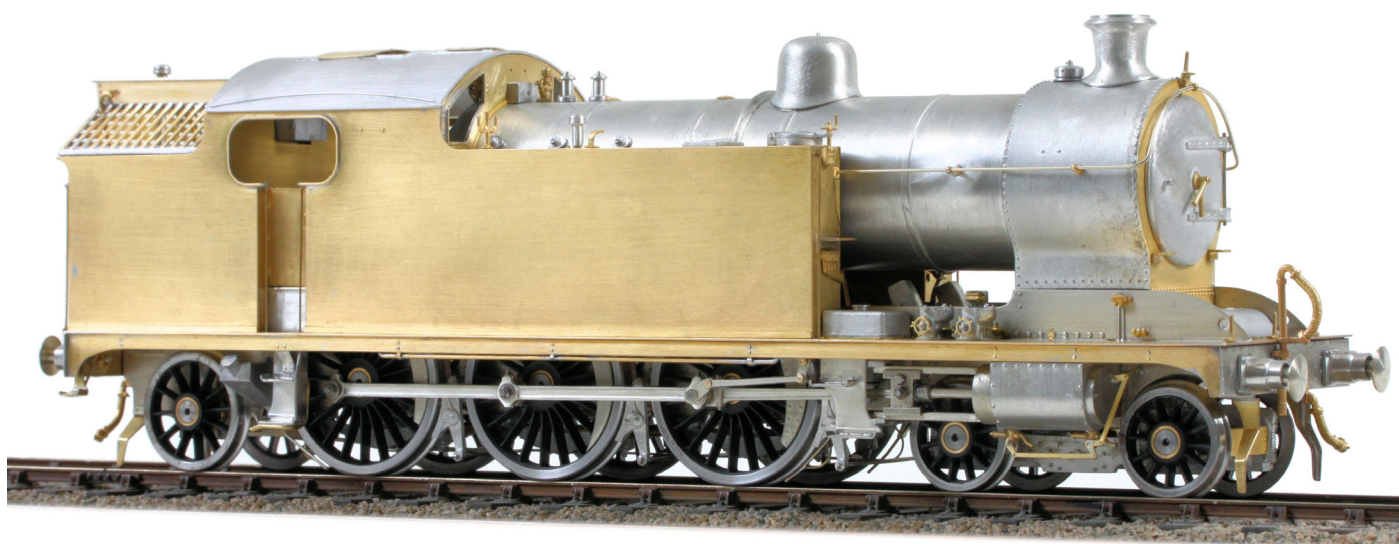


**DJH**   
MADE IN UK  
GROUP LTD.

**PRECISION 'O' SCALE  
LOCOMOTIVE KITS &  
FACTORY BUILT MODELS**



**2020 Issue**

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# Introduction



DJH has been designing and manufacturing metal self-assembly Locomotive kits since 1974 adding the first of many O scale kits to its range in 1989.

Whilst the business as a whole has diversified into other market sectors, we remain proud of our roots and model locomotive kits in scales OO & O and factory built Ready-to-Run models in O scale still have a small but incredibly skilled and dedicated workforce operating within our business.

All our products are manufactured by our own full-time staff working within our own modern purpose-built 35,000 Sq. ft factory in the beautiful County of Durham.

Our in-house skills include (CAD) Computer aided Design, traditional toolmaking and state of the art modern 3D design & print. Mould making and centrifugal casting and metal finishing. DJH manufactures and finishes well over 24 tonnes of Pewter (Sn)Tin and tin derived alloy castings per annum. Making us masters of our craft and suppliers of quality cast Pewter products worldwide. This combination of in-house skills gives us complete control of manufacturing quality and delivery reliability.

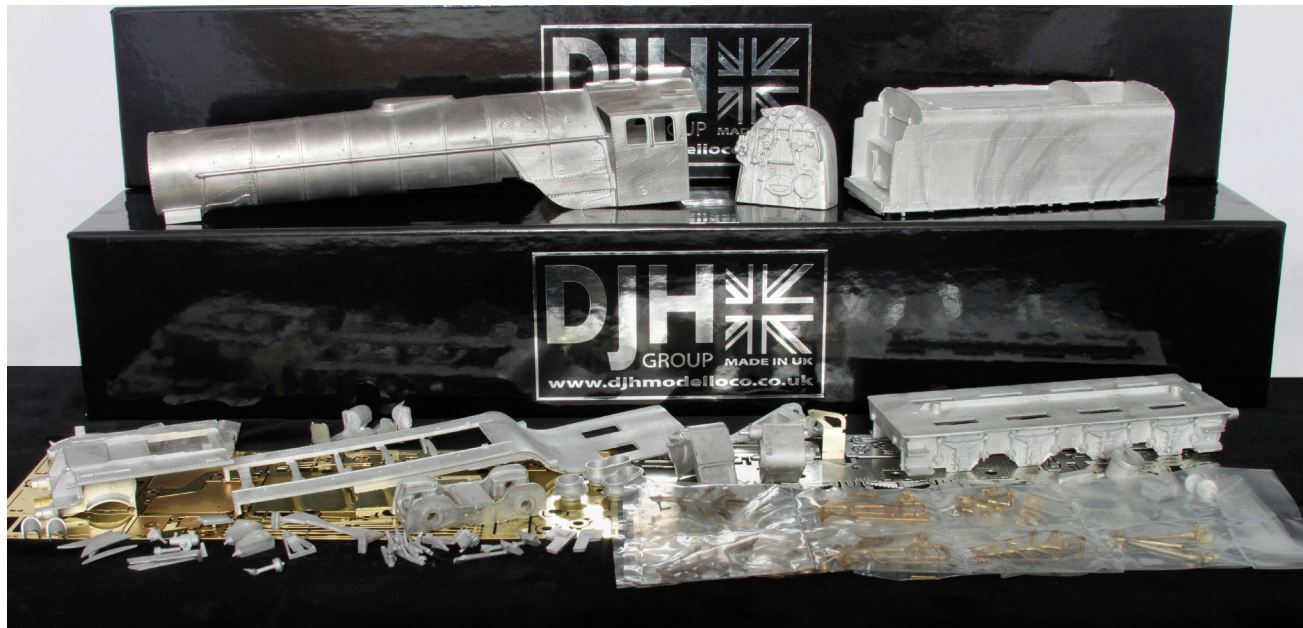


## WHAT DOES A DJH 'O' SCALE KIT CONTAIN?

A DJH O scale Kit includes all Body, Chassis & Tender components where applicable to enable you to build a typical fine scale model of the Locomotive selected. Each kit will normally include optional parts to cover the Locomotive class for the majority of its working life.

The individual kit descriptions contained within this brochure will detail the parts mix specific to each kit but typically it will comprise 60% cast metal components all with the DJH signature one-piece Boiler/Smokebox/Firebox, one-piece footplate , the remaining 40% is made up of etched fold-up cab sides and tender sides , complete with etched rivet details ( DJH are almost unique in the use of 4 level etching which provides fold lines on the internal face and rivet or beading details on the front face. This is an expensive process but makes the kit build much less complex). The finest lost-wax cast brass and nickel silver detailing parts and all the necessary turned parts, frame spacers, handrail knobs, handrail wire and fixings to complete the model Locomotive.

A written step by step assembly guide, hints & tips on construction and detailed exploded parts assembly diagrams complete the package.





## WHAT DOES A DJH 'O' SCALE KIT NOT CONTAIN?

DJH 'O' scale kits do not include Wheels or Motor/Gearboxes as standard in the kit price. DJH does supply its own 'Wheel sets', and Motor/gearboxes complete packs manufactured By Slaters in the UK that contain all components you need, and suited to each kit.

Both can be ordered on-line; we try and keep these items in stock but if we are sold out, we can usually supply within 7 working days and we will always notify you accordingly.

Solder , glue , paint and decals are required to complete the kit to your preferred livery/era and the kit instruction booklet will guide you as to sources for these items.

We recommend you place your order by email to [sales@djhmodelloco.co.uk](mailto:sales@djhmodelloco.co.uk) or, if you prefer , by telephone to 01207 500050.

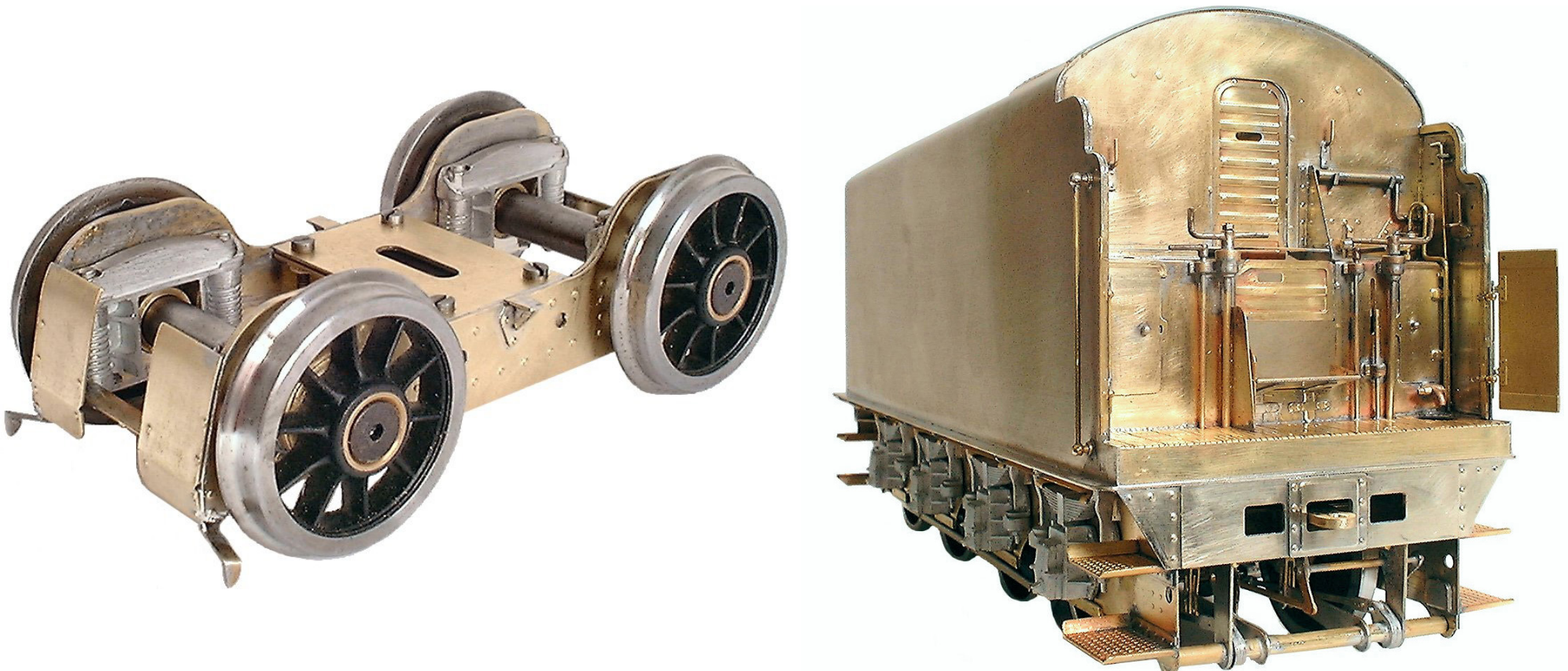
Note : Some kits targeted at beginners are supplied 'complete' with wheels and motor (K326 BR03 / K338 LNER G5 /K340 BR Class 14).



## WHAT IF I DAMAGE OR LOSE A PART?

DJH offers full after sales support, covering parts lost or damaged during construction. Also, whilst our kits are carefully packed by hand it is possible, we make the odd packing error or something sub-standard gets past our quality control. In all cases we just need an email or letter containing your full postal address , contact details, kit number and most importantly the part numbers ( contained within your kit assembly booklet) and a short note as to why the parts are needed and we can supply replacements , and if it's a result of our error, free of charge and usually within 5 working days. We cannot take such requests by telephone as it is too prone to error as not all of our staff will be familiar with model kits.

Lost or damaged parts will involve a small charge, which we will communicate to you in writing or by email. If part numbers are not available you may be asked for proof of purchase, as we will need to spend time identifying what you require by looking through archives. This service is only available to DJH customers who have purchased a DJH product new. DJH does not sell its parts separately for any other reason, other manufacturers products perhaps or for scratch building projects, we just do not have the skilled resource to offer that type of service. If your kit is very old, don't worry we still have a large selection of spare parts and we can usually help.





# WHAT TOOLS DO I NEED TO BUILD A DJH KIT?

A few simple tools are a pre-requisite for making any metal loco kits. Our suggested list contains:-

Fine files – flat, round (mousetail), half round, square etc. These are usually described as Swiss files and a set will stand you in good stead. However, they clog easily and for heavier work warding files are more suitable, again in a range of different types.

Small pliers – flat, snipe-nosed and round if possible, a good set of tinsnips, small craft knife and fibreglass propelling pencil brush are also useful. A range of small drills, mini-drill (if possible), pin chuck and a set of small taper broaches are also most useful, along with fine tweezers and a range of fine emery papers. A small engineers square will aid getting components together straight and parallel.

Larger tools might include a small vice, piercing saw, razor saw, and junior hacksaw. As with all tools, buy the best you can afford, adding to the set as experience and finance permits. The model press should provide you with a list of suitable suppliers.

Before beginning, identify the actual prototype you plan to model. To this end, collect a number of good photographs and, if possible, an accurate scale drawing. Railway pictorial volumes usually can supply a selection of different prototype pictures. Remember, throughout a models life there were often substantial alterations to its appearance.

Most of the kits in the range provide a selection of different bits and pieces for many of the components. By reference to a photograph, choosing the appropriate piece is made easier. Good drawings can usually be sourced via the model press.



## A VISUAL GUIDE TO KIT BUILDING

We have been very lucky to have been given permission by Tony Wright & Activity Media to offer our customers a free link to their very popular and informative 'A Guide to Kit building' Parts 1-3 and 'A guide to painting' Part 4. This is professionally filmed and narrated guide to kit building which extensively features DJH kits. Some 4 hours in total, the Youtube link can be stopped and started as required and will provide an invaluable insight into all aspects of kit building, from the tools used, methods applied and some tricks of the trade it will appeal to all modellers whether novice or experienced. The guide features OO scale kits, but the style and building sequence is identical in O scale.

The free link is located in the footer, bottom left, of the DJH website home page at [www.djhmodelloco.co.uk](http://www.djhmodelloco.co.uk)



## DJH FACTORY BUILT READY TO RUN MODELS

All the products listed within this brochure can be ordered 'built to order' by our own, full time, Professional Model makers. All work is fully guaranteed for 12 months from receipt. Since starting offering this service our model makers have delivered over 750 'O' fine scale models to customers worldwide. Contact us for details and a delivery date.





## K300: BR STANDARD CLASS 2 (NO.84000-84029) 2-6-2T

A Post-nationalisation development of the 'H.G.Ivatt' design for the LMS ( see K302: LMS Class 2P). The 30 Locomotives of this class mostly saw service in the London Midland Region.

The kit features one-piece cast boiler/firebox, footplate and 4-level etched brass, fold-up cab, tank and bunker sides with fold lines on the reverse and rivet detail on the front, sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

**Recommended Motor/Gearbox: Slaters GB40L**

*Note: This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.*



### **K301: BR STANDARD CLASS 2 (NO.78000-78064) 2-6-0**

These little moguls (2-6-0's) were the smallest of the BR Standard designs and ran throughout the BR regions, but particularly in Wales, Scotland and the North of England.

With its one-piece cast boiler/firebox & one-piece cast footplate, the kit is designed for ease of assembly. The cab and tender body, with its distinctive tender cab are supplied as 'fold-up' etchings, complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

#### **Recommended Motor/Gearbox: Slaters GB40L**

*Note: This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.*





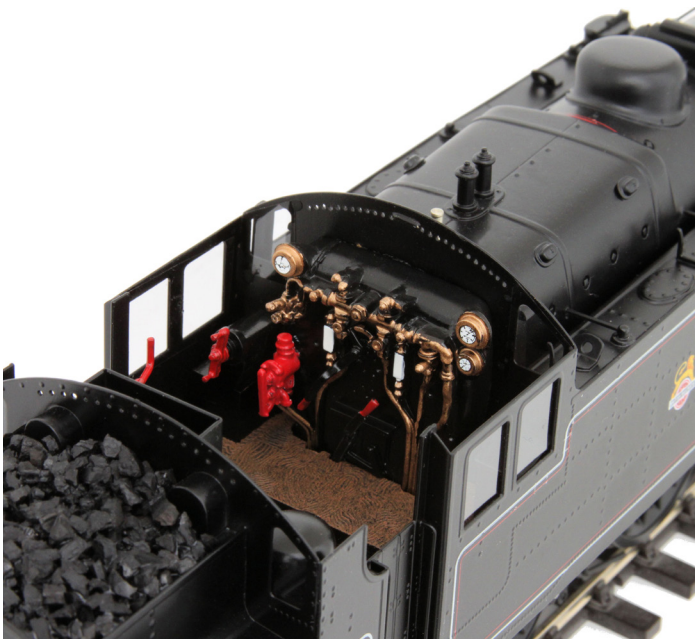
## K302: LMS/BR 'IVATT' CLASS 2P 2-6-2T LATER BR 2P/2F/2MT

First introduced and built in 1946, these lightweight modern tank locomotives were used on branch lines and for local passenger services in many parts of England and Wales. The class continued to be built after Nationalisation and up to 1952. The design was so successful it was further modified to form the basis of the BR Standard 84000 class (DJH kit K300).

With its one-piece cast boiler/firebox & one-piece cast footplate, the kit is designed for ease of assembly. The cab and tender body, with its distinctive tender cab are supplied as 'fold-up' etchings, complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

**Recommended Motor/Gearbox: Slaters GB40L.**

*Note: This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.*



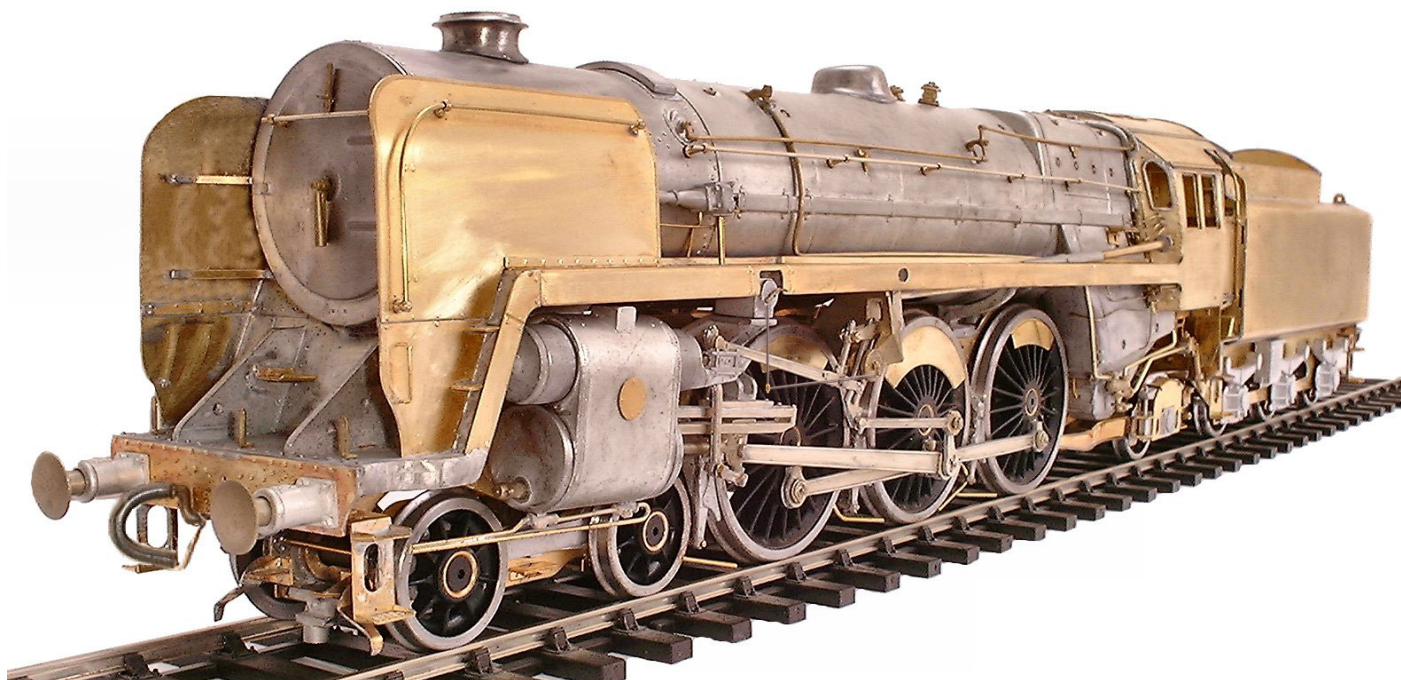
## K303: LMS/BR 'FAIRBURN' TANK 4P/4MT 2-6-4T

A post war design that perpetuated into BR days. Charles Fairburn's handsome passenger tanks could be found on both the Southern and North East regions as well as virtually all ex-LMS lines such was its popularity. A versatile locomotive able to undertake branch suburban and express work. The class was finally withdrawn in 1967 and two locomotives remain preserved today.

The kit has a one-piece cast boiler/firebox & one-piece cast footplate and is designed for ease of assembly. The cab and tender body, with its distinctive tender cab are supplied as 'fold-up' etchings, complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

**Recommended Motor/Gearbox Slaters GB40L**





## K308: BR STANDARD CLASS 6 'CLAN' 4-6-2 (BR1 TENDER)

Designed as a medium weight version of the popular 'Britannia' class (DJH Kit K317A/B) the 'Clans' spent virtually their entire working lives in Scotland and North-East England and occasional visits the Midland region south of Crewe.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

**Recommended Motor/Gearbox: Slaters GB30R**





K310A



K310B



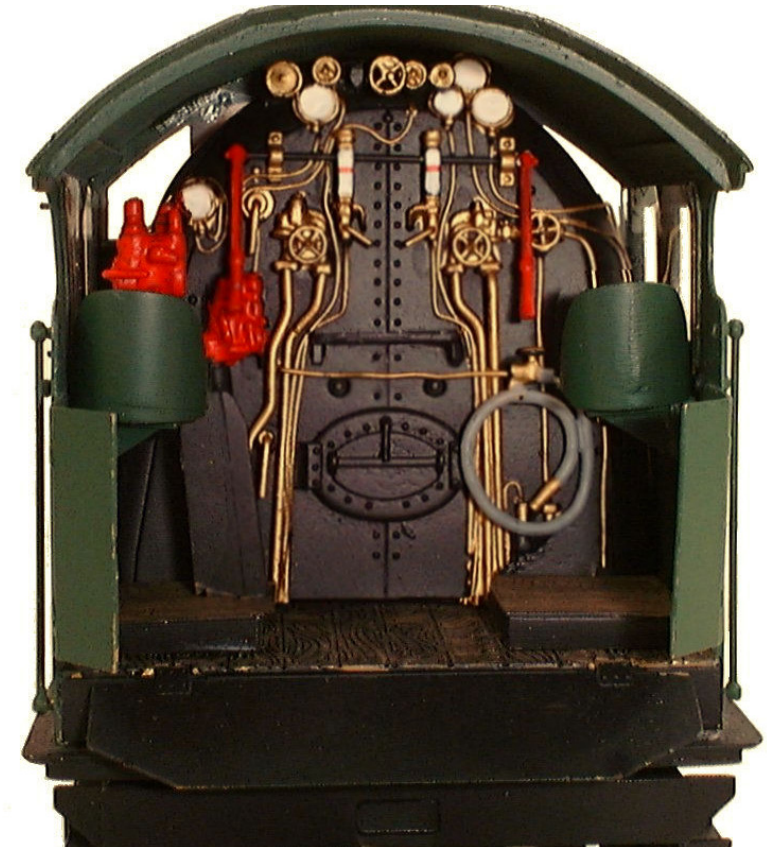
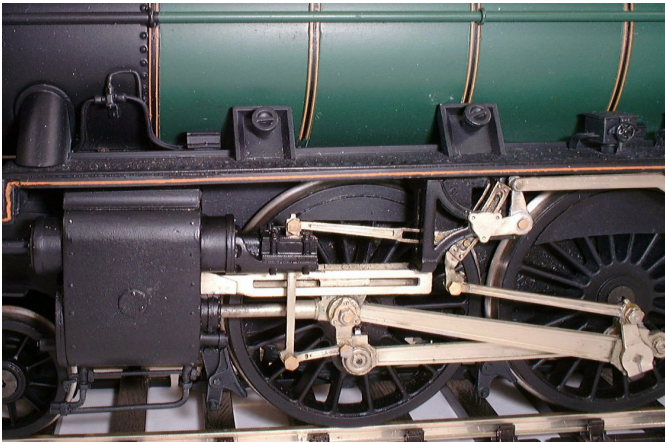
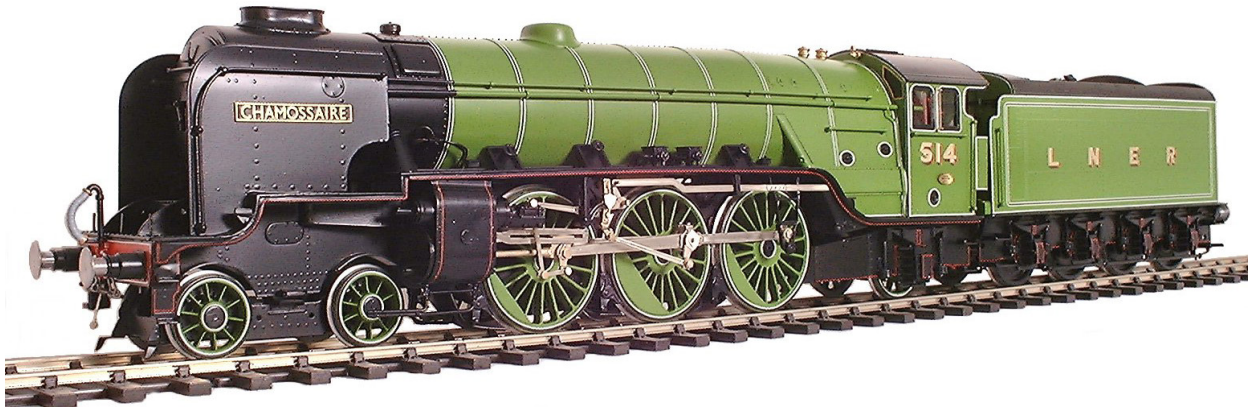
## K310A: LNER/BR 'GRESLEY' A3 4-6-2 (1928 CORRIDOR TENDER) K310B: LNER/BR 'GRESLEY' A3 4-6-2 (GNER TENDER)

Named after famous race horses, Gresley's thoroughbreds were the mainstay of the East coast main line for more than forty years. Kit K310A includes the corridor tender fitted to engines used on the prestigious non-stop London to Scotland route. Kit K310B includes the original pre-grouping design of coal rail tender which remained with many of the class until withdrawal from service.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate complete with complex reverse curves to simplify assembly. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and white metal castings are included to cover all the major design variations of both locomotives throughout their working lives.

**Recommended Motor/Gearbox: Slaters GB30R**





## K313: LNER/BR 'THOMPSON' A2/3 4-6-2

Designed by LNER Chief Mechanical Engineer 'Edward Thompson' as a rebuild of the 'Gresley' A2's. The A2/3's were the first new express engines to be built at Doncaster works after the WWII and incorporated many modifications and design innovations which, it was hoped, would improve on the a2's. They worked passenger and fitted goods trains on the east coast main line. The longest of all the LNER Pacific's, the engines made an imposing sight. The last of the class was withdrawn from service in 1965.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

**Recommended Motor/Gearbox Slaters GB30R**





## K314: LNER/BR 'THOMPSON' A2/2 4-6-2

These impressive but unusual looking engines were an 'Edward Thompson' designed rebuild of the 'Gresley' class P2 2-8-2's into Pacific form. The first rebuild took place in 1943 and after tests a further five locomotives were built. Working in Scotland until 1949 when three Locomotives were transferred to York and the remaining three to New England shed. The last of the class 60502 'Earl Marischal', was withdrawn from service in June 1961 having covered one million miles! Remainder of the class comprised 60501 'Cock o' the North'/60503 'Lord President'/60504 'Mons Meg'/ 60505 'Thane of Fife'/60506 'Wolf of Badenoch'.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

**Recommended Motor/Gearbox: Slaters GB30R**





## K315: BR CLASS 37 (ENGLISH ELECTRIC TYPE 3)

These powerful, compact locomotives arrived on the modern traction scene in 1960 and can still be seen today on everyday duties with a variety of operators.

This kit revolutionised the construction of fine scale diesel kits, instead of asking the builder to form the body work from a flat sheet of brass, we provided a one-piece single cast alloy body shell and roof combined, thus eliminating the need to fold up complex and subtly curved shapes. Fine etched scale grilles, full cab interiors and an array of detailing parts in brass and white metal enabling all the major variants of the class to be modelled.

**Recommended 1 x Motor/Gearbox Slaters GB13 per driven bogie**

**Note:** *This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.*



## K316: BR CLASS 55 'DELTIC'

The legendary 3300 bhp 'Deltic' class Diesel-electrics were introduced to service between 1961 and 1962, 22 engines in total being built by Vulcan Foundry, with the intention of replacing 'Nigel Gresley's' steam Pacific's on the East Coast main Line. Named after their two 'Napier Deltic' engines they spent their operational lives on express passenger services between London Kings Cross, Edinburgh, Aberdeen, Leeds and Hull. All were eventually named after regiments of the British Army from the North East of England and Scotland and winning racehorses. The class was withdrawn from service between 1980-1982 and six engines are preserved today.

This kit comprises a two-piece cast alloy body shell and roof, fine etched scale roof panels and engine grille covers with fan detail, full cab interiors and an array of detailing parts in brass and white metal to enable all the major variants of the class to be modelled.

**Recommended 1 x Motor/Gearbox Slaters GB13 per driven bogie**

**Note:** *This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.*





K317B

K317A



## **K317A: BR STANDARD CLASS 7 'BRITANNIA' 4-6-2 (BR1D TENDER)**

## **K317B: BR STANDARD CLASS 7 'BRITANNIA' 4-6-2 (BR1/1A TENDER)**

70000 'Britannia', the flagship of the BR standard designs went into service in January 1951, the first of 55 engines, all built at Crewe between January 1951 and September 1954. As the last remaining express engines to work on BR, the 'Brits' are remembered with great affection.

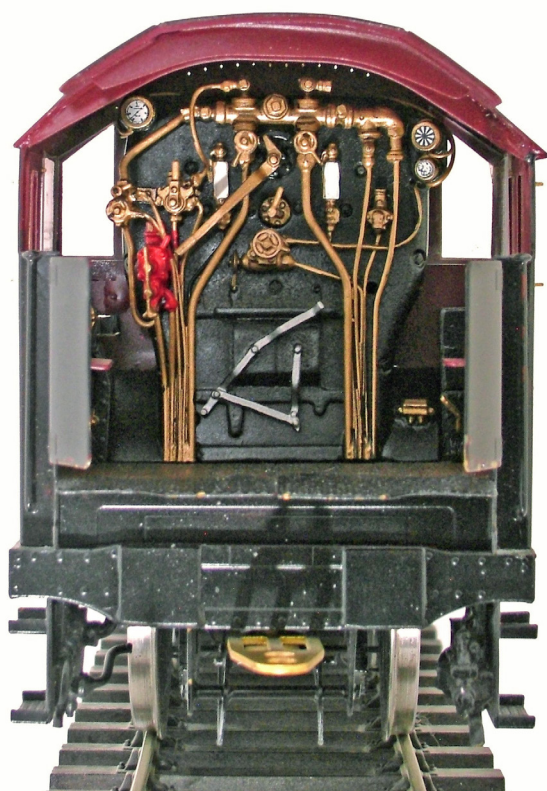
**K317A:** This kit covers the high sided, high capacity BR1D tender fitted to Nos. 70045-70054.

**K317B:** This kit covers the first 45 locomotives Nos. 70000-70044.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and white metal castings are included to cover all the major design variations of both locomotives throughout their working lives.

**Recommended Motor/Gearbox:** Slaters GB30R





## K318: LMS/BR 'STANIER', 'JUBILEE' 5XP 4-6-0 (4000G RIVETTED TENDER)

The kit represents the long firebox, sloping throat plate, version of the class Nos. 6556-5742. The kit covers all major variants of the class working with the 'Stanier' rivetted 4000-gallon tender. Two locomotives from the class 5690 'Leander' and 5699 'Galatea', are preserved today.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass and white metal detail castings and turned fixings complete the kit.

**Recommended Motor/Gearbox: Slaters GB30R**





## K320: LMS/BR STANDARD CLASS 2 'MICKEY MOUSE' (NO.84000-84029) 2-6-0

This lightweight mogul (2-6-0) design was introduced in 1946 and was the predecessor of the BR Standard 2MT (DJH Kit K301). Designed by 'H.G.Ivatt' for branch line and secondary line mixed traffic services. It was nicknamed 'Mickey Mouse' on account of its small size but lively performance. A total of 128 engines were built between 1946 and 1953 and the class was allocated to every region except the Southern. The last of the class was withdrawn from service in late 1967.

With its one-piece cast boiler/firebox & one-piece cast footplate, the kit is designed for ease of assembly. The cab and tender body, with its distinctive tender cab are supplied as 'fold-up' etchings, complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

### **Recommended Motor/Gearbox: Slaters GB40L**

*Note: This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.*

K321A



K321B

## K321A: BR CLASS 47 (BRUSH TYPE 4) DIESEL – SERCK RADIATOR SHUTTERS

## K321B: BR CLASS 47 (BRUSH TYPE 4) DIESEL – EARLY TYPE FIXED RADIATOR GRILLES

The largest class of main line Diesel locomotives ever constructed in Britain. A total of 512 engines were built between 1962 and 1967 by 'Brush' of Loughborough and BR Crewe works. When introduced into traffic they became the standard BR mixed traffic engine. Widely allocated from Inter-City to 'merry-go-round' coal trains.

**K321A:** The kit covers D1807-D1999 and D1100-D1111 from new and D1500-D1806 as modified from 1976 onwards.

**K321B:** The kit covers D1500-D1806 as new until 1976 when they were built with adjustable serck radiator shutters.

This kit comprises a one-piece cast alloy body shell and separate one-piece cab ends, fine etched scale roof panels and engine grille covers with fan detail, full cab interiors and an array of detailing parts in brass and white metal to enable all the major variants of the class to be modelled including stones or spanner steam heating and 47/0, 47/3, 47/4, 47/7 sub-classes.

**Recommended 1 x Motor/Gearbox Slaters GB13 per driven bogie.**

**NOTE:** This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.





### **K323: LMS/BR 'STANIER', 'JUBILEE' 5XP 4-6-0 (3500G RIVETTED TENDER)**

The kit represents the early short firebox version of this celebrated class. Nos.5617-564 were built in Crewe, whilst Nos.5655-5664 were Derby built. The class were fitted with the 'Stanier' 3500 gallon rivetted tender and a vertical throat plate supported at the front end by two smokebox saddles. The kit covers all major variants of the class working with the 'Stanier' rivetted 3500-gallon tender.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass and white metal detail castings and turned fixings complete the kit.

**Recommended Motor/Gearbox: Slaters GB30R**

**K324A: BR STANDARD CLASS 9F 2-10-0 (BR1G TENDER)**  
**K324B: BR STANDARD CLASS 9F 2-10-0 (BR1C TENDER)**  
**K324C: BR STANDARD CLASS 9F 2-10-0 (BR1F TENDER)**

The 9F was the last and unquestionably one of the greatest steam locomotive designs ever produced in this country. Designed by 'Robert. A. Riddles' a total of 251 engines were built by BR Swindon (198) and BR Crewe Locomotive Works (53) between January 1954 and March 1960 , primarily for fast, heavy freight trains, but some made it to passenger service, the working life of the class was short but their tremendous power and reliability made them a favourite with the operating departments of all BR regions. The working life of the engines spanned 17 years, with the last of the class being withdrawn in 1968, several examples including 'Evening Star' are preserved.

K324A: This kit covers Nos. 92000-92007/92293-92250 Western Region and 92008-92009 London Midland Region with BR1G tender, originally a Western Region specification many of the engines later moved to London Midland and North Eastern Regions.

K324B: This kit covers Nos.92015-19/92045-59/92077-86/92100-39/921050-64. These were all single chimney engines.

K324C: This kit covers Nos. 92010-14/92030-44/92067-76/92087-96/92140-9/92168-202 all allocated to Eastern Region although 92010-14/92030-3/92043/92067-76/92087-96 were later transferred to London Midland Region. Nos.92183-202 carried double chimneys.

Such were the transfers and changes within the class it is best to refer to individual photographs for specific engines.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and white metal castings are included to cover all the major design variations of both locomotives throughout their working lives.

**Recommended Motor/Gearbox Slaters GB30R.**

**Note:** *This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.*

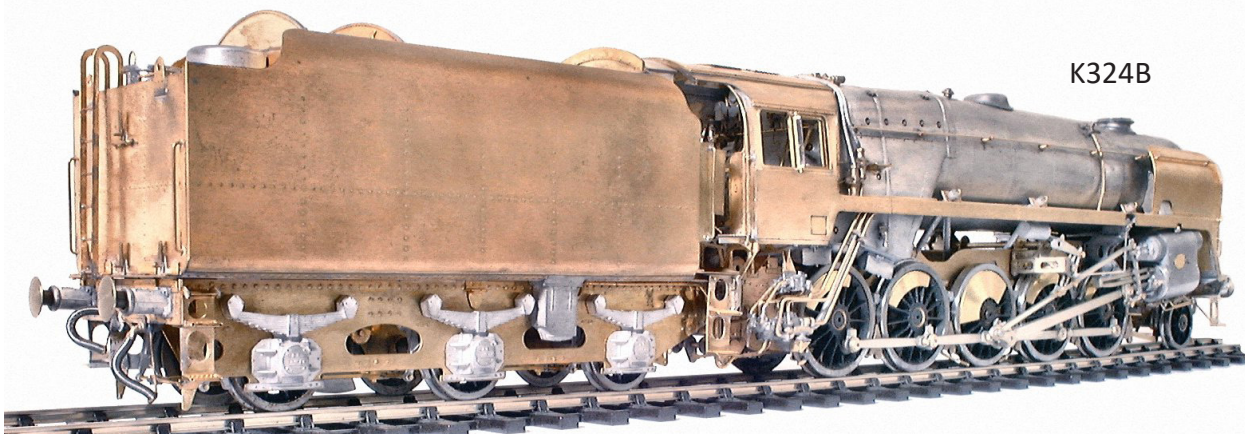




K324A



K324A



K324B



K324B



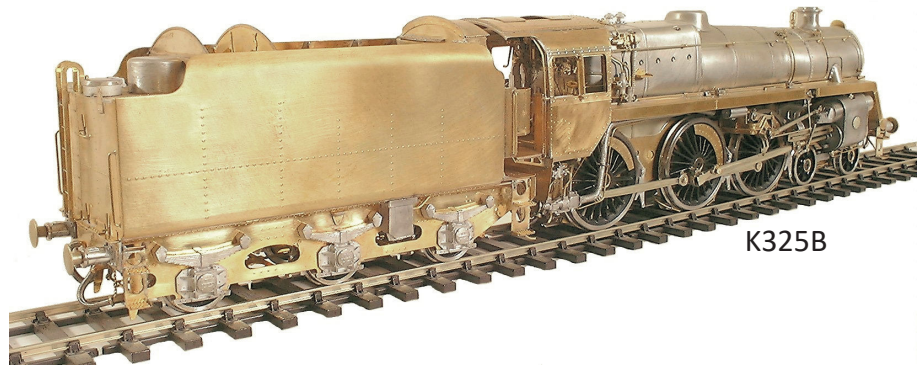
K324C



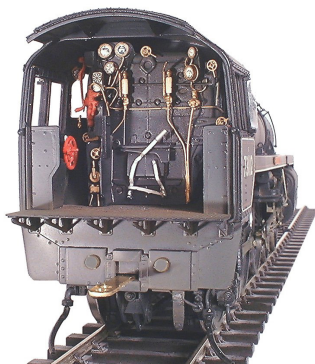
K324C



K325A



K325B



K325C



K325C

**K325A: BR STANDARD CLASS 5 4-6-0 (BR1/1G/1H TENDER)**  
**K325B: BR STANDARD CLASS 5 4-6-0 (BR1B/1C TENDER)**  
**K325C: BR STANDARD CLASS 5 4-6-0 (BR1F TENDER)**

Designed by 'R. A. Riddles' and built between 1951 and 1957, the Standard Class 5 followed the broad principles of the highly successful LMS Black 5. The class was allocated to all regions of BR and gave sterling service. The working life of the engines spanned 17 years, with the last of the class being withdrawn from service in 1968. A number of the class remain preserved today; 73050/73082 'Camelot'/73096/73129/73156.

K325A: This kit covers Nos. 73000-73064.

K325B: This kit covers Nos. 73065-73109/73120-73124/73155-73171.

K325C: This kit covers Nos. 73110-73119.

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and white metal castings are included to cover all the major design variations of both locomotives throughout their working lives.

**Recommended Motor/Gearbox Slaters GB30R.**





## K326: BR CLASS 03 DIESEL

First allocated to service in 1958 in a class of some 230 engines built at Doncaster and Swindon works between 1957 and 1962. The BR03 was widely distributed and worked throughout all the British Rail Regions. Built for light duties and especially for shunting at locomotive and carriage depots and as station pilots. Most mainland engines were withdrawn from service by 1987 and two continued to work on the Isle of Wight until 1993 and preserved examples remain in service today.

The kit whilst fully detailed has been designed for ease of construction and would make an ideal starter kit and comes **complete with Slaters wheels, Motor and screw link couplings**. A full complement of optional detailing parts is included to cover most major variants of the class from BR green era to BR Blue wasp stripe.



## K336: LNER/BR 'PEPPERCORN' A2 4-6-2

A total of 15 locomotives were built between 1947 and 1948 at Doncaster works. The A2 was designed by 'A. H. Peppercorn' The last CME of the LNER and completed under British Railways post nationalisation for express passenger work to haul heavy fast goods trains. The last of the class was withdrawn from service in 1966 and 60532 'Blue Peter' is preserved.

The kit features an exciting new majority cast components format aimed to ease the skill required for construction. One-piece cast Cab/firebox/boiler/smokebox. One-piece cast footplate. One-piece cast tender body and footplate, reducing the number of etched components and the reliance upon soldering. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass and white metal detail castings allow all major variants of the class to be built including single, double stovepipe & double lipped chimney's, standard & multivalve regulators, BTH/Smith Stone speed indicators/AWS equipment and A2 or A1 style front bogie.

**Recommended Motor/Gearbox Slaters GB30R.**

**Note:** *This kit is now only made to order/demand. If you are interested in ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.*





### K338: NER/LNER/BR G5 0-4-4T

Designed by Chief Engineer 'Wilson Worsdell' and built between 1894 & 1901 the class totalled 110 engines. The class was noted for being hard working and reliable and worked throughout the North East region on branch line passenger trains and heavy suburban trains. All survived into British Railways ownership in 1948 and were numbered 67240-67349. The last of the class was withdrawn in 1958 and none survived although a new build replica is underway at Shildon Works in County Durham.

The kit features a one-piece boiler/smokebox & cast footplate and whilst fully detailed has been designed for ease of construction but will appeal to beginner and experienced builder alike as a full complement of optional details are included. The kit comes **complete with Slaters wheels, Motor and screw link couplings.**

DJH offers separate custom printed transfer and number plate to complete this kit....

K338-Decal-1: BR waterslide transfer pack.

K338-Decal-2: LNER waterslide transfer pack.

K338-Plates-1: LNER/BR etched cab side plates.



## K339: BR CLASS 14 'TEDDY BEAR' DIESEL

The BR Class 14 was a small diesel-hydraulic locomotive the design of which was based on the successful DB V80, a singled engine B-B with centre cab. Built at British Railway Swindon Works 'A' shop with the first engines emerging in July 1964. A total of 56 were built and allocated the number range D9500-D9555 and later designated as TOPS Class 14 by British Railways. Enthusiasts referred to them as 'Teddy Bears' following a comment by Swindon erecting shop foreman George Cole who said "We've built the Great Bear, now we're going to build a Teddy Bear". The work planned for this class was yard shunting, trip work (between local yards) and short distance freight trains working both on the Western and Eastern Region of BR. Their service with BR was relatively short and all were officially withdrawn by the middle of 1969. Most were then sold to British Steel (BSC) and the National Coal Board (NCB) with a few going to British Petroleum, Gulf Oil, Shellmex and the Associated Portland Cement Manufacturing Co. (APCM). where the majority had a working life of two to three times more than with British Railways. Nineteen of the class have been preserved and can be seen on various Heritage lines through-out the country today.

### Kit details.

This kit has been designed for kit building beginners and experienced builders alike, easy to build but lots of fine details. It consists of a cast, one-piece cab/cab roof, No.1 and No.2 ends, buffer beams, steps, foot-plate, exhaust casing, storage bins, sand boxes and cab interior parts. There is an assortment of fine brass cast pieces such as brake pipes, window wipers and lamp/lamp brackets. Various etched parts include, a simple fold-up chassis, coupling rods, see-through grills, window frames and brake rodding. The kit comes **complete with Slaters wheels, Motor and gears.**

Custom printed transfer packs being available separately from DJH.

K339A: Waterslide decal BR two-tone green including wasp stripes.

K339B: Waterslide decal British Steel.

K339C: Waterslide decal Portland Cement.

K339D: Waterslide decal BR Blue including wasp stripes.

K339E: Waterslide decals National Coal Board Blue.

K339F: Waterslide decals National Coal Board Orange/Black.





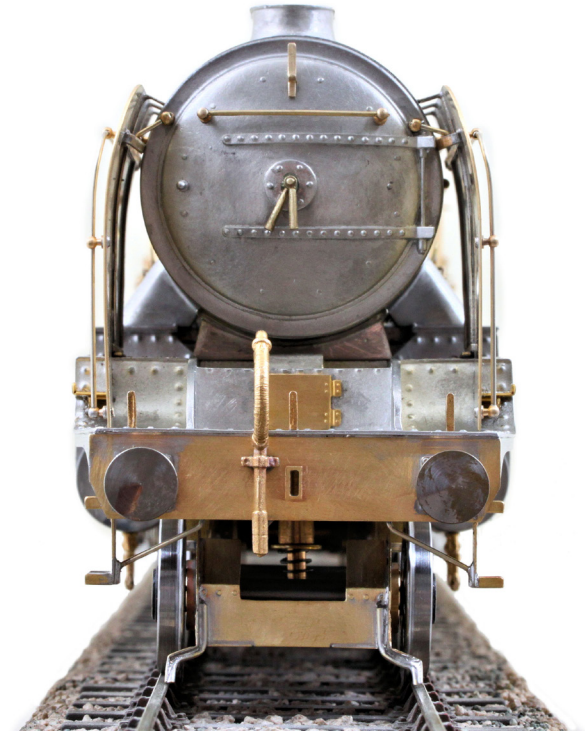
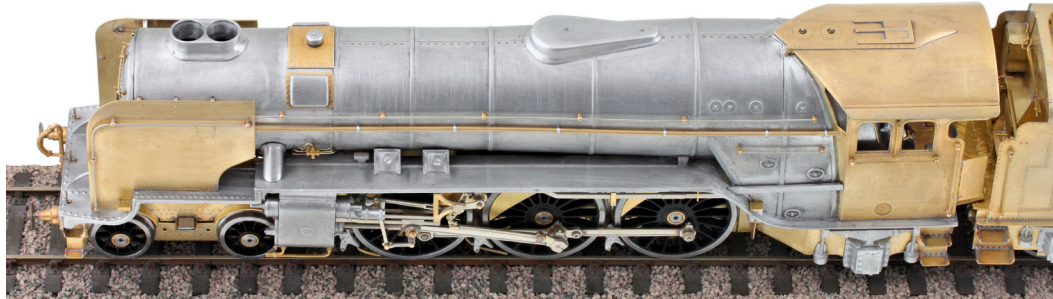
## K344: LNER/BR D49/2 'HUNT' CLASS 4-4-0

Designed by LNER Chief Mechanical Engineer, Sir Nigel Gresley and built at Darlington Works between 1927 and 1935. The class totalled 76 and were used throughout the North Eastern and Scottish area's for main line passenger trains. Usually they hauled express services, but they were also seen on some semi-fast and stopping services as well. Wartime conditions resulted in less services that suited the D49's abilities and by the mid-1950s, the introduction of diesel multiple units and diesel locomotives reduced the available duties even further. Planned withdrawals in both regions started in September 1957 with the last of the class withdrawn from service in 1961.

The kit depicts the D49/2 (Hunt Class) as fitted with Lentz gear and introduced to service in 1929. The kit features an exciting new majority cast components format aimed to ease the skill required for construction. One-piece cast Cab/firebox/boiler/smokebox. One-piece cast footplate. One-piece cast tender body and footplate, reducing the number of etched components and the reliance upon soldering. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass and white metal detail castings. The kit content covers the following names and Nos;

LNER No.	1946 No.		LNER No.	1946 No.	
205	2751	The Albrighton	359	2763	The Fitzwilliam
214	2752	The Atherstone	361	2764	The Garth
17	2753	The Belvoir	362	2765	The Goathland
222	2754	The Berkeley	363	2766	The Grafton
226	2755	The Bilsdale	364	2767	The Grove
230	2756	The Brocklesby	365		The Morpeth
238	2757	The Burton	366	2769	The Oakley
258	2758	The Cattistock	368	2770	The Puckeridge
274	2759	The Craven	370	2771	The Rufford
279	2760	The Cotswold	374	2772	The Sinnington
353	2761	The Derwent	375	2773	The South Durham
357	2762	The Fernie	376	2774	The Staintondale
359	2763	The Fitzwilliam	377	2775	The Tynedale

**Recommended Slaters Motor/Gearbox Slaters GB30R.**



## K345: LNER/BR 'THOMPSON' A2/1 4-6-2

The A2/1 was a Pacific version of the Gresley V2. LNER Chief Mechanical Engineer 'Edward Thompson ordered, in 1944, the last four of the 'Gresley' V2's that were already on order, to be built as his new A2/1 at Darlington Locomotive Works. Completed in 1945 the engines had a number of innovations; the firebox had a rocking grate and hopper ashpan and an axle driven alternator and electric lighting. Principally used for express passenger and express goods trains running between England and Scotland. The DJH kit covers the later 8 Wheel Tender variants of the class Nos. 60508 'Duke of Rothesay', 60509 'Waverley', and 60510 'Robert the Bruce' from 1951 until final withdrawal in early 1961 and none survived into preservation.

*This kit alongside K313 A2/3 & K314 A2/2 completes the DJH 'Thompson' collection of kits.*

The kit features a one-piece cast firebox/boiler/smokebox & one-piece cast footplate. The cab and tender body are supplied as 'fold-up' etchings complete with rivet detail. Sturdy 0.036" etched chassis frames and Nickel silver etched valve gear. A host of fine quality lost-wax brass castings and turned fixings complete the kit.

**Recommended Motor/Gearbox Slaters GB30R**





## K346: NER CLASS D/LNER CLASS H1 4-4-4T

Designed by 'Vincent Raven' forty-five of these impressive Locomotives were built in Darlington Locomotive Works between 1913 and 1922. Designed for short distance light express duties being performed by other ageing locomotives. After grouping these engines worked alongside Ex-GCR Class 9N /LNER Class A5 4-6-2 tanks which influenced their rebuilding in the 1930's.

The Kit features a 50/50 etched and cast white-metal construction of the more traditional DJH design. With One-piece cast boiler/firebox. Fine detailed lost-wax brass castings and etched chassis frames and Nickel silver valve gear. Provides a beautifully detailed and scale replica model of the class.

DJH offers separate custom printed to size transfers to complete this kit....

Decal NER-1: NER Green Waterslide lining kit (No joining required) £37.25 contact us 01207 500050.

Decal LNER-2: LNER Red waterslide lining kit (No joining required) £37.25 contact us sales@djhgroup.co.uk.

**Recommended Motor/Gearbox Slaters GB30R**



## K347: LNER/BR CLASS A8 4-6-2T

All forty-five of the 'Raven' NER Class D were rebuilt by 'Nigel Gresley' as 4-6-2 tanks and given the A8 classification between 1931 and 1936. This greatly improved adhesion and created a very well thought of versatile and powerful engine. The rebuilt engines could easily work the heavy suburban traffic and long-distance coastal trains to which they were allocated. Allocation was split between the North East, Newcastle and Tee-side area and the Yorkshire coast, Whitby, Scarborough, Hull and Leeds. This kit covers the same diagram 63/63A boiler carried by the earlier LNER H1.

The Kit features a 50/50 etched and cast white-metal construction of the more traditional DJH design. With One-piece cast boiler/firebox. Fine detailed lost-wax brass castings and etched chassis frames and Nickel silver valve gear. Provides a beautifully detailed and scale replica model of the class.

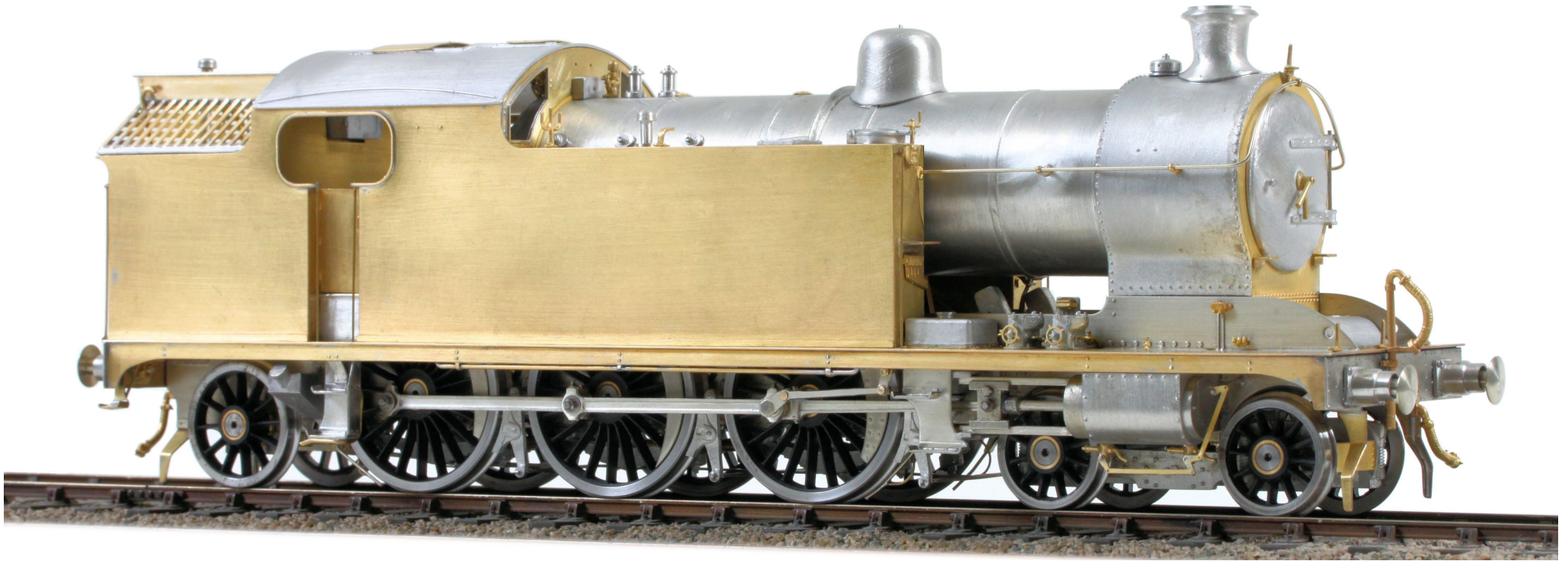
DJH offers separate custom printed to size transfers to complete this kit....

Decal LNER-2: LNER Red Waterslide lining kit (No joining required) £37.25 contact us 01207 500050.

Decal BR-2: BR Mixed Traffic waterslide lining kit (No joining required) £37.25 contact us [sales@djhgroup.co.uk](mailto:sales@djhgroup.co.uk).

**Recommended Motor/Gearbox Slaters GB30R**





## K348: LNER/BR CLASS A8 4-6-2T

All forty-five of the 'Raven' NER Class D were rebuilt by 'Nigel Gresley' as 4-6-2 tanks and given the A8 classification between 1931 and 1936. This greatly improved adhesion and created a very well thought of versatile and powerful engine. The rebuilt engines could easily work the heavy suburban traffic and long-distance coastal trains to which they were allocated. Allocation was split between the North East, Newcastle and Tee-side area and the Yorkshire coast, Whitby, Scarborough, Hull and Leeds. This kit covers the later diagram 63B/63C boiler fitted between 1936 and withdrawal from service in 1960, all 45 of the A8 eventually carried this boiler.

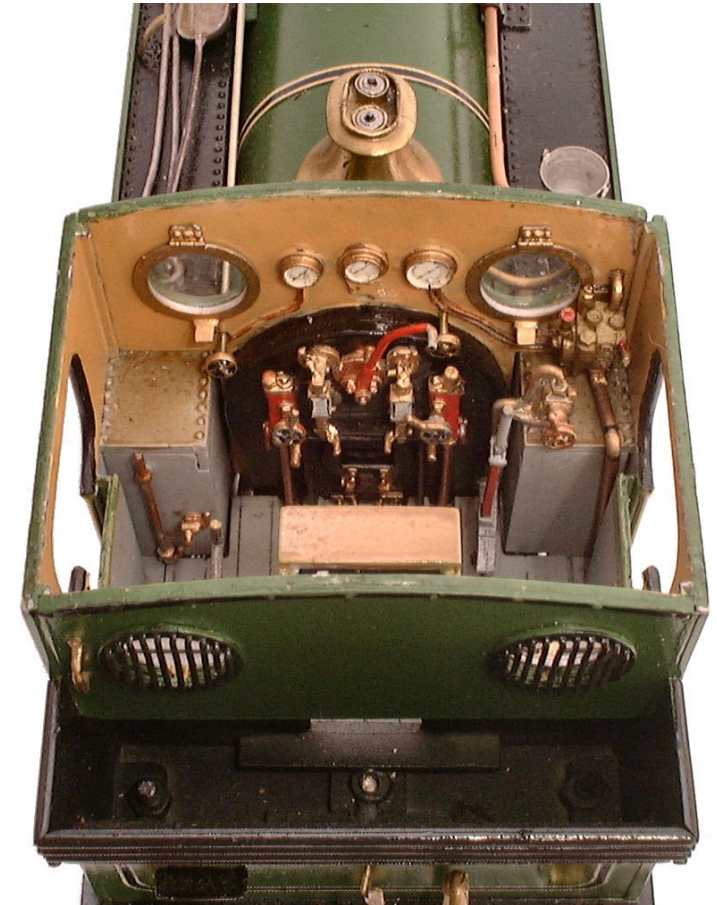
The Kit features a 50/50 etched and cast white-metal construction of the more traditional DJH design. With One-piece cast boiler/firebox. Fine detailed lost-wax brass castings and etched chassis frames and Nickel silver valve gear. Provides a beautifully detailed and scale replica model of the class.

DJH offers separate custom printed to size transfers to complete this kit....

Decal LNER-2: LNER Red Waterslide lining kit (No joining required) £37.25 contact us 01207 500050.

Decal BR-2: BR Mixed Traffic waterslide lining kit (No joining required) £37.25 contact us [sales@djhgroup.co.uk](mailto:sales@djhgroup.co.uk).

**Recommended Motor/Gearbox Slaters GB30R**



## PMP6: (NER E1) LNER/BR J72 0-6-0T

A 'Wilson Worsdell' design originally built at Darlington Locomotive Works in 1898 (78) then later at Armstrong Whitworth (25) and Doncaster Works (10). A total of 113 engines were built between 1898 and 1951. The J72's was very successful in service and well liked by the engine crews. Most of the class lasted until the end of steam, the last being withdrawn in 1964. The kit represents one of the first 25 engines and has optional parts to build the original short coal bunker and as later modified with the coal rails plated.

The Kit remains close to the original design by renowned model maker Walter Hodgson of Piercy Model Products and is predominantly cast metal construction with One-piece cast boiler/firebox, fine detailed lost-wax brass castings and etched chassis frames and Nickel silver valve gear. The kit provides a beautifully detailed tribute to his work and to the J72 class with all optional parts required throughout the engine's life.

**Recommended Motor/Gearbox Slaters GB40L**



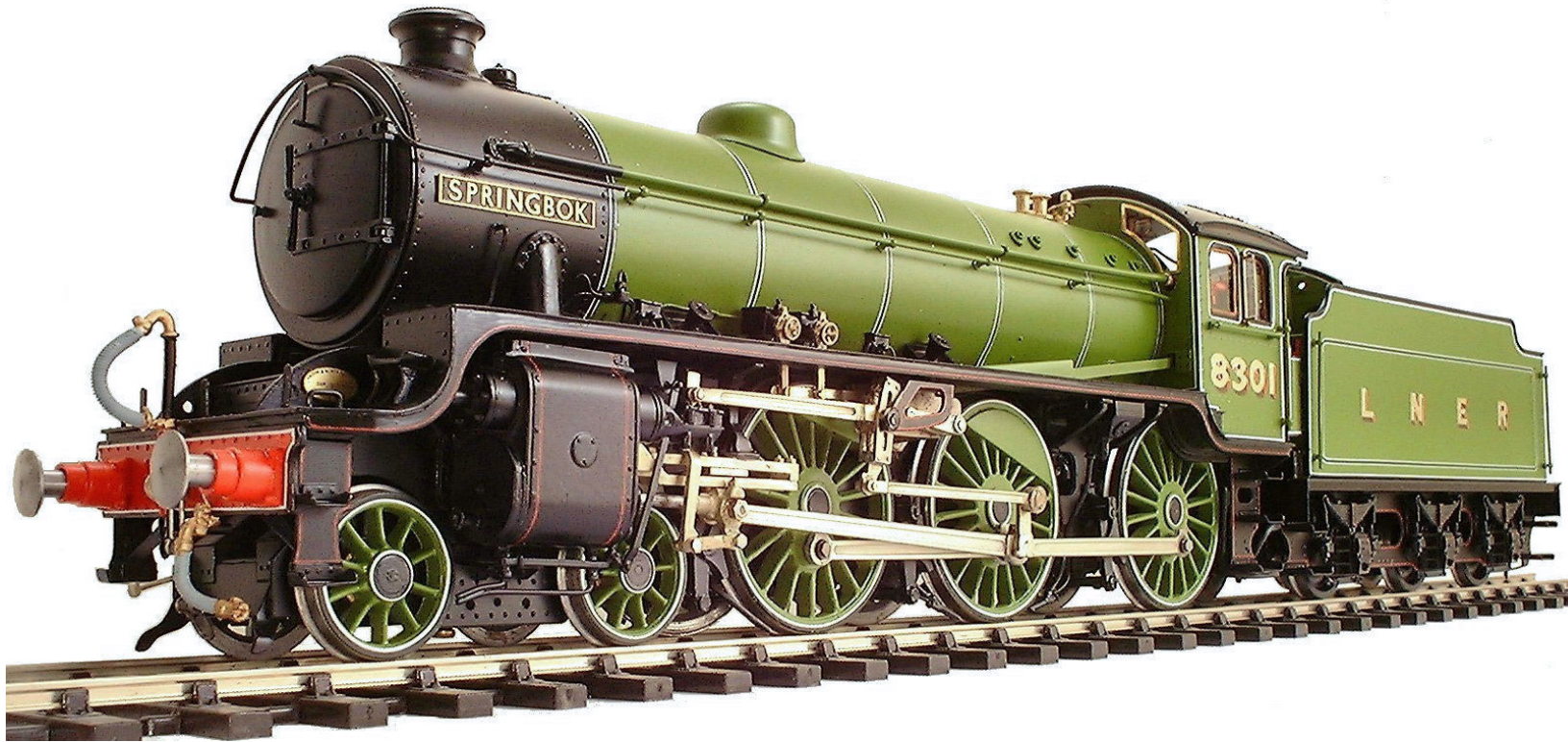


## **PMP7: (NER P2/P3) LNER/BR J26/J27 0-6-0**

In 1904 'Wilson Worsdell' designed and introduced the NER P2 (LNER J26) tender engine to service. In 1906 a modified version NER pE (LNER J27) was introduced with some relatively small changes to the boiler and cylinders. In total 50 x J26 and 115 x J27 were built and used extensively on main line freight trains and long-distance mineral trains. The class won a hard-earned reputation for their pulling power and lasted until the very end of steam.

This kit is currently being considered for re-engineering and re-introduction as both a kit and ready to run utilising all of the exceptional details of a Piercy kit. If you are interested in potentially ordering a kit please telephone or email us your name and address and we will add you to our pre-order book and notify you when a batch of kits is being made. We will at that time provide a firm delivery date and invite you to confirm your order.

**Recommended Motor/Gearbox Slaters GB30R**



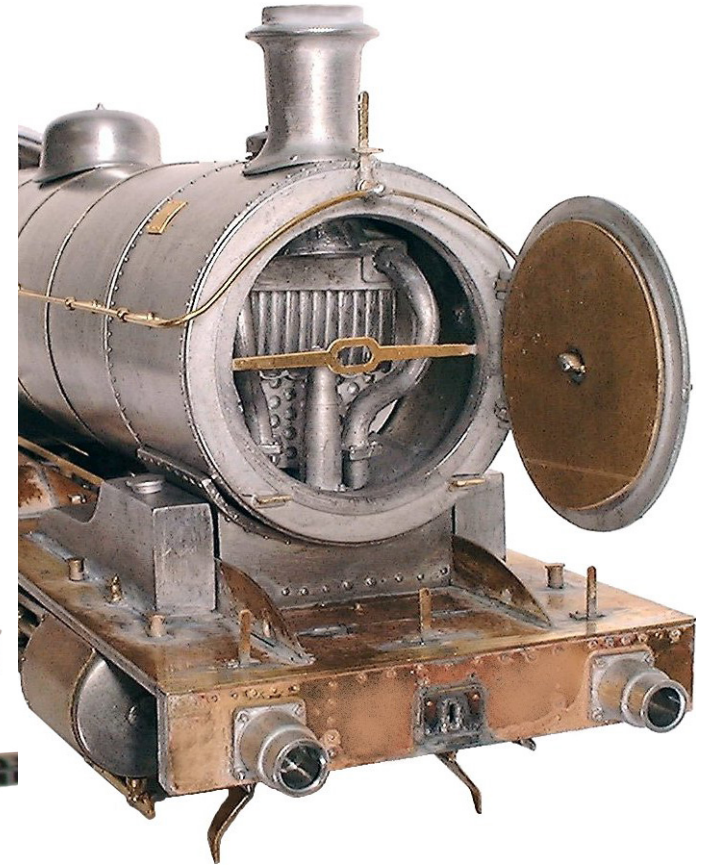
## PMP8: LNER/BR 'THOMPSON' B1 4-6-0

The B1 was a two-cylinder mixed-traffic locomotive designed by 'Edward Thompson' and first introduced in 1942. A grand total of 410 members of this class was built before the construction programme came to an end in 1952. This superb kit allows the builder to incorporate many of the detail differences between batches of B1s built by Darlington (60) and Gorton Works (10), North British (290) and Vulcan Foundry (50). Only 59 of the class were named originally after species of antelope and later engines were named after members of the LNER board of Directors. This led to the amusing fact that the B1 Class contained the shortest name ever given to a British Locomotive 'Gnu', and the longest 'Sir Alexander Erskine-Hill'! The last of the class was withdrawn from service in 1967.

Newly retooled by DJH, the DJH version of this ex Piercy kit now features a superb one-piece cast footplate and boiler/smokebox/firebox assembly. All the outstanding features of Walter Hodgson's original design are retained, such as the optional fully functioning screw reverse gear, opening smoke box door, working valve guides and lubricators. Thanks to its unprecedented attention to detail, this kit builds up into a true museum-quality model.

**Recommended Motor/Gearbox Slaters GB30R**





## PMP9: (NER T2) LNER/BR Q6 0-8-0

Designed by 'Vincent Raven' for heavy freight, 120 engines were built by Darlington Works (70) and Armstrong Whitworth (50) between 1913 and 1921. The Q6 were an everyday feature of steam in the North East of England dominating heavy freight traffic for over 50 years a result of their immense pulling power and reliability. The last of the class was withdrawn from service in 1967.

A long planned but never finished Piercy kit project that was completed by DJH. The DJH kit covers the first 30 locomotives built in 1913 with the LNER 3940-gallon tender. The kit features a superb one-piece cast footplate and boiler/smokebox/firebox assembly. A super detail kit with fully detailed back head, and all the major variants of the class life are covered with a variety of optional brass and white-metal cast detailing parts. Etched Nickel silver coupling and connecting rods, brass etched frames do full justice to this Tyneside stalwart.

**Recommended Motor/Gearbox Slaters GB30R**

## **PMP10A: LNER/BR 'GRESLEY' A4 4-6-2 (1935–STREAMLINED CORRIDOR TENDER)**

## **PMP10B: LNER/BR 'GRESLEY' A4 4-6-2 (1936–STREAMLINED NON-CORRIDOR TENDER)**

Designed by 'Nigel Gresley' for the London and North Eastern Railway in 1935. The shape and design of the class remains a British icon today. The Class totalled 35 engines built to haul express passenger trains on the East Coast Main Line from London Kings Cross via York to Newcastle and later via Newcastle to Edinburgh, Scotland. One of the Class 4468 'Mallard' holds the world record for the fastest steam locomotive at 126.4 mph (203.4 km/h). They remained in service until the early 1960's when they were replaced by 'Deltic' diesel locomotives (DJH kit K316) the last of the class was withdrawn from service in 1966 and six engines remain preserved.

The DJH flagship, this is our most detailed and realistic kit to date featuring detail parts tooled by Master Model builder Tony Reynolds. Tony is widely regarded as the best Model Maker of his generation and by combining his ability with our own in-house expertise we have produced a truly outstanding kit worthy of this iconic prototype.

Kit PMP10A: Contains the 1935 Streamlined Corridor Tender and covers Locomotives 2509-2512 and 4491-4497. All major variants and alternative fittings are included.

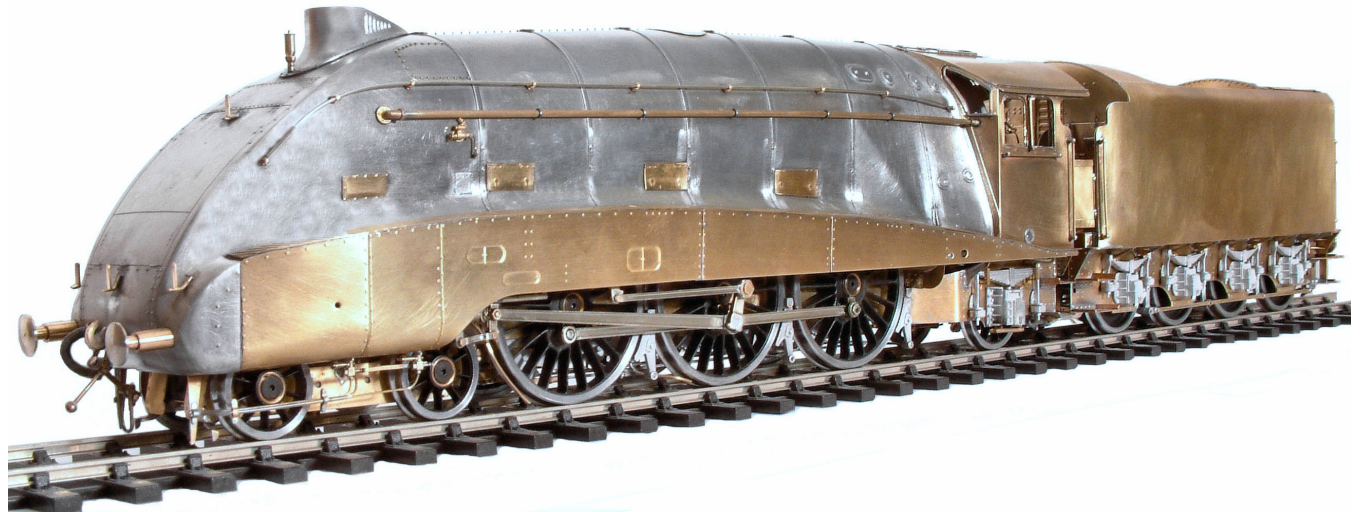
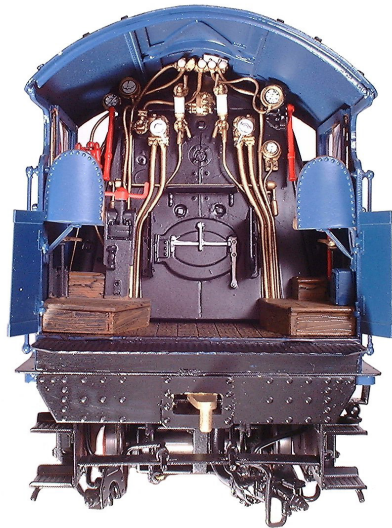
Kit PMP10B: Contains the 1936 Streamlined Non-Corridor tender and covers locomotives 4462-4469, 4499-4500, 4900-4903. All major variants and alternative fittings are included.

A comprehensive history and bibliography are included in the assembly instruction booklet, which also comprise isometric assembly drawings and supporting digital photos of a model being constructed step-by-step.

The kit features over 20 sprues of lost-wax cast detail and the very finest 4-level etching for tenders and cab. The cab is etched and has sliding side windows and an etched valance plate gives a really sharp edge to the cast footplate. Other etched parts include tender chassis and locomotive chassis and optional side skirts. All etched parts have been upgraded to nickel silver for even crisper detail. The body is a 'state-of-the-art' one-piece pewter casting. The boiler back-head and fittings are faithfully reproduced and beautifully detailed cast parts include brake shoes, axle boxes and more. Further realism is achieved with CNC turned, prototypical profile and 'double action' functioning sprung buffers and nickel-silver cast crossheads, pistons, slide bars, return cranks, expansion links and front and rear valve crossheads. Anti-vacuum valves and drain cocks are rendered in cast brass and brake, steam heating and water hoses are flexible. The tender has sprung centre wheels, well tank and water scoop and the Streamlined Corridor Tender can be built either fully flared or semi flared as they ran in later life. Optional parts are included for roller bearings. Stainless steel strips letters and numbers are included to cover locomotives 4491-2 for PMP10A and 4469 and 4499-4500 for PMP10B.

**Recommended Motor/Gearbox Slaters GB30R**









## **PMP11: GWR 2900 'SAINT' CLASS 4-6-0 (3500 GALLON RIVETTED TENDER)**

Designed by 'George. J. Churchwood' the 2900 Class or 'Saint' Class was built by the Great Western Railway at Swindon Locomotive Works between 1902 and 1913. The kit specifically covers Nos.2911 - 2930, built in 1907, comprising, Lot no.170, and were named after 'Saints' and fitted with superheated top feeds, No.1 long tapered boilers, and Lot No. 185,189 and 192, Nos. 2931-2955 built between 1911 -1913, known as the 'Court' series, being named after famous mansions. engines. The last of the class was withdrawn from service in 1953 and sadly, none of the class were preserved, but a project, which began in the `1970's to finance and build a modern 'Saint' was finally completed after much effort in 2019 and No. 2999 'Lady of Legend' is now based at Didcot Railway Centre, Oxfordshire.

A really super-detailed kit using the finest of materials. Four level etched cab and tender shell, Cast one-piece firebox-boiler-smokebox. Working 'Valve linkage', superbly detailed and accurate cab back head fittings, flexible brake hoses, sprung buffers, brass safety valve bonnet and alternative parts to cover all major variants of the class. Full illustrated assembly instructions and step by step assembly manual.

**Recommended Motor/Gearbox Slaters GB30R**





## **PMP12: LNER/BR B17/4 'FOOTBALLERS' 4-6-0 (LNER 4200G GROUP STANDARD TENDER)**

Designed by 'Nigel Gresley' for the London North Eastern Railway. The kit covers the last 25 engines designated Class B17/4, built by Darlington Locomotive Works (14) in 1936, and Robert Stephenson & Co (11) in 1937. The engines were more commonly referred to as 'Footballers', they were named after football teams. Designed for hauling passenger services on the Great Eastern main line. The last of the class was withdrawn from service in September 1960.

Another super-detailed ex-Piercy Model Products kit made using the finest of materials. Four level etched cab, etched Nickel silver valve gear. Cast one-piece firebox/boiler/smokebox, one-piece footplate casting. Opening smokebox door with interior detail, superbly detailed and accurate cab back head fittings, sprung buffers, and a huge selection of detailed castings in brass, nickel silver and white metal. Full illustrated assembly instructions and step by step assembly manual.

**Recommended Motor/Gearbox Slaters GB30R**



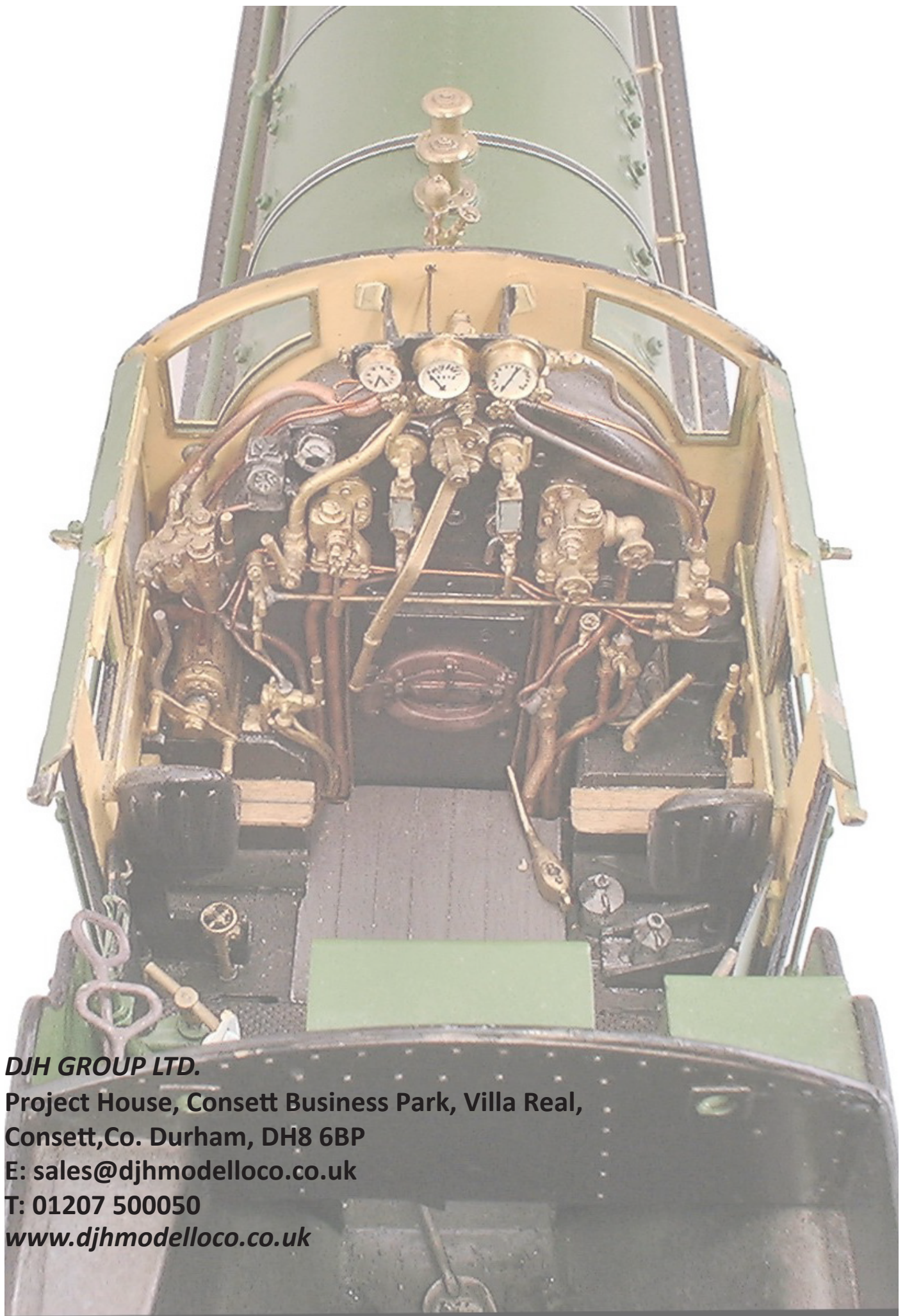
## PMP13: LNER/BR V1/V3 2-6-2T

A three-cylinder large tank engine designed by 'Sir Nigel Gresley' for the London North Eastern Railway, for short and medium distance suburban passenger trains. A total of 82 V1 engines were built at Doncaster Works from 1930 with 71 being rebuilt into the higher pressure V3's and additional 10 engines being built as V3 from new. The class was allocated to depots in the Scottish, North Eastern and Eastern regions of BR. The last of the class was withdrawn from service by late 1964 and none survived in preservation.

Another super-detailed kit using the finest of materials. Four level etched integral cab, tank sides & coal bunker, etched Nickel silver valve gear. Cast one-piece firebox/boiler/smokebox, one-piece footplate casting. Opening smokebox door with interior detail, superbly detailed and accurate cab back head fittings, sprung buffers, and a huge selection of detailed castings in brass, nickel silver and white metal. Full illustrated assembly instructions and step by step assembly manual.

**Recommended Motor/Gearbox Slaters GB30R**





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