

# Electrifying Trains launches “O” GAUGE 2-BIL



*“The completed model costs £1,495.”*

MIKE WILD

## THE DETAILS

<b>Manufacturer:</b>	www.electrifyingtrains.co.uk
<b>Description:</b>	2-BIL EMU, custom finished in weathered plain BR green
<b>Price:</b>	£1,495.00
<b>Scale:</b>	‘O’
<b>Era:</b>	4
<b>DCC:</b>	DCC ready
<b>Couplings:</b>	Screw link couplings plus unique drawbar between cars



**S**outhern Region third-rail Electric Multiple Units (EMUs) have been hitting the headlines of late with the recent arrival of Bachmann's 4-CEP (HM31) and Hornby's announcement of a 4-VEP in 'OO'. However, it isn't just 'OO' where third-rail EMUs are appearing, as Electrifying Trains, a specialist brass and whitemetal kit manufacturer working in conjunction with MARC Models, has just launched the first of its promised Maunsell designed 2-BIL EMUs.

The 2-BIL (two-car Bi-Lavatory) units were introduced in 1935 for use on semi-fast services on newly electrified lines from London to Eastbourne, Portsmouth and Reading. The fleet of 151 units was built in four batches numbered 2001-2152 with the last being completed in 1938. The bodies were built at Eastleigh Works and the underframes were constructed at Lancing Carriage Works with the power bogie putting out 550hp using two English Electric 275hp traction motors. Their

career lasted until 1969 and one has been preserved as part of the National Collection.

The 2-BIL is Electrifying Trains' second ready-to-run 'O' gauge EMU and it follows in the wake of the 2-HAL which debuted in August 2008 (HM16). These models aren't mass produced: each is handbuilt to order by Electrifying Trains to suit the customer's requirements. This includes a choice of liveries, unit numbers and interior detail with our sample being specified to include passengers from the Preiser range. Weathering is another optional extra.

This particular unit has been finished as 2147 in original plain BR green with small carriage roundels halfway along each side of the motor car and a weathered finish.

### The model

The 2-BIL units were quite distinctive and coming from the pre-nationalisation era

it could be argued that they had a greater character than later post-nationalisation designs. Electrifying Trains has produced an excellent model of the 2-BIL which stays true to the prototype both in terms of its overall appearance and in the details.

The body profile with its gentle tumblehome at the bottom has been captured perfectly and there is also the correct arrangement of windows for the corridor and compartment sides of the unit. The corridor side even includes the handrail halfway up the large window panes. The cab profile also looks good, but in my view the central section could perhaps have been a little more pronounced. However, the detail around the cab front more than makes up for this with its stencil route box, jumper cables and whistle all correctly positioned. The correct buffers have also

been used and the buyer also gets a screw link coupling and air pipes mounted on the base of the bufferbeam.

Turning to the bodyside details and there is plenty to see. Each door has correctly shaped grab handles (including the different pattern used for the guard's compartment, door stops, handles and hinges. In addition the compartments also feature No Smoking signs in the appropriate positions.

Above the roofline the 2-BILs featured a series of conduits and these have been modelled in great detail with all the conduits mounted just above roof level (as they should be) and routed to the correct positions along the roof.

Internally the unit's passenger compartments are fully detailed with correctly coloured seating, luggage racks, posters and mirrors on each wall and of course the previously mentioned passengers. It is these details which really make this unit stand out.

As standard the 2-BIL is supplied with a Roxey Mouldings motor bogie pre-installed. This tried and tested setup worked superbly on our short 'O' gauge test track and Electrifying Trains also says the unit has been designed to negotiate 3ft radius curves – something which can be aided by changing the adjustable coupling bar's position.

### Overall

For the 'O' gauge modeller this new model is another great addition to the range of quality handbuilt ready-to-run items, but it does come at a price. The completed model, fully ready to use, costs £1,495 excluding passengers, but even so with the level of detail and its quality construction it represents good value. The 2-BIL is excellent and with Electrifying Trains' past success with the 2-HAL EMU there is no doubt that further EMUs will be in the pipeline for the future. (MW)