Yours Dapol class 150/2 'oo' gauge Sprinter

The history of the Sprinter diesel rail car goes right back to the early 1930's on the Great Western Railway, when it's go-ahead management was looking for a low cost method of running passenger services on branch lines, suburban and cross country routes.

In conjunction with AEC the GWR developed the diesel rail car which became an instant hit with the travelling public. Nearly 40 were built, including a number of twin car sets.

When the railways were nationalised in 1948 this concept was put on the back burner, but when British Railways was formed in the late 1950's a number of diesel multiple units (DMU'S) were built by various manufacturers.

Although they were supposedly modelled on the GWR'S "Flying banana's" generally they were less powerful, rougher riding and had lower quality seats. These are now called heritage or first generation DMU'S by BR.

The original plan was for the three-car class 150'S to replace four-car heritage dmu sets. The savings were made by adding the corridor connections at both cab ends and removing the centre car so that pairs of class 150/2s could be coupled up for busy routes.

The first class 150/2,set 150201, emerged from BREL's York works in late September 1986. Full production followed and so far 84 sets have been delivered. In particular all the Sprinters sets carried a special "Sprinter" logo which has been a hit with passengers,staff and enthusiasts alike.

They are powered by a 286 HP cumins NT 855R5 engine in each car. This drives both axles on the inner bogie via Voith automatic transmission to Gmeider final drive.

All Sprinters are fitted with BSI automatic couplings which are operated fron the drivers cab. This means they can be coupled with pacer and skipper units as well as their Super Sprinter big brothers (which are also available in the Dapol range).

Because of their popularity it is not unknown to see a third car coupled to a 150/2 set, making three cars in all. The driving cab will always be at the end and the spare power cars and trailing cars are available either form you local stockist or from Dapol direct

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Unlike the heritage fleet, there is only one lavatory in each set, this being found adequate. This car is known in BR parlance as the DMSL - the L being for lavatory.

These cars are numbered in the series 52201 to 52285. The other type of car is known as a DMS and they are numbered in the series 57201 to 57285.

Unlike the Super Sprinters, the seating in all the class 150/2s is five aside, laid out as two plus three. Despite being airline style they are rather narrow and two low for many adults and teenagers which is one area where BR has yet to beat the quality of seating fitted to those pioneering Great Western high speed rail cars of 60 years ago.

If you want any of the spares or components which went to make up this quality model, please write direct for prices to Dapols head office.

All the parts in your oo guage Sprinters were specially manufactured, assembled and packed by Dapol at its UK and associated factories in Hong Kong and China.

Dapol would like to thank Mr Chris Youett for these notes and background research for the model and for the very kind help it has received from the staff of British Railways and BREL in the making of this quality model.

CARE AND MAINTENANCE TIPS

1/ The trailing bogie is designed to clip on and off easily to avoid damage.

2/ To remove the power bogie gently prise the body sides apart and the motor will slide out.

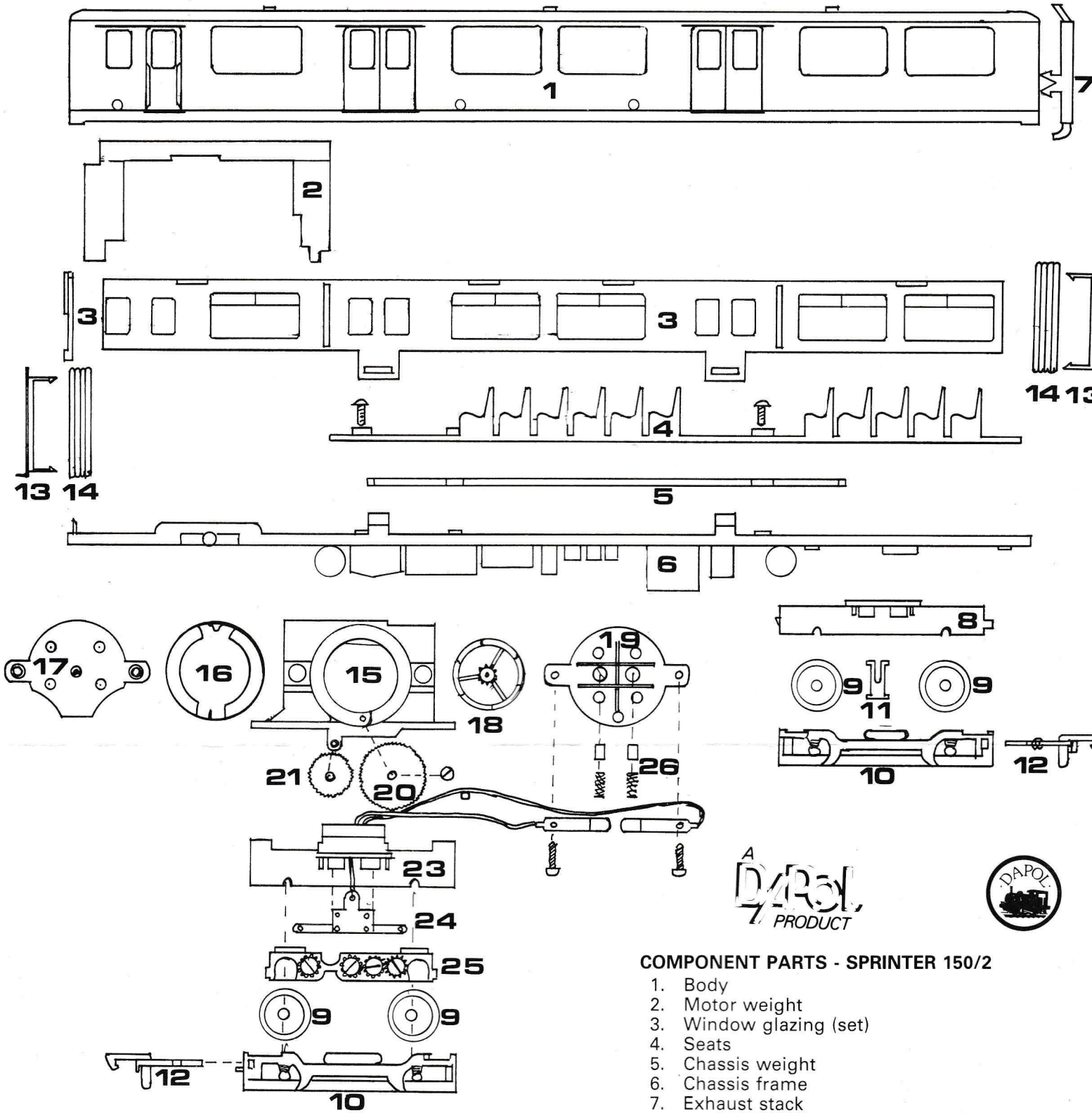
3/ To remove the seats gently prise one side open and lift the two glazing extentions over the chassis locating lugs, to remove the weight it will be necessary to remove the glazing unit.

4/ To oil, remove the power bogie and place a tiny drop of light oil onto the ends of the armature spindles, making sure the oil does not come into contact with the body or the brushes and springs.

5/ We suggest running in the motor by using for 5 mins. forward and then backwards at an even speed.

6/ You can make this unit a twin motor unit by just changing the trailing bogie in the dummy car, if you do this , we suggest you remove both of the motor weights.

All spares for this item are available direct from Dapol.



If the unit is required to go around tight radius curves watch the exhaust stacks don't foul the corridor connections. Either piece can be removed to allow negotiation of reverse and tight curves.

The Sprinter is supplied with an additional weight. The unit will operate satisfactorily without this weight. If however you require to pull additional units or ascend gradients the weight is best inserted over the power bogie, to do this:—

1. Gently prise the body side outwards and unclip the chassis from the two glazing studs.
2. This will allow the chassis to be removed.
3. Then remove the glazing strips and insert the weights to the end of the body (check diagram to see weight is correct way in).
4. Replace the window glazing and re-assemble.
5. Check motor unit does not foul the weight on curves.

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COMPONENT PARTS - SPRINTER 150/2

1. Body
2. Motor weight
3. Window glazing (set)
4. Seats
5. Chassis weight
6. Chassis frame
7. Exhaust stack
8. Trailing bogie frame
9. Wheels axle and gear
10. Bogie frame (power and dummy identical)
11. Bogie locating pin
12. Coupling
13. Corridor connector frame
14. Corridor connector rubber
15. Motor housing
16. Magnet assembly
17. Back motor cover
18. Armature
19. Front motor plate
20. Intermediate gear
21. Reduction gear
22. Intermediate gear screw
23. Power bogie locating block
24. Pick-up plates, wire and covers
25. Diecast gear housing and 4 gears
26. Carbon brushes and springs × 2 sets