

Class 29



The BR Class 29 is a type of 8o-Bo diesel-electric locomotive designed for both freight and passenger use. Although outwardly very similar to the Class 22, they actually share no mechanical parts and in fact were a modified Class 21 with an upgraded engine with corresponding improvements to power output. These modifications were carried out between 1963 and 1965 mainly at the Polmadie Traction & Rolling Stock Depot in Glasgow. After the rebuild, the locomotives returned to Scottish duties until their withdrawal in 1971. No Class 29 locomotives survive into preservation.

4D-014-000	CLASS 29 BR GREEN #D6130 FULL YELLOW WARNING PANEL
4D-014-001	CLASS 29 BR GREEN #D6114 SMALL YELLOW WARNING PANEL
4D-014-002	CLASS 29 BR BLUE #D6130 FULL BLUE WARNING PANEL
4D-014-003	CLASS 29 #D6123 BR GREEN SMALL YELLOW WARNING PANEL

The Dapol OO model Class 29 features:

- Detailed body with etched grills and separately fitted handrails
- Finely detailed cast wheels
- Metal sprung buffers
- 5 pole Super creep motor with twin brass fly wheels for controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights and cab lighting
- DCC Ready with provision for a PluX 22 pin decoder
- Accessory bag with optional fitted components



ERA
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**NEW
MODEL**



Class 52 Western

The Class 52 diesel hydraulic locomotive was introduced by BR Western Region in 1962 to provide improved top end freight and passenger service unobtainable from the lesser powered Hymeks and Warships. At this time the required power output was not achievable by a single power unit and the Westerns were fitted with two Maybach engines coupled with a Voith 3 speed hydraulic transmission. This had the added advantage that the locomotive could run, if necessary on one engine which reduced the levels of breakdown and rescue previously experienced. The major drawback with the design however, was the high gear ratio experienced with the Voith hydraulic transmission. This meant that the acclaimed top speed of 90MPH was very hard to achieve and the locomotive experienced increased wear and tear, resulting in high maintenance and overall operating costs. In the end these disadvantages resulted in the replacement by 1977 of the Western with Class 50's and Class 143 HST's. The classic elegant design, sweeping curves and unmistakable presence has meant that this locomotive has been a firm favourite with diesel aficionados. The Dapol OO Western has captured this character through detailed collaborative work with fellow modellers and from a detailed laser scan of Western Champion.



The Dapol OO model Class 52 Western features:

- Detailed body with etched roof fan grills and separately fitted handrails
- Finely detailed cast wheels
- Metal sprung buffers
- 5 pole Super creep motor with twin brass fly wheels for controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights and cab lighting
- DCC Ready with provision for a PluX 22 pin decoder
- Accessory bag with optional fitted components
- Separately etched name and number plates
- Alternate bogies supplied for negotiating tighter radius curves



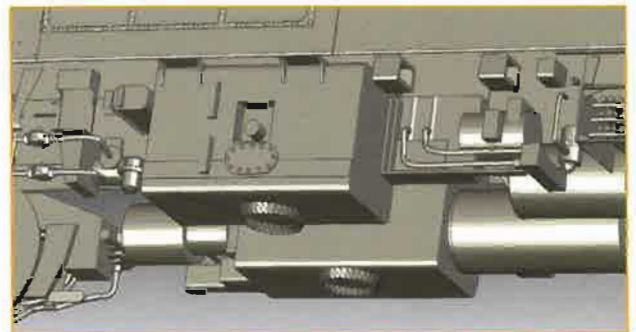
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4D-003-000	CLASS 52 D1003W 1068 'WESTERN RELIANCE' BR BLUE FYP
4D-003-001	CLASS 52 D1003X 1042 'WESTERN PRINCESS' BR MAROON SYP
4D-003-002	CLASS 52 D1003Y 1045 'WESTERN VISCOUNT' BR MAROON FYP
4D-003-003	CLASS 52 D1003Z 1030 'WESTERN MUSKETEER' BR BLUE SYP



Class 73

The British Rail Class 73 is a type of Bo-Bo electro-diesel locomotive and is dual powered, capable of operating electrically from 750V DC via a third rail or via a small on board diesel engine. The relatively low power of the diesel engine (~600 Hp) and the scarcity of third rail supply means that the locomotive rarely operates outside the Southern Region. Forty nine Class 73's were built in total. The first six were built by BR at their Eastleigh works in 1962 and were designated Type JA. The remaining forty three locomotives were built by BR's Vulcan Works at Newton Le Willows between 1965 and 1967 and were designated type JB. The later type JB had a slightly higher power output with a top speed increase from 80 to 90 mph. Since the privatisation of BR many Class 73's were acquired by the smaller operators and have been seen in many different liveries. At least eleven locomotives survive into preservation.



Dapol will model both JA and later type JB Class 73's from laser scans of actual locomotives. The Dapol OO model Class 73 features:

- Detailed body with etched grills and separately fitted handrails
- RP25.100 darkened wheels
- Metal sprung buffers
- 5 pole Super creep motor with twin brass fly wheels for controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights and cab lighting
- DCC Ready with provision for a PluX 22 pin decoder
- Provision for sound speaker
- Accessory bag with optional fitted components



**LASER
SCANNED
FOR
ACCURACY**

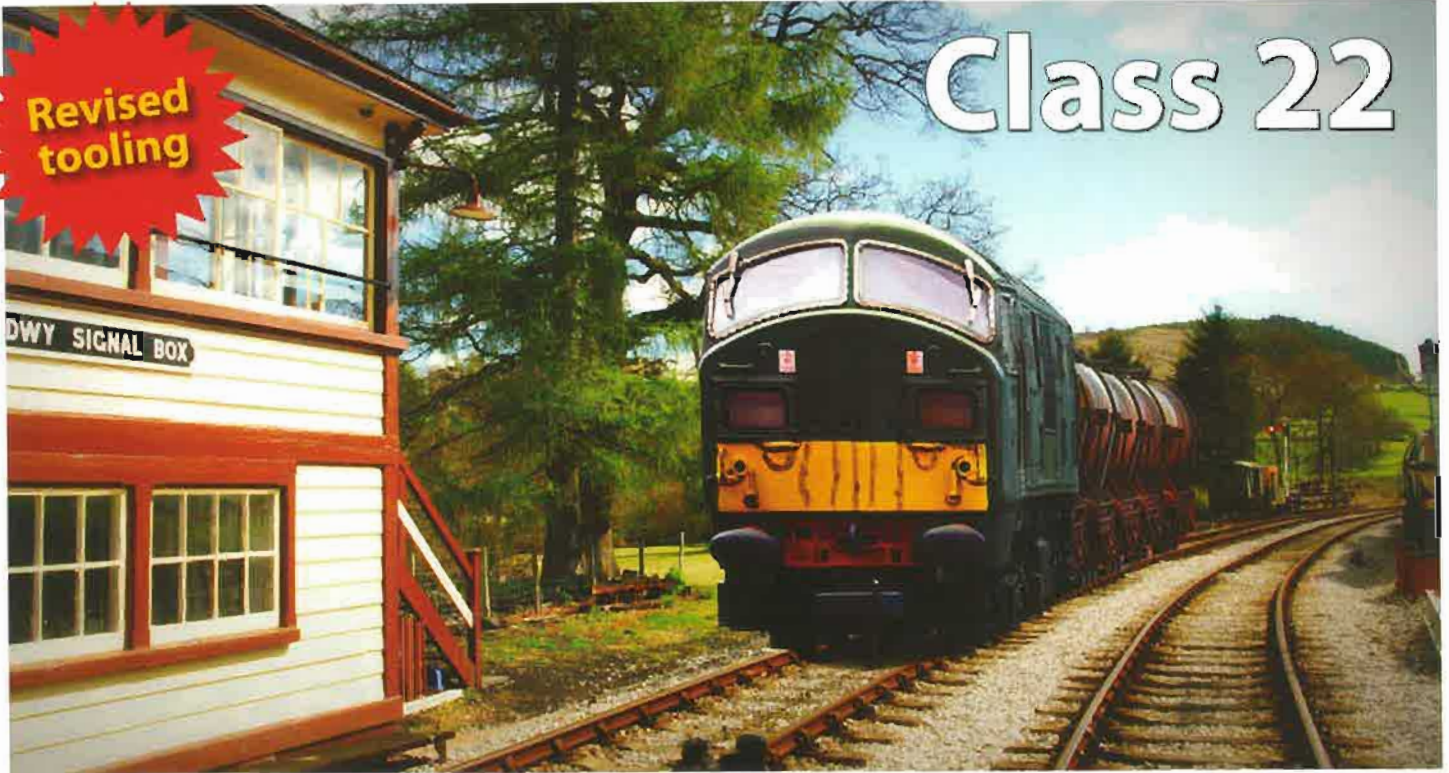
- 4D-010-001 CLASS 73 #73102 INTERCITY 'AIRTOUR SUISSE'
- 4D-010-002 CLASS 73 #73105 LARGE LOGO BLUE
- 4D-010-003 CLASS 73 #73124 BR BLUE
- 4D-010-004 CLASS 73 #73135 BR BLUE



**ERA
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Class 22

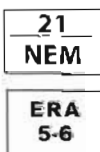
Revised tooling



The BR Class 22 is a type of 8o-Bo diesel locomotive designed for the Western Region of BR and built by NBL. The class has been nicknamed the Baby Warship due to their similarity to the Warship Class 42 locomotive. Fifty seven locomotives were built between 1959 and 1962 and operated in the West of England hauling both passengers and freight. The class was eventually displaced by the more powerful and reliable Hymeks and Warships, exacerbated by the bankruptcy of NBL in 1962 and the consequential lack of spares. By 1971 all had been decommissioned and none survived into preservation. Dapol's OO model was produced after years of extensive study of plans and drawings and by collaborative work with various locomotive experts.

The Dapol OO Class 22 features:

- Detailed body with etched grills and separately fitted handrails
- Finely detailed cast wheels
- Metal sprung buffers
- 5 pole Super creep motor with twin brass fly wheels for controlled pulling power and Incredible slow running speed
- All wheel drive and pick up
- Directional lights and cab lighting
- DCC Ready with provision for a 21 pin decoder
- Provision for sound speaker
- Accessory bag with optional fitted components including valances



D1000G	CLASS 22 #D6316 BR GREEN SMALL YELLOW ENDS FONT A
D1000H	CLASS 22 #D6328 BR BLUE FULL YELLOW ENDS FONT A
4D-012-000	CLASS 22 #6326 BR GREEN NO YELLOW WARN PANEL DISC H/C
4D-012-001	CLASS 22 #D6316 GREEN SMALL YELLOW PANEL DISC H/C
4D-012-002	CLASS 22 #D6327 GREEN WITH AMENDED YELLOW PANEL DISC H/C



GWR Diesel Railcar

The first diesel railcar was introduced by the GWR in 1933. The innovation was to prove extremely successful and they continued in operation well into the 1960's when their use was eclipsed by the introduction of the BR first generation DMU's. The locomotive's art deco air smoothed styling has led to their nickname of 'Flying Banana' although later variants were produced to a more angular style. In all thirty eight GWR diesel railcars were produced from 1933 to 1942 at three different sites with three surviving into preservation.



The Dapol model of the GWR diesel railcar has been produced from a laser scan of a preserved locomotive. The tooling will have the facility to produce a number of variants that existed with various internal arrangements, including parcels and lavatory sections. The specification will also include:

- Accurately moulded body and accurately applied livery and decoration
- Finely detailed cast wheels
- Metal sprung buffers
- 5 pole Super creep motor for superbly controllable slow running speed
- All wheel drive and pick up
- Directional lights
- Interior lighting
- DCC Ready with provision for a PluX 22 pin decoder
- Accessory bag with optional fitted components



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Stanier Coaches



57' Stanier Non Corridor Brake Coach BR Maroon Lined



57' Stanier Non Corridor Brake Coach BR Maroon Lined Kit

William Stanier (1876-1965) became Chief Mechanical Engineer of London, Midland and Scottish (LMS) Railways in 1932. With the support of the Chairman, Sir Josiah Stamp, Stanier is credited with modernising the LMS fleet of generally small steam locomotives with a larger, modern and more powerful array of designs. Soon after his appointment, Stanier also focused on refurbishing and standardising the coach stock of the LMS and developed the Period III LMS coaches which later became known as Stanier Coaches. These designs were extremely popular and successful and many were still in service in the mid 1960's. There are many examples of Period III coaches operating on Heritage Railways throughout the UK today. The Dapol OO model of the Stanier coach is derived from refurbished Airfix/Mainline tooling originally purchased by Dapol in the 1980's. There are some compromises on detail accuracy due to the condition and usability of the 40+ year old tooling.



57' Stanier Non Corridor Brake Coach BR Carmine Unlined Kit



60' Stanier Corridor Composite Coach LMS Maroon Lined Kit



57' Stanier Non Corridor Composite Coach BR Carmine Unlined Kit



57' Stanier Non Corridor Brake Coach LMS Lined Maroon



57' Stanier Corridor Brake LMS Maroon Lined Kit



60' Stanier Corridor Composite BR Carmine & Cream Kit

However, we feel the model captures the essence of the Period III coach design well and offers an extremely affordable way of building up a fleet of BR or LMS Coaches. Dapol have strived to ensure livery and colour details have been captured and are comparable to the originals, including the roof level gold lines. As well as ready to run coaches, kits of the coaches are also offered with painted bodies that just require finishing and clipping together. Corridor coaches come with moulded corridor connectors.



57' Stanier Corridor Brake BR Carmine & Cream Kit



57' Stanier Corridor Brake Coach BR Carmine & Cream

4P-010-001 57' STANIER NON CORRIDOR BRAKE BR CARMINE UNLINED

C096C 57' STANIER NON CORRIDOR BRAKE BR CARMINE UNLINED KIT

4P-010-002 57' STANIER NON CORRIDOR COMPOSITE BR CARMINE UNLINED

C095C 57' STANIER NON CORRIDOR COMPOSITE BR CARMINE UNLINED KIT

4P-010-003 57' STANIER NON CORRIDOR COMPOSITE LMS LINED MAROON

C097C 57' STANIER NON CORRIDOR COMPOSITE LMS LINED MAROON KIT

4P-010-004 57' STANIER NON CORRIDOR BRAKE LMS LINED MAROON

C098C 57' STANIER NON CORRIDOR BRAKE LMS LINED MAROON KIT

4P-010-005 57' STANIER NON CORRIDOR BRAKE BR MAROON LINED

C100C 57' STANIER NON CORRIDOR BRAKE BR MAROON LINED KIT

4P-010-006 57' STANIER NON CORRIDOR COMPOSITE BR MAROON LINED

C099C 57' STANIER NON CORRIDOR COMPOSITE BR MAROON LINED KIT

4P-010-007 60' STANIER CORRIDOR COMPOSITE LMS MAROON LINED

C101C 60' STANIER CORRIDOR COMPOSITE LMS MAROON LINED KIT

4P-010-008 57' STANIER CORRIDOR BRAKE LMS MAROON LINED

C102C 57' STANIER CORRIDOR BRAKE LMS MAROON LINED KIT

4P-010-009 60' STANIER CORRIDOR COMPOSITE BR MAROON LINED

C103C 60' STANIER CORRIDOR COMPOSITE BR MAROON LINED KIT

4P-010-010 57' STANIER CORRIDOR BRAKE BR MAROON LINED

C104C 57' STANIER CORRIDOR BRAKE BR MAROON LINED KIT

4P-010-011 60' STANIER CORRIDOR COMPOSITE BR CARMINE & CREAM

C105C 60' STANIER CORRIDOR COMPOSITE BR CARMINE & CREAM KIT

4P-010-012 57' STANIER CORRIDOR BRAKE BR CARMINE & CREAM

C106C 57' STANIER CORRIDOR BRAKE BR CARMINE & CREAM KIT

Gunpowder Vans

Gunpowder vans were specially constructed vans designed for the safer conveyance of gunpowder and other explosives. In the 1920's the RCH laid down rules governing the construction and running of these vans and these rules were enforced relatively unchanged until the 1980's when gunpowder vans ceased to be used. The rules governed issues such as the number of gunpowder vans allowed on one train (5 in peacetime, but whole trains were known during World War II), what other van could run alongside gunpowder vans (no vans with oil or combustible materials) and where special instructions had to be placed (a metal plate mounted on the door) were all prescribed. As another safety feature, these vans were often painted in distinguishing colours with large crosses painted on the sides to notify rail staff of the possible dangers.

The Dapol model of the gunpowder vans features:

- Weathered and pristine variants
- Highly detailed moulded body
- Self centring NEM pockets
- Profiled wheels
- Fine printed livery
- Special commissions available on runs of runs as little as 100 units



GWR Gunpowder #W105739



LNWR Gunpowder Van



LMS Gunpowder Van #299031 Weathered



BR Gunpowder Van



Chas Nelson Gunpowder Van Weathered



NE Gunpowder Van 71418

4F-013-001	GWR GUNPOWDER #W105739
4F-013-002	GWR GUNPOWDER #W105739 WEATHERED
4F-013-003	LNWR GUNPOWDER VAN
4F-013-004	LNWR GUNPOWDER WEATHERED
4F-013-005	LMS GUNPOWDER VAN #299031
4F-013-006	LMS GUNPOWDER VAN #299031 WEATHERED
4F-013-007	NE GUNPOWDER VAN 71418
4F-013-008	NE GUNPOWDER VAN 71418 WEATHERED
4F-013-009	BR GUNPOWDER VAN
4F-013-010	BR GUNPOWDER VAN WEATHERED
4F-013-100	BPCM CEMENT VAN LIMITED EDITION
4F-013-101	BPCM GUNPOWDER VAN WEATHERED
4F-013-102	CHAS NELSON GUNPOWDER VAN
4F-013-103	CHAS NELSON GUNPOWDER VAN WEATHERED
B349A	GWR GUNPOWDER #W105743
B349A W	GWR GUNPOWDER #W105743 WEATHERED

ERA
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Cattle Wagons

Cattle wagons were the first of the specialised wagons to be produced and reference to their manufacture and use has been established as far back as 1848. Cattle wagons were made in large numbers by all four of the pre-nationalisation rail companies and were a very common sight on rail systems until their use was eclipsed by road freight vehicles. Once road freight was established as the prime method of transporting livestock many of these cattle wagons were either destroyed as unusable for anything else, or the more lightly soiled examples were converted quite commonly into ale vans for the transport of beer. The Dapol model is based on a GWR design, of which over 1300 were built and only a few survive into preservation.



BR Cattle Wagon B893373

The Dapol model of the cattle wagon features:

- Weathered and pristine variants
- Highly detailed moulded body
- Self centring NEM pockets
- Profiled wheels
- Fine printed livery
- Special commissions available on runs of runs as little as 100 units



GWR Cattle Wagon #13813



GWR Cattle Wagon #13813 Weathered



GWR Ale Wagon #38618



GWR Ale Wagon #38618 Weathered

B500A	GWR CATTLE WAGON #13813
B500AW	GWR CATTLE WAGON #13813 WEATHERED
B501A	BR CATTLE WAGON #B893373
B501AW	BR CATTLE WAGON #B893373 WEATHERED
B549A	GWR ALE WAGON #38618
B549AW	GWR ALE WAGON #38618 WEATHERED
4F-020-003	GWR CATTLE WAGON #13824
4F-020-004	GWR CATTLE WAGON #13824 WEATHERED
4F-020-005	BR CATTLE WAGON #B893375
4F-020-006	BR CATTLE WAGON #B893375 WEATHERED
4F-020-007	GWR ALE WAGON #38621
4F-020-008	GWR ALE WAGON #38621 WEATHERED

ERA
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The HIA limestone hopper was designed for the haulage of limestone, stone and sand and was introduced in 2005 for exclusive operation by Freightliner Heavy Haul Limited. 122 HIA limestone hoppers were manufactured by Wagon Swidnica in Poland of which 95 operated in the Heavy Haul green livery and 27 in the white. The HIA limestone hopper was 14 metres long with a maximum carrying capacity of 90 tonnes. The wagons worked all over England, typically transporting limestone from Derbyshire (Dowlow) to Yorkshire, Kent, Cambridgeshire, Norfolk and Lancashire.

The Dapol model will feature:

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



- 4F-026-001 HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER
- 4F-026-002 HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER
- 4F-026-003 HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER
- 4F-026-004 HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER

**ERA
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Ventilated Vans

Ventilated vans were the primary way of transporting perishable goods quickly and efficiently and yet maintaining their contents in peak condition. All four of the pre-nationalised rail companies had their own particular designs but each shared the same basic principles of having a wooden body with ventilators, which allowed a constant flow and circulation of fresh air around their cargo. Dapol have modelled the GWR and LMS ventilated vans, the LMS version had a steel corrugated end, whilst the GWR was traditionally planked. Ventilated vans from all four companies survived into nationalisation until BR eventually standardised its own version and these were in use until the 1960's at which time longer vans with wider door ways to allow pallet access were introduced. Many ventilated vans from all companies survive into preservation.

The Dapol models of the LMS and GWR ventilated van feature:

- Highly detailed body moulding
- Accurately applied livery
- Profiled wheels
- NEM pockets with self centring couplings
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



Ventilated Van LMS



Ventilated Van LMS Eggs



Ventilated Van GWR



Ventilated Van LMS Fruit



Ventilated Van BR (Ex GWR)

4F-011-001	VENTILATED VAN LMS
4F-011-002	VENTILATED VAN LMS WEATHERED
4F-011-003	VENTILATED VAN BR (EX LMS)
4F-011-004	VENTILATED VAN BR (EX LMS) WEATHERED
4F-011-005	VENTILATED VAN LMS EGGS
4F-011-006	VENTILATED VAN LMS EGGS WEATHERED
4F-011-007	VENTILATED VAN LMS FRUIT
4F-011-008	VENTILATED VAN LMS FRUIT WEATHERED
4F-012-001	VENTILATED VAN BR (EX GWR)
4F-012-002	VENTILATED VAN BR (EX GWR) WEATHERED
4F-012-003	VENTILATED VAN GWR
4F-012-004	VENTILATED VAN GWR WEATHERED

ERA
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Ventilated Van GWR Weathered

Conflat & Containers

Containers and the special wooden decked conflat wagons used to convey them were produced in great numbers by all four of the railway companies. They allowed door to door deliveries via road, rail and road again without the requirement for the good to be handled at each leg. In the main they were used for furniture removal, although some were modified to be used with ice as refrigerated containers. Post nationalisation BR built over 20,000 conflat wagons and these continued into service until the arrival of the modern standard Iso containers in the 1960's.

The Dapol model of the conflat wagon and container features:

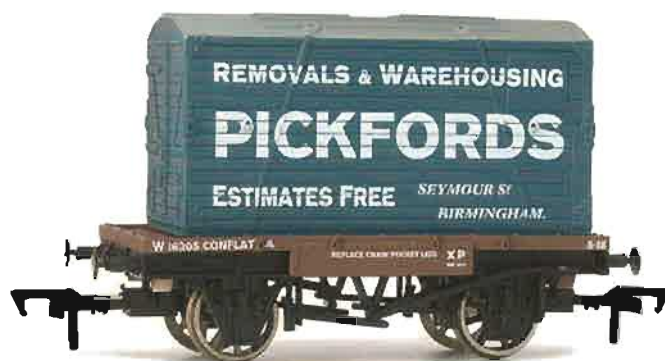
- Highly detailed body and chassis moulding
- Complete with separate container
- Profiled wheels
- NEM pockets with self centring couplings
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



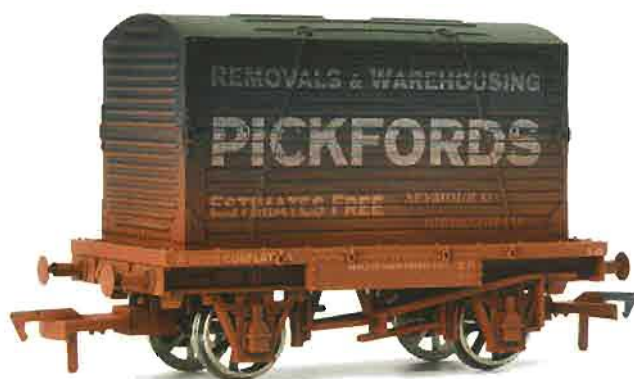
Conflat & Container SR



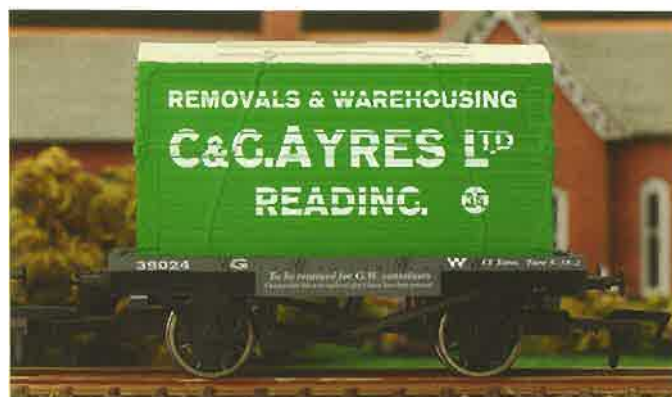
Conflat & Container GWR



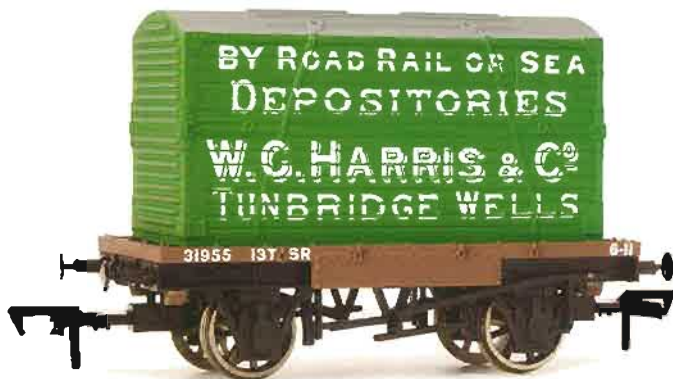
Conflat & Container Pickfords



Conflat & Container Pickfords Weathered

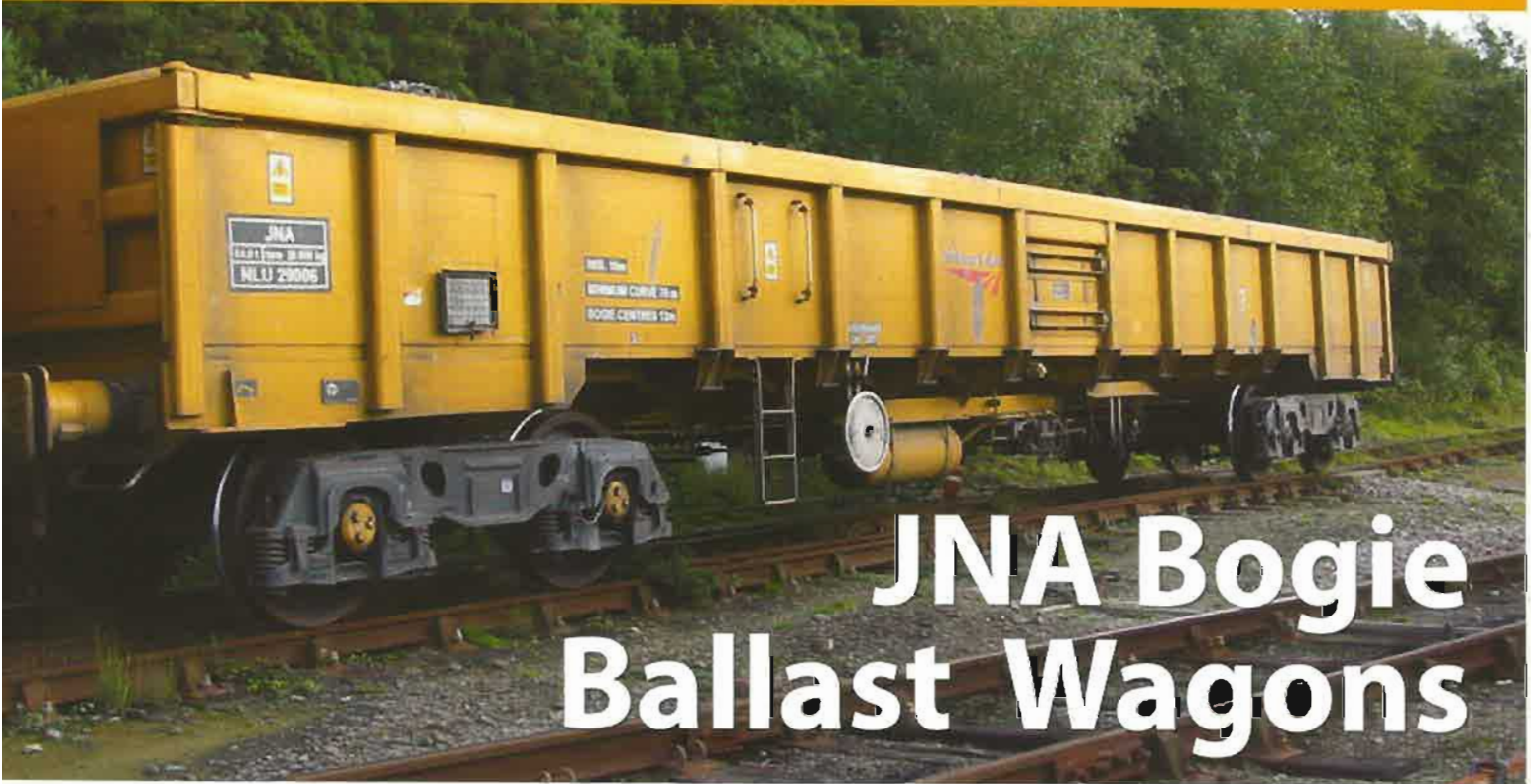


Conflat & Container C & G Ayres



Conflat & Container W C Harris

- 4F-037-001 CONFLAT & CONTAINER SR
- 4F-037-002 CONFLAT & CONTAINER SR WEATHERED
- 4F-037-003 CONFLAT & CONTAINER GWR
- 4F-037-004 CONFLAT & CONTAINER GWR WEATHERED
- 4F-037-100 CONFLAT & CONTAINER W C HARRIS
- 4F-037-101 CONFLAT & CONTAINER W C HARRIS WEATHERED
- 4F-037-102 CONFLAT & CONTAINER PICKFORDS
- 4F-037-103 CONFLAT & CONTAINER PICKFORDS WEATHERED
- 4F-037-104 CONFLAT & CONTAINER C & G AYRES
- 4F-037-105 CONFLAT & CONTAINER C & G AYRES WEATHERED



A large fleet of 555 JNA bogie ballast wagons was built by Astro Vagone (part of the Trinity group) in Romania and was principally designed to carry ballast and spoil. The design incorporated a large, reinforced door in the centre bay to aid inspection, discharge and cleaning. The fleet came into service in 2004 and are now a common sight nationally in their distinctive yellow engineer's livery of Network Rail. They commonly operate in rakes of five and have been given the nickname 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



JNA 'Falcon' Network Rail Wagon NLU29276



JNA 'Falcon' Network Rail Wagon NLU29299



JNA 'Falcon' Network Rail Wagon NLU29348



JNA 'Falcon' Network Rail Wagon NLU29391

B855K JNA 'FALCON' NETWORK RAIL WAGON NLU29276

B855L JNA 'FALCON' NETWORK RAIL WAGON NLU29299

B855M JNA 'FALCON' NETWORK RAIL WAGON NLU29348

B855N JNA 'FALCON' NETWORK RAIL WAGON NLU29391

ERA
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Bulk Grain Hoppers

Up to the 1920's most British grain was transported in sacks and it was not until Britain started to import grain that the requirement for bulk grain movements was realised. The early bulk grain wagons were made of wood and were of an open design, with provision for a tarpaulin cover. Design improvements were soon made and at nationalisation BR had inherited a range of hoppers including some closed steel of an LMS design. As demand for bulk grain movements increased, BR standardised its fleet based on this LMS steel hopper. The design was not without critics, who maintained the design caused undue condensation and spoilage caused by the cold steel. This style of hopper continued into service into the 1970's as, for a short time, Britain became a grain exporter, however, soon after bulk grain exports diminished and road overtook rail as the preferred mode of transport. Currently, very little grain is now bulk transported and we have now reverted to the pre-1920's way - by sack.

The Dapol model of the bulk grain hopper features:

- Highly detailed body and chassis moulding
- NEM pockets
- Profiled wheels
- Superbly printed livery and details
- Special commissions available on runs of runs as little as 100 units



LMS Bulk Grain #701351



LMS Bulk Grain #701351 Weathered



BR Bulk Grain #B885302



BR Bulk Grain #B885302 Weathered

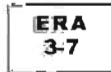


GWR Bulk Grain Unnumbered



GWR Bulk Grain Unnumbered Weathered

- B502A** BR BULK GRAIN #B885302
- B502AW** BR BULK GRAIN #B885302 WEATHERED
- B503A** GWR BULK GRAIN UNNUMBERED
- B503AW** GWR BULK GRAIN UNNUMBERED WEATHERED
- 4F-036-003** BR GRAIN HOPPER #B885312
- 4F-036-004** BR GRAIN HOPPER #B885312 WEATHERED
- 4F-036-005** GWR GRAIN HOPPER #2886
- 6F-034-000** GWR GRAIN HOPPER #2886 WEATHERED
- 4F-036-007** LMS BULK GRAIN #701351
- 4F-036-008** LMS BULK GRAIN #701351 WEATHERED



Fruit D Wagons

Fruit D wagons were large ventilated wooden bodied vans designed for the fast and efficient transportation of fruit. They were first constructed in the 1930's for GWR use and later (early 1950's) a batch was commissioned by BR. The vans themselves had three large double side doors to enable easy loading and unloading and were usually seen as part of passenger or fast goods trains. Often when out of the fruit season, these vans were also used as parcel and luggage vans. As road transport took over as the principal means of conveying fruit, fruit D vans were modified and used as permanent parcel or stores vans and remained in service in this way until the early 1980's.

The Dapol model of the Fruit D Van features:

- Finely moulded body
- NEM pockets with self centring couplers
- Profiled wheels
- Accurately applied livery
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



BR Fruit D Blue #W38107



BR Fruit D Blue #W38107 Weathered

4F-014-001 FRUIT D GWR SHIRTBUTTON #2881

4F-014-002 FRUIT D GWR SHIRTBUTTON #2881 WEATHERED

4F-014-003 FRUIT D BR

4F-014-004 FRUIT D BR WEATHERED

4F-014-005 FRUIT D GWR #2886

4F-014-006 FRUIT D GWR #2886 WEATHERED

4F-014-007 BR FRUIT D BLUE #W38107

4F-014-008 BR FRUIT D BLUE #W38107 WEATHERED

B737A FRUIT D GWR SHIRTBUTTON #2878

B737AW FRUIT D GWR SHIRTBUTTON #2878 WEATHERED

B753A FRUIT D BR BLUE #W38103

B753AW FRUIT D BR BLUE #W38103 WEATHERED

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Fruit D GWR Shirtbutton #2881



Fruit D GWR #2886



Fruit D BR



Fruit D BR Weathered

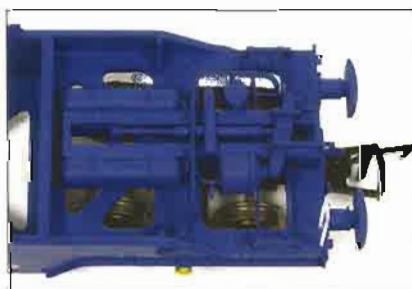


(Picture courtesy of Martin Read.)

During the 1990's the growing use of 9'6" tall (High Cube) containers was causing problems for freight operators transporting them on height restricted UK railway lines using standard intermodal flat bed wagons. The Tiphook approach to solve this problem was not the conventional solution of lowering the platform and using smaller wheels, instead they designed a latticed platform that sat low down, below the top level of the bogies and a pocket was formed with the slab sides that gave the wagon strength and rigidity. In total seventy five of these wagons were built by Rautaruuki in Finland. They were delivered in two batches between 1997 and 1998 and bore a blue Tiphook livery.

The Dapol model of the KQA/KTA pocket wagon and container features:

- Wagon complete with superbly detailed and accurately moulded body with many added refinements
- Container with opening doors and lock handle detail
- Finely applied livery with printed graphics and numbering
- Profiled wheels
- NEM pockets as standard



(Model pictures courtesy of Nigel Burkin.)



- B910C** KQA/KTA POCKET WAGON & CONTAINER
- B910D** KQA/KTA POCKET WAGON & CONTAINER
- B910E** KQA/KTA POCKET WAGON & CONTAINER
- B910F** KQA/KTA POCKET WAGON & CONTAINER

ERA
9-10

Presflo Cement Wagons

Prior to rail nationalisation cement was bagged and transported in covered wagons, however, with post war construction moving a pace, efficient bulk transportation was needed. In 1954 the pressure discharge bulk powder wagon, known as the Presflo wagon was developed. This bulk handling cement wagon had a capacity of 20 tons (later increased to 22 tons) and was gravity fed from the top but was efficiently discharged under pressure via pressure hose and valves at one side of the wagon. Five different factories were involved in the construction of the total 1920 Presflo cement wagons produced between 1955 and 1961 and the design was so successful that their final withdrawal from service was only completed in 1987. Several examples of Presflo survive into preservation.

The Dapol model of the cement wagon features:

- Finely moulded body
- NEM pockets with self centring couplers
- Profiled wheels
- Accurately applied livery
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



Image courtesy of Mid Hants Railway (Watercress)



Presflo Ready mix Concrete



Presflo Ready Mix Concrete Weathered



Presflo ARC Amalgamated Roadstone



Presflo Bulk Tunnel Cement Weathered



Presflo Blue Circle Yellow

4F-035-001	PRESFLO READY MIX CONCRETE
4F-035-002	PRESFLO READY MIX CONCRETE WEATHERED
4F-035-003	PRESFLO BULK TUNNEL CEMENT
4F-035-004	PRESFLO BULK TUNNEL CEMENT WEATHERED
4F-035-100	PRESFLO ARC AMALGAMATED ROADSTONE
4F-035-101	PRESFLO ARC AMALGAMATED ROADSTONE WEATHERED
B683	PRESFLO BLUE CIRCLE YELLOW
B683W	PRESFLO BLUE CIRCLE YELLOW WEATHERED



ICA Silver Bullet

China clay or kaolin has a wide variety of uses including porcelain and in certain cosmetics where it is used as whitener and pigment. The biggest use for china clay however, is for making paper where the china clay imparts a fine surface finish. The main areas where China Clay is mined are China, Malaysia and Cornwall and it is generally extracted from the ground by firing high pressure water jets to form slurry. In the UK, this slurry is collected and commonly transported using the ICA china clay slurry wagon, commonly known as Silver Bullets due to their distinctive shape and colour. Silver Bullets are a common sight leaving the South West of England up to the large paper mills in Scotland. Each wagon has a maximum capacity of around 90 tonnes and they commonly travel in rakes of more than 10 wagons. NACCO is the main operator of Silver Bullets and liveries include NACCO with English China Clay (ECC) branding and NACCO unbranded.

The D'apoi model of the ICA Silver Bullet requires:

- 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



- B850K** SILVER BULLET 33 70 789 0102
- B850M** SILVER BULLET 33 70 789 8066
- B850N** SILVER BULLET 33 70 789 8047
- B850P** SILVER BULLET 33 70 789 8046

**ERA
9-10**

Box Vans

Box vans were the workhorses of the early freight industry, moving general merchandise and perishable goods and thousands were built over several designs and over a large time period. The Southern Railway style box van as modelled by Dapol had distinctive vents and a wrap over roof profile. It was built at Ashford during the years of the World War II and vans were sold to other rail operators such as GWR and LMS. The wagon continued into service into the 1960's under BR.



SR Box Van #27830



LMS Box Van #611421



BR Box Van #753846



BR Box Van #753846 Weathered



LMS Box Van #611421 Weathered

The Dapol model features:

- Weathered and pristine variants
- Highly detailed moulded body
- Self centring NEM pockets
- Profiled wheels
- Fine printed livery



GWR Box Van #144852

B627A	SR BOX VAN #27830
B627AW	SR BOX VAN #27830 WEATHERED
B636A	GWR BOX VAN #144852
B636AW	GWR BOX VAN #144852 WEATHERED
4F-021-003	LMS BOX VAN #611421
4F-021-004	LMS BOX VAN #611421 WEATHERED
4F-021-005	BR BOX VAN #753846
4F-021-006	BR BOX VAN #753846 WEATHERED

ERA
3-5

7 Plank Wagon Internally Braced

Prior to the standardisation of wagon design by the RCH in 1923 there were many variants available, depending on builder and region. Indeed, the standardisation of wagons was not universally adopted and took many years to gain acceptance and in this time variations were common and worked side by side with the standard design. One of the variations that were often seen was the 7 Plank internally braced design. This had a shorter wheelbase (9 foot) than the standard design, had no end doors and had a capacity of 10 tons.

The Dapol model of the 9 foot wheelbase chassis internally braced 7 plank wagon features:

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



Grazebrook 7 Plank Wagon Internally Braced



Grazebrook 7 Plank Wagon Internally Braced Weathered



Small & Son 7 Plank Wagon Internally Braced



John Bennett & Co 7 Plank Internally Braced



John Bennett & Co 7 Plank Internally Braced Weathered



Samuel Evers 7 Plank Internally Braced

4F-072-001	GRAZEBROOK 7 PLANK WAGON INTERNALLY BRACED
4F-072-002	GRAZEBROOK 7 PLANK WAGON INTERNALLY BRACED WEATHERED
4F-072-003	SMALL & SON 7 PLANK WAGON INTERNALLY BRACED
4F-072-004	SMALL & SON 7 PLANK WAGON INTERNALLY BRACED WEATHERED
B884	SAMUEL EVERS 7 PLANK INTERNALLY BRACED
B884W	SAMUEL EVERS 7 PLANK INTERNALLY BRACED WEATHERED
B890	JOHN BENNETT & CO 7 PLANK INTERNALLY BRACED
B890W	JOHN BENNETT & CO 7 PLANK INTERNALLY BRACED WEATHERED

ERA
3-5

7 Plank Wagon

Up until the 1970's coal was the predominant fuel of the UK and the demand was met by a multitude of coal mines spread all over the country. Rail was the principal means of distributing the coal and the 1923 RCH standard design of 12 ton 7 plank wagons with opening end doors were used widely for this purpose until superseded by the larger steel bodied hoppers in the late 1940's. Many 7 plank wagons were privately owned, either by the mines themselves (the larger mines may have owned hundreds), the coal agents who acted as middlemen between the mines and the merchants and the individual coal merchants themselves. There was therefore a vast collection of liveries either specifically manufactured for larger fleets, or wagons were overprinted as was seen for many of the smaller merchants. Such was the volumes of coal moved in this period that rakes of 150 wagons or more were commonly seen leaving collieries destined for marshalling yards where the coal was organised for regional delivery.



Arthur Wharton 7 Plank

The Dapol model of the 1923 RCH 7 plank wagon features:

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



GWR 7 Plank



BR 7 Plank



GWR 7 Plank Weathered



LMS 7 Plank



SR 7 Plank

4F-071-001	GWR 7 PLANK
4F-071-002	GWR 7 PLANK WEATHERED
4F-071-003	BR 7 PLANK
4F-071-004	BR 7 PLANK WEATHERED
4F-071-005	LMS 7 PLANK
4F-071-006	LMS 7 PLANK WEATHERED
4F-071-007	SR 7 PLANK
4F-071-008	SR 7 PLANK WEATHERED
4F-071-102	ARTHUR WHARTON 7 PLANK
4F-071-103	ARTHUR WHARTON 7 PLANK WEATHERED

ERA
?

24T Steel Ore Hoppers

The 24 ton steel ore hopper wagon was originally drawn up and produced by Charles Roberts of Wakefield in the early 1930s and very similar vehicles were also produced by other manufacturers from around this time. Originally, they were supplied to private owners, rather than the main railway companies, and their principle use was for the carriage of iron ore to the various steelworks. In later years, although their main use was still for ore traffic, they were also used for a variety of other loads including coal for which they carried a reduced tonnage. They were finally decommissioned in the early 1980's with several surviving into preservation.

The Dapol model of the bulk grain hopper features:

- Highly detailed body and chassis moulding
- NEM pockets
- Profiled wheels
- Superbly printed livery and details
- Special commissions available on runs of runs as little as 100 units



24T Steel Ore Hopper Bell Bros



24T Steel Ore Hopper BR



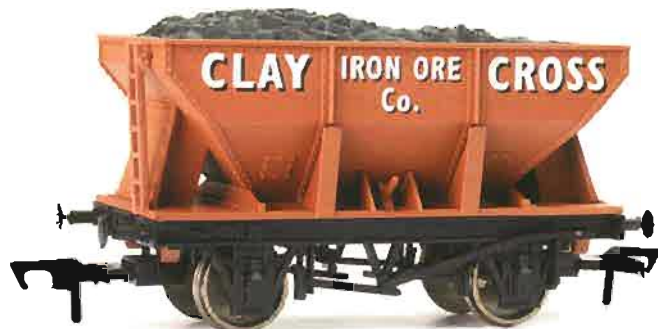
24t Steel Ore Hopper Millom Iron Works



24t Steel Ore Hopper Millom Iron Works Weathered



24T Steel Ore Hopper Dorman Long



24t Steel Ore Hopper Clay Cross

4F-033-001	24T STEEL ORE HOPPER BR
4F-033-002	24T STEEL ORE HOPPER BR WEATHERED
4F-033-003	24T STEEL ORE HOPPER BELL BROS
4F-033-004	24T STEEL ORE HOPPER BELL BROS WEATHERED
4F-033-005	24T STEEL ORE HOPPER MILLOM IRON WORKS
4F-033-006	24T STEEL ORE HOPPER MILLOM IRON WORKS WEATHERED
4F-033-007	24T STEEL ORE HOPPER DORMAN LONG
4F-033-008	24T STEEL ORE HOPPER DORMAN LONG WEATHERED
4F-033-009	24T STEEL ORE HOPPER CLAY CROSS
4F-033-010	24T STEEL ORE HOPPER CLAY CROSS WEATHERED



**NEW
MODEL**


MRA Side Tipping Ballast Wagons

The MRA side tipping ballast wagon ran in fixed rakes of 5 wagons, one of which was fitted with a generator to provide power and air for the whole set. Each wagon had two shallow boxes which could be tipped to either side, discharging ballast onto parallel track beds. The first batch of 300 wagons (60 sets) was made by Thrall Europa in York between 2000 and 2002 and was liveried in the cream and blue of Railtrack. A second batch of 100 wagons (20 sets) was made by Trinity Rail in Romania in 2004 and brand in the yellow Engineers livery of Network Rail. In 2006, 5 of these sets was transferred to GB Railfreight to work on its Metronet track renewal contract.

The Dapol model of the MRA side tipping ballast wagon shall feature:

- Finely detailed moulded body
- Opening ballast doors
- NEM pockets
- Each wagon can be tilted and posed in its tipping position
- Profiled wheels
- Accurately applied livery



- 
- B859A** MRA SIDE TIPPING BALLAST WAGON 5 CAR SET NETWORK RAIL
 - B859B** MRA SIDE TIPPING BALLAST WAGON 5 CAR SET RAILTRACK
 - B859C** MRA SIDE TIPPING BALLAST WAGON 5 CAR SET METRONET YELLOW
 - B859D** MRA SIDE TIPPING BALLAST WAGON 5 CAR SET NETWORK RAIL YELLOW

**ERA
9-10**

Fruit Mex Wagons



BR Fruit Mex #B833347

Due to changes in legislature, the transport of cattle and other livestock traditionally performed by rail was changed in a very short space of time to road. This resulted in large numbers of redundant cattle wagons. Many of these wagons were converted for alternative uses and one such was the Fruit Mex which was produced by adding slatted panels to the top section of the body of a standard GWR Mex 8 8 ton cattle wagon. In this form it was ideally suited to cope with the considerable amounts of fresh fruit traffic, particularly strawberries from the West Country and Vale of Evesham. These wagons carried the simple appellation 'Fruit' to identify them, and an identical build was also used to carry ale casks.

The Dapol model of the fruit mex features:

- Highly detailed body and chassis moulding
- NEM pockets
- Profiled wheels
- Superbly printed livery and details
- Special commissions available on runs of runs as little as 100 units



GWR Fruit Mex #38231



GWR Fruit Mex #38228



BR Fruit Mex Brown #B833340 Weathered



GWR Fruit Mex #38231 Weathered



BR Fruit Mex Brown #B833340

4F-015-001	GWR FRUIT MEX #38231
4F-015-002	GWR FRUIT MEX #38231 WEATHERED
4F-015-003	BR FRUIT MEX #B833347
4F-015-004	BR FRUIT MEX #B833347 WEATHERED
B504A	GWR FRUIT MEX #38228
B504AW	GWR FRUIT MEX #38228 WEATHERED
B8584A	BR FRUIT MEX BROWN #B833340
B584AW	BR FRUIT MEX BROWN #B833340 WEATHERED

9 Plank Wagons

The 9 plank open wagon was introduced in the 1930's to offer a more efficient and cost effective method of delivering coal to high demand customers. The 9 plank wagon had a carrying capacity of 20 tonnes and to assist in loading/unloading had two doors per side, an end door and some variants even had opening hatches on the underside. Many 9 plank wagons were privately owned and carried a large variety of liveries.

The Dapol model of the 9 plank wagon features:

- Finely moulded body
- Profiled wheels
- NEM pockets
- Accurately applied livery
- Complete with coal/coking coal load
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



9 Plank Wagon Wellingborough Gas Light Co



9 Plank Wagon Wellingborough Gas Light Co Weathered



9 Plank Wagon Gaslight & Coke



9 Plank Wagon Baldwin



9 Plank Wagon Baldwin Weathered



9 Plank Wagon BR



9 Plank Wagon BR Weathered

- 4F-090-001 9 PLANK WAGON BALDWIN
- 4F-090-002 9 PLANK WAGON BALDWIN WEATHERED
- 4F-090-003 9 PLANK WAGON GASLIGHT & COKE
- 4F-090-004 9 PLANK WAGON GASLIGHT & COKE WEATHERED
- B631A 9 PLANK WAGON BR
- B631AW 9 PLANK WAGON BR WEATHERED
- B878 9 PLANK WAGON WELLINGBOROUGH GAS LIGHT CO
- B878W 9 PLANK WAGON WELLINGBOROUGH GAS LIGHT CO WEATHERED
- B907 9 PLANK WAGON CO-OPERATIVE SOC. DOVERCOURT BAY
- B907W 9 PLANK WAGON CO-OPERATIVE SOC. DOVERCOURT BAY WEATHERED

ERA
3-5



20T Steel Mineral Emlyn Anthracite



20T Steel Mineral Emlyn Anthracite Weathered

20T Steel Mineral Wagons



20T Steel Mineral BR



20T Steel Mineral BR Weathered



20T Steel Mineral GWR #33225



20T Steel Mineral GWR #33225 Weathered

20 ton mineral wagons of a steel riveted construction were used nationally, transporting coal and minerals offering a more efficient and cost effective method of conveyance than had previously been possible with wooden bodied 10 and 12 ton open top wagons. They came into service in the 1920's and were finally withdrawn in the 1970's. The wagons had two doors per side and an end door to facilitate easy unloading.

The Dapol model of the 20 ton steel mineral wagon features:

- Finely moulded body
- NEM pockets with self centring couplers
- Profiled wheels
- Accurately applied livery
- Complete with coal/coking coal load
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



20T Steel Mineral Marriott

4F-038-001	20T STEEL MINERAL EMLYN ANTHRACITE
4F-038-002	20T STEEL MINERAL EMLYN ANTHRACITE WEATHERED
B679A	20T STEEL MINERAL BR
B679AW	20T STEEL MINERAL BR WEATHERED
B712A	20T STEEL MINERAL GWR #33225
B712AW	20T STEEL MINERAL GWR #33225 WEATHERED
B712	20T STEEL MINERAL GWR #33152
B887	20T STEEL MINERAL MARRIOTT

ERA
3-7


**NEW
MODEL**

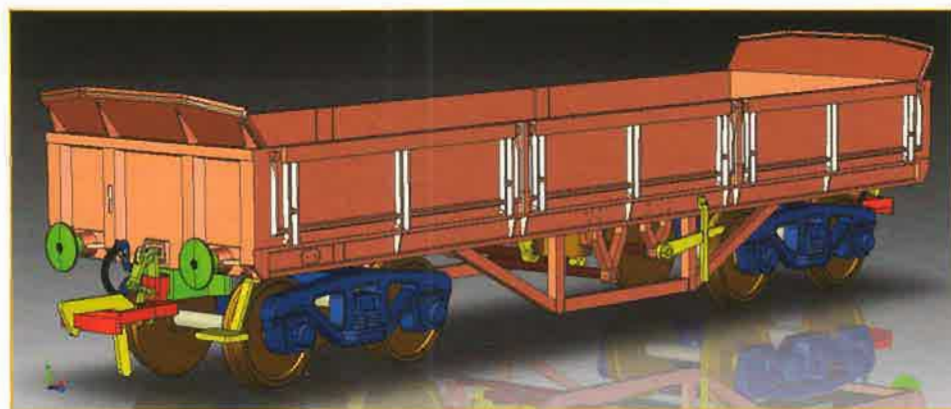
YCV Turbot Bogie Ballast Wagon



The Turbot bogie ballast wagon was a development from the earlier bogie bolster E wagon, which was manufactured in the 1960's and was intended for the transfer of steel. The wagon, however, after a number of years in use was found to be too short for the continuation of its intended role, but it was found that if a low sided three door body was added, then this new wagon would be suitable for transporting ballast. The wagon was nicknamed Turbot and was TOPS classified as YCV bogie ballast wagon. Over one thousand Turbot wagons were rebuilt by BR Shildon and RFS Engineering at Doncaster between 1982 and 1988 and continued into service until 2002. Turbot wagons have also been modified for use by the London underground.

The Dapol model of the YCV Turbot bogie ballast wagon features:

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



- | | |
|-------------------|---|
| 4F-043-001 | TURBOT BOGIE BALLAST WAGON EWS MAROON 08978354 |
| 4F-043-002 | TURBOT BOGIE BALLAST WAGON EWS MAROON 08978354 |
| 4F-043-003 | TURBOT BOGIE BALLAST WAGON ENGINEERS DUTCH LIVERY DB978371 |
| 4F-043-004 | TURBOT BOGIE BALLAST WAGON ENGINEERS DUTCH DB978407 |

**ERA
7-9**

6 Wheel Milk Tanker

In the nineteenth century, milk was supplied to urban areas mainly by cows kept in urban herds even in the largest metropolitan areas such as London. These cows were kept in cramped, unsanitary conditions and in 1865 a cow plague swept London resulting in the extermination of all urban herds. Express Dairies grew from this moment on and was instrumental in bringing in milk from the country into the towns and cities. The founder and chairman of Express Dairies, George Barham invented the milk churn which was the principal way of transporting milk until the 1930's at which time the growing demand and the advancement of sheet metal rolling techniques lead to the development of cylindrical bulk handling milk tanks. The first milk tanks had four wheels, but were found to be unstable at speed; however a six wheel derivative was found to be very suitable and most of the earlier milk tankers were eventually converted.



6 Wheel Milk Tank IMS



6 Wheel Milk Tank Unigate Silver



6 Wheel Milk Tank MMB Weathered



6 Wheel Milk Tank SR United Dairy



6 Wheel Milk Tank MMB



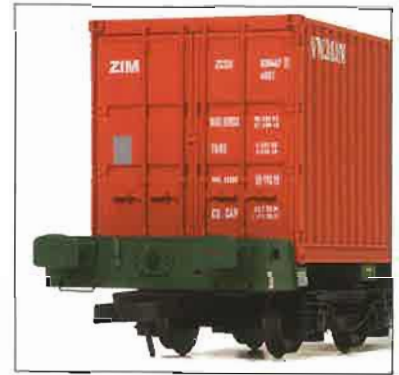
6 Wheel Milk Tank Independent Milk Supplies

The Dapol model of the six wheel milk tanker features:

- Highly detailed body moulding
- Separately added ladders and rails
- Accurately applied livery
- Profiled wheels
- NEM pockets with self centring couplings
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons

4F-031-001	6 WHEEL MILK TANK SR UNITED DAIRY
4F-031-002	6 WHEEL MILK TANK SR UNITED DAIRY WEATHERED
4F-031-003	6 WHEEL MILK TANK UNIGATE SILVER
4F-031-004	6 WHEEL MILK TANK UNIGATE SILVER WEATHERED
4F-031-005	6 WHEEL MILK TANK MMB
4F-031-006	6 WHEEL MILK TANK MMB WEATHERED
4F-031-007	6 WHEEL MILK TANK IMS
4F-031-008	6 WHEEL MILK TANK IMS WEATHERED
4F-031-009	6 WHEEL MILK TANK EXPRESS DAIRY
4F-031-010	6 WHEEL MILK TANK EXPRESS DAIRY WEATHERED
4F-031-011	6 WHEEL MILK TANK INDEPENDENT MILK SUPPLIES
4F-031-012	6 WHEEL MILK TANK INDEPENDENT MILK SUPPLIES WEATHERED

FEA-B Twin Pack with Containers



FEA-B spine wagons were one of a range of seven FEA type wagons designed for the transport of ISO containers. FEA-B wagons were constructed

around a central spine off which substantial outriggers were constructed which housed the standard twistlock container fixings. The FEA-B generally ran in pairs (usually with consecutive running numbers), semi-permanently coupled via a bar coupling. Introduced in March 2003 and built by Wagony Swidnica in Poland, in total 301 wagon pairs have been delivered. The main operator has been Freightliner, although smaller quantities have been delivered to Balfour Beatty (modified for sleeper transportation) and Jarvis Fastline, which were subsequently sold on to DRS in 2010.



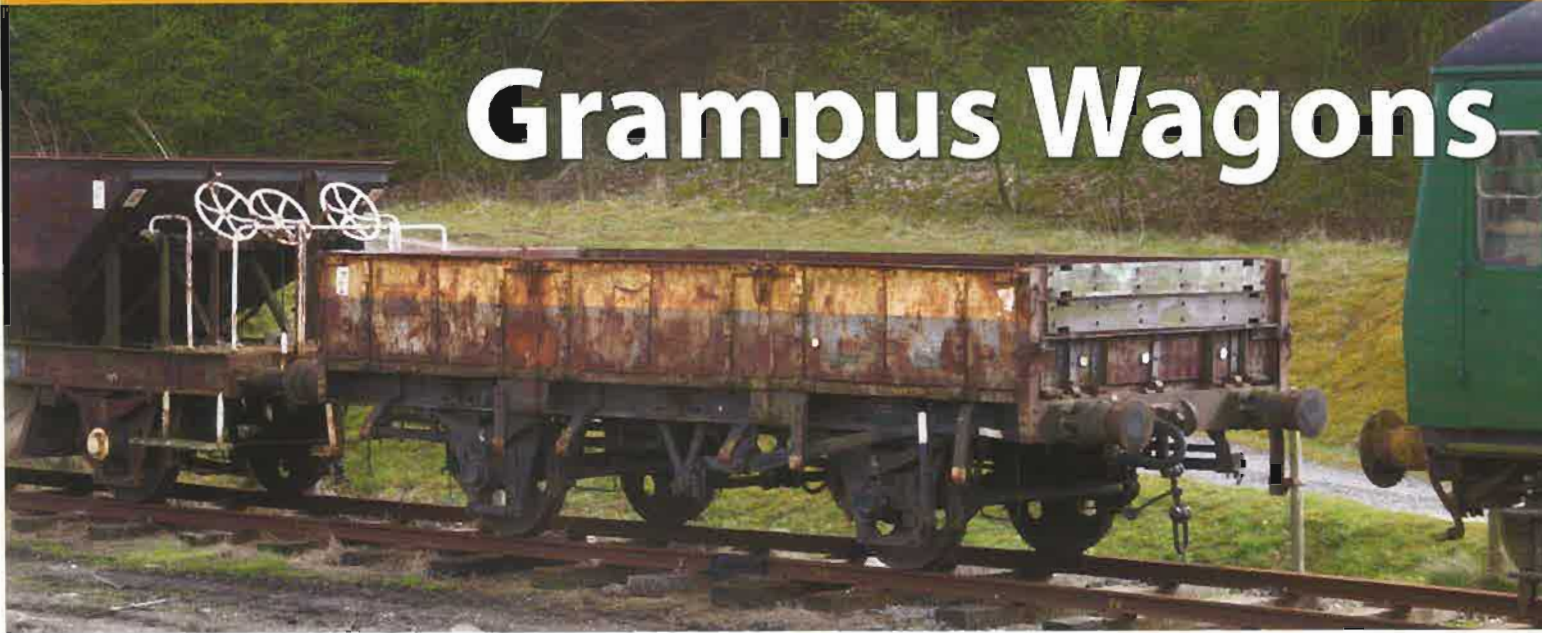
The Dapol model of the FEA-B Spine wagon & containers features:

- 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
- Profled wheels
- NEM pockets with self centring couplings

B913A	FEAB CONTAINER TWIN PACK OO GBRF 640623 + 640624
B913B	FEAB CONTAINER TWIN PACK OO GBRF 640627 + 640628
B913C	FEAB CONTAINER TWIN PACK OO F/LINER 640163 + 640164
B913D	FEAB CONTAINER TWIN PACK OO F/LINER 640313 + 640314
4F-044-001	FEAB CONTAINER TWIN PACK OO F/LINER 640707 + 640708
4F-044-002	FEAB CONTAINER TWIN PACK OO F/LINER 640721 + 640722
4F-044-003	FEAB CONTAINER TWIN PACK OO F/LINER 640719 + 640720
4F-044-004	FEAB CONTAINER TWIN PACK OO F/LINER 640011 + 640012

ERA
9-10

Grampus Wagons



The grampus wagon was the principal open wagon for the engineering departments of BR from the early 1950's to the early 1980's. The wagon design itself was extremely versatile with drop down sides and removable end planks. It was used for moving everything from engineering supplies to ballast and sleepers and even signal posts, which could be carried on overlapping wagons by removing the end planks. Nearly 4800 wagons were built between 1951 and 1961 across several design variations and were used by all regions of BR. They were finally decommissioned to make way for sturdier all steel open wagons which could withstand better the heavy usage of the more modern civil engineering machinery.

The Dapol model of the grampus wagon features:

- Finely moulded body and chassis with two design variations
- NEM pockets with self centring couplers
- Profiled wheels
- Accurately applied livery
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



Grampus BR



Dutch Grampus D988546



Dutch Grampus D988546 Weathered



Grampus BR Black #DB990488

- 4F-060-001 GRAMPUS BR
- 4F-060-002 GRAMPUS BR WEATHERED
- 4F-060-003 DUTCH GRAMPUS D988546
- 4F-060-004 DUTCH GRAMPUS D988546 WEATHERED
- 4F-060-005 DUTCH GRAMPUS D8981487
- 4F-060-006 DUTCH GRAMPUS D8981487 WEATHERED
- 4F-060-007 GRAMPUS BR BLACK #DB990488
- 4F-060-008 GRAMPUS BR BLACK #DB990488 WEATHERED
- B742A GRAMPUS TAUNTON CONCRETE
- B742AW GRAMPUS TAUNTON CONCRETE WEATHERED



Grampus Taunton Concrete

ERA
4-7

4 Plank Wagons

The 4 plank wagon was built in the early 1900's by the GWR to determine which design would make the best general purpose open wagon. Two hundred wagons were built in total, however the design was not considered a success as the slightly later built 5 plank wagon, with its higher sides was found to be more versatile. As a consequence, this first batch was the only batch ever made.

The Dapol model of the 4 plank open wagon features:

- Finely moulded body complete with load
- NEM pockets with self centring couplers
- Profiled wheels
- Accurately applied livery
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



4 Plank B W CO.



4 Plank Clee Hill Granite



4 Plank GWR #45506 Weathered



4 Plank The Harts Hill Iron Co



4 Plank Walter Harper 4 Plank



4 Plank GWR #44404 Weathered

4F-040-001	4 PLANK B W CO
4F-040-002	4 PLANK B W CO WEATHERED
4F-040-003	4 PLANK CLEE HILL GRANITE
4F-040-004	4 PLANK CLEE HILL GRANITE WEATHERED
4F-040-005	4 PLANK GWR #45506
4F-040-006	4 PLANK GWR #45506 WEATHERED
B761A	4 PLANK GWR #44404
B761AW	4 PLANK GWR #44404 WEATHERED
B882	4 PLANK THE HARTS HILL IRON CO
B882W	4 PLANK THE HARTS HILL IRON CO WEATHERED
B883	4 PLANK ELLIS & EVERARD
B883W	4 PLANK ELLIS & EVERARD WEATHERED
B905	4 PLANK WALTER HARPER 4 PLANK
B905W	4 PLANK WALTER HARPER 4 PLANK WEATHERED



4 Plank Ellis & Everard

16T Mineral Wagons

The 16 ton mineral wagon was a product of wartime when the requirement for coal soared and efforts were made to transport it more efficiently. Prior to wartime most coal was transported in wooden open wagons with a maximum loading of 12 tons. The all steel construction allowed a 33% increase in load and as a consequence these wagons proved extremely popular. After the war this popularity was sustained with the emergence of the new nationalised BR who based their standard coal shifter on this design. In all over 300,000 were built from many different construction companies. As a consequence of the diversity of supply, there are many design differences, especially over the recommended all welded construction, where many factories could not cope and used rivets instead. The basic design of the wagon (after many repairs and a refurbishment and re-body program in the 1970's) continued into service until 1987.



16T Steel Mineral BR Grey

The Dapol model of the 16 ton mineral wagon features:

- Highly detailed body moulding
- Accurately applied livery
- Complete with coal load
- Profiled wheels
- NEM pockets with self centring couplings
- Multi packs available all with different running numbers
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



16T Steel Mineral Atkinson & Prickett



16T Steel Mineral GWR Loco Coal



16T Steel Mineral BR Bauxite



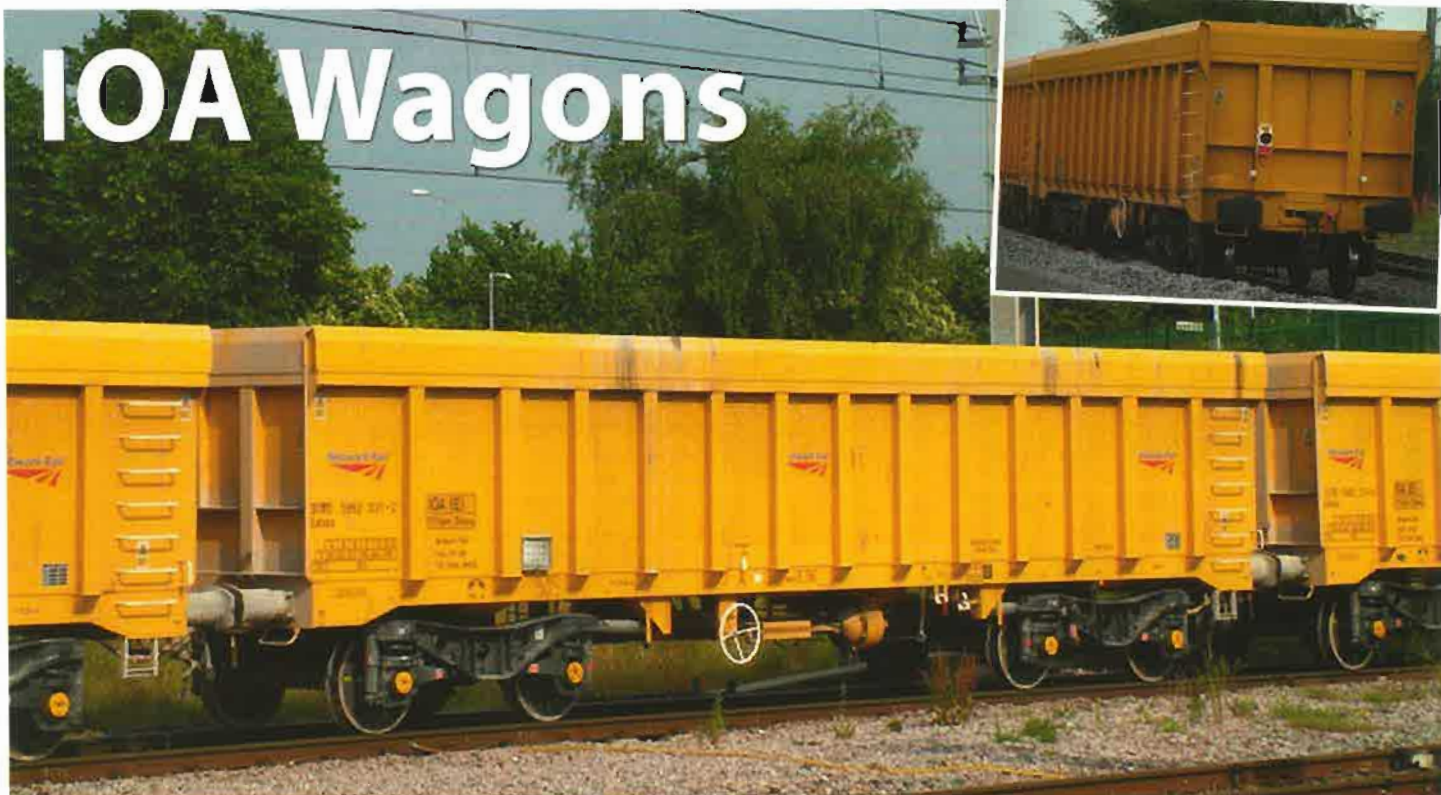
16T Steel Mineral GWR Loco Coal Weathered



16T Steel Mineral Atkinson & Prickett Weathered

4F-030-001	16T STEEL MINERAL BR BAUXITE
4F-030-002	16T STEEL MINERAL BR BAUXITE WEATHERED
4F-030-003	16T STEEL MINERAL BR GREY
4F-030-004	16T STEEL MINERAL BR GREY WEATHERED
4F-030-005	16T STEEL MINERAL BR BAUXITE MULTI PACK 5 WAGONS
4F-030-006	16T STEEL MINERAL BR BAUXITE MULTI PACK 5 WAGONS WEATHERED
4F-030-007	16T STEEL MINERAL ATKINSON & PRICKETT
4F-030-008	16T STEEL MINERAL ATKINSON & PRICKETT WEATHERED
4F-030-100	16T STEEL MINERAL GWR LOCO COAL
4F-030-101	16T STEEL MINERAL GWR LOCO COAL WEATHERED

IOA Wagons



(Picture courtesy of Martin Read.)



(Model pictures courtesy of Nigel Barkin.)

The Romanian built 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 and usually travel in block trains of 10 wagons or more.

The Dapol model of the IOA wagon features:

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



ERA
10

4F-045-001 IOA WAGON

4F-045-002 IOA WAGON

4F-045-003 IOA WAGON

4F-045-004 IOA WAGON

Rectangular Tanks



Rectangular Tank ICI #60



Rectangular Tank Henry Ellison



Rectangular Tank Bromley Gas Consumers Weathered

4F-032-001	RECTANGULAR TANK WAGON RIMER BROS
4F-032-002	RECTANGULAR TANK WAGON RIMER BROS WEATHERED
4F-032-003	RECTANGULAR TANK BR
4F-032-004	RECTANGULAR TANK BR WEATHERED
4F-032-005	RECTANGULAR TANK WM BUTLER & CO
4F-032-006	RECTANGULAR TANK WM BUTLER & CO WEATHERED
4F-032-007	RECTANGULAR TANK SMITH & FORREST
4F-032-008	RECTANGULAR TANK SMITH & FORREST WEATHERED
4F-032-009	RECTANGULAR TANK CLARE, LIVERPOOL
4F-032-010	RECTANGULAR TANK CLARE, LIVERPOOL WEATHERED
B731	RECTANGULAR TANK WAGON ICI #50
B731A	RECTANGULAR TANK ICI #60
B731AW	RECTANGULAR TANK ICI #60 WEATHERED
B876	RECTANGULAR TANK HENRY ELLISON
B876W	RECTANGULAR TANK HENRY ELLISON WEATHERED
B871	RECTANGULAR TANK BROMLEY GAS CONSUMERS
B871W	RECTANGULAR TANK BROMLEY GAS CONSUMERS WEATHERED

ERA
2-3

Rectangular tanks were a very common sight in the latter part of the 1800's and up to 1930, serving Britain's booming chemical industry and in conveying tar by products from the numerous municipal gas works found in every large town and city. Their rectangular shape was dictated by the metal forming technology of the day, where only flat sheets were available, which were simply riveted together. At the end of the 1920's the development of the ability to accurately roll plate, enabled safer cylindrical tanks to be manufactured and rectangular tanks became obsolete.

The Dapol model of the rectangular tank captures perfectly the look of these early bulk tanks and features:

- Finely moulded body
- NEM pockets with self centring couplers
- Profiled wheels
- Accurately applied livery
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



Rectangular Tank Smith & Forrest



Rectangular Tank BR



Rectangular Tank WM Butler & Co

Salt Vans

Salt was one of the most important feed stocks that fed the industrial revolution and vast quantities would have been transported nationally. The principal salt mining area in the UK was Cheshire, but salt was also mined in Lancashire, the Midlands and Yorkshire. Once processed, the salt had to be kept dry and was transported in bags in high sided wagons with weather proof, usually pitched roofs. Private owner wagons for salt were common and where the salt was for table use, the vans used were often elaborately decorated with the suppliers branding. Salt wagons were in use commonly right up to the 1970's and several are now in preservation.

The Capot model of the salt van features:

- Highly detailed body moulding
- Separately added hand rails
- Accurately applied livery
- Profiled wheels
- NEM pockets with self centring couplings
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



Salt Van Saxa.



Salt Van Union Salt Weathered



Salt Van Star



Salt Van Stubbs & Co



Salt Van Chance & Hunt



Salt Van Seddon's Salt

4F-018-001	SALT VAN SAXA
4F-018-002	SALT VAN SAXA WEATHERED
4F-018-003	SALT VAN STAR
4F-018-004	SALT VAN STAR WEATHERED
4F-018-005	SALT VAN UNION SALT
4F-018-006	SALT VAN UNION SALT WEATHERED
4F-018-100	SALT VAN CHANCE & HUNT
4F-018-101	SALT VAN CHANCE & HUNT WEATHERED
B881	SALT VAN FALK
B886	SALT VAN STUBBS & CO
B894	SALT VAN LYMM PURE SALT
B895	SALT VAN SEDDON'S SALT

ERA
2-7

**NEW
MODEL**

MJA Bogie Ballast Twin

The MJA bogie ballast wagon was introduced in 2003 and was built by Wagony Swidnica in Poland and operated exclusively by Freightliner Heavy Haul Limited. The primary use of the wagon is for the carrying of stone, minerals and other aggregates. The wagons operated almost always in pairs with buffers at one end and the other end bar coupled to the twin wagon. The wagon is still used widely today including Mountsorrel to Luton and from Croft to Harwich.



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

- 4F-025-001 MJA FREIGHTLINER HEAVY HAUL BOGIE TWIN BOX VAN
- 4F-025-002 MJA FREIGHTLINER HEAVY HAUL BOGIE TWIN BOX VAN
- 4F-025-003 MJA FREIGHTLINER HEAVY HAUL BOGIE TWIN BOX VAN
- 4F-025-004 MJA FREIGHTLINER HEAVY HAUL BOGIE TWIN BOX VAN



**ERA
9-10**

21T Hoppers

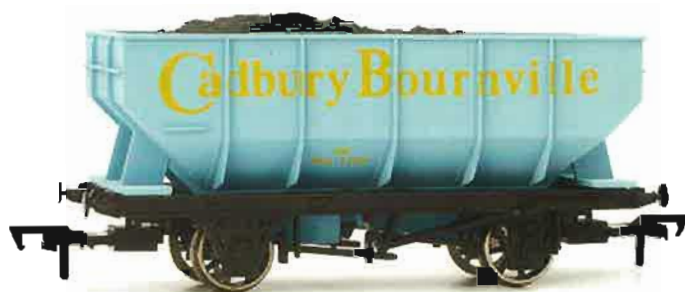
On nationalisation, the newly formed BR inherited a vast collection of rolling stock including wagons and hoppers designed to carry coal. As the national rebuild gained full force after the devastation of World War II, the demand for coal soared and BR decided to produce a standard coal hopper to help improve efficiency. The variant finally chosen was based on a 1930's LNER design and was of an all steel construction. Over 23,000 of these were built between 1949 and 1958 and continued in service until the early 1980's. Due to the heavy wear and tear these hoppers endured, many were modified and rebuilt.

The Dapol model is typical of the later modified design of welded 21T hopper and features:

- Highly detailed body, finely moulded
- Complete with load
- Profiled wheels
- NEM pockets with self centring couplings
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



21T Hopper British Gas #147



21T Hopper Cadbury Bournville #156



21T Hopper Charringtons #B441834k



21T Hopper House Coal Conc #B429911



21T Hopper British Steel #32 weathered



21T Hopper NE #193264 Weathered



21T Hopper NCB #128

4F-034-001	21T HOPPER CADBURY BOURNVILLE #156
4F-034-002	21T HOPPER CADBURY BOURNVILLE #156 WEATHERED
4F-034-003	21T HOPPER CHARRINGTONS #B441834K
4F-034-004	21T HOPPER CHARRINGTONS #B441834K WEATHERED
4F-034-005	21T HOPPER HOUSE COAL CONC #B429911
4F-034-006	21T HOPPER HOUSE COAL CONC #B429911 WEATHERED
4F-034-100	21T HOPPER BRITISH STEEL #32
4F-034-101	21T HOPPER BRITISH STEEL #32 WEATHERED
4F-034-102	21T HOPPER BRITISH GAS #147
4F-034-103	21T HOPPER BRITISH GAS #147 WEATHERED
B1003	21T HOPPER NCB #128
B1003W	21T HOPPER NCB #128 WEATHERED
B1004	21T HOPPER NE #193264
B1004W	21T HOPPER NE #193264 WEATHERED
B1005	21T HOPPER BR #E289595
B1005W	21T HOPPER BR #E289595 WEATHERED

ERA
4-7

5 Plank Wagons

The first freight wagons for the railway were open wagons. Initially, as the tractive effort of the locomotives was relatively low, these wagons were generally low sided with only one or two planks acting as sides and carrying capacity of just a couple of tons. As the technology progressed, so did demand for rail freight and with the increased power of the steam engines came bigger wagons. The 5 plank wagon was perhaps the most common general good wagon with tens of thousands being built by all the rail companies between 1910 and the early 1930's. Dapol have modelled two designs, one based on a 9' wheelbase with a capacity of 10 tons and one based on a 10' wheelbase with a 12 ton capacity.

The Dapol models feature:

- Highly detailed body moulding
- Accurately applied livery
- Profiled wheels
- NEM pockets with self centring couplings
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons



5 Plank Wagon Whitehouse



5 Plank Wagon SR



5 Plank Wagon Renwick & Wilton



5 Plank Wagon Renwick & Wilton Weathered



5 Plank Wagon Ketton Cement Weathered



5 Plank Wagon Ketton Cement

- 4F-051-001 5 PLANK WAGON WHITEHOUSE
- 4F-051-002 5 PLANK WAGON WHITEHOUSE WEATHERED
- 4F-051-003 5 PLANK WAGON SR
- 4F-051-004 5 PLANK WAGON SR WEATHERED
- 4F-051-005 5 PLANK WAGON RENWICK & WILTON
- 4F-051-006 5 PLANK WAGON RENWICK & WILTON WEATHERED
- 4F-051-007 5 PLANK WAGON KETTON CEMENT
- 4F-051-008 5 PLANK WAGON KETTON CEMENT WEATHERED
- 4F-051-009 5 PLANK WAGON CLIFFE HILL
- 4F-051-010 5 PLANK WAGON CLIFFE HILL WEATHERED
- 4F-051-100 5 PLANK WAGON ICI LIME



5 Plank Wagon Cliffe Hill Weathered



5 Plank Wagon ICI Lime



5 Plank Wagon 9' W/B Marshall



5 Plank Wagon 9' W/B F H Silvey



5 Plank Wagon 9' W/B Stevens & Co



5 Plank Wagon 9' W/B Nath Atrill



5 Plank Wagon 9' W/B Stevens & Co Weathered



5 Plank Wagon 9' W/B ICI Billingham Division Weathered



5 Plank Wagon 9' W/B E A Robinson

4F-051-101	5 PLANK WAGON ICI LIME WEATHERED
4F-052-001	5 PLANK WAGON 9' W/B MARSHALL
4F-052-002	5 PLANK WAGON 9' W/B MARSHALL WEATHERED
4F-052-003	5 PLANK WAGON 9' W/B STEVENS & CO
4F-052-004	5 PLANK WAGON 9' W/B STEVENS & CO WEATHERED
4F-052-005	5 PLANK WAGON 9' W/B E A ROBINSON
4F-052-006	5 PLANK WAGON 9' W/B E A ROBINSON WEATHERED
4F-052-007	5 PLANK WAGON 9' W/B F H SILVEY
4F-052-008	5 PLANK WAGON 9' W/B F H SILVEY WEATHERED
B870	5 PLANK WAGON 9' W/B NATH ATRILL
B870W	5 PLANK WAGON 9' W/B NATH ATRILL WEATHERED
B901	5 PLANK WAGON 9' W/B ICI BILLINGHAM DIVISION
B901W	5 PLANK WAGON 9' W/B ICI BILLINGHAM DIVISION WEATHERED



5 Plank Wagon 9' W/B ICI Billingham Division



IKA Megafret & Containers

IKA Megafret wagons were designed for the transport of containers on UK W9 load gauge track, this included 9'6" high cube containers which were increasing their share of the container market. The wagon was built by Arbel Fauvet in France and the first batch were delivered to freightliner in 2001. Subsequent batches have been delivered for use by EWS and DRS where they are used primarily for transport to and from major container ports and the Channel Tunnel.



B909D Megafret Twin Pack & Container



B909C
Megafret
Twin Pack &
Container



The Dapol IKA Megafret twin pack features:

- Twin wagon pack complete with two 40' containers or 45' high cube containers
- Superbly weathered Megafret available
- Detailed moulded body with many separately added features
- Containers with moulded detail construction and opening doors
- Superbly applied decoration and liveries
- Self centring NEM pockets at both ends

B909D MEGAFRET TWIN PACK & CONTAINER

B909E MEGAFRET TWIN PACK & CONTAINER

B909E MEGAFRET TWIN PACK & CONTAINER

4F-046-001 IKA MEGAFRET TWIN PACK WEATHERED WITH 2 X 45 FT HIGH CUBE CONTAINERS

ERA
9-10

8 Plank Wagons



8 Plank Wagon Leamington Gas



8 Plank Wagon Bull



8 Plank Wagon Embling & Son



8 Plank Wagon Modern Transport Weathered



8 Plank Wagon Scowcroft & Sons



8 Plank Wagon Each Haythorne

The 8 plank wagon was a development of the earlier 7 plank version and was primarily a coal wagon, carrying the less dense forms of coal (coke etc), where the extra height allowed it to carry its full 12 ton capacity. They were built in the late 1920's to the late 1930's and continued into service up to the late 1960's. To aid unloading and loading they had a door at each side and could be tipped from the one opening end door.

The Dapol model of the 8 plank wagon features:

- Finely moulded body and chassis
- Complete with load
- NEM pockets with self centring couplers
- Profiled wheels
- Accurately applied livery
- Special commissions for private owner wagons possible with minimum orders of only 100 wagons

4F-080-001	8 PLANK WAGON BULL
4F-080-002	8 PLANK WAGON BULL WEATHERED
4F-080-003	8 PLANK WAGON LEAMINGTON GAS
4F-080-004	8 PLANK WAGON LEAMINGTON GAS WEATHERED
4F-080-100	8 PLANK WAGON MODERN TRANSPORT
4F-080-101	8 PLANK WAGON MODERN TRANSPORT WEATHERED
4F-080-102	8 PLANK WAGON ROSE SMITH
4F-080-103	8 PLANK WAGON ROSE SMITH WEATHERED
B879	8 PLANK WAGON EMBLING & SON
B889	8 PLANK WAGON SCOWCROFT & SONS
B891	8 PLANK WAGON ENOCH HAYTHORNE

ERA
3-5

Lime Wagons



Lime Wagon No 189 Richard Briggs



Lime Wagon Minera

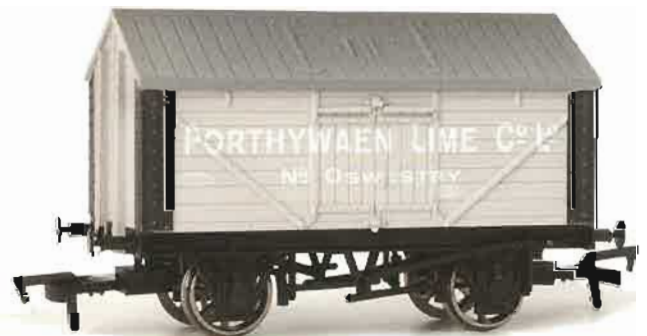


Lime Wagon Peak Lime No 48

The production of lime is an ancient process and reflects the importance the product has played in human development through the ages. Lime is a key ingredient in building materials such as mortar and cement, it is also an essential ingredient in many chemical processes, from the food industry to the manufacture of steel and bleach. Moreover, prior to major industrialisation lime has also played an important role in agriculture as a soil pH regulator and conditioner and no doubt these covered lime wagons would have been a regular sight in areas of major agriculture.

The Dapol lime wagon features:

- A Finely detailed body and chassis
- Profiled detailed spoked wheels
- Detailed and finely printed graphics
- NEM pockets as standard
- Made in the UK utilising recycled materials were possible
- Special commissions for runs as low as 100 can be quoted for on request



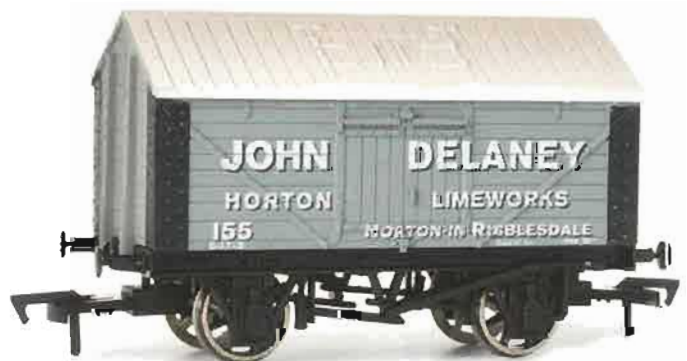
Lime Wagon Porthywaen



Lime Wagon Crawshay Brothers Lime Weathered

4F-017-001	LIME WAGON MINERA
4F-017-002	LIME WAGON MINERA WEATHERED
4F-017-003	LIME WAGON PORTHYWAEN
4F-017-004	LIME WAGON PORTHYWAEN WEATHERED
4F-017-005	LIME WAGON NO 189 RICHARD BRIGGS
4F-017-006	LIME WAGON NO 189 RICHARD BRIGGS WEATHERED
4F-017-007	LIME WAGON PEAK LIME NO 48
4F-017-008	LIME WAGON PEAK LIME NO 48 WEATHERED
4F-017-009	LIME WAGON CRAWSHAY BROTHERS LIME
4F-017-010	LIME WAGON CRAWSHAY BROTHERS LIME WEATHERED
B874	LIME WAGON SLB
B874W	LIME WAGON SLB WEATHERED
B904	LIME WAGON JOHN DELANEY

ERA
3-5



Lime Wagon John Delaney

Banana Vans



Fyffes Bananas Yellow #B240745



Fyffes Bananas Brown #B881933



NE Banana Van #158677



Banana Van Tropical Fruit Van

To meet the rapid rise in demand for bananas shipped in from the Caribbean, especially constructed steam heated banana vans were manufactured with plywood cladding and insulated bodies that allowed bananas to be shipped in green and ripened en-route. The Dapol model is of a later variant built typically in the 1950's, that was steam piped allowing the easier running of interconnected block trains. This type of banana van was often characterised by a large yellow spot on each side and had a 12T capacity.

The Dapol model of the banana van features:

- Weathered and pristine variants
- Highly detailed moulded body
- Self centring NEM pockets
- Profiled wheels
- Fine printed livery
- Special commissions available on runs of runs as little as 100 units



BR Banana Van #B881900



BR Banana Van #B881900 Weathered

B345A	BR BANANA VAN #B881900
B345AW	BR BANANA VAN #B881900 WEATHERED
B862	BANANA VAN TROPICAL FRUIT VAN
4F-016-100	FYFFES BANANAS YELLOW #B240745
4F-016-101	FYFFES BANANAS YELLOW #B240745 WEATHERED
4F-016-001	FYFFES BANANAS BROWN #B881933
4F-016-002	FYFFES BANANAS BROWN #B881933 WEATHERED
4F-016-003	BR BANANA VAN #B881905
4F-016-004	BR BANANA VAN #B881905 WEATHERED
4F-016-005	NE BANANA VAN #158677
4F-016-006	NE BANANA VAN #158677 WEATHERED

ERA
3-5

Unpainted Wagons

Dapol offer a range of unpainted wagons for modellers to paint in a livery of their choice. All wagons come complete with profiled wheels and are fully assembled.



Ventilated Van Unpainted



Milk Tanker Unpainted



Cattle Wagon Unpainted



9 Plank Wagon Unpainted



Fruit D Unpainted

- | | |
|------|--|
| A001 | 5 PLANK WAGON UNPAINTED |
| A002 | 7 PLANK WAGON 10FT WHEELBASE UNPAINTED |
| A003 | 21T HOPPER UNPAINTED |
| A004 | GWR VENTILATED VAN UNPAINTED |
| A005 | 4 PLANK WAGON UNPAINTED |
| A006 | 8 PLANK WAGON UNPAINTED |
| A007 | 9 PLANK WAGON UNPAINTED |
| A008 | 16T MINERAL WAGON UNPAINTED |
| A009 | 20T MINERAL WAGON UNPAINTED |
| A010 | CATTLE WAGON UNPAINTED |
| A011 | FRUIT VAN UNPAINTED |
| A012 | BOX VAN UNPAINTED |
| A013 | FRUIT D UNPAINTED |
| A014 | 7 PLANK 9 FT WHEEBASE UNPAINTED |
| A015 | 5 PLANK 9 FT WHEELBASE UNPAINTED |
| A016 | GUNPOWDER VAN UNPAINTED |
| A017 | BANANA VAN UNPAINTED |
| A018 | GRAMPUS UNPAINTED |
| A019 | LMS VENT VAN UNPAINTED |
| E020 | CONFLAT & CONTAINER UNPAINTED |
| A021 | MILK TANKER UNPAINTED |
| E022 | RECTANGULAR TANK UNPAINTED |



21T Hopper Unpainted

BBA Bogie Steel Wagon



The BBA bogie steel wagon was an elongated development of the earlier built BAA wagon designed and originated at BR Shildon and built by BR Ashford between 1973 and 1981. In all over 550 were built and were seen nationally around the steel production areas in the UK. Over their use, BBA bogie steel wagons were often modified to better suit a specific load. This was particularly so for the movement and loading of strip coils. In service they were usually operated in blocks of ten or more and carried a variety of liveries including Railfreight Red, Railfreight Black and EWS Red, a livery carried right up to the present day.



The Dapol model of the BBA bogie steel wagon will feature:

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

4F-042-001 BBA BOGIE STEEL RAILFREIGHT RED 910414

4F-042-002 BBA BOGIE STEEL RAILFREIGHT RED 910008

4F-042-003 BBA BOGIE STEEL RAILFREIGHT RED 9104023

4F-042-004 BBA BOGIE STEEL RAILFREIGHT RED 910106

ERA
7-10



Blue Spot Fish Van

To help in the movement of fresh fish from the growing UK fishing ports, insulated vans were manufactured that could be packed with ice to help maintain the fish in fresh condition. These vans were often pulled in rakes as part of an express freight or passenger train and were identified by their white livery with painted blue spot. These wagons were in use primarily in the 1950's and 1960's after which time refrigerated road transport took most of the fish business off the rail. Many of the redundant fish van were then converted to be used as express parcel vans.



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 with self centring couplers

4F-019-000 BLUE SPOT FISH VAN E87221

4F-019-001 BLUE SPOT FISH VAN E87221 WEATHERED

4F-019-002 BLUE SPOT FISH VAN E87242

4F-019-003 BLUE SPOT FISH VAN E87242 WEATHERED

4F-019-004 BLUE SPOT FISH VAN E87009

4F-019-005 BLUE SPOT FISH VAN E87009 WEATHERED

4F-019-006 BLUE SPOT FISH VAN E87324

4F-019-007 BLUE SPOT FISH VAN E87324 WEATHERED

4F-019-008 BLUE SPOT EXPRESS PARCELS E87007

4F-019-009 BLUE SPOT EXPRESS PARCELS E87007 WEATHERED

4F-019-010 IMMINGHAM VAN ADB 9753538

4F-019-011 IMMINGHAM VAN ADB 9753538 WEATHERED

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 customer. Containers come in five standard lengths, 20', 40', 45', 48' and 53', the latter two being more prevalent in the USA.



A selection of OO gauge containers

Dapol OO Containers feature:

- Available in 20', 40' and 45' lengths
- Detailed quality moulded body
- Accurate and detailed livery applied
- Opening doors complete with separately moulded handle detail
- Designed to fit the range of Dapol Intermodal wagons

B775D 40 FT CONTAINER CMA / CGM & HANJIN TWIN PACK

B775E 40 FT CONTAINER BLUE CMA / CGM & OOCL TWIN PACK

B776D 20 FT CONTAINER ZIM TWIN PACK

B776E 20 FT CONTAINER CMA/CGM TWIN PACK

B844B 45 FT HIGH CUBE CONTAINER ECS TWIN PACK

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

A1 Class Terrier

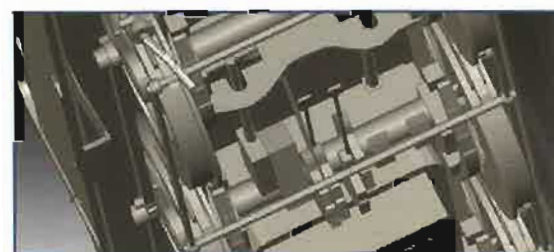
**NEW
MODEL**



**LASER
SCANNED
FOR
ACCURACY**

More formally known as the London, Brighton & South Coast (LB&SCR) A1 Class, this locomotive became affectionately known as the Terrier due to the distinct bark of the exhaust. The class was designed by William Stroudley and 50 were built in 1872 and between 1874 and 1880 at the Brighton Works in Sussex. The original workings of the locomotive on the main London Lines of the class were eventually displaced by newer and more powerful locomotives and by the LB&SCR electrification scheme. Some of the locomotives were sold to other operators but most were used for Branchline work and non revenue generating operations such as shunting. In this role

the class continued in service until the 1960's with the final active locomotive being decommissioned on the Hayling Island Line in Hampshire on November 1963. In all 10 Terriers survive into preservation. The Dapol O gauge model is based on an in-depth laser scan of W8 Freshwater at the Isle of Wight Steam Railway.



The Dapol O gauge Terrier will have the following features:

- Sprung metal buffers where possible
- Sprung metal coupling hook and 3 link metal coupling chain
- Complete with firebox glow and flicker
- Finely moulded body with many separately added fine details
- Etched name plates where applicable
- DCC Ready with PluX 22 pin socket for control of all aspects of running
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- Tooling designed to allow the production of alternate models
- Powerful 5 pole skew wound motor for controlled pulling power with fine slow speed control
- Accessory bag with spares and other added detail

75-010-001	TERRIER BR BLACK EARLY CREST 32640
75-010-002	TERRIER BR BLACK LATE CREST 32646
75-010-003	TERRIER FRESHWATER W8
75-010-004	TERRIER ASHTEAD NO. 5



**ERA
1-5**

**NEW
MODEL**

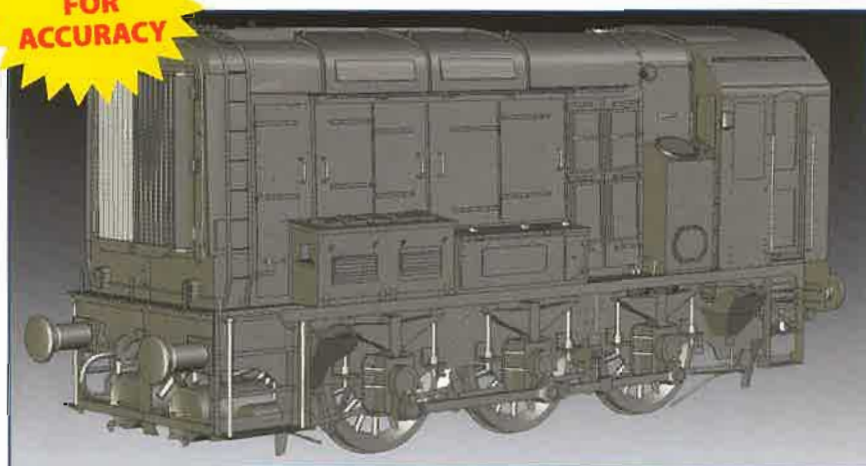
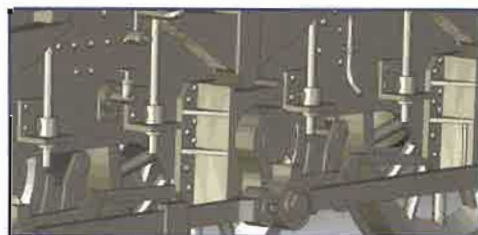


Class 08 Shunter



**LASER
SCANNED
FOR
ACCURACY**

The British Rail Class 08 diesel-electric shunter is the most numerous of all British locomotive classes. In all 995 were produced between 1953 and 1962 at the BR works at Crewe, Darlington and Doncaster. The Class 08 became the standard BR Shunter and were a very common sight at stations and freight yards in the 1960's and 70's. However, as the nature of the British railways changed with fixed rakes of wagons and the introduction of multiple units, the requirements for shunting diminished and many Class 08 were either scrapped or sold overseas, including 15 to Australia and 5 to Liberia. The Class 08's role as a shunter has been continued onto the heritage railways and over 60 have survived into preservation, making it the most numerous class of preserved locomotive.



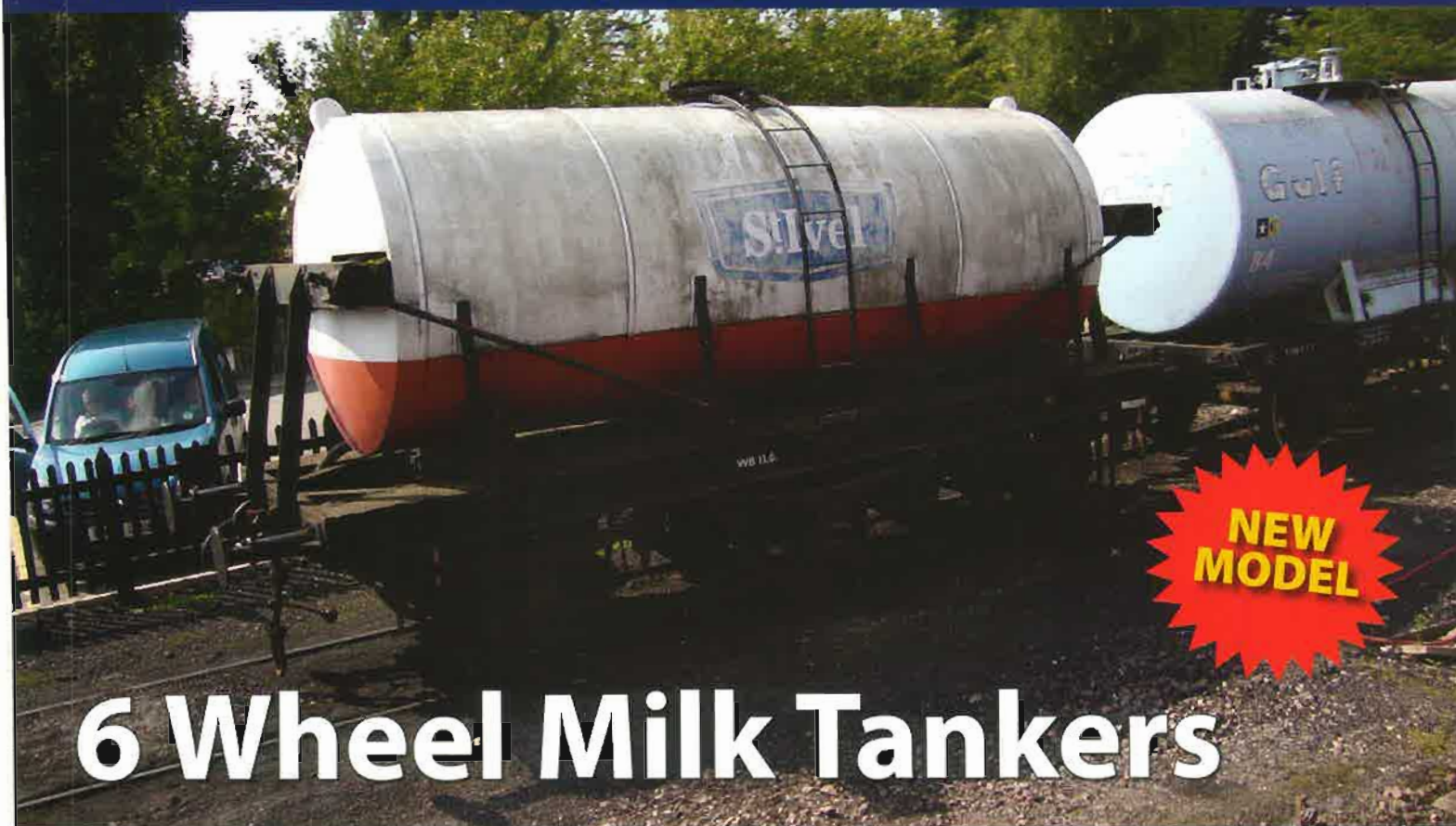
The Dapol model includes:

- Finely moulded body with many separately added fine details
- Fine cast metal coupling hooks and chains
- Sprung buffers
- DCC Ready with 22pin PluX socket installed
- Directional and cab lights
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- Dapol's skew wound 5 pole motor and flywheel for superior running and performance
- Accessory bag with spares and other added detail
- Tooling design allows for the production of many variants

7D-008-000	CLASS 08 #D3048 BR GREEN LATE CREST NO WARNING PANELS
7D-008-001	CLASS 08 #13115 BR GREEN EARLY CREST NO WARNING PANELS
7D-008-002	CLASS 08 #08529 BR BLUE WITH WASP STRIPES
7D-008-003	CLASS 08 #D3084 BR GREEN LATE CREST WITH WASP STRIPES



**ERA
4-10**



6 Wheel Milk Tankers

Bulk milk transportation started in 1931 with the introduction of the 4-wheeled milk tanker. These wagons were built by the SR for United Dairies, but these vehicles rode very poorly and had to be speed restricted. To overcome these deficiencies the 6 wheel milk tanker was developed for United Dairies and Express Dairy. These wagons proved very successful and over 630 6-wheeled milk tankers were built between 1932 and 1948 and used nationally. Eventually, most of the bulk milk transportation was moved over to road tankers and by the 1980's these rail vehicles had become redundant. Several examples of these milk tankers survive into preservation.

The Dapol O gauge model of the 6 wheel milk tanker shall feature:

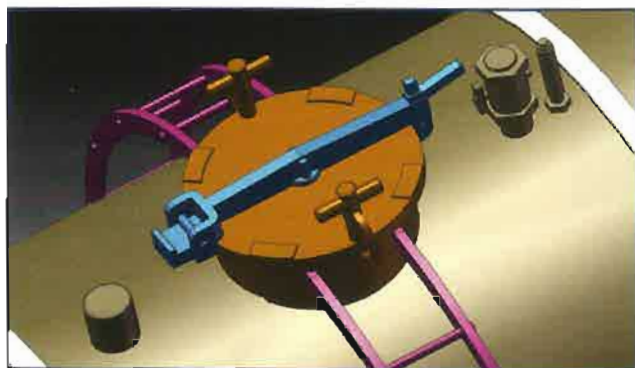
- Extremely detailed and accurate body shell and chassis
- Etched handrails, supports and ladders
- 3 Link metal coupling chain and sprung coupling hook
- Metal sprung buffers
- Finely profiled metal wheels and axles with brass bearing pockets

(first engineering prototype)



7F-031-000	6 WHEEL MILK TANKER UNITED DAIRIES
7F-031-001	6 WHEEL MILK TANKER EXPRESS DAIRIES
7F-031-002	6 WHEEL MILK TANKER CWS RED
7F-031-003	6 WHEEL MILK TANKER MILK MARKETING BOARD
7F-031-004	6 WHEEL MILK TANKER UNITED CREAMERIES

ERA
4-7



5,7 & 8 Plank Wagons



In the early days of the railways most freight wagons were open wagons and were used to carry all types of goods. If the load was more delicate it was often protected with tarpaulin sheets. These wagons got progressively larger as locomotives became more powerful and demand for rail freight increased. In the 1920s the RCH laid down standards and specifications for open wagons and 5 plank wagons with a load capacity of 10 tons became the standard general good wagon and many thousands were built. 7 and 8 plank wagons were generally manufactured for transporting coal and coke and were extremely numerous. All these types of wagons were used well into the 1960's.

(pre-production models without all detail and are for illustrative purposes only)

The Dapol O gauge open wagons shall feature:

- Extremely detailed and accurate body shell and chassis with all internal details represented
- 3 Link metal coupling chain and sprung coupling hook
- Metal sprung buffers
- Finely profiled metal wheels and axles with brass bearing pockets
- Opening side doors
- Special commissions with a minimum run of 25 wagons



7 Plank Wagon GWR



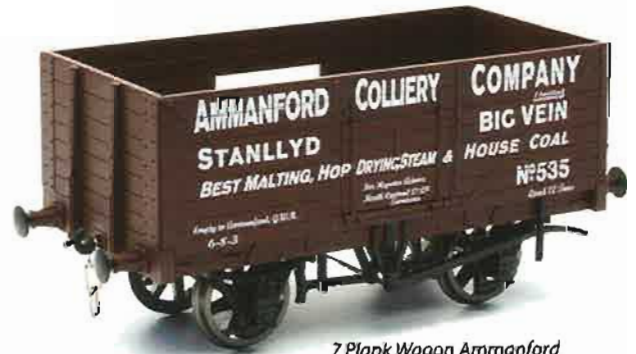
5 Plank Wagon GWR



8 Plank Wagon Chatterley Whitfield



8 Plank Wagon Stewarts & Lloyds



7 Plank Wagon Ammanford



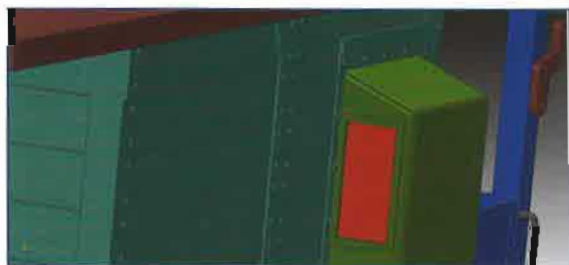
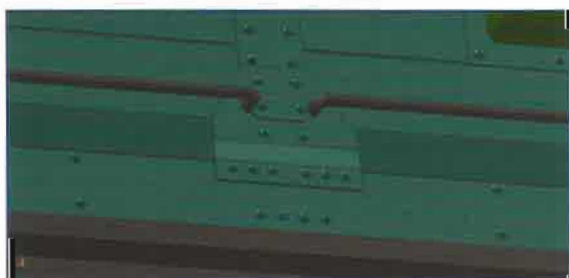
8 Plank Wagon Thorncliffe Izal

7F-051-001	5 PLANK WAGON S ALLEN
7F-051-002	5 PLANK WAGON GWR
7F-051-003	5 PLANK WAGON BUTLER, BRISTOL
7F-051-004	5 PLANK WAGON BR
7F-071-001	7 PLANK WAGON GWR
7F-071-002	7 PLANK WAGON BR
7F-071-003	7 PLANK WAGON EDINBURGH
7F-071-004	7 PLANK WAGON AMMANFORD
7F-080-001	8 PLANK WAGON STEWARTS & LLOYDS
7F-080-002	8 PLANK WAGON THORNCLIFFE IZAL
7F-080-003	8 PLANK WAGON CHATTERLEY WHITFIELD
7F-080-004	8 PLANK WAGON BR

ERA
3-7

25T SR Pillbox Brake Van

**NEW
MODEL**



The SR 25 ton pillbox brake van was constructed around the mid 1930's and was an advance on an earlier shorter wheelbase van, being heavier with a better ride and a more effective hand braking system. Brake vans and their associated guards were a common sight at the rear of goods trains and ensured that the hand brake was applied at the appropriate time (most wagons did not have vacuum braking or through brake lines controlled from the locomotive), for maintaining oil lamp based signals to the driver of the train, to station personnel and signalmen and to ensure the train was operating correctly and safely from his vantage point (via especially constructed side duckets) at the rear of the train. This type of brake van operated until the 1950's and several examples survive into preservation.

The Dapol O gauge model of the 25T SR pillbox brake van features:

- Accurately moulded body and chassis
- 3 Link metal coupling chain and sprung coupling hook
- Metal sprung buffers
- Finely profiled metal wheels and axles with brass bearing pockets
- Working signal lighting at the rear of the van
- Finely printed livery and detailing
- Viewing duckets accurately modelled

7F-100-001 SR PILLBOX BRAKE VAN D556400 OLIVE GREEN

7F-100-002 SR PILLBOX BRAKE VAN #55965 'SR' GREY/VERMILLION RED

7F-100-003 SR PILLBOX BRAKE VAN D555148 ENGINEERS RED

7F-100-004 SR PILLBOX BRAKE VAN D555597 DARK GREY YELLOW WARNING PANELS

**ERA
3-5**



OHE and Catenary

Dapol will expand its current range of N and OO Gauge Catenary accessories, all designed to be easy installed with our Easi-Fix Mounting system, accurate and affordable.



*N Gauge
Pantographs 1
X Brecknell-
Willis & 1 X
Stone Faiveley*



- | | |
|----------------|--|
| NCAT1 | N GAUGE MK3 HIGH SPEED CATENARY MASTS PACK OF 10 |
| NCAT3 | N GAUGE DOUBLE SIDED MAST PACK OF 5 |
| NCAT4 | N GAUGE DOUBLE ARMED MAST PACK OF 5 |
| NCAT5 | N GAUGE END MAST WITH TENSION WEIGHT PACK OF 5 |
| NSPAN5 | N GAUGE 2/3/4 SPAN H SECTION GANTRY |
| NSPARE3 | N GAUGE PANTOGRAPHS 1 X BRECKNELL-WILLIS & 1 X STONE FAIVELEY |
| OOCAT1 | OO GAUGE MK3 HIGH SPEED CATENARY MASTS PACK OF 10 |
| OOCAT3 | OO GAUGE DOUBLE SIDED MAST PACK OF 5 |
| OOCAT4 | OO GAUGE DOUBLE ARMED MAST PACK OF 5 |
| OOCAT5 | OO GAUGE END MAST WITH TENSION WEIGHT PACK OF 5 |
| OOSPAN5 | OO GAUGE 2/3/4 SPAN H SECTION GANTRY |
| OOWIRE1 | OO GAUGE CATENARY WIRES 135MM PACK OF 10 |
| OOWIRE2 | OO GAUGE CATENARY WIRES 152MM PACK OF 10 |
| OOWIRE3 | OO GAUGE CATENARY WIRES 174MM PACK OF 10 |
| OOWIRE4 | OO GAUGE CATENARY WIRES 200MM PACK OF 10 |



Scenic Products

Dapol have introduced a small range of scenic products to assist modellers in adding that extra touch of realism to their layout.



2A-001-001 N GAUGE FIRE IRON SET X 1 + PLASTIC LAMP X 4
Can be used on any N gauge steam locomotive

4A-000-002 **DAPOL MODELLING WATER.**
Dapol Model water is a new easy to use pourable product that sets absolutely clear and rock hard to simulate moving and static water. It is non-toxic and low odour so can be used both easily and safely by adults and children.

4A-000-003 **DAPOL DYE BLACK DAPOL MODEL WATER**
Can also be coloured using Dapol Water Based Colours. It is recommended that the dye is added and mixed with the product and left in an air tight container until the product has de-aerated. It can be then applied as above.

4A-000-004 **DAPOL DYE RED**

4A-000-005 **DAPOL DYE BLUE**

4A-000-006 **DAPOL DYE YELLOW**

Real Loads

Dapol have created real load kits milled to the correct scale to offer all the genuine realism that your layout deserves. Each kit includes real coal, real limestone or real iron ore milled to either N, OO and O gauges, supplied with instructions and a quality filler card if required.



OO Gauge Coal Load (Real Coal)

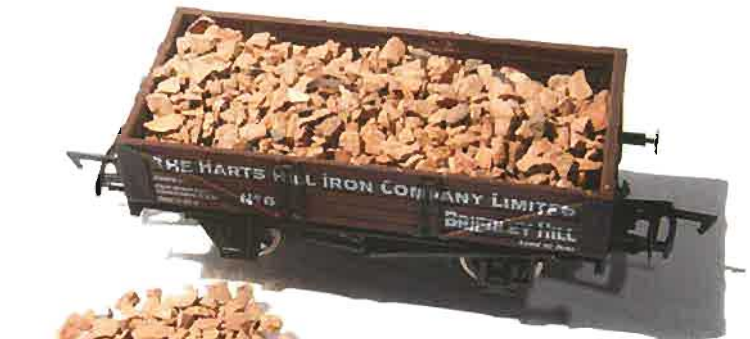


OO Gauge Iron Ore Load (Real Iron Ore)

- 25-000-001 N GAUGE COAL LOAD (REAL COAL)
- 45-000-001 OO GAUGE COAL LOAD (REAL COAL)
- 75-000-001 O GAUGE COAL LOAD (REAL COAL)

- 25-000-002 N GAUGE IRON ORE LOAD (REAL IRON ORE)
- 45-000-002 OO GAUGE IRON ORE LOAD (REAL IRON ORE)
- 75-000-002 O GAUGE IRON ORE LOAD (REAL IRON ORE)

- 25-000-003 N GAUGE LIMESTONE LOAD (REAL LIMESTONE)
- 45-000-003 OO GAUGE LIMESTONE LOAD (REAL LIMESTONE)
- 75-000-003 O GAUGE LIMESTONE LOAD (REAL LIMESTONE)



OO Gauge Limestone Load (Real Limestone)

Moulded Loads

Dapol produce a range of OO Scale moulded wagon loads;

- COAL** 4 X COAL LOADS FOR 5/7 PLANK WAGONS
- COAL1** 4 X COAL LOADS FOR 21T HOPPER WAGONS
- COAL2** 4 X COAL LOADS FOR ORE WAGON
- LOAD1** 4 X ASSORTED LOADS (SAND, BRICK, GRANITE & TIMBER) FOR 5/7 PLANK WAGON

Ballast

Dapol have produced genuine ballast milled to N, OO and O gauge supplied in large value tubs 1 litre tubs.

- 25-000-004 N GAUGE BALLAST
- 45-000-004 OO GAUGE BALLAST
- 75-000-004 O GAUGE BALLAST
- 45-000-005 TRACK/BALLAST OIL
A ready to use brushable liquid that simulates that authentic grimy appearance of well used ballast and track



O Gauge Ballast



Track/Ballast Oil

Signals

EXPANDED RANGE!



Single Post Semaphore Signals

Dapol's range of simple to fit semaphore signals offer the modeller an easy and affordable route to accurately modelled working signals. All signals work on 16V AC and feature:

- Smooth operating worm driven motor tested to 30,000 operations
- LED's with coloured lenses
- Built in electronics for automatic reverse polarity after activation
- Robust and yet elegant and accurate design
- Easy to install

NSIGN1 (TO BECOME 2L-001-001) N GAUGE GWR SIGNAL - HOME

NSIGN2 (TO BECOME 2L-001-002) N GAUGE GWR SIGNAL - DISTANT

NSIGN3 (TO BECOME 2L-002-001) N GAUGE LMS SIGNAL - HOME

NSIGN4 (TO BECOME 2L-002-002) N GAUGE LMS SIGNAL - DISTANT

2L-001-003 N GAUGE ROUND POST GWR SIGNAL - HOME

2L-001-004 N GAUGE ROUND POST GWR SIGNAL - DISTANT

2L-003-001 N GAUGE SR LATTICE SIGNAL - HOME

2L-003-002 N GAUGE SR LATTICE SIGNAL - DISTANT

2L-003-003 N GAUGE SR LADDER SIGNAL - HOME

2L-003-004 N GAUGE SR LADDER SIGNAL - DISTANT

OOSIGN1 (TO BECOME 4L-001-001) OO GAUGE GWR SIGNAL - HOME

OOSIGN2 (TO BECOME 4L-001-002) OO GAUGE GWR SIGNAL - DISTANT

OOSIGN3 (TO BECOME 4L-002-001) OO GAUGE LMS SIGNAL - HOME

OOSIGN4 (TO BECOME 4L-002-002) OO GAUGE LMS SIGNAL - DISTANT

4L-001-003 OO GAUGE ROUND POST GWR SIGNAL - HOME

4L-001-004 OO GAUGE ROUND POST GWR SIGNAL - DISTANT

4L-003-001 OO GAUGE SR LATTICE SIGNAL - HOME



N Gauge LMS Signal - Distant

N Gauge GWR Signal - Distant

N Gauge GWR Signal - Home



NEW OO GAUGE SIGNALS!

OO Gauge GWR Signal - Home

OO Gauge GWR Signal - Distant

OO Gauge LMS Signal - Home



GWR Signal - Home



SR Ladder Signal - Home

- 4L-003-002 OO GAUGE SR LATTICE SIGNAL - DISTANT
- 4L-003-003 OO GAUGE SR LADDER SIGNAL - HOME
- 4L-003-004 OO GAUGE SR LADDER SIGNAL - DISTANT

NEW O GAUGE VARIANTS!

- 7L-001-001 O GAUGE GWR SIGNAL - HOME
- 7L-001-002 O GAUGE GWR SIGNAL - DISTANT
- 7L-002-001 O GAUGE LMS SIGNAL - HOME
- 7L-002-002 O GAUGE LMS SIGNAL - DISTANT

Bracket Semaphore Signals

Made to the same exacting standards as our range of single post signals, Dapol's bracket signals are both easy to fit and operate.

- 2L-001-005 N GAUGE GWR BRACKET SIGNAL
- 2L-004-001 N GAUGE BR BRACKET SIGNAL
- 4L-001-005 OO GAUGE GWR BRACKET SIGNAL
- 4L-004-001 OO GAUGE BR BRACKET SIGNAL



EASY TO OPERATE!

Aspect Signals

NEW RANGE!

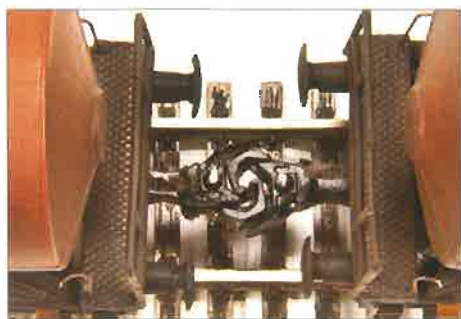
Dapol's new range of aspect signals will be easy to fit and operate and will feature:

- Working coloured long life LED lights
- Accurately moulded and painted construction
- Easy to install

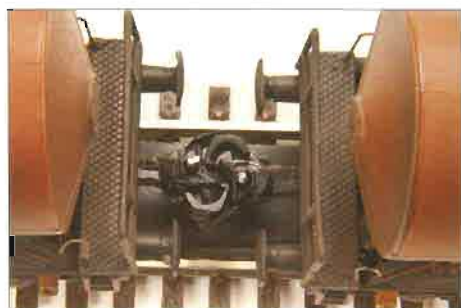


- 2L-100-001 N GAUGE 2 ASPECT COLOUR LIGHT SIGNAL
- 2L-100-002 N GAUGE 3 ASPECT COLOUR LIGHT SIGNAL
- 2L-100-003 N GAUGE 4 ASPECT COLOUR LIGHT SIGNAL
- 4L-100-001 OO GAUGE 2 ASPECT COLOUR LIGHT SIGNAL
- 4L-100-002 OO GAUGE 3 ASPECT COLOUR LIGHT SIGNAL
- 4L-100-003 OO GAUGE 4 ASPECT COLOUR LIGHT SIGNAL

Easi-Fit Magnetic Couplings



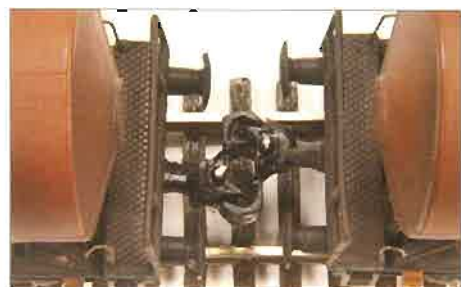
Train coupled



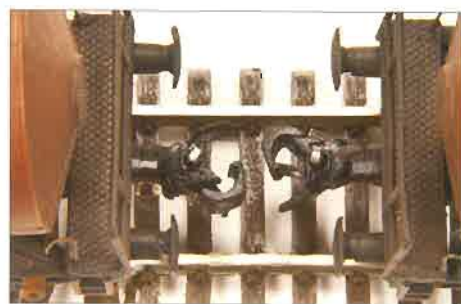
Pass train over magnet, then reverse coupling over it – the coupling will then part as can be seen above



Pull your train forward and it is uncoupled

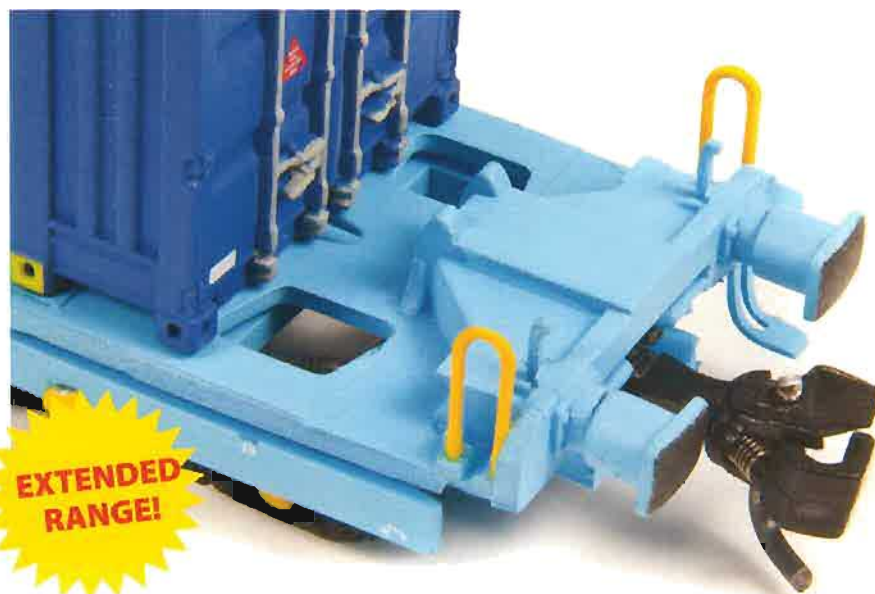


Back onto your train whilst over the magnet, the coupler will deflect and you can push your train and shunt without re-coupling



Once shunted to the desired position – simply draw away and your train is uncoupled and shunted.

Our award-winning Easi-Fit NEM magnetic coupling system has been expanded to include long and short arm variants to suit a wider range of rolling stock. By popular demand we have also produced a conversion kit to enable non NEM pocket equipped stock to be Easi-Fit enabled.



Long, Medium and Short Arm Couplers

Optimising coupling distances is now possible with our full range of magnetic couplers. Gain that extra fidelity by choosing the correct coupler for your products.



Long, Medium and Short Magnetic Couplers

Coupler Springs

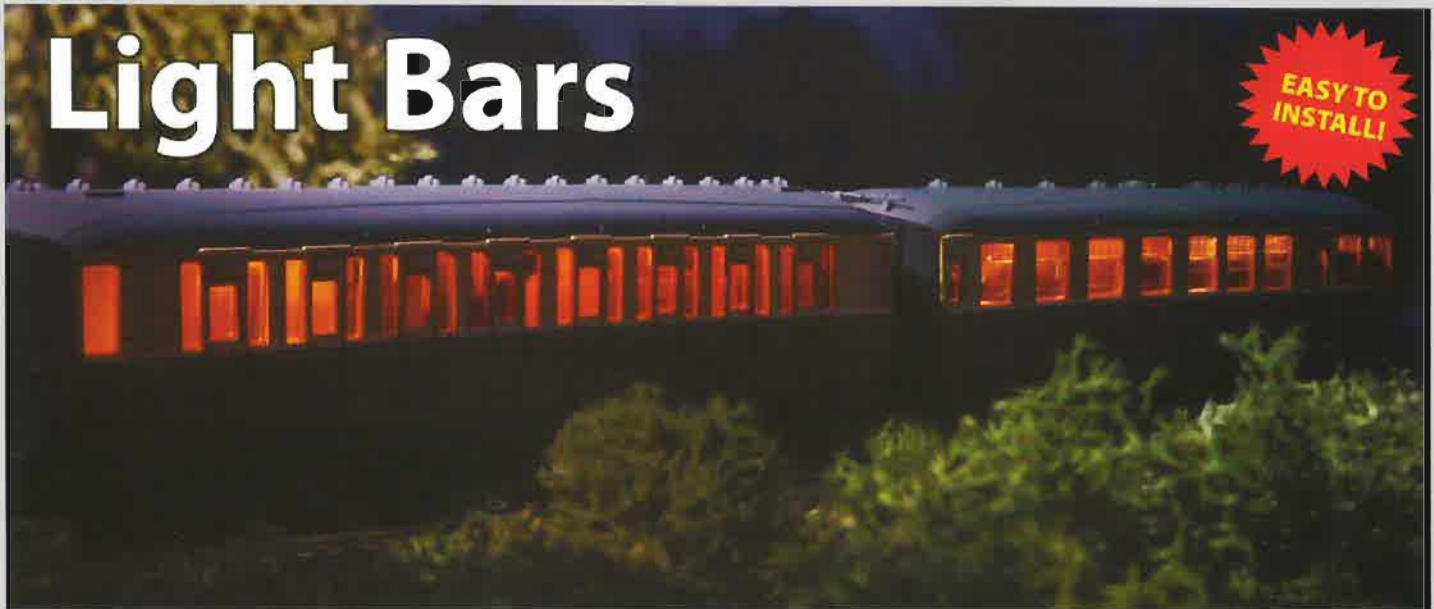
Manufactured from a high grade steel alloy to ensure accurate and precise operation time after time.



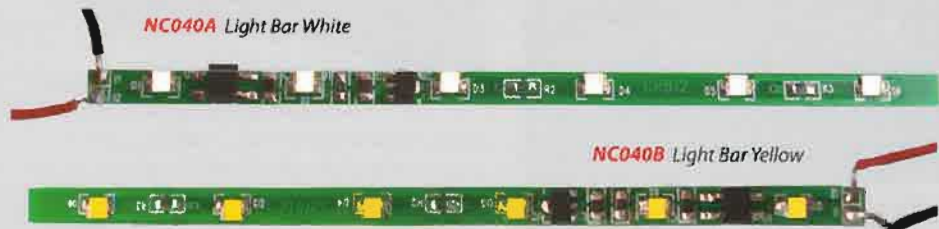
N Gauge Pack of 4 Springs for Magnetic Couplings

Light Bars

EASY TO INSTALL!



Dapol light bars are available in white (modern energy saving) or yellow glow (incandescent type) and can be used in our Class 153, 156, 121, 122, MK3, Collett and Gresley Coaches. They are easy to install by simply plugging into the fitted sockets and are DCC compatible.



Conversion Kit

Update your old non NEM equipped stock with the Dapol conversion kit. The kit contains all you need for the conversion, including 5 NEM pockets and Sleeves, a handy multi-functional measuring gauge that will set the positioning of your pocket correctly, helps with the setting of trip pin height and can be further used as a handy track and back to back gauge.



N Gauge Magnetic Coupling Conversion Kit for Non NEM Pockets

- NSPARE7** N GAUGE MAGNETIC 1 PAIR MEDIUM ARM
- NSPARE7A** N GAUGE MAGNETS FOR COUPLING X 2
- NSPARE7B** N GAUGE PACK OF 4 SPRINGS FOR MAGNETIC COUPLINGS
- NSPARE7** N GAUGE MAGNETIC 1 PAIR SHORT ARM
- NSPARE7D** N GAUGE MAGNETIC 1 PAIR LONG ARM
- NSPARE8** N GAUGE MAGNETIC 5 PAIRS MEDIUM ARM
- NSPARE8A** N GAUGE MAGNETIC 5 PAIRS SHORT ARM
- NSPARE8B** N GAUGE MAGNETIC 5 PAIRS LONG ARM
- NSPARE9** N GAUGE MAGNETIC COUPLING CONVERSION KIT FOR NON NEM POCKETS
- NCOUP** N GAUGE COUPLINGS & SPRINGS X 10
- NEMCOUP** N GAUGE NEM KNUCKLE COUPLINGS 5 SHORT 5 LONG
- NSCHAFCOUP** SCHARFENBURG CLOSE COUPLER
- CONV4** OO GAUGE PACK OF 20 PRS CONVERSION CLIPS
- COUPNEM00** OO GAUGE NEM COUPLING PACK OF 40
- COUP4** OO GAUGE TENSION LOCK COUPLING X 20 PAIRS
- RET4** OO GAUGE PACK OF 20 PRS RETAINING CLIPS
- OOSPARE1** CONNECTING BARS X 10. FOR SPINE WAGONS & MEGAFRET



Scharfenburg Close Coupler



OO Gauge tension lock couplings x 20 pairs.

(This is just a selection of items, for details of our full range of spares and useful bits and pieces please look on our website under spares in the Shop section.)

Track Cleaning

Keeping your track in pristine condition is vital to get the maximum enjoyment from your layout. Dapol manufacture and distribute a number of accessories to help with this.



8805 Cleaning fluid 100ml, Especially formulated to work with both the Dapol and Tomix motorised track cleaners, its powerful yet gentle non aqueous formulation will clean your track effectively without damaging plastics and other sensitive parts.



8800 The OO/HO gauge Dapol motorised track cleaner with 5 in one functionality that gently scrubs, vacuums, applies a special cleaning fluid, polishes and sweeps all in one. The unit runs on both DC and DCC layouts thanks to the 8 pin DCC socket included. To operate, the unit has to be hauled or pushed with a locomotive as the onboard motor powers the cleaning and vacuuming functions only. The cleaner also features NEM pockets, complete with 3 scrubbing and 3 polishing pads, plus DCC ready and with a suitable chip fitted enabling all the functions to be operated independently.



6421 Tomix N gauge motorised track cleaner. A DC only, 5 in one track cleaner that scrubs, vacuums, cleans, polishes and sweeps as it is hauled or pushed.

6424 Tomix spare pads. Contains 10 cleaning and 20 polishing pads



8804 Spare pads. Contains 10 cleaning and 20 polishing pads



Also Available

- 8803** ACCESSORY PACK. CONTAINS ALL THE SPARE PARTS TO KEEP YOUR DAPOL OO/HO TRACK CLEANER IN PEAK CONDITION
- 8806** DAPOL OO/HO REPLACEMENT PICK UP SPRINGS. ENSURE POWER IS EFFECTIVELY FED TO YOUR TRACK CLEANER.
- 6423** TOMIX N GAUGE TRACK CLEANER ACCESSORY PACK.

Self-assembly 'OO' Plastic Kits



British and European locomotive kits were manufactured originally by Rosebud Kitmaster in the late 1950's and early 60's. Subsequent to the investment in tooling, the company faced financial problems and the tools were then sold to Airfix who added to the range with various structures, buildings and wagons and discontinued the European locomotive range, focusing on the home British market. After Airfix's decision to withdraw from the UK model rail market, Dapol acquired the tooling in the early 1980's and added some pre-existing Triang Tooling to the range. Over the next year we hope to pay due respect to these fantastic kits by re-packaging the range using new Dapol Kitmaster livery and are also investigating reproducing some of the kits that were lost during the various transfers.

C001 Turntable (Manual 10")



C003 Girder Bridge (13' span)



C002 Railway Workmen (Set of 39)



C008 Platform Figures (Set of 36)



KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY



C004 Platform/Trackside Footbridge



C006 Signal Box



C007 Engine Shed



C005 Water Tower



C009 Deltic Diesel Locomotive



C010 Platform Canopy

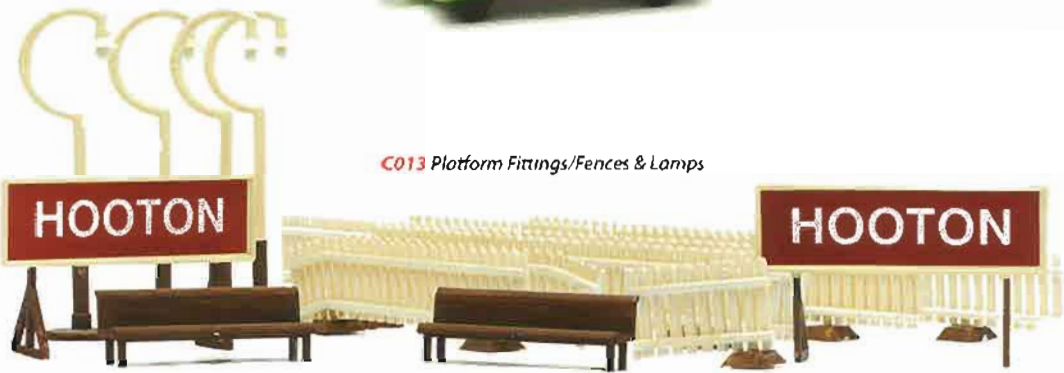


C011 Trackside Accessories - Buildings (X2)
plus Loading Gauge & Water Pump

KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY



C012 Station Accessories



C013 Platform Fittings/Fences & Lamps



C015 Level Crossing



C017 Signal Gantry



C016 Windmill

KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY

ACCESSORIES - SELF-ASSEMBLY 'OO' KITS



C014 Booking Hall



C019 General Stores



C021 Detached Bungalow



C020 Thatched Cottage

C018 Kiosks & Platform Steps



C024 Telegraph Poles (20 In Pack)



C022 Station Platform

KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY

ACCESSORIES - SELF-ASSEMBLY 'OO' KITS



C025 Country Inn



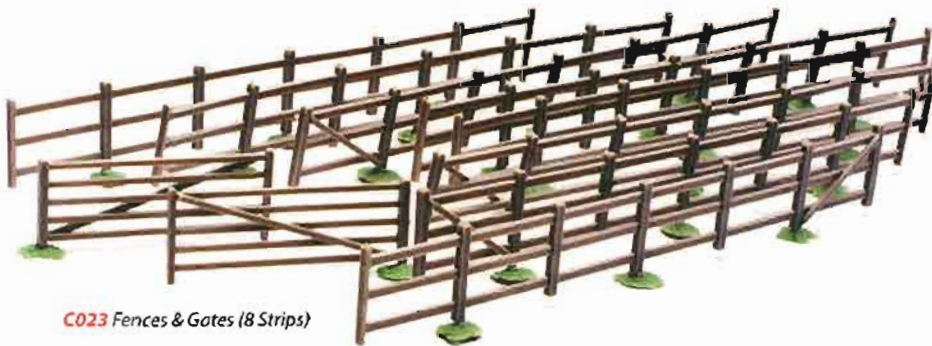
C027 Detached House



C029 Village Church



C030 Travelling
Dockside Crane



C023 Fences & Gates (8 Strips)



C028 15 Ton Hydraulic
Diesel Crane



C026 0-4-0T
BR Pug

KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY

ACCESSORIES - SELF-ASSEMBLY 'OO' KITS



C031 Shop & Flat



C033 Scammell Scorab



C036 Class B Tanker Esso



C032 Petrol Station



C034 20 Ton Tanker BP Wagon



C038 Brake Van



C037 16 Ton Steel Mineral Wagon



C041 10t Ventilated Meat Van

KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY

ACCESSORIES - SELF-ASSEMBLY 'OO' KITS



C039 Cattle Wagon



C040 Cement Wagon - Presflo



C047 BR Railbus



C046 Stephenson's Rocket & Tender

C045 JCB



C042 Interfrigo Refrigerated Van



C043 20t Twin Silo Cement Wagon Prestwin

C044 Lowmac



KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY

ACCESSORIES - SELF-ASSEMBLY 'OO' KITS



C057 Pair of Semi Detached Houses



C060 204 H.P. 0-6-0 Drewry Shunter



C050 Road Signs X 4



C049 92220 Evening Star



C061 City Of Truro



C059 2-6-0 B R
Mogul



C062 BR (W. Region) 2-6-2 Prairie Tank 6100

KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY

ACCESSORIES - SELF-ASSEMBLY 'OO' KITS



Battle Of Britain Class
C084 'Biggin Hill' **C083** '257 Squadron' **C084** '92 Squadron' **C085** 'Fighter Pilot'



C078 Signpost
& Stile



Schools Class
C035 'Harrow' **C086** 'Shrewsbury' **C087** 'Rugby' **C088** 'Kings Wimbledon'



C073 Village Stocks



C089 2-6-2 Prairie Tank
 GWR 6100 Class



C077 Pub Sign &
 Horse Trough

C076 War
 Memorial



C090 Class B 20 Ton Regent Tanker

KITS ARE SUPPLIED UNASSEMBLED AND UNPAINTED AND THE PICTURES ARE FOR GUIDANCE ONLY



Design & Production: Warners Group Publications plc, The Maltings, West Street, Bourne, Lincolnshire PE10 9PH

Photography: Sonjia Galloway of Dinas Photography and Nigel Burkin

Please note some of the images used have been electronically manipulated and may differ slightly from the actual product. In certain images smoke and scenery have been added to add a touch of realism to the diorama.

Whilst every care has been taken in advising on decoders suitable for our locomotives, this is advice only. Dapol do not guarantee other manufacturers decoders suitability. Special care and advice should be taken for the locomotives in development and it is advisable to check with Dapol or your local retailer before purchasing a decoder for one of the new models listed in this catalogue.

The following retailers have been appointed Gold Stockist for 2012 and stock an extensive range of Dapol products.

ALTON	Alton Models tel: 01420 542244	CHELTENHAM:	Cheltenham Models tel: 01242 523117
ARUNDEL:	Gaugemaster tel: 01903 884321	HEREFORD:	Hereford Model Shop tel: 01432 352809
AVIEMORE:	Strathspey Railway Co tel: 01479 810725	KIDDERMINSTER:	DMB/Footplate Models tel: 01562 750076
AXMINSTER:	Buffers Model Railways tel: 01297 35557	LIVERPOOL:	Hattons tel: 0151 733 3655
AYLSHAM:	Bure Valley Railway tel: 01263 733858	NANTWICH:	Trident Trains tel: 01270 842400
BARROW IN FURNESS:	Crafty Hobbies tel: 01229 820759	NORTH LANCING:	Morris Models tel: 01903 754850
BIDEFORD:	Osborn's Models tel: 01237 423453	ROCHESTER:	The Signal Box tel: 01634 826370
BRISTOL:	Model Railways Direct tel: 01275 774224	SHEFFIELD:	Rails of Sheffield tel: 01142 551436
BURTON-ON-TRENT:	The Tutbury Jinny tel: 01283 814777	STANLEY:	Durham Trains of Stanley tel: 01207 232545
CAMBORNE:	Kernow Model Railway Centre tel: 01209 714099	STROUD:	Antics tel: 01453 825381
CARLISLE:	C & M Models tel: 01228 514689	SHEPTON MALLET:	East Somerset Models tel: 01749 880651
		YORK:	Monk Bar Model Shop tel: 01904 659423

dapol

Model Railway Company

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