working. Performance is impressive for a small locomotive, with the models being able to tackle anything handled by the prototype.

A bag of extra detailing parts is provided and contains horns, bufferbeam pipes, fill-in pieces for the front apron and screw link couplings. The extra parts are easy to fit and help complete the authentic 'face' of the model, but aren't practical for all layouts.

When running in multiple, as these locomotives often did on expresses in their early years, I'd recommend fitting Hornby/Roco close couplers to reduce the gap between the buffers. This might not



Accurate and exquisitely detailed - the rugged 'face' of the 141.

be suitable for layouts with tight curves, but the sprung buffers help and the overall visual effect is much improved.

There isn't yet really any suitable 1960s Irish rolling stock to match these locomotives, but that will change when Murphy Models releases its CIÉ Cravens coaches (see last issue).

In the meantime, get these models while you can as production is limited to 500 pieces each. Highly Recommended.

■ DCC Supplies is now offering a sound decoder, loaded with authentic sounds recorded from the prototype, for the Bachmann/Murphy Models 141/181 Class. Model Rail will review the installation and operation of this equipment shortly.

VERDICT

⬆️ Decoration, attention to detail, variations

⬇️ Nothing of note

⬆️ Summary: Like U2 - a quality Irish quartet!



BR 21t Hopper - now in 'O'

'O' GAUGE

★★★★★

Models
Parkside Dundas PS104 BR 21t Coal hopper (dia.1/146) plastic kit, 7mm:1ft scale 'O'

Price
£26.25

Period
1952 to mid-1980s

Availability
From model shops or direct from Parkside Dundas, Millie Street, Kirkcaldy, Fife KY1 2NL. Telephone 01592 640896, web: www.parkside Dundas.co.uk

VERDICT

⬆️ Accurate model, all except paint is provided

⬇️ A little filler needed for a neat job on the hopper

⬆️ Summary: A ubiquitous prototype from the BR steam and early diesel era and an enjoyable project

Nearly 17,000 wagons were built to this design between 1952 and 1958 at BR's Shildon Works and numerous other outside contractors. Various detail differences could be found over the various batches, but this new 7mm scale plastic kit from Parkside Dundas represents a Diagram 1/146 wagon with welded bodywork and featuring the short central stanchion modification.

This release is an enlargement of the '00' gauge kit released in 2006 (see review in MR96) and is equally impressive. A welcome addition to Parkside's 'O' gauge range, the prototypes were to be seen all over the BR system on power station, industrial or export coal traffic, as well as domestic flows, particularly in the North East. Lasting into the 1980s, many were modified with roller bearing axleboxes and the kit provides a choice of either these or traditional oil-lubricated boxes.

As I mentioned in my review of the smaller version, the complex hopper shape is a little more challenging to construct than the usual 'box' wagon and it's important to get everything as square as possible. This is because the chassis is seated

onto the hopper and any discrepancies will be translated to the wheels and axles and this poses a risk of unreliable running. However, the axles are designed to be fitted with compensation (unsprung) and this may help to disguise a little unevenness.

Components fit together well, but a little filler was needed to make a tidy job of the hopper joints. Wheels, bearings, three-link couplings and sprung buffers are all supplied, as are relevant waterslide transfers for pre- and post-1964 liveries, plus later TOPS markings.

Adding sufficient weight is tricky, especially if the wagon is to run empty, but there is room for some 'liquid' lead shot to be poured into the nooks and crannies under the chassis. Full brake equipment is included and brass wire compliments the plastic components for rigging and handrails.

The kit builds into a sturdy but finely detailed model and the illustrated instructions are concise and easy to follow. An enjoyable project that wiled away a few merry hours and the finished article certainly has the look of the real thing. (GD)