

# REVIEWS

## 'ED' and shoulders above the competition

British 'N' gauge modelling is definitely on the up. After several years in the doldrums, new and upgraded models are appearing every month. One of the most eagerly awaited is this Class 73/1 electro-diesel (ED) from Dapol.

Apart from the Class 170 DMU (reviewed in MR75), we've had no 'all-new' D&E era models from Graham Farish for many years, so the 'ED' is a very welcome addition. It's a good choice by Dapol as the locomotives have been in service for almost 40 years and have carried a huge variety of liveries. The first releases are 73128 in EW&S red as it ran from 1998 and 73109 Battle of Britain 50th Anniversary in its current South West Trains colour scheme.



Before going on to look at each model, it's worth saying that the mouldings for the model are a miniature marvel. The 'box on wheels' character of the prototype has been well captured. Bogie and underframe mouldings are full of detail, as is the body with its plethora of grilles and panels. Much of the detail is reminiscent of the Lima 'OO' gauge model, which was one of the best models in that company's range.

The model looks very accurate when compared to drawings and photographs and it certainly looks the part trundling around with a short train. Two areas that could be improved are the roofline above the windcreens and the headlights. On the prototype the roof line forms a gentle arc, but on the model it is dead straight. It doesn't change the character of the locomotive, but it is noticeable. The oversize headlight is more understandable, as Dapol has had to squeeze a tiny LED in at each end to provide working lights. Tiny as it is, it still looks big on such a small model. However, on the move, the light is bright enough to distract the eye from what surrounds it.

The SR 27-way jumper cables on each end are excellent. Rather than settling for moulded detail, Dapol has fitted separate sockets and thin plastic tube to represent the cables - definitely a benchmark for future 2mm scale models.

Livery application is very good on both models, although my favourite is SWT 73109. The colours are very close to the original and the printing is exceptional. Even small details such as the numbers,

nameplates and SWT logos are crisp and legible. Handrails, door handles and kickplates are picked out in silver.

As a final touch, steam-style shedplates have been printed on each end. However, these display the code 73B, which is unlikely to be correct as Bricklayers Arms shed has been closed since the early 1960s! This locomotive has carried shedplates while in SWT livery, but none were fitted in Summer 2004. It would be interesting to find out what they should read and how long the 'plates were carried.

EWS 73128 also carries shedplates, in this case for 73A - Stewarts Lane in south



Paint finish and detail is excellent on both models. Even small logos have been printed very crisply.

London. The red and yell solidly applied with no fuzzy edges between colours or smudging. The reflective strip along the bottom of the bodyside is a brighter shade of yellow than the EWS gold and the orange warning stripe is visible on the prototype, the locomotive numbers are spaced out on one side and squeezed between a grille and a window on the other. For me, the former is a bit too spaced out, while the other looks even more squashed than the original. Currently, 73128 has later EWS-style Helvetica numbers on the latter side, although this is a relatively recent alteration. Finally, I thought the EW&S lettering on each side looked marginally too spaced out.

Moving on to the electrics and mechanism, the directional working lights are a real bonus and should really be standard on all diesel and electric models. The white LEDs

are very bright and very effective. The SR route indicator blinds also light up, so there's potential for fitting tiny paper headcodes.

Our review samples were a little noisy at first, but not as grating as many older 2mm models from other manufacturers. Operation is very smooth in both directions, even over uneven track. The large metal weight gives plenty of traction, although we didn't have enough 'N' gauge stock to test its full potential!

This excellent model is a real wake-up call for Graham Farish, which is still relying on elderly models for much of its range. With realistic working lights, fine mouldings and good attention to detail it leaves older 'N' models in the dark ages. It will be interesting to see how the long-promised Farish Class 60 and 66 compare to this very impressive D&E debut from Dapol.

### SPECIFICATION

#### DAPOL CLASS 73



#### Overview

Manufacturer	Dapol
Scale/gauge	2mm:1ft scale 'N' (1:148)
Catalogue nos.	ND-005/006
Locomotive Nos.	73128 (EWS)/73109 (SWT)
Body	Plastic
Chassis	metal
Weight	39g
Recommended price	£74.95 each
Expect to pay	£62-£75

#### Electrics

Electrical system	12V DC
Motor type	Centrally mounted 'macro motor'
Lights	directional white LEDs
DCC ready	No

#### Mechanism

Drive system	Cardan shafts and gears to four axles
Flywheel(s)	Two
Traction tyres	No

#### Servicing

How to dismantle	Unclip body on each side
Where to oil	oil spindles either side of motor

#### Dimensions

	Prototype	Scale	Model
Length over buffers	53ft 8in	110mm	109.5mm
Height	12ft 5in	25.6mm	25.8mm
Bodywidth	8ft 2in	16.8mm	16.8mm
Wheel diameter	3ft 4in	6.3mm	6.5mm
Wheel back-to-backs	-	-	7mm

**FOR:** Great model of popular and versatile locomotive, lights, paint finish and detail  
**AGAINST:** Minor detail errors, oversize headlight



## Bachmann's 'Jinty' showstopper

Once, it was the basic 0-6-0T of the Tri-ang range, now, after years of absence, the LMS 'Jinty' makes a welcome return. **CHRIS LEIGH** casts an eye over Bachmann's latest offering.

Leaving aside the debate over whether anyone other than enthusiasts ever called them 'Jinties', the LMS 0-6-0Ts have long been a popular prototype for station pilots and shunters. On that basis, it's surprising that it has taken so long for a manufacturer to introduce a ready-to-run replacement for Tri-ang's 1950s model. Now it's Bachmann's turn to do its stuff with the chunky little '3F' tank.

The LMS built more than 400 examples to this 1924 development of a Midland Johnson design. They were used as station pilots, yard shunters and

1944 to work in Belfast Docks.

It's a pretty little model, bristling with fine detail and looking very delicate and petite compared to the hefty old Tri-ang offering. It runs really well, too, straight from the box.

#### The body

The neatly detailed body is a mixture of plastic mouldings and Bachmann's usual cast metal running plate to give greater weight. It captures the distinctive Midland character very well and includes rivet detail on the running plate and very fine blackened wire handrails on boiler and cab sides. The blackened metal safety valves have just a hint of 'brassiness' about them, so that they look realistically weathered. Whistle, tank vents and the vacuum ejector on the smokebox side, are all separately applied mouldings.

There's more blackened wire on the right hand tank top, the tank fronts and smokebox front, the latter being topped with a very fine lamp iron. Sprung, blackened metal buffers are fitted and this example carries front and rear vacuum pipes (not all were vacuum-braked). Assembly is mainly carried out with small self-tapping screws, so those who wanted to remove the tanks and cab for access to the interior could do so quite easily.

The two-piece chimney is a little disappointing and lacks the prominent top lip but there's little else to quibble over in the details.

The cab front is glazed and there is cab interior detail including the backhead and a separate reversing lever. Inside the front boiler section is a

cast metal weight with just about enough room above it to take a small DCC decoder.

#### Chassis

Standard couplers are mounted to the chassis in flexible NEM pockets. These must be removed to

access the screws which hold the body on. We managed to break one during this process.

The chassis is a mixture of metal and plastic components. A small can motor mounted above the centre axle drives the rear axle by means of a brass worm and exposed nylon gear train. This is factory lubricated but not enclosed. A suppression board is mounted behind the motor but, although there's space for a decoder, there is no NMRA socket.

Brake blocks and brake rigging are well represented as are the wheels with their blackened metal coupling rods. Pick-up is through all six wheels, the centre wheelset being sprung to improve running and allow the model to negotiate curves.

#### Performance

Our sample was quite comfortable at the head of a five coach train with no trace of slipping. So I tried a couple more. And then two more. With the 'Jinty' circling the 'TTF' with nine coaches on, I decided that it had proved itself. At least one more would be possible on a layout with easier curves.

The 'Jinty' proved smooth and positive throughout and is well up to Bachmann's current performance standards, if not ahead of some of the recent steam offerings.

#### Conclusion

I look forward to seeing the standard UK examples, particularly with regard to detail variations such as bunker coal rails. This is a crackin' little model which cries out for a crew and weathering to represent the state in which these shunters usually appeared.

### SPECIFICATION

#### BACHMANN 'JINTY' 0-6-0T



#### Overview

Manufacturer	Bachmann Europe
Scale/gauge	4mm:1ft scale 'OO'
Catalogue No.	32-22X
Locomotive No.	18
Body	plastic/cast metal
Chassis	metal/plastic
Weight	200g
Recommended price	£50 (£47.95 standard models)
Expect to pay	£50

#### Electrics

Electrical system	0-12V dc
Motor type	Small can motor
Lights	No
DCC ready?	No

#### Current Consumption

Max speed	0.2Amp
Stalled	0.8Amp

#### Mechanism

Drive system	Brass worm, nylon gears
Flywheels	No
Traction tyres	No
Wheel profile	RP25

#### Servicing

How to dismantle	Two screws above coupling pockets
Where to oil	Factory lubricated

#### Dimensions

	Prototype	Scale	Model
Length over buffers	31ft 2in	125mm	128mm
Height	12ft 2in	49mm	49mm
Width	8ft 9in	35mm	35mm
Wheel diameter	4ft 7in	18.5mm	18mm
Wheel back to back	-	-	14.5mm

**FOR:** Accurate, fine detail, good performance  
**AGAINST:** Not DCC ready. Very slightly over length

#### RATING

