

1550/2400 DEL Locomotive Review.

As much as possible, my purchases reflect the era I model, which is QR in the late 1960's. A few early dash 2 - GM's still allow me to operate with rollingstock from that era. There is one exception, my wife purchased a loco for my milestone birthday, and she likes locos with a bright colours.

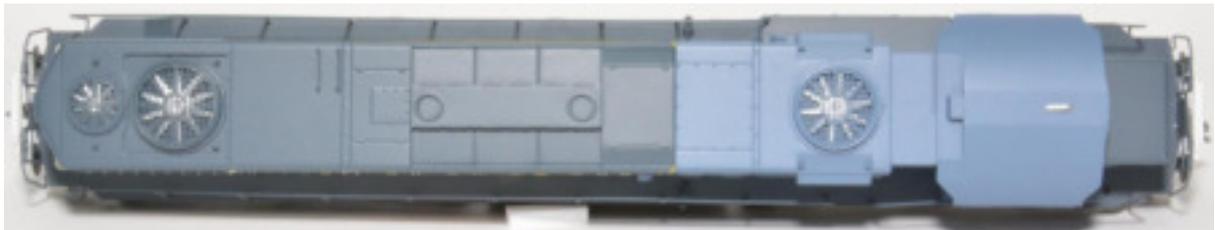
The locomotives are packed in stout cardboard box lined with foam and are nested in a plastic cradle similar to most other Aussie manufacturers. Included in the box is a 32 page "User Manual" which details warranty, handling the model, disassembly, maintenance, decoder information, selection of horns and prototype information. This is great, providing assistance for caring for your model and takes the guess work out on what should be done. Also included is a sheet illustrating the 218 parts that make up the model. If you purchased a 1988 Bi-Centenary locomotive (2401), a numbered certificate of authenticity is included.



The locomotives can be purchased with or without ESU sound. Choices available range from when the locomotives entering service (1972) to modifications made to present day Driver Only Operations (DOO). This era includes one of the locomotives used on the last Sunlander service. A choice of gauge is also available; 12 mm or 16.5 mm track systems.



Directional head lights, number boards and marker lights are fitted to the model. The lights are not visible through the cab roof when there is reduced lighting on the layout. The altered body shape for each class was largely captured. The 1550 class body replicates after the flange lubricators were removed and body mounted sand boxes. The 2400 class locomotives have much the same body (fewer sand boxes on the nose) with bogie mounted sand boxes. The 2450/2470 class has the stamped panels and full angled ends. The detail on the body includes the following features: lifting rings, hinges, door handles, steps, grills, fans, air horn piping, rivets, windshield wipers - all are crisp and reflect the prototype. The handrails are clean, sharp and very fine. Destination rollers and *Lander* name boards are fitted. Decals for the *Lander* services and a selection of destination locations are provided, giving the purchaser a choice. I found adding the decals was straight forward.



As my locomotives will not be working *Lander* services any time soon, the *Lander* boards were removed easily. The cab profile reflects the prototype and includes control stands and a crew member or two. The underbody frame comes with piping, air drier, wash basin water tank and steps for the era of the model. The Hi-Ad cast steel bogies have brake cylinders, air pipes, supporting mounts, sand pipes, brake rigging and blocks, and looks the real deal. The headstock has it's all: bifurcated BP, MR hoses, coupling lever, MU socket, MU hoses and more.



The paint job could only be described as superb; lining is awesome, clear and crisp. Some may say the blue is too dark, however I recall these locomotives came from the manufacturer (ComEng) with a darker blue than the locomotives which were in service. In later years, a lighter shade of blue was used in repaints by the workshops. Furthermore, models are viewed in artificial light on a layout while real locomotives are viewed in different times and angles in bright sunlight – which means the colours fade over time when exposed in the weather. Finally, the external details: numbers, chevron, builder's plate, the lettering goes right down to brake piston travel on the brake cylinder, overhead traction power warning signs at various location on the body (1979), drawgear classification and unit length on the headstock are all clean and sharp.



My layout has a conventional “analog” DC power supply with PECO H0m track and points. The track network has a number of crossovers and point ladders to various sidings. Before placing any rollingstock on the layout the Kadee trip pin is checked and adjusted. The coupler height was found to be correct for my system. On the scales, the locomotive came in at 341 grams. On the track, running was quiet as a mouse, the only noise was the wheels passing over the rail joints. The loco was very responsive to the controller with very slow speeds being achieved. After some time with light engine movements in both directions, small loads were added. Over time a full-length train consisting of 34 bogie wagons (95 units) was added to the locomotive. The small grades in the layout offered no resistance. The locomotive operated over the point work faultless.

The sound loco is a whole new ball game for the narrow-gauge network of my layout. With the analog system the functions are very limited. What I did notice during start up and running was prototypal, and the sound responded to the power being applied or reduced. This give you another dimension in controlling your trains.

Overall, the model is an excellent equivalent of the prototype. It looks, runs, pulls a load, and sounds like the real deal. If I was to pull on my rivet counting hat with a photo of a locomotive on a given day, yes there would be some small matters. Given the locomotives were in service for 25 plus years during a time of consistence change and ownership, mods were made, and things were shifted around on some but not all in the class. At the end of the day, we as modellers will only pay “x” dollars for our models. To correct a small matter that is not visible most of the time on one locomotive could put costs out of reach. I look back to my first drop nose GM I built, it looked great at three feet on the layout running away from you; to have one I can pick up and examine at six inches is beyond my wildest dreams.

Congratulations to the team at Southern Rail Models for an awesome model, I appreciate your contribution to the hobby greatly!

As they say in the classics, *a picture is worth a thousand words.*

The locomotives working on my layout can be found on my YouTube channel. https://www.youtube.com/channel/UCJeqCUO7hR_qpV0ruPiMN_Q

Train 632: 2400 class DEL with sound.

Conveying Containers: 2300 class without sound.



Arthur Hayes MMR. HLM – AMRA Qld.