

# dapol

model railway company

# Online Catalogue



**N Gauge**



**OO Gauge**



**O Gauge**

**Multi Gauge Accessories**

[www.dapol.co.uk](http://www.dapol.co.uk)

# Dapol Catalogue Concept And Function

It is a few years since Dapol changed over to an online catalogue system and it has proven to be a success. With everything in life there is always room for improvement and this is the case with the catalogue. Whilst the function will stay the same the style of the catalogue pages is going to change slightly allowing us to more easily update the information on a regular basis for you.

Dapol will continue to provide information sheets that will be in a standardised format for announcing our new products and will form the backbone of our new style catalogue.

- New and future release information will be published as soon as the information can be released to the general public
- We will continue to publish information pertaining to our core product range until this is fully populated
- Each sheet will contain background information on the prototype being modelled
- The most up to date photographs of the product available at the time of printing. When a product is launched it will be necessary to use photographs of previously produced models. When artwork, EP, and decorated sample photographs are available they will be published as soon as possible. When products arrive in stock the final images will be uploaded.
- A description of the features are available on each model. This may be done in the accompanying text or through the use of icons.
- A tabulated list of the various running numbers and liveries available / due (please check availability on the website).
- The price of each model will also be included for the first time within the tabulated data.
- The catalogue can be downloaded and printed or viewed entirely online allowing you to keep up to date with your favourite products development.

Below is a selection of example pages illustrating what you can expect the new style catalogue to look like

### N Gauge AC Electric

The British Rail Class 86 Bo-Bo electric locomotive was the first large scale class developed from the earlier Class 81 to 85. One hundred locomotives were built by B. Works, Newton-le-Willow between 1965 and 1966 to operate a high speed passenger line. Some of the class were named after towns or countries that the lines they work on. Some of the class were named after towns or countries that the lines they work on. Some of the class were named after towns or countries that the lines they work on.




**The Dapol Class 86**

- Finely detailed
- 5 pole DCC
- All wheel drive
- Finely detailed
- Accessible

**Current Liveries**

Product Code	Description
40-046-001	BR
40-046-002	BR
40-046-003	BR
40-046-004	BR

In stock—check website for availability

### OO Gauge 2-6-0 Mogul

The series of models being manufactured by Dapol are to the later Churchward build from numbers 5390 through to 7321, constructed between 1920 and 1923 with the final eight (6362-6369) in 1925 under Collett. These Collett locomotives had outside cylinder steam pipes fitted from new, whilst this feature was added to the majority of the earlier batch from the late 1940s to the early 1950s. The last to be withdrawn was 6355 on 21-11-1964.



**dapol Exclusive**

**General Specification**

Many original GA drawings were used in the development of these accurate and authentic models. The locomotive has a diesel chassis with a five pole motor driving the rear wheels. To add compensation the centre driving wheels are sprung, the front pony truck is also sprung and operates on a cam so the model will negotiate FC curves with ease.

To portray these locomotives over their lifetime many details have been drawn up as follows:-

- Churchward Taper Buffers
- Collett Straight Shank Buffers
- Smokebox with/without cylinder steam pipes
- Tall vacuum pipe for early versions
- Lower vacuum pipe for later period
- Tall safety valve cover
- Short safety valve cover
- Smoke box top mounted lamp bracket
- Smoke box door mounted lamp bracket for B.R. period
- Smoke box number plate for B.R. period
- Hinged tail plate
- The tender is a standard Churchward 3,500 gallon type




**Technical Specification**

- A slide in PCB offers simple tool-free installation of a NEXT-15 DCC decoder and a no-solder speaker connection. This board slides through the smoke box door and connects directly to the locomotive motor board.
- The tender to locomotive drawbar includes reliable electrical connections moulded within the close-coupling push-fit coupling. This eliminates wired plugs and unreliable wiper style connections.
- The locomotive and tender have electrical pick-up on all driving and tender wheels
- An optional base reflex speaker can be fitted into the tender. An audio frequency filter is integrated within the main locomotive PCB to ensure each speaker reproduces within its ideal frequency range\*
- Firebox glow (synchronised with sound\*)
- Dapols proven slow speed mechanism and high torque motor
- Enhance your driving experience with our feature RealDriver\*

\* Factory fitted models only

**Current Liveries**

Product Code	Description
40-043-003	7301 Green With GWR & BR Smoke Box Number Plate
40-043-007	6308 BR green early Lion & Wheel crest (BR) & extra lining on the tender fender

RRP: DCC Ready - £159.95      DCC Fitted - £189.95      DCC Sound Fitted - £309.95

**Imperium** **EP** **FC** **FC** **FC** **NEM** **3+**

In Stock—check website for availability      Dapol reserves the right to adjust the price and details      04/2011 V1.8

### Class 140X & 5800 0-4-2

weight work. Although the design is attributed to Collett, much of the design was often combined with a locomotive from there and required the requirement to run the train. The Dapol 140X & 5800 0-4-2




**dapol Exclusive**

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step styles

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otive

**dapol Exclusive**

04/2011 V1.7

You will notice that the prices are now listed as DCC Ready, DCC Fitted and DCC sound Fitted models towards the bottom of the page. When visiting our (or a stockist's) website DCC fitted models will have the suffix D at the end of the product code and DCC sound fitted models will have the suffix S at the end of the product code.

# Quick Reference Icon Key

## Scale / Colour Code



## DCC Variations/Options

	Factory Installed DCC Fitted models using Dapol's own Imperium Chips
	Imperium III MTC 21 Pin Chip used
	Imperium II NEXT-18 Chip used
	Factory Installed DCC Fitted models
	Sound ready model
	Sound fitted model ESU Loksound chips
	Sound fitted model Zimo chips
	Sound fitted model, has ReaDrive option. This function requires the modeller to enable, please refer to instructions for procedure

## Lighting Variations/Options

	Directional Lighting
	Internal / Cab Lighting
	Light Bar ready
	Light Bar Fitted

## Coupling Variations/Options

	NEM Pocket fitted to model
	Three link coupling fitted to model
	Screw link coupling fitted to model
	Instanter coupling fitted to model

## Model Era's

	1876-1922 Pre-grouping
	1923-1947 The Big Four - LMS, GWR, SR & LNER
	1948 - 1956 British Railways Early Crest
	1957-1966 British Railway Late Crest
	1967-1971 British Railway Blue - Pre Tops (Double Arrows early Diesel numbering)
	1972-1982 British Railway Blue - Pre Tops (Double Arrows late Diesel numbering)
	1982-1994 British Railway Blue Sectorisation (Coal, Metals, Construction, Distribution, Petroleum, Mainline, Loadhaul, Transrail)
	1995-2005 Post Privatisation (Freightliner, ESW, DRS, GBRF)
	2005—Current (DB Schenker, Freightliner, Colas Rail, DRS, First Group)

## General Information

	Due dates are provided for models that are in development. This information is provided in good faith based on information available. Subject to change and correction.
	YouTube Video provided of models that have the YouTube logo on the page—Dapol TV is the official Dapol YouTube channel where you get to see our first shots, Engineering prototypes, decorated samples and production samples first.



# N Gauge Locomotives



Steam



Diesel



HST & MK 3's



AC Electrics



DMU's

N Gauge  
Wagons

N Gauge  
Coaches

# N Gauge AC Electric 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 along with Serco Caledonian Sleepers that have two in service and some in 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
- Finely detailed and posable pantograph
- Accessory bag with optional fitted parts

## Current Liveries

Product Code	Description
2D-026-001	Class 86 Mons Meg Serco 86401 Caledonian Blue SYP
2D-026-002	Class 86 Les Ross / Peter Pan 86259 / E3137 Blue SYP
2D-026-003	Class 86 The Boys Brigade 86243 BR Executive Livery
2D-026-004	Class 86 Meteor 86216 BR Blue FYP

RRP: DCC Ready - £113.80 DCC Fitted - £144.85



# N Gauge Class 22

The Class 22 Bo-Bo diesel locomotive was introduced in 1959 for operating passenger and freight services on the Western Region from Bristol to North and South Devon. Many of the design features, configuration and engine were shared with its sister Class 21 intended for use on the Eastern Region. Unusually, both these had aluminium cabs and bodies. The life of the class was probably cut short by the bankruptcy of 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 Class 22 features:

- 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

## Current Liveries

Product Code	Description
2D-012-008	Class 22 BR D6311 SYP Disc Headcode
2D-012-009	Class 22 D6316 BR Green SYP Disc Headcode Weathered
2D-012-010	Class 22 D6326 BR Green Disc Headcode No WP
2D-012-011	Class 22 D6327 BR Green Disc Headcode Amended WP
2D-012-012	Class 22 6330 BR Blue FYP Weathered
2D-012-013	Class 22 D6315 BR Green SYP Font A Weathered
2D-012-014	Class 22 D6328 BR Blue FYE Font A

RRP: DCC Ready - £153.28 DCC Fitted - £184.33 Weathered Version Premium - £6.67



# N Gauge 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 on London commuter routes into Kings Cross with one also being loaned to the Scottish Region. After a strategic re-evaluation of the various small diesel locomotives available, all of the Class 26's were transferred to Scotland and continued in service until 1993. 13 Class 26's survive into preservation in England, Scotland and Wales.



## The Dapol Class 26 features:

- Detailed body with etched grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Independently controllable directional lights and headcode box lighting
- Heavy split frame chassis for excellent running and haulage qualities

## Current Liveries

Product Code	Description
2D-028-001	Class 26 D5316 BR Green Headcode
2D-028-002	Class 26 D5310 BR Green SYP (Preserved)
2D-028-003	Class 26 26024 BR Blue FYE Scottie Dog
2D-028-004	Class 26 26037 BR Railfreight Grey
2D-028-005	Class 26 26004 BR Coal Sector

RRP: DCC Ready -£137-30 DCC Fitted - £168.35





# N Gauge 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 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
- Heavy split frame die-cast chassis for excellent running and haulage qualities

## Proposed Liveries

Product Code	Description
2D-013-002	Class 27 D5349 BR Green
2D-013-003	Class 27 D5415 BR Green SYP
2D-013-004	Class 27 D5382 BR Two Tone Green SYP
2D-013-005	Class 27 27042 BR Blue FYE

RRP: DCC Ready - £137.00 DCC Fitted - £167.00



# N Gauge 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 the Class 33 survive preservation.



## The Dapol Class 33 features:

- 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
- Independently controllable directional lighting
- Dapol's low friction mechanism for efficient quiet running
- Heavy split frame chassis for excellent running and haulage qualities

## Current Liveries

Product Code	Description
2D-001-005	CLASS 33/0 33020 BR Blue
2D-001-007	CLASS 33/0 33042 Triple grey construction sector
2D-001-008	CLASS 33/0 D6561 BR Green full yellow front.
2D-001-022	CLASS 33/1 33114 "Ashford 150" Network South East
2D-001-023	CLASS 33/1 33112 'Templecombe' BR Blue (Depot special)

RRP: DCC Ready - £137.28 DCC Fitted - £168.33



# N Gauge Class 35

The Class 35 was a mixed traffic Bo-Bo diesel hydraulic locomotive built for the Western Region of BR. The Class 35 coupled a Mekyll 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.



## The Dapol Class 35 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)
- Accessory bag with separate optional fittings
- Dapols low friction mechanism for efficient quiet running
- 2021 models will be fitted with NEXT-18 decoder sockets

## Current Liveries

Product Code	Description
2D-018-006	Hymek D7035 BR Blue FYP Dummy
2D-018-009	Hymek D7007 BR Blue SYP Double Arrow Logo
2D-018-010	Hymek D7036 BR Blue SYP Double Arrow Logo

**RRP: Dummy Unit - £49.19   DCC Ready - £119.70   DCC Fitted - £150.75**

## Proposed Liveries

Product Code	Description
2D-018-011	Hymek D7000 Two Tone Green N0 Warning Panel
2D-018-012	Hymek D7071 Two Tone Green SYP
2D-018-013	Hymek D7020 Two Tone Green FYP
2D-018-014	Hymek D7044 BR Blue FYP

**RRP: DCC Ready - £125.00   DCC Fitted - £155.00**



# N Gauge 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 logo 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).



**dapol**  
Exclusive

## The Dapol Class 50 features:

Our second Next Generation Diesel model, with entirely re-designed chassis and electronics. This model will also incorporate our new iron cored 5 pole motor offering excellent slow running and exceptional pulling power with reliability and robustness.

- Smooth running 5 pole next generation motor
- All wheel pickup
- All wheel drive via re-worked smooth drive low maintenance mechanism.
- Die-cast chassis
- DCC Sound ready, Next-18 decoder socket (recommended 6 function decoder)
- Independent directional front/rear main lighting control
- Independent directional front/rear cab lighting control
- Main lamp and cab lighting override switches for DC users (Independent front/rear control)
- Removable self-centring close coupling mechanism with NEM pockets
- Standard NEM fitting N Gauge couplers
- RP 25 wheels
- Detailed body and fittings
- Printed name plates
- Accessory bag with etched nameplates and detailed buffer beam fittings
- Clip-fit body for easy DCC fitting
- All Factory fitted DCC Locomotives will be fitted with Dapol's new Imperium Next 18 decoder



# N Gauge Class 50



**DCC Supplies**  
Excellence in model control

<http://class50.dccsupplies.com/>

Exclusive model

## Proposed Liveries

Product Code	Description
2D-002-004	Class 50 Sir Edward Elgar 50007 BR Lined Green Dapol Exclusive Model <b>IN STOCK NOW</b>
2D-002-005	Class 50 Defiance 50149 Railfreight Grey Refurbished
2D-002-006	Class 50 Ajax 50046 Large Logo Refurbished
2D-002-007	Class 50 Resolution 50018 Late NSE Refurbished

RRP: DCC Ready - £155.20 DCC Fitted - £186.25 DCC Sound Fitted - £255



# N Gauge Class 52

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 engined 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 and second was either of heraldic or regimental derivation. The Class was relatively short lived and all were out of service by 1977. Seven survive into preservation and our model was designed from laser scans of D1015 *Western Champion*.



## The Dapol Class 52 features:

- Detailed body with etched brass roof grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- 5 pole Super creep motor with controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Directional lights and headcode box lighting
- Fitted with etched brass name and number plates
- Dapol's low friction mechanism for efficient quiet running
- Heavy split frame chassis for excellent running and haulage qualities

## Current Liveries

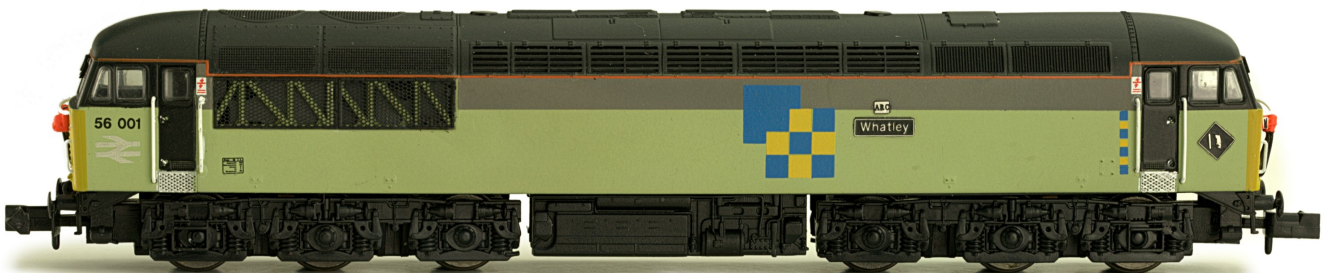
Product Code	Description
2D-003-012	Western Yeoman BR Green SYP D1035
2D-003-013	Western Harrier BR Maroon Yellow Buffer Beam D1008
2D-003-014	Western Dragoon BR Maroon SYP D1034
2D-003-015	Western Duke BR Chromatic Blue SYE D1043 Large Double Arrows
2D-003-016	Western Gladiator BR Maroon FYE D1016
2D-003-017	Western Prince BR Blue FYE D1041

RRP: DCC Ready - £134.50 DCC Fitted - £165.55



# N Gauge 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 but due to poor quality of construction the remainder were built by BREL at their Doncaster and Crewe works. The Class 56 was considered to be a successful locomotive and had a long service life. However performance and maintenance costs savings made from the deployment of the newly imported Class 66 resulted in most of the fleet of Class 56s being decommissioned or sold on by 2006. Several Class 56s are currently preserved and some class 56s are still in service today with private rail companies hauling freight and for the occasional special service.



#### The Dapol model of Class 56 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
- Dapols low friction mechanism for efficient quiet running
- Heavy split frame chassis for excellent running and haulage qualities

#### Proposed Liveries

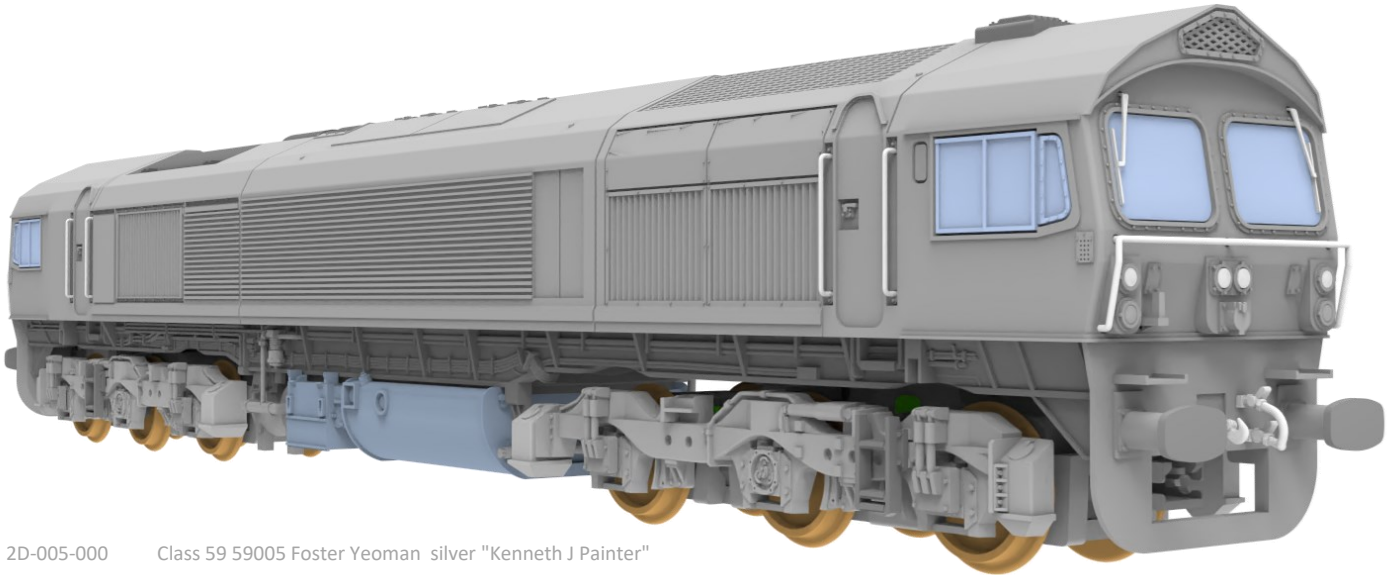
Product Code	Description
2D-004-010	Class 56 56302 (ex 56124 Crewe built) Fastline
2D-004-011	Class 56 56119 (Crewe Built) Large Logo Blue
2D-004-012	Class 56 56025 Transrail (Romanian Built)
2D-004-013	Class 56 56059 EWS (Doncaster Built)
2D-004-014	Class 56 56303 (ex 56125 Crewe Built) DCR

RRP: DCC Ready - £145.00 DCC Fitted - £175.00



# N Gauge Class 59

The Class 59 is a Co-Co formation diesel locomotive and the first US produced, privately-owned locomotive to operate regularly in the UK. The ordering of the first Class 59 was a result of quarry company Foster Yeomans dissatisfaction with the performance of the BR Class 56. The first 4 locomotives built by GM's Electromotive Division were delivered to Foster Yeoman during 1986 and 59005 in 1989 proving very successful; one locomotive setting a new UK haulage record for a single locomotive of 4639 tonnes. Foster Yeomans rivals, Amey Roadstone Corp. (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 by extensively modifying the class 59 internally to produce the Class 66, also hugely successful, within both the UK and continental Europe. Other than 59003 (which after return from loan to HHPI in Germany, is operated by GBRf), the Class 59 fleet is operated today by DB Schenker and Mendip Rail

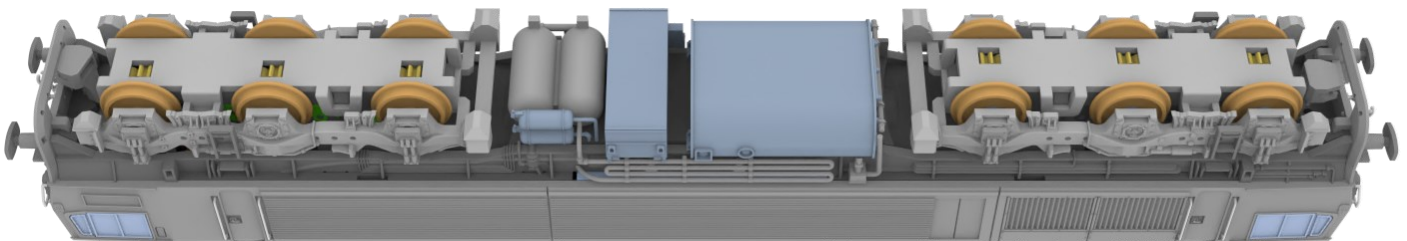


2D-005-000 Class 59 59005 Foster Yeoman silver "Kenneth J Painter"

## The Dapol Class 59 features:

Our latest Next Generation Diesel model, incorporating Dapol's re-designed chassis and electronics. This model will also incorporate the same iron cored 5 pole motor that is used in the N Gauge Class 50 and Class 68. This motor offers excellent slow running and exceptional pulling power with reliability and robustness.

- Smooth running 5 pole next generation motor
- All wheel pickup
- All wheel drive via re-worked smooth drive low maintenance mechanism.
- Die-cast chassis
- DCC Sound ready, Next-18 decoder socket (recommended 6 function decoder)
- Independent directional front/rear main lighting control
- Independent directional front/rear cab lighting control
- Main lamp and cab lighting override switches for DC users (Independent front/rear control)
- Removable self-centring close coupling mechanism with NEM pockets
- Standard NEM fitting N Gauge couplers
- RP 25 wheels
- Detailed body and fittings
- Printed name plates
- Accessory bag with etched nameplates and detailed buffer beam fittings
- Clip-fit body for easy DCC fitting
- All Factory fitted DCC Locomotives will be fitted with Dapol's new Imperium Next 18 decoder

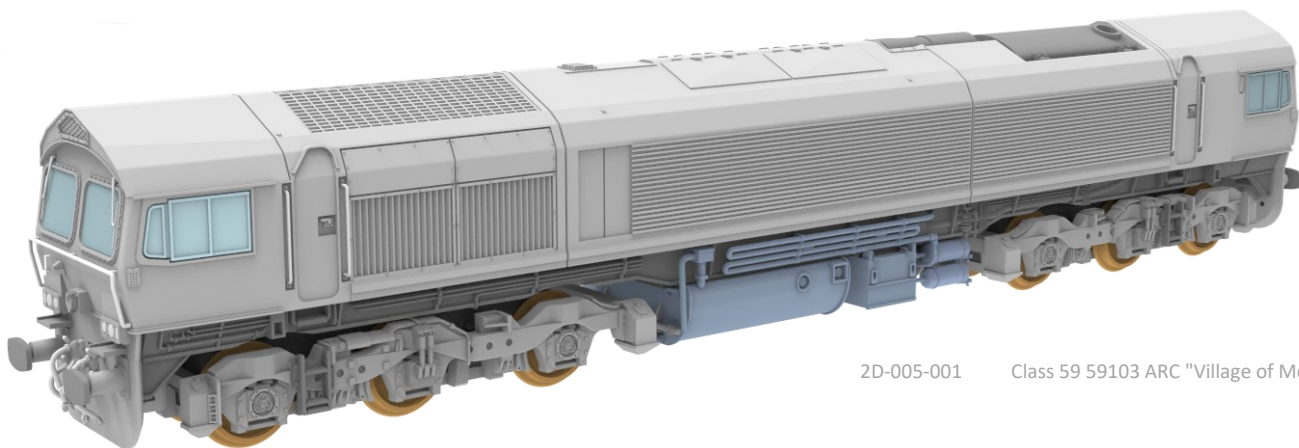


Exquisite underframe detailing

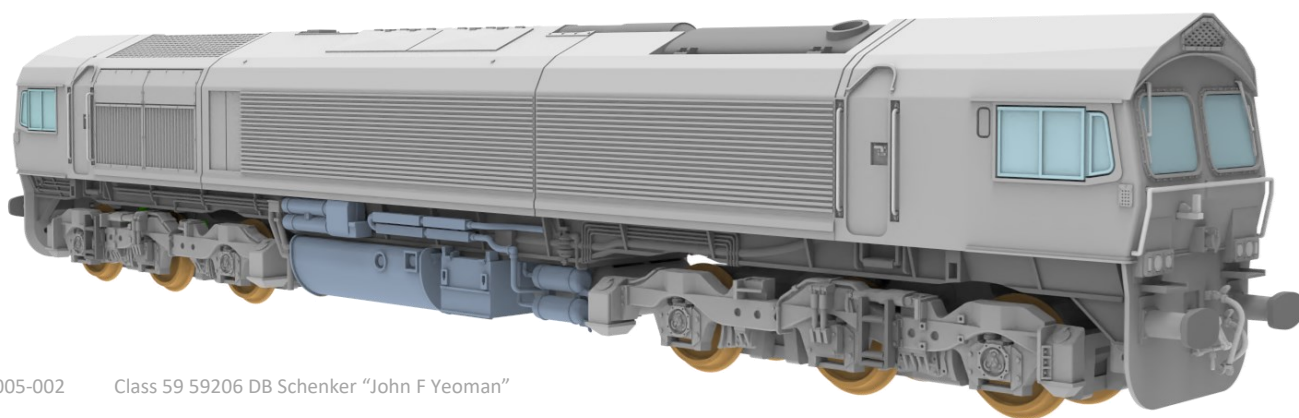




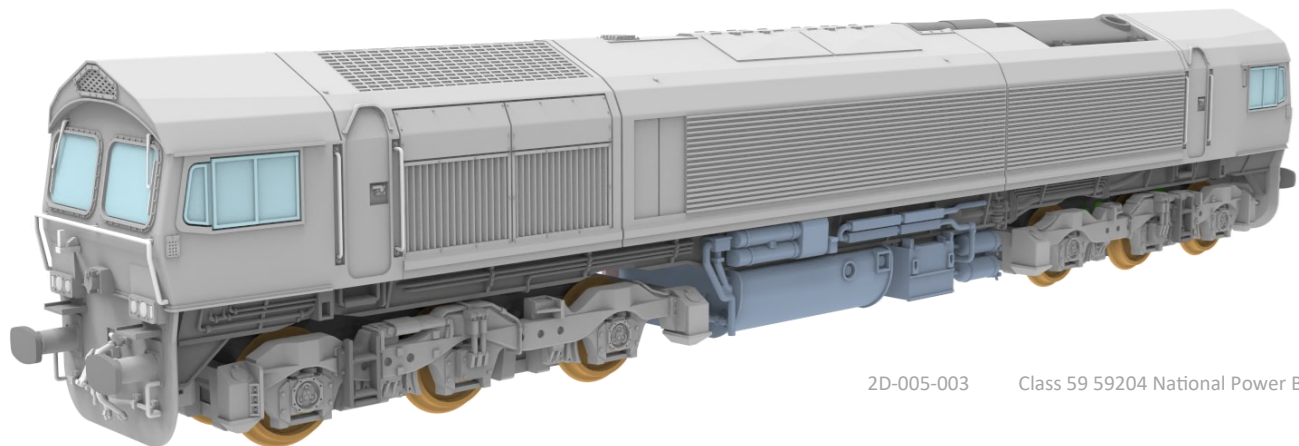
# N Gauge Class 59



2D-005-001 Class 59 59103 ARC "Village of Mells"



2D-005-002 Class 59 59206 DB Schenker "John F Yeoman"



2D-005-003 Class 59 59204 National Power Blue

## Proposed Liveries

Product Code	Description
2D-005-000	Class 59 59005 Foster Yeoman silver "Kenneth J Painter"
2D-005-001	Class 59 59103 ARC "Village of Mells"
2D-005-002	Class 59 59206 DB Schenker 'John F Yeoman'
2D-005-003	Class 59 59204 National Power Blue
2D-005-004	Class 59 59104 Hanson Village of Great Elm
2D-005-005	Class 59 59001 Aggregate Industries Yeoman Endeavour

RRP: DCC Ready - £160.00 DCC Fitted - £190.00 DCC Sound Fitted - £270.00



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



#### The Dapol Class 66 features:

- Detailed body with etched grills and separately fitted handrails
- RP25.72 darkened wheels with pin point bearings
- Directional lighting
- DCC Ready with NEXT-18 socket
- Accessory bag with separate optional fittings
- Dapol's low friction mechanism for efficient quiet running

#### Current Liveries

Product Code	Description
2D-007-012	Class 66 66731 Thank you NHS Captain Tom Moore
2D-007-013	Class 66 66413 Freightliner Orange & Black Lest We Forget
2D-007-014	Class 66 66780 GBRF Cemex
2D-007-015	Class 66 66405 DRS Malcolms

RRP: DCC Ready - £113.85 DCC Fitted - £144.90



# N Gauge Class 67

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.



## Current Models

Product Code	Description	Sales Price
2D-010-004	Class 67 A Thomas Telford 67014 Wrexham & Shropshire Silver	£127.95
2D-010-004D	Class 67 A Thomas Telford 67014 Wrexham & Shropshire Silver DCC	£157.95
2D-010-005	Class 67 67010 Caledonian Sleeper Blue	£127.95
2D-010-005D	Class 67 67010 Caledonian Sleeper Blue DCC	£157.95
2D-010-006	Class 67 67015 DB Schenker Red	£127.95
2D-010-006D	Class 67 67015 DB Schenker Red DCC	£157.95
2D-010-007	Class 67 Queens Messenger 67005 Royal Claret	£127.95
2D-010-007D	Class 67 Queens Messenger 67005 Royal Claret DCC	£157.95
2D-010-008	Class 67 DB 67006 Royal Sovereign	£127.95
2D-010-008D	Class 67 DB 67006 Royal Sovereign DCC	£157.95
2D-010-009	Class 67 Colas Rail 67027 Charlotte	£127.95
2D-010-009D	Class 67 Colas Rail 67027 Charlotte DCC	£157.95
2D-010-010	Class 67 Belmont British Pullman 67021	£127.95
2D-010-010D	Class 67 Belmont British Pullman 67021 DCC	£157.95
2D-010-011	Class 67 DB 67029 Royal Diamond	£127.95
2D-010-011D	Class 67 DB 67029 Royal Diamond DCC	£157.95

### The Dapol Class 67 features:

- Finely detailed moulded body, chassis and bogies
- Detailed and finely printed graphics
- NEM pockets as standard
- Directional lighting
- DCC fitted models available
- Powerful skew wound 5 Pole Super Creep motor for superb smooth running
- All wheel pick up with heavy chassis for fantastic haulage
- Detailing and accessory pack included
- Dapol's low friction mechanism for efficient quiet running



# N Gauge Class 68

The Class 68 is a brand new diesel-electric Bo-Bo locomotive commissioned by DRS for intermodal and passenger use. The design is based on the Vossloh EuroLight, with 4 axes and a 3800HP diesel engine and is to be built at the Vossloh plant in Spain. Initially, DRS initially ordered fifteen locomotives with the first to be operational early in 2014. The locomotive is capable of 100mph and has a state of the art adhesion control system which ensures high utilisation of available traction power. Further Locomotives have now been added to the UK fleet bringing the total to 34 currently in service. Stadler are now assembling the Class 68, alongside the Class 88 .



Our first 'Next Generation' Diesel model, with entirely re-designed chassis and electronics. This model reproduces all the detail and functionality of our OO gauge model (other than Halo-lights) and incorporates our new iron cored 5 pole motor offering excellent slow running and exceptional pulling power with reliability and robustness.

## The Dapol Class 68 features:

- Smooth running 5 pole next generation motor
- All wheel pickup
- All wheel drive via re-worked 'smooth drive' low maintenance mechanism.
- Die-cast chassis
- DCC Sound ready
- Next-18 decoder socket (recommended 6 function decoder)
- Independent directional front/rear main lighting control
- Independent directional front/rear cab lighting control
- Main lamp and cab lighting override switches for DC users (Independent front/rear control)
- Removable self-centring close coupling mechanism with NEM pockets
- Standard NEM fitting N Gauge couplers
- RP 25 wheels
- Detailed body and fittings
- Printed name plates
- Accessory bag with etched nameplates and detailed buffer beam fittings
- Clip-fit body for easy DCC fitting

## Current Liveries

Product Code	Description
2D-022-008	Class 68 Rapid 68004 DRS Compass
2D-022-009	Class 68 Brutus 68019 TPE
2D-022-010	Class 68 68026 DRS Plain Blue
2D-022-011	Class 68 68034 DRS Compass

RRP: DCC Ready - £145.95    DCC Fitted - £167.99    DCC Sound Fitted—£258.95

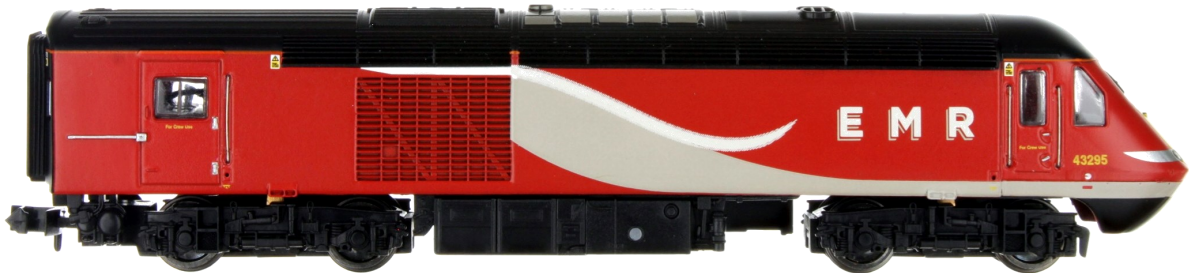
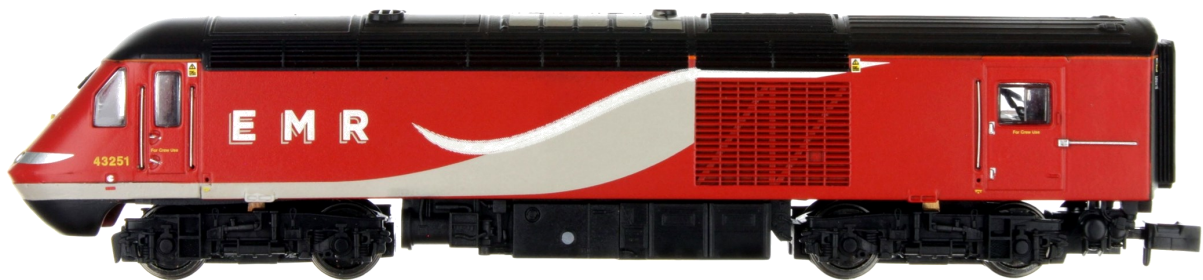


# N Gauge Class 43 HST

The British Rail Class 43 (HST) was designed by BR Derby and manufactured at BREL Crewe between 1975 and 1982. Many would say the HST reflects the pinnacle of diesel locomotive design, holding and retaining the world speed record for a diesel locomotive. In all 197 diesel power cars were manufactured to provide a high-speed passenger service in a time when public budgets were constrained and mass electrification of lines was not financially viable. A testament to the success of the design 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, Grand Central, Cross Country, First Great Western and Virgin Trains. The HST was originally built without buffers. However, to allow it to act in conjunction with Class 89 and 91 electrically powered locomotives on the electrified East Coast line, eight power cars were fitted with buffers. Network Rail has also converted a HST as a measurement train. This is packed with measurement and safety equipment and is used on the West Coast line to ensure lines are fit for use and safe for high speed and tilting locomotives.



2D-019-001 Class 43 HST FGW Fag Packet 43005 & 43009 decorated sample shown for illustration only



#### The Dapol Class 43 HST 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
- Coaches are light bar ready
- Accessory bag with optional fitted parts
- Extensive range of previously produced coaching stock also available

#### Current Liveries

Product Code	Description
2D-019-011	Class 43 HST FGW Fag Packet 43005 & 43009
2D-019-012	Class 43 HST EMR Ex LNER Ex VEC 43251 & 43295

RRP: DCC Ready - £206.99



# N Gauge Class 41 HSTP

The **British Rail Class 41** was the original classification for the power cars of the prototype High Speed Train (HST) of 1972. The HST was later re-classified as a diesel-electric multiple unit, and the whole set became Class 252. They were of Bo-Bo wheel arrangement. Two power cars were built, 41001 and 41002. After the Class 252 re-classification these were renumbered into the carriage numbering range as 43000 and 43001.

As of 2015 **41001** is operational and based at Ruddington Park MPD, on the Great Central Railway (Nottingham) as part of the National Collection owned by the National Railway Museum (NRM) in York. It is registered as **43000** to allow for positioning moves via the Network Rail network. In December 1990, the second power car 41002 was scrapped at C F Booth, Rotherham. Both were allocated to Headquarters



## The Dapol Class 43 HST features:

Dapol are producing an N Gauge version of the HST-P, a donation will be made to Project Miller upon the successful completion of the project. This model will be available by pre-order directly from Dapol only [www.dapol.co.uk](http://www.dapol.co.uk)

In response to feedback received after our initial announcement we are now producing the model as separate packs and making the power cars available as a twin pack, although this change has adversely affected the overall price of the set due to packaging costs.

## The specification of the model is:

### Power cars:

- Operating lighting (inclusive of rear lamp, which can be overridden by a switch & DCC Control)
- Flush Glazing
- Highly detailed body, chassis and bogies.
- NEM coupling pockets with Rapido and Ezi-shunt magnetic couplings inclusive.
- DCC Ready (NEXT 18)
- All wheel pick-up
- Super-creep motor (Dummy car is un-motorised)
- Available as two-car sets (1 x Motorised & 1 x Dummy)
- **Power Car Pack 1:** Prototype passenger livery (DMBs: 41001 & 41002)
- **Power Car Pack 2:** Departmental (overall yellow ends DMBs: 975812 & 975813)

### Coaches:

- New Tooling
- Recessed door handles
- Without window bezels
- Loco-Hauled type roof
- Without CDL indicator blister
- Buffers
- Light-bar ready
- Fitted pickups
- NEM Coupling pockets
- Accessory pack.
- Available as 2 x 4 car sets
- **Saloon Pack 1 Contents:** 2 x TF (11000, 11001) and 2 x TS (12000, 12001)
- **Saloon Pack 2 Contents:** 2 x TF (11002, 11003) and 2 x TS (12002, 12003)



# N Gauge Class 41 HSTP



## Catering Vehicles:

We have examined the possibility closely of producing the catering vehicles, and have taken the decision to produce these as a separate 2 car pack based on our existing Mk3 catering car and decorated in matching HST-P livery, but without any tooling modifications. Therefore the catering pack will be:

- Dapol Mk3 Buffet car in matching HST-P livery
- Light bar ready
- **Two car Buffet Pack containing** 10000 as Trailer Buffet (TRSB) and 10100 as Trailer Kitchen (TRUK)

Therefore in order to own a full HST-P set you will need the following:

- 1 x 2D-027-xxx (Power cars) - Choose desired livery
- 1 x 2P-007-001 (Saloon pack 1)
- 1 x 2P-007-002 (Saloon pack 2)
- 1 x 2P-007-003 (Buffet pack)

## Current Liveries

Product Code	Description
2D-027-001	HST-P Power Car Pack 1: P Prototype passenger livery (DMBs: 41001 & 41002)
2D-027-002	HST-P Power Car Pack 2: Departmental (overall yellow ends DMBs: 975812 & 975813)
2P-007-001	HST-P Saloon Pack 1: 2 x TF (11000, 11001) and 2 x TS (12000, 12001)
2P-007-002	HST-P Saloon Pack 2: 2 x TF (11002, 11003) and 2 x TS (12002, 12003)
2P-007-003	HST-P Buffet Pack: 10000 as Trailer Buffet (TRSB) 10100 as Trailer Kitchen (TRUK)

**RRP: Power Car Pack - £150.00    Saloon Pack- £120.00    Buffet Pack - £50.00**



# N Gauge 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 were in service until recently 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.



Dapol Exclusive Model

**The Dapol Class 121 features:**

- 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
- Accessory bag with optional fitted parts

**Current Liveries**

Product Code	Description
2D-009-004	Class 121 121032 Arriva Trains
2D-009-005	Class 121 121020 Chiltern Railways Blue
2D-009-006	Class 121 977858 BR Maroon SYP
2D-009-DC1	Class 121 Chiltern Green SYP 121034

**RRP: DCC Ready - £140.00 DCC Fitted - £170.00**

**Proposed Liveries**

Product Code	Description
2D-009-007	Class 121 W55025 BR Green Speed Whiskers
2D-009-008	Class 121 W55026 BR Blue/Grey
2D-009-009	Class 121 W55023 BR Blue

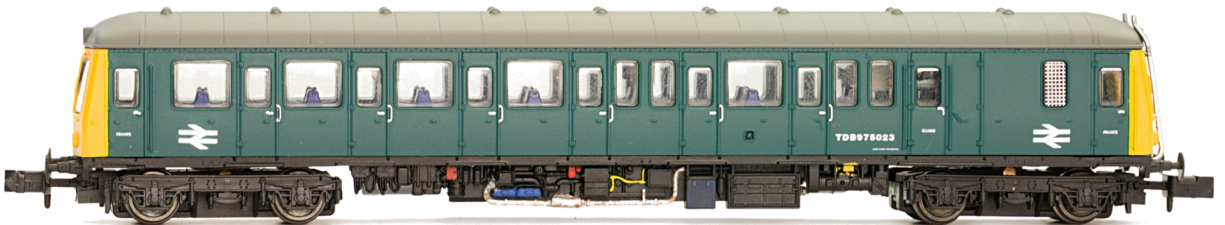
**RRP: DCC Ready - £140.00 DCC Fitted - £170.00**





# N Gauge 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 as they were known 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 features:

- Finely detailed body with many extra fitted items
- All wheel drive and pick up
- Directional lights and head code lighting
- Light bar ready
- Accessory bag with optional fitted parts

## Current Liveries

Product Code	Description
2D-015-003	Class 122 55003 BR Green SYP (Orange Stripe) <b>Dapol Exclusive Model</b>

**RRP: DCC Ready - £140.00 DCC Fitted - £170.00**

## Proposed Liveries

Product Code	Description
2D-015-004	Class 122 E55012 BR Green with Whiskers (Preserved)
2D-015-005	Class 122 M55004 BR Blue/Grey
2D-015-006	Class 122 W55006 BR Blue

**RRP: DCC Ready - £140.00 DCC Fitted - £170.00**



# N Gauge 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. Even with these changes the Class 142 was deemed unsuitable for working the tighter curves of the South Western rail system and the - feet was transferred post privatisation between NW Trains and Northern Spirit, where they are still used primarily on commuter routes between the major cities of the region.



### The Dapol Class 142 features:

- 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
- Independently controllable internal (where fitted) and external lighting
- Accessory bag with optional fitted components

### Current Liveries

Product Code	Description
ND116E	CLASS 142 TYNE & WEAR PTE 142021

**RRP: DCC Ready - £144.85 DCC Fitted - £186.25**

### Proposed Liveries

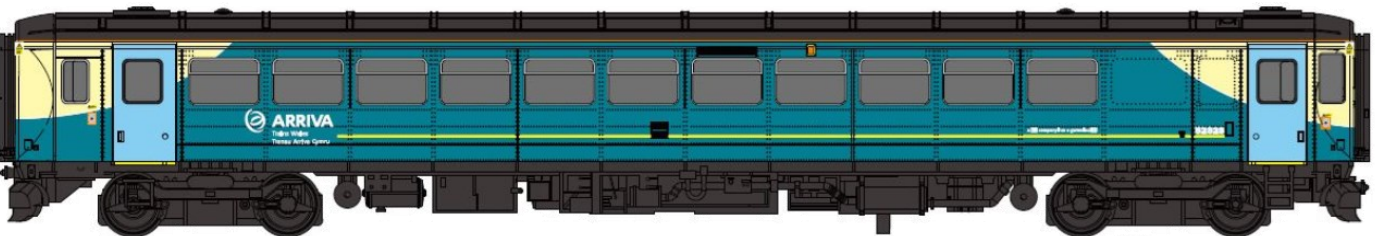
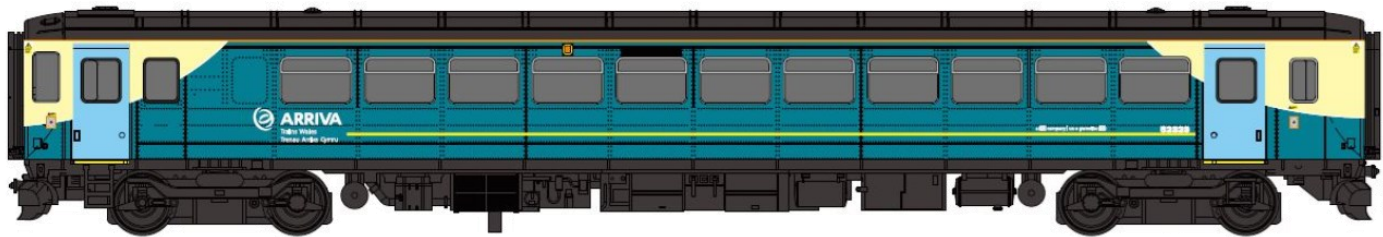
Product Code	Description
2D-142-001	Class 142 Northern Rail (Debranded) 142096
2D-142-002	Class 142 Merseyrail 142042
2D-142-003	Class 142 Mock Great Western Choc & Cream 142022
2D-142-004	Class 142 Manchester PTE 142001
2D-142-005	Class 142 Provincial 142053

**RRP: DCC Ready - £144.85 DCC Fitted - £186.25**



# N Gauge Class 153

The Class 153 is a single car DMU which was produced by Hunslet- Barclay 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 153351-385. The Class 153 operated in NE and NW England, Wales, East Anglia, the Midlands and SW England.



### The Dapol Class 153 features:

- Finely detailed body with many extra fitted items 5 pole Super Creep Motor with incredible controllable slow running speed
- All wheel drive and all wheel pick up
- Directional lights (switchable)
- Light bar ready
- Accessory bag with optional fitted parts

### Proposed Liveries

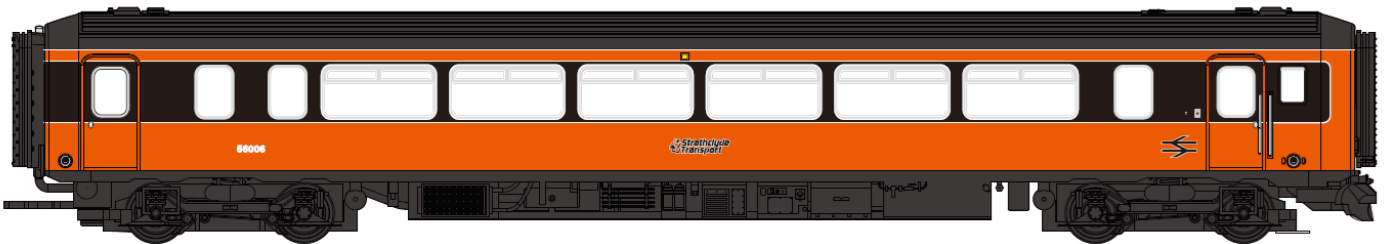
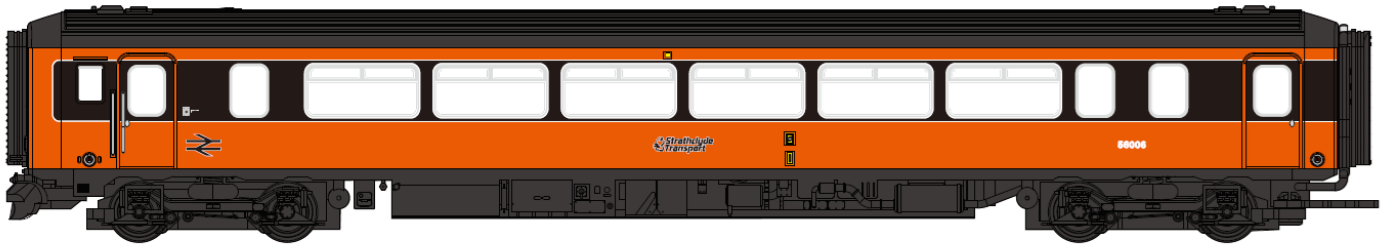
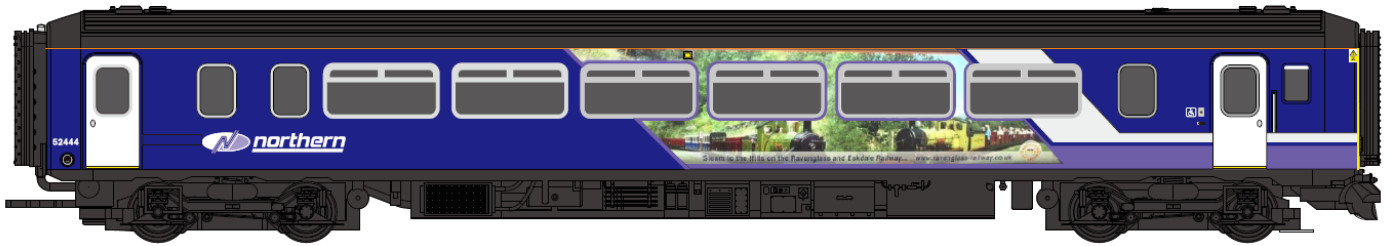
Product Code	Description
2D-020-003	Class 153 153369 Wessex Trains
2D-020-004	Class 153 153323 Arriva Trains

RRP: DCC Ready - £124.15 DCC Fitted - £155.20



# N Gauge Class 156

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 Dapol Class 156 features:**

- 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
- Accessory bag with optional fitted parts

**Proposed Liveries**

Product Code	Description
2D-021-004	Class 156 156509 Strathclyde Orange/Black
2D-021-005	Class 156 156461 Northern Ravenglass & Eskedale

**RRP: DCC Ready - £150.02 DCC Fitted - £191.42**

Imperium
NEXT 18 DCC
[Speaker Icon]
[Light Icon]
BAR R
NEM
ERA 5-10
DUE End Q3 2021

# N Gauge LNER A3 4-6-0

Dapol 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 A3 features:

- Finely moulded body and tender with many separately added detail
- Models include tender, chimney, steam dome variations and some with smoke deflectors
- Cast wheels with fine relief and appropriate colouring
- Heavy metal chassis and 14 wheel pick up
- Dapols 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
- Accessory bag with spares and other added detail

## Current Liveries

Product Code	Description
2S-011-007	A1 Flying Scotsman 4472 LNER Apple Green
2S-011-008	A3 Flying Scotsman 60103 BR Green L/Crest (As Preserved)
2S-011-009	A3 The White Knight 60077 BR Green Early Crest

RRP: DCC Ready - £159.95



# N Gauge LNER A4 4-6-0

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



## The Dapol A4 features:

- Finely moulded body and tender with many separately added fine details
- Models include tender & chimney variations
- Valanced and Un-Valanced versions now available
- Cast wheels with fine relief & appropriate colouring
- Dapols tender drive system that delivers power to the locomotive wheels
- Heavy chassis and 14 wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Finely etched name plates
- Accessory bag with spares

## Current Liveries

Product Code	Description
2S-008-009	A4 Valanced Empire of India 4490 Garter Blue LNER
2S-008-010	A4 Valanced Golden Eagle 4482 LNER Green
2S-008-012	A4 Valanced Sea Eagle

**RRP: DCC Ready - £59.95**

## Proposed Liveries

Product Code	Description
2S-008-008	A4 Valanced Mallard 4468 Garter Blue LNER
2S-008-013	A4 Valanced Silver King 2511 LNER Silver Grey
2S-008-014	A4 Union of South Africa 60009 BR Green Early Crest
2S-008-015	A4 Mallard 60022 BR Green Late Crest

**RRP: DCC Ready - £159.95**



# N Gauge GWR 57xx 0-6-0

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 57xx features:

- 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
- Heavy metal chassis and all wheel pick up
- Accessory bag with spares and other added detail

## Current Liveries

Product Code	Description
2S-007-021	Pannier 8752 GWR Green Great Western Late Cab
2S-007-022	Pannier 6752 GWR Green lettered GWR Later Cab
2S-007-023	Pannier 9741 British Railways Green Late Cab
2S-007-024	Pannier 5742 BR Black Early Crest Early Cab
2S-007-025	Pannier L95 London Transport Red Early Cab
2S-007-026	Pannier 9677 BR Black Early Crest Later Cab
2S-007-027	Pannier 9770 BR Black Late Crest Late Cab
2S-007-028	Pannier Ex 5775 GNSR Lined Early Cab

RRP: DCC Ready - £97.24



# N Gauge 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 Dapol Hall features:

- Finely moulded body and tender with many separately added - ne details
- Painted cast wheels with fine relief and detail
- Dapol's tender drive system that delivers power to the locomotive wheels
- Heavy chassis and 12 wheel pick up
- Dapols proven 5 pole motor for powerful smooth running even at low speeds
- Finely etched name plates
- Comes with factory fitted traction tyres
- Accessory bag with spares and other added detail

## Current Liveries

Product Code	Description
2S-010-004	Hall - Moreton Hall BR Lined Black Early Crest 5908
2S-010-005	Hall - Pitchford Hall G (crest) W Green 4953
2S-010-006	Hall - Woolerton Hall BR Lined Green Late Crest 5999
2S-010-007	Hall - Sketty Hall Grest Western Lined Green 4970

RRP: DCC Ready - £151.45





# N Gauge A1/A1X Terrier 0-6-0

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 Terrier features:

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

#### Current Liveries

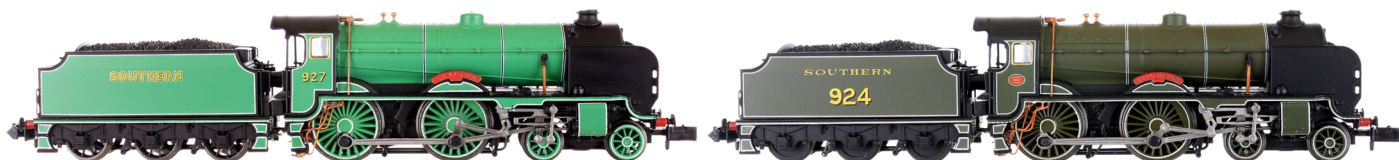
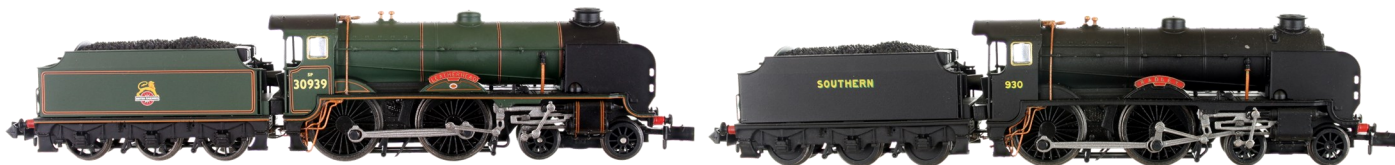
Product Code	Description
2S-012-014	Terrier A1 Gipsyhill 643 Marsh UMBER Brown
2S-012-015	Terrier A1X 32635 Brighton Works Improved Engine Green
2S-012-016	Terrier A1X No.72 Newhaven Harbour Company Lined Black

**RRP: NONE DCC Models (can be hard wired – Contact DCC Supplies)- £87.92**



# N Gauge Schools Class 4-4-0

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



## The Dapol Schools features:

- Finely moulded body and tender with many separately added fine details
- Cast wheels with relief and appropriate colouring
- Stainless steel running gear
- Dapol's tender drive system that delivers power to the locomotive wheels
- Tungsten chassis and 10 wheel pick up
- Finely etched name plates
- Accessory bag with spares and other added detail

## Proposed Liveries

Product Code	Description
2S-002-006	Schools Leatherhead BR Green Lined E/Crest 30939
2S-002-007	Schools Radley Southern Wartime Black 30930
2S-002-008	Schools Clifton Southern Malachite Lined 927
2S-002-009	Schools Haileybury Southern Sage Lined 924
2S-002-010	Schools Brighton BR Green L/Crest Lined 30915

RRP: DCC Ready - £150.02



# N West Country/Battle Of Britain

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.

Dapol will initially be modelling the as originally built locomotive, the rebuilt variant will follow in a later run.

Our first **Next Generation** Steam model, with entirely re-designed chassis and electronics. This model will also incorporate our new locomotive mounted motor offering excellent slow running and exceptional pulling power with reliability and robustness.



## The Dapol Battle of Britain / West Country will feature:

- Powerful New Locomotive mounted motor
- Electrical pick up from all locomotive driving wheels and tender wheels
- Die-cast chassis and locomotive body, injection moulded tender body
- Partial chassis compensation for smooth running and to aid electrical pick up
- Stainless steel running gear
- Standard NEM fitting N Gauge couplers
- Detailed body and fittings
- Printed name plates
- Accessory bag with etched nameplates and detailed buffer beam fittings

## Proposed Liveries

Product Code	Description
2S-034-001	Battle of Britain 'Fighter Command' 21C164 SR Malachite Green
2S-034-002	Battle of Britain 'Spitfire' 34066 BR Green Late Crest
2S-034-003	Battle of Britain '66 Squadron' 34110 BR Green Early Crest
2S-034-004	West Country 'Okehampton' 21CC113 SR Malachite Green
2S-034-005	West Country 'Watersmeet' 34030 BR Green Late Crest
2S-034-006	West Country 'Exeter' 34001 BR Green Early Crest

RRP: DCC Ready - £206.95 DCC Fitted - £238.00 DCC Sound Fitted - £341.55

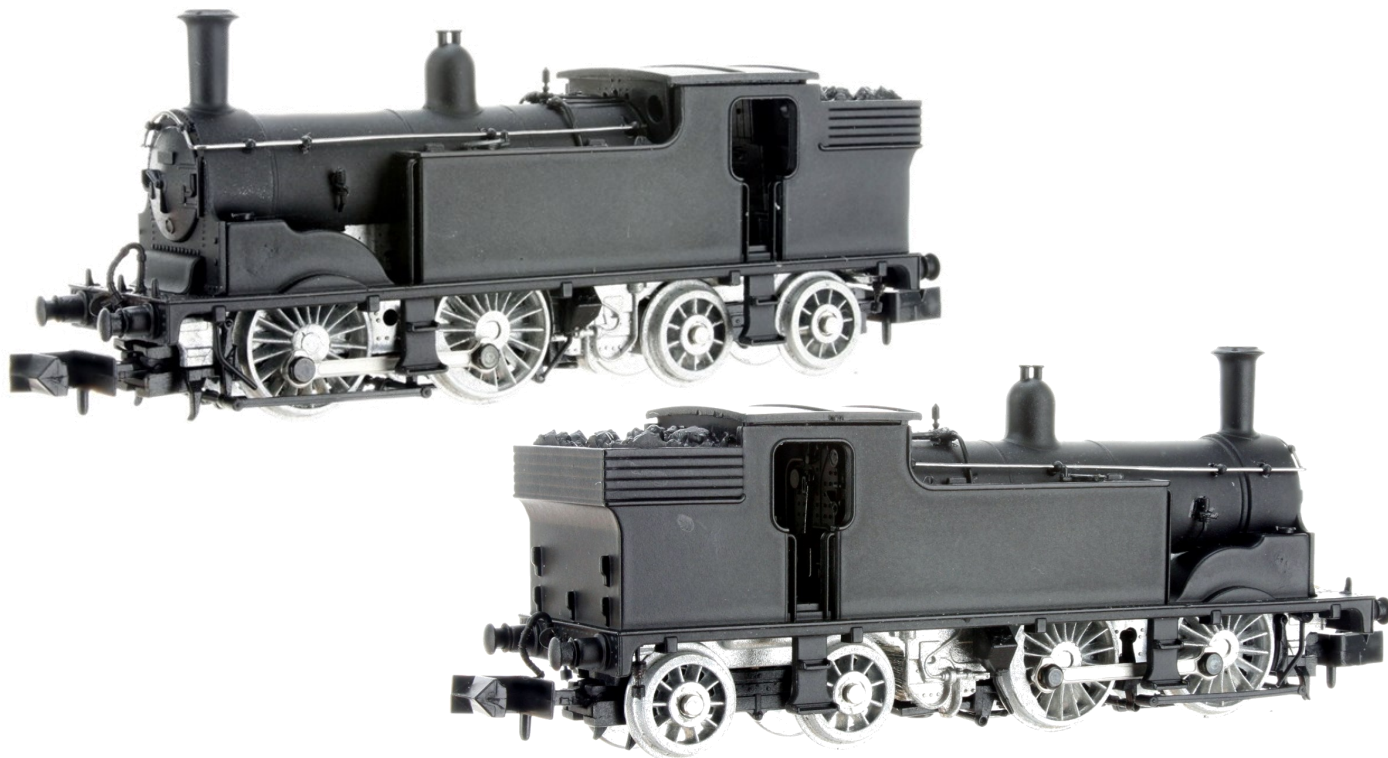


# N Gauge LSWR M7 0-4-4

The LSWR M7 class is a class of 0-4-4 passenger tank locomotive built between 1897 and 1911. Drummond designed the class for use on the intensive London network of the London and South Western Railway (LSWR), the locomotive proved to be well suited to such tasks. Because of their utility, 105 were built, 95 being built at Nine Elms Works with the remaining ten being built at Eastleigh Works. The class went through several modifications over five production batches. For this reason, there were detail variations such as frame length. Many of the class were fitted for push-pull operations, that enabled efficient use on branch line duties.

Under LSWR and Southern Railway ownership they had been successful suburban passenger engines, although with the increased availability of newer, standard designs, many of the class were diagrammed to take on a new role as reliable branch line engines, especially in Southern England.

Many of the class also entered service with British railways. With members of the class lasting in service until 1964 Two examples have survived into preservation: number 245 in the National Railway Museum, and 53 (as BR 30053) on the Swanage Railway. The rest of the class were scrapped. One locomotive was withdrawn in 1937, one in 1938 and the remainder being withdrawn between 1957 and 1965.



## The Dapol LSWR M7 Will Feature:

- Highly detailed body with many separately added parts
- Expertly applied liveries
- Die-cast wheels
- Die-cast chassis
- Keyed axles (similar to the Dapol N Gauge A4/A3) to prevent quartering slippage
- Improved power path from rear pony wipers improved with contact plates
- 48g in weight giving this little locomotive a very impressive haulage capacity.
- The model is DCC 'friendly'. A PCB is located in the bunker and pickup and motor connections are terminated on this. It is a simple matter to replace this PCB with a wired 'micro' decoder by making 4 solder connections. DC only users do not need to make any changes.
- 3 pole can motor providing smooth slow speed running and a realistic top speed.

## Proposed Liveries

Product Code	Description
2S-016-005	M7 0-4-4 Southern Lined Green 37
2S-016-006	M7 0-4-4 SWR Lined Green 245
2S-016-007	M7 0-4-4 Southern Black 246
2S-016-008	M7 0-4-4 British Railways Lined Malachite 30038
2S-016-009	M7 0-4-4 British Railways Lined Black 30248
2S-016-010	M7 0-4-4 BR Early Crest Lined Black 30673
2S-016-011	M7 0-4-4 BR Late Crest Lined Black 30245
2S-016-012	M7 0-4-4 LSWR Lined Green 35

**RRP: DCC Friendly - £97.95 DCC Fitted - £135.45**



# N Gauge 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 steam 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 retrofitted to a handful of previously built 9Fs.

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



## The Dapol BR 9F Features:

- Finely moulded body and tender with many separately added fine details
- Painted cast wheels with fine relief and detail
- Dapols tender drive system that delivers power to the locomotive wheels
- Heavy die-cast 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

## Proposed Liveries

Product Code	Description
2S-013-006	9F 92079 BR Unlined Black Early Crest
2S-013-007	9F 92051 BR Unlined Black Early Crest
2S-013-008	9F 92189 BR Unlined Black Late Crest
2S-013-009	9F 92214 BR Lined Green Late Crest
2S-013-010	The Pine Express Evening Star 4 Gresley Maroon Coaches

**RRP: DCC Ready - £135.00 DCC Ready 4 Coach Bookset - £250.00**



# N Gauge Britannia Pacific

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.



**The Britannia model includes the following features:**

- Finely moulded body and tender with many separately added fine details
- Cast and painted wheels with fine relief
- Square axles for perfect wheel quartering
- Heavy die-cast chassis and all wheel pick up
- Super Creep Motor for controlled pulling power with fine slow speed control
- Finely etched name plates
- Accessory bag with spares and other added detail
- Comes with factory fitted traction tyres

**Proposed Liveries**

Product Code	Description
2S-017-006	Britannia Britannia 70000 BR Unlined Black Early Crest
2S-017-007	Britannia Firth of Clyde 70050 BR Lined Green Early Crest
2S-017-008	Britannia Firth of Forth 70051 BR Lined Green Late Crest
2S-017-009	Britannia Owen Glendower 70010 BR Unlined Green Late Crest
2S-017-010	Britannia East Anglian Set 70039 E/C 4 Gres C&C Coaches

**RRP: DCC Ready - £144.95 DCC Ready 4 Coach Bookset - £260.00**



# N Gauge Coaches



**Mk 3 Coaches**



**Auto Coaches**



**B Set Coaches**



**Collett Coaches**



**Maunsell Coaches**



**Gresley Coaches**

**N Gauge  
Locomotives**

**N Gauge  
Wagons**

# N Gauge HST Mk3 Coaches

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.



## Current Liveries

Product Code	Description
2P-005-021	MK3 Blue Grey 1st Class E42127 HST
2P-005-024	MK3 Blue Grey 1st Class E41069 HST
2P-005-025	MK3 Blue Grey 1st Class E41070 HST
2P-005-026	MK3 Blue Grey 1st Class W41009 HST
2P-005-161	MK 3 Intercity125 Executive TGS 44081 HST
2P-005-322	MK 3 First Great Western 1st Class 41145 HST
2P-005-339	MK 3 GWR Green 2nd Class 42579 'E' HST
2P-005-340	MK 3 GWR Green 2nd Class 42300 'F' HST
2P-005-424	MK 3 Virgin 1st Class 41036 HST
2P-005-438	MK 3 Virgin 2nd Class 42116 HST
2P-005-439	MK 3 Virgin 2nd Class 42258 HST
2P-005-850	MK 3 East Midlands 2nd Class 42111 'D' HST
2P-005-860	MK 3 East Midlands 1st Class 41057 'J' HST
2P-005-760	MK 3 TGS East Midlands 44073
2P-005-820	MK 3 East Coast 1st Class 41120 HST
2P-005-821	MK 3 East Coast 1st Class 41150 HST
2P-005-830	MK 3 East Coast 2nd Class 42215 HST
2P-005-831	MK 3 East Coast 2nd Class 42091 HST
2P-005-832	MK 3 East Coast 2nd Class 42146 HST
2P-005-833	MK 3 East Coast 2nd Class 42150 HST
2P-005-870	MK 3 Cross Country 2nd Class 42374 'D' HST
2P-005-880	MK 3 Cross Country 2nd Class 42373 'E' HST
2P-005-660	MK 3 TGS Cross Country 44052
2P-005-920	MK 3 GNER 1st Class 41090 HST
2P-005-921	MK 3 GNER 1st Class 41044 HST
2P-005-930	MK 3 GNER 2nd Class 42340 HST
2P-005-931	MK 3 GNER 2nd Class 42127 HST
2P-005-932	MK 3 GNER 2nd Class 42063 HST
2P-005-933	MK 3 GNER 2nd Class 42064 HST
2P-005-970	MK 3 Grand Central Buffet 40424 HST
2P-005-980	MK 3 Grand Central 1st Class 41205 HST
2P-005-990	MK 3 Grand Central 2nd Class 42404 HST
2P-005-991	MK 3 Grand Central 2nd Class 42406 HST

### The Dapol Mk3 Coach features:

- Highly detailed Body, underframe and bogies
- Light bar ready
- NEM Coupling
- Finely applied livery
- Full internal detail

## Proposed Liveries

Product Code	Description
2P-005-324	MK 3 FGW 'Fag Packet' 1st Class 41014 HST
2P-005-341	MK 3 FGW 'Fag Packet' 2nd Class 42019 HST
2P-005-342	MK 3 FGW 'Fag Packet' 2nd Class 42020 HST

RRP: Price Range £26.86 - £28.95





# N Gauge Mk3 Sleepers

A Network of trains with sleeping cars operates daily between London and Scotland (Caledonian Sleeper), and between London and the West Country as far as Cornwall (Night Riviera). Using rolling stock designed and formerly operated by British Rail, these services offer single or double- occupancy bedrooms. These services operate all week, except Saturdays and usually depart London (Euston and Paddington) in the evening, arriving at their destinations at approximately 08:00. Both Services use British Rail Mk3 sleeper coaches although the Caledonian sleeper is having their coaches replaced with Mk5 coaches.



### The Dapol Mk3 Coach features:

- Finely detailed body, underframe and bogies
- Innovative lightbar feature where an optional Dapol Lightbar can be fitted
- NEM coupling as standard
- Fine application of livery and decoration details

### Proposed Liveries

Product Code	Description
2P-006-001	Mk 3 Sleeper BR Blue Grey 10510
2P-006-002	Mk 3 Sleeper BR Swallow 10701
2P-006-003	Mk 3 Sleeper GWR Riviera Green 10632
2P-006-004	Mk 3 Sleeper Jervis Departmental DB 977989
2P-006-005	Mk 3 Sleeper FGW 'Fag Packet' 10612
2P-006-006	Mk 3 Sleeper FGW Dynamic Lines 10601
2P-006-007	Mk 3 Sleeper First-Scotrail Caledonian 10666
2P-006-008	Mk 3 Sleeper Serco Departmental DB 977989

RRP: £31.00



# N Gauge Mk3 DVT

A Driving Van Trailer (DVT) is a purpose-built control car railway vehicle that allows the driver to operate with a locomotive in push-pull formation from the opposite end of a train. Trains operating with a DVT consequently do not need the locomotive to be moved around to the other end of the train at terminal stations. Unlike many other control cars, DVTs resemble locomotives (specifically Class 91) and thus when the train is operating in push mode, it does not appear to be travelling backwards. The vehicles do not have any passenger accommodation due to health and safety rules in place at the time of building that prohibited passengers in the leading carriages of trains that run faster than 100 miles per hour (160 km/h). Historically, it was believed that a train would be unstable at high speeds unless pulled from the front but extensive testing, and the experience of high speed trains with central power cars such as the British Rail APT and the Eurostar, have altered this view



#### The Dapol DTV features:

- Finely detailed body with many extra fitted items
- All wheel electrical pick up
- Directional lights
- NEXT-18 Decoder Socket
- Accessory bag with optional fitted parts

#### Current Liveries

Product Code	Description
2D-017-003	Mk3 DVT BR Blue 82115
2D-017-004	Mk3 DVT Network Rail 82124
2D-017-100	DB Management Train 4 Piece Rolling Stock Set
2D-017-101	Chiltern Railways 8 pc Slam Door Set with DVT

RRP: DVT - £62.10 4pc. Bookset - £150.08 8 pc. Bookset - £258.75



# N Gauge 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.



### The Dapol Gresley Coach features:

- Highly detailed body, underframe and bogies
- Fine application of livery including teak effect

### Current Liveries

Product Code	Description
2P-011-055	Gresley BR Carmine & Cream 2nd Class E12621E LBR
2P-011-074	Gresley BR Maroon 2nd Class E12032E
2P-011-075	Gresley BR Maroon 2nd Class E12053E
2P-011-152	Gresley BR Carmine & Cream 1st Class E11019E LBR
2P-011-173	Gresley BR Maroon 1st Class E11036E
2P-011-273	Gresley BR Maroon Brake Composite E10081E
2P-011-352	Gresley BR Carmine & Cream Buffet E9124E LBR
2P-011-372	Gresley BR Maroon Buffet E9035E

RRP: £27.89



In stock—check website for availability

Dapol reserve the right to adjust the price and details

05/2021 V1.5

# N Gauge Collett Coaches

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 best appreciated on his design of the coaches of the GWR. His Collett coaches were produced as a result of stringent testing and standardisation of the best bogie designs to ensure the carriages offered the optimum ride and comfort. Several Collett coaches survive on heritage railways today.



#### The Dapol Collett Coach features:

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

#### Current Liveries

Product Code	Description
2P-000-034	Collett Coach BR Crimson/Cream Composite W7026
2P-000-080	Collett Coach BR Choc/Cream Composite W7019
2P-000-134	Collett Coach BR Crimson/Cream Second W1117
2P-000-180	Collett Coach BR Choc/Cream Second W1092
2P-000-232	Collett Coach BR Crimson/Cream Brake Composite W6553
2P-000-270	Collett Coach BR Choc/Cream Brake Composite W6539
2P-000-320	Collett Coach BR Maroon Full Brake W110W
2P-000-330	Collett Coach BR Crimson & Cream Full Brake W196
2P-000-340	Collett Coach BR Choc/Cream Full Brake W195

RRP: £27.89



# N Gauge 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 type of traffic and to fall within the financial constraints being faced by the business at the time. These coaches, however, were very successful and a few survive on heritage railways today.



## The Dapol Maunsell Coaches features:

- Finely detailed body, underframe and bogies
- 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



# N Gauge Maunsell Coaches



Maunsell SR Lined Green 6 coach set shown for illustration only



## Current Liveries

Product Code	Description
2P-012-003	Maunsell Coach SR 1st Class Lined Green 7668
2P-012-004	Maunsell Coach SR 1st Class Lined Green 7670
2P-012-054	Maunsell Coach SR Brake 3rd Class Lined Green 4048
2P-012-055	Maunsell Coach SR Brake 3rd Class Lined Green 3214
2P-012-056	Maunsell Coach SR Brake 3rd Class Lined Green 3215
2P-012-075	Maunsell Coach SR Brake Composite Lined Green 6565
2P-012-103	Maunsell Coach SR 3rd Class Lined Green 780
2P-012-153	Maunsell Coach SR Composite Lined Green 5139
2P-012-154	Maunsell Coach SR Composite Lined Green 5140
2P-012-253	Maunsell coach set 394 Maunsell Green (Brake 3rd x 2 & Compo)
2P-012-303	Maunsell Coach BR 1st Class SR Green 7208
2P-012-304	Maunsell Coach BR 1st Class SR Green 7367
2P-012-355	Maunsell Coach BR Brake 3rd Class SR Green 3220
2P-012-356	Maunsell Coach BR Brake 3rd Class SR Green 3221
2P-012-375	Maunsell Coach BR Brake Composite SR Green 6567
2P-012-453	Maunsell Coach BR Composite Class SR Green 5150
2P-012-454	Maunsell Coach BR Composite Class SR Green 5149
2P-012-503	Maunsell Coach BR Brake Van SR Green 750
2P-012-504	Maunsell Coach BR Brake Van SR Green 766
2P-012-551	Maunsell coach set 392 SR Green (Brake 3rd x 2 & Compo)
2P-012-600	Maunsell Coach BR 1st Class Crimson & Cream 7669
2P-012-601	Maunsell Coach BR 1st Class Crimson & Cream 7670
2P-012-651	Maunsell Coach BR Brake 3rd Class Crimson & Cream 4481
2P-012-652	Maunsell Coach BR Brake 3rd Class Crimson & Cream 4482
2P-012-653	Maunsell Coach BR Brake 3rd Class Crimson & Cream 3226
2P-012-654	Maunsell Coach BR Brake 3rd Class Crimson & Cream 3231
2P-012-675	Maunsell Coach BR Brake Compo Crimson & Cream 6574
2P-012-700	Maunsell Coach BR 3rd Class Crimson & Cream 2352
2P-012-701	Maunsell Coach BR 3rd Class Crimson & Cream 2353
2P-012-751	Maunsell Coach BR Composite Crimson & Cream 5148
2P-012-752	Maunsell Coach BR Composite Crimson & Cream 5142
2P-012-800	Maunsell coach set 398 Crimson/Cream (Brake 3rd x 2 & Compo)

RRP: Coach - £29.50

Brake Van - £19.15

3 Coach Bookset - £86.62



# N Gauge High Window Maunsell Coaches



## Coach Set Details

SET No.	Coaches in set	BTK(6)	CK	FK	TK	Livery
193	Four	3735	5640			Lined Olive
		3739	5641			Lined Olive
456	Six	4083	5172	7398	837	Lined Olive
		4084		7399		Lined Olive

## Current Liveries

Product Code	Description
2P-014-001	Maunsell High Window 4 coach Set Lined Olive Green Set # 193
2P-014-002	Maunsell High Window 6 coach set Lined Olive Green Set # 456
2P-014-003	Maunsell High Window BTK Coach Lined Olive Green 3730
2P-014-004	Maunsell High Window CK Coach Lined Olive Green 5635
2P-014-005	Maunsell High Window FK Coach Lined Olive Green 7228
2P-014-006	Maunsell High Window TK Coach Lined Olive Green 1122

RRP: Coach - £33.07

4 Coach Bookset - £129.32

6 Coach Bookset - £193.49



# N Gauge Autocoaches

An Autocoach could often be seen being propelled down many branch lines by a variety of Auto fitted Locomotives. 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 Autocoaches survive into preservation.



#### The Dapol Autocoach features:

- Detailed moulded body and chassis
- Finely applied livery and decoration
- NEM coupling
- Separately applied wire hand rails

#### Proposed Liveries

Product Code	Description
2P-004-014	Autocoach GWR Over Twin Cities Chocolate & Cream 187
2P-004-015	Autocoach GWR Shirtbutton Chocolate & Cream 194
2P-004-016	Autocoach Brown Orange Lining GWR Over Twin Cities
2P-004-017	Autocoach GWR Great Crest Western Chocolate & Cream 192
2P-004-018	Autocoach BR Carmine & Cream W193W No Insignia
2P-004-019	Autocoach BR Maroon W190W No Insignia

RRP: £22.95





# N Gauge B-Set Coaches

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



## The Dapol B-Set Coaches features:

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

## Proposed Liveries

Product Code	Description
2P-003-012	B Set Coach Pack GWR Cities Crest Chocolate & Cream 6445 & 6446
2P-003-013	B Set Coach Pack GWR Cities Crest Chocolate & Cream 6449 & 6450
2P-003-014	B Set Coach Twin Pack Great crest Western Chocolate & Cream 6413 & 6414
2P-003-015	B Set Coach Twin Pack BR Crimson 6461 & 6464
2P-003-016	B Set Coach Twin Pack BR Lined Maroon 6969 & 6940

RRP: £35.00





# N Gauge Wagons



Open wagons



Tank Wagons & Bulk Hoppers



Vans



Containers



Modern Image rolling stock

N Gauge  
Locomotives

N Gauge  
Coaches

# N Gauge 7 Plank Open Wagon

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 this 1923 standard end door version, indicating its main use for coal distribution. Tens of thousands of these wagons were produced with many being used well past nationalisation into the 1960s. There are numerous examples on various preserved lines throughout the UK.



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

#### The Dapol 7 plank wagon features:

- Finely moulded body and applied livery
- Complete with coal load

#### Proposed Liveries

Product Code	Description
2F-071-042	7 Plank GWR Grey 06575
2F-071-043	7 Plank GWR Grey 06575 Weathered
2F-071-056	7 Plank SR Brown 37433
2F-071-057	7 Plank SR Brown 37433 Weathered

#### Current Liveries

Product Code	Description
2F-071-048	7 Plank BR Grey P238840
2F-071-048	7 Plank BR Grey P238840 Weathered
2F-071-048	7 Plank LMS Grey 302087
2F-071-048	7 Plank LMS Grey 302087 Weathered

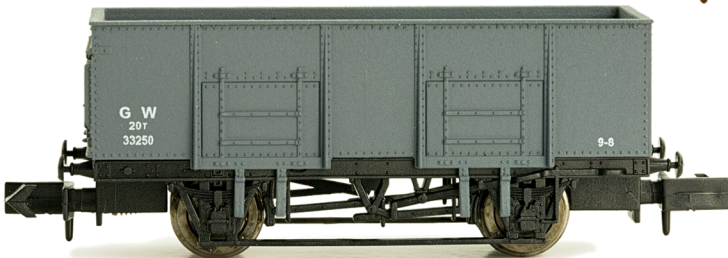
RRP: Pristine - £9.98

Weathered - £11.10



# N Gauge 20T Mineral Wagon

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 this 1923 standard end door version, indicating its main use for coal distribution. Tens of thousands of these wagons were produced with many being used well past nationalisation into the 1960s. There are numerous examples on various preserved lines throughout the UK.



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

#### The Dapol 21T Mineral Wagon features:

- Highly detailed body with integral door detail moulded
- Profiled wheels

#### Current Liveries

Product Code	Description
2F-038-007	20T Steel Mineral West Midlands Electricity
2F-038-013	20T Steel Mineral Bolsover6390
2F-038-014	20T Steel Mineral Bolsover 6390 Weathered
2F-038-020	20T STEEL MINERAL PJ & JP WEATHERED
2F-038-024	20T Steel Mineral Cambrian Wagon Works Weathered
2F-038-026	20T Steel Mineral Margam 157 Weathered
2F-038-052	20T Steel Mineral Margam 158 Weathered

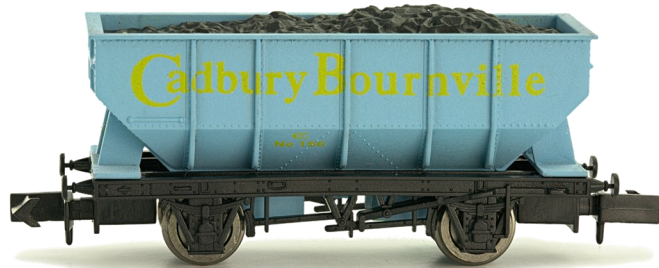
RRP: Pristine - £12.75

Weathered - £13.86



# N Gauge 20T Mineral Wagon

The 21T steel bodied hopper was based on a LNER design and was used from 1949 to the early 1980s as the standard BR coal hopper. Over 23,000 were built between 1949 and 1959 and due to their long service and rough work were constantly being rebuilt and remodelled. Variations between wagons are therefore very common with some wagons having fewer ribs, different types of brakes and an overall simpler body design with welded rather than riveted seams as used in earlier examples. The 21T hopper was designated HTV under the TOPS nomenclature system.



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

**The Dapol 21T Hopper features:**

- Highly detailed body with rivet detail finely moulded
- Complete with load
- Profiled wheels

**Proposed Liveries**

Product Code	Description
2F-034-047	21T Hopper NCB 146 Dark Grey
2F-034-048	21T Hopper NCB 146 Dark Grey Weathered
2F-034-073	21T Hopper British Steel 39 Brown 39
2F-034-074	21T Hopper British Steel 39 Brown 39 Weathered
2F-034-075	21T hopper NE 193272 Grey
2F-034-076	21T hopper NE 193272 Grey
2F-034-077	21T Hopper BR E289570 Grey
2F-034-078	21T Hopper BR E289570 Grey Weathered

RRP: Pristine - £11.20

Weathered - £12.31



# N Gauge 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 several design patterns and could be seen singularly or in blocks across all regions of BR.



### The Dapol Grampus Wagon features:

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

### Proposed Liveries

Product Code	Description
2F-060-014	Grampus BR Black DB984292
2F-060-015	Grampus BR Black DB985834
2F-060-016	Grampus Olive Green DB984363
2F-060-017	Grampus Indian red DB985730
2F-060-018	Grampus Engineers Grey/Yellow 'Dutch' DB990518
2F-060-019	Grampus Engineers Grey/Yellow 'Dutch' DB991673
2F-060-020	Grampus Engineers Grey/Yellow 'Dutch' DB991471

**RRP: £17.95**

### Current Liveries

Product Code	Description
2F-060-012	Grampus BR Black DB990653
2F-060-013	Grampus Taunton Concrete Olive Green DB986708

**RRP: £17.95**



# N Gauge Six Wheel Milk Tanker

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



Previous models shown for illustration only

### The Dapol 6 Wheel Milk Tanker features:

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

### Proposed Liveries

Product Code	Description
2F-031-020	6 Wheel Milk Tanker United Dairies 44018
2F-031-021	6 Wheel Milk Tanker CWS Green 4409
2F-031-022	6 Wheel Milk Tanker Express Dairy 'E' no 37
2F-031-023	6 Wheel Milk Tanker United Dairies (Green Text) 4430
2F-031-024	6 Wheel Milk Tanker - Co-op London no 133
2F-031-025	6 Wheel Milk Tanker West Park Dairy no 142

RRP: Pristine - £16.50





# N Gauge Bulk Grain Hoppers

Post 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 10ft 6 inch wheelbase and 21ft body. These wagons normally ran in small rakes of between 2 and 10 wagons as part of a general mixed goods train. The bulk grain was discharged from the wagon via a bottom discharge chute and then via an auger to the waiting road transport. The bulk transportation of grain grew during the 1960s and 70s as Britain exported grain overseas. However this net export had diminished by the early 1990s and the bulk movement of grain by rail became uneconomic. Today the proportion of grain transported in bulk is a very small proportion and ironically most grain is now transported in sacks as it was before the advent of rail freight services.



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

**The Dapol Bulk Grain Hopper features:**

- Finely moulded body with accurately moulded ladders and walk ways
- Accurately applied livery and decoration
- Profiled wheels

**Proposed Liveries**

Product Code	Description
2F-036-033	Bulk Grain Hopper GWR Grey 42313
2F-036-034	Bulk Grain Hopper GWR Grey 42313 Weathered
2F-036-045	Bulk Grain Hopper BR Grey B885333
2F-036-046	Bulk Grain Hopper BR Grey B885333 Weathered

**Current Liveries**

Product Code	Description
2F-036-024	Bulk Grain Hopper GWR 42315 Weathered
2F-036-026	Bulk Grain Hopper GWR 42303 Weathered
2F-036-031	Bulk Grain Hopper Bass Charrington 37
2F-036-032	Bulk Grain Hopper Bass Charrington 37 Weathered
2F-036-035	Bulk Grain Hopper LMS Bauxite 701378
2F-036-039	Bulk Grain Hopper Avonmouth 42317

RRP: Pristine - £16.30      Weathered - £17.41



# N Gauge CCT Vans

The standard CCT (covered carriage trucks) were four wheeled vans used to provide express parcel services to many small locations where a full parcels service was not provided. Post-nationalisation, BR continued using them and they were commonly seen in the 1950s and 1960s but were finally withdrawn from service by the mid 1980s. A number of CCT vans survive into preservation.



## The Dapol CCT Van features:

- 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

## Current Liveries

Product Code	Description
2F-047-009	CCT BR Southern Region Green S2413S
2F-047-010	CCT BR Maroon M527047
2F-047-011	CCT Southern Olive Green S2280S
2F-047-012	CCT BR Blue S2536S

**RRP: Pristine - £19.61**



# N Gauge Blue Spot Fish Vans

Until relatively recently with the advent of fast refrigerated road transport, rail was popular for the efficient and fast transportation of fish. It was this ability of rail to deliver fresh fish over great distances that enabled Grimsby to become the worlds 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.



#### The Dapol Blue Spot Fish Van features:

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

#### Current Liveries

Product Code	Description
2F-019-005	Blue Spot Fish Van (white) E87894
2F-019-006	Blue Spot Fish Van (white) E87675
2F-019-007	Blue Spot Fish Van (white) E87351
2F-019-008	Blue Spot Fish Van (white) E87948

RRP: Pristine - £11.30



# N Gauge Silver Bullet

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.



### The Dapol Syphon G & H van features:

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

### Proposed Liveries

Product Code	Description
2F-023-010	Siphon H GWR 1432
2F-023-014	Siphon H GWR 1432 Weathered

### Current Liveries

Product Code	Description
2F-023-016	Siphon H BR W1431 Weathered

### Proposed Liveries

Product Code	Description
2F-024-017	Siphon G GWR 1477
2F-024-014	Siphon G GWR 1477 Weathered

### Current Liveries

Product Code	Description
2F-024-016	Siphon G BR W1459 weathered

RRP: Pristine - £17.03 Weathered - £18.11



# N Gauge Blue Spot Fish 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.



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

**The Dapol Gun Powder Van features:**

- Highly detailed moulded body
- Finely and accurately applied livery
- Profiled wheels

**Proposed Liveries**

Product Code	Description
2F-013-069	Gunpowder Van GWR Black W105740
2F-013-070	Gunpowder Van GWR Black W105740 Weathered
2F-013-071	Gunpowder Van BR Grey M701056
2F-013-072	Gunpowder Van BR Grey M701056 Weathered

**Current Liveries**

Product Code	Description
2F-013-048	Gunpowder Van BPCM 168 Weathered
2F-013-049	Gunpowder Van LMS 299035
2F-013-050	Gunpowder Van LMS 299035 Weathered
2F-013-051	Gunpowder Van LMS 299039
2F-013-061	Gunpowder Van SR 62139

RRP: Pristine - £10.20

Weathered - £11.31



# N Gauge Fruit D Vans

The Fruit D wagons were large ventilated vans designed for transporting fruit. They were first constructed by the GWR and then later by BR 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 Fruit D Van features:

- Finely moulded body and Chassis
- NEM pockets
- Accurately applied livery
- Profiled wheels

## Proposed Liveries

Product Code	Description
2D-014-009	Fruit D Van GWR Shirt Button 2913
2D-014-010	Fruit D Van GWR Brown 2868
2D-014-011	Fruit D Van BR Maroon W2910
2D-014-12	Fruit D Van BR Blue W3461W

**RRP: Pristine - £16.95**



# N Gauge Dogfish

The Catfish and Dogfish were BRs standard small ballast hopper wagons, almost 2000 being built between 1955-1961. Measuring in with a 14ft wheelbase, they were 22ft 6in over headstocks. The Dogfish was designed to carry 24 Tons of ballast. All were fitted with vacuum brakes from new, many lasted into the 1990s while a programme to fit air-brakes to surviving Dogfish wagons was started in 2000. Despite this, the last examples types were withdrawn in 2006. Many have survived into preservation.



Decorated samples and previously produced book set model shown for illustration only

Conversion to NEM Pocket Underway

### The Dapol Dogfish Ballast Wagon features:

- Finely moulded body with many separately added details
- Accurately applied livery and painted details
- NEM pockets with self centring couplings

### Proposed Liveries

Product Code	Description
2F-041-000	Dogfish BR Olive DB993353
2F-041-001	Dogfish BR Olive DB993138
2F-041-002	Dogfish BR Grey DB993073
2F-041-003	Dogfish BR Grey DB983184
2F-041-004	Dogfish BR Black DB983000
2F-041-005	Dogfish BR Black DB993059
2F-041-006	Dogfish BR Dutch Grey/Yellow DB992929
2F-041-007	Dogfish BR Dutch Grey/Yellow DB983577

RRP: £18.58



# N Gauge FEA-B Spine Wagon

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



#### The Dapol FEA-B Spine Wagon Features :

- Pair of FEA-B spine wagons
- Finely moulded body with many separately added details
- Accurately applied livery and painted details
- NEM pockets with self centring couplings
- Containers available separately

#### Proposed Liveries

Product Code	Description
2F-044-001	FEAB Spine Wagon Twin Pack N Freightliner 640707 + 640708
2F-044-002	FEAB Spine Wagon Twin Pack N Freightliner 640721 + 640722
2F-044-003	FEAB Spine Wagon Twin Pack N Freightliner 640719 + 640720
2F-044-004	FEAB Spine Wagon Twin Pack N Freightliner 640011 + 640012

RRP: Pristine - £38.81





# N Gauge MEGAFRET Wagon

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



## The Dapol Megafret Wagon Features :

- Highly detailed moulded body
- 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 sold separately

## Current Liveries

Product Code	Description
2F-053-004	Megafret Wagon Set 3368 490 9 164-8
2F-053-005	Megafret Wagon Set 3368 490 9 354-5
2F-053-006	Megafret Wagon Set 3368 490 9 460-0 Weathered

RRP: Pristine - £38.24 Weathered - £45.49



# N Gauge HIA Limestone Hopper

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



## The Dapol HIA Limestone Hopper Features :

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

## Proposed Liveries

Product Code	Description
2F-026-007	HIA Freightliner Green Heavy Haul Limestone Hopper 369001
2F-026-008	HIA Freightliner Green Heavy Haul Limestone Hopper 369013
2F-026-009	HIA Freightliner Green Heavy Haul Limestone Hopper 369017
2F-026-010	HIA Freightliner Green Heavy Haul Limestone Hopper 369021
2F-026-011	HIA Freightliner White Heavy Haul Limestone Hopper 369022
2F-026-012	HIA Freightliner White Heavy Haul Limestone Hopper 369043

RRP: £26.91



# N Gauge Silver Bullet

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



## 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

## Proposed Liveries

Product Code	Description
2F-027-006	Silver Bullet Ermewa 33 87 789 8003-1 Weathered
2F-027-007	Silver Bullet Ermewa 33 87 789 8004-9
2F-027-008	Silver Bullet Ermewa 33 87 789 8013-0
2F-027-009	Silver Bullet Nacco / ECC 3387 789 8 077-5
2F-027-010	Silver Bullet Nacco / ECC 3387 789 8 053-6
2F-027-011	Silver Bullet Nacco / ECC 3387 789 8 064-3 Weathered
2F-027-012	Silver Bullet Nacco / ECC 3387 789 8 066-8 Weathered

RRP: Pristine - £31.98 Weathered - £35.18



# N Gauge Telescopic Hood Wagons

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



## The Telescopic Hood Wagon Features :

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

## Current Liveries

Product Code	Description
2F-039-009	Telescopic Hood Wagon Tiphook Blue 33 70 0899 046-3
2F-039-010	Telescopic Hood Wagon Tiphook Blue 33 70 0899 040-6
2F-039-011	Telescopic Hood Wagon Tiphook Blue 33 70 0899 010-9
2F-039-012	Telescopic Hood Wagon Tiphook Blue 33 70 0899 083-6

RRP: £25.82



# N Gauge IOA Wagon

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



## The IOA Bogie Ballast Wagon Features :

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

## Proposed Liveries

Product Code	Description
2F-045-009	IOA Ballast Wagon Network Rail Yellow 3170 5992 118-7
2F-045-010	IOA Ballast Wagon Network Rail Yellow 3170 5992 107-0
2F-045-011	IOA Ballast Wagon Network Rail Yellow 3170 5992 091-6
2F-045-012	IOA Ballast Wagon Network Rail Yellow 3170 5992 115-3

RRP: £24.95



# N Gauge JNA Wagon

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



## The JNA Falcon Wagon Features :

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

## Proposed Liveries

Product Code	Description
2F-010-011	JNA Falcon Network Rail NLU29006
2F-010-012	JNA Falcon Network Rail NLU29023
2F-010-013	JNA Falcon Network Rail NLU29149
2F-010-014	JNA Falcon Network Rail NLU29239

RRP: Pristine - £24.95



# N Gauge MJA Bogie Ballast Wagon

The MJA bogie ballast wagon was introduced in 2003 and was designed for the transportation of minerals, aggregates and spoil. The wagon was 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. GBRF have now taken ownership of a number of these wagon sets.



## The MJA Bogie Ballast Wagon 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
- Available in original Freightliner livery and new GBRF livery

## Proposed Liveries

Product Code	Description
2F-025-008	MJA Freightliner Heavy Haul Bogie Box Van 502019 & 020
2F-025-009	MJA Freightliner Heavy Haul Bogie Box Van 502005 & 006
2F-025-010	MJA Freightliner Heavy Haul Bogie Box Van 502011 & 012
2F-025-011	MJA Freightliner Heavy Haul Bogie Box Van 502039 & 040
2F-025-012	MJA GBRF Bogie Box Van 502009 & 010
2F-025-013	MJA GBRF Bogie Box Van 502027 & 028

RRP: Pristine - £41.95



# N Gauge Habfis 2 Ferry Wagon

The Habfis 2 wagon is used for the train ferry traffic between the continent and Great Britain. Two sliding walls per wagon side gives access to the complete floor area from both sides and facilitate the loading and unloading by fork truck from ground level. The wagon has been designed for an even distribution of the load on the wagon floor. The Maximum wheel pressure on the floor board is 2.6 tons. The wagon is fitted with fixing points along both sides for load security purposes.



### The Ferry Wagon Features :

- Highly detailed body moulding
- Accurately applied livery
- NEM pockets
- Profiled wheels

### Current Liveries

Product Code	Description
2F-022-005	Ferry Wagon Cargowaggon 33 80 279 7516-2 Yellow Stripe
2F-022-006	Ferry Wagon Cargowaggon 33 80 279 7543-6 Yellow Stripe
2F-022-007	Ferry Wagon Cargowaggon 33 80 279 7586-4P White Stripe
2F-022-008	Ferry Wagon Cargowaggon 33 80 279 7656-6P White Stripe
2F-022-009	Ferry Wagon Blue Circle 33 80 279 7669-9
2F-022-010	Ferry Wagon Blue Circle 33 80 279 7688-9

RRP: £22.27





# N Gauge 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 20ft, 40ft, 45ft, 48ft and 53ft, the latter two being more prevalent in the USA. Dapol model Containers in three lengths 20ft, 40ft and 45ft. These are now 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. Dapol also now produce curtain sided containers.

All of the containers that Dapol produce are manufactured in limited runs to help modellers build up rakes of wagons with differing container liveries and running numbers. Be aware they sell out fast!



Posable articulated doors



Clean and weathered versions available

Stackable

### The Dapol Container Features :

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

### RRP:

Product	Pristine	Weathered
20ft Containers (4 Pack)	£17.54	£19.54
40ft Containers (2 Pack)	£16.00	£17.01
45ft Containers (2 Pack)	£16.55	£17.56
45ft Curtain Sided Containers (2 Pack)	£16.55	£17.56



# OO Gauge Locomotives



Electro-Diesel



Diesel



DMU



Steam

OO Gauge  
Wagons

# OO Gauge 2-6-0 Mogul

The series of models being manufactured by Dapol are to the later Churchward build from numbers 5390 through to 7321, constructed between 1920 and 1923 with the final eight (6362-6369) in 1925 under Collett. These Collett locomotives had outside cylinder steam pipes fitted from new, whilst this feature was added to the majority of the earlier batch from the late 1940s to the early 1950s. The last to be withdrawn was 6395 on 21-11-1964.



**dapol**  
Exclusive

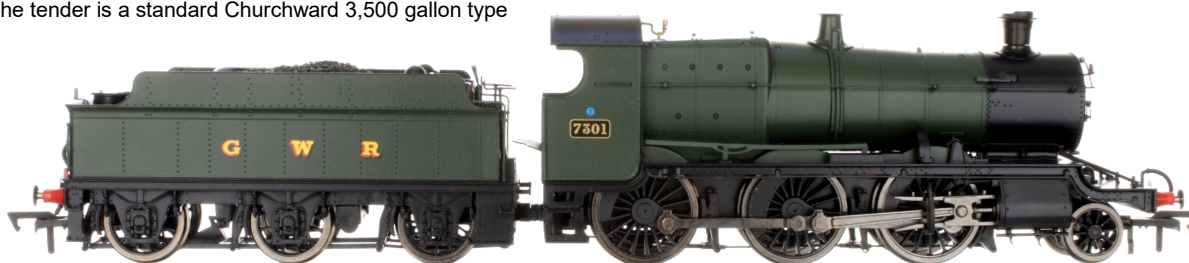
## General Specification

Many original GA drawings were used in the development of these accurate and authentic models.

The locomotive has a diecast chassis with a five pole motor driving the rear wheels. To add compensation the centre driving wheels are sprung, the front pony truck is also sprung and operates on a cam so the model will negotiate R2 curves with ease.

To portray these locomotives over their lifetime many details have been drawn up as follows:-

- Churchward Taper Buffers
- Collett Straight Shank Buffers
- Smokebox with/without cylinder steam pipes
- Tall vacuum pipe for early versions
- Lower vacuum pipe for later period
- Tall safety valve cover
- Short safety valve cover
- Smoke box top mounted lamp bracket
- Smoke box door mounted lamp bracket for B.R. period
- Smoke box number plate for B.R. period
- Hinged fall plate
- The tender is a standard Churchward 3,500 gallon type



## Technical Specification

- A slide in PCB offers simple tool-free installation of a NEXT-18 DCC decoder and a no-solder speaker connection. This board slides through the smoke box door and connects directly to the locomotive mother board.
- The tender to locomotive drawbar includes reliable electrical connections moulded within the close-coupling push-fit coupling. This eliminates wired plugs and unreliable wiper style connections.
- The locomotive and tender have electrical pick-up on all driving and tender wheels
- An optional base reflex speaker can be fitted into the tender. An audio frequency filter is integrated within the main locomotive PCB to ensure each speaker reproduces within its ideal frequency range\*
- Firebox glow (synchronised with sound\*)
- Dapols proven slow speed mechanism and high torque motor
- Enhance your driving experience with our feature RealDrive\*

\* Factory fitted models only

## Current Liveries

Product Code	Description
4S-043-003	7301 Green With GWR & BR Smoke Box Number Plate
4S-043-007	6308 BR Green early Lion & Wheel crest (BR) & extra lining on the tender fender

RRP: DCC Ready - £165.55

DCC Fitted - £196.60

DCC Sound Fitted - £309.95



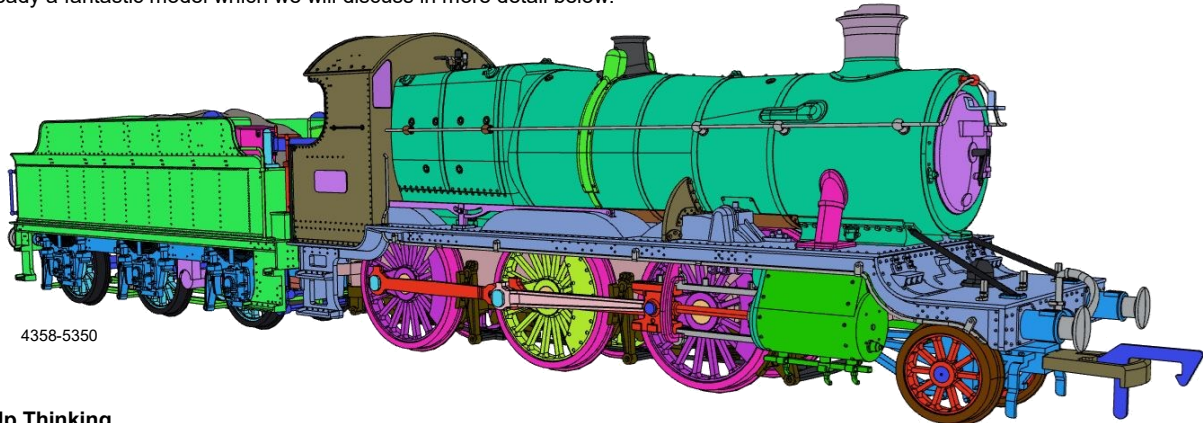
In Stock—Check website for availability

Dapol reserve the right to adjust the price and details

06/2021 V1.8

# OO Gauge 2-6-0 Mogul

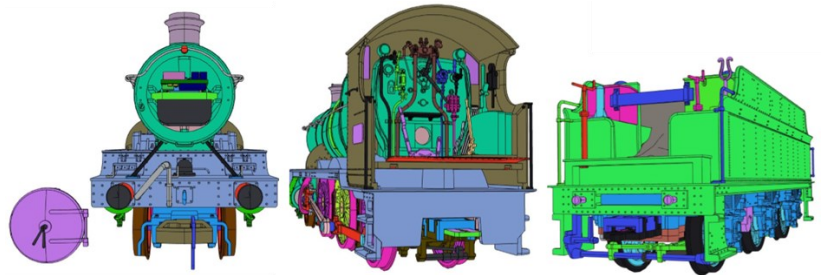
It was with great pleasure that Dapol announced the second production run of the extremely popular GWR 43xx 2-6-0 Mogul at the World of Railways 2021 Virtual show. The original production run featured locomotives with numbers starting 63xx and 73xx. The tooling suite is being expanded to allow us to increase the range of prototype models and their associated liveries that we can portray, locomotives with numbers starting from 4321 up to 5383 inclusive can now be accurately modelled. These models will include several developments to improve on what was already a fantastic model which we will discuss in more detail below.



4358-5350

## Joined Up Thinking

The tooling package for the original batch of Moguls was from its very inception designed to allow us to produce the other versions of the prototype. The model incorporates many of the features and benefits from the first batch of OO Gauge Moguls. As well as Dapols, customary, excellent aesthetics the model will feature Dapol's award winning slide out PCB and the tried and tested easy connect, wire free, tender to locomotive electrical draw bar. The inclusion these two features makes converting your model to DCC or DCC and sound very easy indeed.

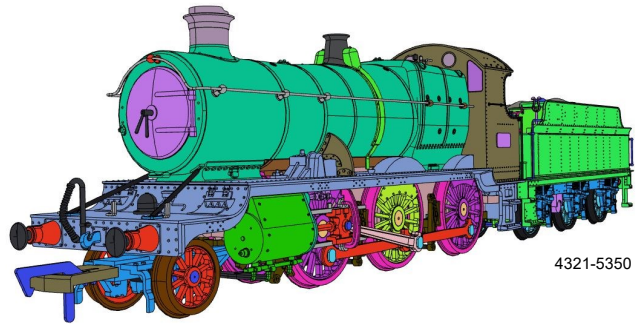


CAD views showing slide out PCB, Cab interior and inner face of the tender

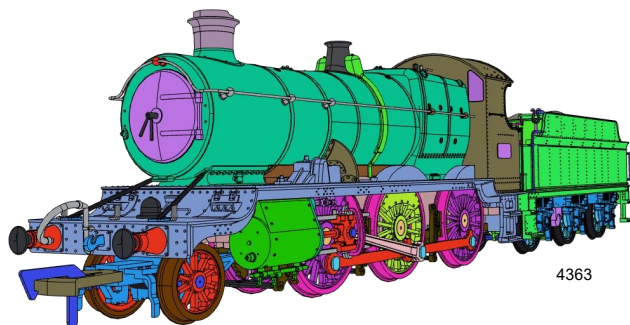
## General Specification

Many original GA drawings were used in the development of these accurate and authentic models. The locomotive will have all of the usual refinements that are expected to be found on all Dapol models including:

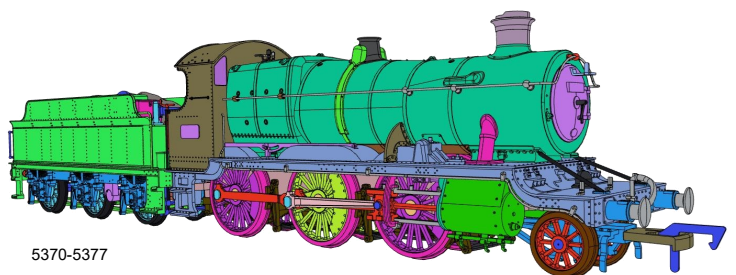
- A die-cast compensated chassis
- New cab with higher and shorter roof
- Porthole cab windows above the firebox – where appropriate
- Detailed cab interior with lever reverse
- Full profile cylinder – no cut away
- New motion bracket and boiler support
- Improved slide bars and cross head
- New straight Chimney – where appropriate
- Original front Pony spring housing – where appropriate
- New footplate with longer middle splasher on the right hand side
- Brass plated safety valve casing
- The front Bogie is also sprung and operates on a cam so the model will negotiate R2 curves with ease
- Smooth sided tender where appropriate
- Churchward tapered and Collet straight shank buffers and main footplate with prototypical overhang.



4321-5350



4363



5370-5377

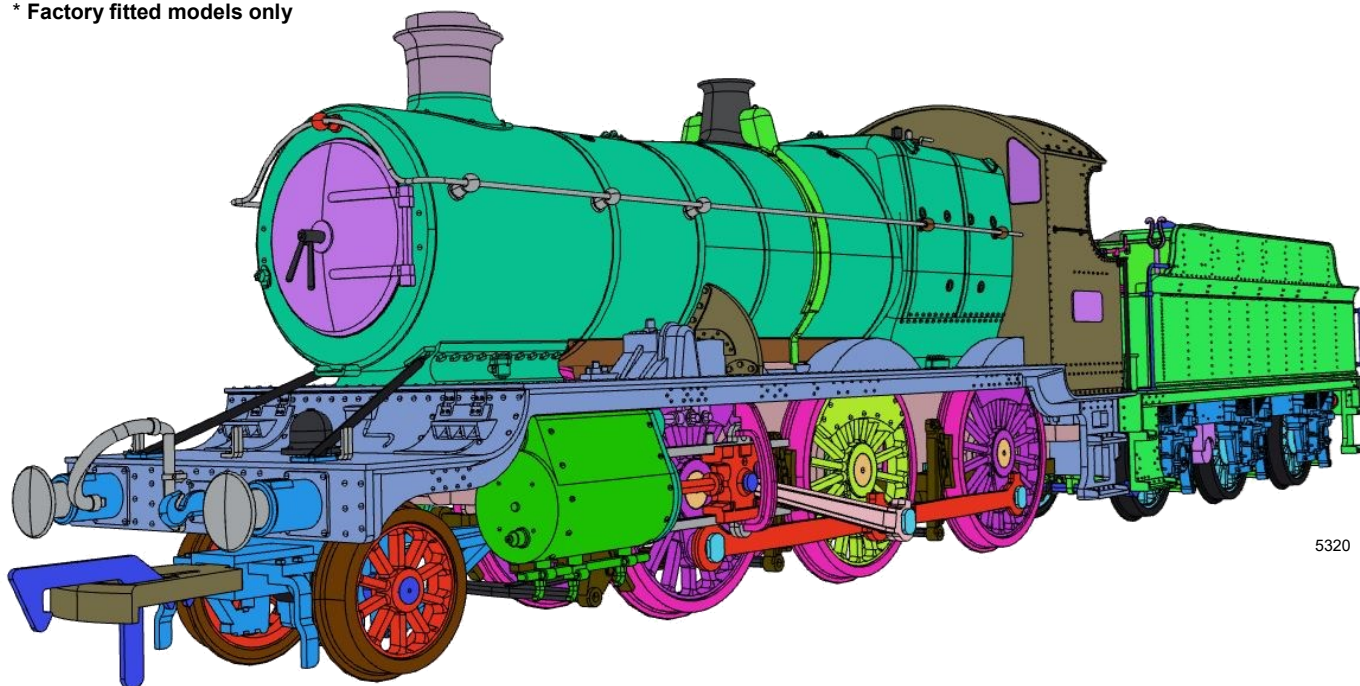


# OO Gauge 2-6-0 Mogul

## Technical Specification

- A slide in PCB offers simple 'tool-free' installation of a NEXT-18 DCC decoder and a 'no-solder' speaker connection. This board slides through the smoke box door and connects directly to the locomotive mother board.
- The tender to locomotive drawbar includes reliable electrical connections moulded within the close-coupling push-fit coupling. This eliminates wired plugs and unreliable wiper style connections.
- A total of 12 wheels split between the locomotive and tender have electrical pick-up, this is enhanced by the sprung centre driving wheel.
- A sugar cube is mountable on the slide out PCB board and a Base Reflex speaker can be housed in the tender. An audio frequency filter is integrated within the main locomotive PCB to ensure each speaker responds within it's ideal frequency range.
- Improved firebox glow (synchronised with DCC sound)
- Dapol's proven slow speed mechanism and high torque five pole skew wound motor
- Enhance your driving experience with our feature RealDrive\*

\* Factory fitted models only



5320

We have prepared a short video to show you a wider selection of viewing angles of the CAD images. Please press on the image to go to Dapol TV for more information.



**Pre-Order factory installed DCC Sound Fitted Models exclusively at [www.dapol.co.uk/pre-order.....](http://www.dapol.co.uk/pre-order.....)**  
**Pre-Order DCC Ready & DCC Fitted Models at your preferred Dapol stockist now**

## Proposed Liveries

Product Code	Description
4S-043-008	GWR 43xx 2-6-0 Mogul 5322 Khaki
4S-043-009	GWR 43xx 2-6-0 Mogul 4321 Lined Great crest Western
4S-043-010	GWR 43xx 2-6-0 Mogul 5350 Great Western
4S-043-011	GWR 43xx 2-6-0 Mogul 4377 GWR Shirtbutton
4S-043-012	GWR 43xx 2-6-0 Mogul 5320 GWR
4S-043-013	GWR 43xx 2-6-0 Mogul 5370 BR Lined Black Early Crest
4S-043-014	GWR 43xx 2-6-0 Mogul 5377 BR Black Early Crest
4S-043-015	GWR 43xx 2-6-0 Mogul 4358 BR Lined Green Early Crest
4S-043-016	GWR 43xx 2-6-0 Mogul 5330 BR Lined Green Late Crest

RRP: DCC Ready - £167.95

DCC Fitted - £197.95

DCC Sound Fitted - £277.95



# OO Gauge 2-6-2 Large Prairie

The 5101 class of large prairie locomotives were updated versions of the 3100 class and built between 1929 and 1939 which included the 6100 series, with a higher boiler pressure and designed for London suburban services. The final built between 1946 and 1949 with the last twenty not receiving Great Western livery.

During December 1965 the last eleven locomotives were withdrawn all being from the 6100 batch. Dapol shall be manufacturing these models from the early 1930s when cab side shutters were added.



## Detail for the connoisseur

Many original GA drawings were used in the development of these accurate and authentic models.

To portray these locomotives over their lifetime the following details will be available where they are applicable through the addition of many separately added details

- Two different styles of safety valve cover
- Bunker lamp bracket shield
- Smoke box top mounted lamp bracket
- Smoke box door mounted lamp bracket for B.R. period
- Smoke box number plate for B.R. period
- Separately fitted top feed pipes and hand rails
- Separately fitted lifting rings
- Screw down and flip top water filler covers
- With and without cab side shutters
- Dapols expertise in tool planning and design has allowed for other desirable Prairie variations to modelled at later dates such as the 3100, later 5100 and the 8100 prairies to be produced

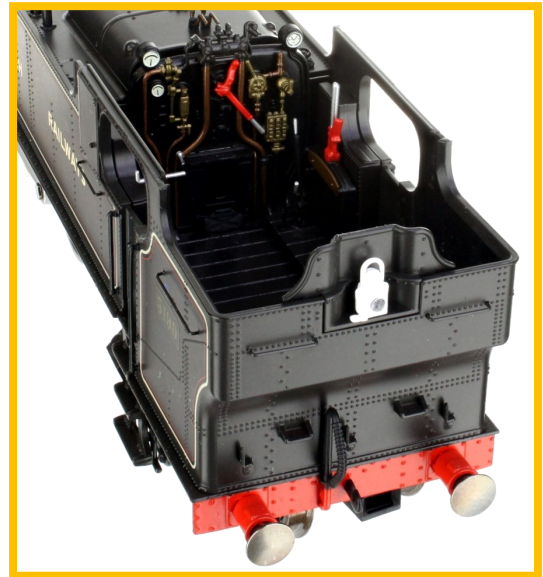
**Real Drive** fitted as standard  
option to all Dapol factory installed  
sound fitted models



# OO Gauge 2-6-2 Large Prairie

## Technical Specification

- Ultra-powerful and smooth 5 pole skew wound motor for great haulage and super controllable running.
- Dapol's innovative toolless DCC & Speaker installation PCB. Simply remove the smokebox door. Pull out the PCB, click your speakers and decoder in place and slide back into the locomotive. No tools, no solder, no mess, no fuss.
- Compensated chassis for reliable running and pick up through all driving wheels
- Cleverly designed front pony truck allows the cylinders to be moulded in full relief whilst still allowing the locomotive to navigate R2 (438mm/17.2inch) minimum radius curves with ease
- Realistic fire box glow (synchronised with sound\*)
- Sprung buffers
- All wheel drive
- Diecast and profiled wheels and steel tyres
- Finely engineered motion and prototypical connecting rods
- Pull out PCB with NEXT-18 decoder socket for easy DCC conversion
- Sound Fitted versions will be available direct from Dapol which will incorporate their own recorded sounds and fun features such as RealDrive\* where you actually drive the train for a more immersive experience



Removable Cab Roof & Coal Load Exposes Exquisite Cab Detail  
Makes it easy To Install Engine Crew



Full Relief Cylinder Profile - No Cut Away -  
Still Negotiates R2 Curves



Two Bunker Profiles

## Proposed Liveries

Product Code	Description
4S-041-001	5109 Green lettered Great Western
4S-041-002	6129 Green lettered Great Western
4S-041-003	5108 Green Shirt Button Roundel
4S-041-004	5150 Green Lettered GWR
4S-041-005	5190 Lined Black Lettered BRITISH RAILWAYS
4S-041-006	4134 Lined Green with early Lion & Wheel Crest, bunker steps
4S-041-007	6167 Lined Green with Late Crest, bunker steps

RRP: DCC Ready - £140.71

DCC Fitted - £171.96

DCC Sound Fitted - £285.95



Awaiting production samples

Dapol reserve the right to adjust the price and details

06/2021 V1.9



# OO Gauge 4-6-0 78xx Manor

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, 30 Manor class locomotives were manufactured at Swindon in two batches: 20 between 1938 and 1939 and then a further 10 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.



## General Specification

Many original GA drawings were used in the development of these accurate and authentic model.

Building on the many developments from the Dapol Mogul including Dapol's award winning slide in PCB in the boiler for tool free DCC fitting and sugar cube speaker enclosure (for sound models). Conductive drawbar providing tender wheel pick-up and connections for high bass speaker.

The locomotive will have all of the usual refinements that are expected to be found on all Dapol models including:

- A diecast compensated chassis
- Detailed cab interior with screw reverse
- The front pony truck is also sprung and operates on a cam so the model will negotiate R2 curves with ease.

## Technical Specification

- A slide in PCB offers simple 'tool-free' installation of a NEXT-18 DCC decoder and a 'no-solder' speaker connection. This board slides through the smoke box door and connects directly to the locomotive mother board.
- The tender to locomotive drawbar includes reliable electrical connections moulded within the close-coupling push-fit coupling. This eliminates wired plugs and unreliable wiper style connections.
- The locomotive and tender have electrical pick-up on all driving and tender wheels
- An optional base reflex speaker can be fitted into the tender. An audio frequency filter is integrated within the main locomotive PCB to ensure each speaker reproduces within it's ideal frequency range\*
- Firebox glow (synchronised with sound\*)
- Dapol's proven slow speed mechanism and high torque motor
- Enhance your driving experience with our feature RealDrive\*

\* Factory fitted models only



# OO Gauge 4-6-0 78xx Manor



The Dapol OO Gauge Manor model incorporates our Solder free DCC & DCC Sound installation and tender to loco electrically conductive drawbar



The Current Manor EP is sporting the tender developed for the OO Gauge Mogul locomotive. The coal load is removable and doing so reveals an accurately portrayed rendition of the internal tender profile. A flush riveted tender body and Collett strengthened frames are currently in the tooling shop and we will bring you more news on this as soon as we can.

We have prepared a short video which showing the EP in action on our track here at Dapol. There are also close up views of the model on the photography turn table.

Artworks are prepared and can be viewed by visiting [www.dapol.co.uk/February-2021/OO-Gauge-78xx-Manor-Engineering-Prototype](http://www.dapol.co.uk/February-2021/OO-Gauge-78xx-Manor-Engineering-Prototype). A second rendition of the artworks showing the correct tender type and incorporating any changes will be posted shortly.



Dapol will be donating the trade profits from each Dinmore Manor sold through with the Dapol website or the GWR website to the GWSR along with an additional £5.00 donation to the Dinmore Manor Locomotive.

Visit [www.dapol.co.uk/shop/preorder/OO-Gauge-Preorder/78xx-4-6-0-Manor-Sound-Fitted](http://www.dapol.co.uk/shop/preorder/OO-Gauge-Preorder/78xx-4-6-0-Manor-Sound-Fitted) to pre-order today. Alternatively you can pre-order directly with the GWSR by emailing [shop@gwsr.com](mailto:shop@gwsr.com)

**Pre-Order factory installed sound fitted models exclusively at**

[www.dapol.co.uk/shop/preorder/OO-Gauge-Preorder/78xx-4-6-0-Manor-Sound-Fitted](http://www.dapol.co.uk/shop/preorder/OO-Gauge-Preorder/78xx-4-6-0-Manor-Sound-Fitted)

## Proposed Liveries

Product Code	Description
4S-001-001	7800 Torquay Manor GW Green with Roundel
4S-001-002	7814 Fringford Manor GW Green GWR
4S-001-003	7807 Compton Manor GW Green G Crest W
4S-001-004	7823 Hook Norton Manor BR Black Small Early Crest with Mixed Traffic Lining
4S-001-005	7819 Hinton Manor BR Black Large Early Crest
4S-001-006	7810 Draycott Manor BR Lined Green Small Early Crest
4S-001-007	7827 Lydham Manor B R Lined Green Late Crest

RRP: DCC Ready - £165.55

DCC Fitted - £196.60

DCC Sound Fitted - £259.95



Awaiting decorated samples

Dapol reserve the right to adjust the price and details

06/2021 V1.5

# OO Gauge SE&CR D Class 4-4-0

51 D Class 4-4-0 locomotives were built between February 1901 and March 1907 during the Wainwright period by the South Eastern & Chatham Railway. From delivery these locomotives were used on the prime express trains to the Kent Coast and Hastings including those carrying boat train traffic for the Continent via the Cinque Ports. During the First World War there was a considerable increase in troop and ambulance train traffic between London and the ports of Dover and Folkestone. The D Class were also utilised on trains conveying armoured vehicles to Richborough and other ports as the war advanced in Europe. Twenty-one of the Class were rebuilt between April 1921 and October 1927 as D1 Class 4-4-0s, leaving 30 D Class locomotives in operation. During the first years for the Southern Railway the locomotives continued to appear on front-line express duties. As larger locomotives appeared the D Class locomotives began to appear on South Central services. The outbreak of World War 2 in September 1939 saw many of the class laid up due to the wartime travel restrictions resulting in a reduction of passenger traffic. 28 members of the D Class entered British Railways stock, two of the total class of 30 locomotives being scrapped prior to Nationalisation. The first of the Class (No. 1242) was withdrawn in October 1944 due to wartime damage and the last in December 1956. No. 31737 survives into preservation and resides as a static display at the NRM facility in York.

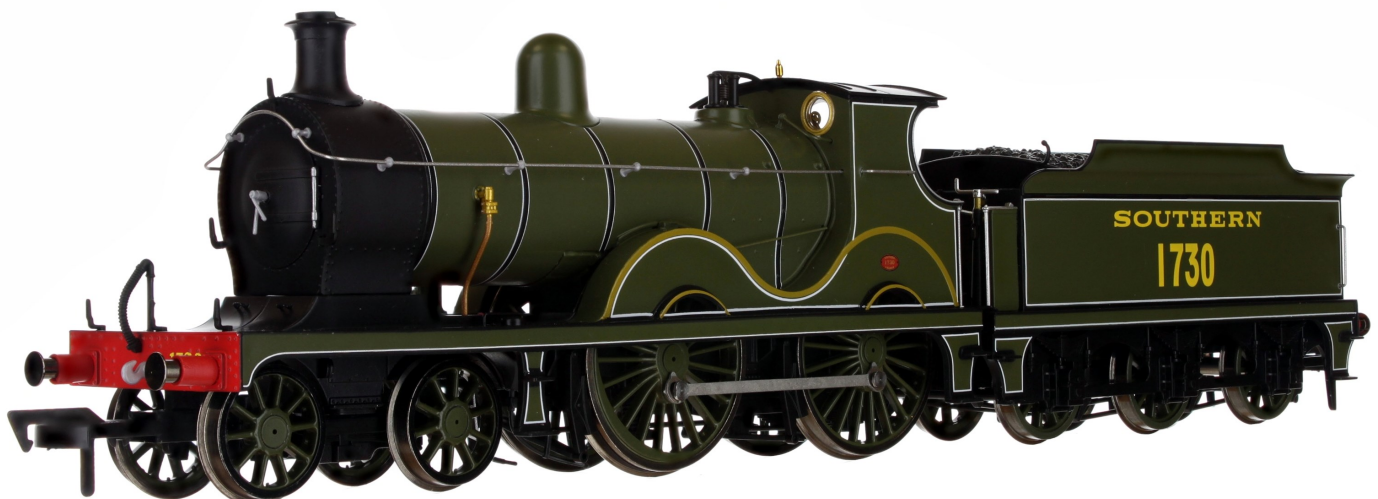


## Technical Specification

- Diecast Chassis
- Low centre of gravity between the wheels
- NEM couplings with removable coupling pocket
- Sprung buffers
- R2 (438mm/17.2") minimum radius
- Pickup from tender and driving wheels
- Powerful 5 pole motor in boiler
- Pull-out PCB for tool free DCC & Speaker fitting.
- 'Snap-fit' conductive tender drawbar
- Options for bass reflex speaker in tender (pre-wired)
- Firebox glow
- Profiled wheels
- Detailed motion
- Removable coal load with internal tender profiling
- Fully detailed back-head and cab interior.

## Variations

- Two boiler variations
- Two cab types
- Three Chimney Types
- Two Smokeboxes
- Three tender variations
- Additional detail variations



# OO Gauge SE&CR D Class 4-4-0



## Proposed Models

Product Code	Description	Sales Price
4S-027-001	D Class SECR 488 Pre Grouping Silk Finish	£199.99
4S-027-002	D Class Southern Lined Maunsell Olive Green 1730	£199.99
4S-027-003	D Class BR Early Crest Sunshine Lettering 31731	£189.99
4S-027-005	D Class SECR Grey, scraped beading 726	£189.99
4S-027-006	D Class Southern Sunshine 1734	£189.99

Factory DCC Sound fitted versions are now available to pre-order for additional £125.00.

In partnership

**LOCOMOTION  
MODELS**  
THE NATIONAL COLLECTION IN MINIATURE

**dapol**



RAILS OF SHEFFIELD



RAILS



In stock—check website for current availability

Dapol reserve the right to adjust the price and details

06/2021 V1.4

# OO Gauge 0-6-0 A1/A1X Terrier

Dapol have been commissioned by Rails of Sheffield and the NRM to produce the LBSC Terrier and all its subsequent variants. We are also privileged to be able to market and distribute a limited quantity of models ourselves through our website

More formally known as the London, Brighton & South Coast (LB&SCR) A1 Class, this locomotive became affectionately known as the Terrier due to the distinct bark of the exhaust. The class was designed by William Stroudley and 50 were built between 1872 and 1880 at the Brighton Works in Sussex. The original workings of the locomotive on the main London Lines of the class were eventually displaced by newer and more powerful locomotives and by the LB&SCR electrification scheme. Some of the locomotives were sold to other operators but most were used for Branchline work and non revenue generating operations such as shunting. In this role the class continued in service until the 1960's with the final active locomotive being decommissioned on the Hayling Island Line in Hampshire on November 1963. In all 10 Terriers survive into preservation.



**Working In partnership**



# OO Gauge 0-6-0 A1/A1X Terrier

## General Specification

The tooling allows for most variations of the A1, A1X and IOW variants of the locomotive to be produced, including two cab/bunker types, two smokebox/boilers. Wooden and metal brake rigging where appropriate.

- Diecast chassis and running plate
- Detailed plastic moulded body
- Many separately fitted parts
- Diecast wheels with sprung centre driving wheels to give compensation providing all wheel electrical pick up and better traction
- DCC and sound Ready with easy access through a removable body which exposes a NEXT-18 socket
- DCC and DCC Sound Fitted variants using Dapol's own sound recording of 32678 on the Kent and East Sussex Railway\*
- Powerful 5 pole skew wound motor

\*Factory sound fitted locomotives will feature RealDrive braking control



## Current Liveries

Product Code	Description
4S-010-001	A1 82 Boxhill, Stroudley Improved Engine Green
4S-010-003	A1X SECR Lined Livery
4S-010-004	A1X 2644 Southern Lined Green
4S-010-005	A1X 32655 BR Lined Black Early Crest
4S-010-006	A1X 32661 BR Lined Black Late Crest
4S-010-007	Terrier A1 LBSC Stroudley Improved Engine Grn Brighton Gold
4S-010-008	Terrier A1X WC & PR No 4 Lined Green
4S-010-010	Terrier A1X No 6 GWR Green
4S-010-011	Terrier A1X Fishbourne 9 Southern Green
4S-010-012	Terrier A1X 32650 B R Lined Black E/Crest Ex Isle of Wight

RRP: DCC Ready - £110.00

DCC Fitted - £140.00

DCC Sound Fitted - £239.00



In stock - check website for availability

Dapol reserve the right to adjust the price and details

06/2021 V1.4

# OO Gauge Class 73

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



## The Dapol Class 73 features:

- Detailed body with etched grills and separately fitted handrails
- RP25.100 darkened wheels
- Metal sprung buffers
- 5 pole Super creep motor with twin brass fly wheels for controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Independent directional lights & cab lighting
- Accessory bag with optional fitted components

## Current Liveries

Product Code	Description
4D-006-010	Class 73 BR Green E6004 Grey/Green Sole Bar
4D-006-011	Class 73 NSE Battle of Britain 73109
4D-006-012	Class 73 South West Trains 73235 Blue Orange Red Livery
4D-006-013	Class 73 Southern 73202
4D-006-014	Class 73 BR Green NYP E6002

RRP: DCC Ready - £151.34 DCC Fitted - £182.39 DCC Sound Fitted - £303.53



# OO Gauge Class 52 Western

The Class 52 diesel hydraulic locomotive was introduced by BR Western Region in 1962 to provide improved top end freight and passenger service unobtainable from the lesser powered Hymeks and Warships. At this time the required power output was not achievable by a single power unit and the Westerns were fitted with two Maybach engines coupled with a Voith 3 speed hydraulic transmission. This had the added advantage that the locomotive could run, if necessary, on one engine which reduced the levels of breakdown and rescue previously experienced. The major drawback with the design however, was the high gear ratio experienced with the Voith hydraulic transmission. This meant that the acclaimed top speed of 90MPH was very hard to achieve and the locomotive experienced increased wear and tear, resulting in high maintenance and overall operating costs. In the end these disadvantages resulted in the replacement by 1977 of the Western with Class 50s and Class 43 HSTs. The classic elegant design, sweeping curves and unmistakable presence has meant that this locomotive has been a firm favourite with diesel aficionados. The Dapol OO Western has captured this character through detailed collaborative work with fellow modellers and from a detailed laser scan of Western Champion



## The Dapol Class 52 features:

- Detailed body with etched roof fan grilles and separately fitted handrails
- Finely detailed cast wheels
- Metal sprung buffers
- 5 pole Super creep motor with twin brass fly wheels for controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- New PCB board to incorporate independent directional lights and cab lighting
- Accessory bag with optional fitted components
- Separately etched name and number plates
- Alternate valance supplied for negotiating tighter radius curves

## Current Liveries

Product Code	Description
4D-003-013	Western Yeoman BR Green SYP D1035
4D-003-014	Western Harrier BR Maroon Yellow Buffer Beam D1008
4D-003-016	Western Duke BR Chromatic Blue SYE D1043 Large Double Arrows
4D-003-017	Western Gladiator BR Maroon FYE D1016
4D-003-018	Western Prince BR Blue FYE D1041

RRP: DCC Ready - £157.27 DCC Fitted - £188.32 DCC Sound Fitted - £302.77





# OO Gauge Class 21/29

The BR Class 29 is a type of Bo-Bo diesel-electric locomotive designed for both freight and passenger use. Although outwardly similar to the Class 22, they actually share no mechanical parts and in fact were a modified Class 21 with a replacement Paxman engine with improvements to power output. These modifications were carried out between 1963 and 1965 mainly at the Polmadie Traction & Rolling Stock Depot in Glasgow. After the rebuild, the locomotives returned to Scottish duties until their withdrawal in 1971. No Class 29 locomotives survive preservation. Dapol have managed to provide for the Class 21 also in the tooling and this will be made concurrently with the Class 29.



## The Dapol Class 21/29 features:

- Detailed body with etched grilles and separately fitted handrails
- Finely detailed cast wheels
- Metal sprung buffers
- 5 pole Super creep motor with twin brass fly wheels for controlled pulling power and incredible slow running speed
- All wheel drive and pick up
- Independent directional and cab lighting
- DCC Ready with provision of an MTC 21 pin socket
- Accessory bag with optional fitted components

## Current Liveries

Product Code	Description
4D-014-002	Class 29 D6129 BR Blue FYP
4D-014-003	Class 29 D6107 BR Blue FYE

RRP: DCC Ready - £157.27 DCC Fitted - £188.32 DCC Sound Fitted - £304.22



# OO Gauge Class 21 & 29



## Current Liveries

Product Code	Description
4D-025-001	Class 21 D6121 BR Green
4D-025-002	Class 21 D6120 BR Green
4D-025-003	Class 21 D6116 BR Green SYP
4D-025-004	Class 21 D6111 BR Green SYP

RRP: DCC Ready - £157.27 DCC Fitted - £188.32 DCC Sound Fitted - £304.22



# OO Gauge Class 59

The Class 59 is a Co-Co formation diesel locomotive and the first US produced, privately-owned locomotive to operate regularly in the UK. The ordering of the first Class 59 was a result of quarry company Foster Yeomans dissatisfaction with the performance of the BR Class 56. The first 4 locomotives built by GM's Electromotive Division were delivered to Foster Yeoman during 1986 and 59005 in 1989. Proving very successful; one locomotive setting a new UK haulage record for a single locomotive of 4639 tonnes. Foster Yeomans rivals, Amey Roadstone Corp. (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 by extensively modifying the class 59 internally to produce the Class 66, also hugely successful, within both the UK and continental Europe. Other than 59003 (which after return from loan to HHPI in Germany, is operated by GBRf), the Class 59 fleet is operated today by DB Schenker and Mendip Rail (an ARC and FY joint venture).



Decorated samples shown for illustration purposes only subject to change and correction where necessary

## Features of the Class 59 include:

- Finely moulded body with many applied fine details
- Printed name plates (Etched plates supplied separately)
- DCC ready, DCC and sound fitted models available
- Cast wheels with fine relief and appropriate colouring
- Heavy diecast chassis with all wheel pick up
- NEM pockets as standard
- Optional diesel exhaust effect (smoke) \*
- All class 59 versions tooled
- Operating, independently controlled headlight and cab lights (all lighting variations tooled)

**Pre-Order Factory installed sound fitted models\* exclusively at**  
[www.dapol.co.uk](http://www.dapol.co.uk)

## DC & DCC Lighting Capabilities

- DC lighting with independent control of #1 & #2 end lamps (push/pull/light engine) and cab lighting (controlled by switches)
- \* DCC controlled fully independent lighting:
- \* Push/Pull and light engine modes for head and taillights
- \* Day/Night headlamp selection
- \* Marker lamp control (where applicable)
- \* Independent cab lighting (leading cab /trailing cab /off)
- \* (DCC Only) Optional clag smoke simulation on initial acceleration



# OO Gauge Class 59



Revised name and number  
59005  
Kenneth J Painter



## Proposed Liveries

Product Code	Description
4D-005-000	Class 59 59005 Foster Yeoman silver "Kenneth J Painter"
4D-005-001	Class 59 59103 ARC "Village of Mells"
4D-005-002	Class 59 59206 DB Schenker 'John F Yeoman'
4D-005-003	Class 59 59204 National Power Blue

RRP: DCC Ready - £160.37 DCC Fitted - £191.42 DCC Fitted & Smoke - £ 219.95  
DCC Sound Fitted - £250.00 DCC Sound Fitted & Smoke - £285.95



# OO Gauge Class 68

The Class 68 was been developed by DRS to provide a high speed freight and passenger solution to todays demand for low emissions and efficient transportation. The locomotive offers excellent fuel economy, low emissions. The locomotive has also the necessary electrical installation to provide heating and lighting on passenger services. These locomotives are now popular performers throughout much of the UK rail network.



#### Features of the Class 68 include:

- Finely moulded body with many separately added fine details
- Printed name plates & Etched plates supplied separately
- Cast wheels with fine relief and appropriate colouring
- Heavy Diecast chassis and all wheel pick up
- NEM pockets as standard
- Independently controllable and switchable directional lighting

#### Models include the following features where appropriate:

- Early Service—as previously modelled
- Late Modified—new hand rails and horn grill
- Chiltern Modified— No hand rails, AAR sockets
- Chiltern Oxford Flyer — As Late modified With AAR sockets, Named



# OO Gauge Class 68



## Current Liveries

Product Code	Description
4D-022-011	Class 68 Oxford Flyer 68010 Chiltern Late Modified
4D-022-012	Class 68 Chiltern 68015 Chiltern Early Service
4D-022-015	Class 68 68026 DRS Plain Blue

## Proposed Liveries

Product Code	Description
4D-022-019	Class 68 Fearless 68016 DRS Compass
4D-022-020	Class 68 Vigilant 68018 DRS Compass
4D-022-021	Class 68 Splendid 68027 Transpenneine Express
4D-022-022	Class 68 Felix 68031 Transpenneine Express

RRP: DCC Ready - £160.00 DCC Fitted - £190.00 DCC Sound Fitted - £260.00



In Stock—check website for current availability

Dapol reserve the right to adjust the price and details

06/2021 V1.5

# OO Gauge Class 122

The Class 121 and 122 Bubble cars form part of the first generation of DMUs produced by British Rail to operate on branch lines and secondary routes. The Class 121 was built by Pressed Steel in 1960, 15 single power cars numbered W55020 to W55035 and 10 trailer cars numbered W56280 to W56289 were manufactured. The last revenue earning examples went out of service earlier this year. The Class 122 was built by Gloucester RC&W in 1958. Twenty single powered cars numbered W55000 to W55019 and nine trailer cars numbered W56280 to W56289 were manufactured. 8 examples of the Class 122 survive into preservation including W55003 at the Gloucester & Warwick Railway which was laser scanned to help produce the model.



## The Dapol Model of the Class 122 includes:

- Finely moulded body with many separately added fine details
- Accurately applied livery
- Cast wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- NEM pockets as standard
- Independently controllable and switchable directional lighting
- Dapols 5 Pole Skew wound Mega creep motor for smooth running and fine speed control
- Accessory bag with spares and other optional detail

## Current Liveries

Product Code	Description
4D-015-003	Class 122 55012 Regional Railways Livery
4D-015-006	Class 122 55019 NSE (Rt Learn)
4D-015-007	Class 122 55012 Loadhaul (Rt Learn)
4D-015-008	Class 122 55018 BR Green Speed Whiskers
4D-015-009	Class 122 55006 BR Green YP
4D-015-010	Class 122 M55003 BR Blue

RRP: DCC Ready - £150.08 DCC Fitted - £181.13 DCC Sound Fitted - £258.75



# OO Gauge Streamlined Diesel Rail Car

The first diesel railcar was introduced by the GWR in 1933. The innovation was to prove extremely successful and they continued in operation well into the 1960s when their use was eclipsed by the introduction of the BR first generation DMUs. The railcars art deco air smoothed styling has lead to their nickname of Flying Banana although later variants were produced to a more angular style. In all 38 GWR diesel railcars were produced from 1933 to 1942 at three different sites with three surviving into preservation.



### The Dapol Streamlined rail car includes the following features

- Accurately moulded body and accurately applied livery and decoration
- Finely detailed cast wheels
- Metal sprung buffers
- 5 pole Super creep motor for superbly controllable slow running speed
- All wheel drive and pick up
- Directional lights
- Interior lighting
- Accessory bag with optional fitted components
- New variant includes new body shell, new glazing and new interior with a fine representation of the parcel shelving

### Current Liveries

Product Code	Description
4D-011-005	Streamlined Railcar 12 Lined Chocolate & Cream GWR Monogram & Valance
4D-011-006	Streamlined Railcar 10 Lined Chocolate & Cream GWR Monogram
4D-011-007	Streamlined Railcar W11 BR Lined Chocolate and Cream
4D-011-008	Streamlined Railcar W8 BR Lined Carmine and Cream
4D-011-009	Streamlined Railcar 16 Lined Choc & Cream GWR Twin Cities
4D-011-101	Streamlined Railcar 17 Express Parcels Crimson

RRP: DCC Ready - £153.90 DCC Fitted - £184.95 DCC Sound Fitted - £258.57





# OO Gauge Wagons



Open wagons



Tank Wagons & Bulk Hoppers



Vans



Containers



Modern Image rolling stock

OO Gauge  
Locos

# OO Gauge 4 Plank Open Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the 4 plank open wagon features:

- Finely moulded body complete with load
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery

## Current Liveries

Product Code	Description
4F-040-001	4 PLANK B W Co
4F-040-002	4 PLANK B W Co Weathered
4F-040-005	4 PLANK GWR #45506
4F-040-006	4 PLANK GWR #45506 Weathered
4F-040-016	4 Plank B W Co 1114 Weathered
4F-040-017	4 Plank H Hotson 22
4F-040-026	4 Plank W McLaren 27 Weathered

RRP: Pristine - £11.31

Weathered - £12.42



# OO Gauge 5 Plank Open Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the 5 plank open wagon features:

- Finely moulded body complete with load
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery



# OO Gauge 5 Plank Open Wagon

## OO Gauge Externally Braced 5 Plank Wagon

### Current Liveries

Product Code	Description
4F-051-001	5 Plank Wagon Whitehouse
4F-051-002	5 Plank Wagon Whitehouse Weathered
4F-051-007	5 PLANK WAGON KETTON CEMENT
4F-051-008	5 PLANK WAGON KETTON CEMENT WEATHERED
4F-051-009	5 PLANK WAGON CLIFFE HILL
4F-051-010	5 PLANK WAGON CLIFFE HILL WEATHERED
4F-051-015	5 PLANK WAGON BR M318256
4F-051-016	5 Plank BR M318256 Weathered
4F-051-019	5 PLANK Vintnor 315
4F-051-020	5 PLANK Vintnor 315 Weathered
4F-051-021	CONSTABLE HART 5 PLANK
4F-051-022	CONSTABLE HART 5 PLANK WEATHERED
4F-051-027	5 Plank Nunnerley 1
4F-051-028	5 Plank Nunnerley 1 Weathered
4F-051-031	5 Plank Tom Milner
4F-051-032	5 Plank Tom Milner Weathered
4F-051-035	5 Plank Minera Lime 125
4F-051-036	5 Plank Minera Lime Weathered

RRP: Pristine - £11.31

Weathered - £12.42

## OO Gauge internally Braced 5 Plank Wagon

### Current Liveries

Product Code	Description
4F-052-001	5 PLANK WAGON 9' W/B MARSHALL
4F-052-002	5 PLANK WAGON 9' W/B MARSHALL WEATHERED
4F-052-003	5 PLANK WAGON 9' W/B STEVENS & CO
4F-052-004	5 PLANK WAGON 9' W/B STEVENS & CO WEATHERED
4F-052-005	5 PLANK WAGON 9' W/B E A ROBINSON
4F-052-006	5 PLANK WAGON 9' W/B E A ROBINSON WEATHERED
4F-052-007	5 PLANK WAGON 9' W/B F H SILVEY
4F-052-008	5 PLANK WAGON 9' W/B F H SILVEY WEATHERED
4F-052-009	5 Plank 9Ft W/B Edward Langford 6
4F-052-010	5 Plank 9Ft W/B Edward Langford 6 Weathered
4F-052-011	5 Plank 9Ft W/B E H Watts & Co 69
4F-052-012	5 Plank 9Ft W/B E H Watts & Co 69 Weathered
4F-052-013	A BRAMLEY 5 PLANK #6 9 FT W/B
4F-052-014	A BRAMLEY 5 PLANK #6 9 FT W/B WEATHERED
4F-052-019	5 Plank William Thomas
4F-052-020	5 Plank William Thomas Weathered
4F-052-021	5 plank IB W Robinson 7
4F-052-022	5 Plank IB W Robinson Weathered 7
4F-052-023	5 Plank IB A Telling 17
4F-052-026	5 plank IB Thomas 4 Weathered
4F-052-027	5 Plank IB Streeter Bros 9
4F-052-030	5 Plank 9 Ft W/B Marshall 5 Weathered

RRP: Pristine - £11.87

Weathered - £12.97



# OO Gauge 7 Plank Open Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the 7 plank open wagon features:

- Finely moulded body complete with load
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery

## Current Liveries

Product Code	Description
4F-071-010	7 Plank GWR 06562 Weathered
4F-071-017	7 PLANK N E LOCO COAL
4F-071-018	7 PLANK N E LOCO COAL WEATHERED
4F-071-102	ARTHUR WHARTON 7 PLANK
4F-071-103	ARTHUR WHARTON 7 PLANK WEATHERED
4F-071-104	7 PLANK RAVEN
4F-071-105	7 PLANK RAVEN WEATHERED
4F-071-142	7 Plank United 3154
4F-071-143	7 Plank United 3154 Weathered
4F-071-153	7 Plank Buckley Junction 26 Weathered
4F-071-155	7 Plank Gresford Wrexham 227 Weathered

RRP: Pristine - £11.31

Weathered - £12.42



# OO Gauge 7 Plank Wagon (Internally Braced)

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

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

- Finely moulded body
- Profiled wheels
- Accurately applied livery
- Complete with coal load

## Current Liveries

Product Code	Description
4F-072-001	7 Plank 9 Ft W/B Grazebrook 49
4F-072-002	7 Plank 9 Ft W/B Grazebrook 49 Weathered
4F-072-003	7 Plank 9ft W/B Small & Son 17
4F-072-004	7 Plank 9ft W/B Small & Son 17 Weathered
4F-072-005	7 PLANK 9 FT WHEELBASE ACE OF CLUBS
4F-072-006	7 PLANK 9 FT WHEELBASE ACE OF CLUBS WEATHERED
4F-072-007	7 PLANK 9 FT WHEELBASE RICHARD WHITE WEATHERED
4F-072-008	7 PLANK 9 FT WHEELBASE RICHARD WHITE WEATHERED
4F-072-009	7 PLANK 9 FT WHEELBASE GREGORY
4F-072-010	7 PLANK 9 FT WHEELBASE GREGORY WEATHERED
4F-072-014	7 Plank 9 Ft W/B Charles Wilson 15 Weathered
4F-072-016	7 Plank 9 Ft W/B Alfred J Thomas 18 Weathered
4F-072-020	7 Plank 9 Ft W/B Edward Russell 143 Weathered
4F-072-022	7 Plank Mold Colliery 258 Weathered

RRP: Pristine - £11.97

Weathered - £13.08



# OO 8 Plank Open Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the 8 plank open wagon features:

- Finely moulded body complete with load
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery

## Current Liveries

Product Code	Description
4F-080-001	8 PLANK WAGON BULL
4F-080-002	8 PLANK WAGON BULL WEATHERED
4F-080-004	8 PLANK WAGON LEAMINGTON GAS WEATHERED
4F-080-007	8 PLANK BR P308263
4F-080-008	8 PLANK BR P308263 WEATHERED
4F-080-103	8 PLANK WAGON ROSE SMITH WEATHERED
4F-080-105	LAPORTE LTD 8 PLANK WEATHERED
4F-080-107	LETCHWORTH ELECT. WORKS 8 PLANK WEATHERED
4F-080-115	8 Plank Modern Transport 1210 Weathered
4F-080-117	8 Plank Laporte 57 Weathered
4F-080-121	8 Plank SPC 5007 Weathered
4F-080-122	8 Plank Embling & Son 17
4F-080-123	8 Plank Embling & Son 17 Weathered
4F-080-125	8 Plank Banks 352 Weathered
4F-080-128	8 Plank Llay Main 954 Grey
4F-080-129	8 Plank Llay Main 954 Grey Weathered

RRP: Pristine - £11.97

Weathered - £13.08



# OO 9 Plank Open Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the 9 plank open wagon features:

- Finely moulded body complete with load
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery

## Current Liveries

Product Code	Description
4F-090-001	9 Plank Baldwin 4601
4F-090-002	9 Plank Baldwin 4601 Weathered
4F-090-004	9 PLANK WAGON GASLIGHT & COKE WEATHERED
4F-090-100	9 PLANK WAGON DINNINGTON COKE
4F-090-101	9 PLANK WAGON DINNINGTON COKE WEATHERED
4F-090-104	9 Plank Gas Light and Coke 763
4F-090-105	9 Plank Gas Light and Coke 763 Weathered

RRP: Pristine - £11.97

Weathered - £13.08





# OO 16 Ton Mineral Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the 16 ton mineral wagon features:

- Highly detailed body moulding
- Accurately applied livery
- Complete with coal load
- Profiled wheels
- NEM pockets with self-centring couplings
- Available all with different running numbers

## Proposed Liveries

Product Code	Description
4F-030-009	16T steel Mineral BR Bauxite M620674
4F-030-010	16T steel Mineral BR Bauxite M620674 Weathered
4F-030-013	16T steel Mineral GWR 18623
4F-030-014	16T steel Mineral GWR 18623 Weathered

RRP: Pristine - £11.31

Weathered - £12.42



# OO 20 Ton Steel Mineral Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

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

- Finely moulded body
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery
- Complete with coal/coking coal load

## Current Liveries

Product Code	Description
4F-038-001	20T STEEL MINERAL EMLYN ANTHRACITE
4F-038-002	20T STEEL MINERAL EMLYN ANTHRACITE WEATHERED
4F-038-005	20T STEEL MINERAL GWR 33264
4F-038-006	20T STEEL MINERAL GWR 33264 Weathered
4F-038-100	20T STEEL MINERAL Bolsover 3690
4F-038-101	20T STEEL MINERAL Bolsover 3690 Weathered
4F-038-102	20T Steel Mineral West Midland Joint Electric 18
4F-038-103	20T Steel Mineral West Midland Joint Electric 18 Weathered
4F-038-104	20T STEEL MINERAL CILELY
4F-038-105	20T STEEL MINERAL CILELY WEATHERED

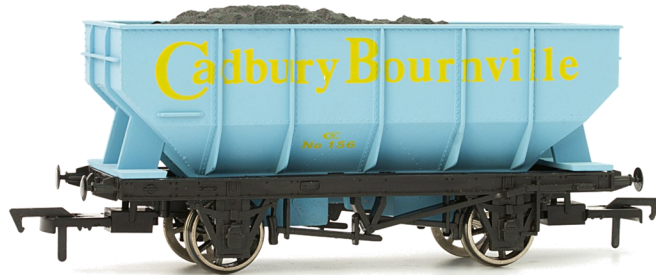
RRP: Pristine - £11.86

Weathered - £12.97



# OO 21 Ton Hopper

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

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

- Highly detailed body, finely moulded
- Complete with load
- Profiled wheels
- NEM pockets with self-centring couplings

## Current Liveries

Product Code	Description
4F-034-013	21T HOPPER SYKES
4F-034-014	21T HOPPER SYKES WEATHERED
4F-034-018	21T HOPPER SIMPSON 72 WEATHERED
4F-034-102	21T Hopper British Gas 147
4F-034-102	21T Hopper British Gas 147 Weathered
4F-034-109	21T Hopper Simpson 78 Weathered
4F-034-112	21T Hopper NE 193275
4F-034-113	21T Hopper NE 193275 Weathered
4F-034-118	21T Hopper BR E289530
4F-034-119	21T Hopper BR E289530 Weathered

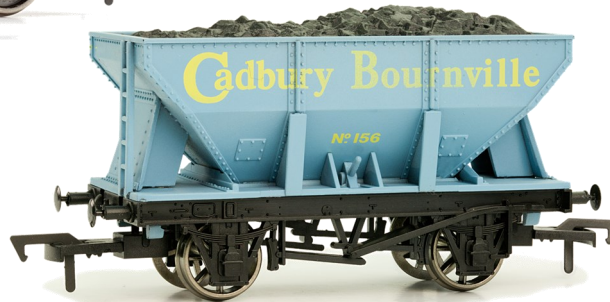
RRP: Pristine - £12.20

Weathered - £13.30



# 24 Ton Steel Ore Hopper

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

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

- Highly detailed body, finely moulded
- Complete with load
- Profiled wheels
- NEM pockets with self-centring couplings

## Current Liveries

Product Code	Description
4F-033-003	24T Steel Ore Hopper Bell Bros 1
4F-033-004	24T Steel Ore Hopper Bell Bros 1 Weathered
4F-033-011	24T Steel Ore HOPPER BR B433419
4F-033-012	24T Steel Ore HOPPER BR B433419 Weathered
4F-033-100	24T Steel Ore CADBURY 156
4F-033-101	24T Steel Ore CADBURY 156 Weathered
4F-033-104	24T Steel Ore BISC 279
4F-033-104	24T Steel Ore BISC 279 Weathered

RRP: Pristine - £12.20

Weathered - £13.30



# OO Gauge Grampus Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the Grampus wagon features:

- Finely moulded body and chassis with two design variations
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery

## Current Liveries

Product Code	Description
4F-060-001	GRAMPUS BR DB990648
4F-060-002	Grampus BR DB990648 Weathered
4F-060-003	Grampus Dutch D988546
4F-060-004	Grampus Dutch D988546
4F-060-009	Grampus BR DB990653
4F-060-010	Grampus BR DB990653 weathered
4F-060-011	Grampus Dutch DB988532
4F-060-012	Grampus Dutch DB988532 Weathered

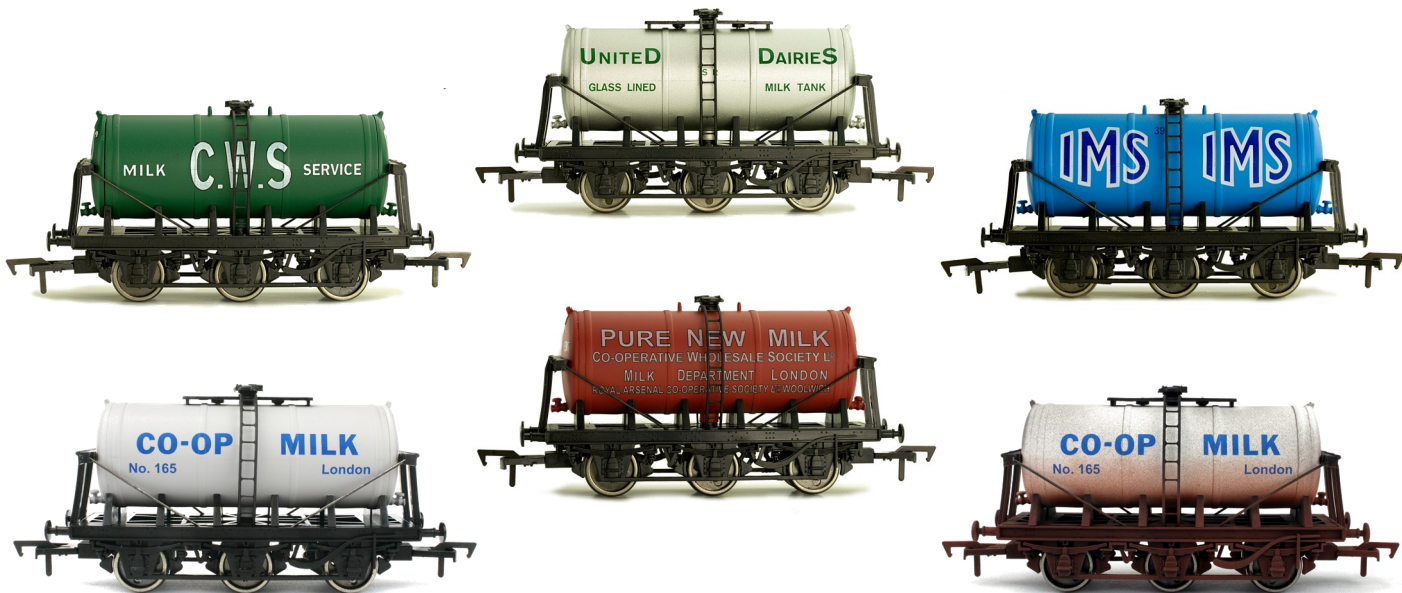
RRP: Pristine - £17.07

Weathered - £18.18



# OO Gauge 6 Wheel Milk Tanker

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the six wheel milk tanker features:

- Highly detailed body moulding
- Separately added ladders and rails
- Accurately applied livery
- Profiled wheels
- NEM pockets with self-centring couplings

## Current Liveries

Product Code	Description
4F-031-001	6 Wheel Milk Tank SR United Dairy
4F-031-002	6 Wheel Milk Tank SR United Dairy Weathered
4F-031-005	6 Wheel Milk Tank MMB
4F-031-006	6 Wheel Milk Tank MMB Weathered
4F-031-009	6 Wheel Milk Tank Express Dairy
4F-031-010	6 Wheel Milk Tank Express Dairy Weathered
4F-031-011	6 Wheel Milk Tank Independent Milk Suppliers
4F-031-012	6 Wheel Milk Tank Independent Milk Suppliers Weathered
4F-031-016	6 Wheel Milk Tank IMS 36 Weathered
4F-031-025	6 Wheel Milk Tank CWS
4F-031-026	6 Wheel Milk Tank CWS Weathered
4F-031-027	6 Wheel Milk Tank SR United Dairies
4F-031-028	6 Wheel Milk Tank SR United Dairies Weathered
4F-031-037	6 Wheel Milk Tanker Co-op Milk Red
4F-031-038	6 Wheel Milk Tanker Co-op Milk Red Weathered

RRP: Pristine - £16.55

Weathered - £17.58



# OO Gauge Bulk Grain Hopper

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the bulk grain hopper features:

- Highly detailed body and chassis moulding
- NEM pockets with self-centring couplings
- Profiled wheels
- Superbly printed livery and details

**MORE MODELS TO BE ANNOUNCED**

Current Liveries

Product Code	Description
4F-036-029	Bulk Grain Hopper GWR 42320

RRP: Pristine - £13.42



# OO Gauge Rectangular Tank Wagons

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the rectangular tank features:

- Finely moulded body
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery

## Current Liveries

Product Code	Description
4F-032-001	Rectangular Tank Rimer Bros 5
4F-032-002	Rectangular Tank Rimer Bros 5 Weathered
4F-032-007	Rectangular Tank Smith & Forrest 2
4F-032-008	Rectangular Tank Smith & Forrest 2 Weathered
4F-032-009	Rectangular Tank Clare Liverpool 12
4F-032-010	Rectangular Tank Clare Liverpool 12 Weathered
4F-032-013	Rectangular Tank Yorkshire & Lincolnshire
4F-032-014	Rectangular Tank Yorkshire & Lincolnshire Weathered
4F-032-016	Rectangular Tank Butler 73 Weathered

RRP: Pristine - £15.97

Weathered - £17.07





# OO Gauge Gun Powder Van

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the gunpowder vans features:

- Highly detailed moulded body
- Self-centring NEM pockets
- Profiled wheels
- Fine printed livery

## Current Liveries

Product Code	Description
4F-013-004	Gunpowder Van LNWR Weathered
4F-013-009	Gunpowder Van BR M701048
4F-013-010	Gunpowder Van BR M701048 Weathered
4F-013-019	Gunpowder Van LMS Grey 7004 Vs. 2
4F-013-020	Gunpowder Van LMS Grey 7004 Vs. 2 Weathered
4F-013-117	Gunpowder Van SR 62139 Weathered

RRP: Pristine - £11.53

Weathered - £12.64



# OO Gauge Cattle Wagon

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



Twin Packs Available



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the Fruit Mex features:

- Highly detailed body and chassis moulding
- NEM pockets
- Profiled wheels
- Superbly printed livery and details

## Current Liveries

Product Code	Description
4F-020-033	Cattle Wagon BR B893325
4F-020-034	Cattle Wagon BR B893325 Weathered
4F-020-037	Cattle Wagon GWR 13830
4F-020-038	Cattle Wagon GWR 13830 Weathered

RRP: Pristine - £11.53

Weathered - £12.64



# 00 Gauge Ventilated Vans

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



Pristine and weathered variants

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

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

- Highly detailed body moulding
- Accurately applied livery
- Profiled wheels
- NEM pockets with self-centring couplings

## Current Liveries

Product Code	Description
4F-011-025	Ventilated Van BR Grey 183319
4F-011-026	Ventilated Van BR Grey 183319 Weathered
4F-011-029	Ventilated Van LMS Bauxite 155020
4F-011-030	Ventilated Van LMS Bauxite 155020 Weathered
4F-011-031	Ventilated Van LMS 538835
4F-011-032	Ventilated Van LMS 538835 Weathered
4F-011-033	Ventilated Van LMS Grey 117870
4F-011-034	Ventilated Van LMS Grey 117870
4F-012-031	Ventilated Van GWR 123525
4F-012-032	Ventilated Van GWR 123520 Weathered

RRP: Pristine - £11.53

Weathered - £12.64



# OO Gauge Fruit Mex

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the Fruit Mex features:

- Highly detailed body and chassis moulding
- NEM pockets
- Profiled wheels
- Superbly printed livery and details

## Current Liveries

Product Code	Description
4F-015-003	Fruit Mex BR B833347
4F-015-004	Fruit Mex BR B833347 Weathered
4F-015-007	Fruit Mex BR B833359
4F-015-008	Fruit Mex BR B833359 Weathered

RRP: Pristine - £11.53

Weathered - £12.68



# OO Gauge Banana Van

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the Banana Van features:

- Highly detailed moulded body
- Self-centring NEM pockets
- Profiled wheels
- Fine printed livery

## Current Liveries

Product Code	Description
4F-016-035	Banana Van Geest B882138
4F-016-036	Banana Van Geest B882120 Weathered
4F-016-037	Banana Van Fyffes Bauxite B882138
4F-016-038	Banana Van Fyffes Bauxite B881938 Weathered
4F-016-039	Banana Van Fyffes Yellow B240725
4F-016-040	Banana Van Fyffes Yellow B240725 Weathered

RRP: Pristine - £11.53

Weathered - £12.64



# OO Gauge Fruit D Van

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the Fruit D Van features:

- Finely moulded body
- NEM pockets with self-centring couplers
- Profiled wheels
- Accurately applied livery

## Current Liveries

Product Code	Description
4F-014-013	Fruit D GWR 2839
4F-014-014	Fruit D GWR 2839 Weathered
4F-014-025	Fruit D GWR Shirtbutton 2889
4F-014-026	Fruit D GWR Shirtbutton 2889 Weathered
4F-014-027	Fruit D GWR Shirtbutton 2871
4F-014-028	Fruit D GWR Shirtbutton 2871 Weathered
4F-014-029	Fruit D BR Scarlet W2027
4F-014-030	Fruit D BR Scarlet W2027
4F-014-031	Fruit D BR Scarlet W2040
4F-014-032	Fruit D BR Scarlet W2040 Weathered

RRP: Pristine - £19.73      Weathered - £20.84



# OO Gauge Conflat

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the conflat wagon and container features:

- Highly detailed body and chassis moulding
- Complete with separate container
- Profiled wheels
- NEM pockets with self-centring couplings

## Current Liveries

Product Code	Description
4F-037-007	Conflat & Container GWR K-1674
4F-037-008	Conflat & Container GWR K-1674 Weathered
4F-037-009	Conflat & Container LMS K1
4F-037-010	Conflat & Container LMS K1 Weathered
4F-037-106	Conflat & Container Bolingbroke
4F-037-107	Conflat & Container Bolingbroke Weathered
4F-037-109	Conflat & Container Curtiss Weathered

RRP: Pristine - £13.42

Weathered - £15.97



# OO Gauge Salt Van

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol model of the salt van features:

- Highly detailed body moulding
- Separately added hand rails
- Accurately applied livery
- Profiled wheels
- NEM pockets with self-centring couplings

## Current Liveries

Product Code	Description
4F-018-003	Salt Van Star 105
4F-018-004	Salt Van Star 105 Weathered
4F-018-005	Salt Van Union Salt 2169
4F-018-005	Salt Van Union Salt 2169 Weathered
4F-018-014	Salt Van S Waterhouse 82 Weathered
4F-018-024	Salt Van Star 103 Weathered
4F-018-102	Salt Van Saxa 237
4F-018-103	Salt Van Saxa 237 Weathered

RRP: Pristine - £11.53

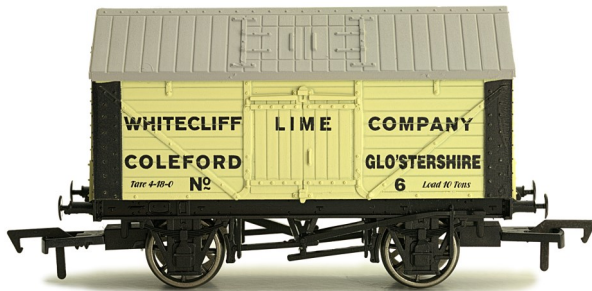
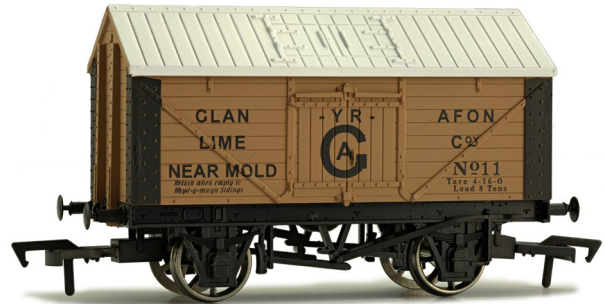
Weathered - £12.64





# OO Gauge Lime Wagon

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



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol lime wagon features:

- A Finely detailed body and chassis
- Profiled detailed spoked wheels
- Detailed and finely printed graphics
- NEM pockets as standard

## Current Liveries

Product Code	Description
4F-017-001	Lime Wagon Minera 125
4F-017-002	Lime Wagon Minera 125 Weathered
4F-017-009	Lime Wagon Crawshay Lime 134
4F-017-010	Lime Wagon Crawshay Lime 134 Weathered
4F-017-013	Lime Wagon Glan - Yr - Afon 11
4F-017-014	Lime Wagon Glan - Yr - Afon 11 Weathered

RRP: Pristine - £11.53

Weathered - £12.64



# OO Gauge O & K JHA Hoppers

The O & K JHA hoppers were built by Orenstein & Koppel to coincide with the introduction of the Class 59s in the UK for aggregate haulage by Foster Yeoman. They remain in service to date with Mendip Rail Ltd. A rake of these wagons consist of two outer waggons and a number of inner wagons. The notable feature is that the two outer wagons have screw link couplings and buffers on the outer most edge of the train, whilst the connection between inner wagons is a buckeye style coupling allowing closer coupling and hence an overall reduction in length of the train which was considered an important design aim.

Dapol will produce the Foster Yeoman livery with 4 different outer wagons and 6 inner wagons



End Hopper



Middle Hopper

Photographs of O & K Hopper decorated samples are for illustration only - subject to change and correction where necessary



End Detail view

## The Dapol model of the O & K JHA Hopper will feature:

- Inner and outer versions of the hopper will be produced
  - Inner wagons without buffers and buckeye couplings
  - Outer wagons with Lamp, Sprung Buffers and Standard OO model coupling with NEM pocket at one end, other end without buffers and fitted with buckeye couplings.
- Diecast chassis
- Profiled wheels
- Sprung Buffers on outer most wagon end
- Close coupling mechanism fitted to both types, capable of operating on minimum of 438mm radius
- Accessory pack to contain two versions of interconnecting pipes: **a.** Loose, unconnected, **b.** Flexible to connect between adjacent wagons
- Working rear lamp on outer most end of the train (DC directional, 6 pin DCC socket for control of flashing lamp)
- The models will be finished with high level of detail, which will include many separately added details
- Designed from works drawings

## Current Liveries

Product Code	Description
4F-050-107	O & K JHA (middle hopper) Foster Yeoman 19322 Early
4F-050-108	O & K JHA (middle hopper) Foster Yeoman 19325 Early
4F-050-109	O & K JHA (middle hopper) Foster Yeoman 19330 Early
4F-050-110	O & K JHA (middle hopper) Foster Yeoman 19354 Late
4F-050-111	O & K JHA (middle hopper) Foster Yeoman 19375 Late
4F-050-112	O & K JHA (middle hopper) Foster Yeoman 19391 Late
4F-050-005	O & K JHA (end hopper) Foster Yeoman 19302 Early
4F-050-006	O & K JHA (end hopper) Foster Yeoman 19307 Early
4F-050-007	O & K JHA (end hopper) Foster Yeoman 19317 Late
4F-050-008	O & K JHA (end hopper) Foster Yeoman 19319 Late

End Hoppers - £60.00

Middle Hoppers: - £49.08



# OO Gauge YCV Turbot

The Turbot bogie ballast wagon was a development from the earlier Bogie Bolster E wagon, which was manufactured in the 1960s and was intended for the transfer of steel. The wagon, however, after a number of years in use was found to be too short for the continuation of its intended role, but it was found that if a low sided three door body was added, then this new wagon would be suitable for transporting ballast. The wagon was nicknamed Turbot and was TOPS classified as YCV bogie ballast wagon. Over 1,000 Turbot wagons were rebuilt by BR Shildon and RFS Engineering at Doncaster between 1982 and 1988 and continued into service until 2002. Turbot wagons have also been modified for use by London Underground.



## General Spec:

- Scale 1:76.2 (4mm = 1ft)
- Minimum 2<sup>nd</sup> radius curve
- Plastic body and underframe detail
- Diecast chassis
- Spring buffers
- Profiled & blacked wheels to OO gauge society standard
- Pin-point axles
- NEM couplings (removable if required)
- UK standard Hook and bar couplers

## Body spec:

- Fully detailed body with separately moulded side doors and stanchions (to allow ease of kit bashing!)
- Interior floor, door and stanchion details
- Door balance spring and arm detailing
- Finely moulded and etched stainless steel detail where applicable
- Separate handrails, end steps and lamp brackets.
- Highly detailed underframe with correct profiled bracing
- Highly detailed bogies

## Accessory pack contents:

- Buffer beam pipes
- Operating Instanter coupling
- NEM compatible drawbar (to replace regular coupling at the modellers option)

## Current Liveries

Product Code	Description
4F-043-007	Turbot Bogie Ballast Wagon EWS 978279
4F-043-008	Turbot Bogie Ballast Wagon EWS 978372
4F-043-009	Turbot Bogie Ballast Wagon EWS 978105

## Proposed Liveries

Product Code	Description
4F-043-013	Turbot Bogie Ballast Wagon Engineers Dutch 978281
4F-043-014	Turbot Bogie Ballast Wagon Engineers Dutch 978115
4F-043-015	Turbot Bogie Ballast Wagon Engineers Dutch 978339
4F-043-016	Turbot Bogie Ballast Wagon Engineers Dutch 978665
4F-043-017	Turbot Bogie Ballast Wagon EWS 978255
4F-043-018	Turbot Bogie Ballast Wagon EWS 978101

RRP: £28.95



In Stock - Check website for availability

Dapol reserve the right to adjust the price and details

06/2021 V1.5

# OO Gauge Bogie Bolster E

The 'Bogie Bolster E' was the last of a new design built for British Railways and built before the introduction of air-braked types. It was the smallest of the standard Bogie Bolsters and 1,200 were built to diagram No. 1/479 with a carrying capacity of 30 tons.



## General Spec:

- Minimum 2<sup>nd</sup> radius (438mm /17 & ¼ inch) curve
- Plastic body and underframe detail
- Diecast chassis
- Spring buffers
- Profiled & blacked wheels to OO gauge society standard
- Pin-point axles
- NEM couplings (removable if required)
- UK standard Hook and bar couplers

## Body spec:

- Fully detailed body / deck
- Movable / posable bolsters fitted
- Movable / posable stanchions supplied in detail bag
- Separately fitted metal tie down rings
- Finely moulded and etched stainless steel detail where applicable
- Separate handrails, end steps and lamp brackets.
- Highly detailed underframe with correct profiled bracing
- Highly detailed bogies made from separate metal parts
- All buffer beam accessories fitted

## Current Liveries

Product Code	Description
4F-061-002	Bogie Bolster Wagon E BR 923444 Bauxite (TOPS YNV) Diag1/479
4F-061-003	Bogie Bolster Wagon E BR 923528 Bauxite (TOPS YRV (S&T))
4F-061-004	Bogie Bolster Wagon E BR 923791 Bauxite (TOPS YNV)
4F-061-005	Bogie Bolster Wagon E BR 923962 Bauxite (TOPS YRV (S&T))
4F-061-006	Bogie Bolster Wagon E BR 924327 Bauxite (TOPS BEV)

RRP: £31.00



# OO Gauge Silver Bullet Tanks

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



## Pristine & Weathered Models Available



### The Dapol model of the ICA Silver Bullet features:

- 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

### Current Liveries

Product Code	Description
4F-027-017	Silver Bullet ICA Ermewa 33 87 7898 006-4 Weathered
4F-027-018	Silver Bullet ICA Ermewa 33 87 7898 008-0 Weathered
4F-027-019	Silver Bullet ICA Ermewa 33 87 7898 024-7 Weathered
4F-027-020	Silver Bullet ICA Ermewa 33 87 7898 010-6

RRP: Pristine - £37.00

Weathered - £41.35



# OO Gauge Telescopic Hood Wagons

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



#### The Dapol Telescopic Hood Wagon model features:

- Highly detailed body moulding with sliding roof and body section
- Many separately added components and etched details
- Comes with steel coil loads
- Accurately applied livery
- Profiled wheels

#### Current Liveries

Product Code	Description
4F-039-009	Telescopic Hood Wagon Tiphook Blue Grey Livery # 589 9 024-9
4F-039-010	Telescopic Hood Wagon Tiphook Blue Grey Livery # 589 9 057-9
4F-039-011	Telescopic Hood Wagon Tiphook Blue Grey Livery # 589 9 063-7
4F-039-012	Telescopic Hood Wagon Tiphook Blue Grey Livery # 589 9 072-6

RRP: £36.23



In Stock - Check website for availability

Dapol reserve the right to adjust the price and details

06/2021 V1.5

# OO Gauge HIA Limestone Hopper

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



## The Dapol HIA Limestone Hopper features:

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

## Proposed Liveries

Product Code	Description
4F-026-019	HIA Freightliner Green Heavy Haul Limestone Hopper 369003
4F-026-020	HIA Freightliner Green Heavy Haul Limestone Hopper 369007
4F-026-021	HIA Freightliner Green Heavy Haul Limestone Hopper 369011
4F-026-022	HIA Freightliner Green Heavy Haul Limestone Hopper 369016
4F-026-023	HIA Freightliner White Heavy Haul Limestone Hopper 369023
4F-026-024	HIA Freightliner White Heavy Haul Limestone Hopper 369039

RRP: £29.50



# OO Gauge Megafret Wagon

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



## The Dapol model of the IKA Megafret features

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

## Proposed Liveries

Product Code	Description
4F-053-001	Megafret Wagon Set 3368 490 9 164-8
4F-053-002	Megafret Wagon Set 3368 490 9 354-5
4F-053-003	Megafret Wagon Set 3368 490 9 460-0 Weathered

RRP: Pristine - £54.34

Weathered - £59.51





# OO IOA Ballast Box

The Romanian built IOA wagon is a type of high sided open wagon designed to carry ballast and spoil. They were first released in 2009 and all carried the distinctive Network Rail Engineers yellow livery and were designated Mussel. The IOA had a maximum load capacity of 102 tonnes and usually travel in block trains of 10 wagons or more.



### The Dapol IOA model has the following features:

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

### Proposed Liveries

Product Code	Description
4F-045-013	IOA Ballast Wagon Network Rail Yellow 3170 5992 005-6
4F-045-014	IOA Ballast Wagon Network Rail Yellow 3170 5992 015-5
4F-045-015	IOA Ballast Wagon Network Rail Yellow 3170 5992 043-7
4F-045-016	IOA Ballast Wagon Network Rail Yellow 3170 5992 104-7

RRP: £30.00



# OO Gauge JNA Ballast Box

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



## The Dapol JNA model has the following features:

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

## Current Liveries

Product Code	Description
4F-010-009	JNA Falcon Network Rail NLU29008
4F-010-010	JNA Falcon Network Rail NLU29042
4F-010-011	JNA Falcon Network Rail NLU29099
4F-010-012	JNA Falcon Network Rail NLU29144

RRP: £30.00



# OO Gauge MJA Heavy Haul Box Van

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



### The Dapol MJA 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

### Proposed Liveries

Product Code	Description
4F-025-011	MJA Freightliner Heavy Haul Bogie Box Van 502013 & 014
4F-025-012	MJA Freightliner Heavy Haul Bogie Box Van 502039 & 040
4F-025-013	MJA Freightliner Heavy Haul Bogie Box Van 502047 & 048
4F-025-014	MJA GBRF Bogie Box Van 502009 & 010
4F-025-015	MJA GBRF Bogie Box Van 502027 & 028
4F-025-016	MJA GBRF Bogie Box Van 502051 & 052

RRP: £59.00



# OO Gauge 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 20ft, 40ft, 45ft, 48ft and 53ft, the latter two being more prevalent in the USA.

Dapol model Containers in two gauges, N and OO and in three lengths 20ft, 40ft and 45ft. These are now manufactured and moulded in the UK which means Dapol can 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.

#### RRP:

Product	Pristine	Weathered
20ft Containers (4 Pack)	£19.00	£20.60
40ft Containers (2 Pack)	£16.51	£17.54
45ft Containers (2 Pack)	£17.08	£18.11
45ft Curtain Sided Containers (2 Pack)	£17.08	£18.11



# O Gauge Locomotives



Steam



Diesel



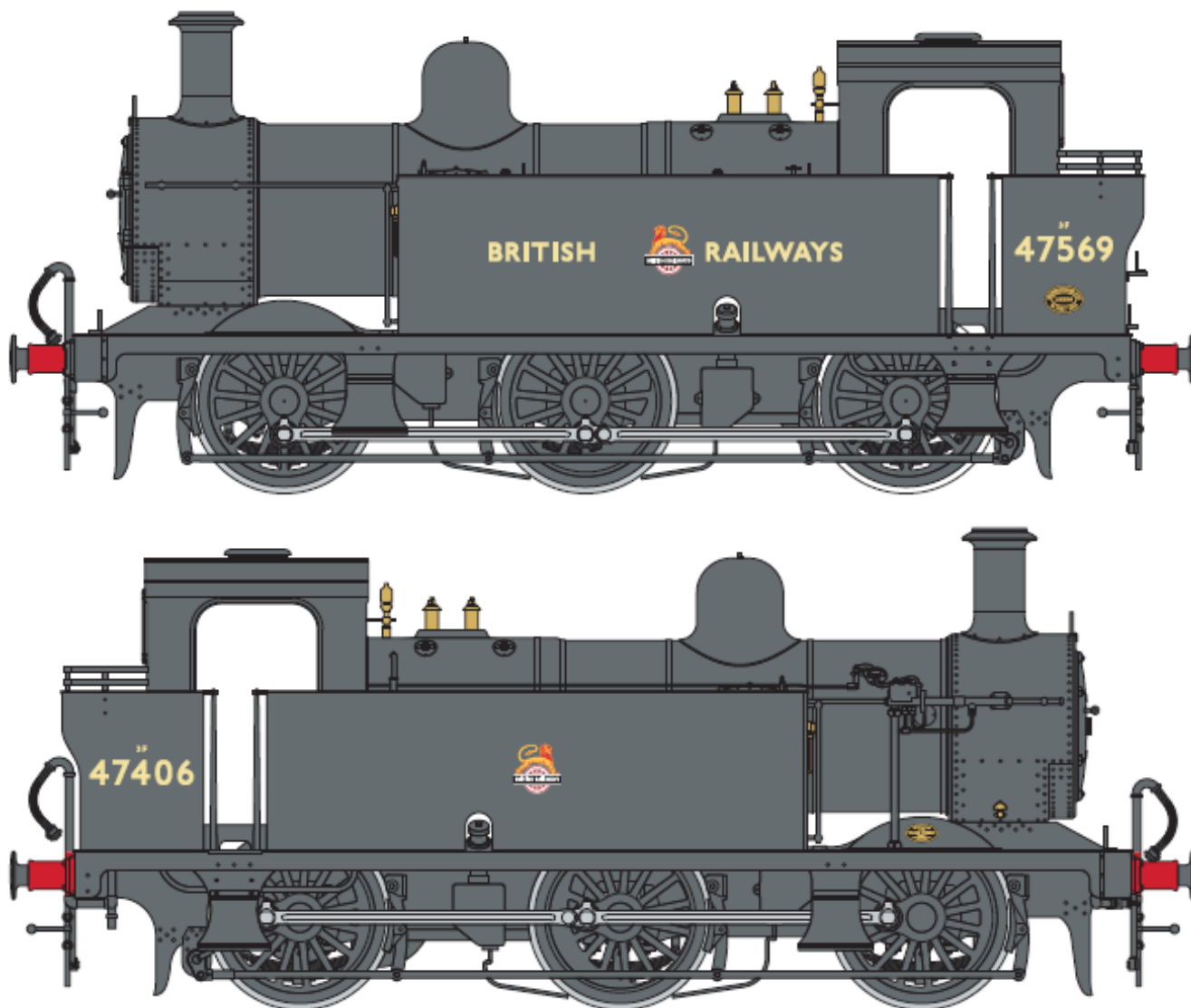
DMU

O Gauge  
Wagons

O Gauge  
Coaches

# O Gauge LMS 3F 0-6-0 Jinty

The London Midland and Scottish Railway (LMS) Fowler 3F 0-6-0T represents the apex in the development of the Midland Railway's six-coupled tank engines. The locomotive design was based on rebuilds by Henry Fowler of the Midland Railway 2441 Class introduced in 1899 by Samuel Waite Johnson. A total of 422 Jinties were built between 1924 and 1931. The first 49 locomotives did not have the distinctive keyhole sand box fillers in the tank sides. The Dapol model will be of locomotives that did have the key hole. Also featured in the Dapol range is the push pull fitted version of the locomotive. A total of 9 of the class survive into preservation with 47406 providing the sound recording for those modellers who wish to have this feature. The locomotive is now affectionately referred to as a Jinty a name that appears to be one bestowed by rail enthusiasts as there is no evidence of the name being used by the men who operated these locomotives.

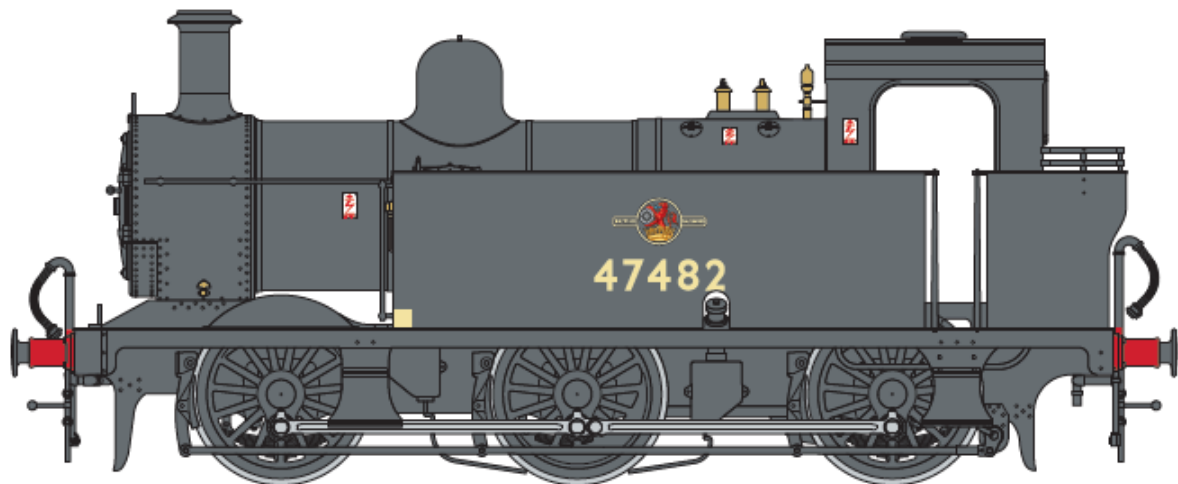
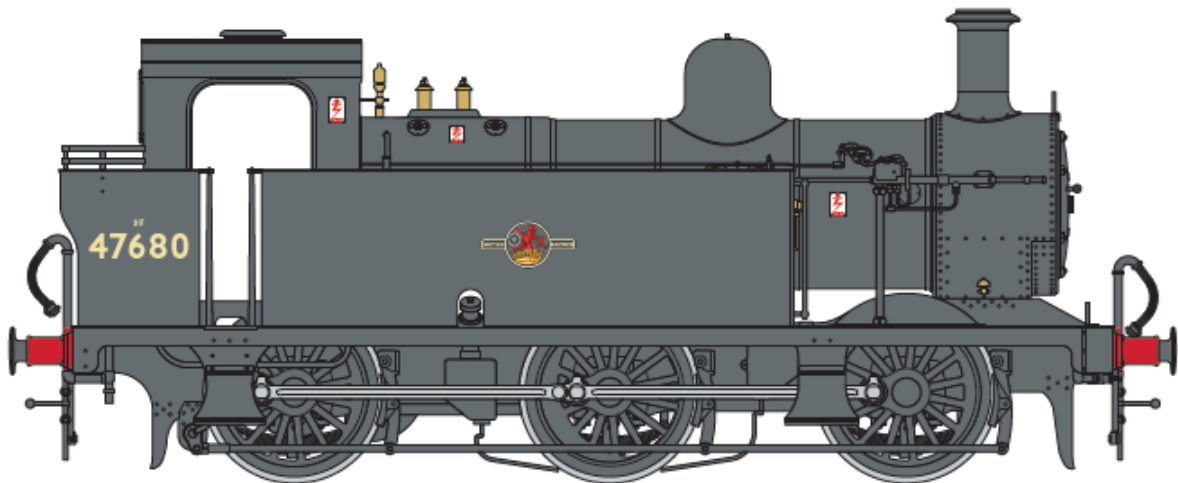
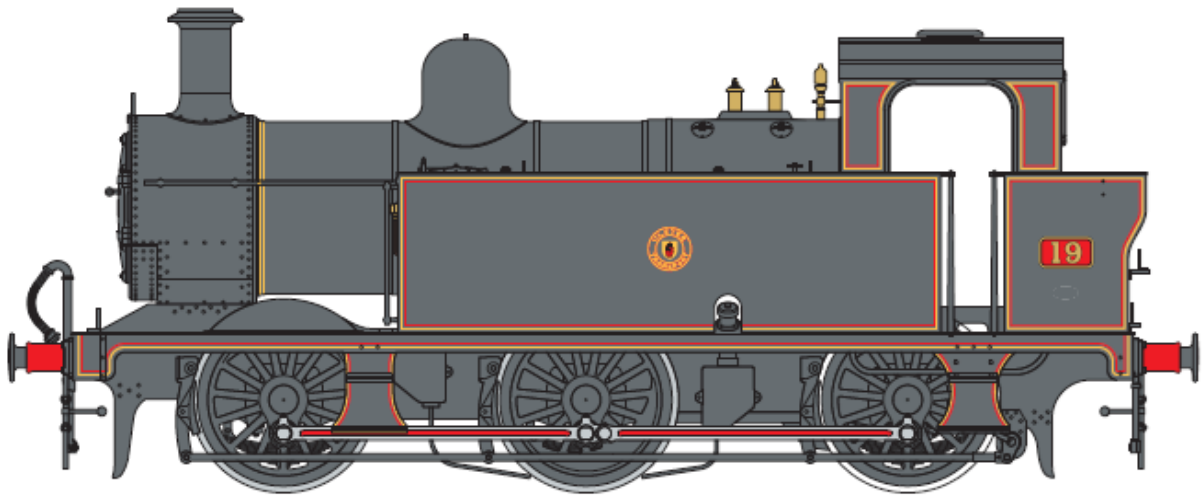


## Features of the Jinty include:

- Die-cast running plate
- Compensated die-cast chassis, Die-cast and profiled wheels
- High level of separately applied detail
- Flickering fire light effect
- Removable cab roof for ease of posing your locomotive crew
- Sprung metal buffers and articulated screw coupling
- Push Pull fitted variants will be available
- Dapol's proven motor and gearbox offering exceptional smooth performance and slow running capabilities
- DCC Ready (21 Pin), DCC Fitted with sound options available— authentic sound recorded from 47406 at the GCR
- Un-numbered versions of each livery will be available so that you can model your local locomotive



# O Gauge LMS 3F 0-6-0 Jinty



## Current Liveries

Product Code	Description
7S-026-008	Jinty 3F 0-6-0 NCC No.19
7S-026-009	Jinty 3F 0-6-0 47569 British Railways & Early Crest on tank side
7S-026-010	Jinty 3F 0-6-0 47406 BR Early Crest
7S-026-010U	Jinty 3F 0-6-0 BR Early Crest (unnumbered)
7S-026-011	Jinty 3F 0-6-0 47482 BR Late Crest with number on the tank sides
7S-026-012	Jinty 3F 0-6-0 47680 BR Late Crest
7S-026-012U	Jinty 3F 0-6-0 BR Late Crest (unnumbered)

RRP: DCC Ready - £232.88

DCC Fitted - £263.93

DCC Sound Fitted - £355.60



Awaiting Decorated Samples

Dapol reserve the right to adjust the price and details

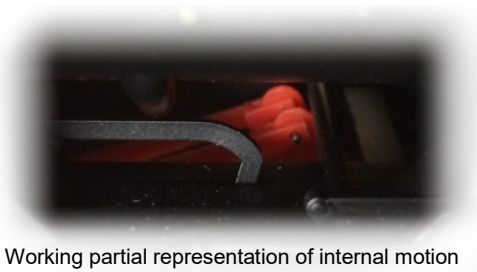
06/2021 V1.7

# O Gauge GWR 0-6-0 57xx 8750

The 5700 class were introduced in 1929, whilst the 8750 class followed in 1933 and by 1950 863 locomotives had been constructed, making this perhaps the most successful 0-6-0. G.W.R. Classification: Group C, Route Blue, changed to yellow under B.R. B.R. Classification: 3F. Designed for shunting and short freight workings, however it soon became clear that other duties could be performed such as branch passenger working and mainline freight, being widespread across the system.

The 8750 class can be distinguished from the 5700 class by the totally enclosed larger cab. Whistle shields and bunker steps with handrails were added from 1936. A new water feed was introduced in 1942 with the clack valves being fitted inside a case on top of the boiler in front of the dome, which became standard for builds after 1944. Between 1956 and 1963, thirteen 5700 locomotives were sold to the London Transport being painted in the attractive lined red livery. The NCB bought five 5700 locomotives between 1959 and 1965, with number 7754 still working in 1975.

Last of class withdrawn: 1966. Preserved examples: 3650, 3738, 4612, 5764/L95, 5775/L89, 5786/L92, 7714, 7715/L99, 7752/L94, 7754, 7760/L90, 9600, 9629, 9642, 9681, 9682



Working partial representation of internal motion  
**FITTED AS STANDARD**



Exquisitely reproduced cab details

## Features of the 57XX & 8750 will include:

- Die cast Chassis and footplate for excellent adhesion and pulling power
- Powerful 5 pole motor providing fine power control
- Beautifully detailed body with correct body type variations applied where relevant with many separately added details
- Partial representation of working inside motion and many other exquisite fine details including:
- Four cabs for original 57XX, Later 57XX, 8750 Collett cab and London Transport cab
- Sprung Buffers
- Removable roof, secured with magnets for ease of fitting engine crew
- Working cab doors, where fitted
- Flickering fire box glow
- Ash pan with correct double brake rodding
- Expertly applied livery
- Wheels conform to the new O Gauge standard, suitable for O Super Fine
- DCC Ready with a 21 pin decoder socket
- Sound fitted versions offered, Sound recorded from L92





# O Gauge GWR 0-6-0 57xx 8750



## Current Liveries

Product Code	Description
7S-007-007	Class 57xx Pannier 9669 BR Black Late Crest
7S-007-008	Class 57xx Pannier 6739 BR Black Early Crest
7S-007-009	Class 57xx Pannier Ex 5775 GNSR Lined Caramel
7S-007-010	Class 57xx Pannier 8784 Great Western Green
7S-007-011	Class 57xx Pannier 7714 BR Black Late Crest
7S-007-012	Class 57xx Pannier 8763 BR Lined Black Early Crest

RRP: DCC Ready - £243.23

DCC Fitted - £274.28

DCC Sound Fitted - £365.00



In stock—check website for current availability

Dapol reserve the right to adjust the price and details

06/2021 V1.7

# O Gauge 0-4-0 Sentinel

The Y1/Y3 sentinel was based on the road going lorry, utilising a similar centrally mounted steam tube boiler and chain drive system to the wheels. Whilst not having the greatest turn of speed (approximately 36mph top speed) these small locos proved capable of pulling a constant draw weight and were considered ideal for shunting in yards and providing motive power along smaller branch lines. These quirky little locos were used by all of the big four railway companies but it was the LNER that used and ordered greatest number. Many Y1 and Y3 Sentinels were produced and continued to provide service until their phased withdrawal over the 1940s and 1950s. Seven survived into departmental stock until the 1960s. Only two Y1/Y3 Sentinels survived into preservation in the UK.



## Features of the Y1/Y3 Sentinel include:

- Die-cast running plate
- Die-cast chassis, Die-cast and profiled wheels
- High level of separately applied detail
- Glowing fire light effect
- Removable cab roof for ease of posing your locomotive crew
- Sprung metal buffers and articulated screw coupling
- Dapol's proven motor and gearbox offering exceptional smooth performance and slow running capabilities
- DCC Ready (21 Pin), DCC Fitted with sound options available

## Current Models

Product Code	Description
7S-005-001	Sentinel Y1/Y3 LNER 42
7S-005-002	Sentinel BR Early Crest Dept 39
7S-005-004	Sentinel Y1/Y3 LMS 7160
7S-005-006	Sentinel Y1/Y3 Isebrook GWR 2
7S-005-007	Sentinel Y1/Y3 NCB 14 Blue 'Maude'

RRP: DCC Ready - £181.13

DCC Fitted - £212.18

DCC Sound Fitted - £362.25



# O Gauge 4800 / 14xx & 5800 0-4-2

The 14XX was a GWR tank locomotive designed for branch line 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 autococh was often combined with a 14XX on many branch line operations. The driving cab on the autococh 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. The Dapol 14XX & autococh will complement each other very nicely of any GWR based layout.



## Features of the 14xx include:

- Die-cast running plate
- Fully Balanced and compensated die-cast chassis
- Die-cast and profiled wheels
- High level of separately applied detail
- Flickering fire light effect
- Removable cab roof reveals exquisite cab detailing and allows for effortless crew installations
- Sprung metal buffers and articulated screw coupling
- Prototype specific detailing including early and late tool box and lamp iron positions and step styles.
- Dapol's proven motor and gearbox offering exceptional smooth performance and slow running capabilities
- DCC Ready, incorporating the new Dapol Quick-fit DCC and speaker design
- Un-numbered versions of each livery will be available so that you can model your local locomotive

**dapol**  
Exclusive

## Current Models

Product Code	Description
7S-006-050	58xx Class Great Western Green 5811
7S-006-050D	58xx Class Great Western Green 5811 DCC
7S-006-050S	58xx Class Great Western Green 5811 DCC & Sound
7S-006-051	58xx Class GWR Shirtbutton Green 5809
7S-006-051U	58xx Class GWR Shirtbutton Green Unnumbered
7S-006-052	58xx Class BR Early Crest Black 5819

RRP: DCC Ready - £232.88

DCC Fitted - £263.93

DCC Sound Fitted - £414.00



# O Gauge LB&SCR A1/A1X Terrier

More formally known as the London, Brighton & South Coast (LB&SCR) A1 Class, this locomotive became affectionately known as the Terrier due to the distinct bark of the exhaust. The class as designed by William Stroudley and 50 were built between 1872 and 1880 at the Brighton Works in Sussex. The original workings of the locomotive on the main London Lines of the class were eventually displaced by newer and more powerful locomotives and by the LB&SCR electrification scheme. Some of the locomotives were sold to other operators but most were used for Branch line work and non revenue generating operations such as shunting. In this role the class continued in service until the 1960's with the final active locomotive being decommissioned on the Hayling Island Line in Hampshire on November 1963. In all 10 Terriers survive into preservation. The Dapol O gauge model is based on an in-depth laser scan of W8 Freshwater at the Isle of Wight Steam Railway.



#### Features of the Terrier include:

- Sprung metal buffers
- Die cast Running plate for extra quality and weight
- Complete with firebox glow and flicker
- Sprung metal coupling hook and screw coupling
- Etched plates where applicable
- Finely moulded body with many separately added fine details
- DCC ready with a 21 pin socket, DCC and sound fitted models available
- Cast profiled wheels with fine relief and appropriate colouring
- Tungsten chassis and all wheel pick up
- Powerful 5 pole skew wound motor with refined slow running control



# O Gauge LB&SCR A1/A1X Terrier



## Current Liveries

Product Code	Description
7S-010-012	Terrier A1X 32650 B R Lined Black E/Crest Ex IOW Fishbourne
7S-010-013	Terrier A1 751 SECR Green
7S-010-014	Terrier A1 734 LSWR Green
7S-010-015	Terrier A1X Plain Black
7S-010-016	Terrier A1 Fenchurch Marsh Brown

RRP: DCC Ready - £232.88

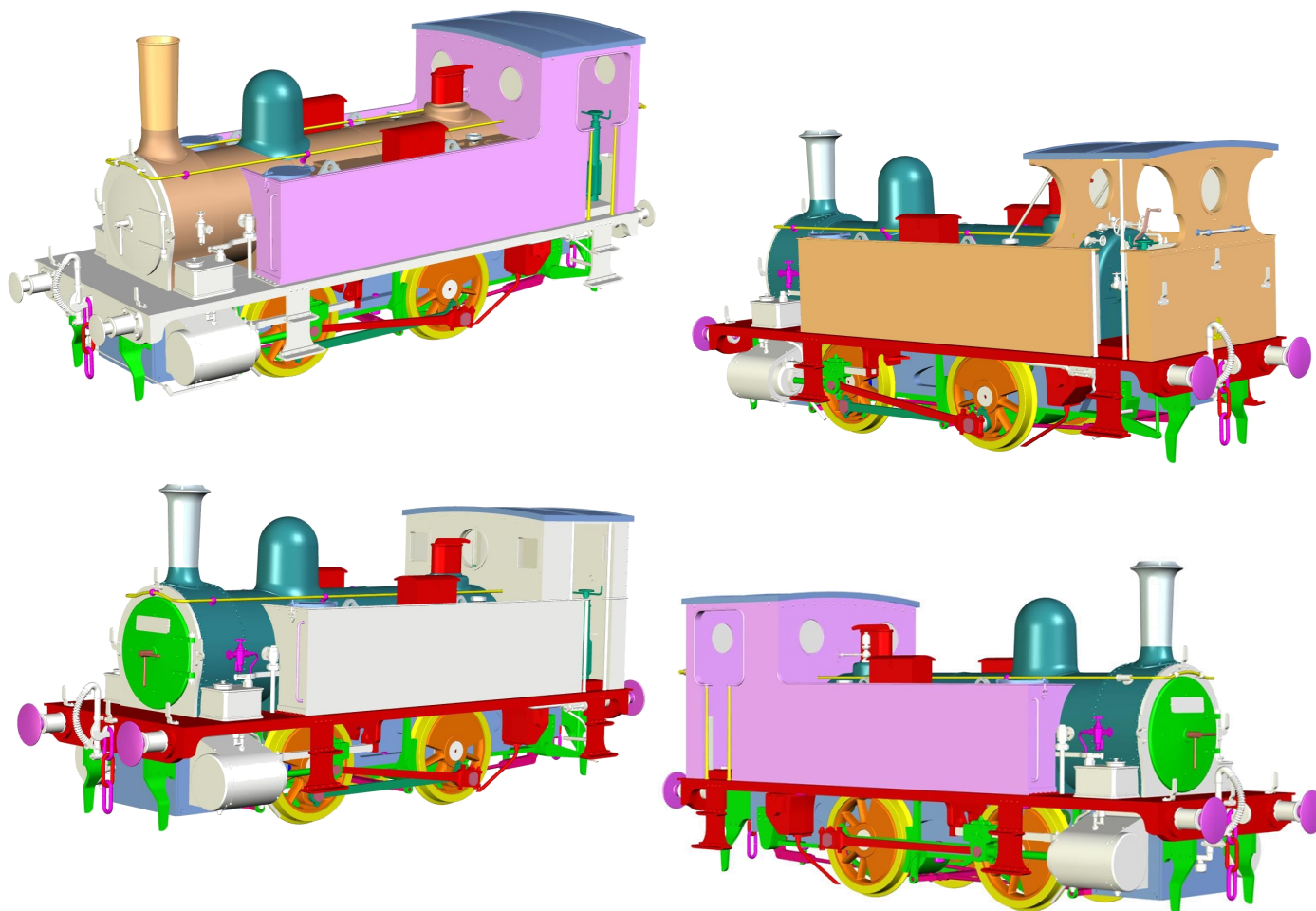
DCC Fitted - £263.93

DCC Sound Fitted - £400.00



# O Gauge LSWR B4 0-4-0

The 14XX was a GWR tank locomotive designed for branch line 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 autococh was often combined with a 14XX on many branch line operations. The driving cab on the autococh 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. The Dapol 14XX & autococh will complement each other very nicely of any GWR based layout.



## Features of the B4 will include:

- Slide in PCB – With space for 2 x sugar cube speakers and a 21 pin decoder socket
- Removable cab roof held in place with magnets to allow easy crew insertion
- Highly detailed cab interior with fire box glow
- Highly detailed body with many separately added parts
- Five pole skew wound motor driving the rear wheels
- Fully compensated die-cast chassis to give excellent running capabilities
- All wheel pick up
- Most derivatives covered, the tooling will allow for four cab types, two different boilers, two forms of chimney as well as other prototypical features catered for such as water injectors and buffers
- DCC Ready, DCC Fitted and DCC Sound Fitted models available

## Proposed Liveries

Product Code	Description
75-018-001	L & SWR B4 0-4-0T NORMANDY - AS PRESERVED
75-018-002	L & SWR B4 0-4-0T CAEN BROWN 90
75-018-003	B4 0-4-0T SOUTHERN BLACK 88
75-018-004	B4 0-4-0T BR EARLY CREST 30089
75-018-005	B4 0-4-0T BR LATE CREST 30096
75-018-006	L & SWR B4 0-4-0T Lined Green 91

RRP: DCC Ready - £232.88

DCC Fitted - £263.93

DCC Sound Fitted - £360.00



# O Gauge Class 08 Diesel Shunter

The British Rail Class 08 diesel-electric shunter is the most numerous of all British locomotive classes. In all 996 were produced between 1953 and 1962 at the BR works at Crewe, Darlington and Doncaster. The Class 08 became the standard BR Shunter and was a very common sight at stations and freight yards until the 1990s. However, as the nature of the British Railways changed with fixed rakes of wagons and the introduction of multiple units, the requirements for shunting diminished and many Class 08 were either scrapped or sold overseas, including 15 to Australia and 5 to Liberia. The Class 08's role as a shunter has been continued onto the heritage railways and over 60 have survived into preservation, making it the most numerous class of preserved locomotive.



#### Features of the 08 Shunter include:

- Sprung metal buffers
- Die cast Running plate for extra quality and weight
- Independently controlled running and cab lights
- Sprung metal coupling hook and screw coupling
- Etched plates where applicable
- Finely moulded body with many separately added fine details
- Cast profiled wheels with fine relief and appropriate colouring
- Heavy Diecast chassis and all wheel pick up
- Powerful 5 pole skew wound motor with refined slow running control



# O Gauge Class 08 Diesel Shunter



*dapol*  
Exclusive

## Current Models

Product Code	Description
7D-008-010	Class 08 D3316 Blue no ladder
7D-008-013	Class 08 B.R. Blue 08717 Inverness
7D-008-014	Class 08 Intercity 08795 Swansea
7D-008-014U	Class 08 Intercity Unnumbered
7D-008-015	Class 08 Railfreight Triple Grey 08740 Stratford
7D-008-015U	Class 08 Railfreight Triple Grey Unnumbered
7D-008-016	Class 08 Freightliner 08891
7D-008-016U	Class 08 Freightliner Unnumbered
7D-008-017	Class 08 EWS 08709
7D-008-017U	Class 08 EWS Unnumbered

RRP: DCC Ready - £232.88

DCC Fitted - £263.93

DCC Sound Fitted - £412.97



In stock—check website for current availability

Dapol reserve the right to adjust the price and details

06/2021 V1.7



# O Gauge Class 66

The Class 66 is a type of six-axle diesel electric freight locomotive developed in part from the Class 59, for use on the railways of the UK. Since its introduction the class has been successful and has been sold to British and other European railway companies.

The first locomotive shipped to the UK arrived at Immingham in June 1998, taken to Derby for testing. The second was taken to AAR's Pueblo Test Centre for endurance testing, before shipping to the UK. The locomotives then shipped at a rate of 11 per month into the UK via Newport Docks, until the order was completed in December 2001. After unloading, EWS engineers then simply took off the tarpaulin, unblocked the suspension, and finally as each was shipped with water and fuel, hooked up the batteries, before starting the engine and handing the locomotive into service. The ability to *simply start up '66s' on the dockside and drive them under their own power to depots to enter service was nothing short of a revelation* compared with many other BR locomotives.

The initial classification was as Class 61, then they were subsequently given the Class 66 designation in the British classification system (TOPS). In 1998 Freightliner placed an order for locomotives. They were followed by GB Railfreight, and then Direct Rail Services. The last of more than 500 built over an 18-year period was No 66779, *Evening Star*, delivered to GB Railfreight in spring 2016.



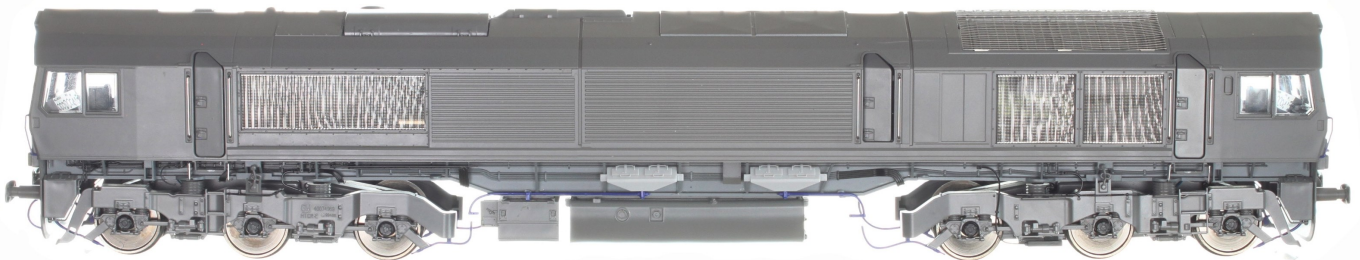
## The Dapol Class 66 O Gauge model will have the following features:

### Electrical

- Operating front/rear lights (independent operation for DCC, (switched for DC use) Includes day/night mode)
- Operating 'side' lights (where lighting cluster is applicable)
- Cab light (independent operation)
- Illuminated cab control panel
- Two motors (balanced & matched) for maximum pulling power and slow speed running control
- DC control switches to be accessible via lift-off roof panel.
- DCC Ready (21 pin) with DCC & DCC Sound fitted options available
- Factory sound fitted models to be fitted with **RealDrive**

### Chassis & Body

- Etched grills with 'through body transparency
- Separate detail (Handrails, Handles, Grills etc.)
- Heavyweight Diecast chassis
- Diecast bogie frames
- Rotating axle centres
- Appropriate couplings attached
- O gauge society wheel profiles
- Sprung buffers



# O Gauge Class 66



**Pre-Order Today**

**£0 Deposit**

**Sound Fitted Models Available**  
**Genuine Class 66 Sounds Recorded**  
**Pre-Order now at [www.dapol.co.uk](http://www.dapol.co.uk)**

## Proposed Liveries

Product Code	Description
7D-066-001	Class 66 66001 EWS Livery
7D-066-002	Class 66 66504 Freightliner Powerhaul Livery
7D-066-003	Class 66 66709 GBRF Sorrento MSC Livery
7D-066-004	Class 66 66421 New DRS Livery
7D-066-005	Class 66 66789 GBRF 'British Rail 1948-1997' BR Blue Large Logo
7D-066-006	Class 66 66783 GBRF Biffa 'The flying Dustman'

RRP: DCC Ready - £336.38

DCC Fitted - £367.43

DCC Sound Fitted - £475



# O Gauge Class 121 DMU

The Class 121 and 122 Bubble cars form part of the first generation of DMUs produced by British Rail to operate on branch lines and secondary routes. The Class 121 was built by Pressed Steel in 1960, 15 single power cars numbered W55020 to W55035 and 10 trailer cars numbered W56280 to W56289 were manufactured. Until recently there were still two 121s in service and eight are preserved.



7D-009-001-W55020 Green with Speed Whiskers



7D-009-005-55029 GWR 10 Chocolate & Cream

## Features of the Class 121 DMU includes:

- Heavy Diecast chassis for added weight and superior tractive effort
- Dual motorised power bogies with all wheel pickup
- DCC & DCC Sound Fitted options available
- Lowered flooring to minimise the intrusion of the DCC speaker etc inside the model
- Headcode and destination boxes with removable glazing permitting number to be mounted behind glazing.
- Separate grab handles on passenger doors
- Separate etched grills for guards windows
- Guards area with separate lighting
- Exquisite passenger compartment detailing
- High level of detailing on the bogies and underframe of the locomotive
- 2 buffer types
- Two sides with high passenger grab handles and low passenger grab handles
- Two roof types (large box and small box types)
- Provision for 3 chassis types (additional side steps and varying underframe detail and flat, single driver ended design)
- Switches accessible either by easily removable roof or from underneath the model.
- Independently controllable cab, passenger compartment, guard compartment and directional lighting—easy access switches for controlling lights in the DC model
- Multi speaker factory fitted sound system on board (optional)



# O Gauge Class 121 DMU



7D-009-002-W55027 Green with SYP



7D-009-004-W55023 BR Blue



7D-009-003-W55029 BR Blue/Grey

## Proposed Liveries

Product Code	Description
7D-009-001	Class 121 W55020 Green with Speed whiskers
7D-009-002	Class 121 W55027 Green with Small Yellow Panel
7D-009-003	Class 121 W55029 BR Blue-Grey
7D-009-004	Class 121 W55023 BR Blue
7D-009-005	Class 121 W55029 GWR 150 Chocolate and Cream

RRP: DCC Ready - £309.47

DCC Fitted - £340.52

DCC Sound Fitted - £516.47



# O Gauge Class 122 DMU

The Class 121 and 122 Bubble cars form part of the first generation of DMUs produced by British Rail to operate on branch lines and secondary routes. The Class 121 was built by Pressed Steel in 1960, 15 single power cars numbered W55020 to W55035 and 10 trailer cars numbered W56280 to W56289 were manufactured. Until recently there were still two 121s in service and eight are preserved. The Class 122s was built by Gloucester RC&W in 1958. Twenty single powered cars numbered W55000 to W55019 and nine trailer cars numbered W56280 to W56289



7D-015-005-55004 BR Green (Speed Whiskers)



7D-015-003-55012 Regional Railways

## Features of the Class 122 DMU includes:

- Heavy Diecast chassis for added weight and superior tractive effort
- Dual motorised power bogies with all wheel pickup
- DCC & DCC Sound Fitted options available
- Lowered flooring to minimise the intrusion of the DCC speaker etc inside the model
- Headcode and destination boxes with removable glazing permitting number to be mounted behind glazing.
- Separate grab handles on passenger doors
- Separate etched grills for guards windows
- Guards area with separate lighting
- Exquisite passenger compartment detailing
- High level of detailing on the bogies and underframe of the locomotive
- 2 buffer types
- Two sides with high passenger grab handles and low passenger grab handles
- Two roof types (large box and small box types)
- Provision for 3 chassis types (additional side steps and varying underframe detail and flat, single driver ended design)
- Switches accessible either by easily removable roof or from underneath the model.
- Independently controllable cab, passenger compartment, guard compartment and directional lighting—easy access switches for controlling lights in the DC model
- Multi speaker factory fitted sound system on board (optional)



# O Gauge Class 122 DMU



7D-015-001-55002 BR Blue/Grey



7D-015-004-55006 BR Blue



7D-015-002-55000 BR Green (SYP)

## Proposed Liveries

Product Code	Description
7D-015-001	Class 122 55002 BR Blue Grey
7D-015-002	Class 122 55000 BR Green (SYP)
7D-015-003	Class 122 55012 Regional Railways
7D-015-004	Class 122 55006 BR Blue
7D-015-005	Class 122 55004 BR Green (Speed Whiskers)

RRP: DCC Ready - £309.47

DCC Fitted - £340.52

DCC Sound Fitted - £516.47



# O Gauge Streamlined Diesel Railcar

The first diesel railcar was introduced by the GWR in 1933. The innovation was to prove extremely successful and they continued in operation well into the 1960s when their use was eclipsed by the introduction of the BR first generation DMUs. The railcars art deco air smoothed styling has lead to their nickname of Flying Banana although later variants were produced to a more angular style. In all 38 GWR diesel railcars were produced from 1933 to 1942 at three different sites with three surviving into preservation.



The Dapol Streamlined Diesel Railcar O Gauge model will have the following features:

## Electrical

- Operating Directional lighting
- Operating passenger compartment lighting which includes working wall lights
- Cab light
- Two running light configurations
- On appropriate models the lamp bracket can be exchanged for a working tail lamp for prototypical running
- DC control switches for DC control of lighting
- Easy DCC fitting via removable plate.
- DCC Ready (21 pin) with DCC & DCC Sound fitted options available
- Factory sound fitted models to be fitted with **RealDrive**

## Chassis & Body

- Detailed cab interior
- Separate detail (Handrails, Handles and horns where appropriate)
- Removable gearbox covers (supplied in accessory pack)
- Correct flooring height with prototypical two level seating
- Decorated seating
- Flush glazing with a single window posed in the slid open position for passenger ventilation
- Sliding luggage doors
- Vestigial buffers
- Heavyweight Diecast chassis
- Single, low profile, powerful 5 pole skew wound motor driving a single bogie
- All wheel pick up
- Engineered for passenger inclusion
- O gauge society wheel profiles
- Suitable for Radius 2 curves
- Expertly applied liveries



## Decorated Prototype Samples Shown For Illustration Only

The model samples are currently being reviewed by Dapol's design team and are subject to physical and decorative changes and corrections where necessary.



# O Gauge Class 66



Posable Luggage Doors

Wall Lights



Decorated—prototypical two level seating plan

Sound Fitted Models Available  
 Pre-Order now at [www.dapol.co.uk](http://www.dapol.co.uk)

**Pre-Order Today**  
**£0 Deposit**

**Proposed Liveries**

Product Code	Description
7D-011-001	Streamlined Railcar 12 Lined Chocolate & Cream GWR Monogram
7D-011-002	Streamlined Railcar 10 Lined Chocolate & Cream GWR Monogram
7D-011-003	Streamlined Railcar 16 Lined Chocolate & Cream GWR Twin Cities
7D-011-004	Streamlined Railcar W11 BR Lined Chocolate & Cream
7D-011-005	Streamlined Railcar W8W BR Lined Carmine & Cream

RRP: DCC Ready - £350.00      DCC Fitted - £380.00      DCC Sound Fitted - £480.00





# O Gauge Wagons



Open wagons



16T Mineral Wagons



14T Tank Wagons



6 Wheel Milk Tankers



Brake Vans



9ft Chassis Wagons



10ft Chassis Vans & Wagons



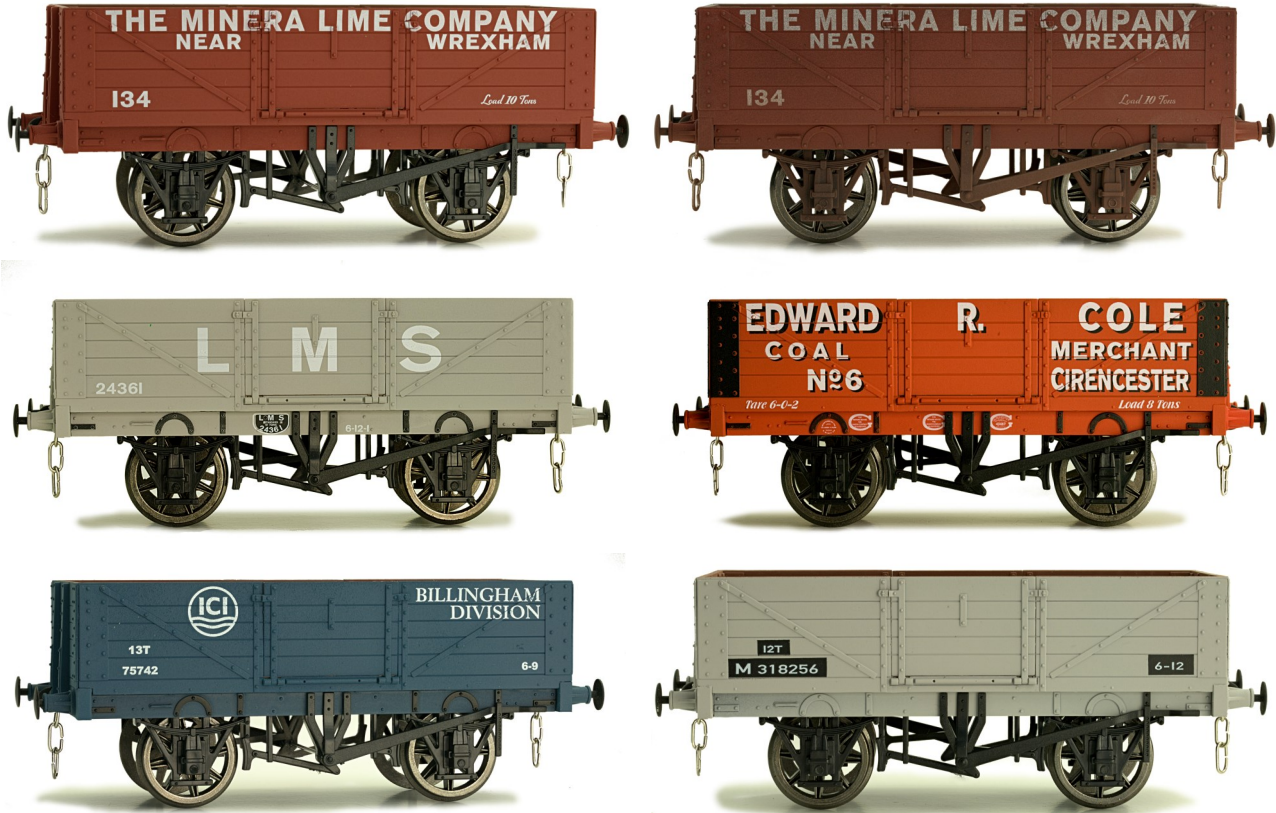
Modern Image

O Gauge  
Locos

O Gauge  
Coaches

# O Gauge 5 Plank Open Wagon

In the early days of the railways most freight wagons were open wagons and were used to carry all types of goods. If the load was more delicate it was often protected with tarpaulin sheets. These wagons got progressively larger as locomotives became more powerful and demand for rail freight increased. In the 1923 the RCH laid down standards and specifications for open wagons and 5 plank wagons with a load capacity of 10 tons became the standard general good wagon and many thousands were built. 7 and 8 plank wagons were generally manufactured for transporting coal and coke and were extremely numerous. All these types of wagons were used well into the 1960s.



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol O gauge 5 plank open wagons feature:

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

## Current Liveries

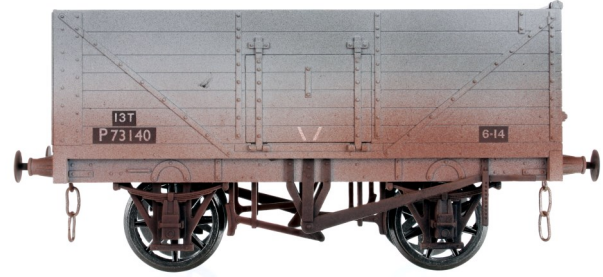
Product Code	Description
7F-051-016	5 Plank Alexander Crane
7F-051-016W	5 Plank Alexander Crane Weathered
7F-051-038	5 Plank John Allbutt 3
7F-051-038W	5 Plank John Allbutt 3 Weathered
7F-051-046	5 Plank SR 40042
7F-051-046	5 Plank SR 40042 Weathered
7F-051-051	5 Plank LMS Grey M318260
7F-051-052	5 Plank BR Grey M318260
7F-051-052W	5 Plank BR Grey M318260 Weathered

RRP: £46.95



# O Gauge 7 Plank Open Wagon

In the early days of the railways most freight wagons were open wagons and were used to carry all types of goods. If the load was more delicate it was often protected with tarpaulin sheets. These wagons got progressively larger as locomotives became more powerful and demand for rail freight increased. In the 1923 the RCH laid down standards and specifications for open wagons and 5 plank wagons with a load capacity of 10 tons became the standard general good wagon and many thousands were built. 7 and 8 plank wagons were generally manufactured for transporting coal and coke and were extremely numerous. All these types of wagons were used well into the 1960's.



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol O Gauge 7 plank open wagons feature:

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

## Current Liveries

Product Code	Description
7F-071-043	7 Plank BR P73140
7F-071-043W	7 Plank BR P73140 Weathered
7F-071-044	7 Plank LMS 60950
7F-071-044W	7 Plank LMS 60950 Weathered
7F-071-045	7 Plank SR 40035
7F-071-045W	7 Plank SR 40035 Weathered
7F-071-046	7 Plank GWR 06550
7F-071-046W	7 Plank GWR 06550

RRP: £46.95



# O Gauge 8 Plank Open Wagon

In the early days of the railways most freight wagons were open wagons and were used to carry all types of goods. If the load was more delicate it was often protected with tarpaulin sheets. These wagons got progressively larger as locomotives became more powerful and demand for rail freight increased. In the 1923 the RCH laid down standards and specifications for open wagons and 5 plank wagons with a load capacity of 10 tons became the standard general good wagon and many thousands were built. 7 and 8 plank wagons were generally manufactured for transporting coal and coke and were extremely numerous. All these types of wagons were used well into the 1960's.



Pristine and weathered variants available

Special commissions for private owner wagons possible with minimum orders of only 100 wagons

Contact [sales@dapol.co.uk](mailto:sales@dapol.co.uk) for more information

The Dapol O Gauge 8 plank open wagons feature:

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

## Current Liveries

Product Code	Description
7F-080-024	8 Plank SR 9330
7F-080-024W	8 Plank SR 9330 Weathered
7F-080-032	8 Plank Morley Corp No 3
7F-080-032W	8 Plank Morley Corp No 3 Weathered
7F-080-033	8 Plank BR P308260
7F-080-034	8 Plank Addingham No 1
7F-080-034W	8 Plank Addingham No 1 Weathered
7F-080-035	8 Plank BR P308277
7F-080-035W	8 Plank BR P308277 Weathered

RRP: £46.95



# O Gauge 16T Steel Mineral Wagon

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



## The Dapol O gauge 16T Mineral Wagon model feature:

- Extremely detailed and accurate body shell and compensated chassis for exquisitely smooth running
- Metal 3 Link or Instanter coupling (where applicable) and sprung coupling hook
- Metal sprung buffers
- Finely profiled metal wheels and axles with brass bearing pockets
- Vacuum brake lines where appropriate

## Current Liveries

Product Code	Description
7F-030-010	16T Steel Mineral Welded BR Blue Grey B74562 Dg 1/108
7F-030-011	16T Steel Mineral Welded BR Grey B119360 Dg 1/108
7F-030-012	16T Steel Mineral Welded BR Bauxite B68948 Dg 1/114
7F-030-013	16T Steel Mineral Welded BR Grey B165893 Dg 1/108 COAL 16
7F-030-014	16T Steel Mineral Welded BR Bauxite B562801 Dg 1/108 COAL 16 VB
7F-030-015	16T Steel Mineral Welded BR Grey B258683 Dg 1/099 MCO
7F-030-016	16T Steel Mineral Welded BR Bauxite B576380 Dg 1/108 MCV
7F-030-053	16T Steel Mineral Riveted BR Blue Grey B102351 Dg 1/109
7F-030-054	16T Steel Mineral Riveted BR Grey B153458 Dg 1/109

RRP: £50.30



# O Gauge 9Ft Chassis Vans & Wagons

Dapol has a long history of producing many of its products here in the UK. Our Chirk facility is just outside Wrexham in North Wales and employs just over 20 people.

Dapol announced in early 2017 that it planned on expanding its UK production capabilities. To launch this expansion of UK production new tooling has been commissioned and comprises a range of O Gauge 9ft chassis vehicles. A lime van, a salt van, a 5 plank open coal wagon and two types of 7 plank open coal wagon ( side door only and side door and end door).

## Salt Vans



### The Dapol O gauge Salt Van Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- 9 plank body
- Cottage roof
- Brake gear on both sides

### Current Liveries

Product Code	Description
7F-018-004W	Salt Van S Waterhouse 85 Weathered
7F-018-007W	Salt Van Chance & Hunt 330 Weathered
7F-018-008	Salt Van Chance & Hunt 331
7F-018-011	Salt Van Mangers Salt 148
7F-018-012	Salt Van Saxa Salt 252
7F-018-012W	Salt Van Saxa Salt 252

RRP: £51.70



# O Gauge 9Ft Chassis Vans & Wagons

## Lime Vans



### The Dapol O gauge Lime Van Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Externally braced
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- 7 plank body
- Corrugated roof
- Brake gear on both sides

### Current Liveries

Product Code	Description
7F-017-001W	Lime Van H. Le Neve Foster 531 Weathered
7F-017-002	Lime Van Steetley Co. Llyncllys
7F-017-002W	Lime Van Steetley Co. Llyncllys Weathered
7F-017-003	Lime Van S L B Oswestry

RRP: £51.70



# O Gauge 9Ft Chassis Vans & Wagons

## Five Plank Wagons



### The Dapol O gauge Five Plank Wagon Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Externally braced
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- RCH 1887 Specification
- 5 plank body
- Axle boxes and brake shoes embossed with the word "Gloucester"

### Current Liveries

Product Code	Description
7F-052-001W	5 Plank Wagon 9' W/B S. Brookman 30 Weathered
7F-052-002	5 PLANK WAGON 9' W/B Richard Webster & Sons 102
7F-052-003	5 Plank 9' W/B W A Thompson 8
7F-052-003W	5 Plank 9' W/B W A Thompson 8 Weathered
7F-052-004	5 Plank 9 Ft Chapman and Sons 22

RRP: £46.95





# O Gauge 9Ft Chassis Vans & Wagons

## Seven Plank Wagons (Two Door)



### The Dapol O gauge Seven Plank Wagon Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Externally braced
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- RCH 1887 Specification
- 7 plank body—side door only
- Axle boxes and brake shoes embossed with the word "Gloucester"

### Current Liveries

Product Code	Description
7F-072-001W	7 Plank 9' W/B Two Door George & Matthews 5 Weathered
7F-072-002W	7 Plank 9' W/B Two Door Lidney Coal Co 9 Weathered
7F-072-003	7 Plank 9' W/B Two Door Frederick Biss 3
7F-072-004	7 Plank 9' W/B 2 Door William Duck 1
7F-072-005	7 Plank 9' W/B 2 Door F Meaker 4

RRP: £46.95



# O Gauge 9Ft Chassis Vans & Wagons

## Seven Plank Wagons (Three Door)



### The Dapol O gauge Seven Plank Wagon Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Externally braced
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- RCH 1887 Specification
- 7 plank body with end door has separately applied operating bar

### Current Liveries

Product Code	Description
7F-073-001W	7 Plank 9' W/B Three Door Diamond 1130 Weathered
7F-073-002W	7 Plank 9' W/B Three Door Elders 466 Weathered
7F-073-004W	7 Plank 9' W/B Three Door Barton & Coy 321 Weathered
7F-073-005	7 Plank 9' W/B Three Door E D Williams 242
7F-073-005W	7 Plank 9' W/B Three Door E D Williams 242 Weathered
7F-073-006	7 Plank 9' W/B Three Door Broughton & Plas Power 891
7F-073-006W	7 Plank 9' W/B Three Door Broughton & Plas Power 891 Weathered

RRP: £46.95



# O Gauge 10ft Chassis Vans & Wagons

In 1948 the Railway Executive appointed the Ideal Stocks Committee to report on the most ideal stock for probable traffic in 1950. For general merchandise traffic, the 12 ton van and the 13 ton open were the preferred design. The vans were to have hinged rather than sliding doors and 10% of open wagons should be fitted with sheet support bars.



## The Dapol O gauge 10ft Chassis Wagon & Van model features:

- Accurately moulded body & chassis
- Self-compensating chassis for smooth trouble free running
- Metal sprung buffers
- 3 link metal coupling chain and sprung coupling hook
- Finely profiled wheels and axles with brass bearing pockets
- Fine application of livery



# O Gauge 10ft Chassis Vans & Wagons



## Current Liveries

Product Code	Description
7F-016-002	Banana Van Geest Bauxite B880952
7F-016-004	Banana Van Fyffes Bauxite B881127

## Proposed Liveries

Product Code	Description
7F-053-010	5 Plank Wagon Corrugated End BR Diagram 39 Grey B497621
7F-053-011	5 Plank Open High Bar Bauxite B485082
7F-054-004	BR Meat Van Bauxite 870050
7F-056-018	BR Standard Plywood Van Diagram 213 Bauxite B764481
7F-056-019	BR Standard Plywood Van Diagram 213 Bauxite B771500
7F-056-020	BR Standard Planked Van Diagram 208 Bauxite B768104
7F-056-021	BR Standard Planked Van Diagram 208 Bauxite B777491
7F-057-005	BR Insulated Van Diagram 0251 Blue B872150

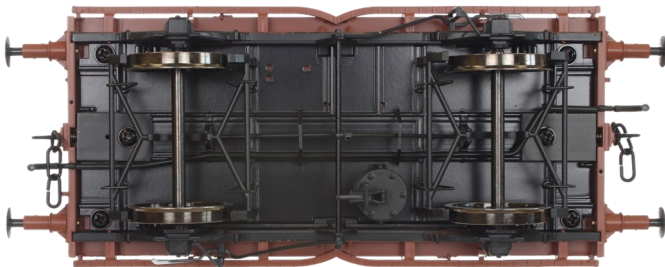
RRP: Banana Van - £51.70    Open Wagons - £46.95    Meat/Standard/Insulated Vans - £51.50



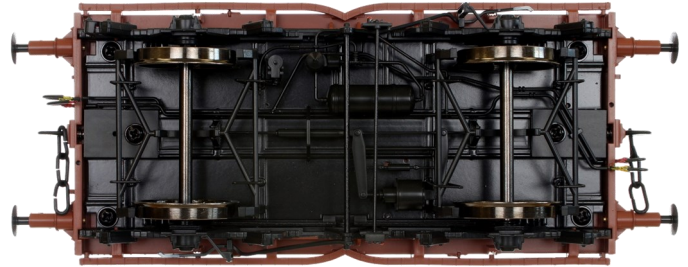
# O Gauge Vanwide & VEA

Due to pressure from large customers BR developed a box van design with sliding doors, the Vanwide to Diagram 1/217, with standard dimensions of 17ft 6 inch length with a 10ft wheelbase. The sides were of plywood construction with flush doors that moved out slightly thus enabling them to slide down the sides, so alleviating the problem of confined locations. The end walls were made from corrugated metal sheeting. The door opening method made a door aperture of 9ft possible which aided loading of pallets by fork lift truck. It was this wider door opening that gave rise to the code name. The build was between Wolverton works and Derby works with nearly 2000 being built between 1961 - 1962.

The VEA vans were refurbished versions of the Vanwide and fitted with air brakes from 1977 to suit customers who could not handle the longer wheelbase of more modern designs of wagon. A total of 550 wagons were converted. They were used on Speedlink trains as well as military specials. A decline in MOD requirements led to most of the wagons being withdrawn in the early 1990s with just a handful finding further use in the departmental fleets. However many survived in internal use at Army bases. Several examples survive into preservation



Vanwide Underframe Detail



VEA Underframe Detail



## The Dapol O Gauge Vanwide & VEA models will feature:

- Extremely detailed and accurate body shell and chassis
- Many separately added fine detail parts to accentuate underframe detail
- Sprung metal buffers
- Metal sprung coupling hook and working Instanter couplings
- Finely profiled wheels and axles with brass bearing pockets
- Compensated chassis for smooth trouble free running

## Proposed Liveries

Product Code	Description
7F-049-001	VEA 12 Ton Goods Van (Vanwide) Freight Brown #230026
7F-049-002	VEA 12 Ton Goods Van (Vanwide) Freight Brown #230034
7F-049-003	VEA 12 Ton Goods Van (Vanwide) Red/Grey #230117
7F-049-004	VEA 12 Ton Goods Van (Vanwide) Grey (Yellow Ends) #230142
7F-049-005	VEA 12 Ton Goods Van (Vanwide) Red/Grey #230078
7F-049-201	Vanwide 12 Ton Goods Van Freight Brown #B 783773
7F-049-202	Vanwide 12 Ton Goods Van Freight Brown #B 784641 VMV
7F-049-203	Vanwide 12 Ton Goods Van Freight Brown #B 784479
7F-049-204	Vanwide 12 Ton Goods Van Freight Brown #B 783994 VWV

RRP: £58.59



# O Gauge SR 25T Pill Box Brake Van

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



## The Dapol 25T SR pillbox brake van features:

- Extremely detailed and accurate body shell and chassis
- Many separately added details
- Sprung metal buffers
- Finely profiled wheels and axles with brass bearing pockets
- Superbly applied livery
- Viewing Duckets accurately modelled

## Current Liveries

Product Code	Description
7F-100-005	Brake Van SR Brown / Red Large Letters Even Plank 55585
7F-100-006	Brake Van SR Brown / Red Small Letters Even Plank 55526
7F-100-007	Brake Van BR Grey Even Plank S6260
7F-100-008	Brake Van BR Bauxite Even Plank S56061
7F-100-100	Brake Van SR Brown / Red Small Letters Uneven Plank 56365
7F-100-101	Brake Van SR Brown / Red Small Letters Uneven Plank S56371
7F-100-102	Brake Van BR Grey Uneven Plank S56352

RRP: £80.60



# O Gauge 20T BR Brake Van

No BR era layout would be complete without a couple of these vehicles and will be the ideal companion to many of the wagons and locomotives currently in the Dapol range.

Dapol will initially be producing the main series of brake vans encompassing Diagrams 1/504 (vacuum through piped) and 1/506 (Unfitted) manufactured between 1951 and 1957 totalling some 2,300 vehicles, however plans are also in place to produce the last batches of Diagrams 1/506 and 1/507 totalling 1,830 units, these having roller bearing axle boxes in place of the oil type and Oleo self contained buffers.



## The Dapol BR Standard 20 ton Brake Van model features

- ABS body
- Die cast chassis for added weight.
- A compensation beam to improve running qualities (standard to all later Dapol designed wagons)
- Sprung metal buffers
- Sprung metal couplings either instanter link or screw type where applicable
- Die-cast wheels with steel tyres
- Pin-point brass bearings
- We are also considering including the option of interior lighting and sound.

Product Code	Description	Sales Price
<b>NEW RANGE COMING SOON</b>		

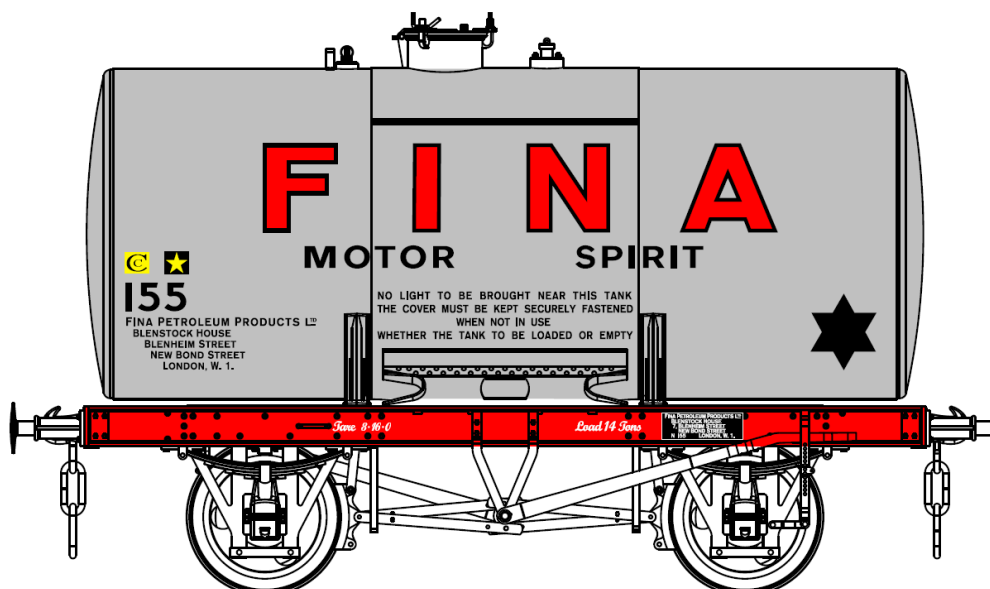
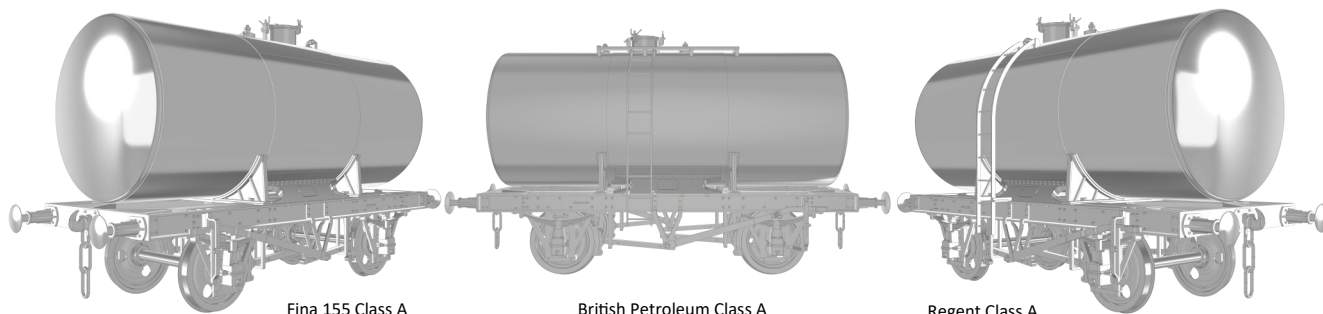


# O Gauge 14T Anchor Mounted Tanker

In 1944 a new specification was agreed between the private owners the Petroleum Board and British Railways, the major difference from the 1927 design being that the saddle and cradle timbers, and the end stanchions were abandoned, and the tank anchored to the underframe by a central steel anchor of riveted or welded construction the so called anchor mounting. The supporting saddles were also fabricated from steel.

A change also took place with the drawgear, in order to eliminate the use of drawgear cradles which were difficult to maintain. The drawgear springs were placed behind each headstock and this design became known as short drawgear. Charles Roberts was one builder of vehicles of this type using mild steel welded barrel. Information from - PETROLEUM TANK WAGONS OF BRITAIN by R.TOURRET

The majority were built 1949 and into the early 1950s with Class B tanks being the predominant type to be built. They remained in service up to the early 1970s. A few examples making it into preservation along with several of the larger 20 ton version.



Rendered CADs & provisional artwork examples supplied for illustration only

## Features of the Dapol Anchor Mounted Petroleum Tank Wagon Include

- Extremely detailed and accurate body shell and chassis
- Many separately added fine details, including where applicable long and short fillers, correct filler position, with and without ladders and platforms and where relevant heating pipes.
- Sprung metal buffers
- Metal sprung coupling hook and three link coupling
- Finely profiled wheels with sprung axles for smooth running, even on uneven track
- Superbly applied livery

## Current Liveries

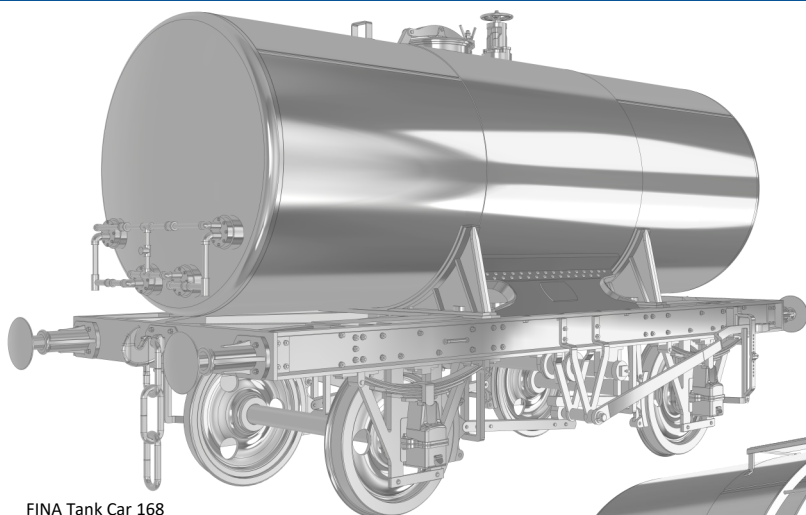
Product Code	Description
7F-062-001	British Petroleum Class A Anchor Mounted Tank
7F-062-002	FINA # 155 Class A Anchor Mounted Tank
7F-062-003	Benole # 906 Class A Anchor Mounted Tank
7F-062-004	National Benzole # 855 Class A Anchor Mounted Tank
7F-062-005	Regent # 20 Type A Class Mounted Tank

RRP: £55.00

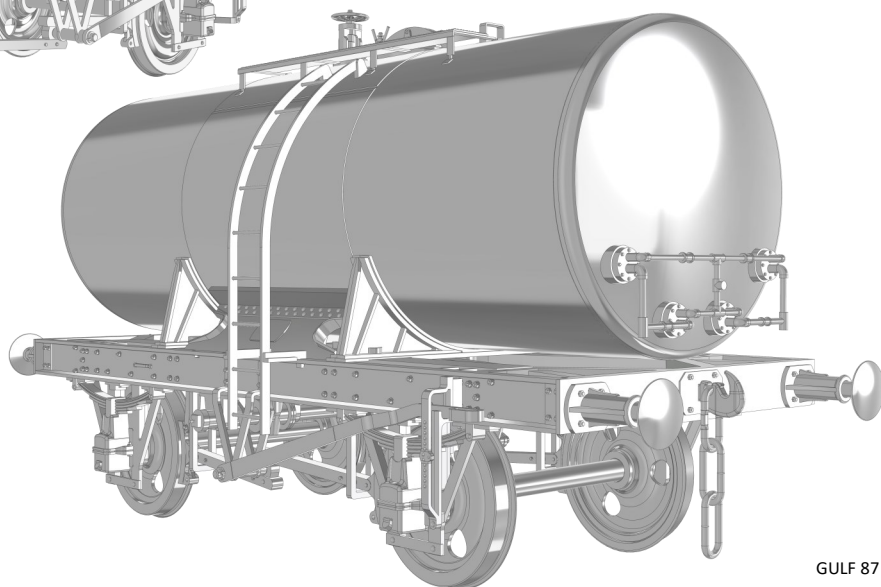




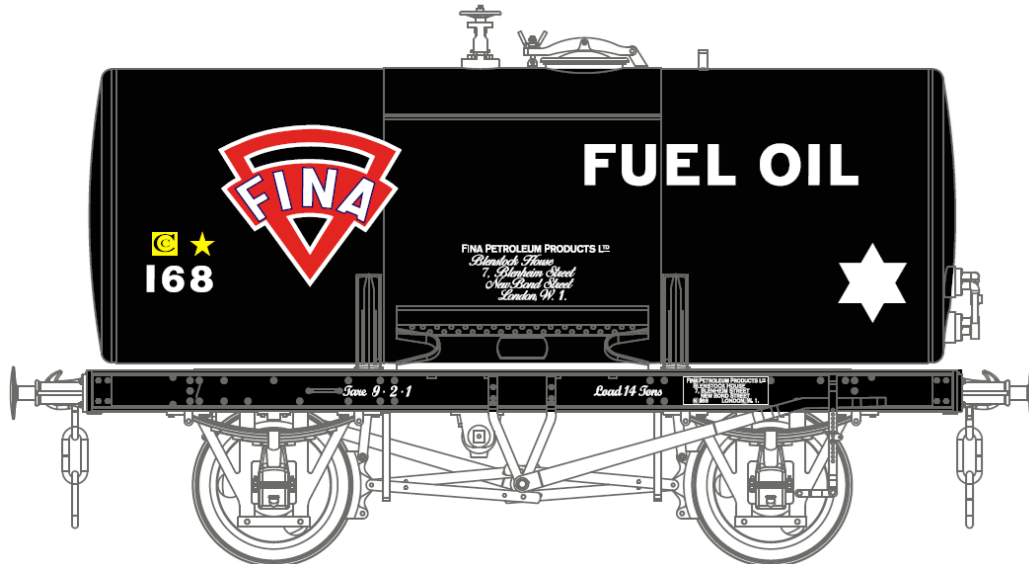
# O Gauge 14T Anchor Mounted Tanker



FINA Tank Car 168



GULF 87



Rendered CADs & provisional artwork examples supplied for illustration only

## Current Liveries

Product Code	Description
7F-063-001	National Benzole # 2009 Class B Anchor Mounted Tank
7F-063-002	Fina # 168 Class B Anchor Mounted Tank
7F-063-003	EGS # 244 Class B Anchor Mounted Tank
7F-063-004	Gulf # 87 Class B Anchor Mounted Tank
7F-063-005	Midland Tar Distillers # 881 Class B Anchor Mounted Tank

**RRP: £55.00**



# O Gauge 14T Air Ministry Tanker

The majority of these tank wagons were built between 1939 and 1944 as Class A wagons for aviation fuel, being 17ft-6inch long on a 10ft wheelbase fitted with RCH either side braking and split oil axle boxes. The tank was 7ft-2inch diameter containing 4275 gallons saddle mounted with two small platforms on the top of the tank. After the war and around 1947, surplus tank wagons were converted to Class B fitted with heating coils to help discharge of viscous fuel and bottom discharge. All Class A tanks had gone out of service by 1971 with the last B Class tank following in 1973.



Front and rear faces of the wheels are finely profiled.

## Features of the 14T Tank Wagon

- Extremely detailed and accurate body shell and chassis
- Many separately added fine details
- Sprung metal buffers
- Metal sprung coupling hook and three link coupling
- Finely profiled wheels with sprung axles for smooth running
- Superbly applied livery

## Current Liveries

Product Code	Description
7F-058-006	14T Tank Wagon Class A Ronuk 38
7F-058-007	14T Tank Wagon Class A Berry Wiggins 118

## Current Liveries

Product Code	Description
7F-059-007	14T Tank Wagon Class B Lobitos 118

RRP: £54.34



# O Gauge Six Wheel Milk Tanker

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



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

- Extremely detailed and accurate body shell and chassis
- Many separately added ne details
- Sprung metal buffers
- Metal sprung coupling hook and metal screw coupling
- Finely profiled wheels and axles with brass bearing pockets
- Chassis is partially compensated for smooth trouble free running

## Current Liveries

Product Code	Description
7F-031-003	6 Wheel Milk Tanker Milk Marketing Board
7F-031-006	6 Wheel Milk Tanker United Dairies 44018
7F-031-007	6 Wheel Milk Tanker Express Dairies 4405
7F-031-008	6 Wheel Milk Tanker CWS Green 4409
7F-031-009	6 Wheel Milk Tanker Unigate Creameries 44013

RRP: £80.00



# O Gauge 9Ft Chassis Vans & Wagons

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Dapol announced in early 2017 that it planned on expanding its UK production capabilities. To launch this expansion of UK production new tooling has been commissioned and comprises a range of O Gauge 9ft chassis vehicles. A lime van, a salt van, a 5 plank open coal wagon and two types of 7 plank open coal wagon ( side door only and side door and end door).

## Salt Vans



### The Dapol O gauge Salt Van Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- 9 plank body
- Cottage roof
- Brake gear on both sides

### Current Liveries

Product Code	Description
7F-018-004W	Salt Van S Waterhouse 85 Weathered
7F-018-007W	Salt Van Chance & Hunt 330 Weathered
7F-018-008	Salt Van Chance & Hunt 331
7F-018-011	Salt Van Mangers Salt 148
7F-018-012	Salt Van Saxa Salt 252
7F-018-012W	Salt Van Saxa Salt 252

RRP: £51.70



# O Gauge 9Ft Chassis Vans & Wagons

## Lime Vans



### The Dapol O gauge Lime Van Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Externally braced
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- 7 plank body
- Corrugated roof
- Brake gear on both sides

### Current Liveries

Product Code	Description
7F-017-001W	Lime Van H. Le Neve Foster 531 Weathered
7F-017-002	Lime Van Steetley Co. Llyncllys
7F-017-002W	Lime Van Steetley Co. Llyncllys Weathered
7F-017-003	Lime Van S L B Oswestry

RRP: £51.70



# O Gauge 9Ft Chassis Vans & Wagons

## Five Plank Wagons



### The Dapol O gauge Five Plank Wagon Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Externally braced
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- RCH 1887 Specification
- 5 plank body
- Axle boxes and brake shoes embossed with the word "Gloucester"

### Current Liveries

Product Code	Description
7F-052-001W	5 Plank Wagon 9' W/B S. Brookman 30 Weathered
7F-052-002	5 PLANK WAGON 9' W/B Richard Webster & Sons 102
7F-052-003	5 Plank 9' W/B W A Thompson 8
7F-052-003W	5 Plank 9' W/B W A Thompson 8 Weathered
7F-052-004	5 Plank 9 Ft Chapman and Sons 22

RRP: £46.95



# O Gauge 9Ft Chassis Vans & Wagons

## Seven Plank Wagons (Two Door)



### The Dapol O gauge Seven Plank Wagon Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Externally braced
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- RCH 1887 Specification
- 7 plank body—side door only
- Axle boxes and brake shoes embossed with the word "Gloucester"

### Current Liveries

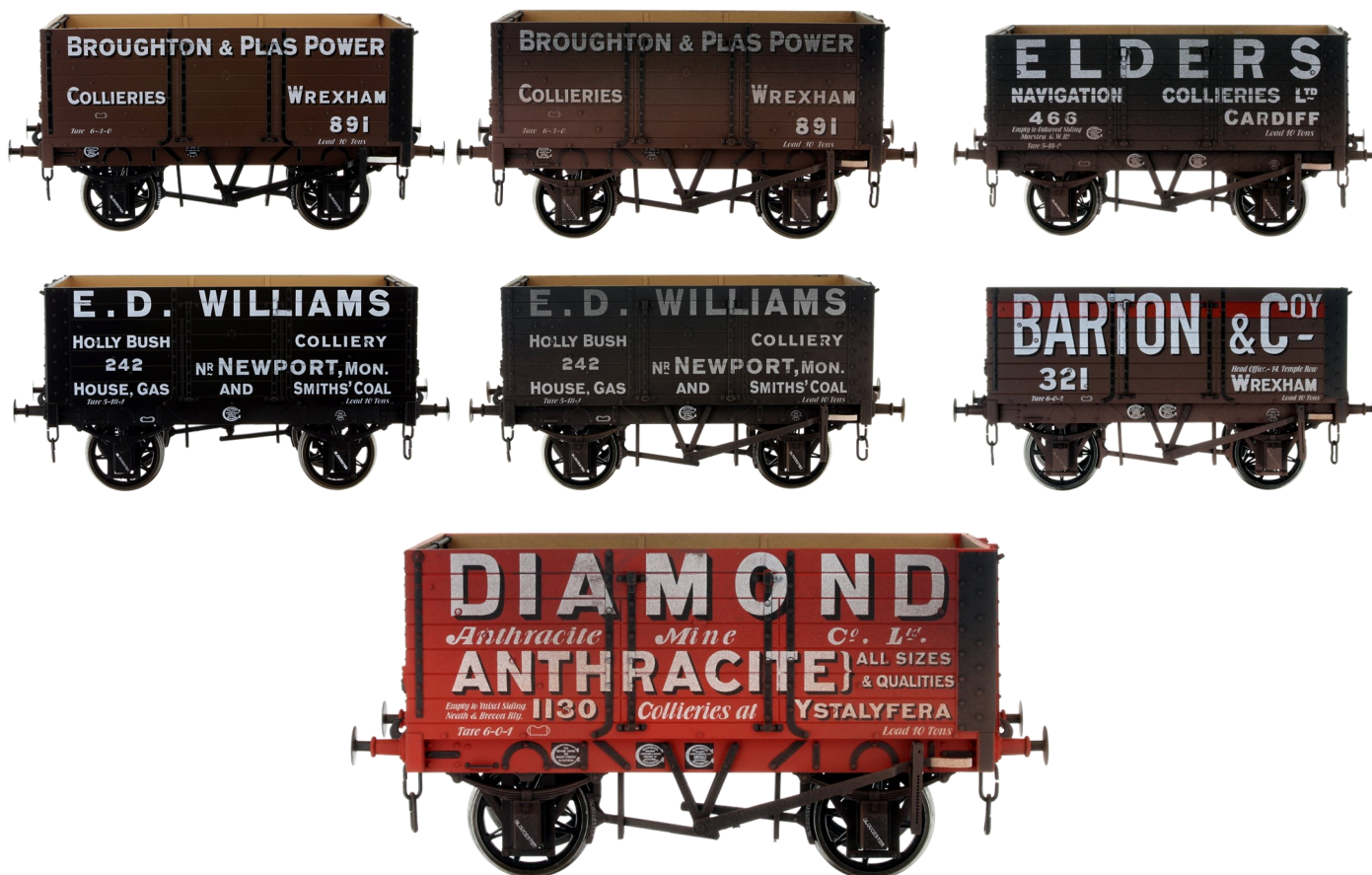
Product Code	Description
7F-072-001W	7 Plank 9' W/B Two Door George & Matthews 5 Weathered
7F-072-002W	7 Plank 9' W/B Two Door Lidney Coal Co 9 Weathered
7F-072-003	7 Plank 9' W/B Two Door Frederick Biss 3
7F-072-004	7 Plank 9' W/B 2 Door William Duck 1
7F-072-005	7 Plank 9' W/B 2 Door F Meaker 4

RRP: £46.95



# O Gauge 9Ft Chassis Vans & Wagons

## Seven Plank Wagons (Three Door)



### The Dapol O gauge Seven Plank Wagon Features:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Externally braced
- Diecast open spoke wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- RCH 1887 Specification
- 7 plank body with end door has separately applied operating bar

### Current Liveries

Product Code	Description
7F-073-001W	7 Plank 9' W/B Three Door Diamond 1130 Weathered
7F-073-002W	7 Plank 9' W/B Three Door Elders 466 Weathered
7F-073-004W	7 Plank 9' W/B Three Door Barton & Coy 321 Weathered
7F-073-005	7 Plank 9' W/B Three Door E D Williams 242
7F-073-005W	7 Plank 9' W/B Three Door E D Williams 242 Weathered
7F-073-006	7 Plank 9' W/B Three Door Broughton & Plas Power 891
7F-073-006W	7 Plank 9' W/B Three Door Broughton & Plas Power 891 Weathered

RRP: £46.95





# O Gauge Conflat & Container

Containers and the special wooden decked conflat wagons used to convey them were produced in great numbers by all four of the railway companies. They allowed door to door deliveries via road, rail and road again without the requirement for the good to be handled at each leg. In the main they were used for furniture removal, although some were built with insulation for refrigerated use. Post nationalisation BR built over 10,000 containers which continued into service until the arrival of the modern standard ISO containers in the 1960s.



Great Western 'H7' Conflat and container bodies – 3 versions initially available G.W.R. BK2 & BD2 and B.R. BD furniture and general purpose containers Made and decorated in Chirk.

## Features of the Conflat and Container:

- Diecast Chassis
- Compensation beam for smooth running
- Injection moulded body and detail parts
- Sprung metal buffers
- Sprung couplings
- Diecast 3 hole wheels with blackened steel tyres. Wheels suitable for fine standard track
- Expertly applied livery
- Vacuum Fitted Morton brake gear—Both Vacuum & non-fitted

## Current Liveries

Product Code	Description
7F-037-001	GWR Conflat 39860 BD2 Chocolate Container B-2020 Door to Door
7F-037-002	GWR Conflat 39612 BD2 Chocolate Container B-1788 Door to Door
7F-037-003	GWR Conflat 39326 BK2 Chocolate Container BK-1829 Furniture Removal
7F-037-004	BR Conflat A B735200 BD Bauxite Container 46577B Door to Door
7F-037-005	BR Conflat A B735364 BD Bauxite Container 47324 B Door to Door
7F-037-006	BR Conflat A B735819 BD Crimson Container 7335B British Railways
7F-037-100	GWR Conflat 36692 12Tons Tare 6-1
7F-037-101	GWR Conflat 36508 Non Vacuum H9
7F-037-102	BR Conflat A B735201 13 Tons 6.13
7F-037-103	BR Conflat A B735233 13 Tons 6.0

RRP: Conflat with Container - £67.22 Conflat £46.52



# O Gauge Turbot

The Turbot bogie ballast wagon was a development from the earlier Bogie Bolster E wagon, which was manufactured in the 1960s and was intended for the transfer of steel. The wagon, however, after a number of years in use was found to be too short for the continuation of its intended role, but it was found that if a low sided three door body was added, then this new wagon would be suitable for transporting ballast. The wagon was nicknamed Turbot and was TOPS classified as YCV bogie ballast wagon. Over 1,000 Turbot wagons were rebuilt by BR Shildon and RFS Engineering at Doncaster between 1982 and 1988 and continued into service until 2002. Turbot wagons have also been modified for use by London Underground.



## Features of the YCV Turbot Ballast Wagon

- Minimum 2<sup>nd</sup> radius curve
- Plastic body and underframe detail
- Diecast chassis
- Spring buffers
- Pin-point axles
- O Gauge society Standard wheel profile
- Fully detailed body with separately moulded side doors and stanchions (to allow ease of kit bashing!)
- Interior floor, door and stanchion details
- Door balance spring and arm detailing
- Finely moulded and etched stainless steel detail where applicable
- Separate handrails, end steps and lamp brackets.
- Highly details underframe with correct profiled bracing
- Highly detailed bogies made from separate metal parts
- All buffer beam accessories fitted

## Current Liveries

Product Code	Description
7F-043-002	Turbot Bogie Ballast Wagon EWS Maroon DB978396
7F-043-003	Turbot Bogie Ballast Wagon EWS Maroon DB978309

RRP: £72.40



# O Gauge Bogie Bolster E Wagon

The 'Bogie Bolster E' was the last of a new design built for British Railways and built before the introduction of air-braked types. It was the smallest of the standard Bogie Bolsters and 1,200 were built to diagram No. 1/479 with a carrying capacity of 30 tons.



## Features of the Bogie Bolster E Wagons

- Minimum 2<sup>nd</sup> radius curve
- Plastic body and underframe detail
- Diecast chassis
- Bogies made from separate metal parts
- Spring buffers
- Pin-point axles
- O Gauge society Standard wheel profile
- Fully detailed body / deck
- Movable / posable bolsters fitted
- Movable / posable stanchions supplied in detail bag
- Separately fitted metal tie down rings
- Finely moulded and etched stainless steel detail where applicable
- Separate handrails, end steps and lamp brackets.
- Highly detailed underframe with correct profiled bracing
- Highly detailed bogies made from separate metal parts
- All buffer beam accessories fitted

## Proposed Liveries

Product Code	Description
7F-061-001	Bogie Bolster Wagon E BR 923358 Bauxite (TOPS BEV)
7F-061-002	Bogie Bolster Wagon E BR 923444 Bauxite (TOPS YNV)
7F-061-003	Bogie Bolster Wagon E BR 923528 Bauxite (TOPS YRV (S&T))
7F-061-004	Bogie Bolster Wagon E BR 923791 Bauxite (TOPS YNV)
7F-061-005	Bogie Bolster Wagon E BR 923962 Bauxite (TOPS YRV (S&T))
7F-061-006	Bogie Bolster Wagon E BR 924327 Bauxite (TOPS BEV)

RRP: £72.40



# O Gauge HBA & HEA Wagon

The HAA wagon successfully filled the role of delivering coal to power stations. A new design of wagon was also required for other coal traffic, to replace the large fleet of mineral wagons and hoppers. In 1975 the prototype 32.5 ton HBA (360000) was unveiled at Shildon Works. It was fitted with manually operating discharge doors. The hopper body was painted initially in Bauxite.

An order for 2000 wagons to be built at Shildon was placed. Two small changes to the design were made. The ladders fitted at each end were altered from being centrally mounted to being offset to the left. Bruninghaus springs were fitted to later builds, allowing the maximum speed to be increased from 45mph to 60. This modification must have proven successful as a plan was put in place to retrofit the earlier wagons to the same standard. The TOPS code of HEA was introduced to distinguish these, with the last 80 or so completed by mid-1985.

The HBAs and HEAs usage was widespread across the country and could be seen in use in mixed and short block trains, delivering household coal to terminals in urban areas.

By the latter half of the 1980s, the traffic that the HBA/HEAs were designed for was declining. New roles for the fleet of wagons had to be found and an early example was carrying rock salt, while another was scrap metal. Another alternative role that commenced at about the same time was the use of HEAs as barrier wagons for nuclear flask trains.

Initially the Hopper bodies were painted BR Bauxite/Brown. This was changed in 1979 with the livery being updated, the top half of the hopper was Railfreight red and the lower half in grey. The re-livery programme was never completed and a few (rather rusty) bauxite wagons could still be seen in the early 2000s. The privatisation of Railfreight saw new liveries appearing on the HEA fleet, including Transrail grey, Mainline blue, and EWS maroon.

Many HEA wagons were converted for other uses and the conversion process increased in pace and therefore number of HEAs declined steadily throughout the 1990s.



## The Dapol O Gauge HEA & HBA models will feature:

- Die-cast compensated chassis
- Finely profiled wheels and axles with brass bearing pockets
- Highly detailed injection moulded hopper body
- Many separately added fine details
- Sprung metal buffers
- Sprung metal coupling hook and Instanter coupling
- Expertly applied liveries

RRP: £55.00



# O Gauge HBA & HEA Wagon



## Proposed Liveries

Product Code	Description
7F-047-001	HEA Coal Hopper Railfreight Red / Grey 360104
7F-047-002	HEA Coal Hopper Railfreight Red / Grey 360000
7F-047-003	HBA Coal Hopper Freight Brown 360114
7F-047-004	HEA Coal Hopper EWS Maroon 360354
7F-047-005	HEA Coal Hopper Freight Brown 360292
7F-047-006	HEA Coal Hopper Mainline Blue 360620
7F-047-007	HEA Coal Hopper Transrail Blue 360208
7F-047-008	HBA Coal Hopper Freight Brown 360626

RRP: £55.00





# O Gauge Coaches



Autocoaches



Stroudley 4 Wheel Coaches

O Gauge  
Locos

O Gauge  
Wagons

# O Gauge Autocoach

Our model is based on the six coaches numbered 36 to 41 constructed during 1907 under Lot 1126 to Diagram 'N'. All were built new as driving trailers and not later conversions from old steam rail motors. Their short length of 59ft 6 inch long coupled to one of our 64xx pannier tank locomotives has a total length of only 26 in, perfect for limited space layouts. They were used on branch lines from Cornwall to Wales and retained their gas lighting until withdrawn, the first in 1956, the last in November 1957. Number 38 is preserved on the Telford Steam Railway



7P-004-006

Autocoach GWR Lined Choc & Cream 40



7P-004-007

Autocoach GWR Lined Crimson 37



7P-004-009

Autocoach BR Crimson 36

## The Dapol O gauge Autocoach features:

- These models will have an identical specification as the previous Lionheart versions
- Die cast bogie frame with fine scale wheels
- Superbly detailed body with many added detailed parts
- Sprung Buffers
- Expertly applied livery
- Fully Compensated Chassis
- Specifications have been upgraded to enable Light, Sound and DCC versions offered
- Lightbar Fitted options available (DC & DCC Versions)
- DCC Sound Fitted option available (includes lightbar).





# OO Gauge Autocoach



7P-004-008

Autocoach BR Crimson & Cream 37



7P-004-010

Autocoach GWR Twin City 39

## Current Liveries

Product Code	Description
7P-004-006	Autocoach GWR Lined Choc & Cream 40
7P-004-007	Autocoach GWR Lined Crimson 37
7P-004-009	Autocoach BR Crimson 36
7P-004-010	Autocoach GWR Twin City 39

RRP: DCC Ready £200.00 Light Bar & DCC Fitted - £273.50

Light Bar & DCC Ready - £250.00 DCC Sound Fitted - £375.00

## Proposed Liveries

Product Code	Description
7P-004-011	Autocoach GWR Twin Cities Crest 38 Chocolate & Cream
7P-004-012	Autocoach GWR 36 Shirtbutton Chocolate & Cream
7P-004-013	Autocoach BR Crimson & Cream 41
7P-004-014	Autocoach BR 40 Maroon

RRP: DCC Ready £205.00 Light Bar & DCC Fitted - £278.50

Light Bar & DCC Ready - £250.00 DCC Sound Fitted - £375.00



# O Gauge Stroudley 4 Wheel Coaches

Dapol announced at the 2018 Dapol Collectors Club open day that they were busy planning their next UK based production project, the O Gauge Stroudley 4-wheel coach. These coaches will be produced at our facility in Chirk by our dedicated and skilled workforce. They will represent a major step up in the level of model complexity that we manufacture currently. The whole team is relishing both the challenges and the opportunities that this project promises.

These carriages were constructed between 1870 and 1890 totalling more than 1,500 for local and main line sets. The sets consisted of between eight and eleven coaches each 26ft long on a 15ft wheelbase and were originally close coupled with a bar but later some modified main line coaches were fitted with short buffers and amalgamated into the suburban sets, only the brake ends had long buffers. Braking initially was only available through the guards hand brake, but later all coaches were fitted with Westinghouse air brakes. Lighting was originally by oil lamps, however many coaches were later converted to gas lighting, and from 1881 some sets were fitted with electric lighting with a dynamo in the brake coach.

We are pleased to be able to show you the first shots produced by our tool maker to test the tooling, The images below represent gas lit coaches with Westinghouse brakes and are shown for illustration purposes only. The main function of these samples is to allow the design team to evaluate the tooling and pass on any corrective measures to the tool maker before we progress on to the next stage of the project which will involve the creation of a full set of working engineering prototypes.



**Made in the UK**

Gas lit, all 3rd brake main line coach first shots shown for illustration only



Dapol will be offering the oil lit varnished mahogany liveried coaches in the first run. Later we shall be offering different liveries, and details including gas and electric lighting and Westinghouse brakes. As a minimum a modeller will require one x All third Brake to operate a train of these coaches. On the suburban range of these coaches the interconnection between coaches will be provided by a prototypical draw bar, only the outer most end of the brake will be fitted with a standard coupling to connect the coaches to the locomotive.

Main line versions of the coach will be fitted with standard three link couplings and short buffers at both ends of each coach. All Brake 3rd coaches will have the prototypical longer buffers at the brake end of the coach

## The Dapol O gauge Stroudley 4 Wheel Coaches will feature:

- Diecast compensated chassis for excellent riding characteristics
- Superbly detailed body with many separately added detailed parts
- Metal sprung buffers (outer end of brake only)
- Expertly applied livery and decoration
- Lightbar Fitted options available (DC & DCC Versions)
- Two lengths of close coupling bar will be offered with these coaches - A short coupling bar to be used with buffer free coaches and Billington (the successor engineer to Stroudley) conversion to buffers on one coach. A long coupling bar will be offered for converted main line coaches with buffers on both coaches. All close coupled coaches will be able to negotiate R2 curves.



# O Gauge Stroudley 4 Wheel Coaches



Gas lit, all 3rd main line coach  
first shots shown for illustration only



Gas lit, all Composite main line coach  
first shots shown for illustration only

## Proposed Liveries

Product Code	Description
7P-020-001	Stroudley 4 Wheel Suburban Oil Lit Brake 3rd Mahogany 917
7P-020-002	Stroudley 4 Wheel Suburban Oil Lit Brake 3rd Mahogany 918
7P-020-100	Stroudley 4 Wheel Suburban Oil Lit 3rd Mahogany 861
7P-020-200	Stroudley 4 Wheel Suburban Oil Lit 2nd Mahogany 507
7P-020-300	Stroudley 4 Wheel Suburban Oil Lit Composite Mahogany 404
7P-020-400	Stroudley 4 Wheel Suburban Oil Lit 1st Mahogany 707
7P-020-500	Stroudley 4 Wheel Main Line Oil Lit Brake 3rd Mahogany 1031
7P-020-501	Stroudley 4 Wheel Main Line Oil Lit Brake 3rd Mahogany 1032
7P-020-600	Stroudley 4 Wheel Main Line Oil Lit 3rd Mahogany 811
7P-020-800	Stroudley 4 Wheel Main Line Oil Lit Composite Mahogany 301
7P-020-900	Stroudley 4 Wheel Main Line Oil Lit 2nd Mahogany 456

RRP: DCC Ready £113.85 DCC Ready Light Bar Fitted - £139.73

DCC & Light Bar Fitted - £170.78





# Accessories

(Various Scales)

Scenic Accessories



Control Accessories



Overhead Line Equipment



Signals



Coupling Accessories



Lightbars



Self Assembly OO Gauge Plastic Kits

# Scenic Products & Wagon Loads

## Dapol Modelling Water & Dyes



Dapol Model water is an 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. One only needs to look at a river in spate to know that water is not always crystal clear, with this in mind Dapol have produced a set of primary colour dyes to enable the modeller to achieve their desired level of water discolouration with an additional black dye to allow a darker pallet to be achieved.

White water effects can be achieved with the manipulation of the fluid during the setting process (when partially set) to give the appearance of rough white water (further painting may be required to achieve the desired effect). Dapol Modelling water is a mildly Hydroscopic material and as such we recommend you seal your water course with a thin layer of varnish when you are happy with the end result.

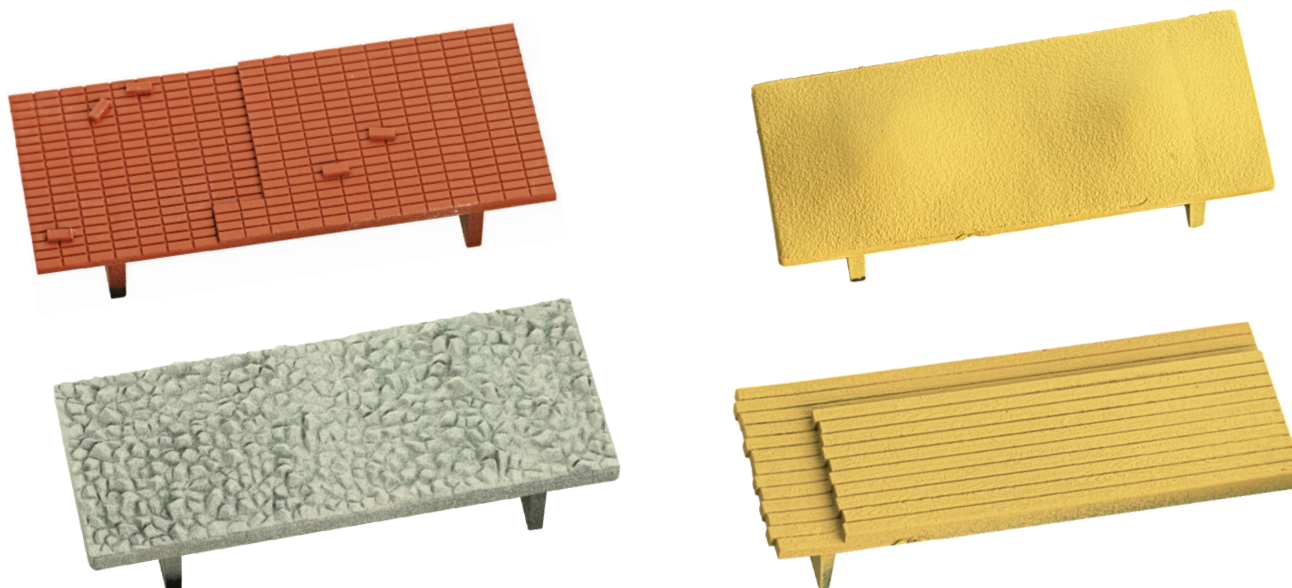


### Current Models

Product Code	Description	Sales Price
4A-000-002	Dapol Modelling Water 250 ML	£7.23
4A-000-003	Dye for Modelling Water Black	£2.33
4A-000-004	Dye for Modelling Water Black	£2.33
4A-000-005	Dye for Modelling Water Black	£2.33
4A-000-006	Dye for Modelling Water Black	£2.33

## OO Gauge Moulded Wagon Loads

Dapol produce a range of injection moulded OO Gauge wagon loads that can be used straight out of the box, painted to the modellers requirement or in conjunction with any of the OO Gauge real load fills that Dapol produce.



Load1 (sand, Brick, Granite Timber)

# Scenic Products & Wagon Loads



Coal - Suitable for 4, 5, 7 & 8 Plank open wagons manufactured by Dapol



Coal 1



Coal 2

## Current Models

Product Code	Description	Sales Price
Coal	Coal Loads X 4	£4.14
Coal 1	Coal Loads for 21T Hopper X 4	£4.14
Coal 2	Coal Loads for Ore Wagon X 4	£4.14
Load 1	Loads (Sand, Brick, Granite Timber)	£4.66
4A-000-010	Load sand X 4	£4.14
4A-000-011	Load Brick X 4	£4.14
4A-000-012	Load Granite X 4	£4.14
4A-000-013	Load Timber X 4	£4.14

# Control Accessories

Dapol have a growing selection of useful control accessories. The range started with the introduction of the DCC signal control unit some years ago and has been expanded at the end of 2017 with the addition of the Imperium 1, 21 Pin 6 function DCC Chip. Imperium 2, Next 18 DCC controller was not far behind being launched in early 2018, and now Imperium 3 a 21 pin 8 function DCC Chip

## DCC Signal Controller



DCC Signal Controller allows the simple DCC operation of up to two of Dapol's semaphore signals. Easy to install and operate. The current model is suitable for single arm signals. A control unit for the servo actuated signals is under development.

### Current Models

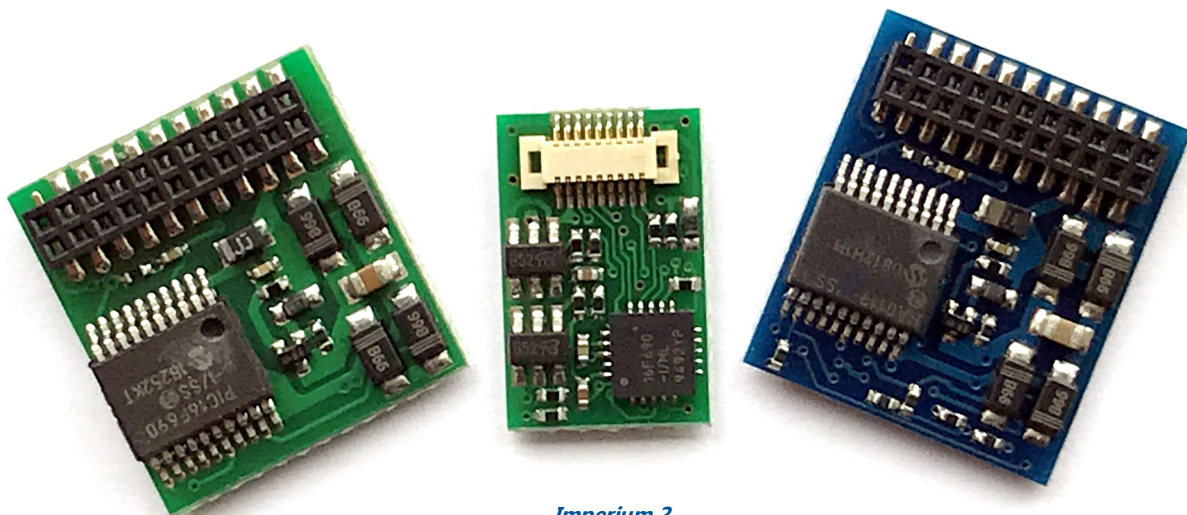
Product Code	Description	Sales Price
4A-001-001	DCC Signal Controller	£36.21

Imperium  
Decoder

## Imperium DCC Chips

Imperium  
Decoder

**Imperium is Dapol's own brand of decoder.** They have been designed to offer a full range of functions at a reasonable price, complementing the additional features found on Dapol's models (such as independent lighting) as well as operating with other manufacturers models equipped with regular directional lighting or without lighting. Imperium are compatible with all models featuring a standard NEM decoder socket and operate with most motor types.



**Imperium 1**  
21 DCC Decoder  
(6 Function)

**Imperium 2**  
NEXT-18 DCC Decoder  
(6 Function)

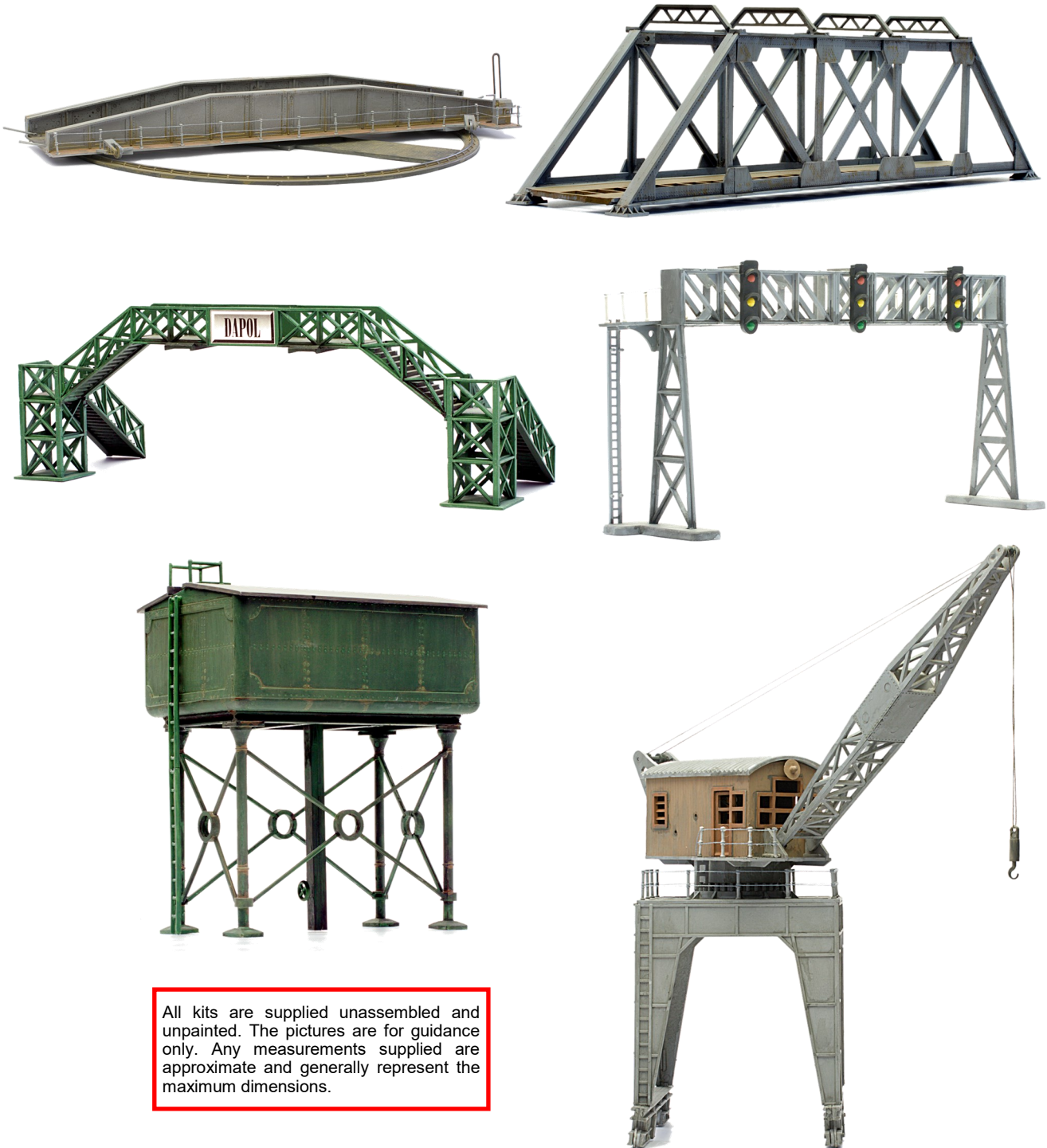
**Imperium 3**  
21 DCC Decoder  
(8 Function)

### Current Models

Product Code	Description	Sales Price
IMPERIUM1	Imperium 1—21 Pin 6 Function DCC Decoder	£24.32
IMPERIUM2	Imperium 2—Next 18—18 Pin 6 Function DCC Decoder	£24.32
IMPERIUM3	Imperium 3—21 Pin 8 Function DCC Decoder	£25.82
IMPERIUM4	Imperium 4—6 Pin 2 Function DCC Decoder	£18.95



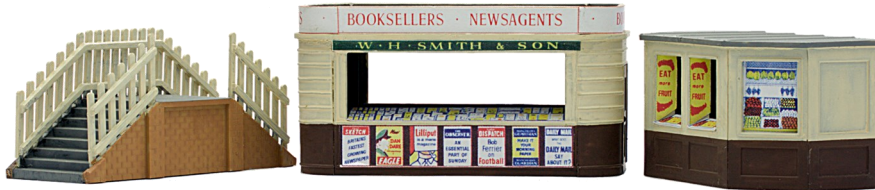
British and European locomotive kits were manufactured originally by Rosebud Kitmaster in the late 1950s and early 60s. Subsequent to the investment in tooling, the company faced financial problems and the tools were then sold to Air x who added to the range with various structures, buildings and wagons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



All kits are supplied unassembled and unpainted. The pictures are for guidance only. Any measurements supplied are approximate and generally represent the maximum dimensions.

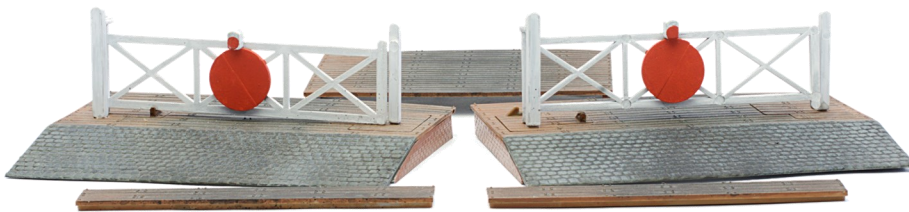
### Current Models

Product Code	Description	Sales Price
C001	Turntable (Manual 254mm)	£9.50
C003	Girder Bridge (330mm Span)	£9.53
C004	Platform / Track side Bridge (215mm Span)	£8.25
C005	Water Tower (116x75x122mm)	£8.75
C017	Signal Gantry (162mm Span)	£6.75
C030	Travelling Dockside Crane (205x80x215mm)	£9.95



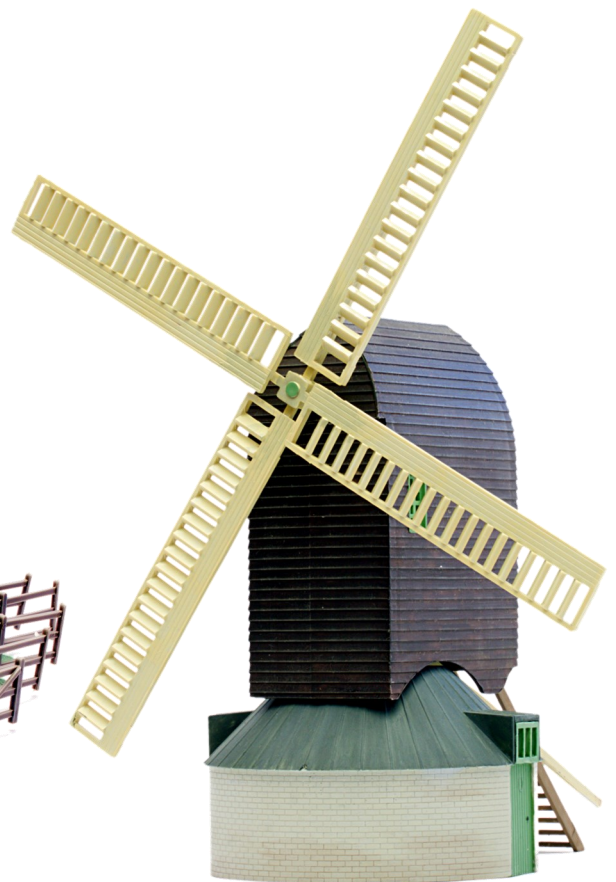
## Current Models

Product Code	Description	Sales Price
C006	Signal Box (137x62x80mm)	£9.50
C014	Booking Hall (140x79x49mm)	£8.00
C022	Station platform (225x45x12mm)	£6.75
C010	Platform Canopy (154x90x82mm)	£8.25
C018	Kiosk and platform steps	£6.75
C012	Station Accessories	£8.25



### Current Models

Product Code	Description	Sales Price
C008	Platform Figures (Set of 36)	£8.50
C013	Platform Fittings/fences & Lamps	£6.75
C011	Trackside Accessories—Buildings (x2) plus Loading Gauge and water pump	£6.75
C007	Engine Shed (162x79x113mm)	£10.50
C002	Railway Workmen (set of 39)	£8.75
C024	Telegraph Poles (20 in a pack)	£6.75
C015	Level Crossing	£8.00



## Current Models

Product Code	Description	Sales Price
C076	War Memorial	£3.00
C077	Pub sign & Horse Trough	£3.00
C078	Signpost & Stile	£3.00
C073	Village Stocks	£3.00
C050	Road Signs x 4	£3.00
C016	Windmill (150x75x130mm) (sail span 190mm)	£9.25
C023	Fences & Gates (8 Strips)	£6.75



## Current Models

Product Code	Description	Sales Price
C020	Thatched Cottage (112x65x80mm)	£6.75
C021	Detached bungalow (120x90x45mm)	£6.75
C019	General Stores (118x56x85mm)	£6.75
C027	Detached House (110x80x100mm)	£6.90
C029	Village Church (211x93x100mm)	£8.25



## Current Models

Product Code	Description	Sales Price
C025	Country Inn (122x66x84mm)	£8.25
C031	Shop and Flat (95x73x70mm)	£6.90
C057	Pair of Semi Detached Houses (159x100x86mm)	£9.50
C032	Petrol Station (130x65x50mm)	£6.90



## Current Models

Product Code	Description	Sales Price
C045	JCB	£9.25
C033	Scammell Scarab	£8.00
C009	Deltic Diesel	£13.00
C047	BR Rail Bus	£10.00
C060	Drewry Shunter 204H.P. 0-6-0	£13.00



## Current Models

Product Code	Description	Sales Price
C046	Stephenson's Rocket and Tender	£9.00
C026	Pug 0-4-0T BR	£9.50
C089	Prairie 2-6-2 6100 Class Great Western Railway	£13.00
C062	Prairie 2-6-2 6100 Class BR Western Region	£13.00
C061	City of Truro	£13.00





## Current Models

Product Code	Description	Sales Price
C059	Mogul 2-6-0 BR	£13.00
C035, C086, C087, C088	Schools Class 4-4-0, Harrow, Shrewsbury, Rugby and Kings Wimbledon available	£13.00
C049	92220 Evening Star	£14.00
C048, C083, C084, C085	Battle of Britain Class 4-6-2, Biggin Hill, 257 Squadron, 92 Squadron, C085 Fighter Pilot	£13.00



## Current Models

Product Code	Description	Sales Price
C028	15 Ton Hydraulic Diesel Crane	£12.00
C044	Lomac	£9.25
C036	Class B Tanker Esso	£9.00
C034	Class B Tanker BP	£9.00
C090	Class B Tanker Regent	£9.00



## Current Models

Product Code	Description	Sales Price
C037	16T Mineral Wagon	£9.00
C043	20T Twin Silo Cement Wagon Prestwin	£9.00
C039	Cattle Wagon	£9.00
C041	10t Ventilated Meat Van	£9.00
C040	Cement Wagon—Presflo	£9.00
C038	Brake Van	£9.00
C042	Interfrigo Refrigerated Van	£9.00

# OO Gauge Track Cleaning

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

**B800** The OO/HO gauge Dapol motorised track cleaner with 5 in one functionality that gently scrubs, vacuums, applies a special cleaning liquid, polishes and sweeps all in one. The unit runs on both DC and DCC layouts thanks to the 8 pin DCC socket included. To operate, the unit has to be hauled or pushed with a locomotive as the onboard motor powers the cleaning and vacuuming functions only. The cleaner also features NEM pockets, complete with 3 scrubbing and 3 polishing pads, plus DCC ready and with a suitable chip fitted enabling all the functions to be operated independently.



**B803** will provide you with every spare part that you could possibly need to maintain your track cleaner in peak performance. This kit contains spare pads, pick ups, brushes, seals, weights and other accessories for the Dapol OO/HO Gauge Track cleaner. whilst **B804** offers a selection of buffing and polishing pads to replaced soiled or worn out pads you create cleaning your track.



**B805** Cleaning liquid 100ml. Especially formulated to work with both the Dapol cleaners, its powerful yet gentle non aqueous formulation will clean your track effectively without damaging plastics and other sensitive parts.



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



## Current Models

Product Code	Description	Sales Price
B800	OO / HO TRACK CLEANER using UK COUPLING	£85.85
B803	TRACK CLEANER ACCESSORY PACK	£13.97
B804	TRACK CLEANER PADS	£7.23
B805	CLEANING FLUID FOR MOTORISED TRACK CLEANER 100 ML	£9.30
B806	PICK UP SPRINKS (8) FOR OO TRACK CLEANER	£5.18
B807	DAPOIL	£5.58

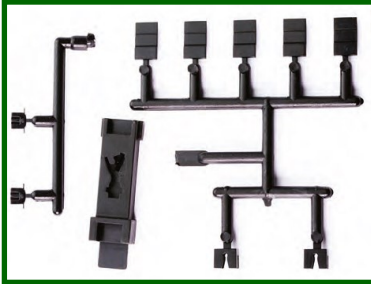
# Rollingstock Accessories

Dapol produce a variety of products to help bring a touch of realism to your layout and in some cases just make your modelling life that little bit easier.

## Easi-Fit Magnetic Couplings

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 provided a conversion kit to enable non NEM pocket equipped stock to be Easi-Fit enabled.

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



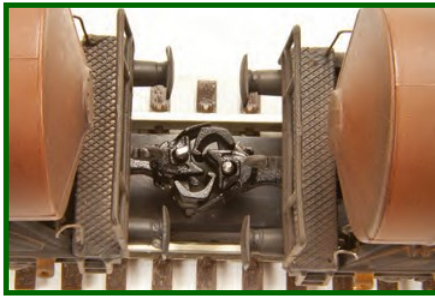
### Conversion Kit

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

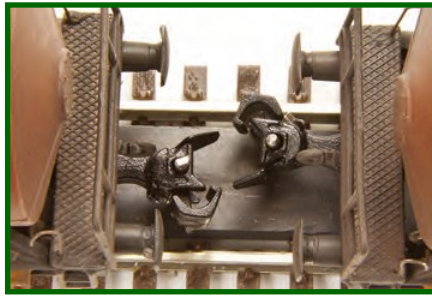
### Magnets



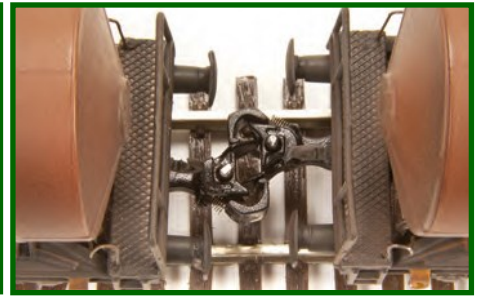
## How to use the Easi-Fit magnetic coupling system



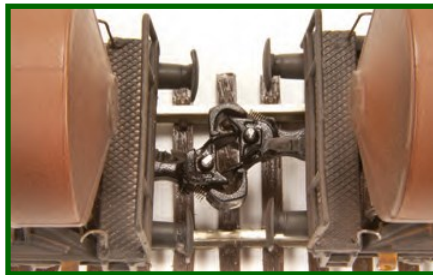
Train Coupled



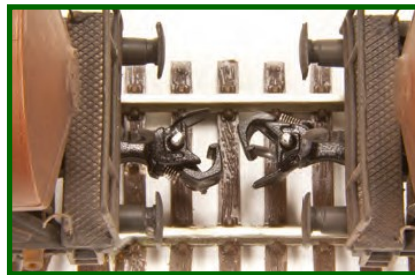
Pass train over magnet, then reverse coupling over it—the coupling will then part as can be seen above



Pull your train forwards 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.

## Current Models

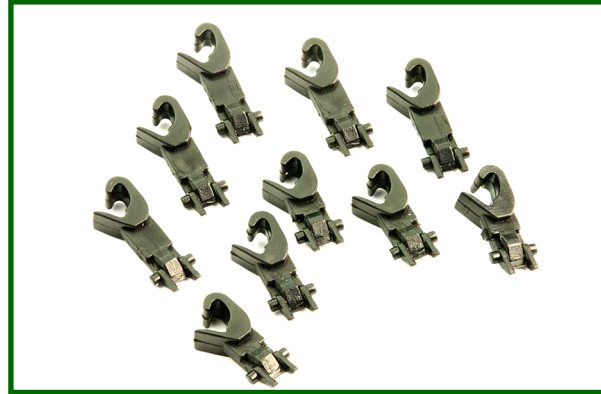
Product Code	Description	Sales Price
2A-000-005	N Gauge Magnetic Couplings Medium Arm 1 Pair	£7.66
2A-000-006	N Gauge Magnets for Couplings	£7.66
2A-000-007	N Gauge Magnetic Coupling Springs	£1.04
2A-000-008	N Gauge Magnetic Couplings 5 Pairs Medium Arm	£25.82
2A-000-009	N Gauge Magnetic Coupling Conversion Kit 6 Pockets	£12.83
2A-000-010	N Gauge Magnetic Couplings Short Arm x 1 Pair	£7.66
2A-000-011	N Gauge Magnetic Couplings Short Arm x 5 Pairs	£25.82
2A-000-012	N Gauge Magnetic Couplings Long Arm x 1 Pair	£7.66
2A-000-013	N Gauge Magnetic Couplings Long Arm x 5 Pairs	£25.82
2A-000-014	N Gauge 20 Pockets for NEM Magnetic Couplings	£15.78

# Rollingstock Accessories

## Scharfenberg couplings

To compliment our range of modern image DMU units Dapol has produced its own Scharfenberg coupler. These are included with the relevant locomotives and also available as a stand alone product.

The couplers are supplied on the sprue for the modeller to easily assemble and fit to their desired rolling stock. The kit includes a convenient NEM Pocket that can be used to retrofit older stock with the new coupling.



An alternative to the Easi-fit magnetic coupling system for the N Gauge modeller who would like more realistic couplings attached to their modern image rolling stock is the Dapol NEM knuckle coupling .

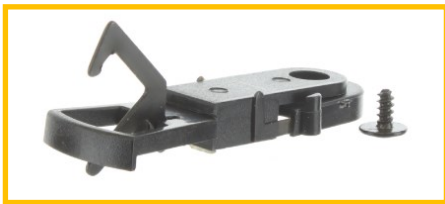
These are supplied in a pack containing 5 long and 5 short couplings that simply pop into the NEM pocket on your locomotive or rolling stock. The two lengths of coupling provide the modeller with the ability to vary the gap between vehicles for either their aesthetic quality or to allow models to negotiate a variety of curves more easily.

As well as the N Gauge range of coupling Dapol also produce a selection of OO Gauge Couplings to fit the Vans and wagons produced here in Chirk. COUPNEMOO can also be used on other brands RTR of model if so desired.

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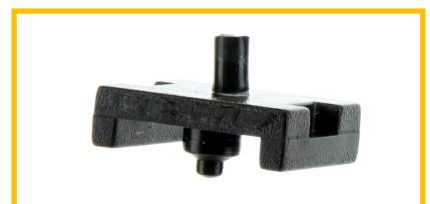
**OO Gauge NEM tension lock couplings**

Replacement OO gauge couplings supplied in a pack of 20 to enable you to replace damaged couplings or update your old stock to a more modern coupling format



**OO Gauge tension lock couplings**

Replacement OO gauge couplings supplied in a pack of 20 pairs to enable you to replace damaged or replace couplings that have gone missing



**OO Gauge tension lock coupling pocket**

Designed to provide an easy way to convert rolling stock to accept a tension lock coupling/ the modeller will need CONV4 & RET4 both sold in packs of 20 to make the complete pocket (None NEM)

## Current Models

Product Code	Description	Sales Price
2A-000-029	Scharfenburg Coupler 1 pair (Makes short, medium or long)	£5.15
NEM COUP	N Gauge NEM Knuckle Couplings 5 Long 5 Short	£3.32
Coup4	OO Tension Lock Coupling x 20 Pairs	£15.00
COUPNEMOO	NEM Coupling OO—Pack of 40	£25.00
CONV4	Pack of 20 PRS Conversion Clips	£10.00
Ret4	Pack of 20 PRS Retaining Clips	£10.00
OOSPARE1	OO Connecting Bars x 10. For Spine Wagons and MegaFret	£3.11

# Rollingstock Accessories

## O Gauge Instanter Couplings

A new addition to Dapol's range of O Gauge couplings is the instanter coupling. Available in packs of five pairs these fully functional instanter couplings allow the modeller to "buffer up" their rolling stock just like the real thing by turning the instanter link from the wide to the narrow setting.

## O Gauge screw link Couplings

Sold in packs of five pairs or as a single pair containing all of the necessary parts needed to replace a damaged or lost coupling.



## O Gauge three link Couplings

Sold in packs of five pairs containing all of the necessary parts needed to replace a damaged or lost coupling.



Both spoked and disk wagon wheels are available to compliment the ever growing range of O Gauge wagons that Dapol produce. Each pack contains a pair axels along the necessary brush bushes to allow the fitting of these extremely free rolling wheel sets.



## OO Gauge replacement wheels

Both disk and spoked wagon wheels are available as replacement wheel sets to allow the modeller to upgrade their rollingstock



## Current Models

Product Code	Description	Sales Price
WHEELSDISC	PACK OF 20 DISC WHEELS	£17.50
WHEELSSPOKE	PACK OF 20 SPOKED WHEELS	£17.50
7A-000-003	O GAUGE SCREW LINK COUPLINGS WITH DRAWBAR HOOK - PAIR	£7.00
7A-000-004	Screw Link Couplings With Drawbar Hook - 5 Pairs	£24.00
7A-000-005	Instanter Couplings & Hooks - Pair	£7.00
7A-000-007	Wheels spoked x 2 axles	£10.00
7A-000-008	3 Link Couplings and Hooks 5 Pairs for wagons	£24.00
7A-000-011	Instanter Couplings & Hooks - 5 Pairs	£24.00
7A-000-012	WHEELS DISC X 2 AXLES	£10.00

# Rollingstock Accessories



Dapol's N Gauge 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, Gresley and Maunsell Coaches. They are easy to install by simply plugging the attached plug into the fitted socket within the coach and work equally well on DC & DCC layouts providing real atmosphere along the length of the line.



An even greater level of ambiance can be achieved by retrofitting a Lightbar set to the Dapol O Gauge Auto coach set. The set includes everything needed to convert an unlit Autocoach. The Lightbar comes DCC Ready with a 21 pin decoder socket and blanking plate, ideal for fitting an Imperium One decoder to. Autocoaches are available are available to order with the light bar factory fitted from new, there is also a DCC Fitted or DCC Sound fitted option available. Please see page 175 for more details

Product Code	Description	Sales Price
2A-000-040	Light Bar Yellow (Steam)	£10.30
2A-000-041	Light Bar White (70s/80s)	£10.30
2A-000-042	Light Bar White (Modern LED)	£10.30
7A-000-014	O Gauge Autocoach Light Bar	£31.05

## Overhead Line Equipment

Dapol's range of N & OO Gauge Catenary masts add that touch of realism to any electrified line being modelled. Simply drill the necessary holes in your base board, insert the mast base through the board and tighten up the supplied wing nut to fasten the mast in place. A selection of OO Gauge wires of varying lengths are available to help create a feel of extra realism whilst negotiating any standard radius bend on your layout.



## Current Models

Product Code	Description	Sales Price
NCAT1	N Gauge CATENARY MASTS - PACK of 10	£10.00
OOCAT1	OO GAUGE CATENARY MASTS - PACK OF 10	£12.41
OOWIRE1	OO Catenary Wires 337 mm Pack of 5	£24.95
OOWIRE2	OO Catenary Wires 203 mm Pack of 10	£27.95
OOWIRE3	OO Catenary Wires 177 mm Pack of 10	£24.95
OOWIRE4	OO Catenary Wires 155 mm Pack of 10	£22.95
OOWIRE5	OO Catenary Wires 138 mm Pack of 10	£20.95



# N Gauge Signals

Dapol's range of simple to fit semaphore signals offer the modeller an easy and affordable route to accurately modelled working signals. We recommend using a **12vDC stabilised power supply**. The signal will also operate from a 9vDC battery and accept AC power up to 14vAC. We strongly recommend using a smoothed or regulated power supply. (Standard Transformers or auxiliary speed controller power outputs can often produce spikes which may damage the signal).

- 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

The current range of N Gauge semaphore signal offers two variety's of GWR home and distant signal along with a home and distant signal for modellers of the LMS region.



## Current Models

Product Code	Description	Sales Price
2L-001-001	N Gauge Signal GWR Home Single Mast	£35.00
2L-001-003	N Gauge Signal GWR Home Round Post	£35.00
2L-001-004	N Gauge Signal GWR Distant Round Post SEE NSIGN4	£35.00
2L-002-001	N Gauge Signal LMS Home Single Post	£35.00
NSIGN2	GWR SIGNAL - DISTANT MOTORISED ( N GAUGE)	£35.00
NSIGN4	LMS SIGNAL - DISTANT MOTORISED (N GAUGE) (upper quadrant)	£35.00

# OO Gauge Signals

Dapol's range of simple to fit semaphore signals offer the modeller an easy and affordable route to accurately modelled working signals. We recommend using a **12vDC stabilised power supply**. The signal will also operate from a 9vDC battery and accept AC power up to 14vAC. We strongly recommend using a smoothed or regulated power supply. (Standard Transformers or auxiliary speed controller power outputs can often produce spikes which may damage the signal).

- 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

A selection of GWR, LMS & Southern Region Single mast home and distant signals are offered to the OO Gauge modeller.



## Current Models

Product Code	Description	Sales Price
4L-001-001	OO GAUGE SIGNAL GWR HOME SINGLE MAST	£35.00
4L-001-002	OO GAUGE SIGNAL GWR DISTANT SINGLE MAST SEE OOSIGN2	£35.00
4L-001-003	Signal Round Post GWR Home	£35.00
4L-002-001	OO GAUGE LMS SIGNAL HOME SINGLE POST	£35.00
4L-003-001	OO SR Lattice Semaphore Signal Home	£35.00
4L-003-003	OO GAUGE SR LADDER SIGNAL - HOME	£35.00
4L-003-004	OO GAUGE SR LADDER SIGNAL - DISTANT	£35.00
4L-003-005	OO Gauge SR Lattice Signal - Home Starter	£35.00

# OO Gauge Bracket / Junction Signals

The Dapol GWR bracket signal has come to the end of its design and testing process and is currently waiting to go into production. The design of the superstructure of the LMS variant is now under way and more news about this development will follow when available. The new signal mechanism incorporates servo motors in a separately contained control unit that simply snaps onto the base of an installed signal. The clever design eliminates the need for wires between the base unit and the signal superstructure



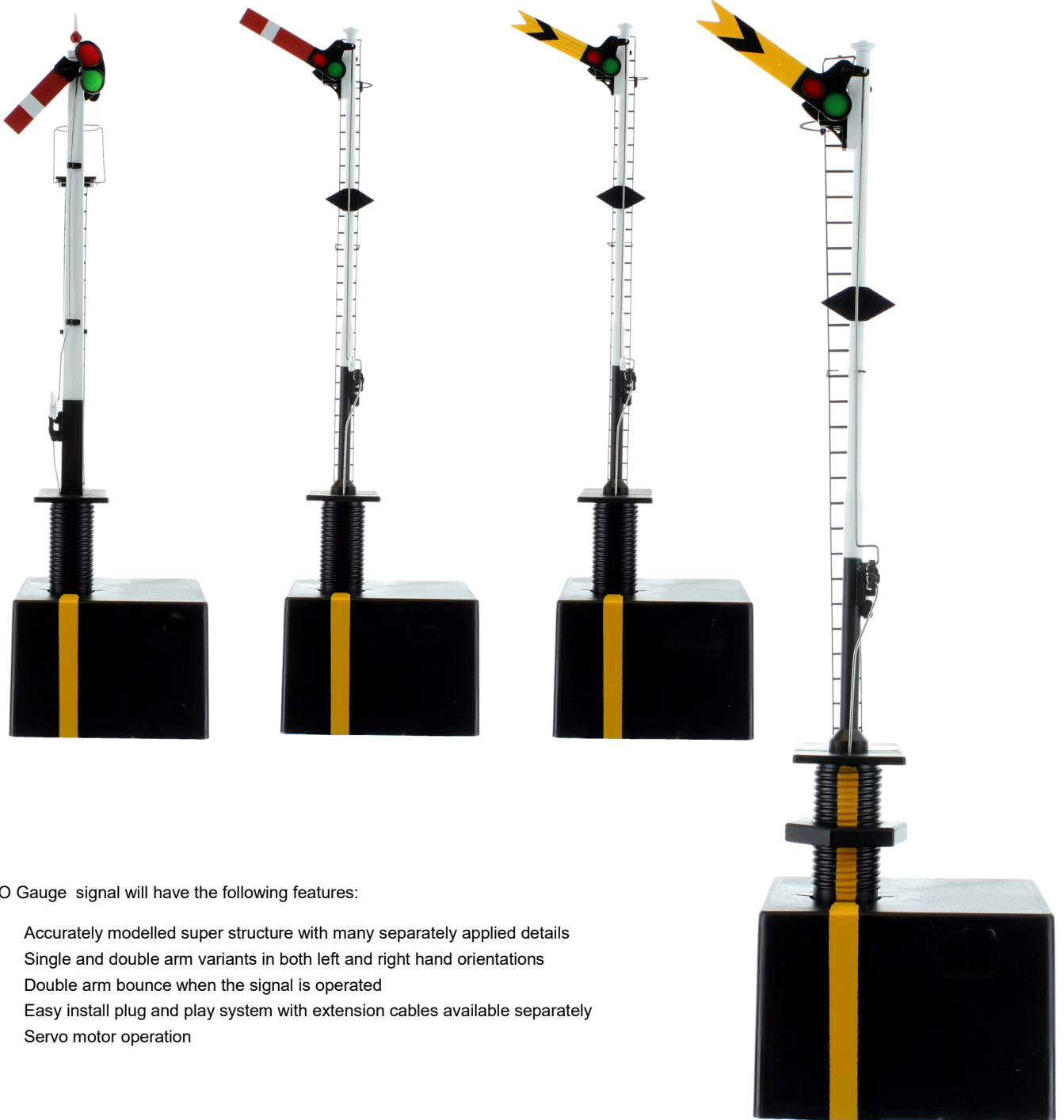
The OO & O Gauge Servo actuated signals come with almost everything you need to set them up in the box, all you need to really do is hook up an appropriate power supply. For the modeller who really doesn't like soldering there is a 2m plug and play extension cable available to help reach between the signal and your control centre.

## Current Models

Product Code	Description	Sales Price
4L-001-005	Junction Signal GWR Rt hand with two arms, shorter post to Right	£62.22
4L-001-006	Junction Signal GWR Lt hand with two arms, shorter post to Left	£67.22
4L-001-007	Bracket Signal GWR Right hand with one arm	£62.05
4L-001-008	Bracket Signal GWR Left hand with one arm	£62.05
4A-000-014	Signal Extension Cable 2m Length	£7.19

# O Gauge Signals

The Dapol O Gauge signal has been developed along side the GWR OO Gauge signal and has come to the end of its design and testing process and is currently waiting to go into production. Both GWR and LMS Home and distant signals will be made available soon. It shares the same mechanism as the OO Bracket signal and incorporates a servo motor in a separately contained control unit that simply snaps onto the base of an installed signal. The clever design eliminates the need for wires between the base unit and the signal superstructure.



The O Gauge signal will have the following features:

- Accurately modelled super structure with many separately applied details
- Single and double arm variants in both left and right hand orientations
- Double arm bounce when the signal is operated
- Easy install plug and play system with extension cables available separately
- Servo motor operation

## Current Models

Product Code	Description	Sales Price
7L-001-001	Signal GWR Home Square Post	£58.00
7L-002-001	Signal LMS Home Wooden Arm Single Post	£58.00
7L-002-002	Signal LMS Home Steel Arm Single Post	£58.00

## Proposed Models

Product Code	Description	Sales Price
7L-001-002	Signal GWR Home Round Post	£58.00

# OO Gauge Water Towers

The Dapol water tower brings a little fun back into the hobby. Dapol have provided a realistic series of sounds and a selection of voice over comments, several of which involve the driver berating his fireman for mucking it all up. The highly detailed exterior of the model will not look out of place on any discerning modellers layout, with a non-motorised version available for the traditional modeller.

The sound effects and animation however bring a little audible and visual stimulation to a locomotive servicing area that will entertain adults and children alike. The sound effects can be turned off for those times when you just want to relax and run some trains around your layout in peace and quiet.



## Current Models

Product Code	Description	Sales Price
4A-002-001	Water Tower Chocolate & Cream Conical Static	£25.88
4A-002-002	Water Tower Chocolate & Cream Conical Motorised	51.75
4A-002-003	Water Tower Light & Dark Stone Conical Static	£25.88
4A-002-004	Water Tower Light & Dark Stone Conical Motorised	51.75
4A-002-005	Water Tower Chocolate & Cream Flat Top Static	£25.88
4A-002-006	Water Tower Chocolate & Cream Flat Top Motorised	51.75
4A-002-007	Water Tower Grey Flat Top Static	£25.88
4A-002-008	Water Tower Grey Flat Top Motorised	51.75