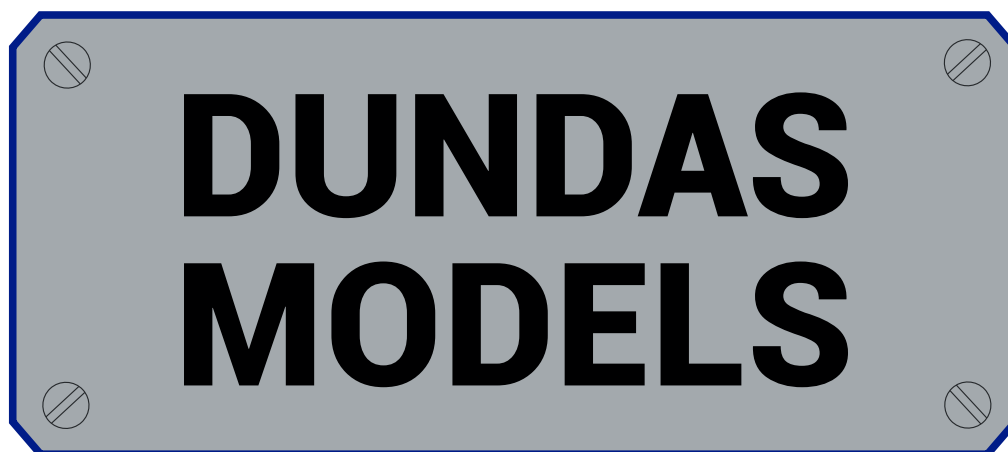


UPDATED 2nd EDITION



**009 & 00n3
4mm SCALE
NARROW GAUGE
CATALOGUE
2018**

£1

Welcome to DUNDAS MODELS

009 and 00n3 4mm Scale Narrow Gauge

We produce a wide range of narrow gauge rolling stock kits under the Dundas Models name. Festiniog, Festiniog & Blaenau, Freelance, Glyn Valley , Robert Hudson, Lynton & Barnstaple, Snailbeach District Railways, Tralee & Dingle, Vale of Rheidol, Welsh Highland Railway & W.W.1 War Department are all covered here. We also produce loco kits to complement our rolling stock kits.

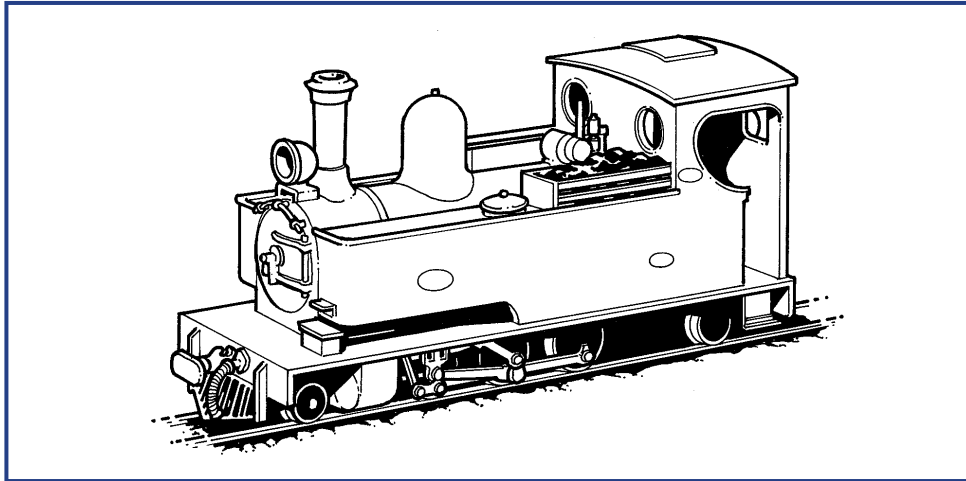
Our highly detailed rolling stock kits are injection moulded in high impact polystyrene and come complete with metal wheels and additional detailing parts where appropriate. Couplings are not included but can be supplied by ourselves (see Page 19). A small range of etched brass rolling stock kits are also produced. Loco kits are manufactured in white metal with etched brass parts where required.

As the leading UK 4mm Scale Narrow Gauge Specialists our aim is to provide the narrow gauge modeller with the widest selection of products available. We therefore stock the products of other manufacturers including kits, track and accessories, ready to run, locomotive chassis and narrow gauge books. See our illustrated Website for more details.

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009 LOCOMOTIVE KITS



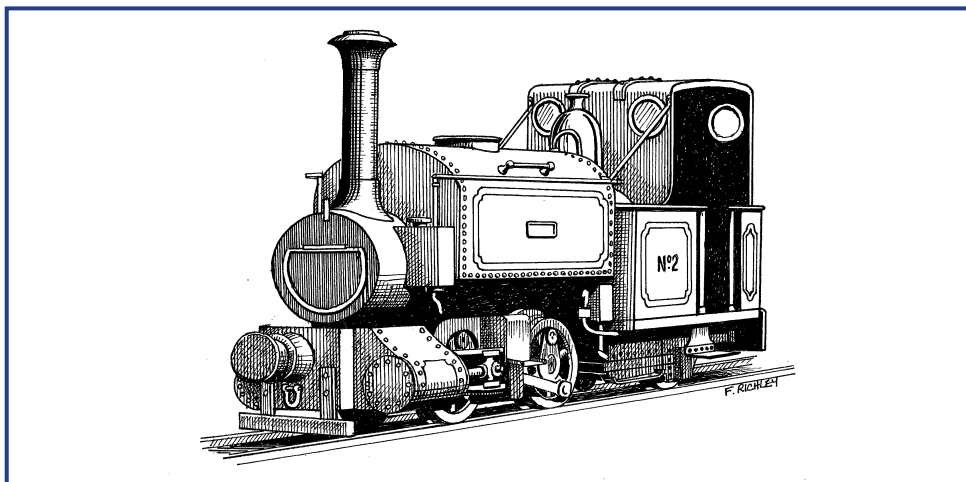
DL01 Welshpool & Llanfair Light Railway Hunslet 2-6-2 Tank Loco No. 14

Originally supplied by the Hunslet Engine Company of Leeds to the Sierra Leone Railway in 1954 this locomotive was the last in a series of 32. It was mainly used for shunting, freight and banking passenger trains until closure in 1974 when it was rescued by the Welshpool and Llanfair Light Railway. After a major overhaul the locomotive entered regular service on the W & LLR during April 1979 and has proved to be a useful addition to the motive power.

Our kit features the locomotive during the 1980 season. Sufficient parts, however, are included to build the original Sierra Leone version if so desired.

The kit contains 43 high quality white metal parts. The cab is clear of motor and includes firebox & throttle lever. Also included are handrail knobs, handrail wire, etched brass number & works plates, nuts & bolts and coal for the bunkers.

Originally designed for use with the Minitrix 2-6-2 Chassis (discontinued) and Bemo 009 Couplings (not included).



DL05 Festiniog & Blaenau 0-4-2 Tank Loco 'Scorcher' & 'Nipper'

Opened in 1868, The Festiniog & Blaenau Railway was constructed to connect Llan Festiniog and Blaenau Festiniog.

A pair of tank locomotives were supplied by Manning Wardle & Co. of Leeds. No. 1 'Scorcher' and No. 2 'Nipper' (Works Nos. 259 & 260). On conversion to standard gauge in 1883, both locomotives were either sold or sent for scrap.

Our kit features a mixture of highly detailed white metal castings and etched brass parts to build one loco. Both alternative nameplates, handrail knobs, handrail wire, pony wheel and other detailing parts are included.

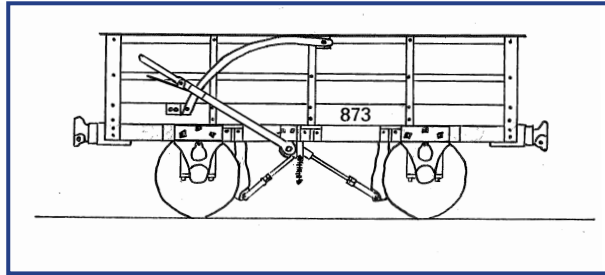
Originally designed for use with the Bachmann 0-4-0 Dock Tank Chassis (discontinued), a suitable chassis can be obtained from N Drive Productions.

FESTINIOG RAILWAY



DM24 Festiniog Railway 2-Ton Steel Sided Slate Wagon (single kit)

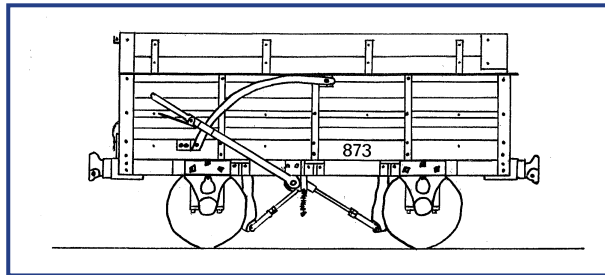
DM25 Festiniog Railway 2-Ton Steel Sided Slate Wagon (5 kits)



DM53 Festiniog Railway 3-Ton Steel Sided Slate Wagon (single kit)

DM54 Festiniog Railway 3-Ton Steel Sided Slate Wagon (5 kits)

The principal freight traffic on the Festiniog Railway was the carriage of finished slates from the quarries of Blaauau Festiniog to the port of Porthmadog. Specially designed slate wagons were provided for this traffic. The most common was the 2-Ton Steel Sided wagon of which there were approximately 117 braked wagons and 522 non-braked wagons. Also a larger 3-Ton Slate Wagon was built over a period of 14 years and in all 250 were built. At least 93 still exist, 79 on the Festiniog, 6 on the Talylyn plus others in private collections. There were three different frame types with nine variations overall. Our 3-Ton kit can produce all 9 variations.



DM55 Festiniog Railway Granite (End Door) Wagon (single kit)

DM54 Festiniog Railway Granite (End Door) Wagon (5 kits)

Between 1911/19 some of the Festiniog Railway's 3-Ton Slate Wagons were converted into Granite Wagons by replacing one end with a top hung removable door and by planking the sides and extending them above the original sides by about 9". Of the 20 that still exist, 14 can be modelled from our kit, including three different frame types and 4 variations overall.

DM55 Festiniog Railway 3-Ton Slate Wagon Chassis (single kit)

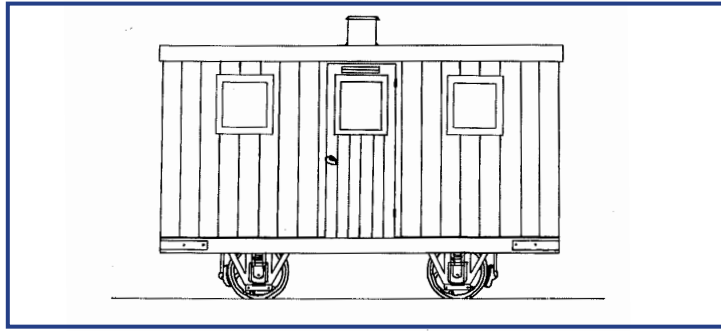
DM54 Festiniog Railway 3-Ton Slate Wagon Chassis (5 kits)

(floor size 28mm x 15mm)

The chassis from the Festiniog Railway's 3-Ton Slate Wagons were used to produce a variety of Flat Wagons with various loads including, vice, toolbox, mobile generator cement mixer, fuel tank and bolster.

All the above kits can produce the braked or non-braked versions and contain chain link couplings and the standard 009 type of coupling which has been designed to accept the wire loop from a Bemo 009 (not included).

FESTINIOG RAILWAY



DM45 Festiniog Railway Quarryman's Coach (Single Kit)

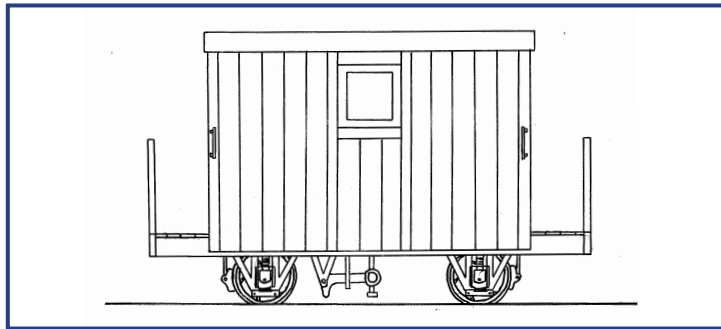
DM46 Festiniog Railway Quarryman's Coach (3 Kits)

The carrying of quarrymen was an important part of the Festiniog Railway's traffic. Our kit is of the third and last type of quarryman's coach constructed in the late 1880's. Forty Four of these vehicles were built each capable of carrying 16 passengers. All were withdrawn from traffic on withdrawal of passenger service in 1939. A preserved version still runs on the Festiniog Railway today.

DM47 Festiniog Railway Quarryman's Coach Chassis

(floor size 42mm x 18mm)

The chassis of these coaches is also available separately. These chassis were used by the Festiniog Railway to produce brake vans and by the Welsh Highland Railway for goods vans and brake vans.



DM48 Festiniog Railway Goods Brake Van

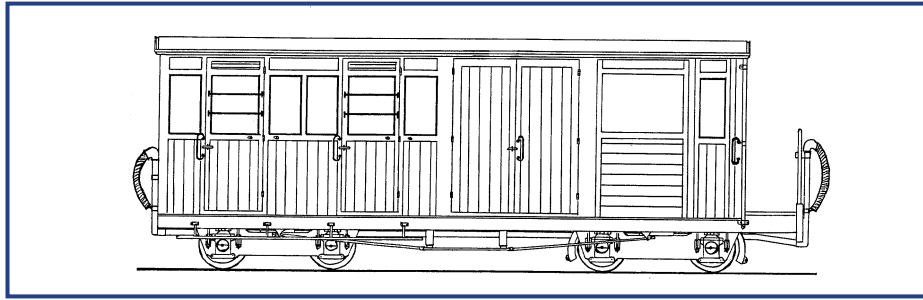
The Festiniog were exempt from attaching brake vans to goods trains and apart from slate trains most others ran mixed. The brake vans were used principally by brakesmen from gravity slate wagons travelling back up the line. It is thought that there were 5 of the vehicles with two balconies and that they were built in the early 1900's. The last surviving vehicle No. 6 (new series No. 1) was withdrawn in the mid-1960's and the body relegated to lineside duties.



DM22 Festiniog Railway Semi-Open Bogie Coaches No's 37 and 38

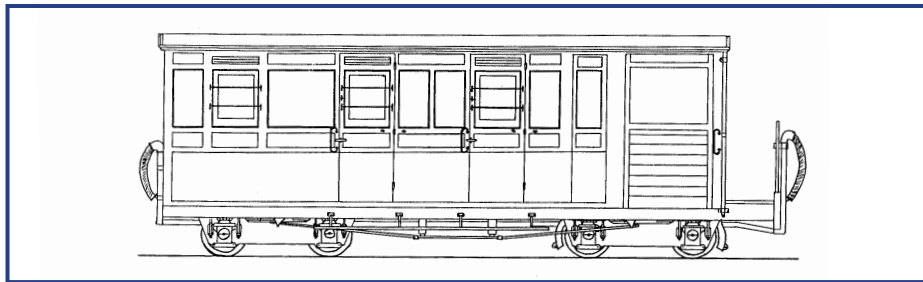
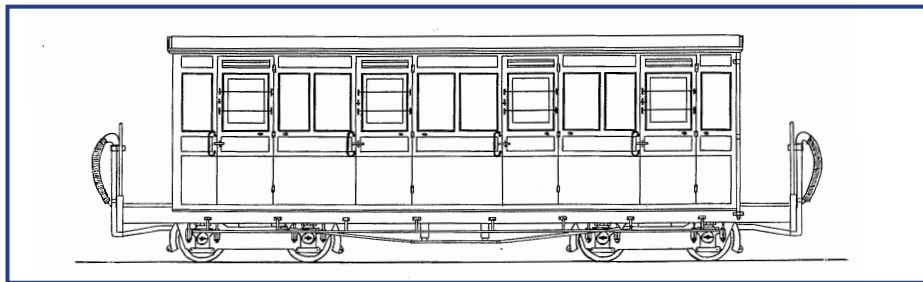
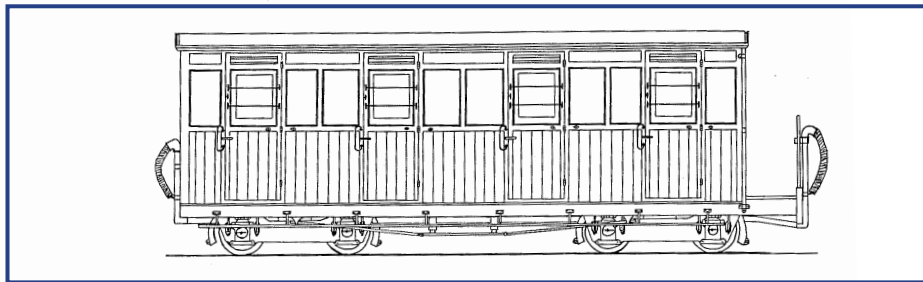
In the early 1970's with the prospect of the 4-wheel coaches being withdrawn for rebuilding 2 semi-open tourist bogie coaches were constructed. Each coach is of 4 compartments, all third class with a seating capacity of 32. These coaches were built at the Boston Lodge works along the lines of 'Toastrack' coaches supplied by Robert Hudson Ltd. of Leeds in 1923 using W.W.1 War Dept. Class 'D' underframes.

FESTINIOG RAILWAY



DM59 Festiniog Railway Bogie Luggage, Brake Third Coach No. 10

This vehicle was rebuilt in the Boston Lodge workshops of the Festiniog Railway from Bogie Luggage Brake Van No. 2 in 1921 and was withdrawn in the late 1950's. In the early days of the FR revival it was one of the few vehicles to run. Since it has a little of everything it was the ideal vehicle for early trips up the line. Restoration began in the late 1980's and in service again late 1991.



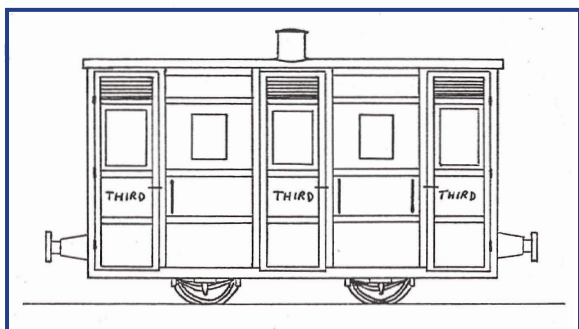
DM61 Festiniog Railway (style) 4 Compartment Planked Composite Bogie Coach DM64 Festiniog Railway (style) 4 Compartment Panelled Composite Bogie Coach DM69 Festiniog Railway (style) Brake Third Observation Bogie Coach

These three freelance vehicles have been designed to have a similar appearance to DM59. In DM61 & DM64 the windows of the two central compartments are slightly larger for 1st class passengers, with the two outer compartments being 3rd class. These kits can be built with two balconies or only one or plain with no balconies. DM69 has in addition to the guard's compartment a third class compartment and a large observation section with two large windows in the coach ends and both longitudinal and transverse seating.

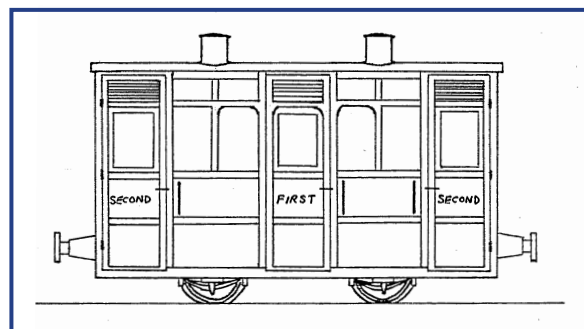
DM60 Festiniog Railway 3'6" w/b Standard Coach Bogies

The bogies fitted to DM59 are of a standard type, with similar bogies being fitted to FR coaches 15, 16, 17, 18, 19, 20 & 23. Included with our kit are alternative brake shoes and external springing parts as these bogies were modified from the original design in the 1960's.

FESTINIOG & BLAENAU RAILWAY ETC.

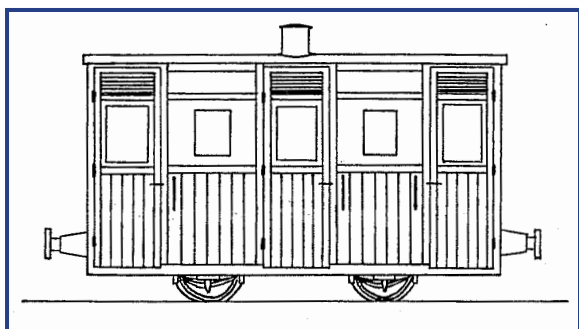


**DM43 Festiniog & Blaenau
4-Wheel 3rd Class Coach**

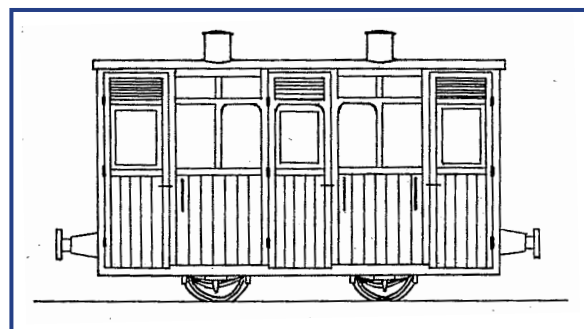


**DM44 Festiniog & Blaenau
4-Wheel 1st/2nd Class Coach**

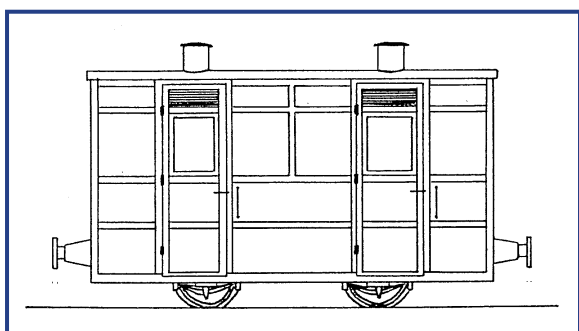
The Festiniog & Blaenau Railway was constructed to connect the towns of Llan Festiniog and Blaenau Festiniog. Ashbury Railway Carriage & Iron Co. Manchester built six 4-Wheel coaches for the railway, four third class and two first/second composites.



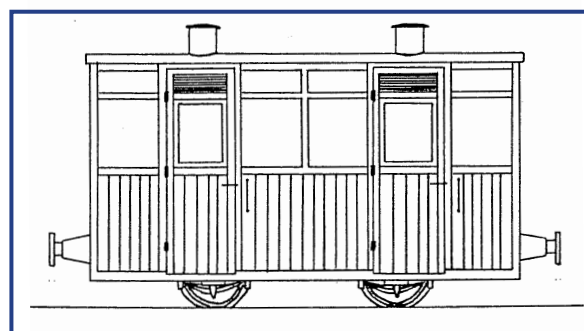
**DM62 Festiniog & Blaenau (style)
4-Wheel 3rd Class Coach**



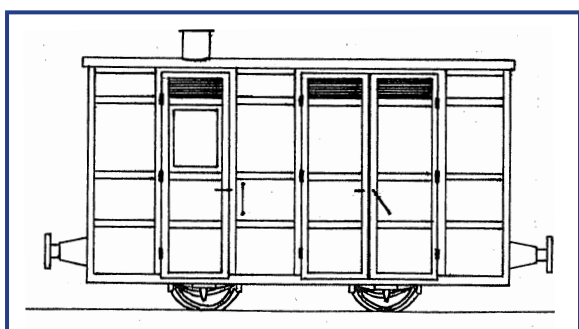
**DM63 Festiniog & Blaenau (style)
4-Wheel 1st/2nd Class Coach**



**DM67 Victorian Two Compartment
Panelled 4-Wheel Coach**



**DM68 Victorian Two Compartment
Planked 4-Wheel Coach**

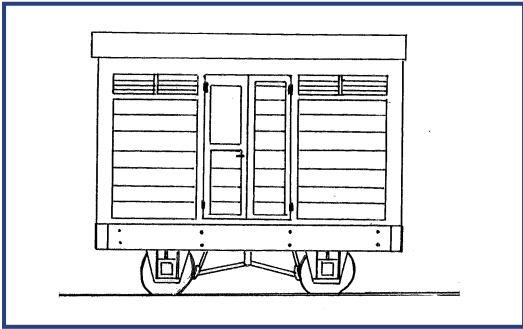


**DM74 Victorian Two Compartment
Passenger Guards Van**

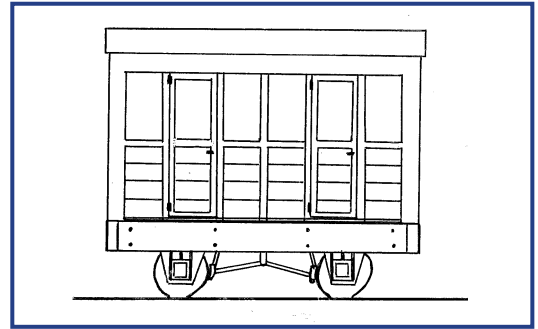
DM62 & DM63 are freelance coaches having the same basic layout as DM43 & DM44 but planked sides and ends plus an additional pair of panelled ends. DM67, DM68 & DM74 are freelance vehicles using the Festiniog & Blaenau chassis and includes a choice of panelled or planked ends.

FREELANCE KITS

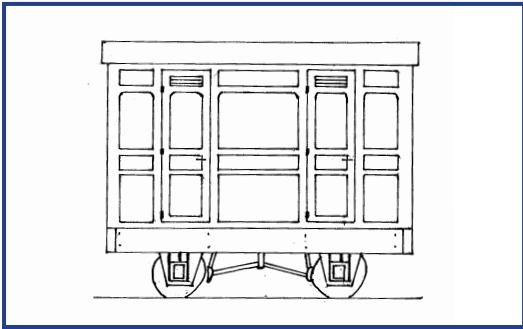
The rolling stock are freelance in that they are not modelled on wagons from any Narrow Gauge Railway, but are designed to look like the products of a small wagon works around the turn of the 20th century.



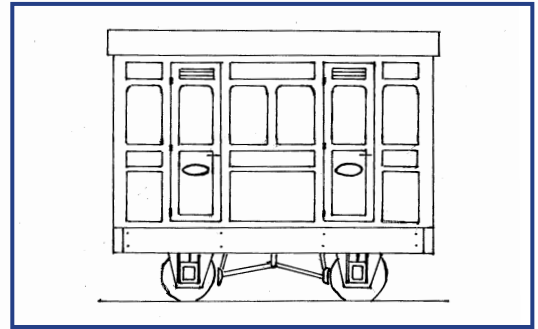
DM03A 4-Wheel Guards Van



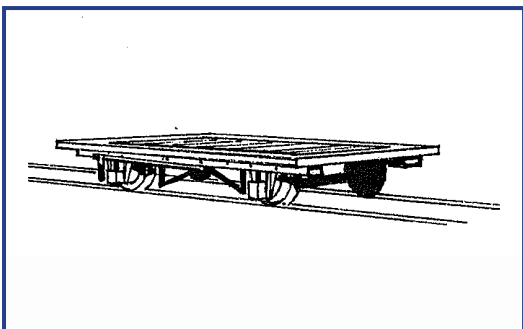
DM04A Planked 2 Compartment 4-Wheel Coach



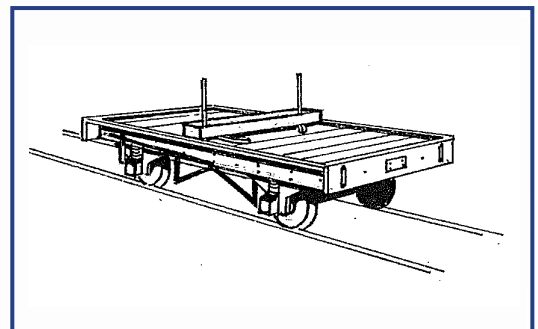
DM75 Panelled 2 Compartment 3rd Class 4-Wheel Coach



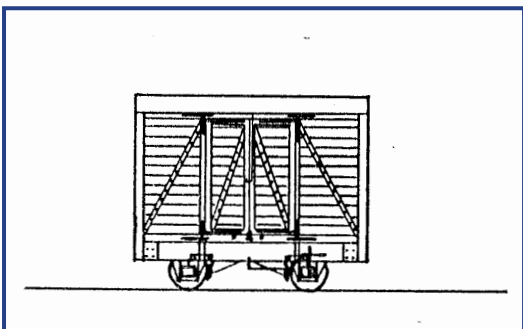
DM76 Panelled 2 Compartment 1st Class 4-Wheel Coach



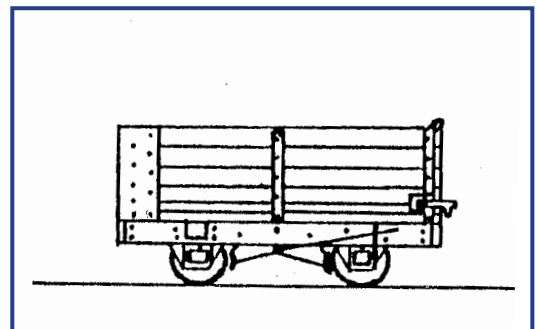
DM05 4-Wheel Flat Wagon
(floor size 36mm x 20mm)



DM09 Single Bolster Wagon (pair)
(The bolster can be made to swivel)



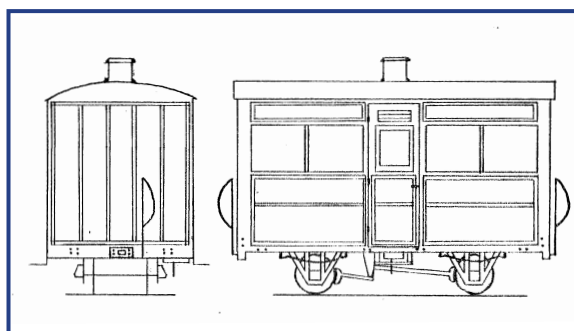
DM35 4-Wheel Goods Van
(Body based on Glyn Valley Van)



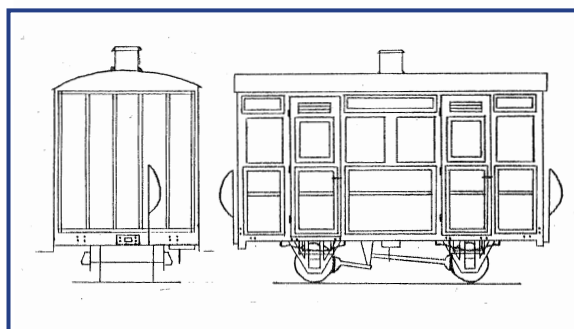
DM36 4-Wheel End Door Open Wagon
(Body based on Vale of Rheidol Vehicle)

GLYN VALLEY TRAMWAY

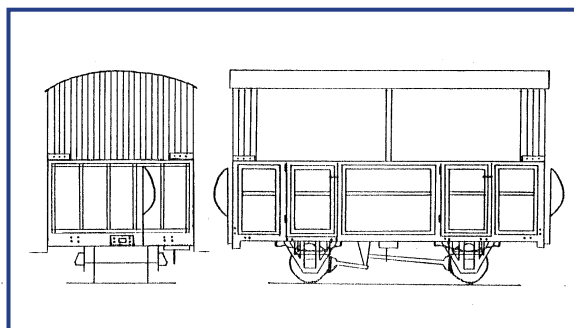
The following coaches are freelance but the bodies are based on Glyn Valley Tramway vehicles. The body proportions are the same as our DM17 Vale of Rheidol Brake Van and use the underframe from that vehicle.



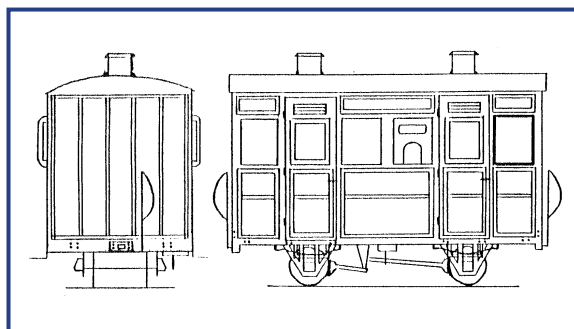
DM28 Single Compartment 4-Wheel Coach



DM29 Two Compartment 4-Wheel Coach



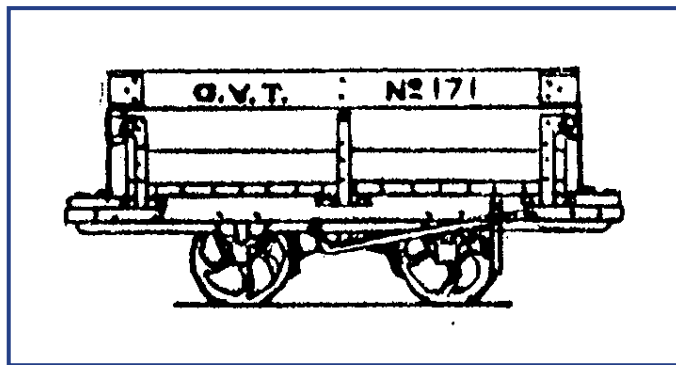
DM34 Open Two Compartment 4-Wheel Coach



DP02 Accessory Kit to convert DM29 to Brake/Compartment Coach

This kit contains all the parts required to convert our DM29 Two Compartment 4-Wheel Coach into a Brake/Compartment Coach. Parts consist of full dividing wall detailed with vacuum gauge & separate brake handle, window blank, ticket window and guard's duckets. The illustration shows the parts fitted to DM29.

GLYN VALLEY TRAMWAY



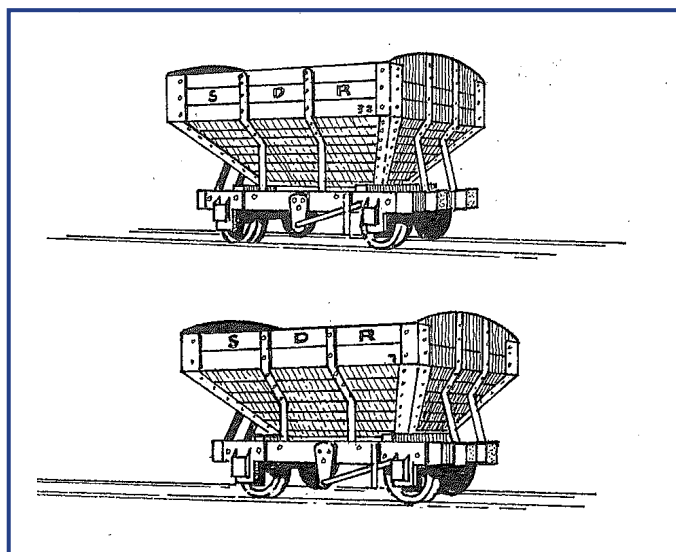
DM39 Glyn Valley Tramway 4 Ton Mineral Wagon (Single Kit)

DM42 Glyn Valley Tramway 4 Ton Mineral Wagon (5 Kits)

About 180 of these wagons carried granite sets and kerb stones in early days and in later years road chippings, tarmacadem, railway ballast and stone dust. The Ceirog Granite Company had 20 wagons of similar construction but varied in minor details.

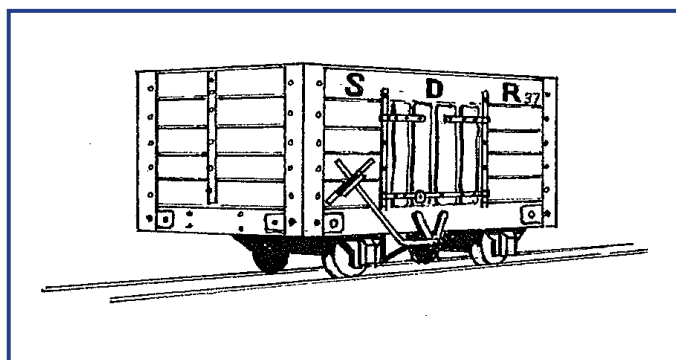
SNAILBEACH DISTRICT RAILWAYS

The Snailbeach District Railways was a 2ft. 4in. gauge mineral railway built to serve the lead mines of the Snailbeach and Stiperstones area of Shropshire. One of the interesting features was the distinctive rolling stock used. We have tried to capture the charm of the prototype in our kits.



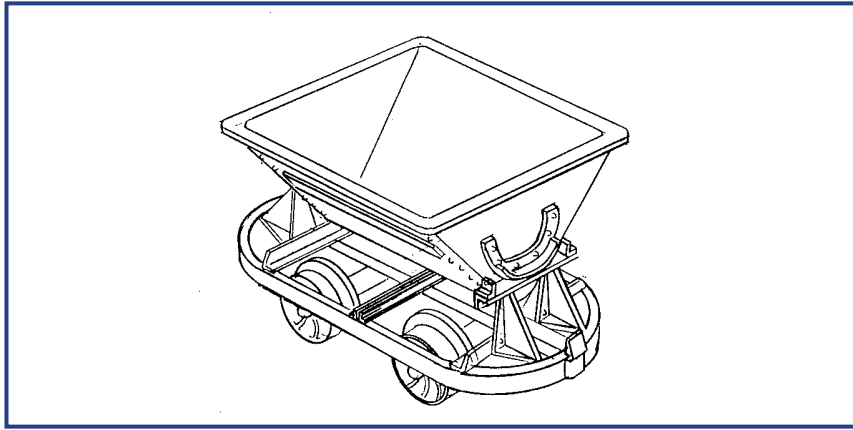
DM06 Snailbeach District Railways Hopper Wagon

Sufficient parts are included to make one wagon only. The kit is a model of the larger capacity type of S.D.R. hopper wagon but with simple modification can be made to represent the smaller capacity two plank type.



DM07 Snailbeach District Railways Coal Wagon

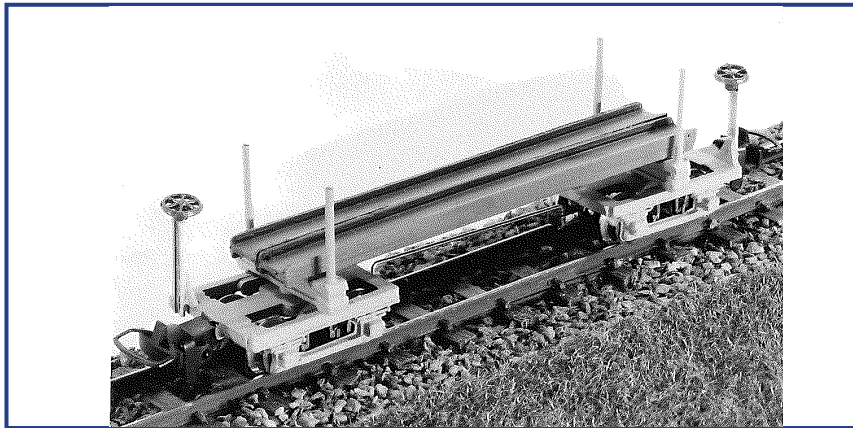
ROBERT HUDSON LTD.



DM37 Hudson 'V' Tipper Wagon

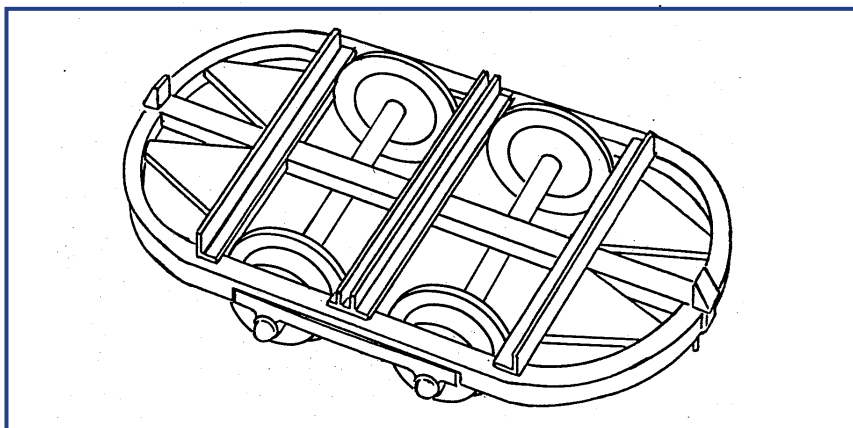
DM38 Hudson 'V' Tipper Wagon (pack of 5)

These wagons can be found on any narrow gauge railway, being used for many purposes. They are also used at sand pits, quarries, loco depots and by the War Department.



DM26 Two Single Bolster Wagons with 'H' Girder Load

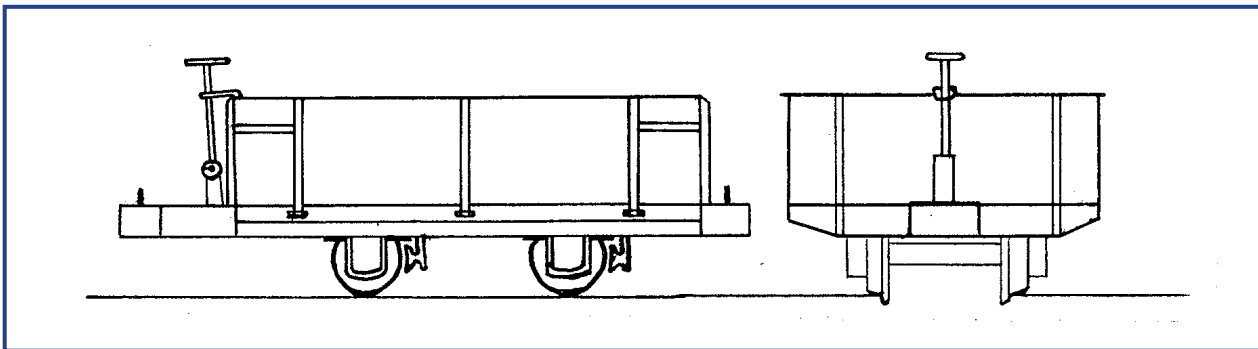
These bolster wagons were shown in their post – W.W.1 Catalogue. They were supplied singly or in pairs and when used in pairs were designed for carrying girders, rails, logs etc.



DM41 Wagon Chassis (Curved Ends) – Pack of 5

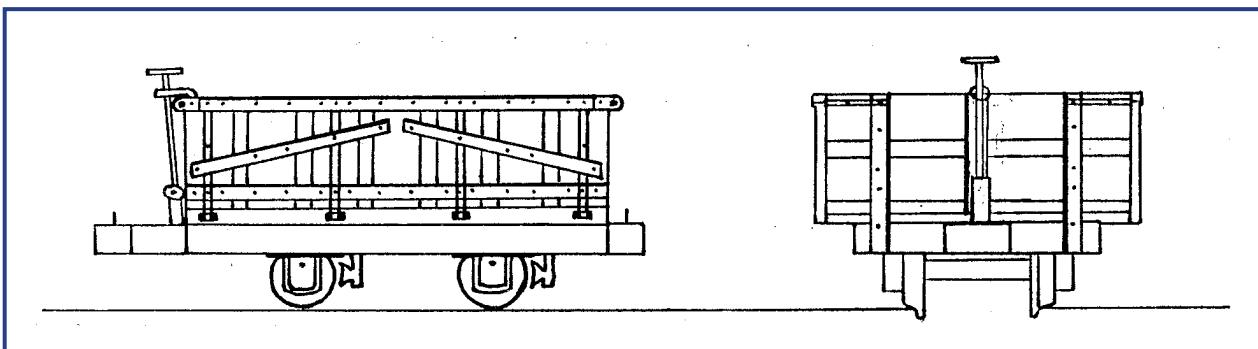
These chassis can be found on any narrow gauge railway, being used in the construction of a wide selection of vehicles including mining, platform and bolster wagons.

ROBERT HUDSON LTD.



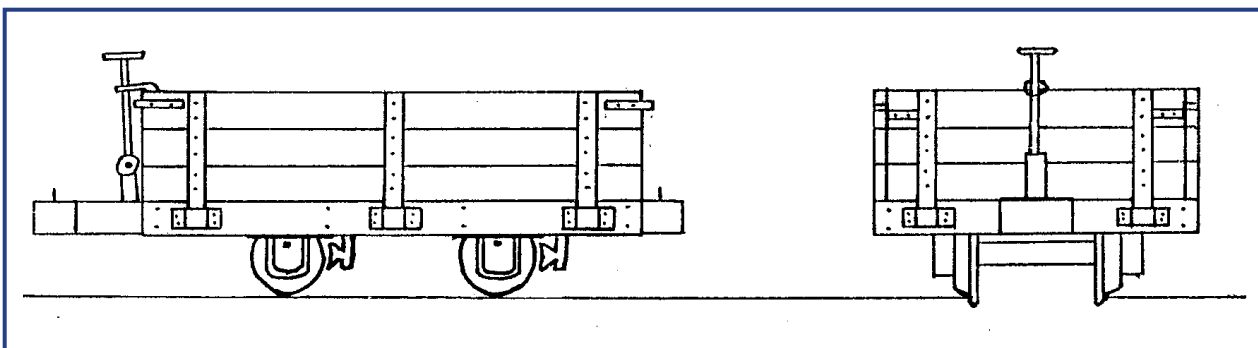
DM31 Festiniog Railway 4 - Wheel Steel Body Open Wagon

The FR bought 15 of these steel bodied, drop side, hand braked wagons from RAF Alrewas, Staffs. They are used on Permanent Way trains carrying ballast, sleepers etc. and are numbered 83 – 96 and 98.



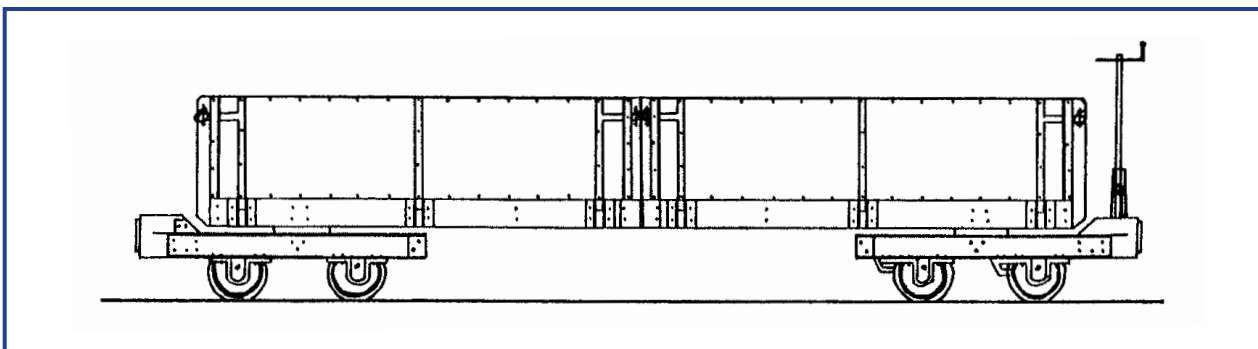
DM32 Festiniog Railway 4 - Wheel Wooden Body Open Wagon

Originally built as RAF ammunition wagons, some are now on the FR and other lines on general duties.



DM33 Hudson 4 - Wheel Wooden Body Three Plank Open Wagon

A widely used prototype in which the sides and ends could be lifted out if required for loading and unloading.



DM65 Hudson Steel Drop Side Bogie Wagon

DM66 Hudson 1950's Wagon Bogies (pair)

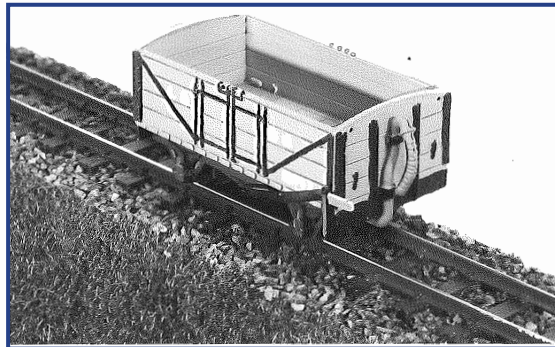
Built in the 1950's for RAF Fauld and later bought by various preserved lines including the Festiniog and Welsh Highland Railways, they are used for a variety of loads such as coal, scrap and track material.

LYNTON AND BARNSTAPLE RAILWAY

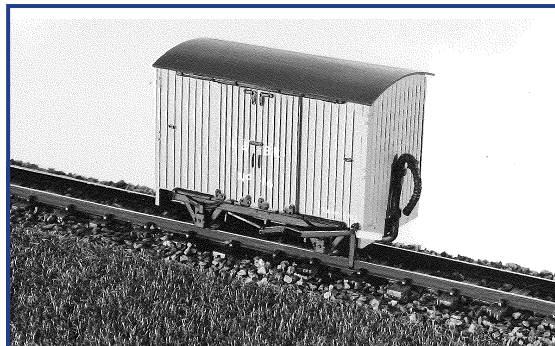
Unlike the narrow gauge railways of North Wales the Lynton & Barnstaple did not serve one particular industry and was dependent on the general traffic of the district with coal being predominant. Included in the original goods stock purchased were eight 4-wheeled open wagons and six 4-wheeled goods vans, all being of 4 tons capacity. The goods vans were based on the same underframe as the open wagons, had bodies of vertical match-boarding on internal framing and were fitted with a pair of sliding doors each side. They remained unmodified throughout their existence. These vehicles were vacuum-fitted and had a handbrake lever on one side.



DM14 L&B 4-Wheel Open Wagon (Early Type with Top - Hung Doors)



DM15 L&B 4-Wheel Open Wagon (Later Type with Side - Hung Doors)



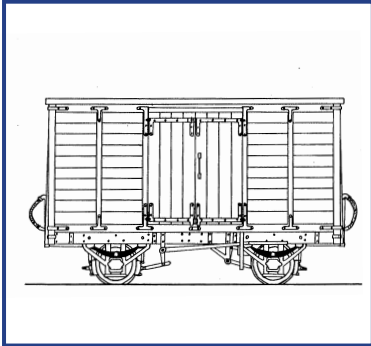
DM16 L&B 4-Wheel Goods Van



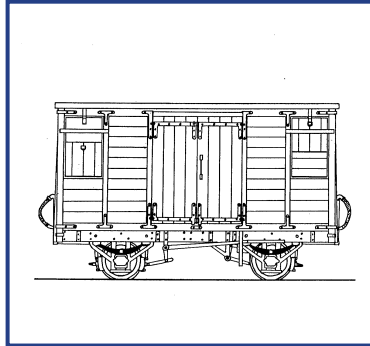
DM23 L&B 4-Wheel Wagon/Van Chassis
(floor size 39mm x 19mm)

TRALEE & DINGLE LIGHT RAILWAY

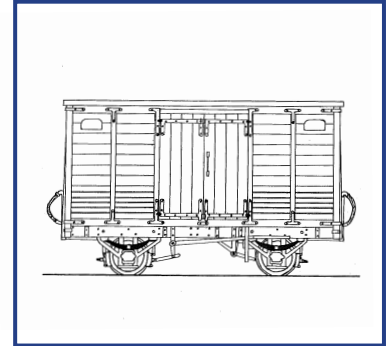
Information on Tralee & Dingle rolling stock is scarce, but it would appear that the Bristol Wagon & Carriage Works built 26 four wheel covered goods vans between 1890 and 1897. In 1940, 10 of these vans were modified by the addition of sliding ventilators on their sides, thus enabling them to be used for cattle or goods traffic as required. The butter van was a derivative of the standard van with added louvres and bonnet ventilators. All these vehicles lasted until final disposal in 1954.



Covered Goods Van



Cattle Van



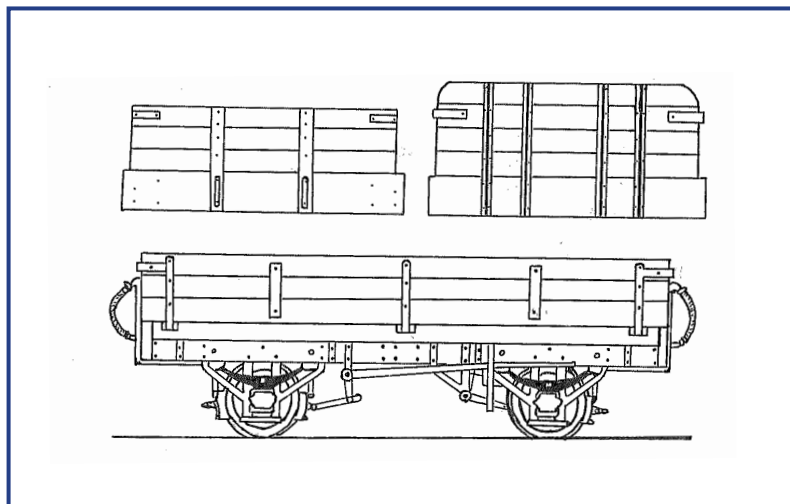
Butter Van

Covered Goods Van
Covered Cattle and Goods Van
Butter Van
4 – Wheel Chassis

DM70 – 009 wheels
DM71 – 009 wheels
DM72 – 009 wheels
DM73 – 009 wheels

DT01 – 00n3 wheels
DT02 – 00n3 wheels
DT03 – 00n3 wheels
DT04 – 00n3 wheels

IRISH NARROW GAUGE

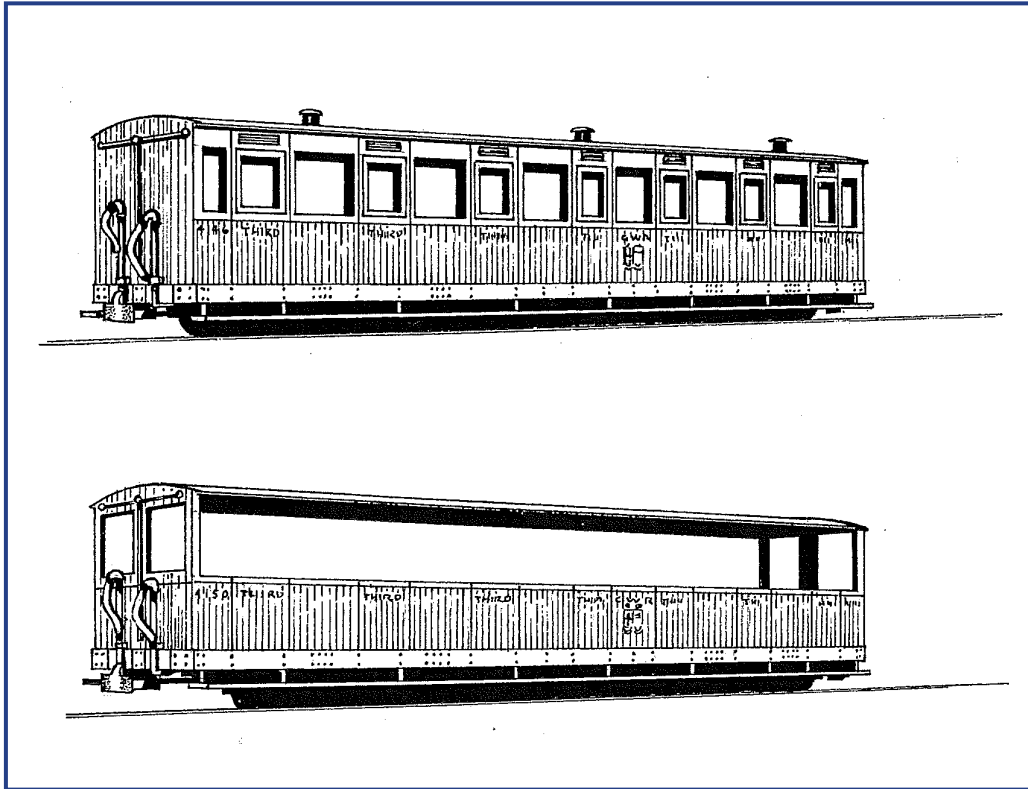


DM77 Irish N G Open Goods Wagon (009 wheels)
DT05 Irish N G Open Goods Wagon (00n3 wheels)

This kit builds up as either an open wagon based on West Clare practise (ends with curved corners) or one representative of the Tralee and Dingle (ends with square corners). Both lines used open wagons mainly for ballast traffic. These were generally not fitted with the vacuum brake, having a handbrake on one side only.

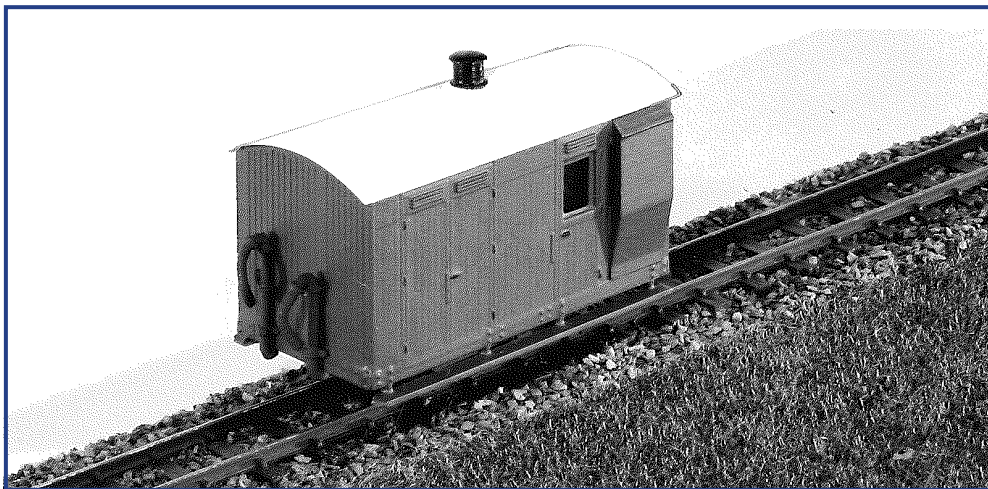
In addition to their appeal to modellers of Irish Railways, 009 enthusiasts using Welshpool & Llanfair sized stock will find these vehicles of similar proportions.

VALE of RHEIDOL LIGHT RAILWAY



DM10A Vale of Rhaidol 3rd Class Bogie Coach No's 1 - 12

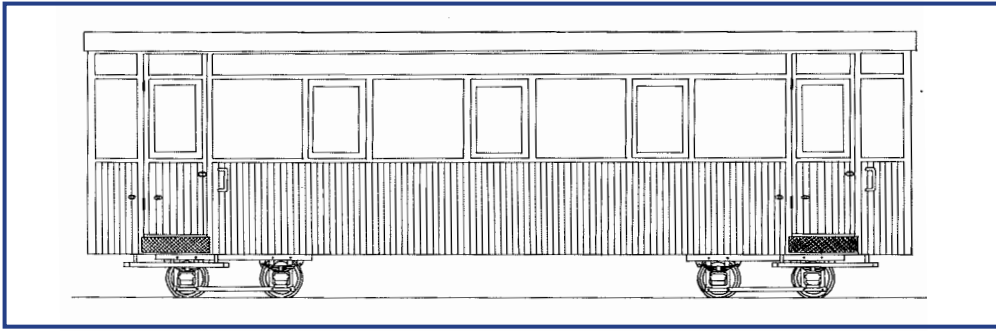
Twelve identical bogie coaches were built for the opening of the railway in 1902. All twelve when built were 7 compartment 3rd class coaches. However, as the need arose some were converted to other uses. Our kit features the coach as originally built but it is designed to be easily converted into Coaches No's 10 – 11 which were rebuilt as open 3rd class coaches.



DM17 Vale of Rhaidol 4-Wheel Wooden Sided Guard's Van No's 13 - 15

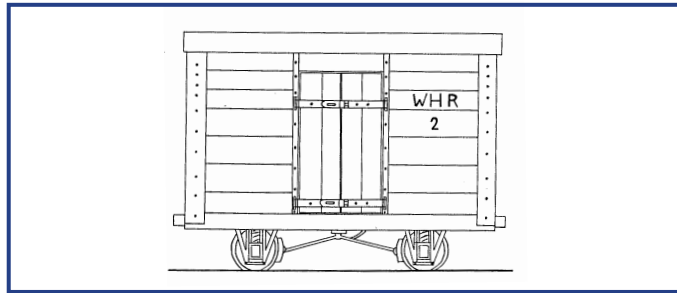
Three identical 4-Wheel Brake Vans were built by the Midland Railway Carriage & Wagon Company, Shrewsbury for the opening of the railway in 1902. These vans were used on all trains as none of the original coaches had luggage or guards compartments.

WELSH HIGHLAND RAILWAY

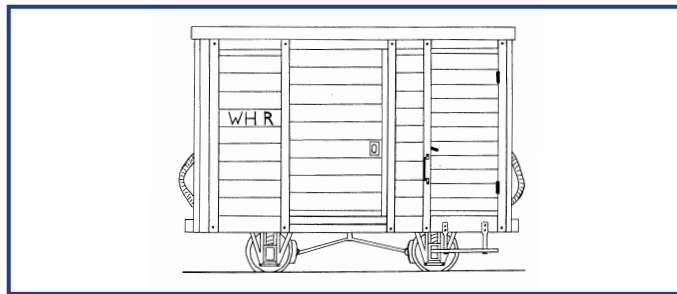


DM40 Welsh Highland Railway Bogie Coach

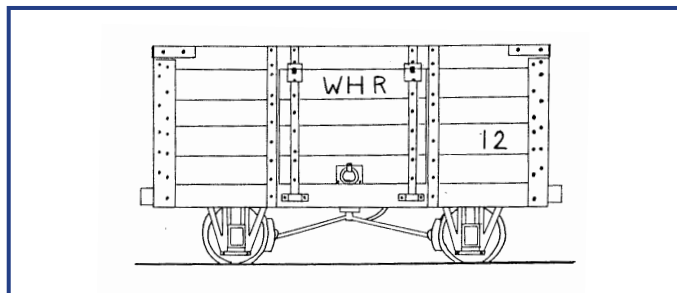
This kit is a model of the 'Bro Madog Eisteddford' Bogie Coach built by the Welsh Highland Railway in 1987. Although recently built this coach follows traditional lines with its attractive vertically planked sides.



DM49 Welsh Highland Railway 4-Wheel Van No. 2



DM50 Welsh Highland Railway 4-Wheel Goods Brake Van



DM51 Welsh Highland Railway 4-Wheel 4 Ton Mineral Wagon Also Available, DM52 Welsh Highland Railway 4-Wheel Wagon/Van Chassis (floor size 42mm x 18mm)

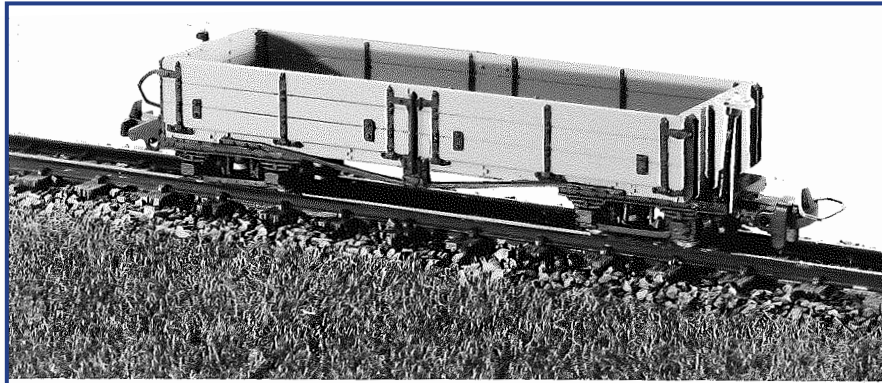
One thing is certain there are very few facts known about these vehicles. The mineral wagons and goods van were originally North Wales Narrow Gauge Railway before being absorbed into the Welsh Highland Railway. It is not clear if the brake van was an N. W. N.G. vehicle originally.

Van No. 2 and the mineral wagons had doors on one side only, the other side sporting the distinctive 'S' shaped brake lever. Sufficient parts are included for the modeller to build a freelance vehicle with doors on both sides. The van also features the unusual corrugated iron roof. There were originally 15 of these large mineral wagons. The brake van is distinctive in having end windows and sides with both sliding and hinged doors.

W.W.1 WAR DEPARTMENT ROLLING STOCK

During 1916 the development of the 60cm gauge railway system by the War. Dept. called for a series of 10 ton high capacity vehicles to be built. Many thousands of these vehicles were produced.

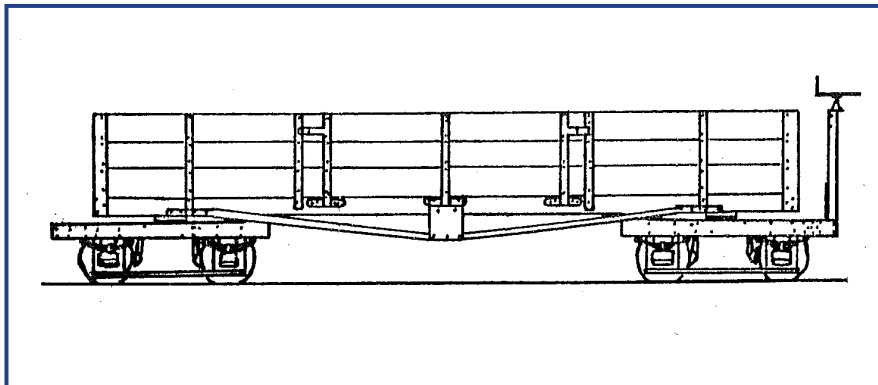
After the war both public and industrial railways purchased these wagons from the war surplus sales. Due to their sound design and construction they can still be found on narrow gauge railways today.



DM18 W.W.1 War Dept. Class 'D' Dropside Bogie Open Wagon



DM19 W.W.1 War Dept. Class 'E' Dropdoor Well Bogie Wagon



DM30 ex W.W.1 War Dept. Modified Class 'E' Dropdoor Well Bogie Wagon

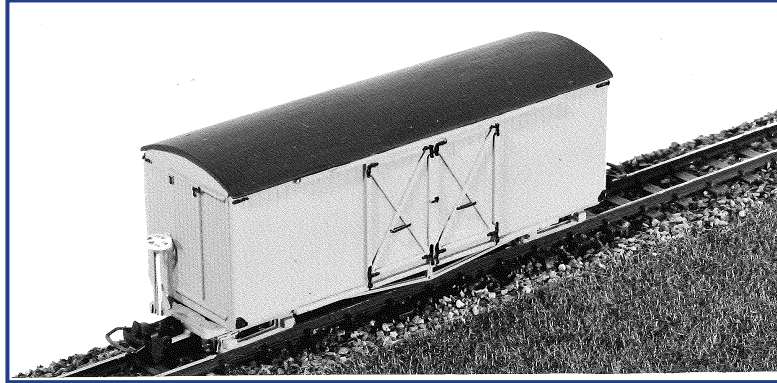
The Ashover Light Railway purchased a quantity of Class 'D' & Class 'E' Bogie Open Wagons for the carriage of mineral traffic. The Class 'E' wagons were found to have truss bars of a type that fouled the tipper at Clay Cross and prevented easy tipping of stone. These Class 'E' wagons had the centre 'well' removed and were fitted with replacement Class 'D' truss bars.

W.W.1 WAR DEPARTMENT ROLLING STOCK

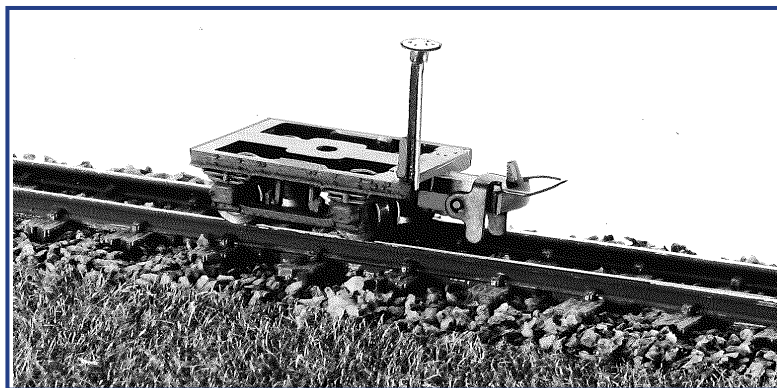
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These vans were dual purpose vehicles. Basically designed as ambulance vans but being capable of conversion to general goods vans by dismantling the ambulance fittings.



DM27 W.W.1 War Dept. Bogie Goods Van/Ambulance Van



DM20 W.W.1 War Dept. Bogies (pair)

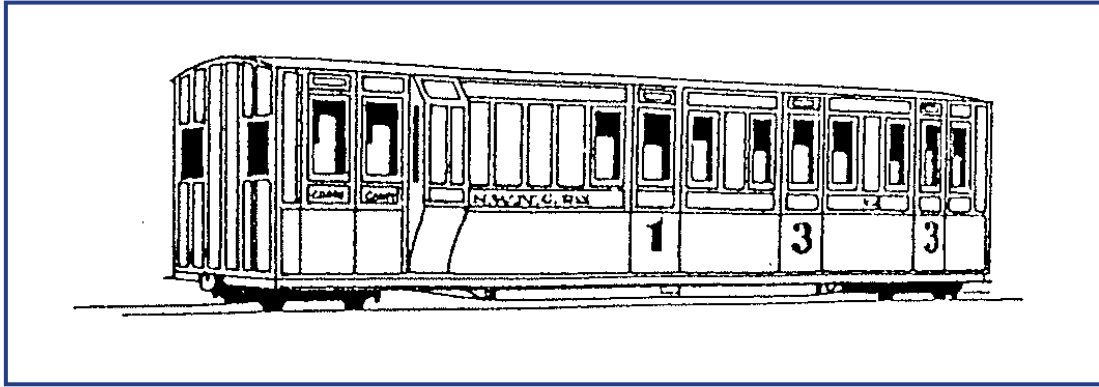
These bogies were purchased from the war surplus sales by many railway concerns and could be found under many different vehicles including coaches. They can still be found in use today on many narrow gauge railways.



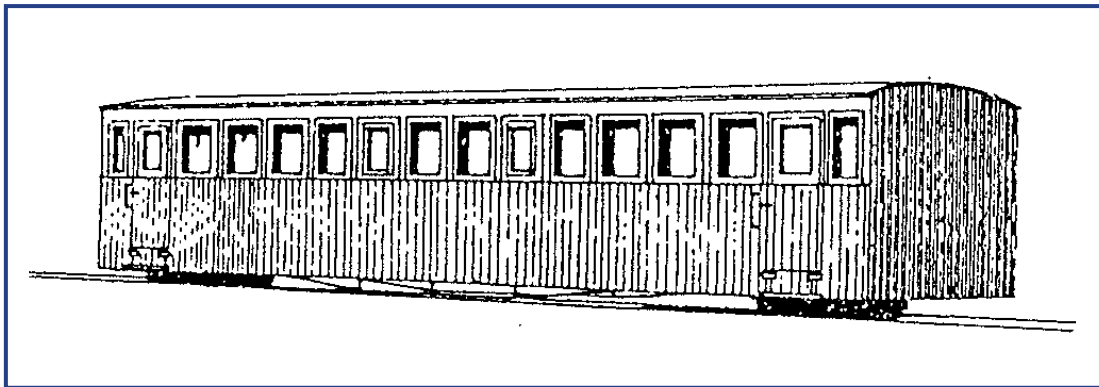
DM21 W.W.1 War Dept. Bogie Wagon Chassis

Ideal for the scratch builders this kit contains in addition to bogies the floor (68mm x 19mm) from our kit DM18.

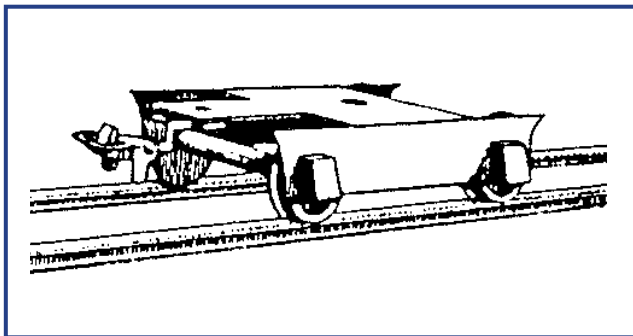
BRASS KITS



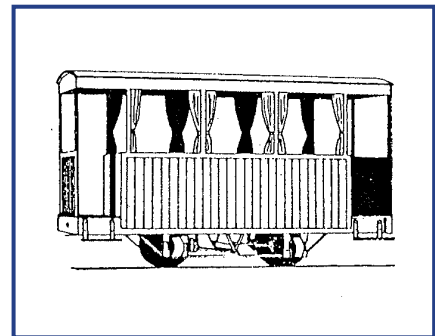
PM1 N.W.N.G. Railway Bogie Brake/Composite Coach No. 4
(Body only – we recommend BB3 Coach Bogies)



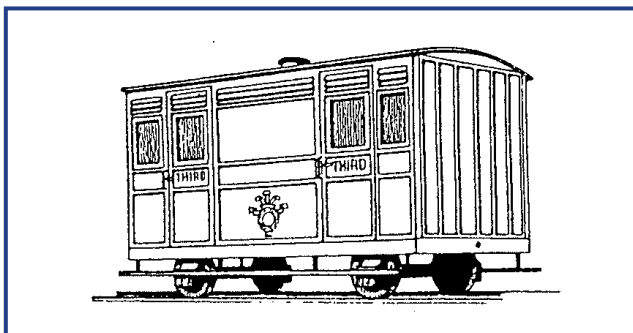
BB2 N.W.N.G. Railway Bogie Workman's Coach No's 11, 12 & 13



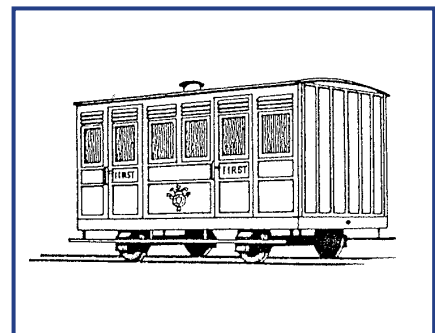
BB3 N.W.N.G. Railway Coach Bogies (pair)



**BB4 Glyn Valley Tramway
4-Wheel 3rd Class Coach**

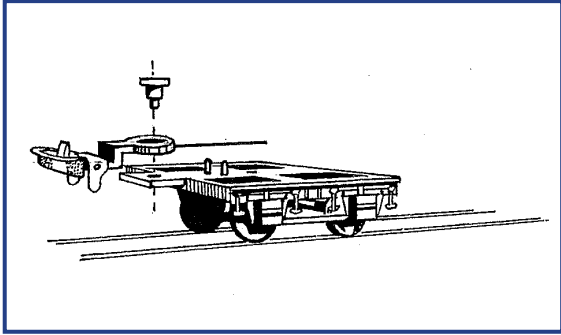


**BB5 Festiniog Railway
4-Wheel Ashbury 3rd Class Coach**

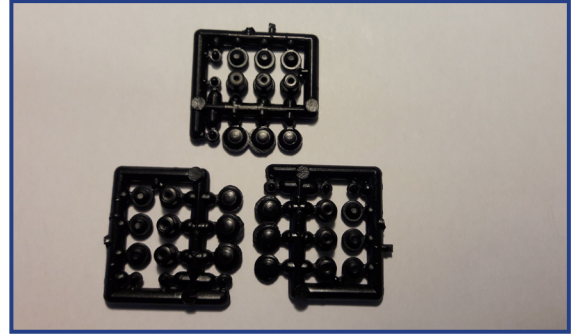


**BB6 Festiniog Railway
4-Wheel Ashbury 1st Class Coach**

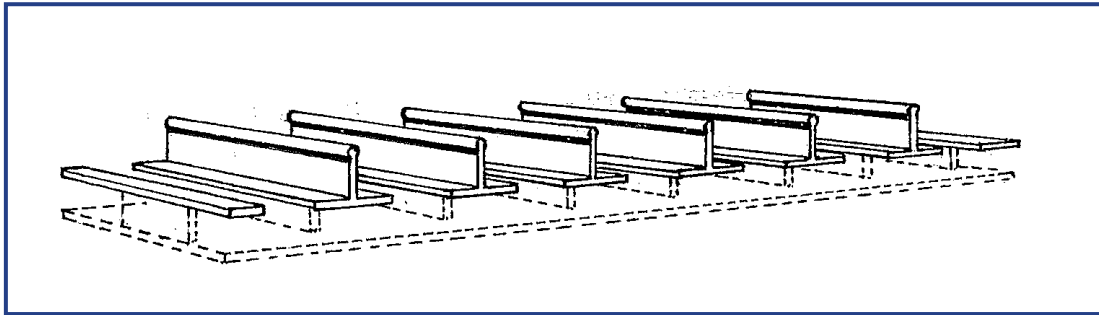
ACCESSORIES from our DM10A VALE of RHEIDOL COACH



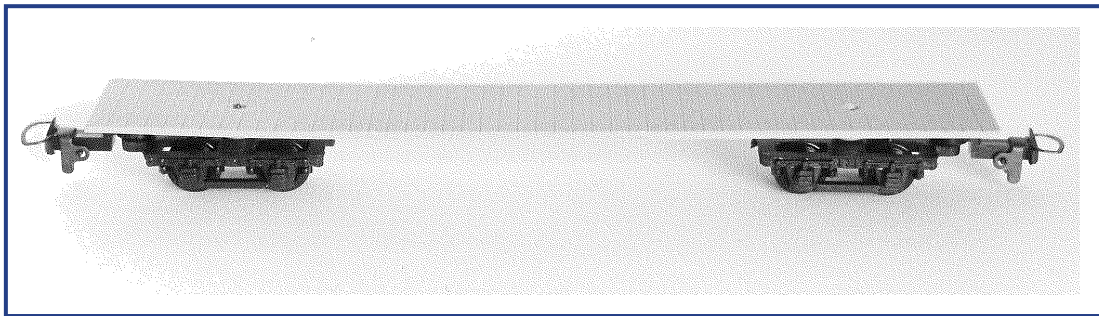
DM11 Vale of Rheidol Coach Bogies (pair)



DP01 Narrow Gauge Coach Lamp Tops
(9 each Oil & Gas types)



DM12 Narrow Gauge Coach Seats
(sufficient parts for a 7 compartment bogie coach, the seats are 22mm in length)



DM13 Bogie Coach Chassis
(One piece planked floor, 125mm x 22mm. Complete with DM11 Bogies)

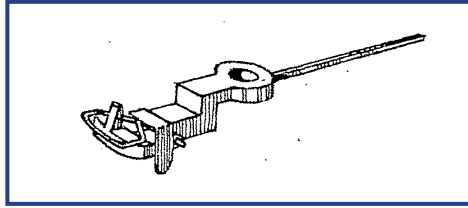


DP08 Narrow Gauge Coach Roof (pair)
(Pre-curved, size 130mm x 25mm)

BEMO COUPLINGS, ACCESSORIES & WHEELS

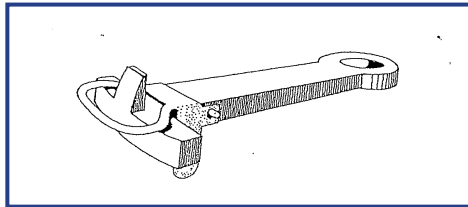
Although our kits do not include couplings, they are designed to use Bemo 009 Couplings, which are easily fitted – as shown in our illustrated instructions. All our kits are designed for the 5010 Couplings except for the following kits which require the 3255 009 Couplings – DM18, 19, 20, 21 22, 26, 27, 30, 59, 60, 61, 64, 65, 66 & 69.

Since our kits were released other couplings have been produced. Greenwich, Peco, Paul Windle, & Roco ranges are also available from us.



5010 Bemo 009 Couplings – Stepped Shaft (pack of 10)

5010A Bemo 009 Couplings – Stepped Shaft (pack of 2)



3255 Bemo 009 Couplings – Straight Shaft (pack of 10)

3255A Bemo 009 Couplings – Straight Shaft (pack of 2)

Accessories

- DP03 Vale of Rheidol Vacuum & Steam Pipes (pair each) (from DM10A)
- DP04 Vale of Rheidol Vacuum Pipes (pair) (from DM10A, DM17, DM28 etc.)
- DP05 Festiniog Rly Vacuum Pipes (pair) (from DM22)
- DP06 Lynton & Barnstable Vacuum Pipes (pair) (from DM14 etc.)
- DP07 Festiniog Rly Vacuum Pipes (pair) (from DM59)

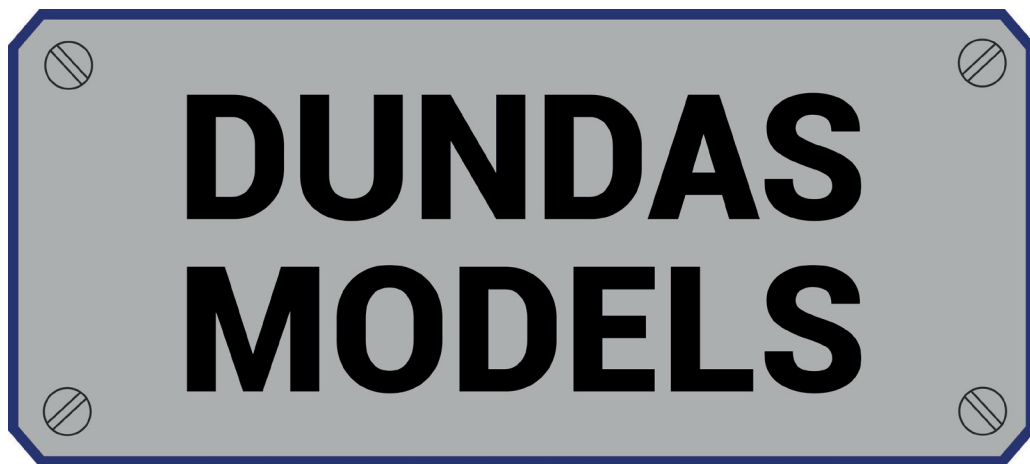
009 & N Gauge Romford Metal Wheels & Bearings

- DP09 N Gauge Dundas Models Brass Bearing Cups (20)
 - DW22 00 Gauge Romford Brass Shouldered Bearing Cups (40)
 - DW23 00 Gauge Romford Brass Waisted Bearing Cups (40)
 - 5002 BEMO 5.1mm Pony Wheel (1 axle)
 - DW52 6.2mm Metal Wheels - Solid Disc (2 axles)
 - DW53 (10 axles)
 - DW54 6.2mm Metal Wheels - 3 Hole Disc (2 axles)
 - DW55 (10 axles)
 - DW56 6.2mm Metal Wheels - 8 Straight Spoke (2 axles)
 - DW57 (10 axles)
 - DW58 6.2mm Metal Wheels - 7 Curved Spoke (2 axles)
 - DW59 (10 axles)
 - DW60 5.5mm Metal Wheels - 6 Curved Spoke (2 axles)
 - DW61 (10 axles)
 - DW62 5.1mm Metal Wheels - 7 Curved Spoke (2 axles)
 - DW63 (10 axles)
 - DW64 7.0mm Metal Wheels - Solid Disc (2 axles)
 - DW65 (10 axles)
 - DW66 5.1mm Metal Wheels - Solid Disc (2 axles)
 - DW67 (10 axles)
- NOTE: The 6.2mm metal wheels have been designed as a direct replacement for PECO plastic Wheels.

- DW80 8.0mm Metal Wheels - Solid Disc (2 axles)
- DW81 (10 axles)
- DW82 8.0mm Metal Wheels - 6 Hole Disc (2 axles)
- DW83 (10 axles)
- DW84 8.0mm Metal Wheels - Solid Disc (2 axles) - on 00n3 axles but wheels set to 009 gauge
- DW85 8.0mm Metal Wheels - Solid Disc (10 axles) - on 00n3 axles but wheels set to 009 gauge
- DW90 9.0mm Metal Wheels - Solid Disc (2 axles)
- DW91 (10 axles)

00n3 Gauge Romford Metal Wheels

- DW86 8.0mm Metal Wheels - Solid Disc (2 axles)
- DW87 (10 axles)
- DW92 9.0mm Metal Wheels - Solid Disc (2 axles)
- DW93 (10 axles)



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