

An Apology

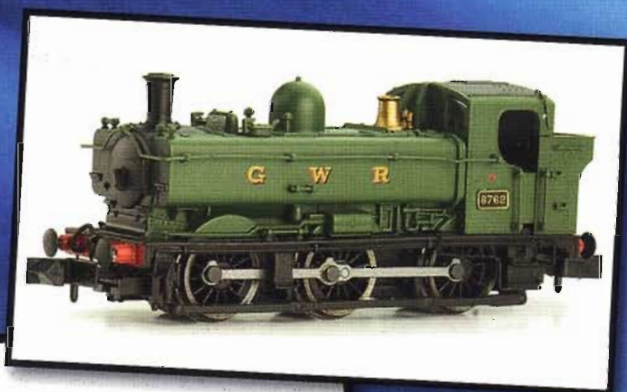
The quality of the scans is limited by the impossibility of getting such a large catalogue to lay flat in my domestic scanner. I am going to investigate the possibility of creating a better scan.

dapoi

Model Railway Company



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



dapoi

**Catalogue
2014/15**

Welcome to the Dapol 2014/2015 Brochure...



The world of model railways has never been so dynamic and this certainly has been the case at Dapol. The Dapol range is ever increasing and now with a new development team in place we look to take the company to new levels in producing affordable, reliable and top quality models in three gauges.

The next year or so will see the company focus on quality and technology which should make Dapol models a pleasure to use and own. Included in the development plan are new low maintenance mechanisms with ultra smooth operation, low power consumption and absolute reliability.

Dapol will also be playing catch-up with many of the models previously announced now being brought into proper development. 2014 will see the release of the first O Gauge locomotives, the DB Diesel Shunter and the 'Terrier'. These new models will feature cast metal chassis and running plates, our high specification electronics with the option of DCC and sound. Rolling stock has also not been left out and the 10' chassis wagons, 6 Wheel Milk Tanker and Pill box Brake

Vans will also be released during this catalogue period.

OO and N gauge are also benefiting from this approach with improved mechanisms and electronics and during the life of this catalogue we will see the release of the previously announced Class 73, Class 21/29, Class 121/122 and GWR Railcar in OO along with the development of the Adams B4 and the exciting new Class 68. N Gauge is not being side-lined either and the Class 22 disc headcode version, Class 59, Class 50, Class 33, Class 142, Schools Class and Battle of Britain are scheduled for release during this period. We also aim to develop the J72 and new DRS commissioned Class 68 both with new mechanisms and motors.

Some old favourites will also be dusted off and we shall be releasing some of these models at very attractive prices. We all hope in this way we can encourage more participation to make the hobby as engaging and encompassing as ever.

Please remember to contact us at Dapol with your comments via our website and let's keep this vibrancy alive.

KEY SYMBOLS



21
NEM

21 Pin
DCC Socket



NEM
651

DCC Socket

ERA
2

1978 - 1992
Pre-Brassing

ERA
3

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

ERA
4

1948 - 1956
British Railways
Early Crest

ERA
5

1957 - 1968
British Railways
Late Crest

ERA
6

1967 - 1971
British Railways Blue
Pre Top (Double
Arrow, early
Diesel numbering)

ERA
7

1972 - 1992
British Railways Blue
Pre Top (Double
Arrow, late
Diesel numbering)

ERA
8

1992 - 1994
British Railways Restoration
(Coal, Meak, Construction,
Distribution, Petroleum,
Marine, Locomotives, Tenders)

ERA
9

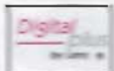
1995 - 2008
First Privatization
(Freightliner, EWS,
DRS, GBFF)

ERA
10

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



1298 / ELN 651



MINI PLUS 10011-02



MX 621N



DCC 75N



DCC 23

SECTION KEY.....

N GAUGE

OO GAUGE

O GAUGE

ACCESSORIES

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

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

THE LEGAL BIT...

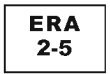
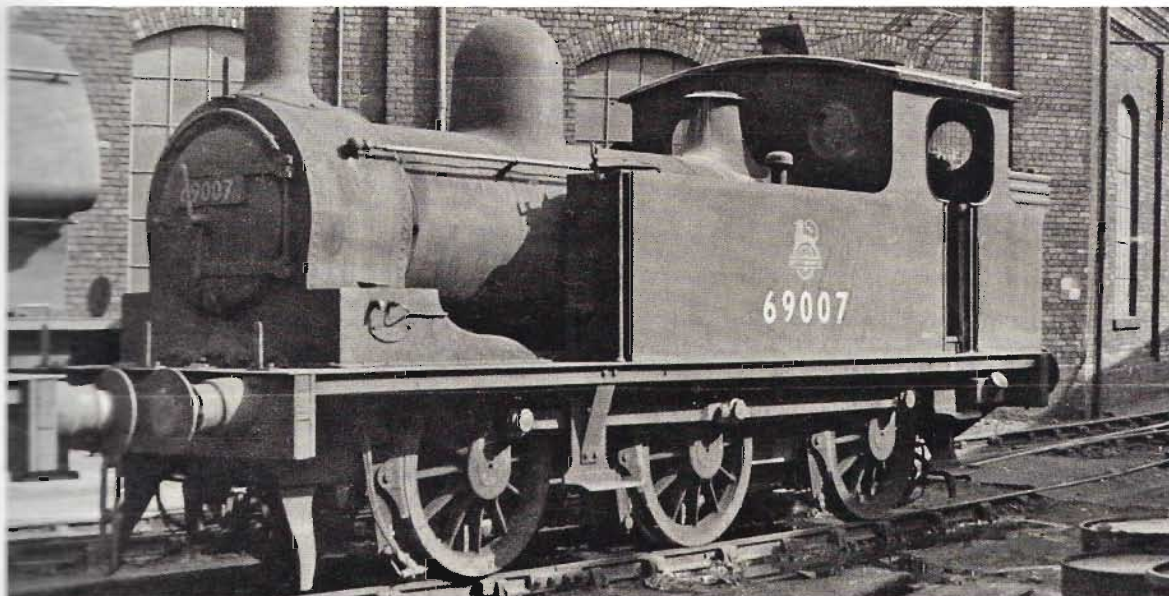
The information and specifications given in this catalogue may be subject to change without prior notice. Dapol Limited will not be held liable for any such changes made over the period and buyers are solely responsible for ensuring the exact specification of any product at point of sale. E&OE

**NEW
MODEL**



LNER J72 0-6-0T

Between 1898 and 1922 the North Eastern Railway built a total of 75 J72s, it became the standard light shunting locomotive, with a further ten being constructed in 1925 by the London & North Eastern Railway. They proved very successful, eventually being found throughout the LNER system, and were the only class that was allocated to all of the LNER's major constituent companies. Between 1948 and 1951 British Railways built a further 28 locomotives to the same design bringing the total to 133, the class remaining intact until 1958 when withdrawals started. The last J72 was withdrawn from regular service in 1964, but happily 69023 survives in preservation.



The Dapol model of the J72 will feature:

- Finely moulded body with many separately added fine details
- DCC ready
- DCC fitted models available
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- NEW pockets as standard
- New Mega Creep Coreless motor for super smooth operation
- Both standard and Dapol's 'Easi-Fit' Magnetic couplers included
- Accessory bag with spares and other optional detail.

2S-022-001	J72 NER LINED GREEN 1715
2S-022-001D	J72 NER LINED GREEN 1715 DCC FITTED
2S-022-002	J72 LNER LINED GREEN 8286
2S-022-002D	J72 LNER LINED GREEN 8286 DCC FITTED
2S-022-003	J72 BR BLACK EARLY CREST 68677
2S-022-003D	J72 BR BLACK EARLY CREST 68677 DCC FITTED
2S-022-004	J72 BR BLACK LATE CREST 69023
2S-022-004D	J72 BR BLACK LATE CREST 69023 DCC FITTED
2S-022-005	J72 BR LINED GREEN 68723
2S-022-005D	J72 BR LINED GREEN 68723 DCC FITTED

All photos courtesy of Ben Brooksbank and Mike Morant



5700 Class 0-6-0 Pannier Tanks

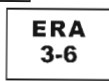
Pannier Tanks were used almost exclusively in Britain by the GWR. They were brought into service to replace earlier built and designed saddle tank locomotives. Their design offered the locomotive a low centre of gravity, reasonable range and easier access to the workings of the locomotive. In all, 863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

The Dapol model includes innovative features such as:

- Finely moulded body with many separately added fine details
- Prototypical cab styles and water tanks available
- DCC Ready
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail



25-007-005	PANNIER LONDON TRANSPORT MAROON L97
25-007-005D	PANNIER LONDON TRANSPORT MAROON L97 DCC FITTED
25-007-006	PANNIER BR BLACK LATE CREST 3702
25-007-006D	PANNIER BR BLACK LATE CREST 3702 DCC FITTED
25-007-007	PANNIER BR BLACK EARLY CREST 4607
25-007-007D	PANNIER BR BLACK EARLY CREST 4607 DCC FITTED
25-007-008	PANNIER GWR GREEN 'GREAT WESTERN' LETTERING 5764
25-007-008D	PANNIER GWR GREEN 'GREAT WESTERN' LETTERING 5764 DCC FITTED
25-007-009	PANNIER GWR GREEN 'GWR' LETTERING 5724
25-007-009D	PANNIER GWR GREEN 'GWR' LETTERING 5724 DCC FITTED
25-007-010	PANNIER GWR S/BUTTON 8700
25-007-010D	PANNIER GWR S/BUTTON 8700 DCC FITTED
25-007-011	PANNIER GWR S/BUTTON 6746
25-007-011D	PANNIER GWR S/BUTTON 6746 DCC FITTED
25-007-012	PANNIER 'GREAT WESTERN' LIVERY 5764
25-007-012D	PANNIER 'GREAT WESTERN' LIVERY 5764 DCC FITTED
25-007-013	PANNIER GREEN 'BRITISH RAILWAYS' LIVERY 9744
25-007-013D	PANNIER GREEN 'BRITISH RAILWAYS' LIVERY 9744 DCC FITTED



Previously released models shown for illustrative purposes only.



LNER A3 Pacific

Dapool are proud to continue to model one of the most celebrated locomotives of all time, the A3 Pacific. Over 70 A3s were built from the late 1920s to 1935. Only one survives into preservation, The Flying Scotsman, which was named after the train service between London and Edinburgh and was the first steam locomotive to be measured at speeds of over 100mph enabling the 392 mile trip to be completed in 8 hours. Innovations to aid this included a corridor connector and tunnel through an enlarged tender to enable crew replacement without stopping. Other A3 locomotives were named after high ranking railway officials or racehorses.

The Dapol model includes innovative features such as:

- Finely moulded body and tender with many separately added fine details
- Models include tender, chimney, steam dome variations and some with smoke deflectors
- DCC Ready
- DCC fitted models available with Gaugemaster DCC3 decoder
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and 14 wheel pick up
- Dapol's tender drive system that delivers power to the locomotive wheels
- Super Creep Motor for controlled pulling power with fine slow speed control
- Comes with traction tyres
- Finely etched name plates
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail



NEM
651



ERA
3-5

- ND129A A3 60045 'LEMBERG' BR LINED GREEN LATE CREST
- ND129AD A3 60045 'LEMBERG' BR LINED GREEN LATE CREST *DCC FITTED*
- ND129B A3 2750 'PAPYRUS' LNER APPLE GREEN
- ND129BD A3 2750 'PAPYRUS' LNER APPLE GREEN *DCC FITTED*
- ND129C A3 60079 'BAYARDO' BR LINED GREEN EARLY CREST
- ND129CD A3 60079 'BAYARDO' BR LINED GREEN EARLY CREST *DCC FITTED*
- ND129E A3 60070 'GLADIATEUR' BR LINED GREEN EARLY CREST
- ND129ED A3 60070 'GLADIATEUR' BR LINED GREEN EARLY CREST *DCC FITTED*
- ND129F A3 60106 'FLYING FOX' BR LATE CREST
- ND129FD A3 60106 'FLYING FOX' BR LATE CREST *DCC FITTED*
- ND129G A3 2744 'GRAND PARADE' LNER APPLE GREEN
- ND129GD A3 2744 'GRAND PARADE' LNER APPLE GREEN *DCC FITTED*
- ND129H A3 60094 'COLORADO' BR LINED GREEN EARLY CREST
- ND129HD A3 60094 'COLORADO' BR LINED GREEN EARLY CREST *DCC FITTED*

Previously released models shown for illustrative purposes only.

GWR 2884 2-8-0



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



The Dapol model includes innovative features such as:

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

2S-009-004	28XX CLASS GWR GREEN 'GWR' 3803
2S-009-004D	28XX CLASS GWR GREEN 'GWR' 3803 DCC FITTED
2S-009-005	38XX CLASS GWR GREEN 'GWR' 3819
2S-009-005D	38XX CLASS GWR GREEN 'GWR' 3819DCC FITTED
2S-009-006	38XX CLASS LOCO BR BLACK EARLY LOGO 3846
2S-009-006D	38XX CLASS LOCO BR BLACK EARLY LOGO 3846 DCC FITTED
2S-009-007	38XX CLASS BR BLACK LATE LOGO 3822
2S-009-007D	38XX CLASS BR BLACK LATE LOGO 3822 DCC FITTED



ERA
3-5

Elektronik

DAPOL : DCC READY : DAPOL
DCC FITTED
&
DCC FITTED
DCC FITTED
DCC FITTED

Previously released models shown for illustrative purposes only. Photos are courtesy of Ben Brooksbank.

**NEW
MODEL**

Photograph courtesy of Mike Morant



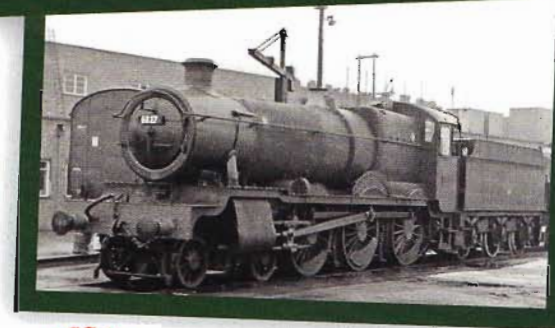
GWR Grange Class 4-6-0

The Grange class 4-6-0 was introduced in 1936, although the lines' ancestry can be traced back to a 4-6-0 outlined by Churchward in his master plan of 1901 utilising the Standard No. 1 boiler. The 80 Granges were constructed from the conversion of 43xx class Moguls utilising wheels, motion and some other components, including reconditioned 3,500 gallon tenders. The power classification was 'D' and therefore restricted to RED routes, similar routing of the Halls, but they soon proved themselves to be excellent steamers and providing a smoother ride than other two-cylinder types. They were very popular with both GWR and BR enginemen and could be found all over the system. All 80 passed into BR hands in 1948, the first being withdrawn in 1960 and the last in 1965. Regrettably none have been preserved, however a new build is taking place at the Llangollen Railway which will be 6880 Betton Grange.

The Dapol model of the Grange will feature:

- Finely moulded body with many separately added fine details.
- DCC ready.
- DCC fitted models available.
- Cast wheels with fine relief and appropriate colouring.
- Tungsten chassis and all wheel pick up
- NEM pockets as standard.
- Super Creep Motor for controlled pulling power and fine slow speed control.
- Both standard and Dapol's Easi-Fit magnetic couplers supplied.
- Accessory bag with spares and other optional detail.

FITTED	25-019-0871	6820 KINGSTONE GRANGE - GWR GREEN MONOGRAM
FITTED	25-019-0871D	6820 KINGSTONE GRANGE - GWR GREEN MONOGRAM DCC FITTED
3846	25-019-0872	6877 LLANFAIR GRANGE - GWR GREEN G & W
	25-019-0872D	6877 LLANFAIR GRANGE - GWR GREEN G & W DCC FITTED
	25-019-0873	6809 BURCHLERE GRANGE - BR BLACK LINED EARLY CREST
	25-019-0873D	6809 BURCHLERE GRANGE - BR BLACK LINED EARLY CREST DCC FITTED
	25-019-0874	6856 STOWE GRANGE - BR BLACK EARLY CREST
	25-019-0874D	6856 STOWE GRANGE - BR BLACK EARLY CREST DCC FITTED
	25-019-0875	6437 FORTHAMPTON GRANGE - BR LINED GREEN EARLY CREST
	25-019-0875D	6437 FORTHAMPTON GRANGE - BR LINED GREEN EARLY CREST DCC FITTED
	25-019-0876	6803 BUCKLEBURY - BR LINED GREEN LATE CREST
	25-019-0876D	6803 BUCKLEBURY - BR LINED GREEN LATE CREST DCC FITTED



Elektronik

ERA
3-5

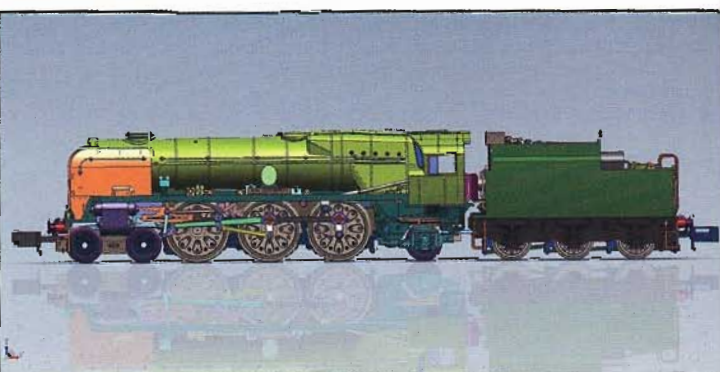
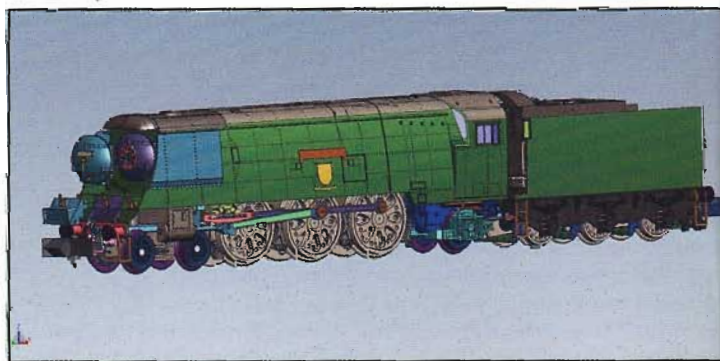
Photograph courtesy of Ben Brooksbank

**NEW
MODEL**



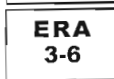
Battle of Britain West Country Class

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



The Dapol model includes innovative features such as:

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



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

Picture is by courtesy of John Fry.

Britannia Pacific

IMPROVED MODEL
BLACKENED WHEELS
& HEX BOLT



MODEL RAIL
MODEL OF THE YEAR 2010



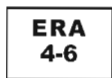
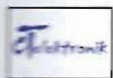
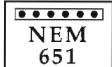
Britannia Pacifics are a type of 4-6-2 locomotive designed by Robert Riddles for use by the nationalised British Railways for mixed freight and passenger duties. Fifty five were built at the Crewe Works between 1951 and 1955. Two survive into preservation 70000 *Britannia* herself and 70013 *Oliver Cromwell*. Oliver Cromwell was in fact the last steam locomotive to run a scheduled BR service in 1968.

Dapol were very proud to have been awarded N gauge steam model of the year 2010 by the readers of Model Rail Magazine and RMWeb.

- The model encompasses some of the best features developed by Dapol plus some more innovations including:
- Ready moulded body and tender with many separately added fine details
- Cast and painted wheels with fine relief
- DCC ready and DCC fitted models available with a Gaugemaster DC23 decoder
- Square axles for perfect wheel quartering
- Both standard and Dapol's Easi-Fit magnetic coupler supplied
- Toughen chassis and all wheel pick up
- Super-Creep Motor for controlled pulling power with fine slow speed control
- Ready etched name plates
- Necessary bag with spares and other added detail
- Comes with factory fitted traction tyres

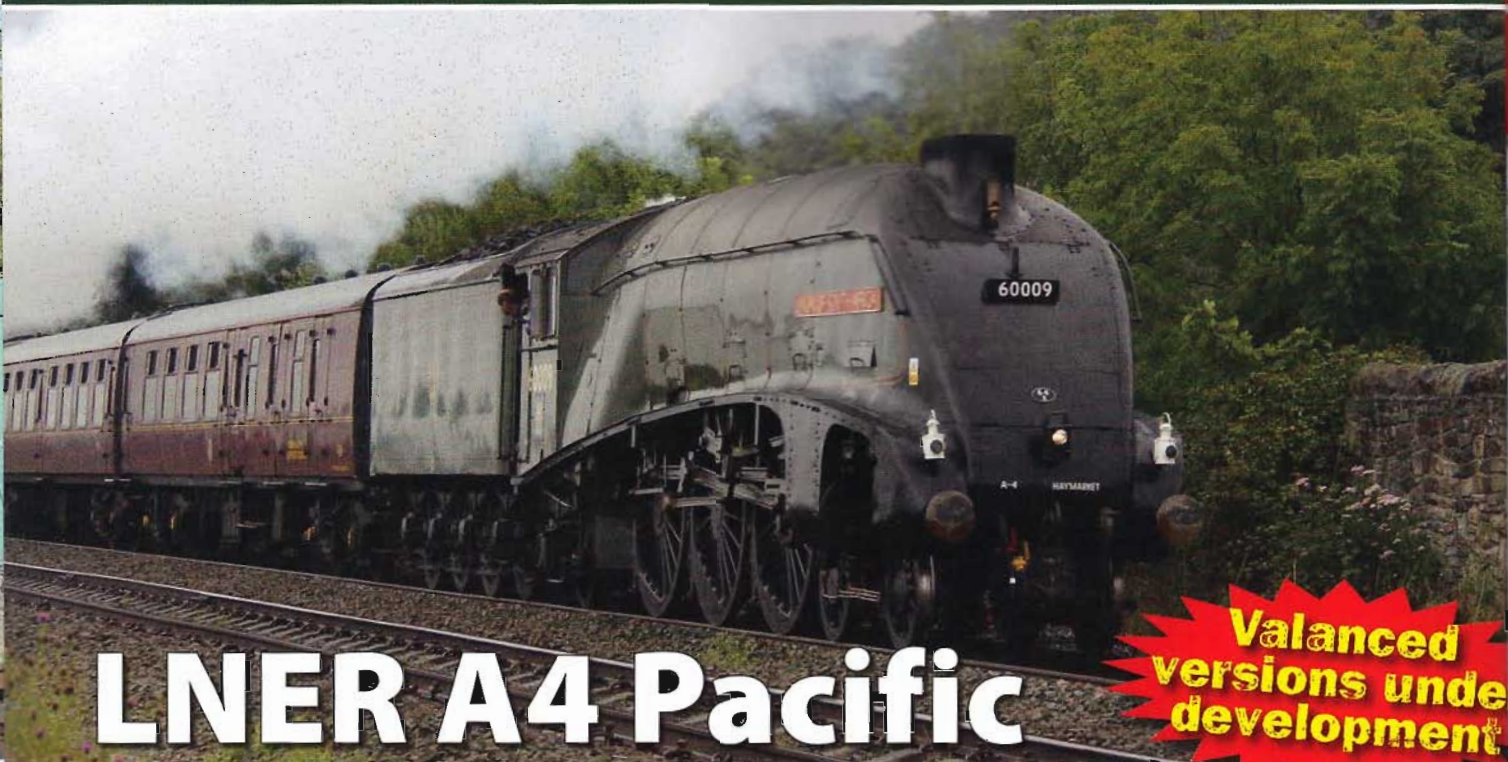


ND095A	BRITANNIA CLASS - 70000 BRITANNIA
ND095AD	BRITANNIA CLASS - 70000 BRITANNIA DCC FITTED
ND095B	BRITANNIA CLASS - 70013 OLIVER CROMWELL
ND095BD	BRITANNIA CLASS - 70013 OLIVER CROMWELL DCC FITTED
2S-017-001	BRITANNIA BR E/CREST ROBERT BURNS 70006
2S-017-001D	BRITANNIA BR E/CREST ROBERT BURNS 70006 DCC FITTED
2S-017-002	BRITANNIA BR L/CREST ALFRED THE GREAT 70009
2S-017-002D	BRITANNIA BR L/CREST ALFRED THE GREAT 70009 DCC FITTED
2S-017-003	BRITANNIA BR E/CREST APOLLO 70015
2S-017-003D	BRITANNIA BR E/CREST APOLLO 70015 DCC FITTED
2S-017-004	BRITANNIA BR L/CREST MORNING STAR 70021
2S-017-004D	BRITANNIA BR L/CREST MORNING STAR 70021 DCC FITTED
2S-017-005	BRITANNIA BR L/CREST WESTERN STAR 70025 WEATHERED
2S-017-005D	BRITANNIA BR L/CREST WESTERN STAR 70025 WEATHERED DCC FITTED



Previously released models shown. Photograph is courtesy of Neil Morrill

N GAUGE STEAM LOCOMOTIVES



LNER A4 Pacific

**Valanced
versions unde
development**

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

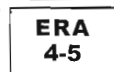


Dapol's fine rendition of the Post-1947 A4 includes the following:

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



25-008-000	A4 60019 BITTERN BR GREEN LATE CREST
25-008-000D	A4 60019 BITTERN BR GREEN LATE CREST DCC FITTED
25-008-001	A4 60012 COMMONWEALTH OF AUSTRALIA BR GREEN EARLY CREST
25-008-001D	A4 60012 COMMONWEALTH OF AUSTRALIA BR GREEN EARLY CREST DCC FITTED
25-008-002	A4 4498 SIR NIGEL GRESLEY LNER BLUE 4498
25-008-002D	A4 4498 SIR NIGEL GRESLEY LNER BLUE 4498 DCC FITTED
25-008-003	A4 60004 WILLIAM WHITELAW GARTER BLUE (BRITISH RAILWAYS)
25-008-003D	A4 60004 WILLIAM WHITELAW GARTER BLUE (BRITISH RAILWAYS) DCC FITTED
25-008-004	A4 60022 MALLARD BR BLUE EARLY CREST
25-008-004D	A4 60022 MALLARD BR BLUE EARLY CREST DCC FITTED
25-008-005	A4 60022 MALLARD BR GREEN EARLY CREST
25-008-005D	A4 60022 MALLARD BR GREEN EARLY CREST DCC FITTED
25-008-006	A4 60029 WOODCOCK BR GREEN LATE CREST
25-008-006D	A4 60029 WOODCOCK BR GREEN LATE CREST DCC FITTED
25-008-007	A4 60027 SEAGULL BR GREEN EARLY CREST
25-008-007D	A4 60027 SEAGULL BR GREEN EARLY CREST DCC FITTED



Previously released models shown for illustrative purposes only. Photograph is courtesy of Neil Mordele.

**NEW
MODEL**

Photograph courtesy of Mike Morant

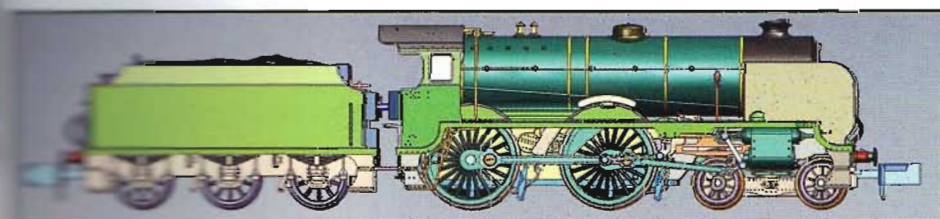


Schools Class

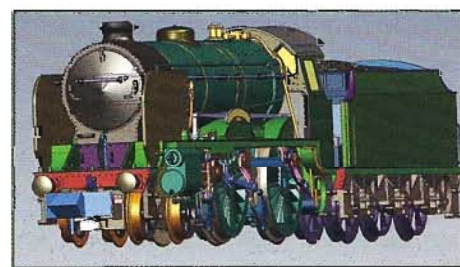


The Schools Class or more correctly the Southern Region V Class locomotive was designed by Richard Maunsell for the Southern Railway and built by their Eastleigh works between 1930 and 1935. The overall design was drawn heavily from his previous works on the Lord Nelson Class and was further ameliorated with features and components from the LSWR/SR King Arthur type locomotives. The Schools Class was the last

locomotive to have a 4-4-0 wheel arrangement and was built primarily for express passenger work. The Schools Class was considered to be very successful design features allowed them to operate efficiently across most SR lines, which in many areas had operating restrictions which excluded other types of express locomotives. In all forty Schools Class Locomotives were constructed and all were named after English (predominantly Southern) public schools. They continued in service until 1962 and three survive today on heritage railways.

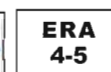


- 31482-888 SCHOOLS #30926 'REPTON' BR LINED GREEN LATE TENDER LOGO
- 31482-888D SCHOOLS #30926 'REPTON' BR LINED GREEN LATE TENDER LOGO *DCC FITTED*
- 31482-887 SCHOOLS #905 'TONBRIDGE' MALACHITE LINED GREEN 'SOUTHERN'
- 31482-887D SCHOOLS #905 'TONBRIDGE' MALACHITE LINED GREEN 'SOUTHERN' *DCC FITTED*
- 31482-882 SCHOOLS #921 'SHREWSBURY' BR LINED BLACK SMALL EARLY LOGO
- 31482-882D SCHOOLS #921 'SHREWSBURY' BR LINED BLACK SMALL EARLY LOGO *DCC FITTED*
- 31482-883 SCHOOLS #929 'MALVERN' MALACHITE GREEN
- 31482-883D SCHOOLS #929 'MALVERN' MALACHITE GREEN *DCC FITTED*



The Dapol model of the School Class locomotive features:

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



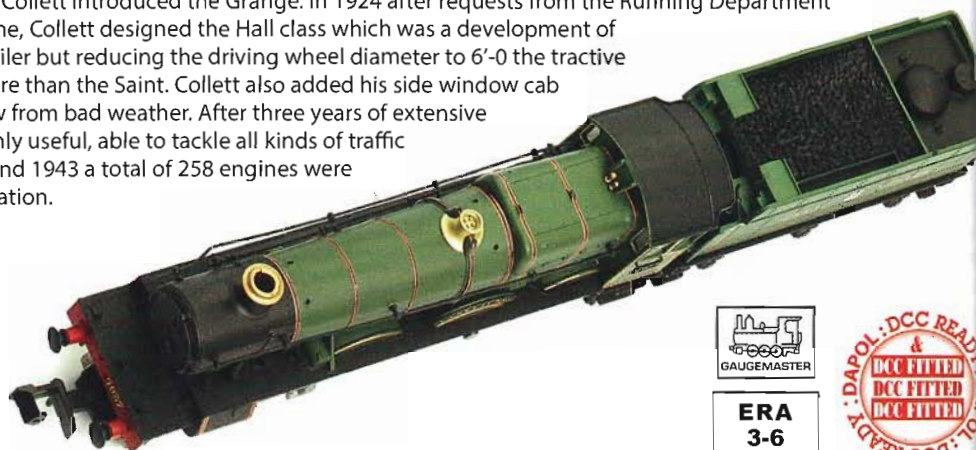
GWR Hall 4-6-0



Churchward's original scheme for standard GWR locomotives included a medium sized mixed traffic 4-6-0 with 5'-8" wheels, but this actually was not built until 1936 when Collett introduced the Grange. In 1924 after requests from the Running Department for a more powerful mixed traffic engine, Collett designed the Hall class which was a development of Churchward's 4-6-0 Saint. Using the same boiler but reducing the driving wheel diameter to 6'-0 the tractive effort was increased to 27,275 lb, 3,000lb more than the Saint. Collett also added his side window cab which provided more protection for the crew from bad weather. After three years of extensive testing the engine was found to be thoroughly useful, able to tackle all kinds of traffic and popular with the crews. Between 1928 and 1943 a total of 258 engines were constructed and several survive into preservation.

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

- Finely moulded body and tender with many separately added fine details
- Painted cast wheels with fine relief and detail
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and 12 wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Finely etched name plates
- DCC Ready
- DCC fitted available with Gaugemaster DCC23 decoder
- Comes with factory fitted traction tyres
- Accessory bag with spares and other added detail
- Both standard and Dapol's Easi-Fit magnetic couplers supplied



ERA
3-6



2S-010-000	HALL GWR LINED GREEN #4937 'LANELAY HALL'
2S-010-00D	HALL GWR LINED GREEN #4937 'LANELAY HALL' DCC FITTED
2S-010-001	HALL #4951 'PENDEFORD HALL' BR LINED GREEN LATE CREST
2S-010-001D	HALL #4951 'PENDEFORD HALL' BR LINED GREEN LATE CREST DCC FITTED
2S-010-002	HALL #4914 'CRANMORE HALL' BR LINED GREEN LATE CREST
2S-010-002D	HALL #4914 'CRANMORE HALL' BR LINED GREEN LATE CREST DCC FITTED
2S-010-003	HALL GWR CREST LINED GREEN #4958 'PRIORY HALL'
2S-010-003D	HALL GWR CREST LINED GREEN #4958 'PRIORY HALL' DCC FITTED



Previously released models shown for illustrative purposes only.

MODEL RAIL
**MODEL
OF THE YEAR
2008**



LNER B17 4-6-0

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



80079E B17 61655 MIDDLESBROUGH BR EARLY CREST

80079F B17 2863 EVERTON LNER APPLE GREEN

81403-801 B17 2864 LIVERPOOL IN WARTIME BLACK

81403-801D B17 2864 LIVERPOOL IN WARTIME BLACK DCC FITTED

81403-802 B17 61664 LIVERPOOL IN BR EARLY CREST

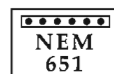
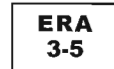
81403-802D B17 61664 LIVERPOOL IN BR EARLY CREST DCC FITTED

81403-803 B17 1671 ROYAL SOVEREIGN LNER APPLE GREEN

81403-803D B17 1671 ROYAL SOVEREIGN LNER APPLE GREEN DCC FITTED

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

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



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

N GAUGE STEAM LOCOMOTIVES

MODEL RAIL
MODEL
OF THE YEAR
2007



SR Q1 0-6-0

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

ND207C	Q1 SR C1
ND207CD	Q1 SR C1 DCC FITTED
ND207D	Q1 SR C7
ND207DD	Q1 SR C7 DCC FITTED
2S-021-001	Q1 33016 BR EARLY CREST
2S-021-001D	Q1 33016 BR EARLY CREST DCC FITTED
2S-021-002	Q1 33018 BR LATE CREST
2S-021-002D	Q1 33018 BR LATE CREST DCC FITTED



All models incorporate:

- DCC Ready
- Finely moulded body and tender with many separately added fine details
- Cast wheels with fine relief and detail
- Tungsten chassis and 12 wheel pick up
- Dapol's tender drive system that delivers power to the locomotive wheels
- Super Creep Motor for controlled pulling power with fine slow speed control
- DCC fitted if required with Gaugemaster DCC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Accessory bag with spares and other added detail



Previously released model for illustrative purposes only.



ERA
3-5



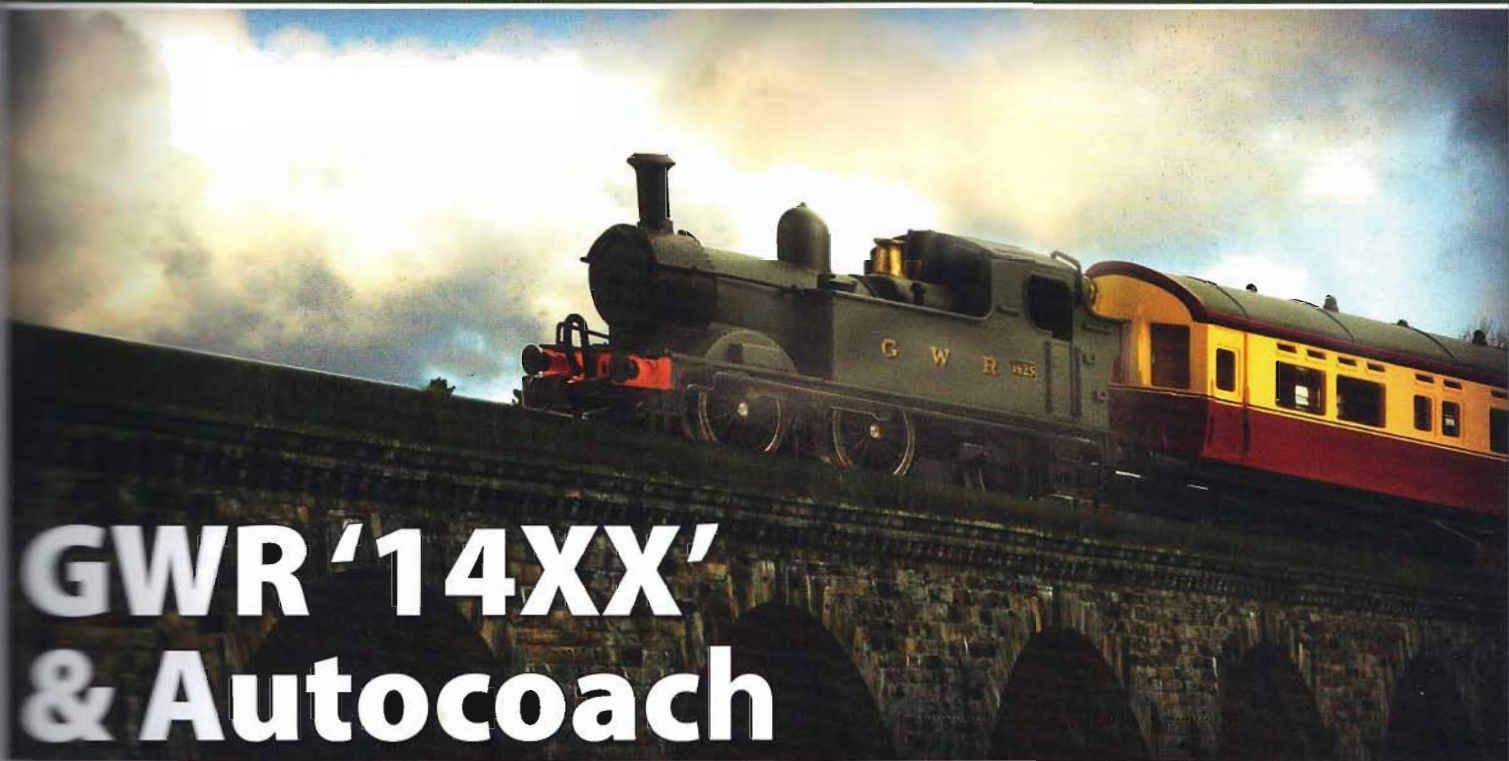
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plus
by Lenz



Elektron



RAIL
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YEAR
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GWR '14XX' & Autocoach



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

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



The Dapol models feature:

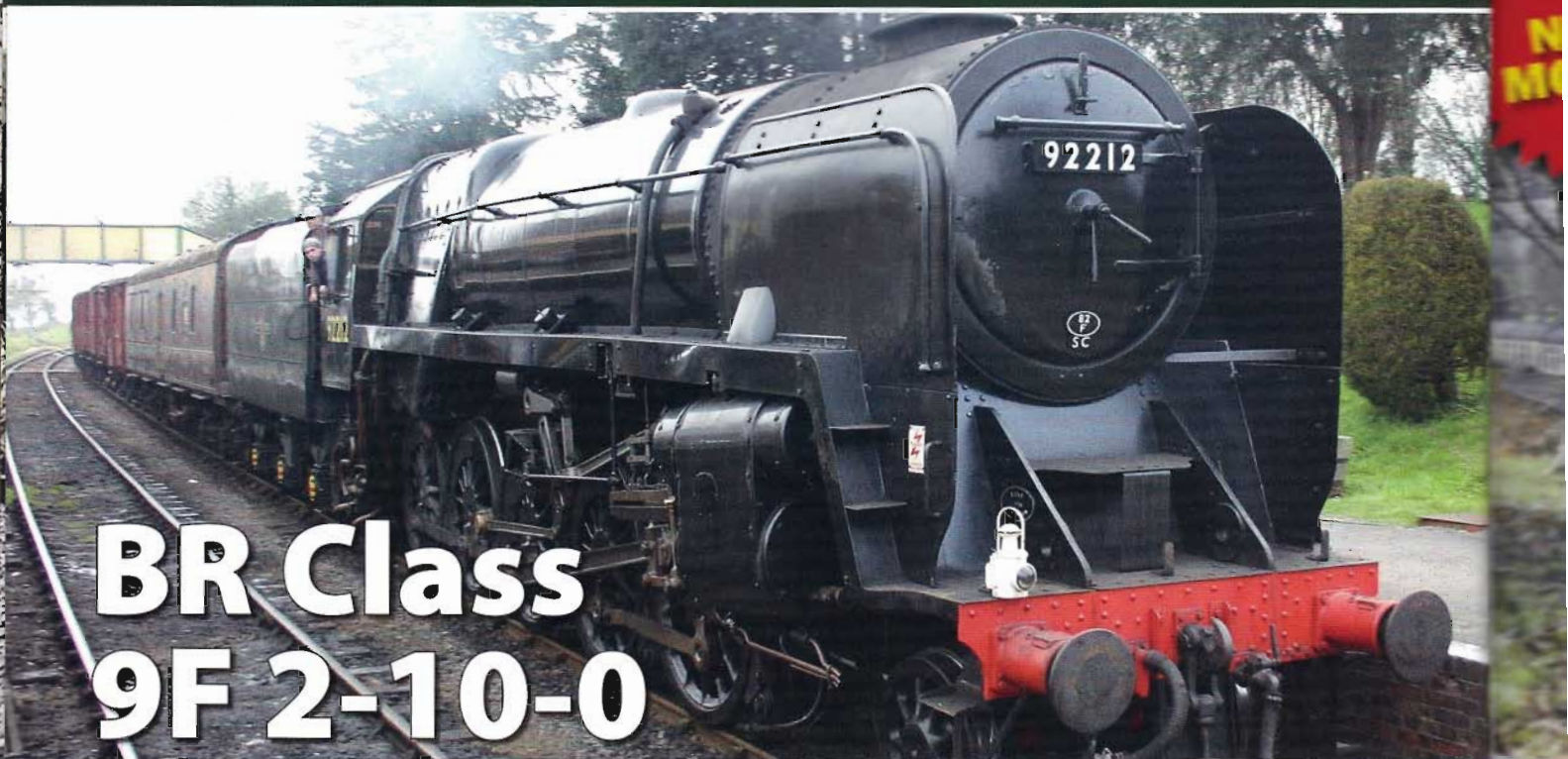
- Finely moulded body with fine detail relief
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- With NEM coupling pocket

- | |
|---------------------------------------------------------------------|
| 14XX GWR SHIRTBUTTON 1410 + AUTOCOACH IN CHOC & CREAM 182 |
| 14XX GREEN GWR 1467 + AUTOCOACH IN CHOC & CREAM GWR CREST 186 |
| 14XX BR BLACK EARLY CREST 1456 + AUTOCOACH IN CARMINE & CREAM W198W |
| 14XX BR BLACK EARLY CREST 1464 + AUTOCOACH IN MAROON W191W |



Previously released models shown for illustrative purposes only.

N GAUGE STEAM LOCOMOTIVES



BR Class 9F 2-10-0

The BR Standard Class 9F was designed by Robert Riddles as a heavy freight locomotive being able to run at speed over a long range. In total 251 9Fs were built at Crewe or Swindon between 1954 and 1960. The final locomotive ever to be built by BR was a 9F and was especially named as 'Evening Star' and was liveried in Brunswick Green, a colour usually reserved for express passenger locomotives. The 9F was considered very successful and was utilised in some areas of the country to haul passenger services where its exceptional power and range offered considerable advantages

Over its relatively short life, attempts were made to improve the design of the 9F, for example the inclusion of the Franco-Crosti boiler and water pre-heater. However, in the main these developments were not considered to be successful with the only exception being the addition of the double blast pipe and chimney which became standard from locomotives built after 1957 and was retro-fitted to a handful of previously built 9Fs

Several 9Fs survive into preservation including Evening Star in the NRM at York.

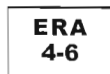


The 2014 Dapol model of the 9F shall include:

- Finely moulded body and tender with many separately added fine details
- Painted cast wheels with fine relief and detail
- DCC ready and DCC fitted available with a Gaugemaster DCC23 decoder
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and all wheel pick up
- Super-Creep motor for controlled pulling power and fine slow speed control
- Sprung front pony
- Accessory bag with spares and optional extra detail parts
- Supplied with both standard and Dapol's Easi-Fit magnetic couplings
- Weathered and pristine versions



2S-013-001	9F BR LATE CREST 92088 BR1C TENDER 1121
2S-013-001D	9F BR LATE CREST 92088 BR1C TENDER 1121 DCC FITTED
2S-013-002	9F BR LATE CREST 92226 BR1G TENDER 1537
2S-013-002D	9F BR LATE CREST 92226 BR1G TENDER 1537 DCC FITTED
2S-013-003	9F BR EVENING STAR 92220 BR1G TENDER 1527 WEATHERED
2S-013-003D	9F BR EVENING STAR 92220 BR1G TENDER 1527 WEATHERED DCC FITTED
2S-013-004	9F BR EARLY CREST 92052 BR1C TENDER 1141
2S-013-004D	9F BR EARLY CREST 92052 BR1C TENDER 1141 DCC FITTED
2S-013-005	9F BR EARLY CREST 92006 BR1G TENDER 955 WEATHERED
2S-013-005D	9F BR EARLY CREST 92006 BR1G TENDER 955 WEATHERED DCC FITTED



Previously released models for illustrative purposes only.

**NEW
MODEL**

GWR Manor 4-6-0



The GWR Manor was a versatile 4-6-0 configured locomotive designed with a lighter axle loading than the existing and popular Grange class which enabled the Manor to operate in regions of the GWR where this was not possible with a locomotive of comparable power. In all, 31 Manor class locomotives were manufactured at Swindon in two batches: 20 between 1938 and 1939 and then a further 11 post-nationalisation in 1950 which were designated 5MT. Although initially the performance of the locomotive was deemed at best mediocre, subtle internal refinements made towards the mid 1950s resulted in a successful and popular locomotive. In all nine examples of the Manor survived into preservation.

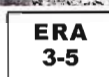
Dapol have modified the previously owned Ixion tooling and now the model features an improved tender and DCC functionality as well as:

- Finely moulded body with many separately added fine details
- DCC fitted models available
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- NEM pockets as standard
- Super Creep motor for controlled pulling power and slow speed control
- Includes magnetic couplers and traditional couplers
- Accessory bag with spares and other optional detail.



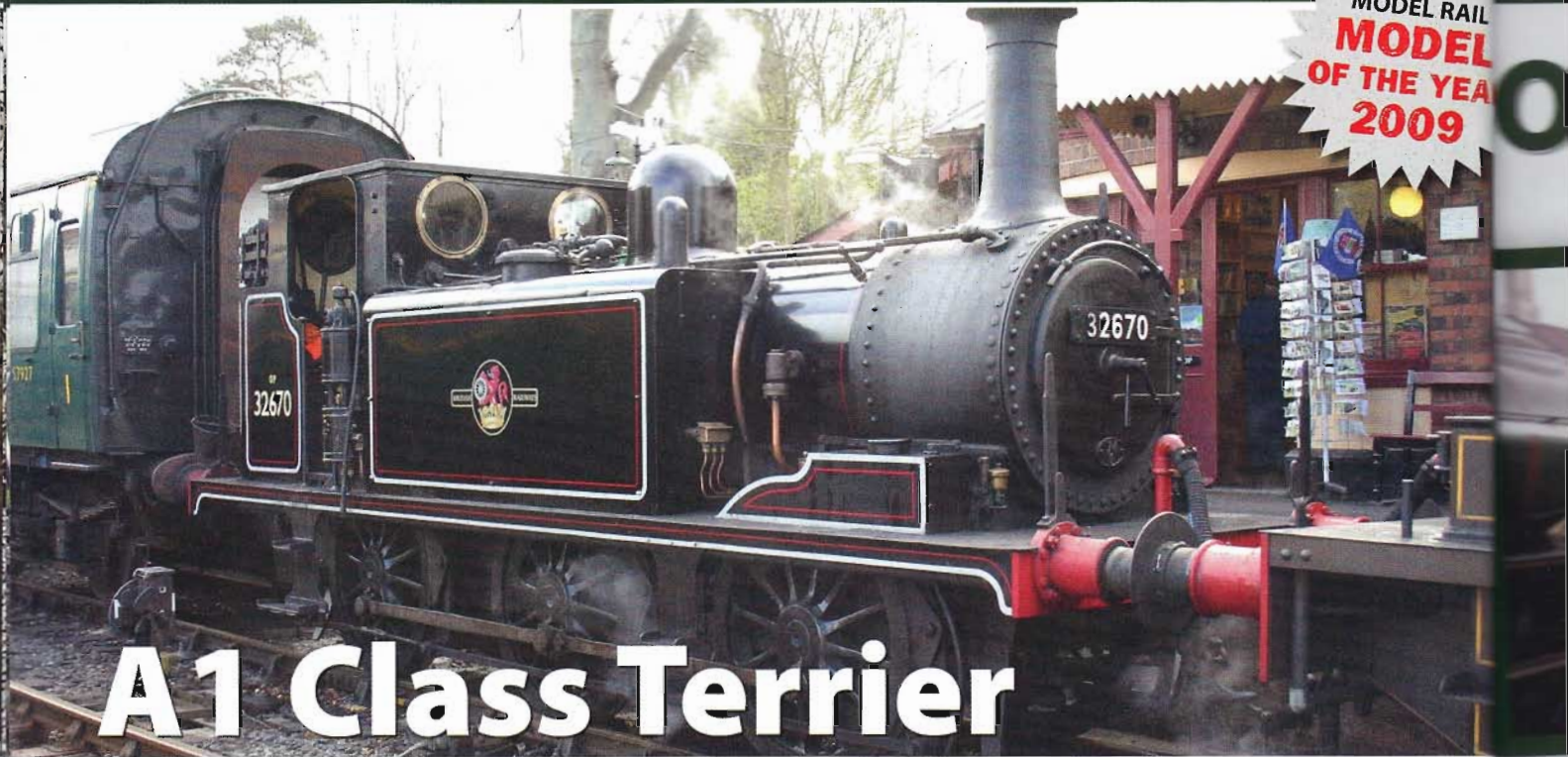
Anthony Manor is a pre-production sample

- 21-467-880 DRAYCOTT MANOR 7810 BR LINED GREEN LATE CREST
- 21-467-880D DRAYCOTT MANOR 7810 BR LINED GREEN LATE CREST DCC FITTED
- 21-467-887 ANTHONY MANOR 7801 SHIRTBUTTON
- 21-467-887D ANTHONY MANOR 7801 SHIRTBUTTON DCC FITTED
- 21-467-883 BROOME MANOR 7805 GWR GREEN 'GWR' LIVERY
- 21-467-883D BROOME MANOR 7805 GWR GREEN 'GWR' LIVERY DCC FITTED
- 21-467-884 DITCHEAT MANOR 7821 BR MIXED TRAFFIC BLACK
- 21-467-884D DITCHEAT MANOR 7821 BR MIXED TRAFFIC BLACK DCC FITTED



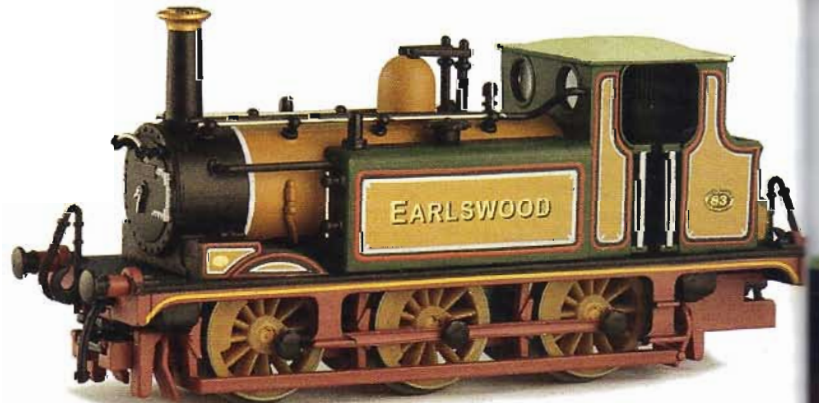
Previously released models for illustrative purposes. Photo's courtesy of Neil Morrille.

MODEL RAIL
**MODEL
OF THE YEAR
2009**



A1 Class Terrier

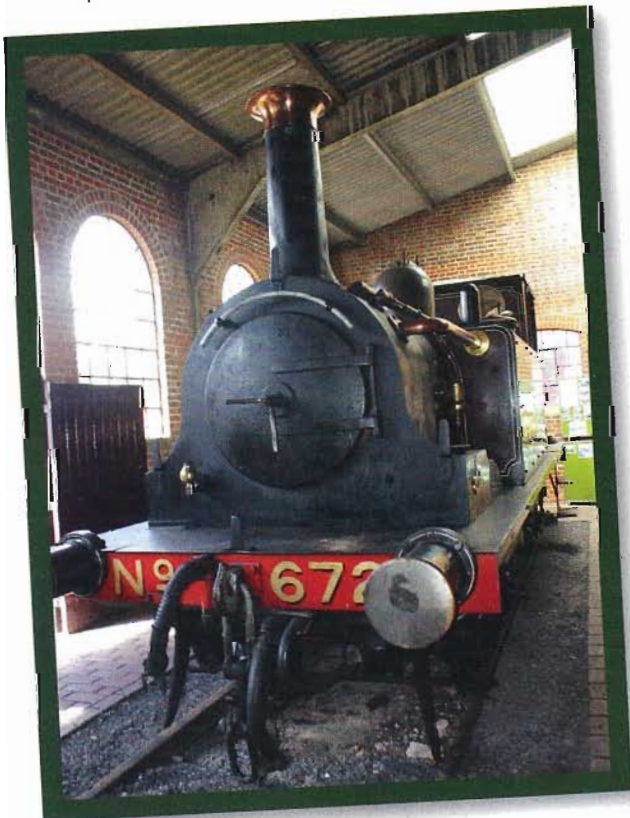
The A1 'Terrier' was built at the Brighton Works under the design of William Stroudley in 1872, and between 1874 and 1880 were primarily employed on London suburban services operated by the LB&SCR. As the demands placed on the commuter network increased, the A1 'Terrier' were replaced by heavier more powerful tank engines and the 'Terrier' are sold to other private operators to work on branch line and shunting operations. Sixteen of the class was modified between 1911 and 1913 and again in 1919 with a new boiler and extended smokebox plus some other improvements and were classified A1X. The Class survived well into nationalisation with the final Terrier being decommissioned in 1963. In all 10 'Terriers' survived into preservation.



The Dapol Model of the 'Terrier' features:

- Finely moulded body with many separately added fine details
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- NEM pockets as standard
- Accessory bag with spares and other optional detail.

ERA
2-5



- 25-012-001 TERRIER 83 'EARLSWOOD' IN IMPROVED ENGINE GREEN LIVERY
- 25-012-002 TERRIER 2659 SOUTHERN LINED GREEN LIVERY
- 25-012-003 TERRIER 32670 BR LINED BLACK LATE CREST

The photos are courtesy of locoyard.com

Old Tank Favourites



Dapol has dusted some of its old favourites to offer them at special prices for old and new modellers alike. Models to be included are the M7, GWR '45XX' and Ivatt 2-6-2T.

The 2014 Dapol models shall include:

- Finely moulded body and tender with many separately added fine details
- Tungsten chassis and all wheel pick up
- Accessory bag with spares and optional extra detail parts
- Supplied with both standard and Dapol's Easi-Fit magnetic couplings
- Weathered and pristine versions available



**ERA
2-5**

- 25-014-001 CLASS 45XX GWR 4518
- 25-014-002 CLASS 45XX BR BLACK EARLY CREST 4528
- 25-014-003 CLASS 45XX BRITISH RAILWAYS 4571
- 25-014-004 CLASS 45XX GREAT WESTERN 4566 WEATHERED
- 25-015-001 IVATT 2-6-2T LMS
- 25-015-002 IVATT 2-6-2T BR EARLY CREST
- 25-015-003 IVATT 2-6-2T BR LATE CREST

- 25-015-004 IVATT 2-6-2T BR EARLY CREST WEATHERED
- 25-016-001 M7 0-4-4T SR LIVERY
- 25-016-002 M7 0-4-4T BR EARLY CREST
- 25-016-003 M7 0-4-4T BR LATE CREST
- 25-016-004 M7 0-4-4T SR LIVERY WEATHERED

Photos courtesy of locoyards.com. Previously released models for illustrative purposes only.

N GAUGE DIESEL LOCOMOTIVES

**NEW
MODE**



Class 33

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



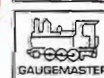
Dapol will be manufacturing models representing 33/0 and 33/1 and will include:

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

2D-001-000	CLASS 33/0 33030 BR BLUE
2D-001-000D	CLASS 33/0 33030 BR BLUE DCC FITTED
2D-001-001	CLASS 33/0 D6571 BR GREEN NO YELLOW WARNING PANEL
2D-001-001D	CLASS 33/0 D6571 BR GREEN NO YELLOW WARNING PANEL DCC FITTED
2D-001-002	CLASS 33/0 33046 'MERLIN' ENGINEERS GREY/YELLOW 'DUTCH'
2D-001-002D	CLASS 33/0 33046 'MERLIN' ENGINEERS GREY/YELLOW 'DUTCH' DCC FITTED
2D-001-003	CLASS 33/0 D6539 BR GREEN SYP
2D-001-003D	CLASS 33/0 D6539 BR GREEN SYP DCC FITTED
2D-001-020	CLASS 33/1 33102 BR BLUE
2D-001-020D	CLASS 33/1 33102 BR BLUE DCC FITTED
2D-001-021	CLASS 33/1 33103 ENGINEERS GREY/YELLOW 'DUTCH'
2D-001-021D	CLASS 33/1 33103 ENGINEERS GREY/YELLOW 'DUTCH' DCC FITTED

The photos are courtesy of locoyard.com

NEM
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NEW
MODEL

Class 68

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NEW
MODEL



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The Dapol Model of the Class 68 will feature:

- Finely moulded body with many separately added fine details
- DCC ready
- DCC fitted models available
- Cast wheels with fine relief and appropriate colouring
- Tangsten chassis and all wheel pick up
- NEM pockets as standard
- Directional lighting
- New Mega Creep coreless motor for super smooth operation
- Includes magnetic couplers and traditional couplers
- Necessary bag with spares and other optional detail

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ERA 5-9		ERA 10	

At the time of compiling the brochure, the locomotive had not been entered into service, models and liveries TBC

N GAUGE DIESEL LOCOMOTIVES

**NEW
MODEL**



Class 50

The BR Class 50 is a type of Co-Co diesel locomotive built by English Electric at their Vulcan Works in Newton-le-Willows. Fifty locomotives were built between 1967-68 and initially leased to BR (fully purchased in 1973) to haul express passenger trains on the (then) non-electrified West Coast Line between Crewe and Scotland. After the West Coast Line was electrified, these locomotives were transferred to the Western Region working from London Paddington to the South West, Oxford and from Birmingham to Bristol. In the late 1970s the fleet was refurbished and named after Royal Navy Warships. These newly refurbished locomotives, with their simplified electrics, high intensity headlights and new BR Blue large livery worked out of Paddington and Waterloo to Salisbury and the South West. The Class was slowly withdrawn from the early 1990s with the last one being decommissioned in 1994. More than 20 survive into preservation including class pioneer D400 (50050).

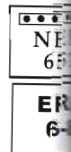


The Dapol model of the Class 50 will include:

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

The photos are courtesy of locoyard.com

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



NEW
MODEL

Class 59



NEW
MODEL

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

The Dapol model of the class 59 shall feature:

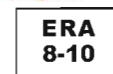
- Detailed body with etched grills and separately fitted handrails
- Etched name plates if appropriate
- Triple Super creep motor with huge pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC ready with provision for a light decoder
- DCC fitted available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



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



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Class 22



**New Disc
Headcode
Versions**

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



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

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

2D-012-001	CLASS 22 D6318 BR BLUE FYE FONT B
2D-012-001D	CLASS 22 D6318 BR BLUE FYE FONT B DCC FITTED
2D-012-004	CLASS 22 D6313 BR GREEN SYP FONT A
2D-012-004D	CLASS 22 D6313 BR GREEN SYP FONT A DCC FITTED
2D-012-005	CLASS 22 D6331 BR GREEN SYP FONT A
2D-012-005D	CLASS 22 D6331 BR GREEN SYP FONT A DCC FITTED
2D-012-007	CLASS 22 D6325 BR BLUE & 6 X UNIGATE CREAMERY MILK TANKERS WEATHERED
2D-012-008	CLASS 22 D6311 DISC HEADCODE BR GREEN SYP
2D-012-008D	CLASS 22 D6311 DISC HEADCODE BR GREEN SYP DCC FITTED
2D-012-009	CLASS 22 D6316 DISC HEADCODE BR GREEN SYP WEATHERED
2D-012-009D	CLASS 22 D6316 DISC HEADCODE BR GREEN SYP WEATHERED DCC FITTED
2D-012-010	CLASS 22 D6326 DISC HEADCODE BR GREEN NO WARNING PANEL
2D-012-010D	CLASS 22 D6326 DISC HEADCODE BR GREEN NO WARNING PANEL DCC FITTED
2D-012-011	CLASS 22 D6327 DISC HEADCODE BR GREEN AMENDED YELLOW PANEL
2D-012-011D	CLASS 22 D6327 DISC HEADCODE BR GREEN AMENDED YELLOW PANEL DCC FITTED
2D-012-012	CLASS 22 D6330 BR BLUE FULL FYE FONT B WEATHERED
2D-012-012D	CLASS 22 D6330 BR BLUE FULL FYE FONT B WEATHERED DCC FITTED
2D-012-013	CLASS 22 D6315 BR GREEN SYP FONT A WEATHERED
2D-012-013D	CLASS 22 D6315 BR GREEN SYP FONT A WEATHERED DCC FITTED
2D-012-014	CLASS 22 D6328 BR BLUE FYE FONT A
2D-012-014D	CLASS 22 D6328 BR BLUE FYE FONT A DCC FITTED



ERA
3-6

NEM
651

MODEL RAIL
N GAUGE DIESEL
LOCOMOTIVE
OF THE YEAR
2013



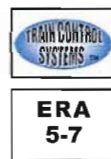
Class 52 Western

The Class 52 Diesel hydraulic locomotive was introduced by BR to provide a more powerful alternative to the Warships and Hymeks that were already in service for express freight and passenger duties on the Western Region. In all 74 of these dual engine diesel-hydraulic locomotives were built between 1961 and 1964 and all had a two word name starting with 'Western' which gave rise to their common name. The second word was either of heraldic or regimental derivation. The Class was relatively short lived and all were out of service by 1977. Seven survive for preservation and our model was designed from laser scans of D1015 *Western Champion*.

The Dapol model Class 52 Western features:

- Detailed body with etched brass roof
- Grills and separately fitted handrails
- 1/25 scale darkened wheels with
- air point bearings
- Tractive Super creep motor with controlled
- pulling power and incredible slow
- running speed
- All wheel drive and pick up
- Directional lights and headcode
- LED lighting
- DCC ready with provision
- New 6 pin decoder
- DCC fitted available with Gaugemaster
- DCC decoder
- Both standard and Dapol's new
- Gas-Fit magnetic couplers supplied
- Fitted with etched brass name
- and number plates
- Dapol's low friction mechanism for
- efficient quiet running
- Heavy split frame tungsten chassis for
- excellent running and haulage qualities

2D-003-001	D1029 'WESTERN LEGIONAIRE' BR MAROON SYP
2D-003-001D	D1029 'WESTERN LEGIONAIRE' BR MAROON SYP DCC FITTED
2D-003-002	D1038 'WESTERN SOVEREIGN' BR GREEN SYP
2D-003-002D	D1038 'WESTERN SOVEREIGN' BR GREEN SYP DCC FITTED
2D-003-003	D1056 'WESTERN SULTAN' BR MAROON FYE
2D-003-003D	D1056 'WESTERN SULTAN' BR MAROON FYE DCC FITTED
2D-003-004	D1058 'WESTERN NOBLEMAN' BR BLUE FYE
2D-003-004D	D1058 'WESTERN NOBLEMAN' BR BLUE FYE DCC FITTED
2D-003-005	D1072 'WESTERN GLORY' BR BLUE FYE
2D-003-005D	D1072 'WESTERN GLORY' BR BLUE FYE DCC FITTED
2D-003-006	D1065 'WESTERN CONSORT' BR MAROON SYP
2D-003-006D	D1065 'WESTERN CONSORT' BR MAROON SYP DCC FITTED
2D-003-007	D1012 'WESTERN FIREBRAND' BR MAROON SYP
2D-003-007D	D1012 'WESTERN FIREBRAND' BR MAROON SYP DCC FITTED
2D-003-008	D1000 'WESTERN ENTERPRISE' BR MAROON SYP WEATHERED
2D-003-008D	D1000 'WESTERN ENTERPRISE' BR MAROON SYP WEATHERED DCC FITTED
2D-003-009	D1045 'WESTERN VISCOUNT' BR MAROON FYE WEATHERED
2D-003-009D	D1045 'WESTERN VISCOUNT' BR MAROON FYE WEATHERED DCC FITTED
2D-003-010	D1062 'WESTERN COURIER' BR BLUE FYE WEATHERED
2D-003-010D	D1062 'WESTERN COURIER' BR BLUE FYE WEATHERED DCC FITTED
2D-003-011	D1009 'WESTERN INVADER' BR BLUE FYE WEATHERED
2D-003-011D	D1009 'WESTERN INVADER' BR BLUE FYE WEATHERED DCC FITTED



N GAUGE DIESEL LOCOMOTIVES



Class 27

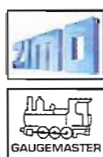
The Class 27 was a development of the earlier Class 26. In all 69 locomotives were built by Birmingham Railway Carriage & Wagon Company (BRCW) during 1961 and 1962. By 1969 the Class 27 was being used almost exclusively in Scotland. They were withdrawn from service in 1987 and eight survive into preservation.

The Dapol model Class 27 features:

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



ND205A	CLASS 27 D5356 BR GREEN
ND205AD	CLASS 27 D5356 BR GREEN DCC FITTED
ND205D	CLASS 27 27032 BR BLUE
ND205DD	CLASS 27 27032 BR BLUE DCC FITTED
2D-013-000	CLASS 27 27108 BR BLUE
2D-013-000D	CLASS 27 27108 BR BLUE DCC FITTED
2D-013-001	CLASS 27 BR GREEN SYP D5401
2D-013-001D	CLASS 27 BR GREEN SYP D5401 DCC FITTED
2D-013-051	CLASS 27 27203 BR BLUE DUMMY
2D-013-052	CLASS 27 27212 BR BLUE DUMMY
2D-013-053	CLASS 27 D5360 BR GREEN SYP DUMMY
2D-013-054	CLASS 27 D5369 BR GREEN SYP DUMMY



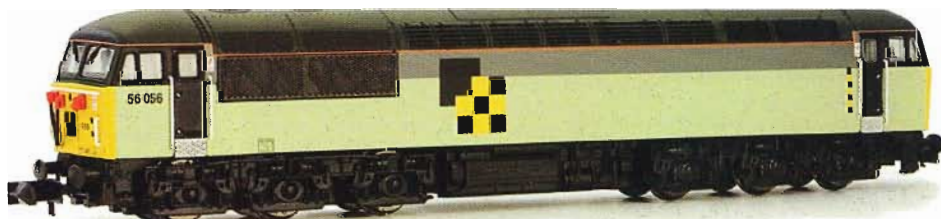


Class 56

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

The Dapol model of Class 56 will feature:

- Detailed body with etched grills and separately fitted handrails
- NEM 651 darkened wheels with pin point bearings
- Daplo Super creep motor with controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC ready with provision for a 6 pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Fitted with etched brass name and number plates
- Dapol's low friction mechanism for efficient quiet running
- Heavy split frame tungsten chassis for excellent running and haulage qualities



2D-004-000	CLASS 56 56003 LOAD HAUL BLACK & ORANGE
2D-004-000D	CLASS 56 56003 LOAD HAUL BLACK & ORANGE DCC FITTED
2D-004-001	CLASS 56 56019 RED STRIPE RAILFREIGHT GREY
2D-004-001D	CLASS 56 56019 RED STRIPE RAILFREIGHT GREY DCC FITTED
2D-004-002	CLASS 56 56001 TRIPLE GREY CONSTRUCTION SECTOR LIVERY
2D-004-002D	CLASS 56 56001 TRIPLE GREY CONSTRUCTION SECTOR LIVERY DCC FITTED
2D-004-003	CLASS 56 56022 BR BLUE LIVERY
2D-004-003D	CLASS 56 56022 BR BLUE LIVERY DCC FITTED
2D-004-004	CLASS 56 56016 TRIPLE GREY COAL SECTOR LIVERY
2D-004-004D	CLASS 56 56016 TRIPLE GREY COAL SECTOR LIVERY DCC FITTED
2D-004-005	CLASS 56 (DONCASTER BUILT) 56089 EW&S
2D-004-005D	CLASS 56 (DONCASTER BUILT) 56089 EW&S DCC FITTED
2D-004-006	CLASS 56 (DONCASTER BUILT) 56070 BR BLUE
2D-004-006D	CLASS 56 (DONCASTER BUILT) 56070 BR BLUE DCC FITTED
2D-004-007	CLASS 56 (DONCASTER BUILT) 56090 LARGE LOGO BLUE
2D-004-007D	CLASS 56 (DONCASTER BUILT) 56090 LARGE LOGO BLUE DCC FITTED
2D-004-008	CLASS 56 (DONCASTER BUILT) 56056 CONSTRUCTION LIVERY
2D-004-008D	CLASS 56 (DONCASTER BUILT) 56056 CONSTRUCTION LIVERY DCC FITTED
2D-004-009	CLASS 56 (DONCASTER BUILT) 56094 COLAS RAIL FREIGHT
2D-004-009D	CLASS 56 (DONCASTER BUILT) 56094 COLAS RAIL FREIGHT DCC FITTED

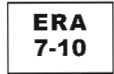
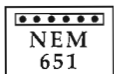


Photo courtesy of Phil Scott.

Class 35 Hymek



The Class 35 was a mixed traffic Bo-Bo diesel hydraulic locomotive built for the Western Region of BR. The Class 35 coupled a mekyrdo hydraulic transmission with a diesel power unit and for this reason became affectionately known as Hymeks. One hundred and one were built between 1961 and 1964 by Bayer Peacock (Hymek) Ltd, a joint venture company between Bristol Siddeley Engines (supplier of the Maybach engine used), Stone-Platt Industries (Supplier of the Mekyll Hydraulic transmission) and Bayer Peacock & Co (manufacturer of the locomotive). The Hymek continued into service until 1975 by which time their passenger and freight duties were replaced in the main by the more powerful Class 52 Western and the diesel-electric Class 37. Four Hymeks survive into preservation.

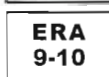
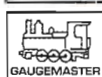


Dapol have produced both powered and dummy models to allow the prototypical double and triple header formations typically seen in their use. The Dapol model also includes the following features:

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



- 2D-018-001 HYMEK D7061 BR BLUE FYP POWERED
- 2D-018-001D HYMEK D7061 BR BLUE FYP POWERED DCC FITTED
- 2D-018-002 HYMEK D7026 BR BLUE FYP POWERED WEATHERED
- 2D-018-002D HYMEK D7026 BR BLUE FYP POWERED WEATHERED DCC FITTED
- 2D-018-003 HYMEK D7013 TWO TONE GREEN POWERED
- 2D-018-003D HYMEK D7013 TWO TONE GREEN POWERED DCC FITTED
- 2D-018-004 HYMEK D7024 TWO TONE GREEN POWERED WEATHERED
- 2D-018-004D HYMEK D7024 TWO TONE GREEN POWERED WEATHERED DCC FITTED
- 2D-018-005 HYMEK D7072 TWO TONE GREEN DUMMY
- 2D-018-006 HYMEK D7035 BR BLUE FYP DUMMY



Photographs courtesy of Geof Sheppard. Previously released models shown for illustrative purposes.

Class 66

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

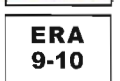


The Dapol Class 66 covers some of the variations of the Class 66 over its lifetime and includes the following features:

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



- 32-1407-000 CLASS 66 66709 MSC/GBRF 'SORRENTO' SHIP LIVERY
- 32-1407-000D CLASS 66 66709 MSC/GBRF 'SORRENTO' SHIP LIVERY DCC FITTED
- 32-1407-001 CLASS 66 MALCOLM WITH 6 X MEGAFRETS & 6 X MALCOLM 45' CONTAINERS
- 32-1407-002 CLASS 66 66504 FREIGHTLINER POWERHAUL LIVERY
- 32-1407-002D CLASS 66 66504 FREIGHTLINER POWERHAUL LIVERY DCC FITTED
- 32-1407-003 CLASS 66 66200 EWS LIVERY 'ENGLISH HERITAGE COMMITTEE'
- 32-1407-003D CLASS 66 66200 EWS LIVERY 'ENGLISH HERITAGE COMMITTEE' DCC FITTED
- 32-1407-004 CLASS 66 66612 UNBRANDED FREIGHTLINER LIVERY
- 32-1407-004D CLASS 66 66612 UNBRANDED FREIGHTLINER LIVERY DCC FITTED



Models shown are pre-productions samples.

Class 67

MODEL RAILWAY
N GAUGE DIESEL
LOCOMOTIVE
OF THE YEAR
2009



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



Pre-production models

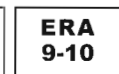


Pre-production models only.

The Dapol Class 67 includes:

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

ND101F	CLASS 67 67024 EWS MAROON POWERED
ND101FD	CLASS 67 67024 EWS MAROON POWERED DCC FITTED
ND101H	CLASS 67 67002 EWS MAROON POWERED
ND101HD	CLASS 67 67002 EWS MAROON POWERED DCC FITTED
ND101J	CLASS 67 67030 EWS MAROON POWERED
ND101JD	CLASS 67 67030 EWS MAROON POWERED DCC FITTED
2D-010-003	CLASS 67 ARRIVA TRAINS WALES POWERED WITH DUMMY DVT & 2 MK 3 COACHES





Class 26

The British Rail Class 26 is a class of Bo-Bo diesel locomotive built by BCRW between 1958 and 1959. In all 47 were built and were used for a variety of duties including London commuter routes into Kings Cross with one also being loaned to the Scottish Region. After a strategic re-evaluation of the various small diesel locomotives available, all of the Class 26s were transferred to Scotland and continued in service until 1983. Thirteen Class 26s survive into preservation in England, Scotland and Wales.



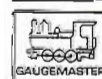
The Dapol model Class 26 features:

- Detailed body with etched grills and separately fitted handrails
- 1/15 S.F.2 darkened wheels with pin point bearings
- Classic Super creep motor with controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights
- DCC Ready with provision for a 6pin decoder
- DCC fitted available with Gaugemaster DC23 decoder
- Both standard and Dapol's new Easi-Fit magnetic couplers supplied
- Dapol's low friction mechanism for efficient quiet running



REF: 450	CLASS 26 26026 BR BLUE WITH SNOWPLOUGHS & H/CODE DISCS
REF: 450D	CLASS 26 26026 BR BLUE WITH SNOWPLOUGHS & H/CODE DISCS DCC FITTED
REF: 450S	CLASS 26 26040 BR BLUE WITH H/CODE DISCS, SNOWPLOUGHS & STAG EMBLEM
REF: 450SD	CLASS 26 26040 BR BLUE WITH H/CODE DISCS, SNOWPLOUGHS & STAG EMBLEM DCC FITTED
REF: 450G	CLASS 26 D5326 BR GREEN SYP & H/CODE DISCS
REF: 450GD	CLASS 26 D5326 BR GREEN SYP & H/CODE DISCS DCC FITTED

NEM
651



ERA
5-8

N GAUGE ELECTRIC LOCOMOTIVES



Class 86

The British Rail Class 86 Bo-Bo electric locomotive was the first large scale standard electric locomotive brought into service and was developed from the earlier Class 81 to 85. One hundred locomotives were built by British Rail at Doncaster and English Electric at the Vulcan Works, Newton-le-Willows between 1965 and 1966 to operate a high speed passenger and freight service on the newly electrified West Coast Line. Some of the class were named after towns or counties that the lines they worked passed through. The class underwent some substantial modifications during its long life including suspension changes, power and speed upgrades and the ability to operate push pull services with Mk3 Driving Van Trailers. Post BR privatisation the fleet was divided amongst many operators including Anglia Railways, EWS, Freightliner, Virgin Cross Country and West Coast. Currently, Freightliner still has a small fleet of Class 86s in use and four survive into preservation.



The Dapol Class 86 features:

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

DCC READY

PLATINUM PLATINUM

EARTH CONTACT SYSTEMS

Digital plus

ERA 5-10

ZIMO

GAUGEMASTER

Elektronik

NEM 651

ND099K	CLASS 86 86415 TRIPLE GREY DISTRIBUTION SECTOR POWERED
ND099M	CLASS 86 86401 NETWORK SOUTH EAST POWERED
ND099N	CLASS 86 86261 EWS POWERED
ND099P	CLASS 86 86606 TRIPLE GREY FREIGHTLINER POWERED
ND147	CLASS 86 TWIN PACK NETWORK RAIL 86901 + 86902 (DUMMY & POWERED)

Class 43 (HST)

MODEL RAIL
OF THE YEAR
2011



Photograph courtesy of Neil Morrle

The British Rail Class 43 (HST) was designed by BR Derby and manufactured at BREL Crewe between 1975 and 1982. Many would say the HST reflects the compromise of diesel locomotive design, holding and retaining the world speed record for a diesel locomotive. In all 197 diesel power cars were manufactured to provide high speed passenger service in a time when public budgets were constrained and mass electrification of lines was not financially viable. A testament to the success of the design is that 193 of the power cars are still in service today, with only three being scrapped due to accidental damage and one being preserved at the NRM. After privatisation of BR, the fleet has been distributed amongst various operators including East Coast, East Midlands Trains, West Central, Cross Country, First Great Western and Virgin Trains. The HST was usually built without buffers. However, to allow it to act in conjunction with Class 150/151 electrically powered locomotives on the electrified East Coast line, eight power cars were fitted with buffers. Network Rail has also converted a HST as a measurement train. This is packed with measurement and safety equipment and is used on the West Coast line to ensure lines are fit for use and safe for high speed electric locomotives. The Dapol models of the HSTs are sold in 'Booksets' with a motorised power car, one dummy power car and two Mark 3 Coaches. Dapol also produced the measurement train in its Network Rail Livery. This is sold as a bookset with one dummy and one motorised power car.

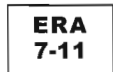


Features of the HST sets include:

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



ND122E	CLASS 43 HST BOOKSET GRAND CENTRAL 43423 & 43484
ND122G	CLASS 43 HST BOOKSET CROSS COUNTRY 43303 & 43207
ND122J	CLASS 43 HST BOOKSET VIRGIN 43094 & 43104
ND122L	CLASS 43 HST BOOKSET EAST MIDLAND TRAINS
ND111E	NETWORK RAIL (NMT) HST POWER CARS 43014 & 43062
2D-019-001	CLASS 43 HST BOOKSET INTERCITY 125 BLUE/GREY W43047 & W43046
2D-019-002	CLASS 43 HST BOOKSET FIRST GREAT WESTERN 43177 & 43165
2D-019-003	CLASS 43 HST BOOKSET INTERCITY EXECUTIVE W43126 & W43125
2D-019-004	CLASS 43 HST BOOKSET INTERCITY SWALLOW 43075 & 43106



N GAUGE DIESEL MULTIPLE UNITS

Photograph courtesy
of Phil Scott



Class 122

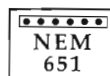
The British Rail Class 122 is a type of diesel railcar which operated primarily on the London Midland, Scottish and the South Western Regions of British Rail between 1958 and 1995. Twenty single car driving units or 'bubble cars' and ten trailer vehicles were built by Gloucester RC&W in 1958 and six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



The Dapol Class 122 model features:

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

ND209B	CLASS 122 55000 REGIONAL RAILWAYS LIVERY (122100)
ND209BD	CLASS 122 55000 REGIONAL RAILWAYS LIVERY (122100) DCC FITTED
ND209C	CLASS 122 TDB975023 (55001) ROUTE LEARNING CAR BR BLUE
ND209CD	CLASS 122 TDB975023 (55001) ROUTE LEARNING CAR BR BLUE DCC FITTED
ND210A	CLASS 122 55012 REGIONAL RAILWAYS LIVERY (122112) DUMMY
ND210B	CLASS 122 W55011 BLUE / GREY LIVERY DUMMY
ND210C	CLASS 122 W55016 BR GREEN WITH WHISKERS DUMMY
2D-015-001	CLASS 122 55000 BR GREEN WITH WHISKERS
2D-015-001D	CLASS 122 55000 BR GREEN WITH WHISKERS DCC FITTED
2D-015-002	CLASS 122 W55006 BR GREEN SYP
2D-015-002D	CLASS 122 W55006 BR GREEN SYP DCC FITTED

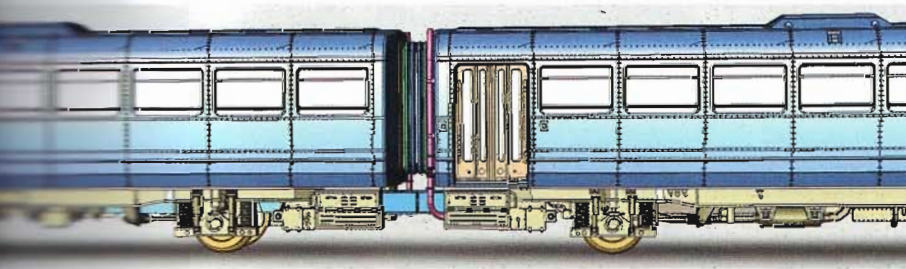


NEW MODEL



Class 142

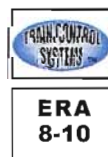
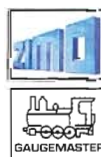
The British Rail Class 142 is a type of diesel railbus multiple unit designed to run in pairs for use on branch lines in Northern and South Western England and North Wales. Ninety six of the sets were built by BREL at Derby between 1985 and 1987 and followed on from the design of the Class 141. Initially,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



The Dapol model of the Class 142 Railcar includes:

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

- REF: CLASS 142 NORTHERN RAIL 142065 POWERED SET
- REF: CLASS 142 NORTHERN RAIL 142065 POWERED SET DCC FITTED
- REF: CLASS 142 REGIONAL RAILWAYS 142081 POWERED SET
- REF: CLASS 142 REGIONAL RAILWAYS 142081 POWERED SET DCC FITTED
- REF: CLASS 142 NORTHERN SPIRIT 142025 POWERED SET
- REF: CLASS 142 NORTHERN SPIRIT 142025 POWERED SET DCC FITTED
- REF: CLASS 142 ARRIVA TRAINS WALES 142085 POWERED SET
- REF: CLASS 142 ARRIVA TRAINS WALES 142085 POWERED SET DCC FITTED
- REF: CLASS 142 TYNE & WEAR PTE 142021 POWERED SET
- REF: CLASS 142 TYNE & WEAR PTE 142021 POWERED SET DCC FITTED



Photographs courtesy of Hugh Jaeger and David Ingham.

Class 121

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



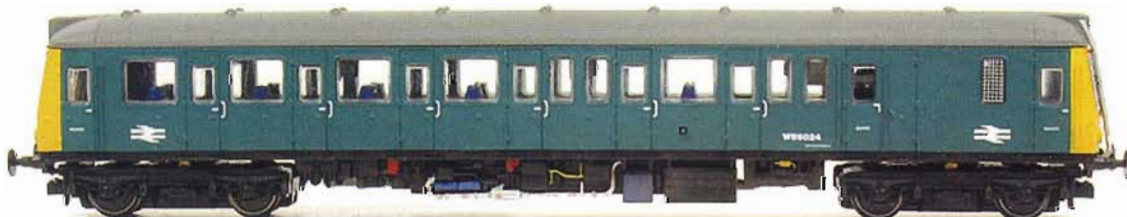
The Dapol Class 121 model features:

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



2D-009-000	CLASS 121 #W55022 GREEN SYP
2D-009-000D	CLASS 121 #W55022 GREEN SYP DCC FITTED
2D-009-001	CLASS 121 #W55027 GREEN WITH WHISKERS
2D-009-001D	CLASS 121 #W55027 GREEN WITH WHISKERS DCC FITTED
2D-009-002	CLASS 121 #55032 BR BLUE/GREY

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



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



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Class 153 & 156



Courtesy of Les Chatfield.



The Class 156 'Super Sprinter' is a twin car DMU, of which 114 were built from 1987 to 1989 by Metro Cammell, numbered 156 401-514. Each twin car comprised a Driving Motor Standard Lavatory (DMSL, numbered 52401-514) and a Driving Motor Standard (DMS, numbered 57401-514) with space for storage of luggage, bicycles etc. These DMUs operate in Scotland, NE and NW England, East Anglia and the Midlands.

The Class 153 is a single car DMU which was produced by Hunslet from the conversion of two car Class 155s originally manufactured by British Leyland in the late 1980s. In all 70 Class 153s were built from 35 donor Class 155s and were numbered 153301-335 and 3351-385. The Class 153 operated in NE and NW England, Wales, East Anglia, the Midlands and SW England.



The Dapol models of the class 156 and 153 feature:

- Finely detailed body with many extra fitted items

- 5 pole Super Creep Motor with incredible controllable slow running speed
- All wheel drive (in motor equipped units) and all wheel pick up
- Directional lights (switchable)
- Light bar ready
- DCC Ready with provision for a 6 pin decoder
- Accessory bag with optional fitted parts



- CLASS 153 153360 NORTHERN TRANS PENNINE
- CLASS 153 153378 CENTRAL TRAINS
- CLASS 153 153371 LONDON MIDLAND
- CLASS 156 156404 REGIONAL RAILWAYS 2 CAR SET
- CLASS 156 156411 REGIONAL RAILWAYS DUMMY 2 CAR SET
- CLASS 156 156508 STRATHCLYDE 2 CAR SET
- CLASS 156 156419 PROVINCIAL RAILWAYS 2 CAR SET













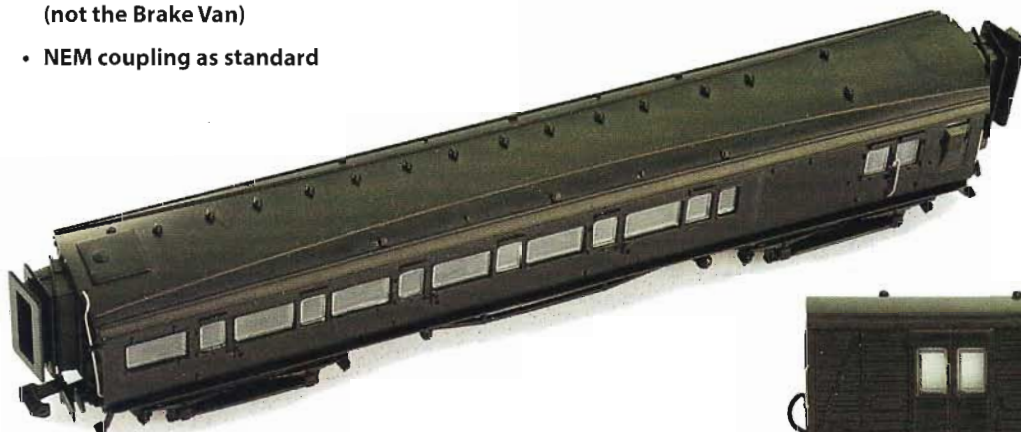
SR Maunsell Coaches



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

Dapol Maunsell coaches shall feature:

- Finely detailed body, underframe and bogie:
- Finely applied livery and decals
- Innovative 'No Gap' corridor connector for super realistic running
- Light bar ready. Simply plug in a Dapol light bar for a lit coach (not the Brake Van)
- NEM coupling as standard



INITIALLY DAPOL WILL PRODUCE:

- 2P-012-001 MAUNSELL COACH FIRST CLASS MAUNSELL LINED GREEN
- 2P-012-002 MAUNSELL COACH FIRST CLASS MAUNSELL LINED GREEN
- 2P-012-051 MAUNSELL COACH BRAKE/THIRD MAUNSELL LINED GREEN
- 2P-012-052 MAUNSELL COACH BRAKE/THIRD MAUNSELL LINED GREEN
- 2P-012-100 MAUNSELL COACH THIRD CLASS MAUNSELL LINED GREEN
- 2P-012-101 MAUNSELL COACH THIRD CLASS MAUNSELL LINED GREEN
- 2P-012-151 MAUNSELL COACH COMPOSITE MAUNSELL LINED GREEN
- 2P-012-152 MAUNSELL COACH COMPOSITE MAUNSELL LINED GREEN
- 2P-012-200 MAUNSELL 'VAN C' MAUNSELL LINED GREEN
- 2P-012-201 MAUNSELL 'VAN C' MAUNSELL LINED GREEN
- 2P-012-251 MAUNSELL COACH SET 450 WITH: THIRD BRAKE 4069, COMPOSITES 5161 & 5162 THIRD BRAKE 4070 MAUNSELL LINED GREEN

Dapol will later produce other liveries including SR Green, BR Carmine & Cream and BR Green

**First Engineering Prototype Shown*



Collett Coaches

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



ERA 3-6
COLLETT COACH BR MAROON COMPOSITE W7016

COLLETT COACH BR MAROON COMPOSITE W7021

COLLETT COACH BR MAROON SECOND CLASS W1089

COLLETT COACH BR MAROON SECOND CLASS W1117

COLLETT COACH BR MAROON BRAKE COMPOSITE W6549

COLLETT COACH GWR CHOCOLATE & CREAM COMPOSITE 7053

COLLETT COACH GWR CHOCOLATE & CREAM COMPOSITE 7064

COLLETT COACH GWR CHOCOLATE & CREAM THIRD CLASS 1082

COLLETT COACH GWR CHOCOLATE & CREAM THIRD CLASS 1094

COLLETT COACH GWR CHOCOLATE & CREAM THIRD CLASS 1109

COLLETT COACH GWR CHOCOLATE & CREAM BRAKE COMPOSITE 6537



**MODEL RAIL
MODEL
OF THE YEAR
2006**

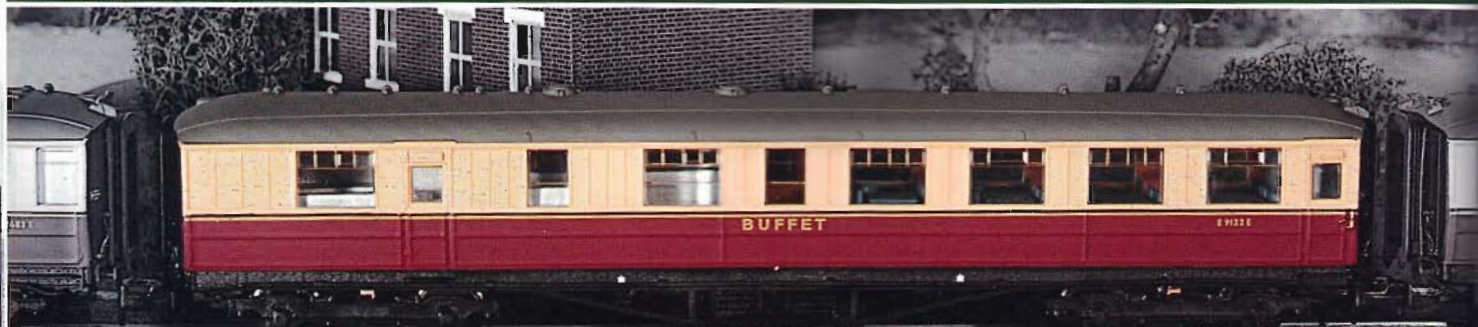


**ERA
3-7**

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

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

Previously released models shown



Gresley Coaches

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



G2P-001-001 GRESLEY COACH TEAK THIRD CLASS 60655

2P-001-002 GRESLEY COACH TEAK THIRD CLASS 60649

2P-001-003 GRESLEY COACH TEAK THIRD CLASS 60659

2P-001-101 GRESLEY COACH TEAK FIRST CLASS 31863

2P-001-201 GRESLEY COACH TEAK BRAKE 5548

2P-001-202 GRESLEY COACH TEAK BRAKE 5532

2P-001-203 GRESLEY COACH TEAK BRAKE 5537

2P-001-301 GRESLEY COACH TEAK BUFFET 9129

2P-001-051 GRESLEY COACH CARMINE & CREAM SECOND E12283E

2P-001-052 GRESLEY COACH CARMINE & CREAM SECOND E12689E

2P-001-053 GRESLEY COACH CARMINE & CREAM SECOND E12704E

2P-001-151 GRESLEY COACH CARMINE & CREAM FIRST E11032E

2P-001-251 GRESLEY COACH CARMINE & CREAM BRAKE E10075E

2P-001-252 GRESLEY COACH CARMINE & CREAM BRAKE E10109E

2P-001-351 GRESLEY COACH CARMINE & CREAM BUFFET E9129E



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

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

MODEL RAIL
MODEL
OF THE YEAR
2007

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3-7



(Dapol will be releasing other liveries during the year.) Previously released models

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DEL
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ERA
3-7

32



GWR B Set Coaches



**ERA
3-7**

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

- The Dapol B Set coach pack features:**
- Two coaches included
 - Detailed moulded body and chassis
 - Pre-applied livery and decoration
 - AKK coupling

- 2P-003-000 B SET COACH TWIN PACK GWR CREST
- 2P-003-001 B SET COACH TWIN PACK BR

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



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

Mk 3 Coaches

TGS under development



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



- NC216A MK.3 BUFFET BLUE/GREY W40016
- NC216B MK.3 BUFFET VIRGIN 40401
- NC216E MK.3 BUFFET SWALLOW INTERCITY 40422
- NC216F MK.3 BUFFET INTERCITY EXECUTIVE 40407
- NC216J MK.3 BUFFET GRAND CENTRAL 40426
- NC216K MK.3 BUFFET EAST MIDLANDS 40728
- NC226A MK.3 SECOND CLASS EAST MIDLANDS 42384
- NC226B MK.3 FIRST CLASS CROSS COUNTRY 45002
- NC226C MK.3 SECOND CLASS INTERCITY EXECUTIVE 42283
- NC227A MK.3 SECOND CLASS EAST MIDLANDS 42341
- NC227C MK.3 SECOND CLASS INTERCITY EXECUTIVE 42284

- 2P-005-000 MK.3 FIRST CLASS FGW 41103 'G'
- 2P-005-001 MK.3 SECOND CLASS FGW 42083 'E'
- 2P-005-003 MK.3 TWIN PACK PRETENDOLINO BUFFET 10212 SECOND
- 2P-005-010 MK.3 BUFFET BLUE/GREY 40352
- 2P-005-011 MK.3 BUFFET BLUE/GREY 10229 LOCO HAULED
- 2P-005-020 MK.3 FIRST CLASS BLUE/GREY W41125

- The Dapol model of the Mk.3 coach includes:
- Highly detailed Body, underframe and bogies
 - Light bar ready
 - NEM Coupling
 - Finely applied livery
 - Full internal detail

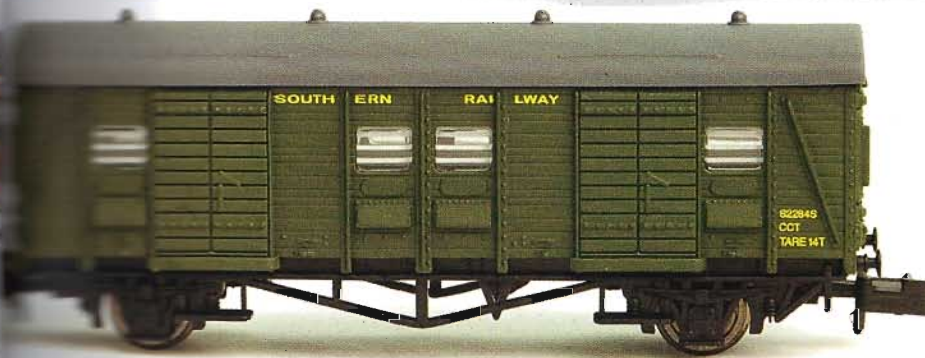
Dapol will be producing other liveries and models during the year

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Southern CCT Vans



Standard CCT (covered
vanage trucks) were four
wheeled vans used to
provide express parcel services to
remote locations where a full
goods service was not provided.
After nationalisation, BR continued
to use them and they were
commonly seen in the 1950s and
1960s before being finally withdrawn
from service by the mid-1980s.
A number of CCT vans survive
for preservation.



2F-047-001 CCT SR GREEN S2279S

2F-047-003 CCT BR BLUE S2514S

2F-047-004 CCT BR ENGINEERS RED M527467

2F-047-005 CCT SR OLIVE GREEN S2284S

2F-047-006 CCT BR MAROON M527051

2F-047-007 CCT BR BLUE S2522S

2F-047-008 CCT BR SOUTHERN REGION
GREEN S2394S



The Dapol model of the CCT van
will feature:

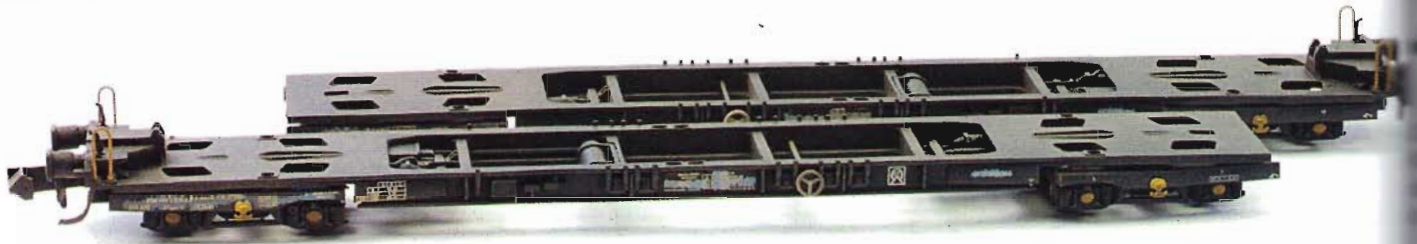
- Finely moulded and detailed body with many separately added features
- Cast spoked wheels
- Finely applied livery
- NEM Pockets as standard
- Close coupling
- Finely applied livery

ERA
7-10

ERA
3-8



Megafret Wagons & Container Twin Pack



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

The Dapol model Megafret and container set features:

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

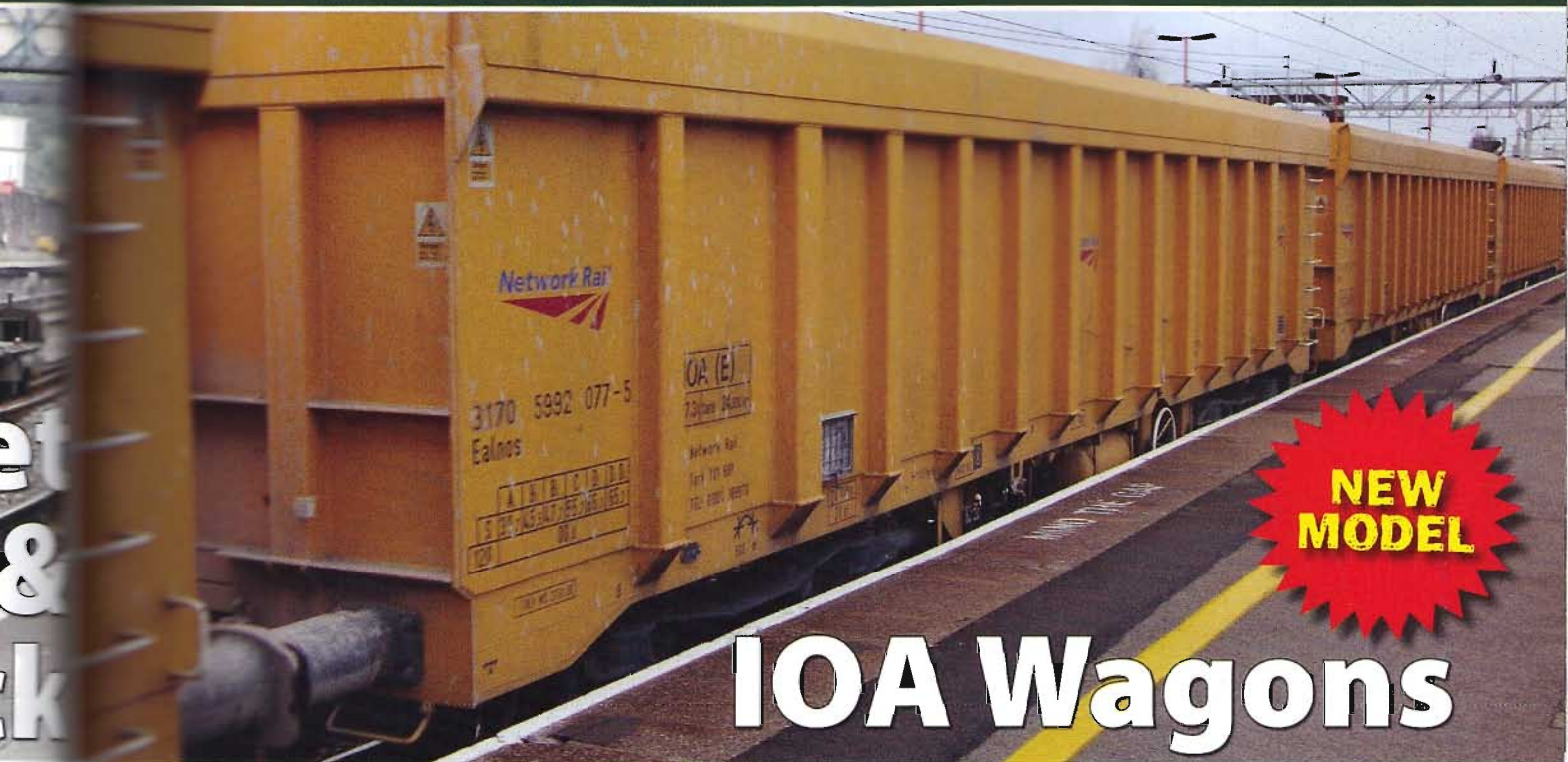


2F-053-001 MEGAFRET 3368 49 43 076 WITH 11 & 31 TESCO LESS CO2 CONTAINERS

2F-053-002 MEGAFRET 3368 49 43 055 WITH 22 & 77 TESCO LESS CO2 CONTAINERS

2F-053-003 MEGAFRET 3368 49 43 061 WITH 43 & 56 TESCO LESS CO2 CONTAINERS WEATHERED

Photo courtesy of Tom Smith.



IOA Wagons

The IOA wagon is a type of high sided open wagon designed to carry ballast and spoil. They were first released in 2002 and carried the distinctive Network Rail yellow livery and were known as Mussel. The IOA had a maximum capacity of 102 tonnes.

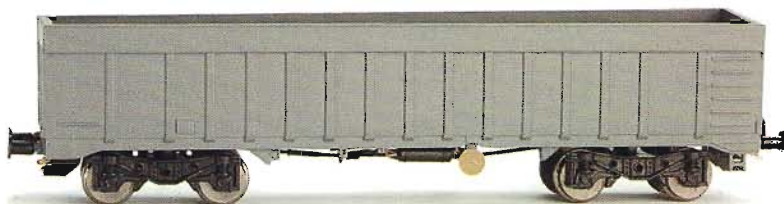
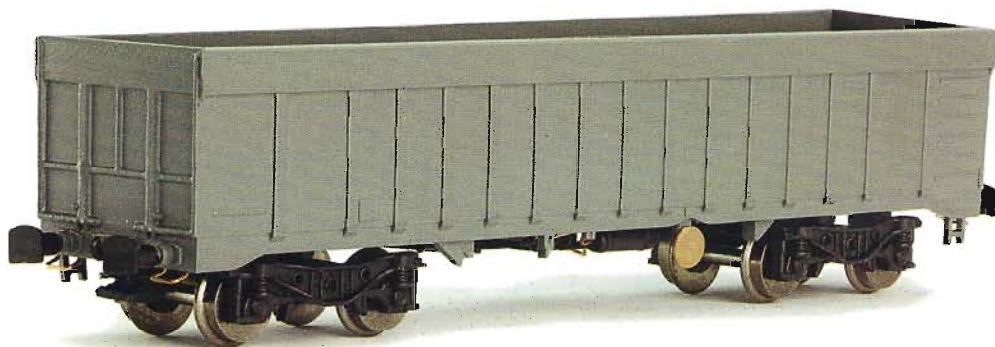
The model of the IOA wagon

features a finely moulded body with many separately added details

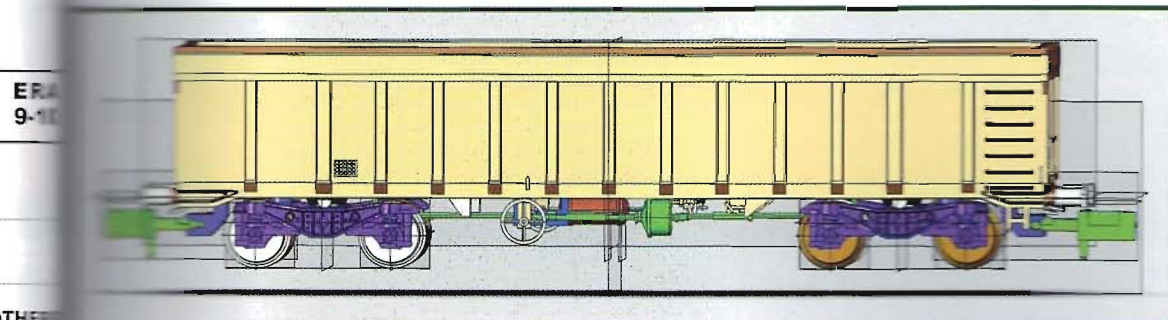
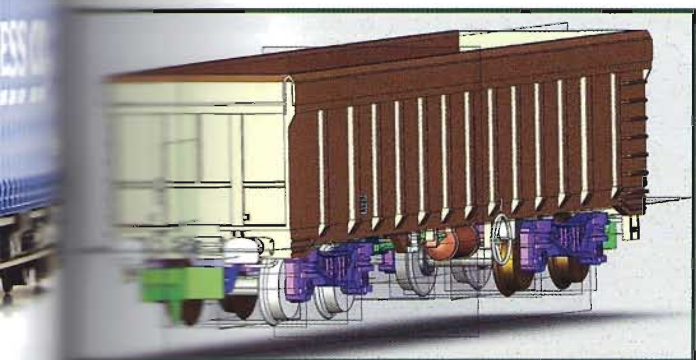
and finely applied livery with accurately printed detail

and profiled wheels

and 102 axles as standard



- 2F-045-001 IOA NETWORK RAIL BALLAST WAGON 70 5992 002-3
- 2F-045-002 IOA NETWORK RAIL BALLAST WAGON 70 5992 014-8
- 2F-045-003 IOA NETWORK RAIL BALLAST WAGON 70 5992 021-3
- 2F-045-004 IOA NETWORK RAIL BALLAST WAGON 70 5992 026-2



ERA
10

This is a first engineering prototype.

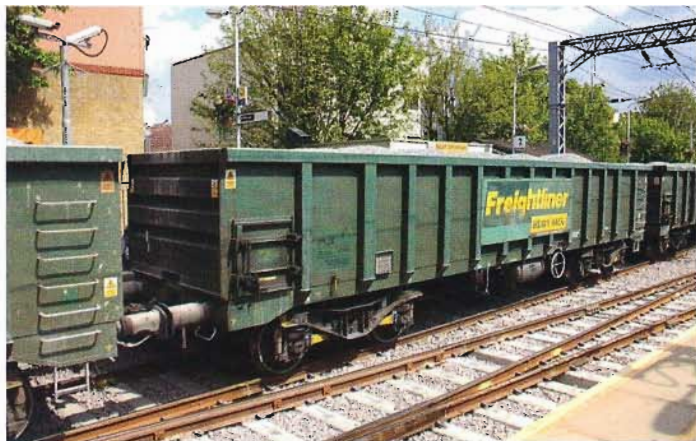
MJA Bogie Box Twin



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

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

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



2F-025-001 MJA FREIGHTLINER HEAVY HAUL BOGIE BOX VAN TWIN 502003 & 004

2F-025-002 MJA FREIGHTLINER HEAVY HAUL BOGIE BOX VAN TWIN 502017 & 018

2F-025-003 MJA FREIGHTLINER HEAVY HAUL BOGIE BOX VAN TWIN 502021 & 022

2F-025-004 MJA FREIGHTLINER HEAVY HAUL BOGIE BOX VAN TWIN 502045 & 046

(Pictures are courtesy of Martyn Read.)



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**NEW
MODEL**

HIA Limestone Hopper

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

The model will feature:
 - Heavy moulded body with many accurately added details
 - Newly applied livery with accurately formed detail
 - Detailed wheels
 - HIA pockets with self-centring couplings

**ERA
9-10**



- | | |
|------------|-----------------------------------------------------------|
| 2F-026-001 | HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER GREEN 369008 |
| 2F-026-002 | HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER GREEN 369052 |
| 2F-026-003 | HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER WHITE 369027 |
| 2F-026-004 | HIA FREIGHTLINER HEAVY HAUL LIMESTONE HOPPER WHITE 369044 |



Pictures are courtesy of Tom Smith.

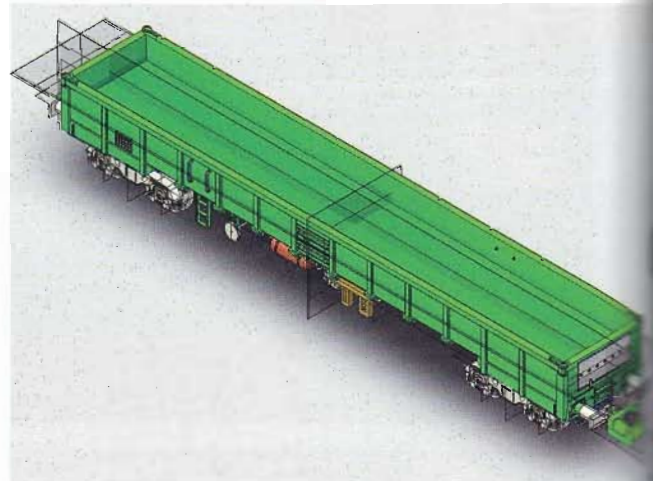


JNA Ballast Wagon

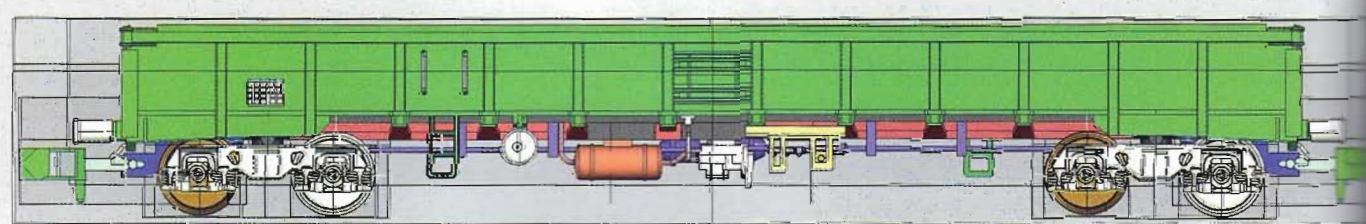


The JNA ballast wagon was designed to carry ballast and spoil from various national infrastructure projects in the UK. 555 were built in Romania and delivered to Network Rail in 2004. They often operate in sets of five and carry the yellow engineer's livery of Network Rail. They have been designated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

- 2F-010-001 JNA 'FALCON' NETWORK RAIL BALLAST WAGON 29008
- 2F-010-002 JNA 'FALCON' NETWORK RAIL BALLAST WAGON 29126
- 2F-010-003 JNA 'FALCON' NETWORK RAIL BALLAST WAGON 29232
- 2F-010-004 JNA 'FALCON' NETWORK RAIL BALLAST WAGON 29269



- 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



Pictures are courtesy of Martyn Read.

NEW
MODELS



Blue Spot Fish Vans

built by
every of



Until relatively recently with the advent of fast refrigerated road transport, rail was popular for the efficient and fast transportation of fish. It was this ability of rail to deliver fresh fish over great distances that enabled Grimsby to become the world's largest fishing port. Post nationalisation, British Rail adopted a LNER design of fish van, where the fish was pre-packed in ice and transported in a specially insulated wagon, as its standard design of fish van. Several hundred of these fish vans were built by the Faverdale Wagon Works, near Darlington between 1954 and 1961 and, when in use, were generally painted all white with a blue spot. These vans were often seen in rakes of between 10 and 20 vans and were often pulled by the fast express locos of the time.

- BR 14 BLUE SPOT FISH VAN E87324
- BR 1401 BLUE SPOT FISH VAN E87582
- BR 1402 BLUE SPOT FISH VAN E87706
- BR 1403 BLUE SPOT FISH VAN BR BLUE 'SPV' E87663 EXPRESS PARCELS
- BR 1404 BLUE SPOT FISH VAN BR BLUE 'SPV' E87505 EXPRESS PARCELS



- ✓ This model of the BR fish van features:
- ✓ highly detailed body with rib and chassis
- ✓ finely moulded
- ✓ accurately applied livery
- ✓ detailed wheels
- ✓ buffer pockets
- ✓ necessary bag with long & short
- ✓ flexible couplers

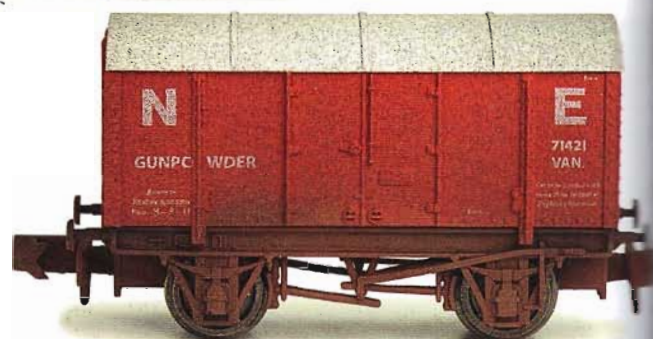


Gunpowder Vans



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

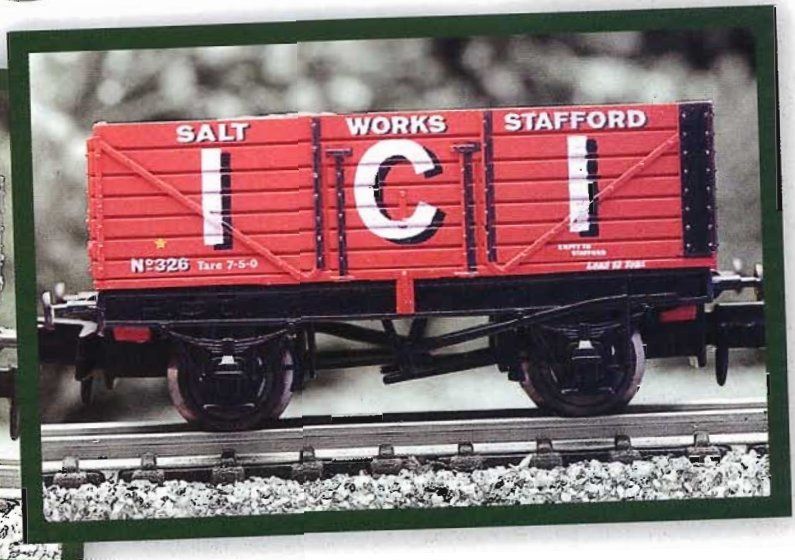
2F-013-001	GUNPOWDER VAN LMS 299031
2F-013-002	GUNPOWDER VAN LMS 299031 WEATHERED
2F-013-003	GUNPOWDER VAN LNWR
2F-013-004	GUNPOWDER VAN LNWR WEATHERED
2F-013-005	GUNPOWDER VAN NE 71418
2F-013-006	GUNPOWDER VAN NE 71418 WEATHERED
2F-013-007	GUNPOWDER VAN BLUE CIRCLE 173
2F-013-008	GUNPOWDER VAN BLUE CIRCLE 173 WEATHERED
2F-013-009	GUNPOWDER VAN BR M701058
2F-013-010	GUNPOWDER VAN BR M701058 WEATHERED
2F-013-011	GUNPOWDER VAN RUGBY CEMENT 13
2F-013-012	GUNPOWDER VAN RUGBY CEMENT 13 WEATHERED
2F-013-013	GUNPOWDER VAN NE 71421
2F-013-014	GUNPOWDER VAN NE 71421 WEATHERED
2F-013-015	GUNPOWDER VAN FERROCRETE
2F-013-016	GUNPOWDER VAN FERROCRETE WEATHERED
2F-013-017	GUNPOWDER VAN BLUE CIRCLE 145
2F-013-018	GUNPOWDER VAN BLUE CIRCLE 145 WEATHERED
2F-013-019	GUNPOWDER VAN RUGBY CEMENT 16
2F-013-020	GUNPOWDER VAN RUGBY CEMENT 16 WEATHERED



The Dapol model Features:

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

7 Plank Wagons



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

Model features:

Weathered body and applied livery

Comes with coal load

Special commissions for private owner wagons possible

Minimum orders of only 100 wagons



- 2F-071-001 7 PLANK WAGON BR P238832
- 2F-071-002 7 PLANK WAGON BR P238832 WEATHERED
- 2F-071-003 7 PLANK WAGON LMS 302078
- 2F-071-004 7 PLANK WAGON LMS 302078 WEATHERED
- 2F-071-005 7 PLANK WAGON SR 37423
- 2F-071-006 7 PLANK WAGON SR 37423 WEATHERED
- 2F-071-007 7 PLANK WAGON SR 37459
- 2F-071-008 7 PLANK WAGON SR 37459 WEATHERED
- 2F-071-010 7 PLANK WAGON AMMANFORD COLLIERY 48
- 2F-071-011 7 PLANK WAGON AMMANFORD COLLIERY 48 WEATHERED
- 2F-071-012 7 PLANK WAGON ICI 326
- 2F-071-013 7 PLANK WAGON ICI 326 WEATHERED
- 2F-071-014 7 PLANK WAGON GWR 06577
- 2F-071-015 7 PLANK WAGON GWR 06577 WEATHERED
- 2F-071-016 7 PLANK WAGON BR P238849
- 2F-071-017 7 PLANK WAGON BR P238849 WEATHERED

ERA
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Telescopic Hood Wagon



Picture is of a previous version or illustrative purpose

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



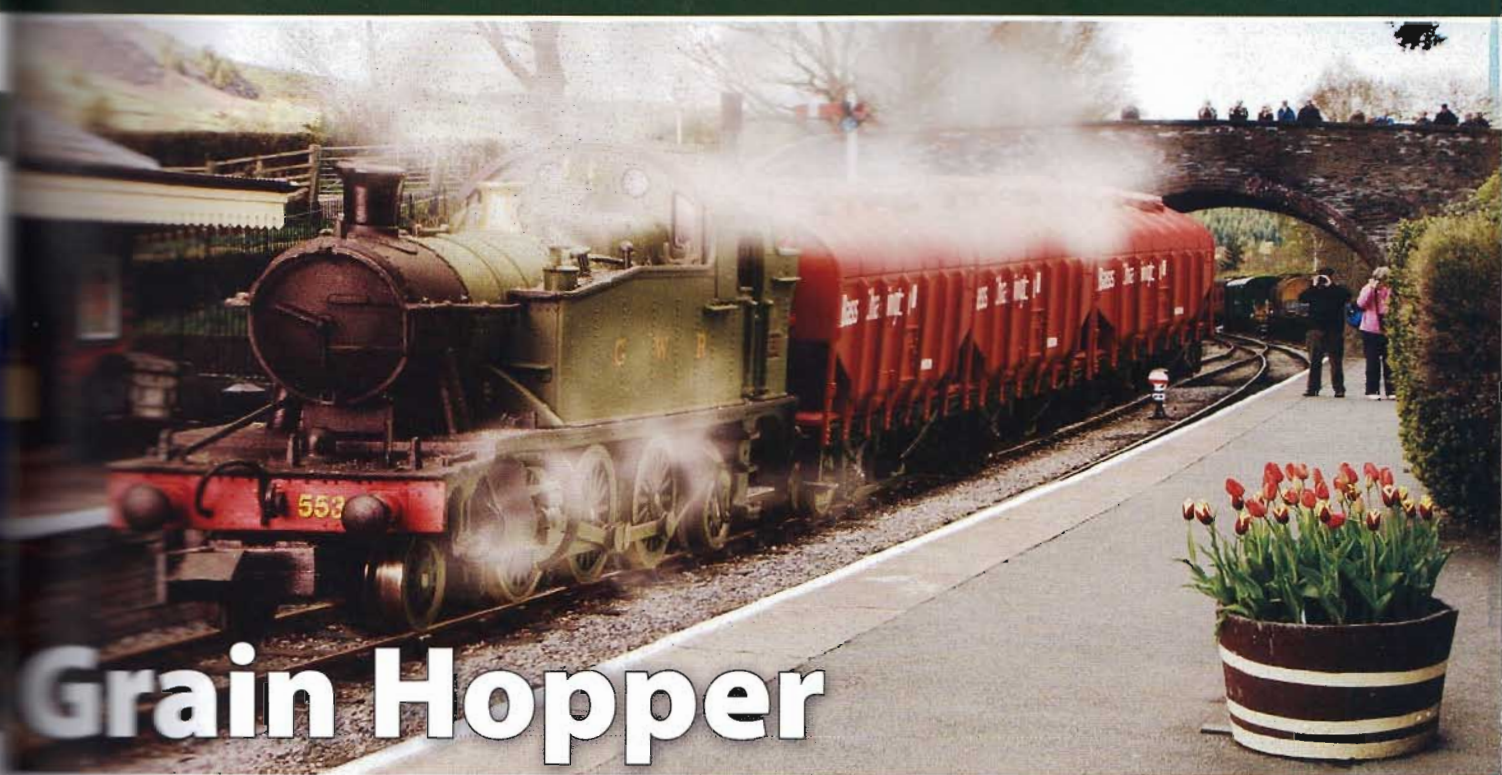
Picture courtesy of Marty

The Dapol model of the telescopic hood wagon features:

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

2F-039-000	TELESCOPIC HOOD WAGON TIPHOOK BLUE GREY LIVERY 589 9 058 5
2F-039-001	TELESCOPIC HOOD WAGON TIPHOOK BLUE GREY LIVERY 589 9 061 5
2F-039-002	TELESCOPIC HOOD WAGON TIPHOOK BLUE GREY LIVERY 589 9 091 2
2F-039-003	TELESCOPIC HOOD WAGON TIPHOOK BLUE GREY LIVERY 589 9 098 4





Grain Hopper

After nationalisation, most bulk grain transportation was performed by rail and British Railways based its new standardised grain hopper on the LMS steel bodied grain hopper design with a 10'6" wheelbase and 21' body. These wagons were run in small rakes of between 2 and 10 wagons as part of a mixed goods train. The bulk grain was discharged from the bottom discharge chute and then via an auger to the road transport. The bulk transportation of grain grew during the 1960s and 70s as Britain exported grain overseas. However this transport had diminished by the early 1990s and the bulk transport of grain by rail became uneconomic. Today the amount of grain transported in bulk is a very small proportion and usually most grain is now transported in sacks as it was the traditional method of rail freight services.



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

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

**ERA
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2F-036-011 BULK GRAIN HOPPER BR B885312

2F-036-012 BULK GRAIN HOPPER BASS CHARRINGTON 32

2F-036-013 BULK GRAIN HOPPER GWR 42318

2F-036-014 BULK GRAIN HOPPER LMS BAUXITE 700349

2F-036-015 BULK GRAIN HOPPER BR B885312 WEATHERED

2F-036-016 BULK GRAIN HOPPER BASS CHARRINGTON 32 WEATHERED

2F-036-017 BULK GRAIN HOPPER GWR 42318 WEATHERED

2F-036-018 BULK GRAIN HOPPER LMS BAUXITE 700349 WEATHERED

2F-036-019 BULK GRAIN HOPPER BR B885323

2F-036-020 BULK GRAIN HOPPER BR B885323 WEATHERED

2F-036-011 BULK GRAIN HOPPER BASS CHARRINGTON 36

2F-036-012 BULK GRAIN HOPPER BASS CHARRINGTON 36 WEATHERED

2F-036-013 BULK GRAIN HOPPER GWR 42311

2F-036-014 BULK GRAIN HOPPER GWR 42311 WEATHERED

2F-036-015 BULK GRAIN HOPPER LMS BAUXITE 701376

2F-036-016 BULK GRAIN HOPPER LMS BAUXITE 701376 WEATHERED

2F-036-017 BULK GRAIN HOPPER SCOTTISH GRAIN DISTILLERS

2F-036-018 BULK GRAIN HOPPER SCOTTISH GRAIN DISTILLERS WEATHERED

2F-036-019 BULK GRAIN HOPPER GWR AVONMOUTH

2F-036-020 BULK GRAIN HOPPER GWR AVONMOUTH WEATHERED

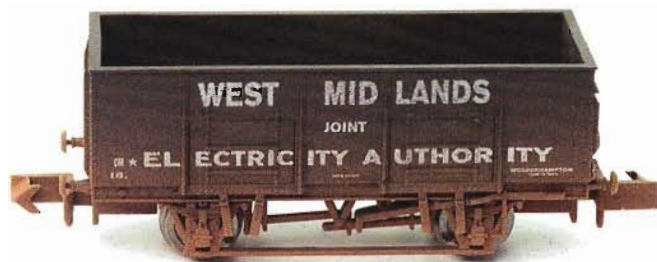
20T Mineral Wagons



The Dapol 20T mineral wagon model is based on the riveted all metal version with two side doors and an end door that was commonly seen conveying coal and other minerals all over the country. The design was very successful and was used from the early 1920s until their decommissioning in the early 1970s.

The Dapol model features:

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



2F-038-002	20T STEEL MINERAL WEST MIDLANDS
2F-038-003	20T STEEL MINERAL GWR 33223
2F-038-004	20T STEEL MINERAL GWR 33223 WEATHERED
2F-038-005	20T STEEL MINERAL BR B315754
2F-038-006	20T STEEL MINERAL BR B315754 WEATHERED
2F-038-007	20T STEEL MINERAL WEST MIDLANDS ELECTRICITY
2F-038-008	20T STEEL MINERAL WEST MIDLANDS ELECTRICITY WEATHERED
2F-038-009	20T STEEL MINERAL EMLYN ANTHRACITE
2F-038-010	20T STEEL MINERAL EMLYN ANTHRACITE WEATHERED
2F-038-011	20T STEEL MINERAL CILELY
2F-038-012	20T STEEL MINERAL CILELY WEATHERED
2F-038-013	20T STEEL MINERAL BOLSOVER
2F-038-014	20T STEEL MINERAL BOLSOVER WEATHERED
2F-038-015	20T STEEL MINERAL GWR 33529
2F-038-016	20T STEEL MINERAL GWR 33529 WEATHERED
2F-038-017	20T STEEL MINERAL BR B315783
2F-038-018	20T STEEL MINERAL BR B315783 WEATHERED
2F-038-019	20T STEEL MINERAL PJ & JP
2F-038-020	20T STEEL MINERAL PJ & JP WEATHERED
2F-038-021	20T STEEL MINERAL MARRIOTT
2F-038-022	20T STEEL MINERAL MARRIOTT WEATHERED

21T Steel Hopper



The 21T steel bodied hopper was based on a LNER design and was used from 1949 to the early 1980's as the standard British coal hopper. Over 23,000 were built between 1949 and 1980 due to their long service and rough work were constantly rebuilt and remodelled. Variations between wagons are extensive very common with some wagons having fewer ribs, different types of brakes and an overall simpler body design welded rather than riveted seams as used in earlier versions. The 21T hopper was designated HTV under the 1955 nomenclature system.

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

Highly detailed body with fine detail finely moulded

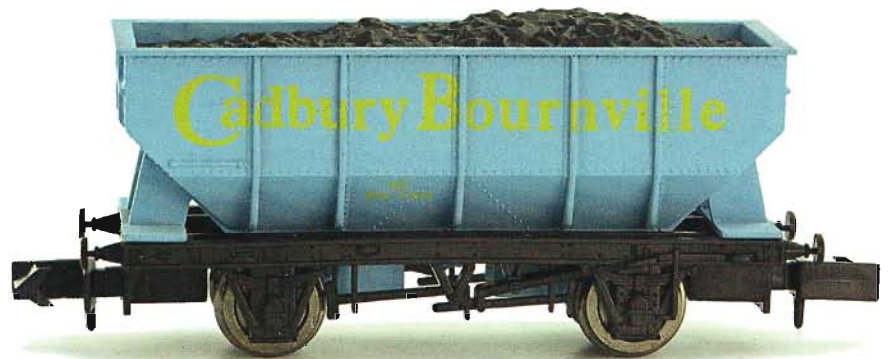
Complete with load

Profiled wheels

Special commissions for private

owner wagons possible with

minimum orders of only 100 wagons



- 2F-034-001 21T STEEL HOPPER NE 193264
- 2F-034-002 21T STEEL HOPPER NE 193264 WEATHERED
- 2F-034-005 21T STEEL HOPPER BRITISH STEEL 32
- 2F-034-006 21T STEEL HOPPER BRITISH STEEL 32 WEATHERED
- 2F-034-007 21T STEEL HOPPER SYKES 10
- 2F-034-008 21T STEEL HOPPER SYKES 10 WEATHERED
- 2F-034-009 21T STEEL HOPPER GEORGE WEAVER 154
- 2F-034-010 21T STEEL HOPPER GEORGE WEAVER 154 WEATHERED
- 2F-034-011 21T STEEL HOPPER BR E289595
- 2F-034-012 21T STEEL HOPPER BR E289595 WEATHERED
- 2F-034-013 21T STEEL HOPPER NE 193287
- 2F-034-014 21T STEEL HOPPER NE 193287 WEATHERED

- 2F-034-015 21T STEEL HOPPER NCB 145
- 2F-034-016 21T STEEL HOPPER NCB 145 WEATHERED
- 2F-034-017 21T STEEL HOPPER BR E289584
- 2F-034-018 21T STEEL HOPPER BR E289584 WEATHERED
- 2F-034-019 21T STEEL HOPPER CADBURY
- 2F-034-020 21T STEEL HOPPER CADBURY WEATHERED
- 2F-034-021 21T STEEL HOPPER CHARRINGTON
- 2F-034-022 21T STEEL HOPPER CHARRINGTON WEATHERED
- 2F-034-023 21T STEEL HOPPER HOUSE COAL CONCENTRATION
- 2F-034-024 21T STEEL HOPPER HOUSE COAL CONCENTRATION WEATHERED
- 2F-034-025 21T STEEL HOPPER BRITISH GAS
- 2F-034-026 21T STEEL HOPPER BRITISH GAS WEATHERED

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ICA Silver Bullet

N GAUGE
**FREIGHT
 WAGON
 OF THE YEAR
 2010**



Photograph courtesy of Tom Smith

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



2F-027-001 SILVER BULLET NACCO & ECC BRANDING 33 80 7898 044

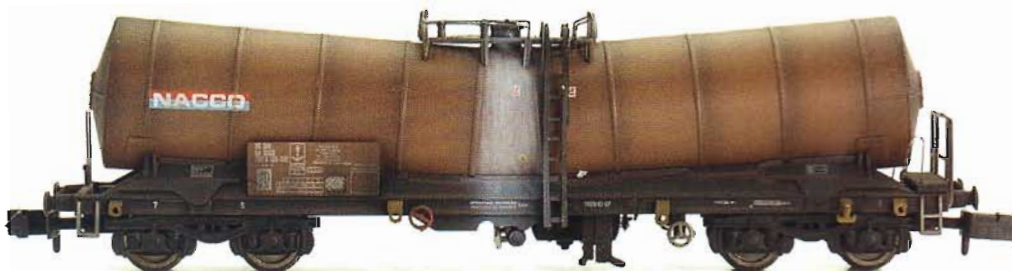
2F-027-002 SILVER BULLET NACCO & ECC BRANDING 33 80 7898 052

2F-027-003 SILVER BULLET NACCO & ECC BRANDING 33 80 7898 067

2F-027-004 SILVER BULLET NACCO & ECC BRANDING 33 80 7898 044 WEATHERED

The Dapol model of the ICA Silver Bullet features:

- Models in pristine and weathered Condition
- Highly detailed body and chassis moulding
- Many added extra details with etched hand rails and ladders
- NEM pockets
- Profiled wheels
- Superbly printed livery and details
- Multi layered paint application on weathered variant



GAUGE
EIGHT
WAGON
THE YEAR
2010

Milk Tanker - Co-Op Milk # 174



6 Wheel Milk Tanker

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



The Dapol model features:

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



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- 2F-031-002 6 WHEEL MILK TANKER EXPRESS DAIRIES
- 2F-031-003 6 WHEEL MILK TANKER INDEPENDENT MILK
- 2F-031-005 6 WHEEL MILK TANKER CO-OP LONDON 172
- 2F-031-006 6 WHEEL MILK TANKER WEST PARK DAIRY
- 2F-031-007 6 WHEEL MILK TANKER MILK MARKETING BOARD (MMB)
- 2F-031-008 6 WHEEL MILK TANKER EXPRESS DAIRY (SILVER)
- 2F-031-009 6 WHEEL MILK TANKER CWS GREEN
- NB115A 6 WHEEL MILK TANKER CO-OP NEWCASTLE 174
- NB115B 6 WHEEL MILK TANKER MILK MARKETING BOARD
- NB115D 6 WHEEL MILK TANKER IMS 27



GWR 'Siphon G/H' Vans

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



2F-023-001	SIPHON H GWR 1424
2F-023-002	SIPHON H GWR 1430
2F-023-003	SIPHON H BR W1428
2F-023-004	SIPHON H BR W1434
2F-023-005	SIPHON H GWR 1424 WEATHERED
2F-023-006	SIPHON H GWR 1430 WEATHERED
2F-023-007	SIPHON H BR W1428 WEATHERED
2F-023-008	SIPHON H BR W1434 WEATHERED
2F-023-009	SIPHON H GWR 1426
2F-023-010	SIPHON H GWR 1432
2F-023-011	SIPHON H BR W1429
2F-023-012	SIPHON H BR W1431
2F-023-013	SIPHON H GWR 1426 WEATHERED
2F-023-014	SIPHON H GWR 1432 WEATHERED
2F-023-015	SIPHON H BR W1429 WEATHERED
2F-023-016	SIPHON H BR W1431 WEATHERED

2F-024-001	SIPHON G GWR 1447
2F-024-002	SIPHON G GWR 1451
2F-024-003	SIPHON G BR W1445
2F-024-004	SIPHON G BR W1457
2F-024-005	SIPHON G GWR 1447 WEATHERED
2F-024-006	SIPHON G GWR 1451 WEATHERED
2F-024-007	SIPHON G BR W1445 WEATHERED
2F-024-008	SIPHON G BR W1457 WEATHERED
2F-024-009	SIPHON G GWR 1443
2F-024-010	SIPHON G GWR 1454
2F-024-011	SIPHON G BR W1441
2F-024-012	SIPHON G BR W1459
2F-024-013	SIPHON G GWR 1443 WEATHERED
2F-024-014	SIPHON G GWR 1454 WEATHERED
2F-024-015	SIPHON G BR W1441 WEATHERED
2F-024-016	SIPHON G BR W1459 WEATHERED

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

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



Grampus Wagon



The Grampus wagon was the principal open wagon used by BR from the 1950s until the early 1980s. Their design incorporating three drop down sides and removable end planks made them very versatile, enabling them to carry everything from ballast to signal posts. Many thousands were manufactured covering many design patterns and could be seen singularly or in blocks across all regions of BR.

The Dapol model of the grampus wagon features:

- Finely moulded chassis and body
- NEM pockets
- Accurately applied livery



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GRAMPUS INDIAN RED DB990641

2F-060-006 GRAMPUS ENGINEERS GREY/YELLOW 'DUTCH' DB991570

GRAMPUS INDIAN RED DB990648

2F-060-007 GRAMPUS OLIVE GREEN DB986703 'TAUNTON CONCRETE'

GRAMPUS ENGINEERS GREY/YELLOW 'DUTCH' DB988546

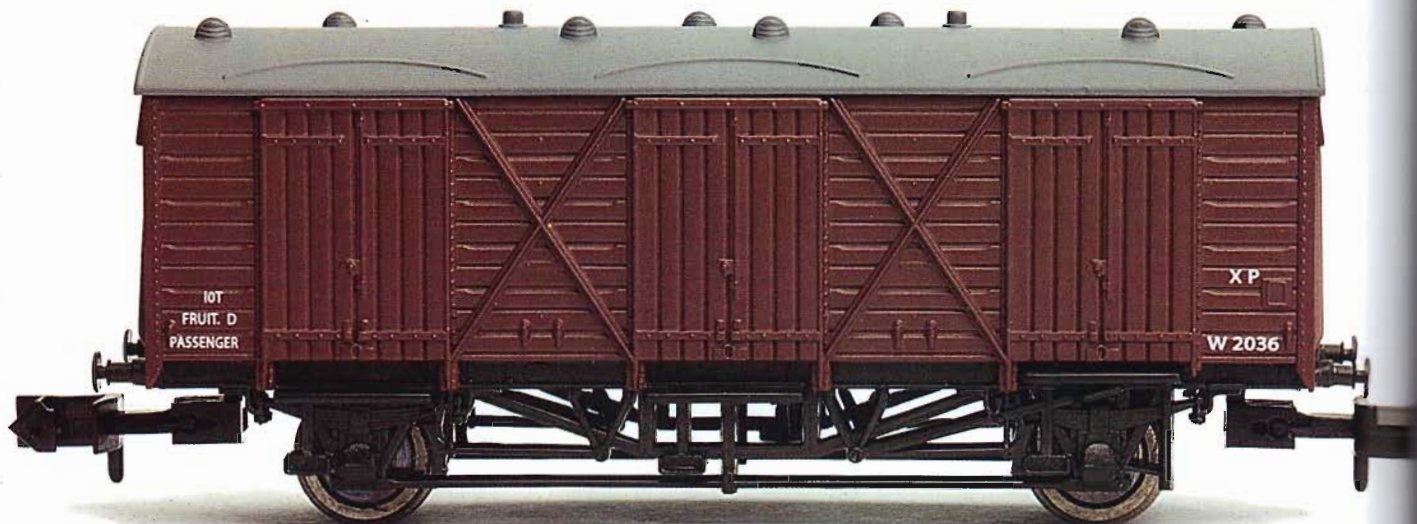
2F-060-008 GRAMPUS BR BLACK DB991391

GRAMPUS ENGINEERS GREY/YELLOW 'DUTCH' DB981487

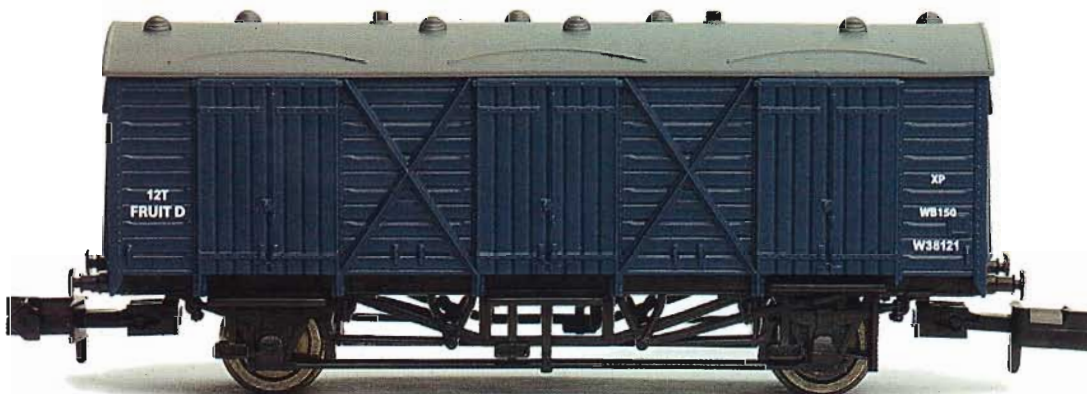
2F-060-009 GRAMPUS BR BLACK DB991601

GRAMPUS ENGINEERS GREY/YELLOW 'DUTCH' DB991643

GWR 'Fruit D' Van



The Fruit D wagons were large ventilated vans designed for transporting fruit. They were first constructed by the GWR and then later by other railways and could be seen as part of a freight or passenger train. Out of the fruit season they were often used as parcel or freight vans and later when their use was eclipsed by road transport most were permanently converted to parcel or store use.



The Dapol models feature:

- Finely moulded body and chassis
- NEM pockets
- Accurately applied liveries
- Profiled wheels

2F-014-001 FRUIT D GWR SHIRTBUTTON GWR BROWN 2881

2F-014-002 FRUIT D 'GW LETTERING' GWR BROWN 2886

2F-014-003 FRUIT D BR BLUE DARK GREY ROOF W38107

2F-014-005 FRUIT D GWR SHIRTBUTTON GWR BROWN 2876

2F-014-006 FRUIT D 'GW LETTERING' GWR BROWN 2894

2F-014-007 FRUIT D BR BLUE DARK GREY ROOF W38121

2F-014-008 FRUIT D BR MAROON STRAW LETTERING & DARK GREY ROOF W2036





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 being handled only 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.

Dapol model Containers in two gauges, N and OO and in three lengths 20', 40' and 45'. These are now to be manufactured and moulded in the UK which means Dapol will produce a greater variety of these over the coming months to reflect the greater importance containers are playing to the modeller.

All Dapol containers feature:

- Detailed quality moulded body
- Finely applied livery
- Opening and posable doors
- Compatible with Dapol's range of intermodal wagons.



B775D	OO GAUGE 40' CONTAINER TWIN PACK CMA/CGM & HANJIN
B775E	OO GAUGE 40' CONTAINER TWIN PACK CMA/CGM & OOCL
B776D	OO GAUGE 20' CONTAINER TWIN PACK ZIM
B776E	OO GAUGE 20' CONTAINER TWIN PACK CMA/CGM
B844B	OO GAUGE 45' CONTAINER TWIN PACK ECS
NB063A	N GAUGE 20' CONTAINER TWIN PACK HANJIN & WATER FRONT

NB063B	N GAUGE 20' CONTAINER TWIN PACK MSC & GENSTAR
2F-028-001	N GAUGE 20' CONTAINER TWIN PACK NEDLLOYD & MAERSK
2F-028-011	N GAUGE 40' CONTAINER TWIN PACK NEDLLOYD & MAERSK
2F-028-200	N GAUGE 45' HIGH CUBE CONTAINER TWIN PACK NEDLLOYD & MAERSK

Many more livery options will be made available over the next year please visit the website for details.



Photos courtesy of [unreadable]



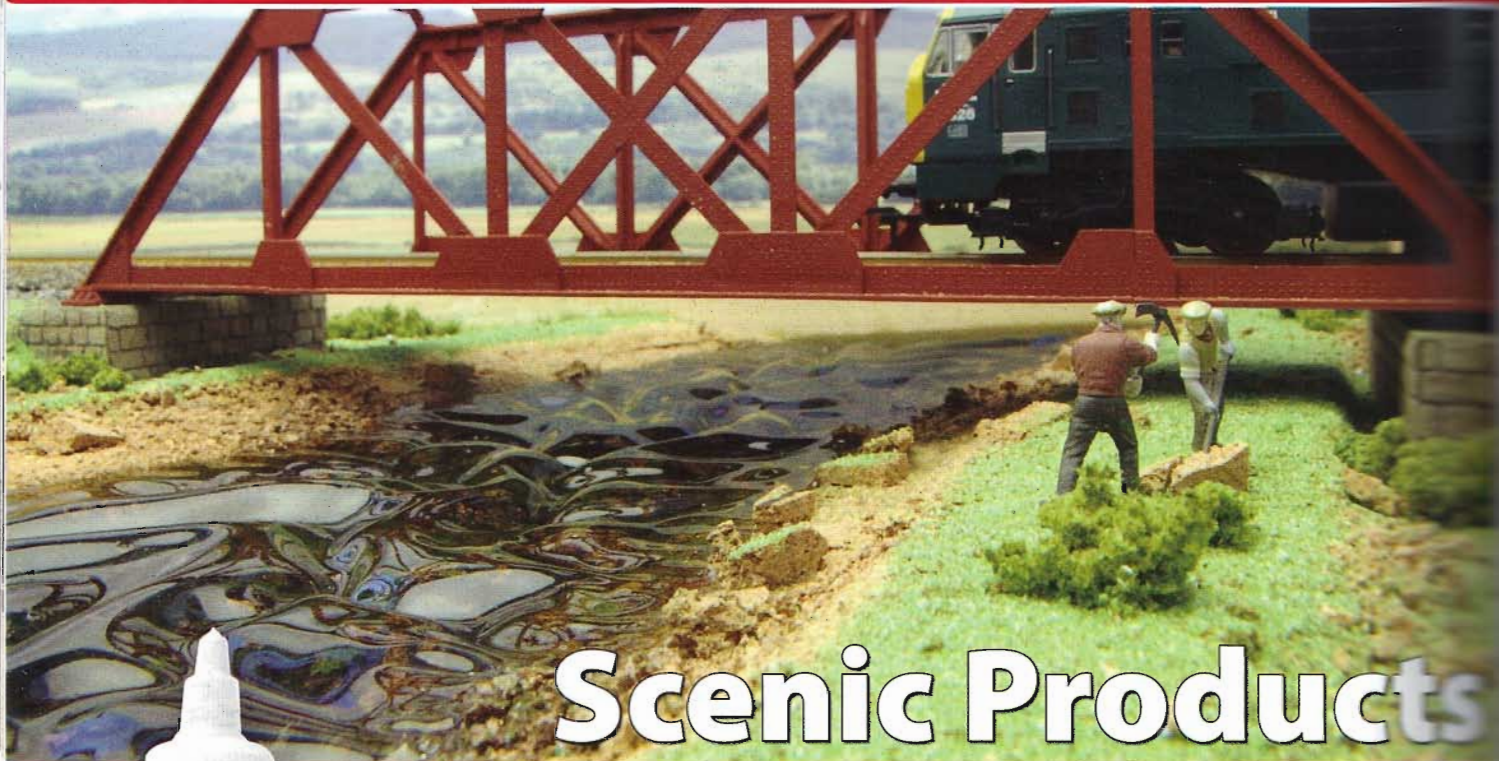
Overhead Line Equipment

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



- | | |
|-----------------|---------------------------------------------------------------|
| 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 |
| NSPANS5 | 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 |
| OOSPANS5 | 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 |

OO Gauge Pantographs 1 X Brecknell-Willis & 1 X Stone Faiveley



Scenic Products

Dapool 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

Dapool have created real load kits meticulously 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.

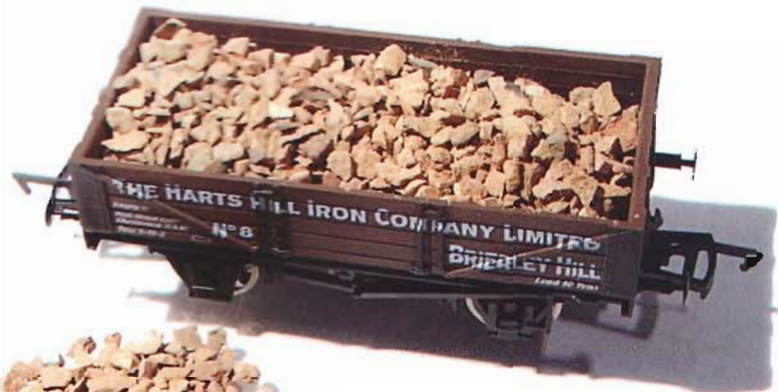
- 2S-000-001 N GAUGE COAL LOAD (REAL COAL)**
- 4S-000-001 OO GAUGE COAL LOAD (REAL COAL)**
- 7S-000-001 O GAUGE COAL LOAD (REAL COAL)**
- 2S-000-002 N GAUGE IRON ORE LOAD (REAL IRON ORE)**
- 4S-000-002 OO GAUGE IRON ORE LOAD (REAL IRON ORE)**
- 7S-000-002 O GAUGE IRON ORE LOAD (REAL IRON ORE)**
- 2S-000-003 N GAUGE LIMESTONE LOAD (REAL LIMESTONE)**
- 4S-000-003 OO GAUGE LIMESTONE LOAD (REAL LIMESTONE)**
- 7S-000-003 O 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



OO Gauge Limestone Load (Real Limestone)

Ballast

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

- S-900-004** N GAUGE BALLAST
- S-900-004** OO GAUGE BALLAST
- S-900-004** O GAUGE BALLAST

S-900-005 TRACK/BALLAST OIL

A ready to use brushable liquid that simulates that authentic grimy appearance of well used ballast and track

S-900-006 TRACK BED WEATHERING KIT (DIESEL).

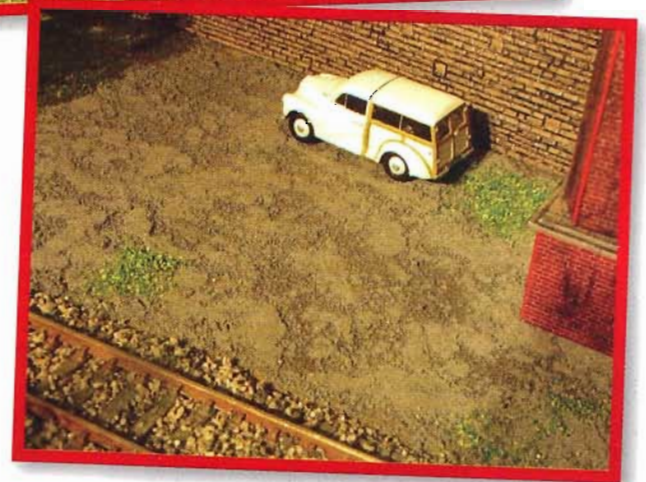
Kit includes brake dust and track dirt with a bottle of track bed weathering solution.

S-900-007 TRACK BED WEATHERING KIT (STEAM).

Kit includes coal dust, brake dust and track dirt with a bottle of track bed weathering solution.

S-900-008 POT HOLE AND ROAD WEATHERING KIT.

Kit includes road dirtying powder, ash and brick dust to infill potholes and a bottle of weathering solution.

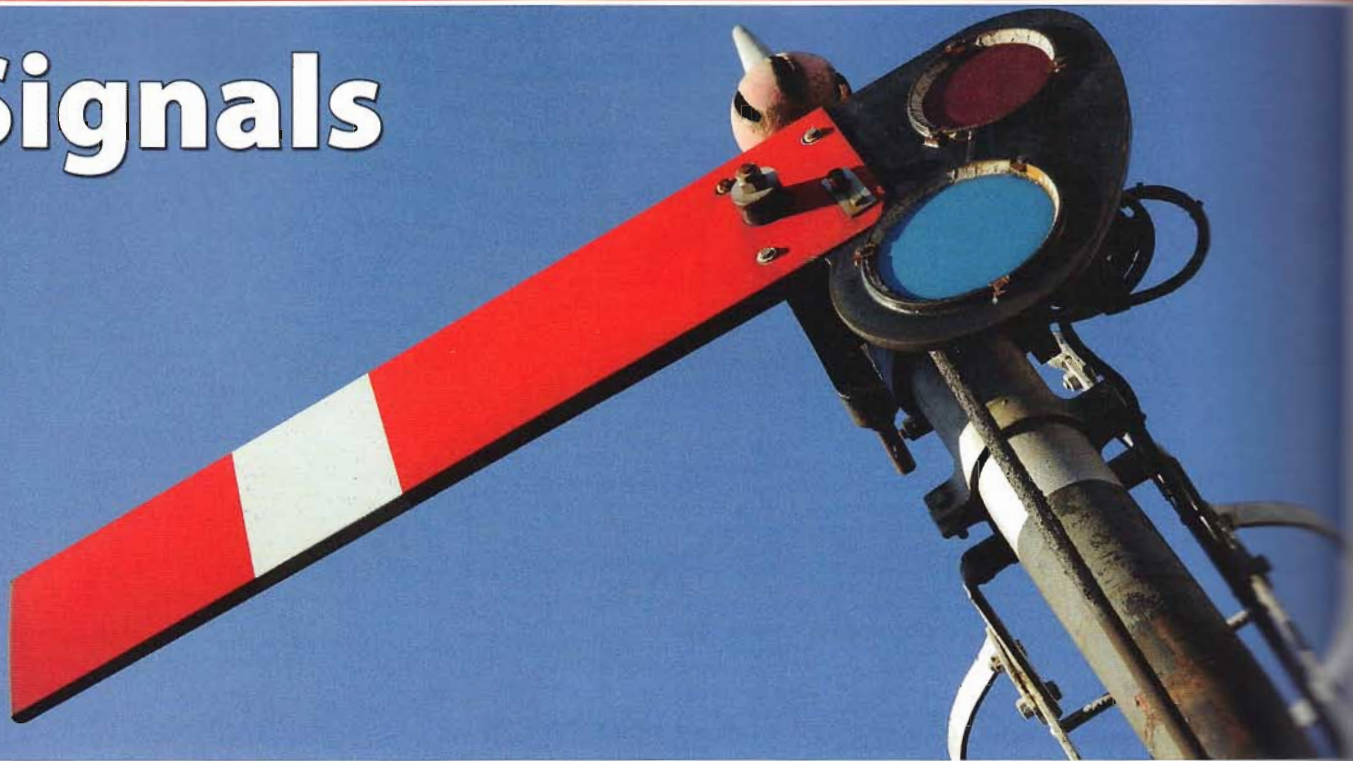


O Gauge Ballast

Track/Ballast Oil



Signals

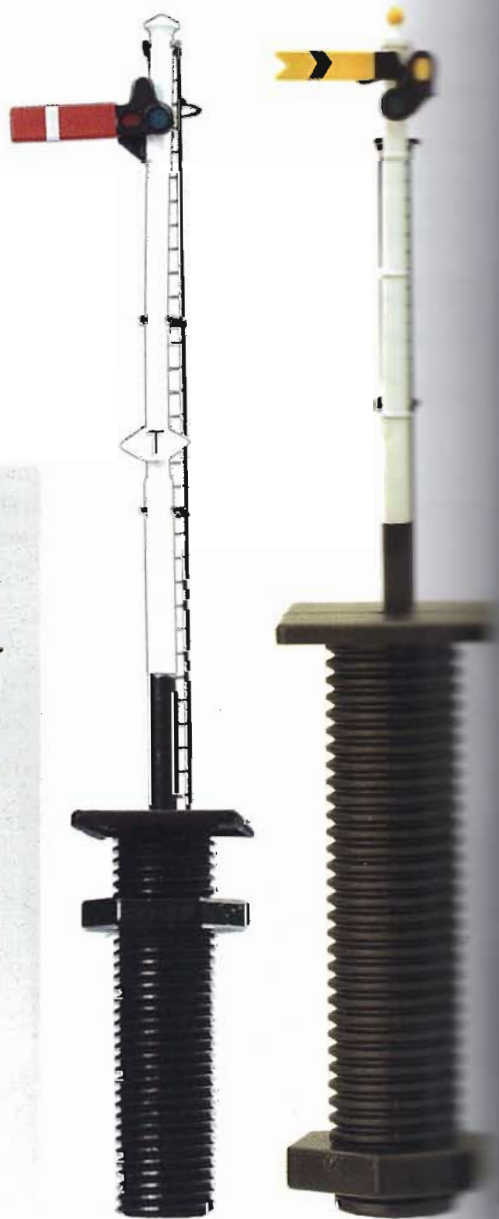
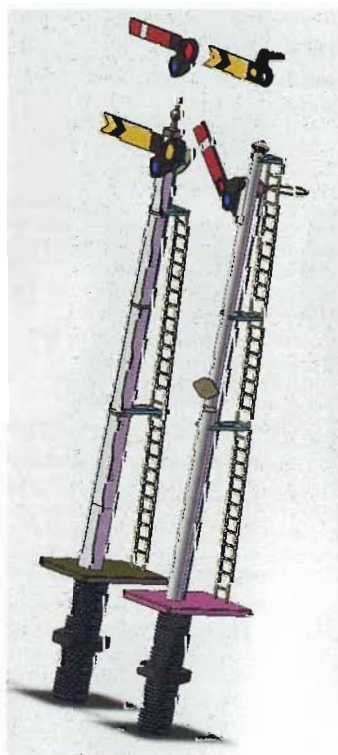


Single Post Semaphore Signals

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 permit operation with a single momentary action switch
- Robust and yet elegant and accurate design
- Easy to install

2L-001-001	N GAUGE GWR SIGNAL HOME
2L-001-002	N GAUGE GWR SIGNAL DISTANT
2L-002-001	N GAUGE LMS SIGNAL HOME
2L-002-002	N GAUGE LMS SIGNAL DISTANT
2L-001-003	N GAUGE GWR ROUND POST SIGNAL HOME
2L-001-004	N GAUGE GWR ROUND POST 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
4L-001-001	OO GAUGE GWR SIGNAL HOME
4L-001-002	OO GAUGE GWR SIGNAL DISTANT
4L-002-001	OO GAUGE LMS SIGNAL HOME
4L-002-002	OO GAUGE LMS SIGNAL DISTANT
4L-001-003	OO GAUGE GWR ROUND POST SIGNAL HOME
4L-001-004	OO GAUGE GWR ROUND POST SIGNAL DISTANT
4L-003-001	OO GAUGE SR LATTICE SIGNAL HOME
4L-003-002	OO GAUGE SR LATTICE SIGNAL DISTANT
4L-003-003	OO GAUGE SR LADDER SIGNAL HOME



Early stage G.D.C.

- 4L-003-004 OO GAUGE SR LADDER SIGNAL DISTANT

- 2L-001-001 O GAUGE GWR SIGNAL HOME/DISTANT
(COMES WITH BOTH ETCHED ARMS)

- 2L-002-001 O GAUGE LMS SIGNAL HOME/DISTANT
(COMES WITH BOTH ETCHED ARMS)

- 2L-001-002 O GAUGE GWR ROUND POST SIGNAL HOME
DISTANT (COMES WITH BOTH ETCHED ARMS)

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

- 4A-001-001 DCC SIGNAL CONTROLLER ALLOWS THE SIMPLE DCC OPERATION OF 2 DAPOL SEMAPHORE SIGNALS



EASY TO OPERATE

Colour Light Signals

Dapol's new range of multi-aspect colour light 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

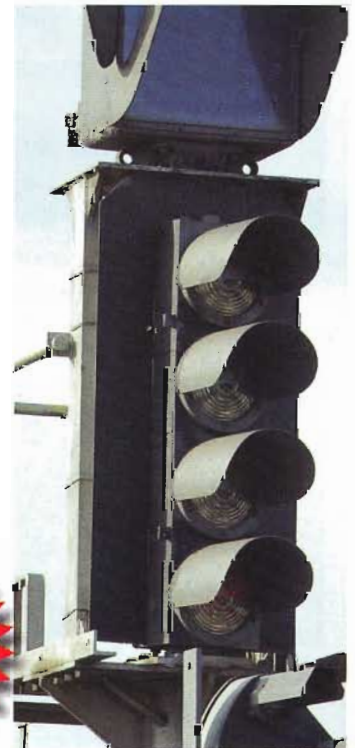
- 2L-100-002 N GAUGE 3 ASPECT COLOUR LIGHT SIGNAL

- 2L-100-003 N GAUGE 4 ASPECT COLOUR LIGHT SIGNAL

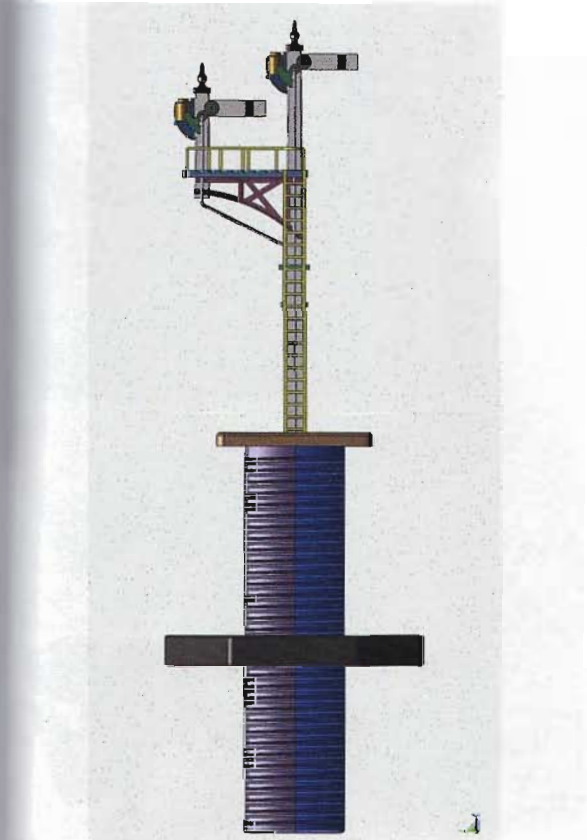
- 4L-100-001 OO GAUGE 2 ASPECT COLOUR LIGHT SIGNAL

- 4L-100-002 OO GAUGE 3 ASPECT COLOUR LIGHT SIGNAL

- 4L-100-003 OO GAUGE 4 ASPECT COLOUR LIGHT SIGNAL

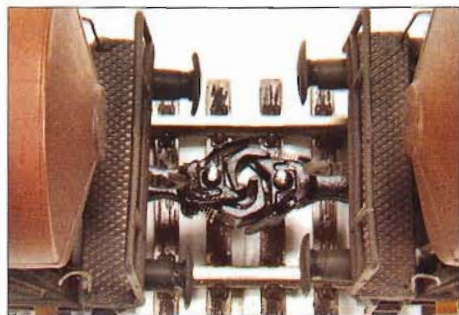


NEW RANGE

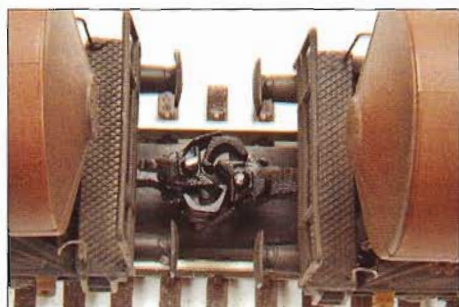


MODEL RAIL
AND RIMMER
INNOVATION
OF THE YEAR
2011

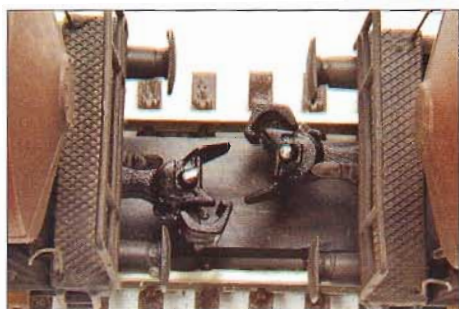
Easi-Fit Magnetic Couplings



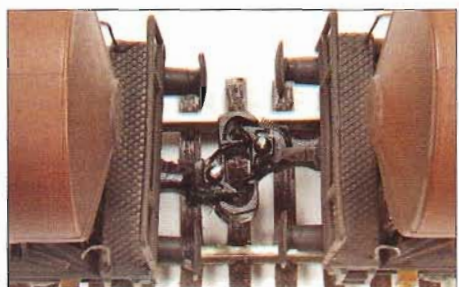
Train coupled



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

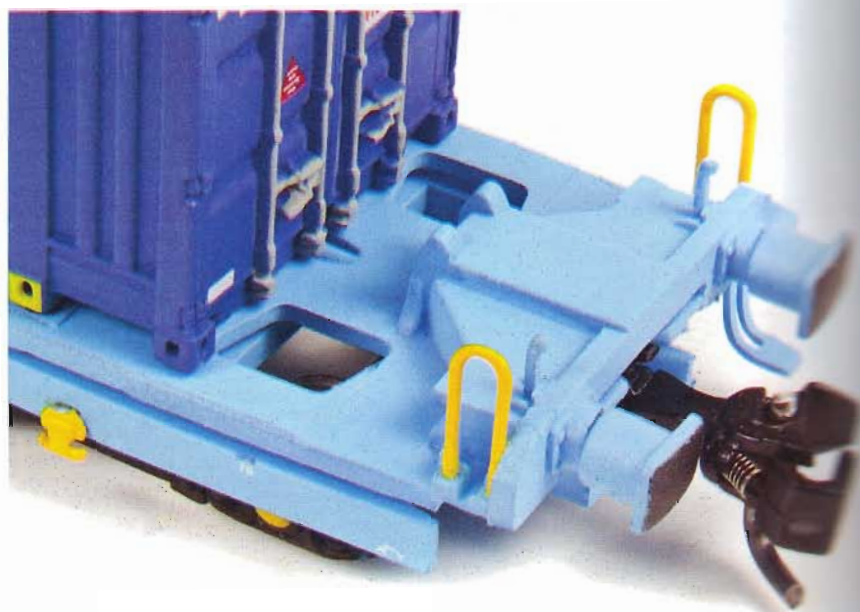


Back onto your train whilst over the magnet, the coupler will deflect and you can push your train and shunt without re-coupling



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 Arm Magnetic Couplers

Coupler Springs

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



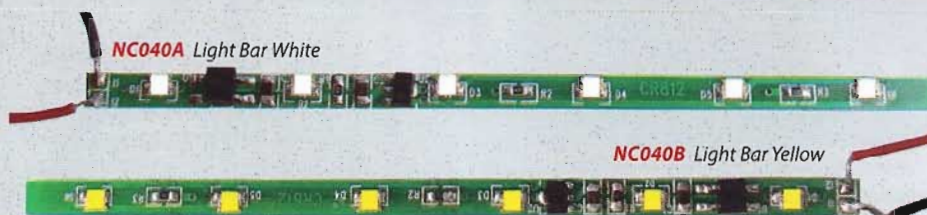
N Gauge Pack of 4 Springs for Magnetic Couplings

Light Bars

**EASY TO
INSTALL**



Dapool 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 height and can be further used as a handy track and back to back gauge.



OO Gauge Magnetic Coupling Conversion Kit for Non NEM Pockets

- 2A-000-005** N GAUGE MAGNETIC COUPLER 1 PAIR MEDIUM ARM
- 2A-000-006** N GAUGE MAGNETS FOR COUPLING X 2
- 2A-000-007** N GAUGE SPARE SPRINGS FOR MAGNETIC COUPLERS
- 2A-000-008** N GAUGE MAGNETIC COUPLERS 5 PAIRS MEDIUM ARM
- 2A-000-009** N GAUGE MAGNETIC COUPLING CONVERSION KIT FOR NON NEM STOCK
- 2A-000-010** N GAUGE MAGNETIC COUPLER 1 PAIR SHORT ARM
- 2A-000-011** N GAUGE MAGNETIC COUPLERS 5 PAIRS SHORT ARM
- 2A-000-012** N GAUGE MAGNETIC COUPLER 1 PAIR LONG ARM
- 2A-000-013** N GAUGE MAGNETIC COUPLERS 5 PAIRS LONG ARM
- 2A-000-014** N GAUGE MAGNETIC COUPLING 20 COMPLETE SPARE NEM POCKETS
- NC0UP** N GAUGE COUPLINGS & SPRINGS X 10
- NEMCOUP** N GAUGE NEM KNUCKLE COUPLINGS 5 LONG 5 SHORT
- NSCHARFCOUP** N GAUGE SCHARFENBERG CLOSE COUPLER
- CONV4** OO GAUGE PACK OF 20 PAIRS CONVERSION CLIPS
- COUPNEMOO** OO GAUGE NEM COUPLINGS X 40
- COUP4** OO TENSION LOCK COUPLINGS X 20 PAIRS
- RET4** OO GAUGE RETAINING CLIPS X 20 PAIRS
- OOSPARE1** OO GAUGE CONNECTING BARS FOR FEA-B & MEGAFRET X10



Scharfenberg Close Coupler



OO Gauge tension lock couplings x 20 pairs.

DCC Supplies is Dapol's authorised repair and spare centre, please telephone 0845 224 1601 or visit www.dccsupplies.com for a comprehensive list of spares stocked

Track Cleaning & Maintenance

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.



B805 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.



B800 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 scrubbing and 3 polishing pads, plus DCC ready and with a suitable chip fitted enabling all the functions to be operated independently.

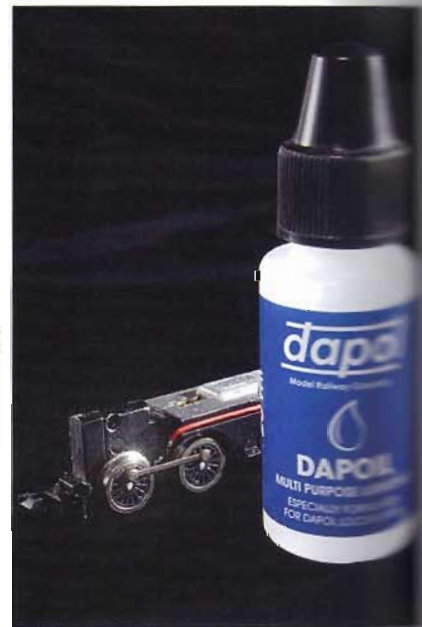


6421 Tomix N gauge motorised track cleaner. A DC only, 5 in one track cleaner that scrubs, vacuums, cleans, polishes and sweeps as it is hauled or pushed.

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



B807 Dapol - a specially formulated low viscosity lubricant designed for lubricating & maintaining Dapol locomotives



Also Available

- B803** ACCESSORY PACK. CONTAINS ALL THE SPARE PARTS TO KEEP YOUR DAPOL OO/HO TRACK CLEANER IN PEAK CONDITION.
- B804** SPARE PADS. CONTAINS 10 CLEANING AND 20 POLISHING PADS.
- B806** DAPOL OO/HO REPLACEMENT PICK UP SPRINGS. ENSURE POWER IS EFFECTIVELY FED TO YOUR TRACK CLEANER.
- 6423** TOMIX N GAUGE TRACK CLEANER ACCESSORY PACK.

THE FOLLOWING RETAILERS HAVE BEEN APPOINTED **GOLD STOCKIST FOR 2014 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
AXMINSTER:	BUFFERS MODEL RAILWAYS	Tel: 01297 35557	KIDDERMINSTER:	DMB/FOOTPLATE MODELS	Tel: 01562 750076
AYLSHAM:	BURE VALLEY RAILWAY	Tel: 01263 733858	LIVERPOOL:	HATTONS	Tel: 0151 733 3655
BARROW IN FURNESS:	CRAFTY HOBBIES	Tel: 01229 820759	NANTWICH:	TRIDENT TRAINS	Tel: 01270 842400
BIDEFORD:	OSBORN'S MODELS	Tel: 01237 423453	NORTH LANCING:	MORRIS MODELS	Tel: 01903 754850
BRISTOL:	MODEL RAILWAYS DIRECT	Tel: 01275 774224	SHEFFIELD:	RAILS OF SHEFFIELD	Tel: 01142 551436
BURTON-ON-TRENT:	THE TUTBURY JINNY	Tel: 01283 814777	STROUD:	ANTICS	Tel: 01453 825381
CAMBORNE:	KERNOW MRC	Tel: 01209 714099	SHEPTON MALLET:	EAST SOMERSET MODELS	Tel: 01749 880651
CARLISLE:	C & M MODELS	Tel: 01228 514689	YORK:	MONK BAR MODEL SHOP	Tel: 01904 659423



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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.

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Model Railway Company

Recommended retail price **£3.00**



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