



**MODEL
RAILWAYS**

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AWARD-WINNING INNOVATION IN 'N'
and **DELIVERING OUR PROMISES**

Free **ANNUAL
CATALOGUE**

2010

**Manufacturers and Suppliers of
Ready to Run**

**Locomotives
Wagons
& Coaches**

— and famous —

**Self Assembly
Plastic Kits**

British



& proud of it!

thank you.....

Can I begin by giving a most sincere and heartfelt "Thank You" to all of our customers throughout the World who have supported us over the past twelve months. It has been, and probably will continue to be, a period of global uncertainty; but despite the fact, the past twelve months have been the busiest in the history of Dapol. There have been many occasions where, despite working as quickly as we can, we still could not satisfy market demands; indeed, at a time of UK job losses, Dapol have actually increased our work force in an attempt to match product availability with customer needs.

At this point I need to put in writing my thanks to the most important part of Dapol - our employees. Over the past year they have worked tirelessly, under great pressure and with ever-changing demands on their skills; not once have they complained and their continual ability to produce top-quality products exactly when it is needed, has my undying admiration.

One of the biggest obstacles we encountered during 2008-09 was the continual delays in obtaining electronic subcontract parts from Asia and which seriously affected our planned release schedules. You may recall that I identified this precise issue in our 2009 catalogue - I had hoped the Asian economy would have improved over the period, but it has just not happened. Therefore we now have to forward-plan between nine and twelve months on key subcontract parts and then keep our fingers crossed that the plans work! This means that we cannot be as precise on delivery dates as we would like for any motorised product and will therefore continue to use our website as a method of providing accurate information as soon as it becomes available. I do appreciate that some customers may find this frustrating - but please believe me when I say that its more frustrating for Dapol.

So, looking onward over the next twelve months at Dapol well, to be honest it is all 100% positive. This catalogue is bursting with new products, both 'N' and 'OO' and too many to explain here in words. Our Dapol Track Cleaner has been an unbelievable success story; since its launch late last year we have produced over 12,000 units. This is obviously 'new territory' for us, but we actually think that it could be classed as '**Possibly** the biggest selling model in the World'.

Last year we introduced our 'Icon Keys' showing at the bottom of this page and it has been a great success enabling customers to instantly identify the key points of our product ranges. This year we step forward again and identify the precise digital decoders suitable for use with our range of locomotives. On the locomotive pages you will see the following icons and which corresponds to the decoder detailed below and which Dapol have found to be compatible. *Please note however that Dapol do not and cannot warranty the actual decoder or its application and our use of the icons is for identification purposes only.*



1298 / EUN 651



MX 62DN



DCX 75N



SILVER MINI 10311



DCC 23

Finally, this will be my last year as C.E.O of Dapol. I joined the company on 1st October 1996 as a three-month position only and my departure on 1st October 2010 will be some thirteen years and nine months later than planned. Don't ask me where those intervening years have gone, as in my own memory it was only yesterday that I started! It really has been a tremendous honour to have been involved with the business and to help and see it grow from a faltering start to its present position of unparalleled success. The building blocks of the new team are already in place and I look forward, with great pride, to watching its next twenty five years of operation, expansion and success.

With kind regards to you all

George Smith MBE



Flywheels



DCC Ready



Accessory Bag



40 1 Gearing



Directional Lighting



Low Friction Mechanism



Self Centring Couplings



Steel Buffers



NEM Coupling Pockets



Profile Wheels



Light Bar Ready



Super Creep Motor



Close Coupling



Internal Lighting



Modified Chassis

and now, the legal bit.....

The information and specifications given in this catalogue may be subject to change without prior notice. Dapol Limited will not be held liable for any such changes made over the period and buyers are solely responsible for ensuring the exact specification of any product at point of sale. E & D E.

NEW
model

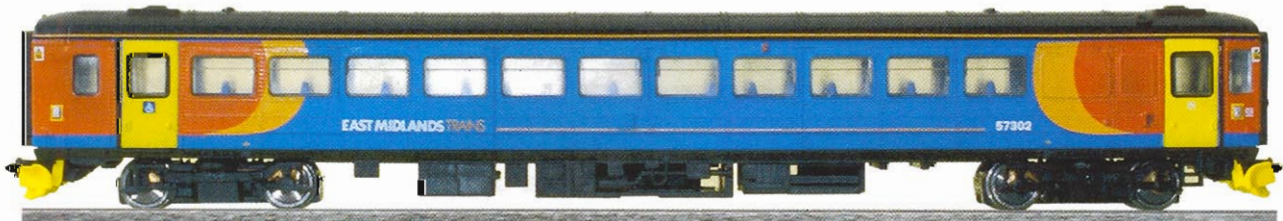
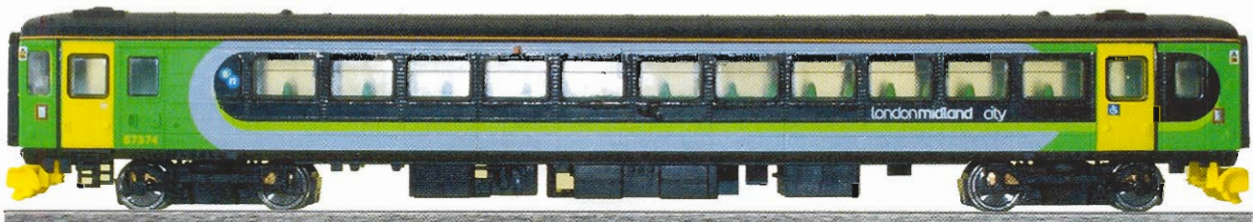
Class 153



Converted from 2 car 150/2 units at Rosyth in Scotland (hence the different front end build) these single car railcars are the mainstay of quieter country branch lines and routes across the South West, Midlands and the North and can be found in a multitude of liveries. It is our intention to faithfully reproduce as many of these liveries as possible over the forthcoming years.

*Pre-fitted with Scharfenburg couplings,
the dummies can clip to the powered car to create prototypical 'double-headers'.*

Here are a couple a 'first-decoration' samples to show you what to expect.....



Please remember that the above samples will be improved at start of full production

Powered Units:

- ND-114a:** East Midlands Trains 153302
- ND-114b:** Regional Railways 153377
- ND-114c:** Central Trains 153333
- ND-114d:** Northern Rail 153332
- ND-114e:** London Midland 153334
- ND-114f:** Arriva Trains Wales 153320

Unpowered (Dummy) Units:

- ND-115a:** East Midlands Trains 153321
- ND-115b:** Regional Railways 153328
- ND-115c:** Central Trains 153383
- ND-115d:** Northern Rail 153332



NEW
model

Class 121 'Bubble Car'



A much requested model based upon the single car Class 121, or 'Bubble Car'. In real life this diesel railcar only numbered 16 units, but quickly became a firm favourite with enthusiasts and passengers alike. Built in 1960 they are as perfect for the branch line modeller as they are for those favouring mainline trains.

Powered Units:

ND-118a: BR Green 'Whiskers' 55027

ND-118b: BR Green small yellow panel 55021

ND-118c: BR Blue 55024

ND-118d: Network South East 55022

Unpowered (Dummy) Units:

ND-119a: BR Green 'Whiskers' 55032

ND-119b: BR Green small yellow panel 55023

ND-119c: BR Blue 55029

ND-119d: Network South East 55028

DCC decoder information unavailable at time of printing



NEW
model

Britannia Pacific



Introduced to haul express passenger trains, the Britannia standard 7 class of locomotives were introduced in 1951. Fifty five were produced to the 4-6-2 wheel arrangement.

They were all named and could be seen over most of Great Britain at one time or another. The 'flagship' of the class was arguably '70000 Britannia' which is one of the eight models we are producing during the next year.

With both 'Britannia' and 'Oliver Cromwell' seeing service on the main line since the end of steam, these models will make a perfect addition to the modern modeller that wants to run 'something different', as well as the steam-era modeller that wants one or more of these glorious models on their layout.

ND-095a: 70000 Britannia

ND-095c: 70038 Robin Hood

ND-095e: 70004 William Shakespeare

ND-095g: 70022 Tornado

ND-095b: 70013 Oliver Cromwell

ND-095d: 70050 Firth of Clyde

ND-095f: 70030 William Wordsworth

ND-095h: 70048 The Territorial Army

DCC decoder information unavailable at time of printing

DCC

NEM

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SCM

NEW
model

Class 86



This engine has been around since the early days of electrification on the West Coast main line and members of the class graduated away to the Eastern region for Liverpool Street to Norwich express passenger trains.

Others have been seen on freight (mixed, container and mail) while two have been re-employed on overhead line ice removal. Some are now re-entering service with private rail companies.

Appearing in more than 17 colourful liveries over the years, Dapol's model will, over time, faithfully reproduce most if not all the popular ones plus some 'one off' specials and unpowered variants in 'twin-packs'.

ND-099k: 86415 Triple Grey 'Distribution Sector'

ND-099m: 86401 Network South East

ND-099n: 86261 EWS

ND-099p: 86241 Mail Red/Grey



NEM

LFM



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NEW
product

Catenary

Product code : **N-cat 1**

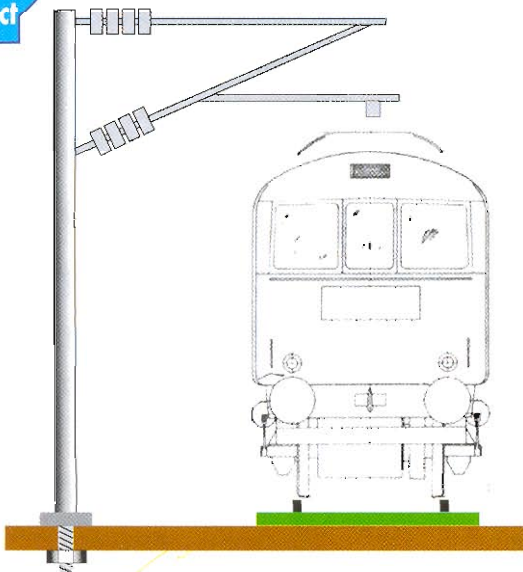
Our new Catenary system begins with the introduction of the ubiquitous line-side single mast.

Made from high impact plastic, this mast will feature a moulded 1 piece mast, arm (two lengths for accurate depiction) & concrete base, with a threaded bolt on the bottom and plastic wing nut.

Simply drill or make a hole in your baseboard to the correct diameter of the bolt, insert the mast bolt into the hole and tighten up the 'wing-nut'

If you break the mast accidentally simply unscrew and fit a new one.

They will come in packs of 10 and will be in the shops alongside the release of the Class 86 locomotive.





B17 : 4-6-0 Steam Locomotive

By popular demand we will re-run this award-winning model using different running numbers and names during 2010.



ND-079c:

61647 'Helmington Hall' BR Green Late Logo

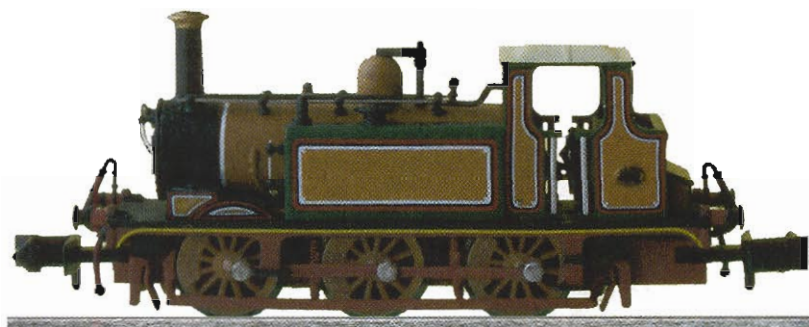


ND-079d:

2869 'Barnsley' LNER Apple Green



Terrier



Following the fantastic response to our release of this model, we will produce another two variants during the year.

ND-100h: "Cranborough" no.85

ND-100j: "Ashtead" no.53



9F (Weathered)



Using weathering techniques pioneered by TMC of Yorkshire and faithfully reproduced on these models, we are now able to offer a realistically "dirty" 9F for our customers. This model will feature all the innovations derived from our earlier models, including sprung pony trucks and a tungsten boiler weight.

ND-090m: BR1C tender Late Crest 92133

ND-090n: BR1G tender Late Crest 92221



Class 156

NEW
Liveries



Exactly as we promised when first releasing this model, here are our next batch of liveries.
*Pre-fitted with Scharfenburg couplings,
 the dummies can clip to the powered set to create prototypical 'double-headers'.*

Powered Units:

- ND-112a:** Northern Rail 156468
- ND-112b:** Regional Railways 156416
- ND-112c:** National Express East Anglia 156419

Unpowered (Dummy) Units:

- ND-113b:** Northern Rail 156444
- ND-113c:** Regional Railways 156409



Light Bar

NC-040a: Light Bar White



NC-040b: Light Bar Yellow



Available in White and Yellow glow LED's.
 Easy plug-in design for our Class 156, 153,
 MK3 & new Collett Coaches.
 DCC Auto-Compatible.

NEW
Model

B1 4-6-0 Steam Locomotive

Sadly only 2 survived into preservation, 1 being modelled by us at our initial release.



CARTOON IMAGE FOR REPRESENTATION PURPOSES ONLY



The B1 locomotives were built for the LNER to work both passenger and fast freight trains. 410 were built and after nationalisation they appeared over a larger area than just the East of the country, some being seen on the Southern and Western regions.

ND-120a: 61099 - BR Black Late Crest

ND-120b: 61097 - BR Black Early Crest

ND-120c: 1230 - LNER Green

ND-120d: 1234 - LNER Green



Super Voyager (Dummy)

These 'Dummy' (un-motorised) 221 Super Voyager 4-car sets are in the popular Cross Country livery. They are fitted with working 'Scharfenburg' couplers to enable creation of a prototypical 'double-header' linked to our recent Cross Country model.



ND-121a: 221134

ND-121b: 221128

Class 67

NEW
Running
Numbers



Due to customer demand we are releasing the EWS version using two new numbers

ND-101e: EWS Maroon 67008

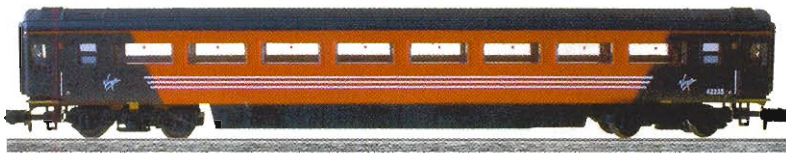
ND-101f: EWS Maroon 67024



Mk 3 Coaches

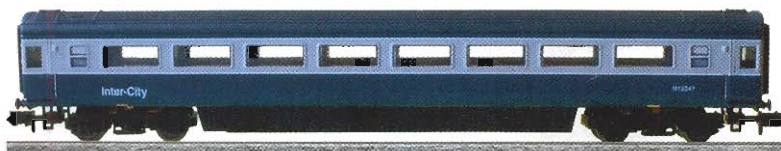
Over the next year we will be releasing more of these highly acclaimed coaches using different running numbers across all liveries to enable the creation of prototypically correct train formations.

Ongoing information will be posted on our website as and when appropriate.



VIRGIN
with and without buffers

INTERCITY (Swallow)
with and without buffers



INTERCITY (Blue/Grey)
with and without buffers

LBR

NEW
model

Class 142 Railcar



The class 142 was introduced between 1985 and 1987 and built by BREL in Derby. Numbering 96 units, they were either loved or loathed by passengers and are now a main feature of transportation in and around Manchester and on rural branch lines of the South West.

*Pre-fitted with Scharfenburg couplings,
the dummies can clip to the powered set to create prototypical 'double-headers'.*

Powered Units:

- ND-116a:** Northern Rail 142065
- ND-116b:** Regional Railways 142081
- ND-116c:** Northern Spirit 142025
- ND-116d:** Arriva Trains Wales 142085
- ND-116e:** Tyne and Wear PTE 142021

Unpowered (Dummy) Units:

- ND-117a:** Northern Rail 142026
- ND-117b:** Regional Railways 142077
- ND-117c:** Northern Spirit 142050
- ND-117d:** Arriva Trains Wales 142069



NEW
model

Class 43 'HST' Twin Packs



Comprising 1 x fully motorised model (first written number) and 1 x 'dummy', these twin packs are an excellent addition to our previously released Mk3 coaches

ND-111a: Intercity Blue/Grey 43006 + 43007

ND-111b: Intercity Swallow 43120 + 43114 : **ND-111c:** Virgin 43098 + 43102



NEM

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'HST' Book sets



Our new HST gets the 'book set' treatment with power cars and coaches that are differently numbered than those previously released.

Each set comprises : 1 x Power car + 1 x Dummy car + 1 x 1st class + 1 x 2nd class coach.

With two types of Intercity Beige with Red & White stripes, we also cater for the Intercity transition modeller who wishes something subtly different.

ND-122a: Intercity 125 Blue/Grey (253024) : Power car - 43048 - Dummy car - 43049

ND-122b: Intercity 'Swallow' : Power car - 43194 - Dummy car - 43118

ND-122c: Intercity 125 (253028) : Power car - 43056 - Dummy car - 43057

ND-122d: Virgin : Power car - 43008 - Dummy car - 43092



NEM

P

A

FW

SCM

DL

LFM

DCC

Class 58

NEW
model



Introduced in 1981 and numbering 50 locomotives in total, the class 58 has carried numerous liveries of railway companies and has seen little external modification. Used primarily as a heavy freight engine hauling coal, it could also be seen on inter-regional freight trains and occasional passenger service.

The models will feature our new 'Super Creep' motor and will have a 6 pin DCC ready socket installed, as well as alternate lighting. The included Accessory Pack will contain alternate exhaust and bogies.

ND-103a: Large logo red stripe 58012 **ND-103b:** Large logo red stripe 58023
ND-103c: Triple Grey 58042 **ND-103d:** EWS 58037.



NEM

P



FW

SCM

DL

LFM

DCC

Hymek Locomotive

NEW
Running
Numbers

Ever popular, this locomotive returns in two new running numbers.



ND-084h: D7083 2 tone green with small yellow warning panel

ND-084j: D7057 2 tone green with small yellow warning panel



NEM

P



SCM

DL

LFM

DCC



Gresley Coaches - Crimson & Cream



Due to popular demand we will be producing the award winning Gresley Coaches in Carmine and Cream.

These coaches feature close coupling as standard, NEM coupling pockets and revised bogie centres. If demand warrants it, we will produce other running numbers in this series in 2009 or 2010.

- NC-059a:** First Class 11023 : **NC-059b:** First Class 12028
- NC-060a:** Second Class 12285 : **NC-060b:** Second Class 12691
- NC-061a:** Buffet 9126 : **NC-061b:** Buffet 9128



Collet Coaches - GWR liveries



These 'Light Bar Ready' models (see page 8 for details of light bars) have proved extremely popular and as such we will be releasing them again using two types of GWR liveries.



Shirtbutton Crest

- NC-056a:** Composite 7029 - **NC057a:** Brake 6552 - **NC058a:** All Third 1D89



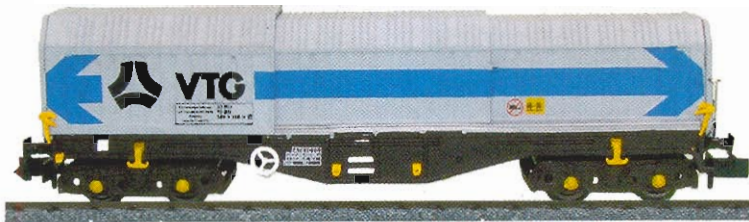
GWR Crest

- NC-056b:** Composite 7045 - **NC057b:** Brake 6603 - **NC058b:** All Third 1093



Telescopic Hood

NEW
Livery



NEW
Running
Numbers

NB-075e: VTG - 589 9 068
NB-075f: VTG - 589 9 078
NB-075g: VTG - 589 9 055
NB-075h: VTG - 589 9 057

NEM

P



CC

Megafret (Weathered)



Our N gauge model features a prototypical open frame, NEM coupling pockets, etched steel fitted handrails, darkened profile wheels and an accessory bag with a second 'spare' tie bar connector and optional 'Knuckle' couplers. **NB-076g:** 33 68 490 9 918-4

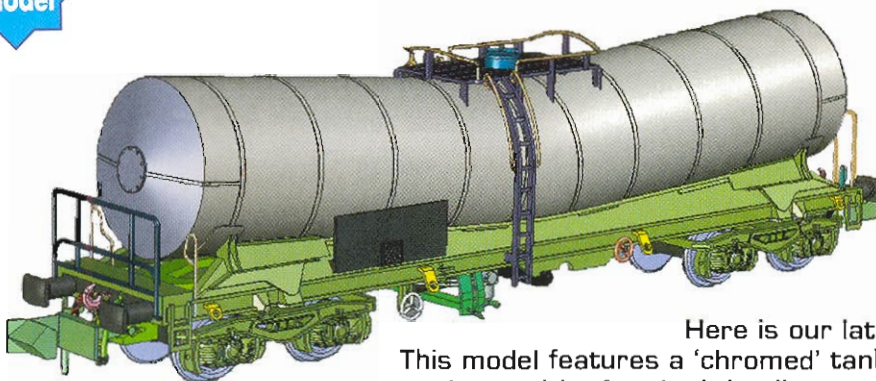
P

NEM



Silver Bullet (Weathered)

NEW
model



NB-074a: 33 70 789 0 102
NB-074b: 33 70 789 8 066
NB-074c: 33 70 789 8 047
NB-074d: 33 70 789 8 046

Here is our latest Cad picture.
This model features a 'chromed' tank (hence the nickname 'silver bullets') and a wealth of etched detail parts, this model will look right at home on most modern-image modellers layout.

NEM

P



CC

Fish Vans

The ever popular 'Blue Spot' fish van gets a re-run to include further running numbers to allow for longer prototypical trains to be made.

NEW
Running
Numbers



NB-051e: E87221

NB-051f: E87009

NB-051g: E87242

NB-051h: E87324

CC

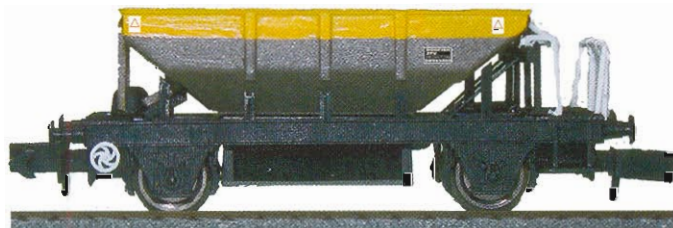


NEM

Dogfish

These models sold out within days of initial release and so we are pleased to re-release them in the 'Dutch' engineer's livery of yellow and grey with new running numbers.

NEW
Running
Numbers



NB-070e: Engineers Dutch 983556

NB-070f: Engineers Dutch 993312

NB-070g: Engineers Dutch 992902

NB-070h: Engineers Dutch 992972

CCT

Since its original release this is one of the most requested models for another production run and as such we are releasing them, but re-vamped slightly for modern modellers demands.

They will now feature flush glazing, profile wheels, NEM coupling pockets and a close coupling system, allied to a more accurate paint finish.

NEW
Body
&
Chassis



NB-080a: Southern Green

NB-080b: BR Maroon

NB-080c: BR Blue

NB-080d: BR Engineers Red

CC



NEM

Syphon

Featuring re-styled bogies and incorporating profile wheels and NEM couplings



Syphon G



- NB-081a:** GWR 1447
- NB-081b:** GWR 1451
- NB-081c:** BR 1445
- NB-081d:** BR 1457

Syphon H



- NB-082a:** GWR 1424
- NB-082b:** GWR 1430
- NB-082c:** BR 1428
- NB-082d:** BR 1434



Spine Wagons

Due to continual customer demand we are pleased to release another batch of these twin-pack wagons which have different running numbers to previous releases and which accept either 1 x 40ft or 2 x 20ft Containers per single wagon.



- NB-062i:** Freightliner 640499 + 640500
- NB-062k:** GBRF 640601 + 640602

- NB-062j:** Freightliner 640327 + 640328
- NB-062m:** GBRF 640621 + 640622

Assorted 'N' Containers

NB-063:
Pack containing
1 @ 20' and 1 @ 40'
Standard 8'-0" high units



NB-077:
Pack containing
1 @ 45'
"High Cube" 8'-6" unit

Packet of mixed liveries for attaching to our Spine Wagons.
Liveries will continually change and packs will contain different liveries over the years of production.
These containers will also feature 'Opening Doors' for added realism on any layout.

'N' exclusive - Dapol direct sales only

Ixion

Model Railways



Ixion Model Railways Ltd

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Website: www.ixionmodels.com Email: info@ixionmodels.com



GWR / BR MANOR LOCOMOTIVES

Specification

Super high detailed body : RP25.57 profile darkened see-through wheels
Correct scale size 3500 gallon tender : NEM couplings with alternative couplings
50-1 gear reduction with fine control motor : Tender powered locomotive drive mechanism
Low friction pin point darkened tender wheels : Phosphor bronze self lubricating wheel bushes
Sprung front bogie : Fire irons + hand lamps + air pipes + cosmetic screw coupling + crew included
as well as fitted etched brass nameplate and numberplate

product code: **INS7800** - Torquay Manor : BR Lined Green BR Late Crest 7800

product code: **INS7808** - Cookham Manor : GWR Unlined Green 'Shirtbutton' 7808

product code: **INS7816** - Frilsham Manor : GWR Unlined Green 'GWR' 7816

product code: **INS7823** - Hook Norton Manor : BR Unlined Black Early Crest 7823



**Ixion Models
thinks..**

*A Thing of Beauty
is a Joy Forever*

and so we present our
second N Gauge masterpiece:



The Great Western Railway's maid of all work, the 43XX class 'Mogul' 2-6-0 steam locomotive.

324 locomotives of the class were built in several batches and variants between 1911 and 1932. The Mogul was essentially a tender version of the GWR's successful 3150 prairie tank and no prototype was considered necessary. It was the first GWR class to be built with a top-feed from new. The locomotives had wide route availability and could be seen over the whole of the GWR network apart from the lightest routes. The last three Moguls were withdrawn in November 1964 and only two examples have been preserved. The Ixion model will represent the 63XX version with Churchward style cabsides and will be produced in a variety of GWR and British Railways liveries. **Available in 2010.**