

# DAPOL 'BUBBLE' goes 'O'

The characterful Class 122 single-car DMU is finally here for 7mm scale. **MIKE WILD** reviews this new arrival and assesses if it has been worth the wait.

**FIRST  
REVIEW**



The new Dapol 'O' gauge Class 122 is a characterful model with a well designed chassis.







#### TECHNICAL DETAILS

<b>Manufacturer:</b>	www.dapol.co.uk
<b>Cat No:</b>	7D-015-001 – 7D-015-005 (7D-015-003 reviewed)
<b>Description:</b>	Class 122 single-car DMU
<b>Builder:</b>	Gloucester Railway Carriage and Wagon
<b>Region:</b>	Western, Midland and Scottish
<b>Gauge:</b>	'O', 32mm
<b>Scale:</b>	7mm:1ft
<b>Length (over buffers):</b>	463mm
<b>Price:</b>	£309.47 (DCC ready), £340.52 (DCC fitted), £516.47 (DCC sound fitted)
<b>Speaker:</b>	Two 26mm round speaker spaces in chassis, 65mm long space in luggage compartment
<b>Exterior lights:</b>	Directional head and tail lights
<b>Interior lights:</b>	Independent saloon and cab lights
<b>Minimum curve radius:</b>	Second
<b>Motor type:</b>	Five-pole, one per bogie
<b>Flywheel:</b>	None
<b>Wheel arrangement:</b>	DMU
<b>Purpose:</b>	Branch line passenger

**T**HE FLEET of 20 Gloucester Railway Carriage and Wagon Class 122 single-car DMUs are popular subjects and Dapol has now scored a hat-trick for the class with its all-new 'O' gauge ready-to-run model joining its previous 'OO' and 'N' gauge products modelling the same units.

The real units were introduced in 1958 for use on branch line passenger work. They saw service on the Western, Midland and Scottish regions during their careers and could seat 65 passengers. They had two underfloor mounted AEC engines originally (later Leyland) providing drive to one bogie each



Printing of the lettering and logos is first class.

and developed 300hp in total giving them a maximum speed of 70mph. The '122s' had Blue Square multiple working codes which allowed them to work in multiple with other units when required.

In later life, the refurbished Class 122s became associated with Cornwall where they worked the Looe and St Ives branches in the 1990s while the end of their passenger carrying career in the same decade paved the way for several to pass into departmental use for route learning purposes. Eight have been preserved.

#### THE MODEL

The Dapol 'O' gauge Class 122 has been longer than anticipated in arriving having been onboard the Evergreen which ran aground in the Suez Canal earlier this year. However, now that is here the wait is over and it has definitely been worth it.

On our review desk is a sample of the Class 122 in Regional Railways livery finished as 122112 (Cat No. 7D-015-003), but there

is also the choice of original BR lined green with 'speed whiskers' as W55004 (7D-015-005), BR lined green with small yellow warning panels as W55000 (7D-015-002), BR blue as 55006 (7D-015-004) and BR blue and grey as 55002 (7D-015-001).

Fresh from the box the attention to detail in the 'bubble car' stands out. The Regional Railways livery is superbly applied right down to the No Smoking labels in the windows, private lettering on the driver's doors and the crisp finish of the light blue and dark blue colours against the light grey and white base elements.

Moreover, the standard of decoration continues to the full relief superbly detailed

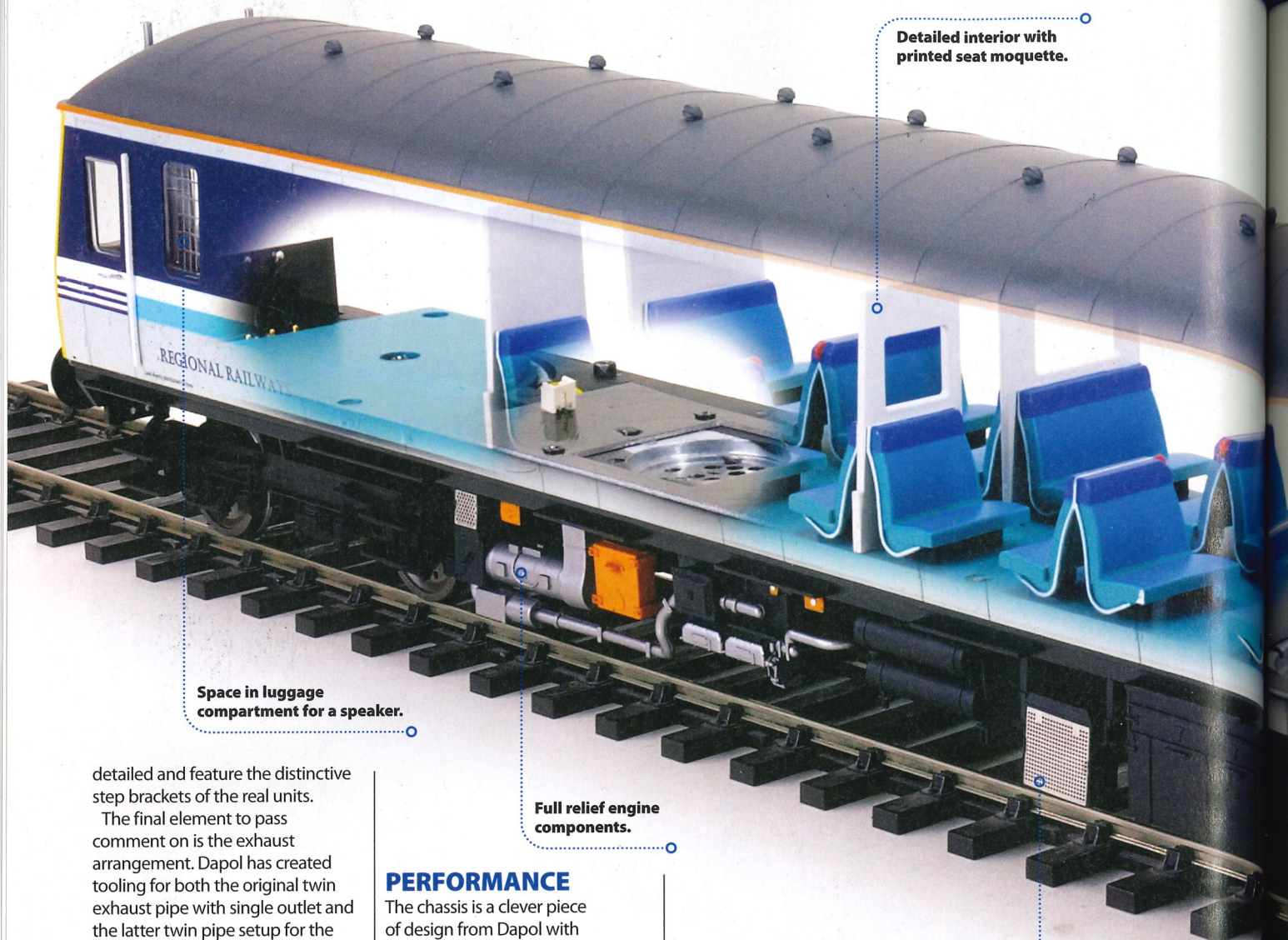
underframe which even has flexible representations of the driveshafts to the bogies which turn as the model goes around curves. The interior is fully detailed, and that extends to the cab interior and saloon – there is even representation of the moquette on the seats in the passenger section.

Externally Dapol has the body shape of the Gloucester Class 122 spot on with its small roof-mounted destination box, window pattern and rake to the upper portion of the cab front. On top of this is an array of separately fitted parts including wonderfully shaped door handles, grabrails and handrails at the driver's and guard's doors. The bogies are finely

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**MIKE WILD**





Detailed interior with printed seat moquette.

Space in luggage compartment for a speaker.

Full relief engine components.

21-pin decoder socket concealed in chassis.

detailed and feature the distinctive step brackets of the real units.

The final element to pass comment on is the exhaust arrangement. Dapol has created tooling for both the original twin exhaust pipe with single outlet and the latter twin pipe setup for the units depending upon their colour scheme. Our Regional Railways sample had, correctly, the twin exhaust arrangement plus high intensity headlights at the centre of each cab front.

## PERFORMANCE

The chassis is a clever piece of design from Dapol with consideration towards access, sound installation, DCC upgrades, fitting passengers and lighting. For starters, the body is fixed in place with four crosshead screws positioned in easy to access

locations next to each bogie. Once released the body simply slides up from the chassis and, even though there are individual lighting circuits in the cab and saloon, there are no trailing wires as all contact is made

by neat spring-loaded contacts.

With the body removed, your next question will be where's the motor? There are actually two motors built into the bogies so each bogie is independently powered and in turn provides drive to all four axles. The units have all-wheel pick-up which aids their running qualities alongside the impressive weight of the die-cast chassis.

Adding further to the forward thinking design is the position of the decoder socket. This is in the central box underneath the chassis which is held in place with the same head sized crosshead screws as the body. A couple of moments' work and you have full access to the 21-pin decoder socket. Dapol's factory DCC fitted models have a Dapol Imperium 21-pin chip installed while the DCC sound fitted models have a ZIMO MX644C plugged in.

Talking of sound, Dapol has made provision for this with space for a pair of 26mm round speakers



Engine detail is excellent.





Neatly moulded roof vents.

Full interior saloon lighting.

Highly detailed seating ready for passengers.

Optional destinations included with each '122'.

Space for two 26mm round speakers in the chassis.

Separate motors in each bogie.

to be installed under the seating unit. This will require soldering to join them to the main Printed Circuit Board (PCB) which sits underneath the seating unit to complete a self installed sound project. Alternatively there is a two-pin socket in the luggage compartment and a flying lead in the accessory pack which can be used to connect a speaker positioned in the luggage area back to the PCB and the decoder socket for a simpler route. Dapol also includes specification for the speaker types for use with ESU and ZIMO sound chips in different

configurations.

On the track the Class 122 we had ran well, though we'd say it was smoother in operation through digital control than analogue. Nevertheless, it proved to be a quiet unit with the bogie mounted drive system offering plenty of power to move the single car train.

Directional and interior lighting is fitted to all units as standard which can be controlled by DCC or, for DC layouts, using the bank of four switches in the underframe.

## OVERALL

The characterful 'bubble cars' suit layouts of all shapes and sizes from those with space for a single carriage train to full-blown main line scenes. Dapol's model will cater for all types of layouts with its excellent mechanism, lighting functionality and the ease of upgrading to digital sound.

This new arrival has all the looks and charm of the real Class 122 and they are already proving

to be quick sellers with Dapol's retailer network paving the way for the arrival of the similarly specified Class 121 railcar from Dapol. It's exciting to see these new models arrive and we have been thoroughly impressed by the design work which has gone into them. Excellent and available now. (MW)