

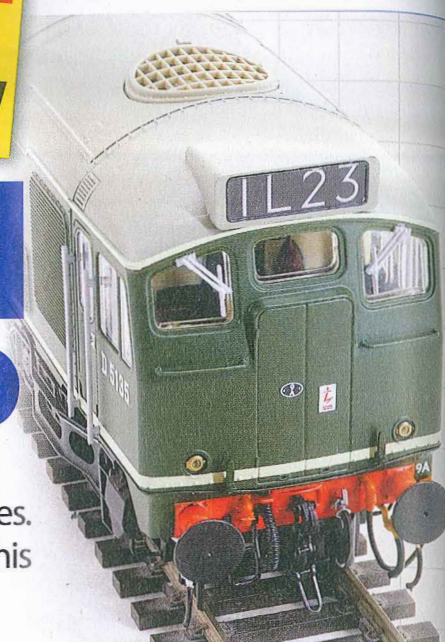
**FIRST
REVIEW**

Bachmann

CLASS 24/1

FILLS A GAP

The Sulzer engined Class 24s were reliable and versatile locomotives. Bachmann has expanded its portfolio of 'OO' gauge Type 2s with this all-new model of the final batch. **MIKE WILD** takes a closer look.



THE BR Sulzer Type 2s were amongst the most successful of the Modernisation Plan diesel designs. The first were introduced in 1958 and went into service on the Southern Region before moving to the Midland. In total 151 Class 24s were built at Derby, Crewe and Darlington Works numbered DS000-DSI 50.

The first of the Class 24s featured smooth cab roof domes and disc headcodes, but the final batch from

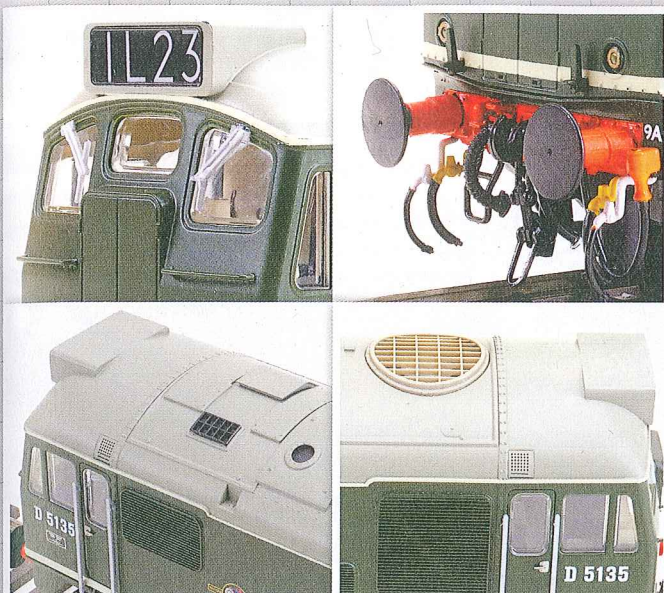
DSI 14 onwards was modified to feature four-character headcode boxes in place of the headcode discs. This change in appearance gave them a similar look to the first of the Class 25s which were introduced from 1961 as an upgraded version of the Class 24.

The go-anywhere Class 24s were seen across the country working on the Midland, Eastern, North Eastern and Scottish regions on all manner of passenger, parcels and freight duties. Withdrawals

started in the late 1960s as BR started to consolidate its traction fleet, but the last of the '24s' wasn't withdrawn until October 1980. Several were retained for carriage heating duties while 24061, an original disc headcode locomotive, was given to the Research Division at Derby where it continued in service in the 1980s. It has since been preserved alongside three others, though none of the headcode box locomotives are existent today.

THE MODEL

Bachmann has had a long association with the Sulzer Type 2s having had models of the original condition Class 24s as well as the Class 25 and its sub-classes in the range since the late 1990s. However, the final batch of Class 24s with headcode boxes have been missing from the ready-to-run scene in 'OO' gauge. This new 'release' sets that record straight and provides an attractive new addition which is



TECHNICAL DETAILS

Manufacturer:	www.bachmann.co.uk
Cat No:	32-440
Description:	Class 24/1 Bo-Bo diesel electric
Builder:	BR Darlington
Region:	Midland, Eastern, North Eastern, Scottish
Gauge:	'OO'/16.5mm
Scale:	4mm:1ft
Length:	200mm
Price:	£159.95
Couplings:	Small tension locks in NEM pockets
DCC:	DCC ready, 21-pin socket
Speaker:	15mm x 11mm, factory fitted
Exterior lights:	Directional, headcodes and taillights
Interior lights:	None
Minimum curve radius (designed):	Second
Minimum curve radius (tested):	Second
Motor type:	Five-pole
Flywheel:	Two
Wheel arrangement:	Bo-Bo
Purpose:	Mixed traffic
Haulage capacity (expected):	Eight carriages
Haulage capacity (actual):	15 (maximum tested)



set to be followed by new versions of the Class 25 from Bachmann.

The Class 24/1 was announced in the 2013 catalogue and the first version modelling D5135 in original plain green arrived just before the end of 2019 (Cat No. 32-440). Two further versions are due during the first quarter of 2020 modelling D5149 in BR green with small yellow warning panels (32-441) and 24137 in BR blue with full yellow ends (32-442).

Our review sample models

D5135 and comes in standard Bachmann packaging. Its specification includes sprung buffers, separately fitted handrails, directional lighting with switches under the fuel tanks to turn the taillights off, a 21-pin decoder socket, factory fitted speaker and an accessory pack containing a full suite of bufferbeam and bogie detailing parts.

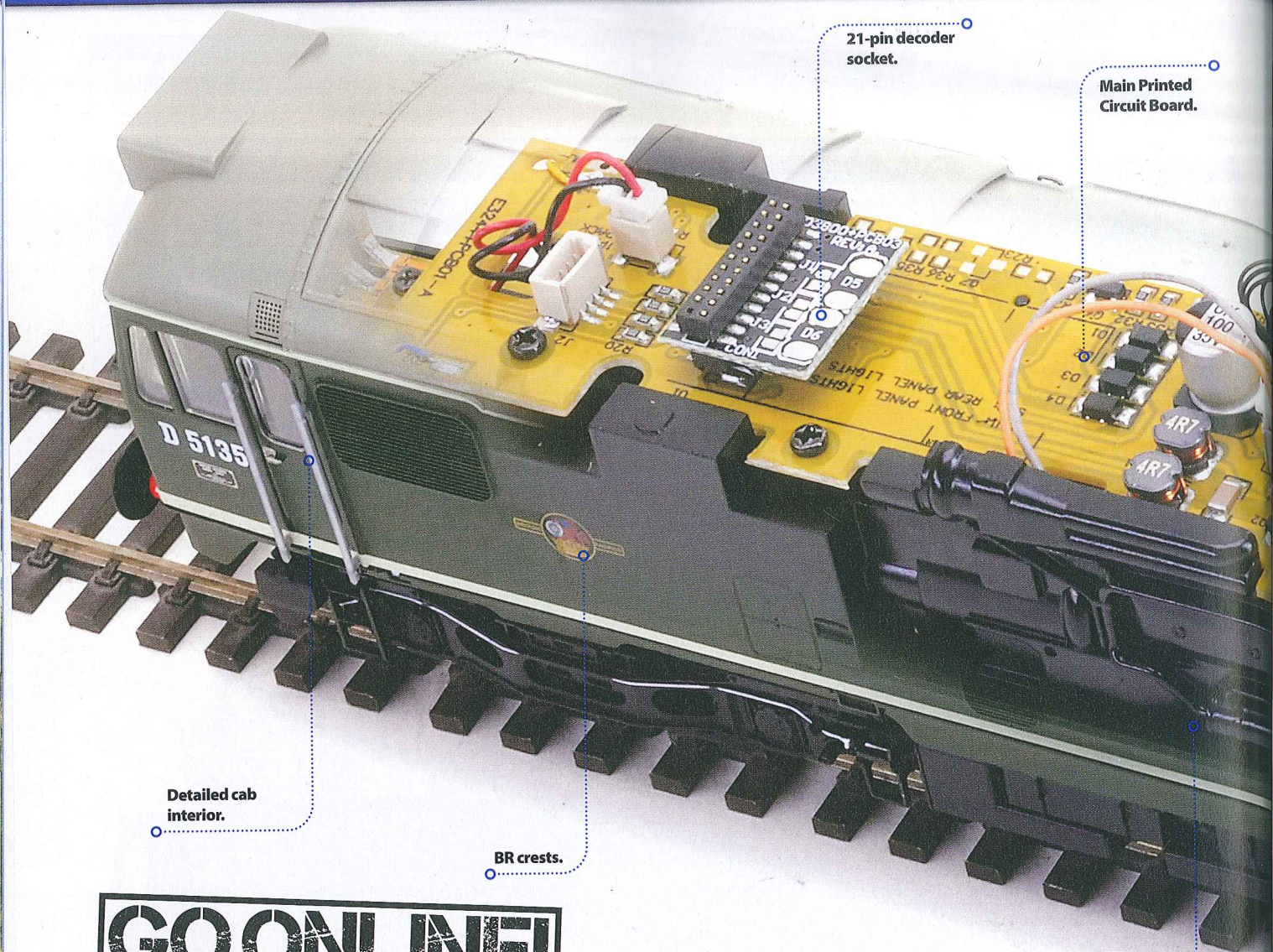
Externally the body reflects the prototype superbly from every angle modelling the profile and

shape of the Class 24/1 to a tee. Its overall length and width match that of the real locomotive, but it is the details which really set it apart. Close inspection reveals separately fitted lamp irons at each end as well as grabrails below each of the cab windows. The cab front communication doors are neatly engraved too while the taillights are equally well done and subtle when illuminated.

The bodyside has the correct arrangement of grilles while

the roof is appointed with all the correct panels, filler points and exhausts to mirror the real locomotives. The roof fan below the grille is a separately fitted part while the headcodes at each end of the roof have a period correct yellow colouring to their lights. The headcodes on D5135 are 1L23 at the No. 1 end and 3H80 at the No. 2 end.

Perhaps the most impressive detailing is the underframe. Here Bachmann has made an »



21-pin decoder socket.

Main Printed Circuit Board.

Detailed cab interior.

BR crests.

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Engine room interior detailing.

The Class 24/1 fills an important gap in early diesel models for 'OO'.

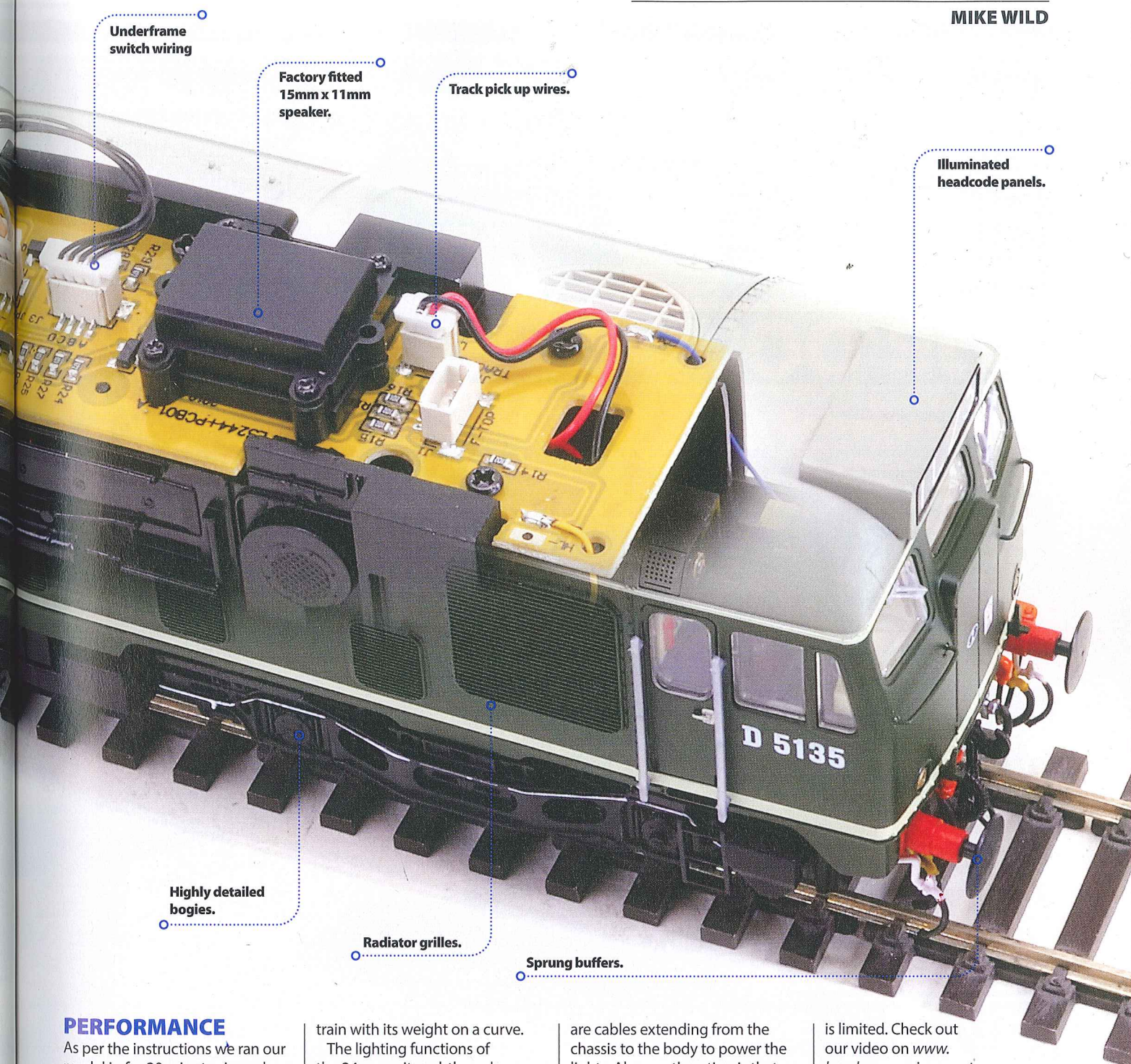


excellent job of recreating the Class 24 bogies in 4mm scale with brake detail, pipework picked out in white, sandboxes and outstanding moulding of the axleboxes and springs.

Decoration of D5135 was crisp and clear on our sample with perfect edges between the main colours and no transparency to the lower white band. Printed details include electrification warning flashes, numbers and BR crests while Bachmann has also gone to the trouble of including a pair of etched builder's plates which can be applied over the printed versions.

"Perhaps the most impressive detailing is the underframe. Here Bachmann has made an excellent job of recreating the Class 24 bogies."

MIKE WILD



PERFORMANCE

As per the instructions we ran our model in for 30 minutes in each direction before starting our full testing. Straight from the box the Class 24 ran smoothly and silently around our test track negotiating a range of code 75 point configurations without any issues.

Load testing started with a rake of 25 16ton mineral wagons, a load which proved to be an easy start for the Type 2. We then tested it with an increasing load of carriages up to 15 vehicles – more than the real engines would be tasked with – which it handled comfortably, even restarting the

train with its weight on a curve.

The lighting functions of the 24 are quite subtle and a little difficult to see under certain lighting conditions. However, they are reflective of the 1960s period when these locomotives were built.

Bachmann has worked on the internals of this model to make it simple to install sound into. It has a 21-pin decoder socket and a factory fitted 15mm x 11mm speaker. Fitting a decoder requires six screws to be removed, three at each end, to allow the body to be taken off. This needs to be taken off with care as there

are cables extending from the chassis to the body to power the lights. Also worth noting is that Bachmann has gone to the trouble of representing engine room components which we assume is preparation for its new version of the Class 25/2 as there are no windows in the Class 24/1 body.

The factory fitted speaker makes upgrading this model to sound a straightforward process. Remove the body and plug in your chosen sound chip – we tested the model with a ZIMO MX644D – and you have instant sound. However, while the sound quality from the speaker is good, its volume

is limited. Check out our video on www.hornbymagazine.com to hear it with the factory speaker.

OVERALL

The all-new Class 24/1 is a great addition to the Bachmann range which fills a gap in the market for these useful Sulzer Type 2s. Its standard of production is excellent from the body detail to the underframe and its lighting and mechanism. The new Class 24/1 is a sound product and one which will surely be a popular addition to Bachmann's collection of early BR diesels. (MW)