

dapol

Model Railway Company



Manufacturers and Suppliers
of Ready to Run Locomotives,
Wagons & Coaches and Famous
Self Assembly Plastic Kits



Catalogue 2012/13

Welcome to the new look Dapol brochure...



N Gauge modelling has never been so vibrant or as innovative and this year we hope to keep setting the pace with the expansion of our trackside accessories, catenary, magnetic coupling system and signals. We also see the launch of key new models including the iconic A3 and A4 steam locomotives, the workhorse 2884 and the pannier tank. In diesel we have the Class 56, Class 52 Western, Class 50, Class 59 and 142 Pacer railcar. Also developed from the successful Class 26 and 121 we have the Class 27 and Class 122. Rolling stock has also not been overlooked with several new launches including some new Mark III Buffets RFM and Trailer Guards TGS Cars to compliment the expanding HST offering, new SR Maunsell coaches as well as some freight wagons such as the BBA and IOA amongst others

2011 was also a momentous year for the company with the launch of the first Dapol OO locomotive for over 13 years with the highly anticipated Class 22. This has spurred us on and during 2012 and 2013 we shall launch the Class 52 Western, Class 73 and the Class 29. The OO rolling stock has also been expanded with the Turbot, BBA and

Limestone Hopper to name just three. Fans of nostalgia should be delighted with the dusting off and re-release of the Suburban Coaches in RTR and kit form at really keen prices.

To reflect our confidence and excitement of the British railway modelling scene we are also expanding into O gauge for the first time and during 2012 and 2013 we shall launch O gauge wagons, milk tankers, 25T SR pillbox brake van and the first locomotives, our favourite – The Terrier and the 08 Diesel Shunter.

We have also extended our warranty and now offer a full year no quibble warranty extendable for the first time in the UK to two years, by having the locomotive serviced at our official service centre at DCC Supplies.

Our website is also currently being overhauled and we hope to expand this over the coming year so it becomes a useful and favoured source of information, not just of Dapol products but for the hobby in general. Please feel free to contact us with further suggestions and ideas on how we can improve and make this great pastime even better.

KEY SYMBOLS



21
NEM

21 Pin
DCC Pocket



NEM
651

DCC Socket

ERA
2

1876 - 1922
Pre-Grouping

ERA
3

1923 - 1947
The Big Four - LMS,
GWR, LNER and SR

ERA
4

1948 - 1956
British Railways
Early Crest

ERA
5

1957 - 1966
British Railways
Late Crest

ERA
6

1967 - 1971
British Railways Blue
Pre Tops (Double
Arrows, early
Diesel numbering)

ERA
7

1972 - 1982
British Railways Blue
Pre Tops era (Double
Arrows, late
Diesel numbering)

ERA
8

1982 - 1994
British Railways Sectorisation
(Coal, Metals, Construction,
Distribution, Petroleum,
Mainline, Loadhaul, Transrail)

ERA
9

1995 - 2005
Post Privatisation
(Freightliner, EWS,
DRS, GBRF)

ERA
10

2005 - Current
DB Schenker,
Freightliner, Colas Rail,
DRS, First Group)



1298 / EUN 651



MINI PLUS 10311-02



MX 621N



DCX 75N



DCC 23

SECTION KEY

N GAUGE

OO GAUGE

O GAUGE

ACCESSORIES

Some of our models are produced under license from rail operators and we acknowledge their co-operation as follows:

- Produced under license from Freightliner Group Ltd
- ** Produced under license from DB Schenker
- *** Produced under license from Network Rail Ltd

THE LEGAL BIT....

The information and specifications given to 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 & O.E.

5700 Class 0-6-0 Pannier Tanks



Picture by Tony Higgett.



NEW MODEL

Pannier Tanks were used almost exclusively in Britain by the GWR. They were brought into service to replace earlier built and designed saddle tank locomotives. Their design offered the locomotive a low centre of gravity, reasonable range and easier access to the working of the locomotive. In all 863 were built between 1929 and 1950 and sixteen survive into preservation. Eleven 5700 saddle tanks were bought by London Transport for use on shunting duties on the London Underground Network. These were numbered L89 to L99 and continued in service until 1971. The locomotive's durability and functionality is attested to the fact that the last locomotive in service was used well into the 1970's by the National Coal Board at the Deep Duffryn Colliery at Mountain Ash.

The Dapol model includes innovative features such as:

- Finely moulded body with many separately added fine details
- Prototypical cab styles and water tanks available
- DCC Ready (We think this is the smallest DCC Ready locomotive in the UK)
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- Includes magnetic couplers fitted (standard couplers are in the accessory bag)
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail



(decorated pre-production model)



(decorated pre-production model)

ND204A	O-6-0PT PANNIER TANK #7734 BR BLACK EARLY LOGO
ND204B	O-6-0PT PANNIER TANK #5764 GWR GREEN 'GREAT WESTERN'
ND204C	O-6-0PT PANNIER TANK #9659 GWR GREEN WITH 'GWR'
ND204D	O-6-0PT PANNIER TANK #3716 BR BLACK WITH LATE CREST
2S-007-000	PANNIER #L94 LONDON UNDERGROUND MAROON LIVERY
2S-007-001	PANNIER #5758 BR BLACK WITH LATE LOGO
2S-007-002	PANNIER #5799 BR BLACK WITH EARLY LOGO
2S-007-003	PANNIER #8762 GWR GREEN LIVERY WITH 'GWR' BRANDING
2S-007-004	PANNIER #9741 BR GREEN WITH 'BRITISH RAILWAYS' WORDING



Pacific A4

**NEW
MODEL**



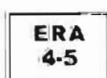
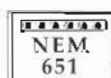
One of the most recognisable locomotives of all time and certainly one of the most handsome, the A4 locomotive was designed by Sir Nigel Gresley and came into service in 1935. 35 were made and all were named. Perhaps the most famous of all, Mallard, reached speed of 126mph in 1938 and still holds the record for the worlds fastest steam locomotive. A4 Pacific locomotives were in service until the 1960's and several including Mallard survived into preservation.



Dapol's fine rendition of the Pre-1947 A4 include the following:

- Finely moulded body and tender with many separately added fine details
- Models include tender and chimney variations
- DCC Ready
- DCC fitted models available with Gaugemaster DC23 decoder
- Cast wheels with fine relief and appropriate colouring
- Dapols tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and 14 wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Finely etched name plates
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail
- Traction tyres included

ND128F	A4 60016 'SILVER KING' BR LINED GREEN EARLY CREST
ND128FD	A4 60016 'SILVER KING' BR LINED GREEN EARLY CREST <i>DCC FITTED</i>
ND122G	A4 60005 'SIR CHARLES NEWTON' BR LINED GREEN CREST
ND122GD	A4 60005 'SIR CHARLES NEWTON' BR LINED GREEN LATE CREST <i>DCC FITTED</i>
ND128H	A4 #8 'DWIGHT D. EISENHOWER' LNER GREEN
ND128HD	A4 #8 'DWIGHT D. EISENHOWER' LNER GREEN <i>DCC FITTED</i>
2S-008-000	A4 #60019 "BITTERN" BR GREEN LATE LOGO (DOUBLE CHIMNEY)
2S-008-000D	A4 #60019 "BITTERN" BR GREEN LATE LOGO (DOUBLE CHIMNEY) <i>DCC FITTED</i>
2S-008-001	A4 #60005 "DWIGHT D EISENHOWER" BR GREEN EARLY CREST
2S-008-001D	A4 #60005 " DWIGHT D EISENHOWER" BR GREEN EARLY CREST <i>DCC FITTED</i>
2S-008-002	A4 #4498 "SIR NIGEL GRESLEY " LNER BLUE (PRESERVED) DBL CHMNY
2S-008-002D	A4 #4498 "SIR NIGEL GRESLEY " LNER BLUE (PRESERVED) DBL CHMNY <i>DCC FITTED</i>
2S-008-003	A4 #60004 "WILLIAM WHITELAW" GARTER BLUE (BRITISH RAILWAYS)
2S-008-003D	A4 #60004 "WILLIAM WHITE:LAU" GARTER BLUE (BRITISH RAILWAYS) <i>DCC FITTED</i>





Dapol are proud to unveil another of the most iconic British steam locomotives of the 20th Century, the A3 Pacific, built on developments from the A1 class. Over 70 A3's were built from the late 1920's to 1935. Only one survives into preservation, The Flying Scotsman, which was named after the train service between London and Edinburgh and was the first steam locomotive to be measured at speeds of over 100mph enabling the 392 mile trip to be completed in 8 hours. Innovations to aid this included a corridor connector and tunnel through an enlarged tender to enable crew replacement without stopping. Other A3 locomotives were named after high ranking railway officials or racehorses.

The Dapol model includes innovative features such as:

- Finely moulded body and tender with many separately added fine details
- Models include tender, chimney, steam dome variations and some with smoke deflectors
- DCC Ready
- DCC fitted models available with Gaugemaster DC23 decoder
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and 14 wheel pick up

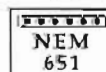
- Dapol's tender drive system that delivers power to the locomotive wheels
- Super Creep Motor for controlled pulling power with fine slow speed control
- Comes with traction tyres
- Finely etched name plates
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail

A3 2750 'Papyrus'
LNER Apple Green



- ND129A A3 60045 'LEMBERG' BR LINED GREEN LATE CREST
- ND129AD A3 60045 'LEMBERG' BR LINED GREEN LATE CREST *DCC FITTED*
- ND129B A3 2750 'PAPYRUS' LNER APPLE GREEN
- ND129BD A3 2750 'PAPYRUS' LNER APPLE GREEN *DCC FITTED*
- ND129C A3 60079 'BAYARDO' BR LINED GREEN EARLY CREST
- ND129CD A3 60079 'BAYARDO' BR LINED GREEN EARLY CREST *DCC FITTED*
- ND129D A3 4472 'FLYING SCOTSMAN' LNER GREEN
- ND129DD A3 4472 'FLYING SCOTSMAN' LNER GREEN *DCC FITTED*
- ND129E A3 60070 'GLADIATEUR' BR LINED GREEN EARLY CREST
- ND129ED A3 60070 'GLADIATEUR' BR LINED GREEN EARLY CREST *DCC FITTED*

- ND129F A3 60106 'FLYING FOX' BR LATE CREST
- ND129FD A3 60106 'FLYING FOX' BR LATE CREST *DCC FITTED*
- ND129G A3 2744 'GRAND PARADE' LNER APPLE GREEN
- ND129GD A3 2744 'GRAND PARADE' LNER APPLE GREEN' *DCC FITTED*
- ND129H A3 60094 'COLORADO' BR LINED GREEN EARLY CREST
- ND129HD A3 60094 'COLORADO' BR LINED GREEN EARLY CREST *DCC FITTED*



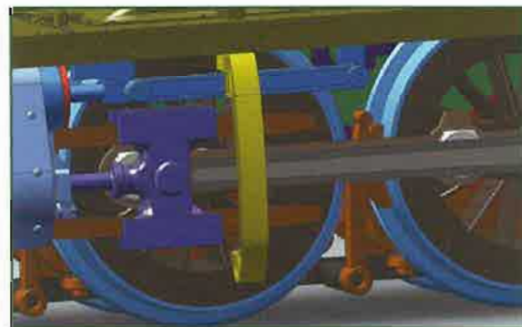


GWR 2884

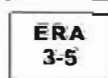
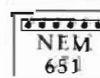
The Great Western 2884 is a class of 2-8-0 heavy freight locomotives that were used extensively on GWR routes between 1938 and nationalisation in 1948. In total 167 were built of which 9 survive into preservation. These locomotives were extremely popular with ex-GWR engineers and were requested to be used post nationalisation. However, these requests were refused and most of the fleet was replaced with the 9F's.

The Dapol model includes innovative features such as:

- Finely moulded body and tender with many separately added fine details
- DCC Ready with NEM 651 DCC Socket in 3500 gallon tender
- DCC fitted models available with Gaugemaster DC23 decoder
- Cast wheels with fine relief and appropriate colouring
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and 14 wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Comes with factory fitted etched brass cabside numbers
- Comes with factory fitted traction tyres
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail



25-009-000	2884/38XX CLASS #2884 GWR GREEN (UNLINED) SHIRTBUTTON EMBLEM
25-009-000D	2884/38XX CLASS #2884 GWR GREEN (UNLINED) SHIRTBUTTON EMBLEM DCC FITTED
25-009-001	2884/38XX CLASS #3836 BR BLACK UNLINED LATE CREST
25-009-001D	2884/38XX CLASS #3836 BR BLACK UNLINED LATE CREST DCC FITTED
25-009-002	2884/38XX CLASS #2872 GWR GREEN GREAT 'CREST' WESTERN LOGO
25-009-002D	2884/38XX CLASS #2872 GWR GREEN GREAT 'CREST' WESTERN LOGO DCC FITTED
25-009-003	2884/38XX CLASS #3832 BR BLACK UNLINED EARLY CREST
25-009-003D	2884/38XX CLASS #3832 BR BLACK UNLINED EARLY CREST DCC FITTED



Battle of Britain West Country Class

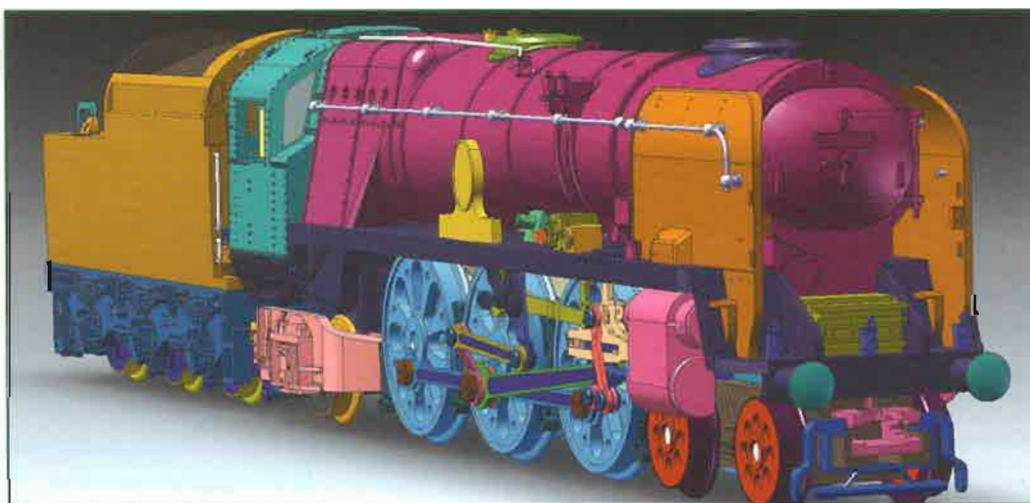
**NEW
MODEL**



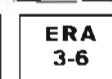
The Southern Region West Country and Battle of Britain classes with their 4-6-2 arrangement were formally known as light Pacifics or informally as Spam Cans due to their flat utilitarian appearance. The class was designed by Oliver Bulleid and were developed to be cheaper and easier to build using much of the innovations developed during wartime. The Battle of Britain Class and its sister class the Merchant Navy Class were the first to use welded steel in many key component manufacture which reduced weight and building time. In all 110 were built between 1945 and 1950 and continued into service until the end of the steam era on the Southern Region lines in 1967. Due to some initial design limitations, fifty of the class were rebuilt during the late 1950's, after which they resembled the rebuilt Merchant Navy Class. 20 of the class survive into preservation. The Dapol model captures both the original and rebuilt forms.

The Dapol model includes innovative features such as:

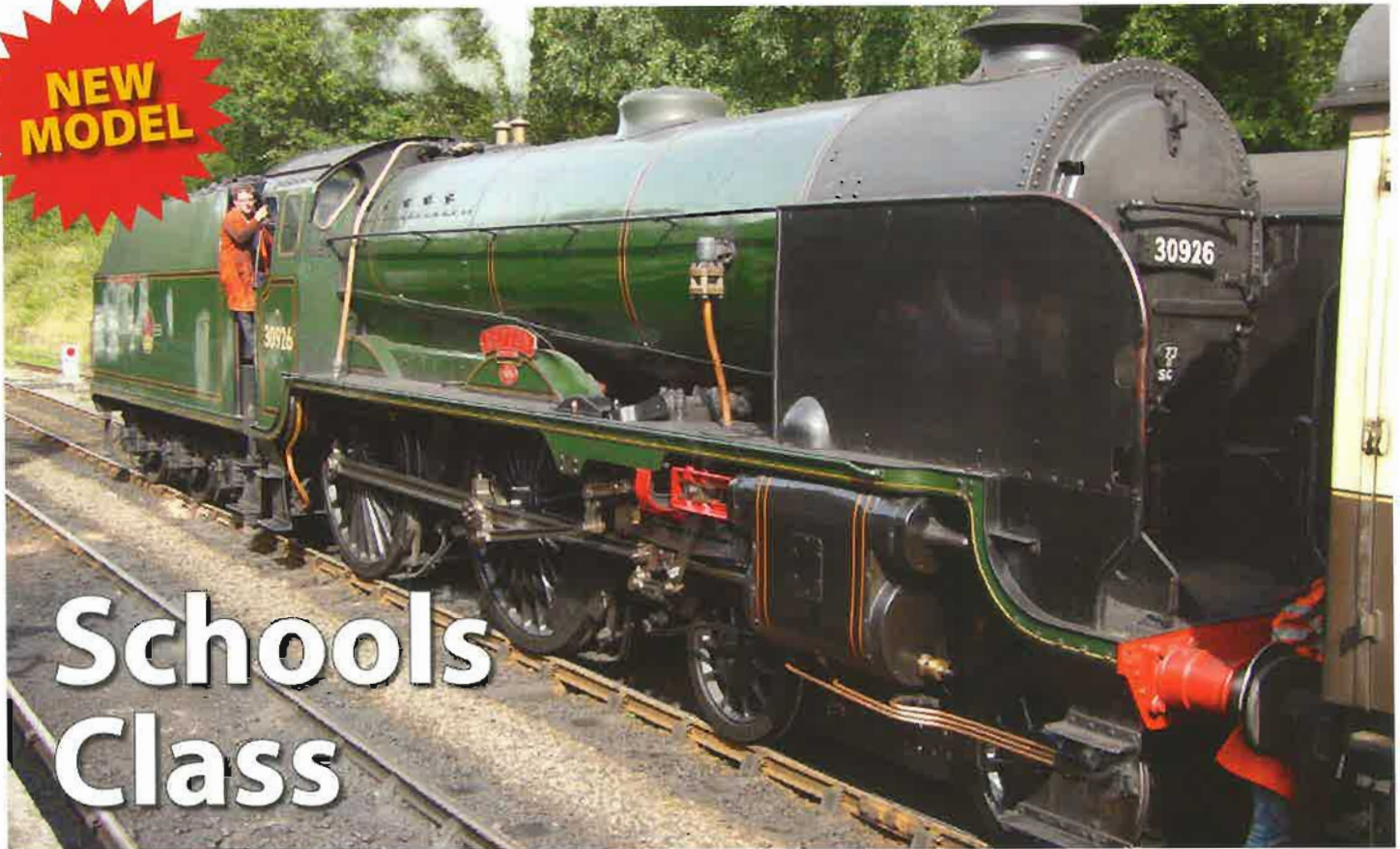
- Finely moulded body and tender with many separately added fine details
- Etched name plates were applicable
- DCC Ready
- DCC fitted models available with Gaugesmaster DC23 decoder
- Cast wheels with fine relief and appropriate colouring
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and 12 wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Both standard and Dapol's new East-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail
- Comes with factory fitted traction tyres



ND208A	B OF B #21C164 SR GREEN AIR SMOOTHED
ND208B	WC #34098 'TEMPLECOMBE' BR GRN LATE CREST REBUILT
ND208C	WC #34042 'DORCHESTER' BR GRN LATE CREST REBUILT
ND208D	B OF B #34066 'SPITFIRE' BR GREEN LATE CREST AIR SMOOTHED
ND208E	B OF B #34088 '213 SQUADRON' BR GREEN LATE CREST REBUILT
ND208F	B OF B #34052 'LORD DOWDING' BR GREEN LATE CREST REBUILT
ND208G	WC #21C113 'OKEHAMPTON' SOUTHERN GREEN AIR SMOOTHED
ND208H	WC #34030 'WATERSMEET' BR GN LATE CREST AIR SMOOTHED



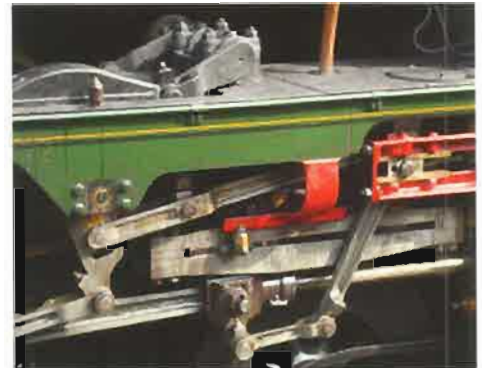
**NEW
MODEL**



Schools Class

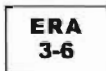
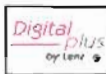


The Schools Class or more correctly the Southern Region V Class locomotive was designed by Richard Maunsell for the Southern Railway and built by their Eastleigh works between 1930 and 1935. The overall design was drawn heavily from his previous works on the Lord Nelson Class and was further ameliorated with features and components from the LSWR/SR King Arthur type locomotives. The Schools Class was the last British locomotive to have a 4-4-0 wheel arrangement and was built primarily for Express Passenger duties. The Schools Class was considered to be very successful where design features allowed them to operate efficiently across most SR lines, which in many areas had operating restrictions which precluded other types of express locomotives from operating. In all forty Schools Class Locomotives were constructed and all were named after English (predominantly Southern) public schools. They continued in service until 1962 and three survive today on heritage railways.



The Dapol model of the School Class of locomotive features:

- Finely moulded body and tender with many separately added fine details
- DCC Ready
- DCC fitted models available with Gaugemaster DC23 decoder
- Cast wheels with fine relief and appropriate colouring
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and 10 wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Finely etched name plates
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail



- 25-002-00 SCHOOLS #30926 'REPTON' BR LINED GREEN LATE TENDER LOGO
- 25-002-000D SCHOOLS #30926 'REPTON' BR LINED GREEN LATE TENDER LOGO DCC FITTED
- 25-002-001 SCHOOLS #905 'TONBRIDGE' MALACHITE LINED GREEN 'SOUTHERN'
- 25-002-001D SCHOOLS #905 'TONBRIDGE' MALACHITE LINED GREEN 'SOUTHERN' DCC FITTED
- 25-002-002 SCHOOLS #921 'SHREWSBURY' BR LINED BLACK SMALL EARLY LOGO
- 25-002-002D SCHOOLS #921 'SHREWSBURY' BR LINED BLACK SMALL EARLY LOGO DCC FITTED
- 25-002-003 SCHOOLS #929 'MALVERN' MALACHITE GREEN
- 25-002-003D SCHOOLS #929 'MALVERN' MALACHITE GREEN DCC FITTED

Britannia Pacific

MODEL RAIL
**MODEL
OF THE YEAR
2010**



Britannia Pacifics are a type of 4-6-2 pacific locomotives designed by Robert Riddles for use by the nationalised British rail for mixed freight passenger duties. 55 were built at the Crewe Works between 1951 and 1955. Two survive into preservation 70000 Britannia herself and 70013 Oliver Cromwell. Oliver Cromwell was in fact the last steam locomotive to run a scheduled service in 1968. Dapol were very proud to have been awarded N gauge steam model of the year 2010 by the readers of Model Rail Magazine and RMWeb.



Britannia Class 70038 - Robin Hood



Britannia Class 70030 - William Wordsworth



Britannia Class 70022 - Tornado

The model encompasses some of the best features developed by Dapol plus some more innovations including:

- Finely moulded body and tender with many separately added fine details
- Cast wheels with fine relief and detail
- DCC Ready
- Square axles for perfect wheel quartering
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and all wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Finely etched name plates
- Accessory bag with spares and other added detail
- Comes with factory fitted traction tyres

ND095C BRITANNIA CLASS 70038 - ROBIN HOOD

ND095F BRITANNIA CLASS 70030 - WILLIAM WORDSWORTH

ND095G BRITANNIA CLASS 70022 - TORNADO





B17 4-6-0



ND079E MIDDLESBROUGH



ND079F EVERTON

The B17 locomotives were a class of LNER 4-6-0 locomotives designed by Sir Nigel Gresley for passenger haulage on the Great East Line. They first came into operation in 1928. In all 73 were built and continued into service until the early 1960's. During their lifetime there were many amendments and upgrades to the class including a streamlined version. Unfortunately, no examples have survived into preservation.

The models manufactured by Dapol represents the latter variants built between 1935 and 1937 and include some of the best and most innovative features including:

- Finely moulded body and tender with many separately added fine details
- Cast wheels with fine relief and detail
- Dapols tender drive system that delivers power to the locomotive wheels
- DCC Ready
- Tungsten chassis and all wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Finely etched name plates
- Accessory bag with spares and other added detail



Hall 4-6-0



A GWR locomotive designed by Charles Collett, the 4900 or Hall Class locomotive, hauled passenger and freight from 1928 to its withdrawal in 1965. In total 259 were built and 11 survive into preservation. Many of the design features of the Hall were drawn upon in the design of the LNER B1 and LMS Stanier Black 5. The Hall had many modifications during its long lifespan including those implemented by F.W. Hawksworth and Dapol hope to bring you many of the modified versions as well as the originals.

The models will include all the features you would expect including:

- Finely moulded body and tender with many separately added fine details
- Painted cast wheels with fine relief and detail
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and 12 wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Finely etched name plates
- DCC Ready
- DCC fitted available with Gaugemaster DC23 decoder
- Comes with factory fitted traction tyres
- Accessory bag with spares and other



(images for illustration purposes only.)

25-010-000	HALL GWR LINED GREEN #4937 'LANELAY HALL'
25-010-00D	HALL GWR LINED GREEN #4937 'LANELAY HALL' DCC FITTED
25-010-001	HALL #4951 'PENDEFORD HALL' BR LINED GREEN LATE CREST
25-010-001D	HALL #4951 'PENDEFORD HALL' BR LINED GREEN LATE CREST DCC FITTED
25-010-002	HALL #4914 'CRANMORE HALL' BR LINED GREEN LATE CREST
25-010-002D	HALL #4914 'CRANMORE HALL' BR LINED GREEN LATE CREST DCC FITTED
25-010-003	HALL GWR LINED GREEN #4958 'PRIORY HALL'
25-010-003	HALL GWR LINED GREEN #4958 'PRIORY HALL' DCC FITTED



ERA
3-6



Q1 BR 33005 Late Crest

ND207A	Q1 BR 33005 LATE CREST
ND207AD	Q1 BR 33005 LATE CREST DCC FITTED
ND207B	Q1 BR EARLY CREST # 33011
ND207BD	Q1 BR EARLY CREST # 33011 DCC FITTED
ND207C	Q1 SOUTHERN REGION C1
ND207CD	Q1 SOUTHERN REGION C1 DCC FITTED
ND207D	Q1 BR SOUTHERN REGION C7
ND207DD	Q1 BR SOUTHERN REGION C7 DCC FITTED

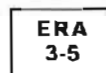


Q1 BR Southern Region C7

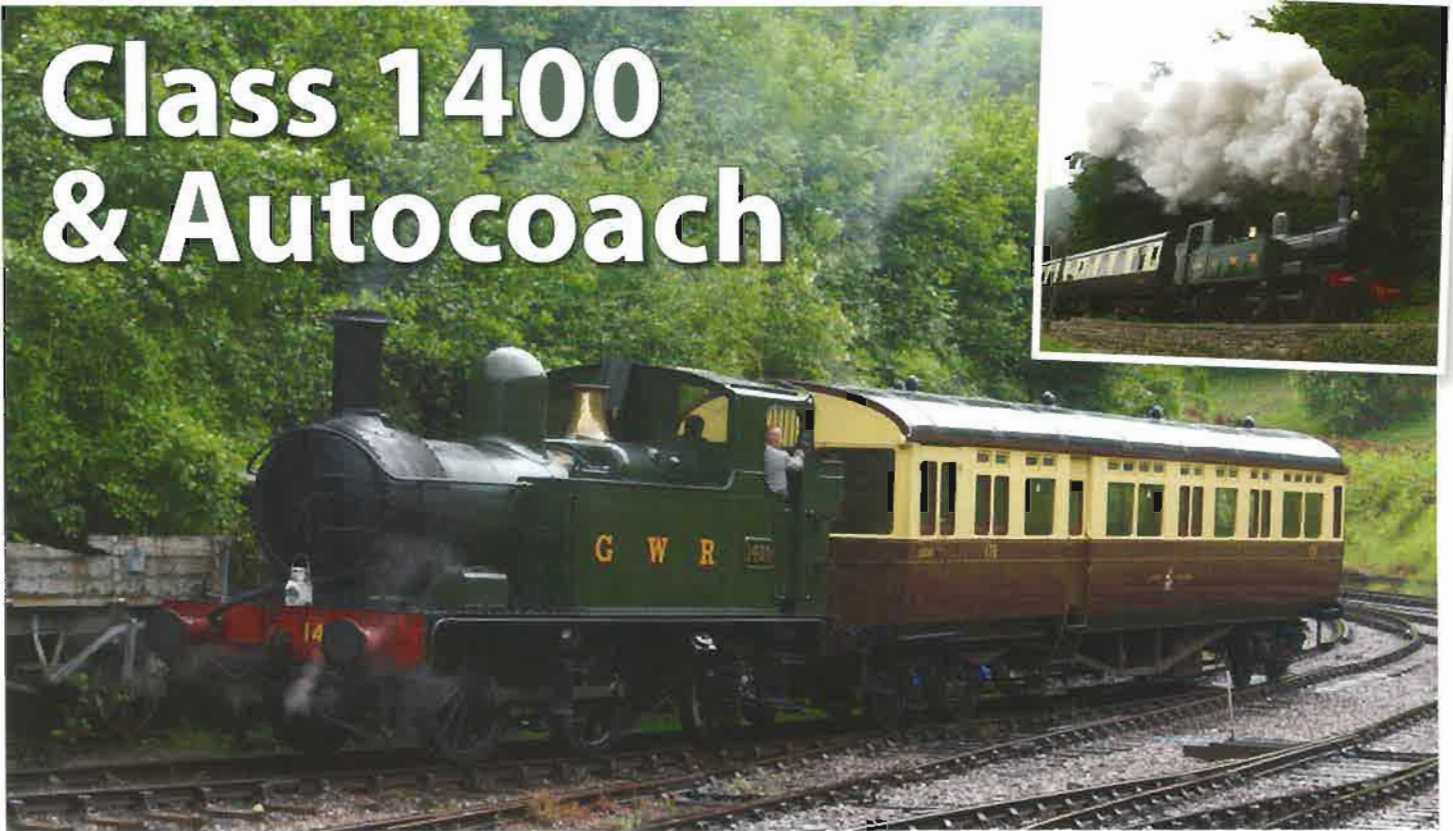
The Q1 0-6-0 is an austerity locomotive designed by Oliver Bulleid for wartime freight haulage use on Southern Railways. In all 40 were built with one surviving into preservation. The design ingenuity of Oliver Bulleid allowed the Q1 to haul freight loads that had been designated to much larger locomotives prior to the outbreak of war. The Q1 survived into Post Nationalisation and was finally withdrawn in 1966. The Dapol model of the Q1 covers both its SR liveries and those used post nationalisation.

All models incorporate:

- Finely moulded body and tender with many separately added fine details
- Cast wheels with fine relief and detail
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and 12 wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- DCC Ready
- DCC fitted if Required with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail



Class 1400 & Autocoach



The Class 14XX was a GWR tank locomotive, designed for branchline passenger and freight work. Although the design is attributed to Collett, much of the actual locomotive was derived from the earlier 19th century locomotive the George Armstrong designed 517 Class. Entering service in 1932, in all 75 were built and run well into the 1960's with 4 surviving into preservation.

The Autocoach was often combined with a Class 14XX on many branchline operations. The distinguishing cab on the Autocoach meant that the locomotive could be controlled from the Autocoach and negated the requirement to run the locomotive around to the other end of the Autocoach at the end of the journey. This format was known as a push-pull train. Many of these autocoches survive into preservation and still commonly run with the 14XX.

The Dapol models feature:

- **Finely moulded body with fine detail relief**
- **Both standard and Dapol's new Easi-Fit magnetic couplers supplied**
- **With NEM coupling pocket**

- ND142** 14XX LOCOMOTIVE & AUTOCOACH BR
- ND143** 14XX LOCOMOTIVE & AUTOCOACH BR
- ND140** 14XX LOCOMOTIVE & AUTOCOACH GWR
- ND141** 14XX LOCOMOTIVE & AUTOCOACH GWR



(All pictures are of previously released models and are for illustrative purposes only.)

ERA
3-5

N Gauge Steam Starter Sets

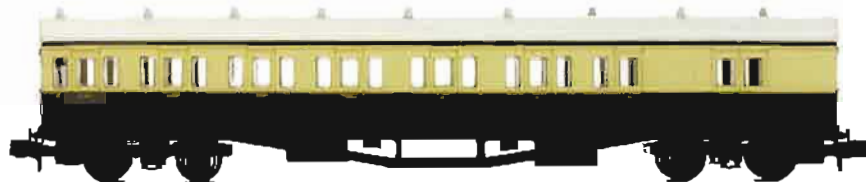
What better way to start than with one of our steam starter sets with everything you need to get up and going, whether it be in traditional DC or cutting edge Digital DCC. We have teamed up with the best in the model railway world with Peco Ltd for track and Gaugemaster Ltd for controllers and decoders to give you the ultimate in quality, reliability and performance.

NEW

EXCLUSIVE
LOCOMOTIVE
LIVERY FOR
THIS SET

NSTEAM1 Traditional DC train set comprising:

- 14xx steam locomotive
- 1 pair of B-set coaches
- 1 Gaugemaster Combi controller
- An oval (approximately 91cm x 48cm) of Peco track –
8 x ST12 Double Curve
2 x ST1 Standard Straight
2 x ST11 Double Straight
- Connecting wires and connectors included



PECO



(Models shown are of previous releases and are for illustrative purposes only)

EXCLUSIVE
LOCOMOTIVE
LIVERY FOR
THIS SET

NSTEAM2 DCC deluxe starter set Comprising:

- 1 x A3 pacific in BR green late crest named "Flying Scotsman"
- 1 x Gaugemaster DCC23 decoder fitted to loco
- 3 x Gresley maroon coaches with factory fitted yellow glow light bars
- 1 x Gaugemaster Prodigy Express DCC controller
- A large oval (approximately 91cm x 48cm) of Peco track –
8 x ST15 Double Curve
8 x ST11 Double Straight
- Connecting wires and connectors included



PECO



(Models shown are of previous releases and are for illustrative purposes only)

**NEW
MODEL**



Class 52 Western

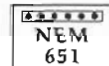
The Class 52 Diesel hydraulic locomotive was introduced by BR Western Region to provide a more powerful alternative to the Warships and Hymeks that were already in service for express freight and passenger duties on the West Coast mainline. In all 74 of these dual engine diesel-hydraulic locomotives were built between 1961 and 1964 and all were named with a two word name all starting with 'Western' which gave rise to their common name and second was either of heraldic or regimental derivation. The Class was relatively short lived and all were out of service by 1977. 7 survive into preservation and our model was designed from laser scans of Western Champion.

The Dapol model Class 52 Western features:

- Detailed body with etched brass roof grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights and headcode box lighting
- DCC Ready with provision for a 6 pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Supplied with etched brass name and number plates
- Dapol's low friction mechanism for efficient quiet running
- Heavy split frame tungsten chassis for excellent running and haulage qualities



ND202A	D1005 'WESTERN VENTURER' BR BLUE FULL YELLOW PANEL
ND202AD	D1005 'WESTERN VENTURER' BR BLUE FULL YELLOW PANEL <i>DCC FITTED</i>
ND202B	D1029 'WESTERN LEGIONAIRE' BR MAROON SMALL YELLOW PANEL
ND2028D	D1029 'WESTERN LEGIONAIRE' BR MAROON SMALL YELLOW PANEL <i>DCC FITTED</i>
ND202C	D1005 'WESTERN SOVEREIGN' BR GREEN SMALL YELLOW PANEL
ND202CD	D1005 'WESTERN SOVEREIGN' BR GREEN SMALL YELLOW PANEL <i>DCC FITTED</i>
ND202D	D1005 'WESTERN SULTAN' BR MAROON SMALL YELLOW PANEL
ND202DD	D1005 'WESTERN SULTAN' BR MAROON SMALL YELLOW PANEL <i>DCC FITTED</i>



**ERA
5-7**

**NEW
MODEL**



Class 27

The Class 27 was a development of the earlier Class 26. In all 69 locomotives were built by Birmingham Railway Carriage and Wagon Company (BRCW) during 1961 and 1962. By 1969 the Class 27 was being used almost exclusively in Scotland. They were withdrawn from service in 1987 and eight survive into preservation.

The Dapol model Class 27 features:

- Detailed body with etched grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights and headcode box lighting
- DCC Ready with provision for a 6 pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Heavy split frame tungsten chassis for excellent running and haulage qualities

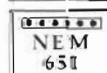


(Pre-production sample)

ND205A	CLASS 27 # D5381 BR GREEN
ND205AD	CLASS 27 # D5381 BR GREEN DCC FITTED
ND205B	CLASS 27 # D5411 BR GREEN
ND205BD	CLASS 27 # D5411 BR GREEN DCC FITTED
ND205C	CLASS 27 # 27008 BR BLUE
ND205CD	CLASS 27 # 27008 BR BLUE DCC FITTED
ND205D	CLASS 27 # 27046 BR BLUE
ND205DD	CLASS 27 # 27046 BR BLUE DCC FITTED



(Pre-production sample)



**ERA
5-8**



Class 56

The British Rail Class 56 is a type of Co-Co locomotive designed for heavy freight work and was introduced between 1976 and 1983. In all, 135 Class 56s were built, the first 30 by Electropoters in Romania, but due to poor quality of construction the remainder were built by BREL at their Doncaster and Crewe works. The Class 56 was considered to be a successful locomotive and had a long service life, however performance and maintenance costs savings made from the deployment of the new imported Class 66 resulted in most of the fleet of Class 56s being decommissioned or sold on by 2006. Several Class 56s are currently preserved and some class 56s are still in service today with private rail companies, hauling freight and for the occasional special service.

The initial batch of Dapol Class 56's will represent the Romanian built models and will include:

- Detailed body with etched grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC Ready with provision for a 6 pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Supplied with etched brass name and number plates
- Dapol's low friction mechanism for efficient quiet running
- Heavy split frame tungsten chassis for excellent running and haulage qualities



Class 56 56005 Railfreight Grey



Class 56 # 56006 Br Blue



CLASS 56 # 56018 EWS Maroon

(Images are engineering samples for illustrative purposes only)

ND203A	CLASS 56 56005 RAILFREIGHT GREY
ND203AD	CLASS 56 56005 RAILFREIGHT GREY DCC FITTED
ND203B	CLASS 56 # 56013 TRIPLE GREY COAL SECTOR
ND203BD	CLASS 56 # 56013 TRIPLE GREY COAL SECTOR DCC FITTED
ND203C	CLASS 56 # 56006 BR BLUE
ND203CD	CLASS 56 # 56006 BR BLUE DCC FITTED
ND203C	CLASS 56 # 56018 EWS MAROON
ND203DD	CLASS 56 # 56018 EWS MAROON DCC FITTED



ERA
7-10



**NEW
MODEL**

Class 33

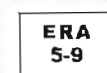
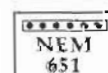


The British Rail Class 33 is a class of Bo-Bo diesel-electric locomotive built by BRCW for the Southern Region of BR between 1960 and 1962. 98 class 33's were originally built and bore the numbers D6500 - D6597. The class was affectionately known as Cromptons after the brand of electrical equipment installed and shared many features with its lesser powered sisters the class 26 and 27. In all 26 examples of Class 33 survive into preservation.

Dapol will be manufacturing models representing 33/0 and 33/1 and will include:

- Detailed body with etched grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with huge pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC Ready with provision for a 6 pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Dapol's low friction mechanism for efficient quiet running
- Heavy split frame tungsten chassis for excellent running and haulage qualities

2D-001-000	CLASS 33/0 33030 BR BLUE
2D-001-000D	CLASS 33/0 33030 BR BLUE DCC FITTED
2D-001-001	CLASS 33/0 D6571 BR GREEN NO YELLOW WARNING PANEL
2D-001-001D	CLASS 33/0 D6571 BR GREEN NO YELLOW WARNING PANEL DCC FITTED
2D-001-002	CLASS 33/0 33046 'MERLIN' ENGINEERS GREY/YELLOW 'DUTCH'
2D-001-002D	CLASS 33/0 33046 'MERLIN' ENGINEERS GREY/YELLOW 'DUTCH' DCC FITTED
2D-001-003	CLASS 33/0 D6597 BR GREEN SMALL YELLOW WARNING PANEL
2D-001-003D	CLASS 33/0 D6597 BR GREEN SMALL YELLOW WARNING PANEL DCC FITTED
2D-001-020	CLASS 33/1 33102 BR BLUE
2D-001-020D	CLASS 33/1 33102 BR BLUE DCC FITTED
2D-001-021	CLASS 33/1 33103 ENGINEERS GREY/YELLOW 'DUTCH'
2D-001-021D	CLASS 33/1 33103 ENGINEERS GREY/YELLOW 'DUTCH' DCC FITTED





Class 67

**MODEL RAIL
N GAUGE DIESEL
LOCOMOTIVE
OF THE YEAR
2009**



The Class 67 is a Bo-Bo diesel electric mainline locomotive built for the English, Welsh and Scottish (EWS) Railway between 1999 and 2000. They were built in a joint venture between Alstom in Valencia and General Motors Diesel who supplied the main drive train. Thirty locomotives were ordered as Class 47 replacements for use on high speed mail and passenger trains. After several modifications the Class 67 was passed for 125MPH running in June 2003. After the termination of the Royal Mail/EWS contract in 2003, the locomotives passed on to other operators including First Scotrail and Wrexham & Shropshire who then, after the operators closure, passed them on to Chiltern Railways. Two Class 67s were used for the prestigious Royal Trains, Queens Messenger and Royal Sovereign. Other special liveries included a red livery with white maple leaf in honour of the former EWS and DB Schenker UK Chairman Keith Heller. This was modelled by Dapol during 2011.



Class 67 EWS Maroon Powered # 67024



Class 67 EWS Maroon Powered # 67002

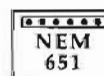


Class 67 EWS Maroon Dummy # 67001

The Dapol Class 67 includes:

- Finely detailed moulded body, chassis and bogies
- Detailed and finely printed graphics
- NEM pockets as standard
- Directional lighting
- DCC Ready
- On powered variants skew wound 5 Pole Super Creep Motor for excellent slow speed control
- All wheel pick up with tungsten chassis for fantastic haulage
- Detailing and accessory pack included
- Dapol's low friction mechanism for efficient quiet running

ND101F	CLASS 67 EWS MAROON POWERED # 67024
ND101FD	CLASS 67 EWS MAROON POWERED # 67024 DCC FITTED
ND101H	CLASS 67 EWS MAROON POWERED # 67002
ND101HD	CLASS 67 EWS MAROON POWERED # 67024 DCC FITTED
ND101M	CLASS 67 EWS MAROON DUMMY # 67001
ND101MD	CLASS 67 EWS MAROON DUMMY # 67001 DCC FITTED
2D-010-000	CLASS 67 ARRIVA TRAINS WALES BLUE # 67003



Class 35 Hymek



Hymek D7042 Two Tone Green Dummy



Hymek D7084 Two Tone Green Powered



Hymek D7001 BR blue full Yellow Warning

- ND084M HYMEK D7042 TWO TONE GREEN DUMMY
- ND084P HYMEK D7084 TWO TONE GREEN POWERED
- ND084R HYMEK D7001 BR BLUE FULL YELLOW WARNING
- ND084Q HYMEK D7005 BR BLUE FULL YELLOW END POWERED

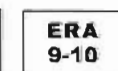
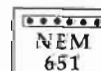
The Class 35 was a mixed traffic Bo-Bo diesel hydraulic locomotive built for the Western Region of BR. The Class 35 coupled a mekyrdo hydraulic transmission with a diesel power unit and for this reason became affectionately known as Hymeks. One hundred and one were built between 1961 and 1964 by Bayer Peacock (Hymek) Ltd, a joint venture company between Bristol Siddeley Engines (supplier of the Maybach engine used), Stone-Platt Industries (Supplier of the Mekydro Hydraulic transmission) and Bayer Peacock & Co (manufacturer of the locomotive). The Hymek continued into service until 1975 by which time their passenger and freight duties were replaced in the main by the more powerful Class S2 Western and the diesel-electric Class 37. Four Hymeks survive into preservation.

Dapol have produced both powered and dummy models to allow the prototypical double and triple header formations typically seen in their use. The Dapol model also includes the following features:

- Detailed body and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights (dummy as well)
- DCC Ready with provision for a 6 pin decoder
- Accessory bag with separate optional fittings
- Dapol's low friction mechanism for efficient quiet running



Hymek D7005 BR Blue Full Yellow End Powered





Class 66

The Class 66 is a type of Co-Co heavy freight locomotive and was originally ordered by EWS to replace and update the freight fleet post privatisation in 1996. 250 Class 66's were ordered from General Motors Electro-Motive Division (EMD) and these were built in London, Ontario Canada. Subsequent freight operators, Freightliner, GB Railfreight and Direct Rail Services (DRS) also ordered batches of these locomotives. Overall the locomotive has been successful in service, offering improved reliability and performance over its predecessors. However the locomotive has also had its critics, partly due to the comfort the design offered drivers and staff and probably their ubiquity, ousting many different types of British built locomotives commonly seen prior to its commissioning. As a testament to the commercial success of the Class 66, it has been certified for use in many European countries (known as the Series 66) and can be seen commonly in Germany, Poland and Sweden amongst others. During its long service, the locomotive has been modified many times including low emission variants for greener running and highly geared models for hauling heavier loads albeit at slower speeds. The Class 66 is still in operation and is used by GBRF Europorte, Freightliner, DRS and Colas Rail.



Class 66 Freightliner #66562 Revised Wipac Lighting



Class 66 EWS Powered



Class 66 #66709 MSC/GBRF 'Sorrento' Ship (Pre-Production sample)



Class 66 #66729 GBRF / Europorte Livery 'Derby County'

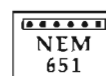
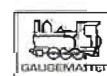


Class 66 #66720 GBRF Children's Graphic livery

The Dapol Class 66 covers some of the variations of the Class 66 over its lifetime and includes the following features:

- Detailed body with etched grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with controlled pulling power and incredible slow running speed
- Directional lights
- DCC Ready with provision for a 6 pin decoder
- Accessory bag with separate optional fittings
- Dapol's low friction mechanism for efficient quiet running

ND201A	CLASS 66 FREIGHTLINER #66562 REVISED WIPAC LIGHTING
ND201C	CLASS 66 EWS POWERED
ND201D	CLASS 66 #66729 GBRF / EUROPORTE LIVERY 'DERBY COUNTY'
ND201E	CLASS 66 #66720 GBRF CHILDREN'S GRAPHIC LIVERY
2D-007-000	CLASS 66 #66709 MSC/GBRF 'SORRENTO' SHIP LIVERY





Class 59

The Class 59 is a type of Co-Co diesel locomotive and was the first US produced and privately owned locomotive to operate regularly in the UK. The ordering of the first Class 59 was as a result of quarrying company Foster Yeoman's dissatisfaction of the performance of the BR supplied Class 56. The first 5 locomotives built by GM's Electromotive Division were delivered to Foster Yeoman in 1986 and proved very successful, one locomotive setting a new UK haulage record for a single locomotive of 4639 tonnes. Foster Yeoman's rivals, Amey Roadstone Corp (ARC) also ordered four modified Class 59's (59/1) as did National Power who ordered six (59/2). GM invested in this initial UK success and extensively modified the class 59 internally to produce the Class 66 which has been hugely successful, both in the UK and on Continental Europe. The fleet of Class 59 is still operated by DB Schenker and Mendip Rail (ARC and YF merged joint venture).

The Dapol model of the class 59 shall feature:

- Detailed body with etched grills and separately fitted handrails
- Etched name plates if appropriate
- 5 pole Super creep motor with huge pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC ready with provision for a 6 pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new East-Fit magnetic couplers supplied
- Accessory bag with separate optional fittings



2D-005-000	CLASS 59 #59002 FOSTER YEOMAN LIVERY SILVER 'ALAN J DAY'
2D-005-000D	CLASS 59 #59002 FOSTER YEOMAN LIVERY SILVER 'ALAN J DAY' DCC FITTED
2D-005-001	CLASS 59 #59103 ARC LIVERY 'VILLAGE OF GREAT ELM'
2D-005-001D	CLASS 59 #59103 ARC LIVERY 'VILLAGE OF GREAT ELM' DCC FITTED
2D-005-002	CLASS 59 #59206 'JOHN F YEOMAN' DB SCHENKER
2D-005-002D	CLASS 59 #59206 'JOHN F YEOMAN' DB SCHENKER DCC FITTED
2D-005-003	CLASS 59 #59204 NATIONAL POWER BLUE LIVERY
2D-005-003D	CLASS 59 #59204 NATIONAL POWER BLUE LIVERY DCC FITTED



**NEW
MODEL**

Class 22

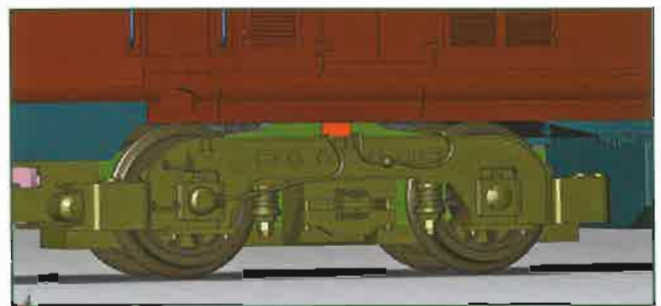


The class 22 Bo-Bo diesel locomotive was introduced in 1959 for operating passenger and freight services on the Western Region from Bristol to North and South Devon. Many of the design features, configuration and engine were shared with its sister Class 21 intended for use on the Eastern Region. Unusually, both these had aluminium cabs and bodies. The life of the class was probably cut short by the bankruptcy of the Builder NBL in 1962 and the fleet was cannibalised for spares resulting in the slow attrition of the class until its final withdrawal in 1972. Unfortunately, the last remaining example, destined for preservation was accidentally cut up and scrapped resulting in the extinction of the class.



The Dapol N gauge Class 22 has benefited from Dapol's research into the building and detailing of the OO gauge version and shall feature:

- Detailed body with etched grills and separately fitted handrails
- Finely detailed cast wheels
- 5 pole Super creep motor for huge pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC Ready
- DCC fitted available with Gaugemaster DC23 decoder
- Accessory bag with optional fitted components including valances
- Magnetic and standard knuckle couplers included



2D-012-000	CLASS 22 BR BLUE FYE FONT B 6326
2D-012-000D	CLASS 22 BR BLUE FYE FONT B 6326 DCC FITTED
2D-012-001	CLASS 22 BR BLUE FYE FONT B D6318
2D-012-001	CLASS 22 BR BLUE FYE FONT B D6318 DCC FITTED
2D012-002	CLASS 22 BR GREEN SYP FONT A D6320
2D012-002D	CLASS 22 BR GREEN SYP FONT A D6320 DCC FITTED

2D012-003	CLASS 22 GREEN SYP FONT A D6319
2D012-003D	CLASS 22 GREEN SYP FONT A D6319 DCC FITTED
2D-012-004	CLASS 22 BR GREEN SYP FONT A D6313
2D-012-004D	CLASS 22 BR GREEN SYP FONT A D6313 DCC FITTED
2D-012-005	CLASS 22 BR GREEN SYP FONT A D6331
2D-012-005D	CLASS 22 BR GREEN SYP FONT A D6331 DCC FITTED



**NEW
MODEL**



Class 50

Picture courtesy David Ingham

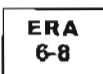
The BR Class 50 is a type of Co-Co diesel locomotive built by English Electric at their Vulcan Works in Newton-le-Willows. Fifty locomotives were built between 1967-68 and initially leased to BR (fully purchased in 1973) to haul express passenger trains on the then non-electrified West Coast Line between Crewe and Scotland. After the West Coast Line was electrified, these locomotives were transferred to the Western Region, working from London Paddington to the South West, Oxford and from Birmingham to Bristol. In the late 1970's the fleet was refurbished and named after Royal Navy Warships. These newly refurbished locomotives, with their simplified electrics, high intensity headlights and new BR Blue large logo livery worked out of Paddington and Waterloo to Salisbury and the South West. The Class was slowly withdrawn from the early 1990's with the last one being decommissioned in 1994. Several survive into preservation including 50033 Glorious which is at the NRM.



The Dapol model of the Class 50 will include:

- Detailed body with etched grills and separately fitted handrails
- Etched name plates if appropriate
- 5 pole Super creep motor with huge pulling power and Incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC ready with provision for a 6 pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with separate optional fittings

2D-002-000	CLASS 50 #D406 BR BLUE (UNREFURBISHED)
2D-002-000D	CLASS 50 #D406 BR BLUE (UNREFURBISHED) DCC FITTED
2D-002-001	CLASS 50 #50043 BR (UNREFURBISHED)
2D-002-001D	CLASS 50 #50043 BR (UNREFURBISHED) DCC FITTED
2D-002-002	CLASS 50 #50040 BR LARGE LOGO BLUE 'LEVIATHAN'
2D-002-002D	CLASS 50 #50040 BR LARGE LOGO BLUE 'LEVIATHAN' DCC FITTED
2D-002-003	CLASS 50 #50037 ORIGINAL NSE 'ILLUSTRIOUS'
2D-002-003D	CLASS 50 #50037 ORIGINAL NSE 'ILLUSTRIOUS' DCC FITTED





Class 26

The British Rail Class 26 is a class of 80-Bo diesel locomotive built by BCRW between 1958 and 1959. In all 47 were built and were used for a variety of duties including on London commuter routes into Kings Cross with one also being loaned to the Scottish Region. After a strategic re-evaluation of the various small diesel locomotives available, all of the Class 26's were transferred to Scotland and continued in service until 1993. 13 Class 26's survive into preservation in England, Scotland and Wales.

The Dapol model Class 26 features:

- Detailed body with etched grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with controlled pulling power and Incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC Ready with provision for a 6pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Dapol's low friction mechanism for efficient quiet running

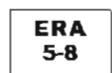
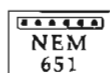


Class 26 #26026 BR Blue with Snowploughs and H/code Disks



Class 26 #D5307 BR Green with H/C discs

- ND145F CLASS 26 #26026 BR BLUE WITH SNOWPLOUGHS AND H/CODE DISKS
- ND145FD CLASS 26 #26026 BR BLUE WITH SNOWPLOUGHS AND H/CODE DISKS DCC FITTED
- ND145G CLASS 26 #26040 BR BLUE WITH DISCS, SNOWPLOUGHS & STAG EMBLEM
- ND145GD CLASS 26 #26040 BR BLUE WITH DISCS, SNOWPLOUGHS & STAG EMBLEM DCC FITTED
- ND145H CLASS 26 #D5307 BR GREEN WITH H/C DISCS
- ND145HD CLASS 26 #D5307 BR GREEN WITH H/C DISCS DCC FITTED
- ND145J CLASS 26 #26003 BR BLUE
- ND145JD CLASS 26 #26003 BR BLUE DCC FITTED



Diesel Starter Sets

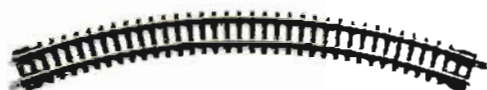
Dapol have teamed up with the best UK manufacturers to provide a fabulous way to start modelling N gauge diesel. We have incorporated components from PECO Track and Gaugemaster Controls to get you started, whether it is in traditional DC or cutting edge Digital DCC. As your passion for railway modelling expands simply add to your set as all items have been carefully chosen to be expandable and compatible with the finest components in UK N gauge.

NDIESEL1 Traditional DC train set comprising:

- 1 x Class 73 JB locomotive in BR blue
- 2 x VTG Ferrywagons
- 1 x Gaugemaster Combi controller
- An oval (approximately 117cm x 48cm) of Peco track – 8 x ST12 (Double Curve) 4 x ST11 (Double Straight)
- Connecting wires and connectors included



(Locomotive and wagon images are previous models and are for illustrative purposes only.)

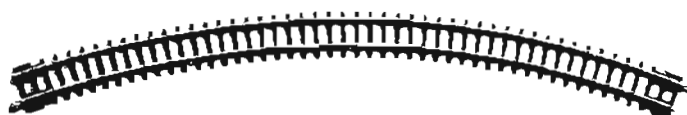


(Locomotive and wagon images are previous models and are for illustrative purposes only.)



NDIESEL2 DCC deluxe starter Set comprising:

- 1 x Class 56 locomotive in new metals sector triple grey livery
- 1 x Gaugemaster DC23 decoder fitted to locomotive
- 3 x telescopic steel wagons VTG/ Ferry Wagon decoration
- 1 x Gaugemaster Prodigy Express DCC controller
- A large oval (approximately 135cm x 56cm) of Peco track - 8 x ST17 (Double Curve) 8 x ST11 (Double Straight)
- Connecting wires and connectors included





Class 86

The British Rail Class 86 Bo-Bo electric locomotive was the first large scale standard electric locomotive brought into service and was developed from the earlier Class 81 to 85. One hundred locomotives were built by British Rail Doncaster and English Electric at the Vulcan Works, Newton-le-Willows between 1965 and 1966 to operate a high speed passenger and freight service on the newly electrified West Coast Line. Some of the class were named after towns or counties that the lines they worked passed through. The class underwent some substantial modifications during its long life including suspension changes, power and speed upgrades and the ability to operate Push Pull services. Post BR privatisation the fleet was divided amongst many operators including Anglia Railways, EWS, FM Rail, Hull, Cross Country and West Coast Trains. Currently, Freightliner still have a small fleet of Class 86's in use. Network Rail use one for testing overhead electrical supplies and 4 survive into preservation.

The Dapol Class 86 features:

- Dummy and powered variants available
- Finely detailed body with many extra fitted items
- 5 pole Super Creep motor with incredible controllable slow running speed
- All wheel drive and pick up
- Directional lights
- Finely detailed and posable pantograph
- DCC Ready with provision for a 6 pin decoder
- Accessory bag with optional fitted parts



Class 86 86415 Triple Grey Distribution Sector Powered

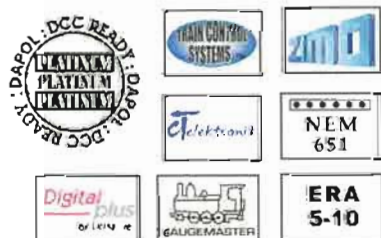


Class 86 86261 EWS Powered



Class 86 86637 Powerhaul Freightliner Powered

- ND099K CLASS 86 86415 TRIPLE GREY DISTRIBUTION SECTOR POWERED
- ND099M CLASS 86 86401 NETWORK SOUTH EAST POWERED
- ND099N CLASS 86 86261 EWS POWERED
- ND099P CLASS 86 86606 TRIPLE GREY FREIGHTLINER POWERED
- ND099Q CLASS 86 86637 POWERHAUL FREIGHTLINER POWERED
- ND099R CLASS 86 #86628 FREIGHTLINER GREEN DUMMY
- ND099S CLASS 86 #86605 FREIGHTLINER TRIPLE GREY DUMMY
- ND147 CLASS 86 TWIN PACK NETWORK RAIL 86901 + 86902 (DUMMY & POWERED)



Class 43 (HST)

MODEL RAIL
**MODEL
 OF THE YEAR
 2011**



The British Rail Class 43 (HST) was designed by BR Derby and manufactured at BREL Crewe between 1975 and 1982. Many would say the HST reflects the pinnacle of diesel locomotive design with it holding and retaining the world speed record for a diesel locomotive. In all 197 diesel power cars were manufactured to provide a high speed passenger service in a time when public budgets were constrained and mass electrification of lines was not financially viable. A testament to the success of the design of the HST is that 193 of the power cars are still in service today, with three being scrapped due to accidental damage and one being preserved at the NRM. Post the privatisation of BR the fleet has been distributed amongst various operators including East Coast, East Midlands, Grand Central, Cross Country, First Great Western and Virgin Trains. The HST was originally built without buffers. However to allow it to act in conjunction with Class 89 and 91 electrically powered locomotives on the electrified East Coast line, eight power cars were fitted with buffers. Network Rail has also converted a HST as a measurement train. This is packed with measurement and safety equipment and is used on the West Coast line to ensure lines are fit for use and safe for high speed and tilting locomotives. The Dapol model of the HST's are sold in 'Booksets' with one motorised power car, one dummy power car and two Mark 3 Coaches. Dapol have also produced the measurement train in its Network Rail livery. This is sold as a twin pack with one dummy and one motorised power car.

Features of the HST sets include:

- **Finely detailed body with many extra fitted items**
- **5 pole Super Creep motor with incredible controllable slow running speed**
- **All wheel drive and pick up**
- **Directional lights**
- **Coaches are light bar ready**
- **DCC Ready with provision for a 6 pin decoder**
- **Accessory bag with optional fitted parts**



Class 43 HST bookset Grand Central 43423 + 43484





Class 43 HST Bookset First Great Western
43015 + 43168



Class 43 HST
Bookset Virgin
43094 + 43104



Class 43 HST Bookset Cross Country 43303 + 43207

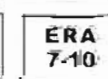


Network Rail (NMT) HST
Power Cars 43014 + 43062

- ND122E CLASS 43 HST BOOKSET GRAND CENTRAL 43423 + 43484
- ND122G CLASS 43 HST BOOKSET CROSS COUNTRY 43303 + 43207
- ND122F CLASS 43 HST BOOKSET FIRST GREAT WESTERN 43015 + 43168
- ND122H CLASS 43 HST BLUE/GREY
- ND122J CLASS 43 HST BOOKSET VIRGIN 43094 + 43104
- ND111E NETWORK RAIL (NMT) HST POWER CARS 43014 + 43062
- ND122L CLASS 43 HST BOOKSET EAST MIDLANDS TRAINS



Class 43 HST Bookset East
Midlands Trains





Class 122

The British Rail Class 122 is a type of diesel multiple unit which operated primarily on the London Midland, Scottish and the South Western Regions of British Rail between 1958 and 1995. Twenty single car driving units or bubble cars and ten trailer vehicles were built by Gloucester RC&W in 1958 and six survive into preservation. In 1980 the Scottish Region Class 122's were converted to carry parcels and reclassified as Class 131, although the cars themselves were not renumbered.

The Dapol Class 122 model features:

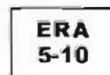
- Powered and dummy Cars available
- Finely detailed body with many extra fitted items
- All wheel drive and pick up
- Directional lights and head code lighting
- Light bar ready
- DCC Ready with provision for a 6 pin decoder
- DCC fitted available on power car with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with optional fitted parts



(These are first engineering samples and are for illustrative purposes only.)



ND209A	CLASS 122 #55000 REGIONAL RAILWAYS LIVERY (122100) POWERED
ND209AD	CLASS 122 #55000 REGIONAL RAILWAYS LIVERY (122100) POWERED DCC FITTED
ND209B	CLASS 122 #55006 BLUE / GREY LIVERY POWERED
ND209BD	CLASS 122 #55006 BLUE / GREY LIVERY POWERED DCC FITTED
ND209C	CLASS 122 #TDB975023 (55001) ROUTE LEARNING CAR BR BLUE POWERED
ND209CD	CLASS 122 #TDB975023 (55001) ROUTE LEARNING CAR BR BLUE POWERED DCC FITTED
ND209D	CLASS 122 #55009 BR GREEN WITH WHISKERS POWERED
ND209DD	CLASS 122 #55009 BR GREEN WITH WHISKERS POWERED DCC FITTED
ND210A	CLASS 122 #55012 REGIONAL RAILWAYS LIVERY 122112 DUMMY
ND210B	CLASS 122 #55011 BLUE / GREY LIVERY DUMMY
ND210C	CLASS 122 #W55016 BR GREEN WITH WHISKERS DUMMY



Class 142

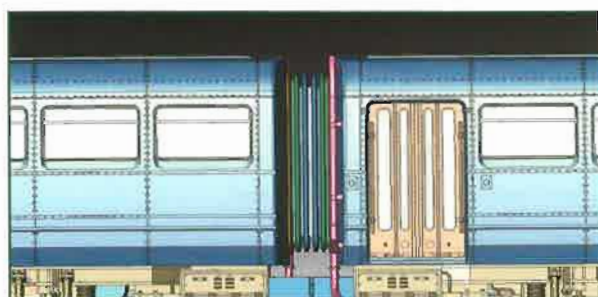
NEW MODEL



The British Rail Class 142 is a type of PACER diesel multiple unit designed to run typically in pairs for use on branch lines in Northern and South Western England and North Wales. Ninety Six of the rail car sets were built by BREL at Derby between 1985 and 1987 and followed on from the design of the Class 141. Initially, the Class 142 exhibited many operational problems including the inability to negotiate tight curves, a lack of power with poor braking and a rough uncomfortable ride. The class was extensively modified in subsequent years to overcome some of these shortcomings with the adoption of a more powerful diesel engine, up rated brakes and a plethora of internal and external detail improvements. Even with these changes the Class 142 was deemed unsuitable for working the tighter curves of the South Western rail system and the fleet was transferred post privatisation between NW trains and Northern Spirit, where it is still used primarily on commuter routes between the major cities of the region

The Dapol model of the Class 142 Railcar set includes:

- Powered and dummy Car sets
- Detailed bodies with flush glazing and close coupling mechanism with corridor connector
- Scharfenberg coupling mechanism fitted as standard
- All wheel drive and pick up on power unit
- Directional lights on both cars
- DCC Ready one chip for both cars
- DCC fitted available on power sets with Gaugemaster DC23 decoder
- Accessory bag with optional fitted components



- ND116A CLASS 142 NORTHERN RAIL 142065 POWERED SET
- ND116AD CLASS 142 NORTHERN RAIL 142065 POWERED SET *DCC FITTED*
- ND116B CLASS 142 REGIONAL RAILWAYS 142081 POWERED SET
- ND116BD CLASS 142 REGIONAL RAILWAYS 142081 POWERED SET *DCC FITTED*
- ND116C CLASS 142 NORTHERN SPIRIT 142025 POWERED SET
- ND116CD CLASS 142 NORTHERN SPIRIT 142025 POWERED SET *DCC FITTED*
- ND116D CLASS 142 ARRIVA TRAINS WALES 142085 POWERED SET
- ND116DD CLASS 142 ARRIVA TRAINS WALES 142085 POWERED SET *DCC FITTED*
- ND116E CLASS 142 TYNE & WEAR PTE 142021 POWERED SET
- ND116ED CLASS 142 TYNE & WEAR PTE 142021 POWERED SET *DCC FITTED*





Class 153

The British Rail Class 153 is single car diesel multiple unit that was converted from the British Leyland built twin car Class 155. The conversion was done by Hunslet Barclay in Kilmarnock and 70 Class 153's were converted from 35 class 155 twin car sets. The 153 entered service in 1991 and has continued in service to the present day, operating on the less critical Intercity routes and some branch line work, taking over many of the duties previously conducted by the Class 121 and Class 122. Post privatisation of BR, the fleet of Class 153's was divided across many different operators, including East Midlands Trains, London Midland, Wessex Trains (later merging with First Great Western), First North Western (later becoming split between FGW and Northern Rail), Arriva Trains Northern and Anglia Railways. The Class 153 carried the standard BS1 Auto-coupler and was therefore capable of working with other classes such as the 156 and 142.



Class 153 First Great Western
153380 Powered



Class 153
Northern Rail
153332 Powered

The Dapol Class 153 model features:

- Finely detailed body with many extra fitted items
- 5 pole Super Creep motor with incredible controllable slow running speed
- All wheel drive and pick up
- Directional lights
- Light bar ready
- DCC Ready with provision for a 6 pin decoder
- Accessory bag with optional fitted parts



Class 153 Northern Trans Pennine Powered

- ND114D CLASS 153 NORTHERN RAIL 153332 POWERED
- ND114H CLASS 153 NORTHERN TRANS PENNINE POWERED
- ND114J CLASS 153 FIRST GREAT WESTERN 153380 POWERED
- ND115H CLASS 153 NORTHERN TRANSPENNINE DUMMY



Class 121

The BR Class 121 is a type of diesel multiple unit built by Pressed Steel Company at Cowley in 1960. In all sixteen single car driving vehicles or Bubble cars, as they were nicknamed and 10 trailer cars were built and entered service in 1960. Remarkably, two are still in service today and eight have survived into preservation. The Class 121 was initially designed for use on branch line duties in the Western Region of BR and over its long service life has seen many modifications and changes on refurbishment, including the removal of the distinctive front exhausts and the plating over of the 4 digit roof level headcode indicator box in the 1970's.

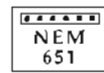


(All images are of previous released models and are for illustrative purposes only)

The Dapol Class 121 model features:

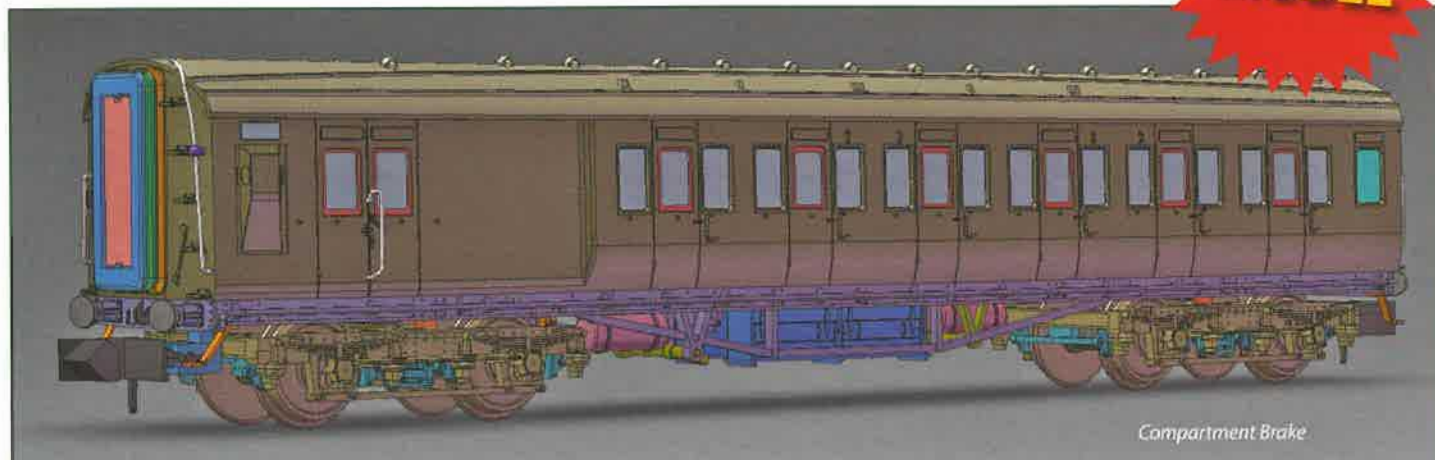
- Powered and dummy Cars available
- Finely detailed body with many extra fitted items
- All wheel drive and pick up
- Directional lights and head code lighting where applicable
- Light bar ready
- DCC Ready with provision for a 6 pin decoder
- DCC fitted available on power car with Gaugemaster DC23 decoder
- Both standard and Dapol's new East-Fit magnetic couplers supplied
- Accessory bag with optional fitted parts

2D-009-00	CLASS 121 #W55022 GREEN SYP	2D-009-002D	CLASS 121 #55032 BR BLUE/GREY DCC FITTED
2D-009-000D	CLASS 121 #W55022 GREEN SYP DCC FITTED	2D-009-100	CLASS 121 DUMMY #W55028 GREEN SYP
2D-009-081	CLASS 121 #W55027 GREEN WITH WHISKERS	2D-009-101	CLASS 121 DUMMY #W55020 GREEN WITH WHISKERS
2D-009-001D	CLASS 121 #W55027 GREEN WITH WHISKERS DCC FITTED	2D-009-102	CLASS 121 DUMMY #W55030 BR BLUE/GREY
2D-009-002	CLASS 121 #55032 BR BLUE/GREY		



ERA
5-10

Maunsell Coaches



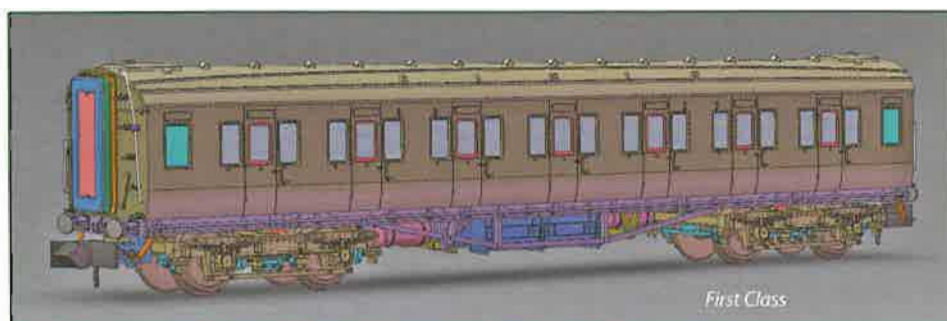
Compartment Brake

Richard Maunsell (1868-1944) spent his working life in railways, first as Chief Mechanical Engineer of South Eastern and Chatham Railway and then on its merger in 1923 as the Chief Mechanical Engineer of the new Southern Railways. By 1926 Maunsell had finalised his plans for a new design of Southern Region coach implementing many standard features such as buckeye couplers, standard positioning for most mechanical and braking devices, Pullman type gangways and retractable buffers that would suit the newly formed company and its lines. Even with this new degree of standardisation implemented by Maunsell, four distinct body plans were developed over the following 10 years to meet the diverse type of lines operated and to fall within the financial constraints being faced by the business at the time. These coaches, however, were very successful and many survive on heritage railways today.

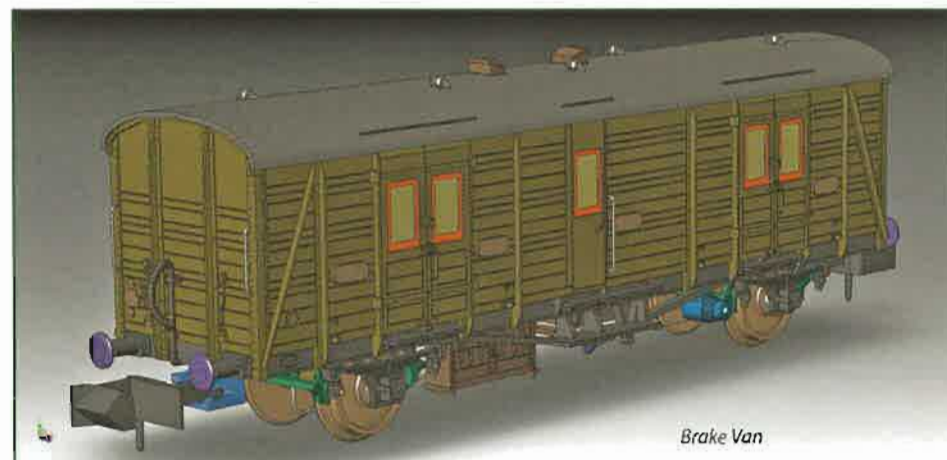
Dapol have modelled the Maunsell coaches to compliment its growing range of Southern Region steam locomotives. Dapol's Maunsell coaches shall have the following features:

- Highly detailed body, underframe and bogies
- Innovative light bar feature where an optional Dapol light bar (yellow for incandescent or white for modern discharge lighting) can be easily fitted
- NEM coupling as standard
- Finely applied livery and decals
- With new corridor connectors

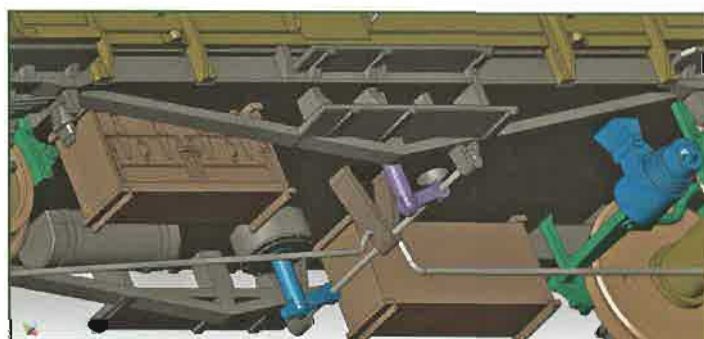
A FULL RANGE OF COACHES WILL BE LAUNCHED INCLUDING: A BRAKE VAN, COMPARTMENT BRAKE, FIRST, THIRD AND COMPOSITE COACHES. THE INDIVIDUAL CODES WILL BE MADE AVAILABLE NEARER THE LAUNCH DATE.



First Class



Brake Van



Collett Coaches



Charles Collett (1871-1952) succeeded GJ Churchward as Chief Mechanical Engineer of the GWR in 1922. Collett has been accredited more with the implementation of the locomotives designed and planned by his predecessor than of his own original works. However, Collett made huge improvements on the manufacturing processes, design improvements and standardisation within the GWR. This can perhaps be best appreciated on his design of the coaches of the GWR. His Collett coaches were produced as a result of stringent testing and standardisation of the best bogie designs to ensure the carriages offered the optimum in ride and comfort. Several Collett coaches survive on heritage railways today.

**MODEL RAIL
MODEL
OF THE YEAR
2006**



(All images are of previous models and are for illustrative purposes only)



Several Collett coach styles and livery options are modelled by Dapol. Features of the Collett coach includes:

- Highly detailed body, underframe and bogies
- Innovative light bar feature where an optional Dapol light bar (yellow for incandescent or white for modern discharge lighting) can be easily fitted
- NEM coupling as standard
- Fine application of livery and decoration detail



- NC222A COLLETT COACH BR MAROON / CRIMSON 1ST CLASS
- NC222B COLLETT COACH BR MAROON / CRIMSON 1ST CLASS
- NC223A COLLETT COACH BR MAROON / CRIMSON 2ND CLASS

- NC223B COLLETT COACH BR MAROON / CRIMSON 2ND CLASS
- NC224A COLLETT COACH BR MAROON / CRIMSON BRAKE
- NC224B COLLETT COACH BR MAROON / CRIMSON BUFFET

(DAPOL WILL BE RELEASING OTHER LIVERIES DURING THE YEAR.)

**ERA
3-7**

Mk3 Coaches

The British Rail Mark 3 coach was developed primarily for the Class 43 HST, but incorporated design features to enable it to be hauled by conventional locomotives. The first coach entered service in 1975 and the last were made in 1988. Most Mark 3 coaches built are still in service today, including on the Royal Train.



(These pictures are of previous models and are for illustrative purposes)



Dapol models several mark 3 coach styles and livery options, including some twin packs and all have the following features:

- Highly detailed body, underframe and bogies
- Innovative light bar feature where an optional Dapol light bar (yellow for incandescent or white for modern discharge lighting) can be easily fitted
- NEM close coupling as standard
- Fine application of livery including complex modern graphics
- Full internal detail



4P-005-000	MK3 FIRST GREAT WESTERN 1ST CLASS 41103 'G'	NC216F	MK 3 BUFFET INTERCITY EXECUTIVE
4P-005-001	MK3 FIRST GREAT WESTERN 2ND CLASS 42083 'E'	NC226A	MK 3 COACH EAST MIDLANDS TRAINS
4P-005-002	MK 3 COACH TWIN PACK BUFFET & MK3 2ND CLASS WREXHAM & SHROPSHIRE	NC226B	MK 3 COACH CROSS COUNTRY FIRST CLASS
4P-005-003	MK 3 COACH TWIN PACK BUFFET & MK3 2ND CLASS PRETENDOLINO LIVERY	NC227A	MK 3 COACH EAST MIDLANDS TRAINS 2ND CLASS
NC216A	MK 3 COACH BUFFET BLUE / GREY	NC227B	MK 3 COACH CROSS COUNTRY TRAINS 2ND CLASS
NC216B	MK 3 COACH BUFFET VIRGIN	NC227C	MK 3 COACH INTERCITY EXECUTIVE 2ND CLASS
NC216C	MK 3 COACH BUFFET WREXHAM & SHROPSHIRE	NC216H	FIRST GREAT WESTERN MK3 BUFFET #4021
NC216D	MK 3 COACH BUFFET PENDOLINO	NC216J	GRAND CENTRAL MK3 BUFFET #4042
NC216E	MK 3 BUFFET INTERCITY SWALLOW	NC216K	EAST MIDLANDS TRAINS MK3 BUFFET 40728

(DAPOL WILL BE RELEASING OTHER LIVERIES DURING THE YEAR.)

**ERA
7-10**



**MODEL RAIL
MODEL
OF THE YEAR
2007**

Gresley Coaches

Gresley Coach Carmine & Cream 1st Class E11019E

Sir Nigel Gresley (1876-1941) was one of the most prominent designers of the steam era of British railways. Although his locomotive designs are his best known works, Gresley also spent many years as a designer of coaches and carriages for the Great Northern Railway, which later merged to form the LNER. Gresley coaches were stylish and modern and set the standards for British transportation at the time.



Gresley Coach Carmine & Cream Buffet E9122F

Dapol models several Gresley coach styles and livery options and include the following features:

- Highly detailed body, underframe and bogies
- Innovative light bar feature where an optional Dapol light bar (yellow for Incandescent or white for modern discharge lighting) can be easily fitted
- NEM coupling as standard
- Fine application of livery including teak effect



Gresley Teak LNER 3rd Class # 60648



Gresley Teak LNER 3rd Class # 60651



Gresley Coach Carmine & Cream 2nd Class E12683E

- NC200A GRESLEY COACH CARMINE & CREAM 1ST CLASS E11019E
- NC201A GRESLEY COACH CARMINE & CREAM 2ND CLASS E12683E
- NC202A GRESLEY COACH CARMINE & CREAM BUFFET E9122E
- NC208B GRESLEY TEAK COACH LNER 1ST CLASS
- NC209D GRESLEY TEAK LNER 3RD CLASS # 60651
- NC209E GRESLEY TEAK LNER 3RD CLASS # 60648
- NC209F GRESLEY TEAK LNER COACH 3RD CLASS
- NC210B GRESLEY LNER TEAK BUFFET #212B
- NC211B GRESLEY TEAK COACH LNER BRAKE

(DAPOL WILL BE RELEASING OTHER LIVERIES DURING THE YEAR.)

**ERA
3-7**



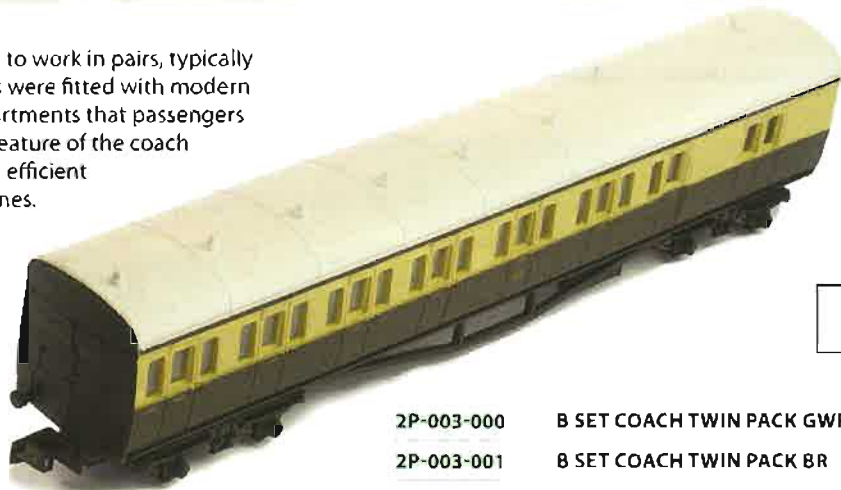
B Set Coaches



B Set coaches were introduced in the mid 1920's to work in pairs, typically on branchline passenger services. The coaches were fitted with modern electric lighting and yet had traditional compartments that passengers at the time typically preferred. Another noticeable feature of the coach design is the large number of doors which aided the efficient boarding and disembarkation of the train at busy times.

The Dapol B Set coach pack features:

- Two coaches included
- Detailed moulded body and chassis
- Finely applied livery and decoration
- NEM coupling



ERA
3-7

2P-003-000

B SET COACH TWIN PACK GWR CREST

2P-003-001

B SET COACH TWIN PACK BR

(DAPOL WILL BE RELEASING OTHER LIVERIES DURING THE YEAR.)



(These pictures are of previous models and are for illustrative purposes)



The standard CCT (covered carriage trucks) vans were four wheeled vans used to provide express parcel services to many small locations where a full parcels service was not provided. Post nationalisation BR continued using them and they were commonly seen in the 1950's and 60's but were finally withdrawn from service by the mid 1980's. A number of CCT vans survive into preservation.

The Dapol model of the CCT van will feature:

- Finely moulded and detailed body with many separately added features
- Cast spoked wheels
- Finely applied livery
- NEM Pockets as standard
- Close coupling
- Finely applied livery



NB080A CCT SR GREEN
NB080B CCT BR MAROON

NB080C CCT BR BLUE
NB080D BR ENGINEERS RED



(First engineering prototype shown for illustrative purposes only)

**ERA
3-8**



Megafret Wagons & Container Twin Pack



Megafret wagons were first introduced in 2001 and were leased exclusively to Freightliner for operation through the Channel Tunnel and across mainland Europe. Their design, with low access loading platforms allowed them to carry standard 40' and 45' High Cube containers on British Rail W9 load gauge track (maximum 9' high by 8'6" width) enabling the expansion of the rail market share of the deep sea container business. Each Megafret was built as a twin wagon set permanently coupled together and in pristine condition had a characteristic blue livery. They are still in widespread operation today.

The Dapol model Megafret and container set features:

- Highly detailed cast metal body to give a well weighted wagon with a low centre of gravity
- Finely modelled wheels featuring an accurate RP25.110 profile with 14.4mm back to back measurements
- NEM coupling socket along with a self centring coupling arm
- Accurate and finely applied livery and decorations including weathered wagons
- Containers have opening doors



ERA
9-10

- NB076G MEGAFRET WITH WEATHERING WITH TWO 45 FT HIGH CUBE LESS CO2 CONTAINERS
- NB117A MEGAFRET & CONTAINER TWIN PACK
- NB117B MEGAFRET & CONTAINER TWIN PACK



The IOA wagon is a type of high sided open wagon designed to carry ballast and spoil. They were first released in 2009 and all carried the distinctive Network Rail engineers yellow livery and were designated Mussel. The IOA had a maximum load capacity of 102 tonnes.

The Dapol model of the IOA wagon will feature:

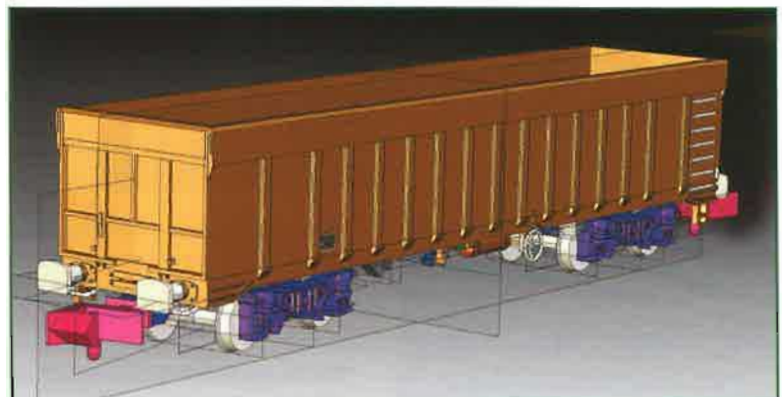
- Finely moulded body with many separately added details
- Finely applied livery with accurately printed detail
- Profiled wheels
- NEM pockets as standard

NB101A IOA NETWORK RAIL BALLAST WAGON

NB101B IOA NETWORK RAIL BALLAST WAGON

NB101C IOA NETWORK RAIL BALLAST WAGON

NB101D IOA NETWORK RAIL BALLAST WAGON



100 Gauge version pictured for illustrative purposes



**ERA
10**

MJA Bogie Ballast Twin

**NEW
MODEL**



The MJA bogie ballast wagon was introduced in 2003 and was designed for the transportation of minerals, aggregates and spoil. The wagon is operated exclusively by Freightliner Heavy Haul Limited and has a maximum carrying capacity of 101 tonnes with a tare weight of 23 tonnes. The length between the buffers is 14 metres.

The Dapol model is of a coupled pair of wagons and has the following features:

- Twin wagon set complete with coupling bar
- Finely moulded body with many separately added details
- Finely applied livery with accurately printed detail
- Profiled wheels
- NEM pockets with self centring couplings

**ERA
9-10**



NB114A MJA FREIGHTLINER HEAVY HAUL BOGIE BOX VAN

NB114B MJA FREIGHTLINER HEAVY HAUL BOGIE BOX VAN

NB114C MJA FREIGHTLINER HEAVY HAUL BOGIE BOX VAN

NB114D MJA FREIGHTLINER HEAVY HAUL BOGIE BOX VAN

**NEW
MODEL**



HIA Limestone Hopper

The HIA limestone hopper was introduced in 2005 and is operated exclusively by Freightliner Heavy Haul Limited. The maximum carrying capacity of the HIA limestone hopper is 90 tonnes with a tare weight of 24 tonnes. The wagon is operated in two liveries, more commonly in Freightliner green but occasionally in white. From buffer to buffer the HIA limestone hopper is 14 metres long.

The Dapol model shall feature:

- Finely moulded body with many separately added details
- Finely applied livery with accurately printed detail
- Profiled wheels
- NEM pockets with self centring couplings



- NB086A HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER
- NB086B HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER
- NB086C HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER
- NB086D HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER

**ERA
9-10**





FEA-B Spine Wagons



The FEA-B spine wagon was manufactured in Poland by Wagony Swidnica initially for use by Freightliner Intermodal. In all, 301 wagons were produced, which consisted of two intermodal platforms permanently coupled via a bar coupling. The FEA-B could accommodate combinations of 20', 30' and 40' iso containers via standard twistlock fittings. Their use in the UK was mainly confined to Channel Tunnel Freight Services where they had a maximum specified running speed of 75 mph.

The Dapol model of the FEA-B spine wagon & containers feature:

- Pair of FEA-B spine wagons with containers
- Finely moulded body with many separately added details
- Containers have opening doors
- Finely applied livery with accurately printed detail
- Profiled wheels
- NEM pockets with self centring couplings



NB 116B	FEA-B CONTAINER TWIN PACK GBRF 640627 + 640628
NB116D	FEA-B CONTAINER TWIN PACK FREIGHTLINER 640313 + 640314
NB062J	FEA-B CONTAINER TWIN PACK FREIGHTLINER 640327 + 640328
NB062K	FEA-B CONTAINER TWIN PACK GBRF 640601 + 640602
NB062M	FEA-B CONTAINER TWIN PACK GBRF 640621 + 640622

**ERA
9-10**

JNA Ballast Wagon

NEW MODEL



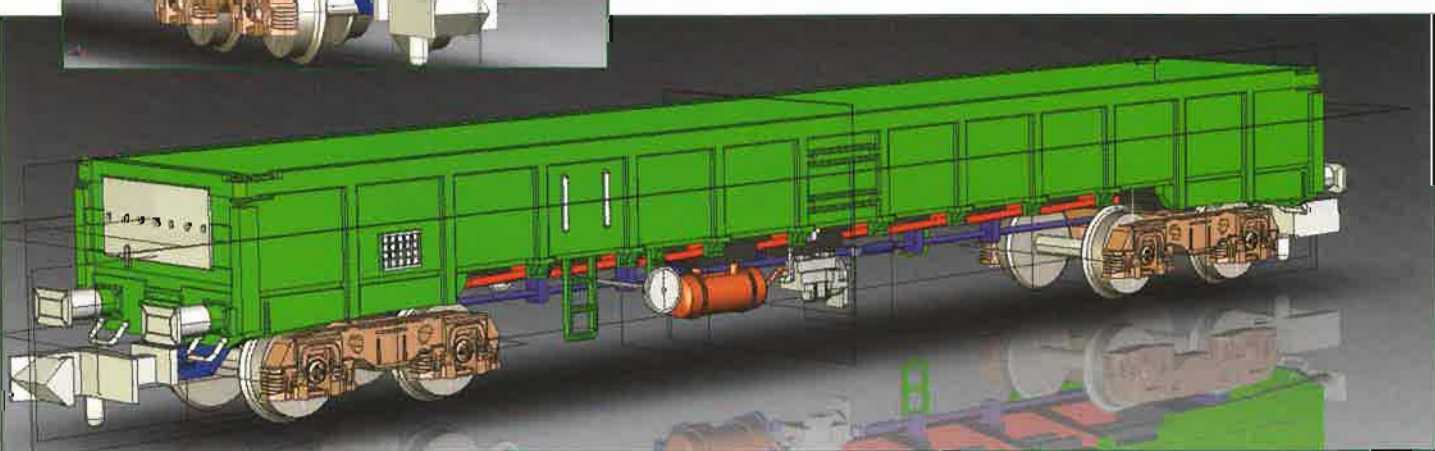
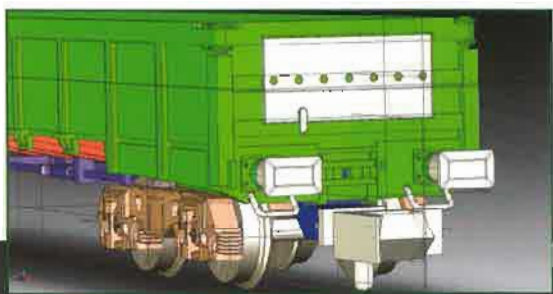
The JNA ballast wagon was designed to carry ballast and spoil from various national infrastructure projects in the UK. 555 were built by Trinity in Romania and delivered to Network Rail in 2004. They often operated in sets of five and always carried the yellow engineer's livery of Network Rail. They have been designated with the name Falcon.

The Dapol model of the JNA ballast wagon features:

- Finely moulded body with many separately added details
- Finely applied livery with accurately printed detail
- Profiled wheels
- NEM pockets as standard

- 2F-010-001 JNA 'FALCON' NETWORK RAIL WAGON
- 2F-010-002 JNA 'FALCON' NETWORK RAIL WAGON
- 2F-010-003 JNA 'FALCON' NETWORK RAIL WAGON
- 2F-010-004 JNA 'FALCON' NETWORK RAIL WAGON

**ERA
9-10**





Blue Spot Fish Vans

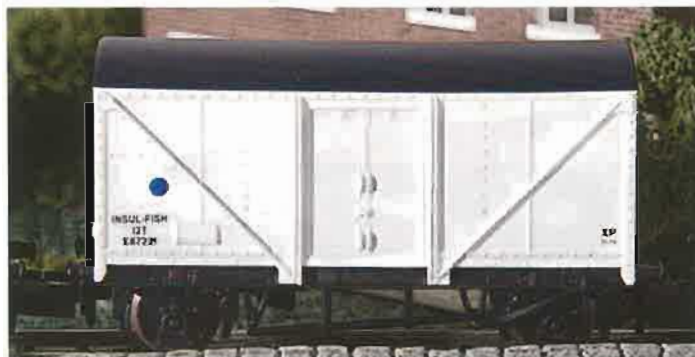


Until relatively recently with the advent of fast refrigerated road transport, rail was popular for the efficient and fast transportation of fish. It was this ability of rail to deliver fresh fish over great distances that enabled Grimsby to become the world's largest fishing port. Post nationalisation, British Rail adopted a LNER design of fish van,

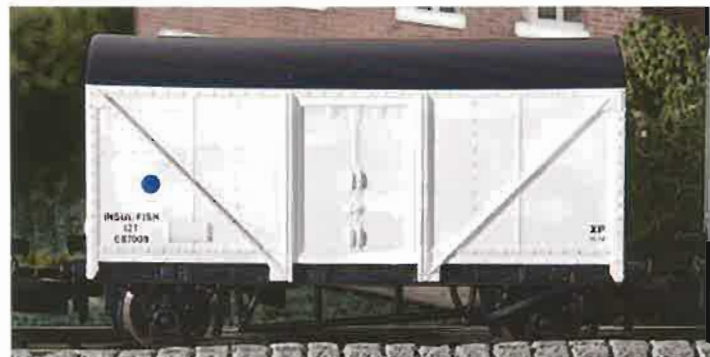
where the fish was pre-packed in ice and transported in an especially insulated wagon, as its standard design of fish van. Several hundred of these fish vans were built by the Faverdale Wagon Works, near Darlington between 1954 and 1961 and when in use were generally painted all white with a blue spot. These vans were often seen in rakes of between 10 and 20 vans and were often pulled by the fast express trains of the time

The Dapol model of the BR fish van features:

- Highly detailed body with rib and chassis detail finely moulded
- Accurately applied livery
- Profiled wheels
- NEM pockets
- Accessory bag with long & short knuckle couplers



Blue Spot Fish Van E87221



Blue Spot Fish Van E87009

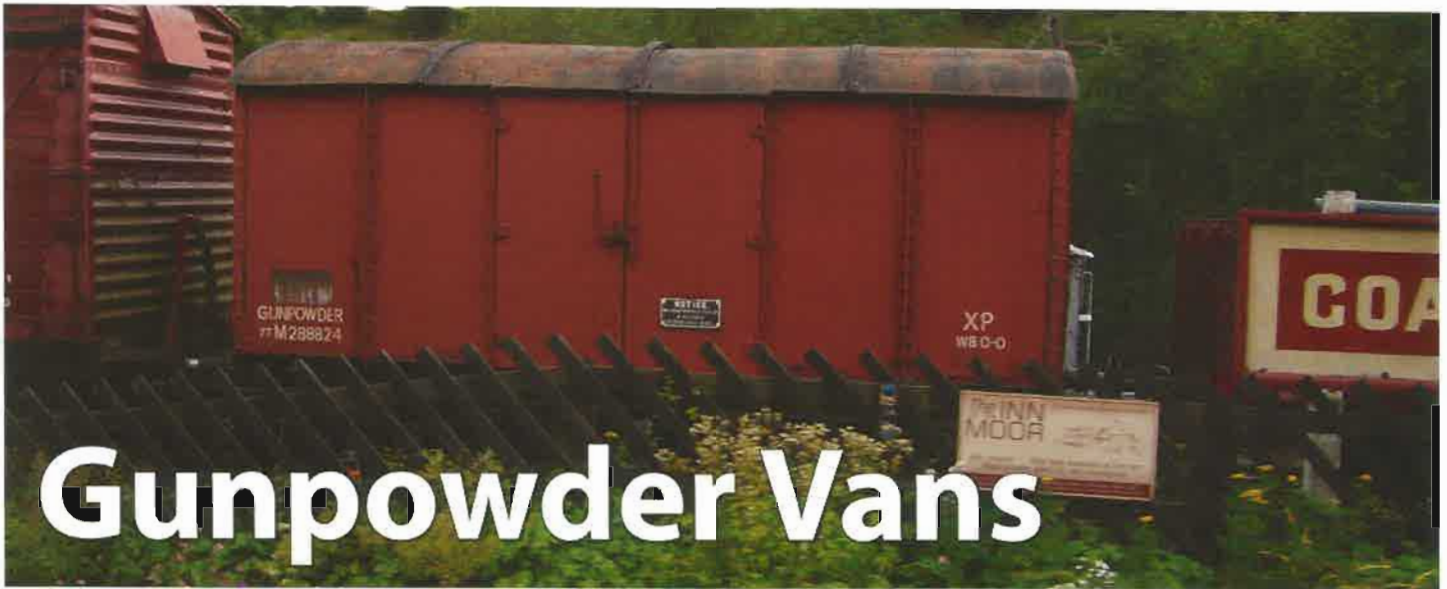
NB051E
NB051F
NB051G
NB051H

BLUE SPOT FISH VAN E87221
BLUE SPOT FISH VAN E87009
BLUE SPOT FISH VAN E87242
BLUE SPOT FISH VAN E87324

2F-019-001
2F-019-002
2F-019-003
2F-019-004

BLUE SPOT FISH VAN #87582
BLUE SPOT FISH VAN #87706
BLUE SPOT FISH VAN BR BLUE 'SPV' #E87663 EXP. PARCELS
BLUE SPOT FISH VAN BR BLUE 'SPV' #E87505 EXP. PARCELS

ERA
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Gunpowder Vans

Gunpowder vans were once a common sight on railways conveying gunpowder and later other explosives which were commonly used in mining and quarrying. To safely transport these commodities, the vans were designed with an all steel body with a wooden lining. Special consideration was also made to minimise iron to iron contact and the use of non ferrous materials wherever possible. The Gunpowder van was sometimes painted with a large red diagonal cross over the doors to identify the hazardous nature of the load, with instructions attached to inside of the doors on safe handling.

The Dapol model Features:

- Finely moulded body and applied livery
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



NE Gunpowder Van



LMS Gunpowder Van



Rugby Cement Gunpowder Van Weathered



Blue Circle Gunpowder Van

2F-013-001	LMS GUNPOWDER VAN
2F-013-002	LMS GUNPOWDER VAN WEATHERED
2F-013-003	LNWR GUNPOWDER
2F-013-004	LNWR GUNPOWDER WEATHERED
2F-013-005	NE GUNPOWDER VAN
2F-013-006	NE GUNPOWDER VAN WEATHERED
2F-013-007	BLUE CIRCLE GUNPOWDER VAN
2F-013-008	BLUE CIRCLE GUNPOWDER VAN WEATHERED
2F-013-009	BR GUNPOWDER VAN
2F-013-010	BR GUNPOWDER VAN WEATHERED
2F-013-011	RUGBY CEMENT GUNPOWDER VAN
2F-013-012	RUGBY CEMENT GUNPOWDER VAN WEATHERED

ERA
3-6

7 Plank Wagons



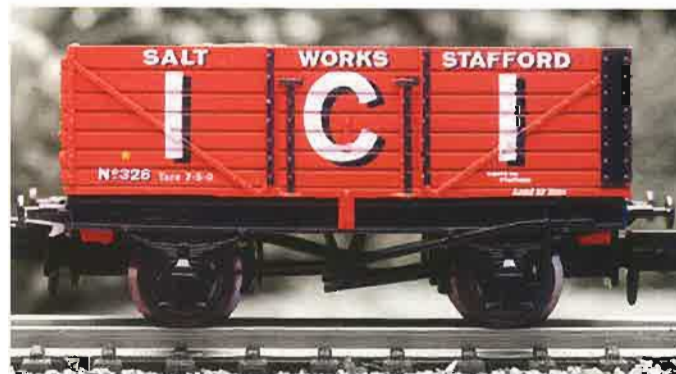
BR 7 Plank



LMS 7 Plank Weathered



Sargent Longstaff 7 Plank (Limited Release)



ICI 7 Plank Wagon

Open wagons were the first wagons used on the railroad. From the mid 1800's these developed and evolved into a wide range of styles and sizes. In 1923, the Railway Clearing House prepared a set of standards for open top wagons which included load limits and standards of construction. These standards applied to all company and private owner wagons. The Dapol 7 plank 10ft wheelbase model is based on this 1923 standard end door version, indicating its main use for coal distribution. Tens of thousands of these wagons were produced with many being used well past nationalisation into the 1960's. There are numerous examples on various preserved lines throughout the UK.

The Dapol model features:

- Finely moulded body and applied livery
- Complete with coal load
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



South Western Railway Servants 7 Plank (Limited Release)



Ammanford Colliery 7 Plank

- 2F-071-001 BR 7 PLANK
- 2F-071-002 BR 7 PLANK WEATHERED
- 2F-071-003 LMS 7 PLANK
- 2F-071-004 LMS 7 PLANK WEATHERED
- 2F-071-005 SR 7 PLANK
- 2F-071-006 SR 7 PLANK WEATHERED
- 2F-071-007 SOUTH WESTERN RAILWAY SERVANTS 7 PLANK (LIMITED RELEASE)
- 2F-071-008 SARGENT LONGSTAFF 7 PLANK (LIMITED RELEASE)
- 2F-071-009 BLACKMAN PAVIE & LADDEN LTD 7 PLANK (LIMITED RELEASE)
- 2F-071-010 AMMANFORD COLLIERY 7 PLANK
- 2F-071-011 AMMANFORD COLLIERY 7 PLANK WEATHERED
- 2F-071-012 ICI 7 PLANK WAGON
- 2F-071-013 ICI 7 PLANK WAGON WEATHERED
- 2F-071-014 GWR 7 PLANK
- 2F-071-015 GWR 7 PLANK WEATHERED

ERA
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Telescopic Hood Wagon



The telescopic hood wagon, designated KIA by the TOPS nomenclature system was built by Linke Hofmann Busch in Germany in 1979. One hundred and four were built and originally operated by VTG and then more recently by Tiphook. Their design with sliding roof and body sections ensured the efficient loading and transport of high grade sheet steel in rolls or coils which was subsequently delivered in perfect condition. These wagons were often seen in rakes of more than 10 wagons.

The Dapol model of the telescopic hood wagon features:

- Highly detailed body moulding with sliding roof and body section
- Accurately applied livery
- NEM pockets
- Profiled wheels

- 2F-039-000 TELESCOPIC HOOD WAGON TIPHOOK BLUE GREY LIVERY
- 2F-039-001 TELESCOPIC HOOD WAGON TIPHOOK BLUE GREY LIVERY
- 2F-039-002 TELESCOPIC HOOD WAGON TIPHOOK BLUE GREY LIVERY
- 2F-039-003 TELESCOPIC HOOD WAGON TIPHOOK BLUE GREY LIVERY



(Picture is of a previous model and is for illustrative purposes only)

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Grain Hopper

Post nationalisation, most bulk grain transportation was performed by rail and British Rail based its new standardised grain hopper on the LMS steel bodied grain hopper design with a 10'6" wheelbase and 21' body. These wagons normally ran in small rakes of between 2 and 10 wagons as part of a general mixed goods train. The bulk grain was discharged from the wagon via a bottom discharge chute and then via an auger to the waiting road transport. The bulk transportation of grain grew during the 1960's and 70's as Britain exported grain overseas, however this net export had diminished by the early 1990's and the bulk movement of grain by rail became uneconomic. Today the proportion of grain transported in bulk is a very small proportion and ironically most grain is now transported in sacks as it was before the advent of rail freight services.



The Dapol grain hopper faithfully reproduces the post nationalised design of steel bodied grain hopper and features:

- Finely moulded body with accurately modelled ladders and walkways
- Accurately applied livery and decoration
- Profiled wheels

2F-036-001	BULK GRAIN HOPPER - BR LIVERY
2F-036-002	BULK GRAIN HOPPER - BASS CHARRINGTON
2F-036-003	BULK GRAIN HOPPER - GWR LIVERY
2F-036-004	BULK GRAIN HOPPER - LMS BAUXITE LIVERY



ERA
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20T Mineral Wagons

The Dapol 20T mineral wagon model is based on the riveted all metal version with two side doors and an end door that was commonly seen conveying coal and other minerals all over the country. The design was very successful and was used from the early 1920's until their decommissioning in the early 1970's.

The Dapol model features:

- Highly detailed body with integral door detail finely moulded
- Profiled wheels
- Special commissions for private owner wagons possible with Minimum Orders of only 100 wagons



GWR 20T Steel Mineral Wagon



GWR 20T Steel Mineral Wagon Weathered



BR 20T Steel Mineral Wagon



Emlyn Anthracite 20T Steel Mineral Wagon



West Midlands Electricity 20T Steel Mineral Wagon



Bolsover 20T Steel Mineral Wagon



Cilely 20T Steel Mineral Wagon

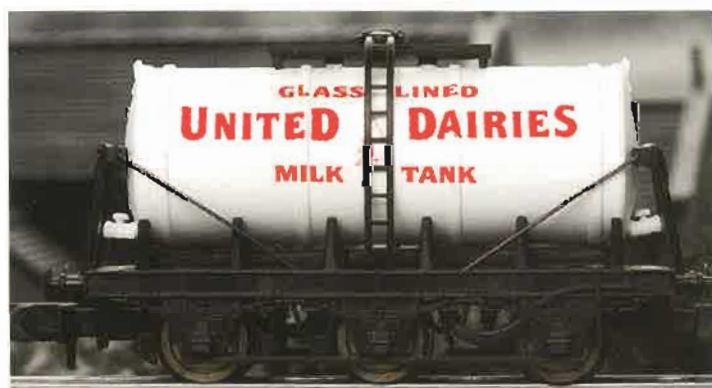
- 2F-038-003 GWR 20T STEEL MINERAL WAGON
- 2F-038-004 GWR 20T STEEL MINERAL WAGON WEATHERED
- 2F-038-005 BR 20T STEEL MINERAL WAGON
- 2F-038-006 BR 20T STEEL MINERAL WAGON WEATHERED
- 2F-038-007 WEST MIDLANDS ELECTRICITY 20T STEEL MINERAL WAGON
- 2F-038-008 WEST MIDLANDS ELECTRICITY 20T STEEL MINERAL WAGON WEATHERED
- 2F-038-009 EMLYN ANTHRACITE 20T STEEL MINERAL WAGON
- 2F-038-010 EMLYN ANTHRACITE 20T STEEL MINERAL WAGON WEATHERED
- 2F-038-013 BOLSOVER 20T STEEL MINERAL WAGON
- 2F-038-014 BOLSOVER 20T STEEL MINERAL WAGON WEATHERED
- 2F-038-011 CILELY 20T STEEL MINERAL WAGON
- 2F-038-012 CILELY 20T STEEL MINERAL WAGON WEATHERED

ERA
3-7



6 Wheel Milk Tanker

Milk tankers were developed to allow the safe, efficient and fast transportation of large quantities of milk from the country into the towns and cities. Prior to the introduction of rail transportation, herds of cows were kept in cities to meet inhabitant demand and this was supplemented by small amounts of milk transported from the country typically in milk churns. With the advent of rail, the churn was initially still used but transported in larger volumes and more efficiently by slatted goods vans such as siphons. As locomotive design progressed and their haulage capacity increased milk tankers were developed which carried milk in bulk and bore the liveries of the dairies and producers. The ownership of these tankers was unusual in that it was shared, the tanks themselves were owned by the producers and the chassis by the rail companies. There were many variants of milk tanker produced with the Dapol model representing a typical post war variety of which over 600 were produced.



6 Wheel Milk Tanker - United Dairies



6 Wheel Milk Tanker - Co-Op Milk # 174



6 Wheel Milk Tanker - Express Dairy # 49

The Dapol model features:

- Highly detailed body moulding with separately added ladders and detail
- Accurately applied livery
- Profiled wheels

**ERA
4-7**

2F-031-001	6 WHEEL MILK TANKER - UNITED DAIRIES
2F-031-002	6 WHEEL MILK TANKER - EXPRESS DAIRIES LONDON
2F-031-003	6 WHEEL MILK TANKER - INDEPENDENT MILK
2F-031-004	6 WHEEL MILK TANKER - UNITED CREAMERIES
2F-031-005	6 WHEEL MILK TANKER - CO-OP LONDON
NB115A	6 WHEEL MILK TANKER - CO-OP MILK # 174
NB115C	6 WHEEL MILK TANKER - EXPRESS DAIRY # 49
NB115B	6 WHEEL MILK TANKER - MILK MARKETING BOARD
NB115D	6 WHEEL MILK TANKER - IMS# 27

21T Steel Hopper

The 21T steel bodied hopper was based on a LNER design and was used from 1949 to the early 1980's as the standard BR coal hopper. Over 23,000 were built between 1949 and 1959 and due to their long service and rough work were constantly being rebuilt and remodelled. Variations between wagons are therefore very common with some wagons having fewer ribs, different types of brakes and an overall simpler body design with welded rather than riveted seams as used in earlier examples. The 21T hopper was designated HTV under the TOPS nomenclature system.

The Dapol model is typical of the early design of 21T hopper and features:

- Highly detailed body with rivet detail finely moulded
- Complete with load
- Profiled wheels
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



NE 21T Hopper



Sykes - 21T Hopper



NCB 21T Hopper



G Weaver 21T Hopper



British Steel 21T Hopper



BR 21T Hopper Weathered

2F-034-001	NE 21T HOPPER
2F-034-002	NE 21T HOPPER WEATHERED
2F-034-003	NCB 21T HOPPER
2F-034-004	NCB 21T HOPPER WEATHERED
2F-034-005	BRITISH STEEL 21T HOPPER
2F-034-006	BRITISH STEEL 21T HOPPER WEATHERED
2F-034-007	SYKES - 21T HOPPER
2F-034-008	SYKES - 21T HOPPER WEATHERED
2F-034-009	G WEAVER 21T HOPPER
2F-034-010	G WEAVER 21T HOPPER WEATHERED
2F-034-011	BR 21T HOPPER
2F-034-012	BR 21T HOPPER WEATHERED

ERA
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ICA Silver Bullet

N GAUGE
FREIGHT
MODEL
OF THE YEAR
2010



The ICA china clay slurry wagon has been nicknamed Silver Bullet due to its distinctive body shape and colour and was designed for the efficient transport of china clay slurry typically from Cornwall to the paper mills in Scotland. These wagons were first produced by Arbel Fauvet in France between 1989 and 1990 but a later batch was manufactured in 2007 especially for the Channel Tunnel traffic between Belgium and Scotland.

- 2F-027-001 SILVER BULLET PRISTINE
- 2F-027-002 SILVER BULLET PRISTINE
- 2F-027-003 SILVER BULLET PRISTINE
- 2F-027-004 SILVER BULLET WEATHERED



- The Dapol model of the ICA Silver Bullet features:
- Models in pristine and weathered Condition
 - Highly detailed body and chassis moulding
 - Many added extra details with etched hand rails and ladders
 - NEM pockets
 - Profiled wheels
 - Superbly printed livery and details
 - Multi layered paint application on weathered variant

ERA
9-10



Siphon Wagon

Images courtesy Oxymon.



The siphon wagon was a ventilated, wooden bodied covered wagon designed by the GWR for the mass transport of milk contained in churns. Siphon wagons were first manufactured in the 1870's and went through many design changes and improvements. The most popular model was siphon G, of which 130 were built between 1913 and 1927. All siphon G wagons survived into nationalisation in 1948 with the last examples being withdrawn from service in 1962. Siphon wagons peculiarly were designated as carriages as opposed to goods vehicles due to their construction being based on recycled passenger carriage chassis.

The Dapol models are of a siphon G and siphon H type and features:

- Detailed moulded body complete with planking and ventilation detail
- Siphon G is complete with corridor connector
- Finely and accurately applied livery
- Profiled wheels

ERA
2-5



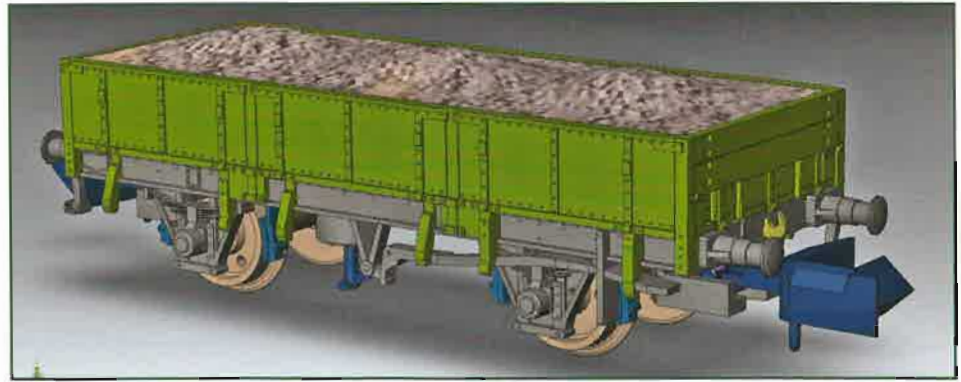
2F-023-001	SIPHON H GWR 1424
2F-023-002	SIPHON H GWR 1430
2F-023-003	SIPHON H BR 1428
2F-023-004	SIPHON H BR 1434
2F-024-001	SIPHON G GWR 1447
2F-024-002	SIPHON G GWR 1451
2F-024-003	SIPHON G BR 1445
2F-024-004	SIPHON G BR 1457

(Images for illustration purposes only.)

Grampus & Fruit D Wagon



During 2013 Dapol will introduce two further models which are currently at the CAD/CAM stage, the Fruit D and Grampus wagons. More information on liveries and codes will be made available on our website nearer the time of release.



Containers

The development of containerisation after World War II has led to a huge increase in international trade. This was a direct result of the increased security, greater flexibility and importantly reduced transport costs that using standardised containers for freight logistics offered. Containers have allowed the safe transportation of goods from supplier to purchaser with the goods themselves only being handled once, no matter how many forms of transport are used. Prior to containerisation, goods would have to be handled at every node in the logistics chain from truck/train to boat/aeroplane to truck/train again and finally to supplier. Containers come in five standard lengths, 20', 40', 45', 48' and 53', the latter two being more prevalent in the USA.



2 x 40 ft Containers MSC & Genstar

Dapol containers feature:

- Available in 20', 40' and 45' lengths
- Detailed quality moulded body
- Accurate and detailed livery applied
- Opening doors with handle detail moulded on
- Designed to fit on Dapol intermodal wagons

2 x 20 Ft
Containers Hanjin
& Water Front

NB063A 2 X 20 FT CONTAINERS HANJIN & WATER FRONT

NB063B 2 X 40 FT CONTAINERS MSC & GENSTAR

2F-028-001 20 FT CONTAINER TWIN PACK

2F-028-011 40 FT CONTAINER TWIN PACK

2F-028-20 45 FT HIGH CUBE CONTAINER TWIN PACK

(OTHER DECORATIONS AND LIVERIES WILL BE MADE AVAILABLE DURING THE YEAR.)