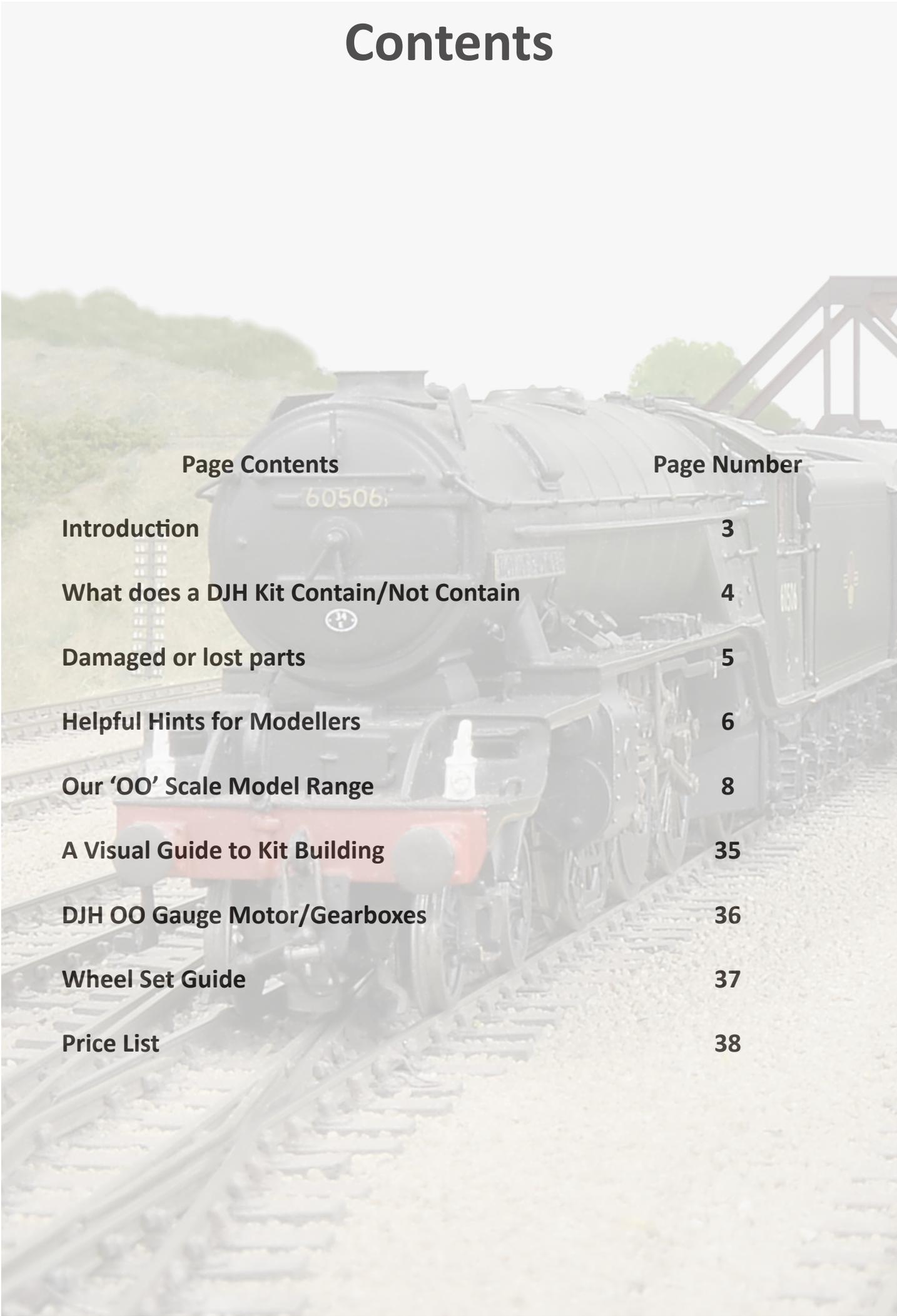


'OO' SCALE LOCOMOTIVE KITS BROCHURE 2020



DJH 
MADE IN UK
MODEL LOCO

Contents



Page Contents	Page Number
Introduction	3
What does a DJH Kit Contain/Not Contain	4
Damaged or lost parts	5
Helpful Hints for Modellers	6
Our 'OO' Scale Model Range	8
A Visual Guide to Kit Building	35
DJH OO Gauge Motor/Gearboxes	36
Wheel Set Guide	37
Price List	38



Introduction

DJH have been designing and manufacturing metal self-assembly Locomotive kits since 1974.

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 factory in rural County Durham.

This incorporates (CAD) Computer aided Design, traditional toolmaking and modern 3D design & print in our latest projects, giving us total control of quality and reliability.



WHAT DOES A DJH OO SCALE KIT CONTAIN?

A DJH Kit includes all Body, Chassis & Tender* (*where applicable) components you need to build a typical 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 be 60% cast metal components often with the DJH signature one-piece Boiler/Smokebox/Firebox, one-piece footplate and the remaining 40% comprises etched fold-up cab sides and tender sides, complete with etched rivet details (DJH specialise 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.

All required turned parts, frame spacers, handrail knobs, handrail wire and fixings, and finally a written assembly guide, hints & tips on construction and exploded parts assembly diagrams are included.

WHAT DOES A DJH OO SCALE KIT NOT CONTAIN?

DJH kits do not include Wheels as there are a variety of wheel manufacturers in the UK offering different types and styles. DJH does supply its own 'Wheel sets', complete packs that contain all you need, suited to each kit. Wheelsets cannot be ordered on-line as they are not always in stock (You can imagine the huge combination of diameters and spokes required to cover our entire range) but we do carry most items and can supply usually within 14-21 days of order. We recommend you place your order by email to sales@djhmodeloco.co.uk or, if you prefer, by telephone to 01207 500050. A matrix detailing which wheels size we recommend for each kit can be found in the index of this brochure or can be emailed or posted to you on request.

DJH kits do not include Motor/Gearboxes within the kit.

The recommended DJH motor/gearbox combination is listed against each kit code in this brochure and on our website and these items can be ordered on-line when ordering your kit at www.djhmodeloco.co.uk

or directly with our sales office, details as above. The latest DJH 12v Motors have a very small footprint, yet have excellent power and torque, enabling them to fit into even the smallest model cavity and the gearbox fits comfortably between the frames of your kit. Most DJH kits were designed before the more recent introduction of combined Motor/Gearboxes, so the kit instruction will often still refer to older style open frame motors and direct work and gear drives, but the unique design of the much more efficient Motor/Gearbox combinations allows them to be retro-fitted with ease.

DJH do not include glue, solder, paint or transfers, as selections depends on which livery or era you choose to model, but most instructions provide guidance on where to buy these items within the UK.



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 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.



HELPFUL HINTS FOR INEXPERIENCED MODELLERS

BY TONY WRIGHT - FORMER ASSISTANT EDITOR, BRITISH RAILWAY MODELLING AND LIFE-LONG MODELLER

DJH kits are among the best on the market with regard to accuracy of components and ease of construction. By choosing a suitable kit from their range with regard to your own experience, no great problems should be encountered with its construction if a few simple rules are followed. First check all components against the list provided in the instructions. It is wise to leave any smaller castings and pieces in the polythene wrapping until they are required. In the event of any bits being missing or damaged, complete and return the parts form in the kit, stating parts and numbers.

Tools

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.

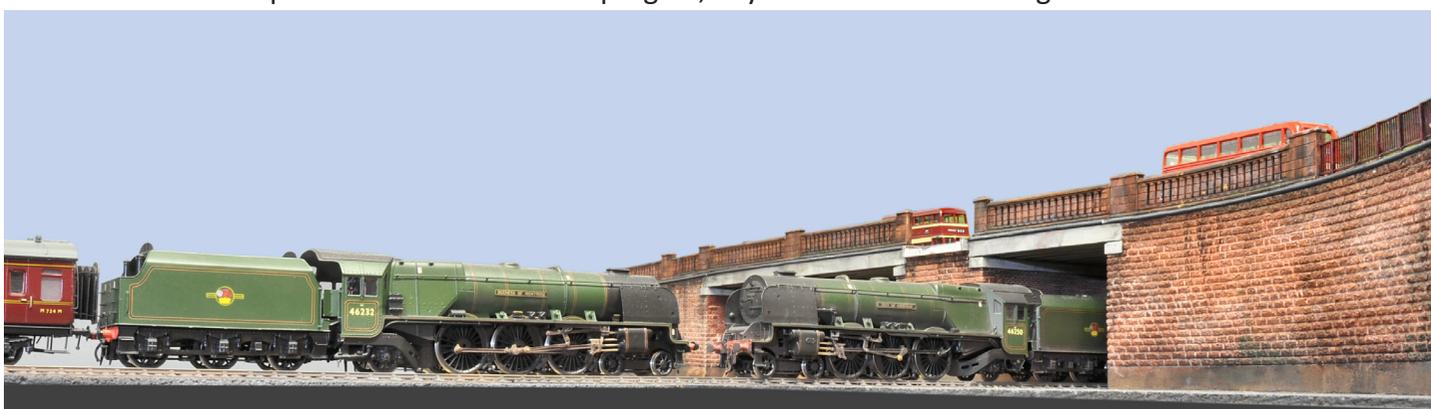
Before beginning, identify the actual prototype you plan to model. To this end, collect a number of good photographs and, if possible, an accurate scale drawing. Railway pictorial volumes usually can supply a selection of different prototype pictures. Remember, throughout a models life there were often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

It is always wiser to make the chassis before the body and for actually fixing the kits together there are two possibilities – glue or solder, the latter usually favoured by the more experienced for it is by far the better way.

Before each method is contemplated, mating components must be cleaned of any flash (odd bits left on castings after removal from the moulds) by using files and fibreglass brush. By employing a 'dry run', the true fitting of parts can be checked, it being occasionally necessary to file an edge to fit a slot etc.

The best glue for general construction is 5 minute epoxy – several manufacturers produce this twin tube system. Any parts must be held together whilst being fixed but the bond is durable and strong when cured.

Smaller parts can be fixed with superglue, any excess adhesive being cleaned off later.



As mentioned, soldering is the better option, though both methods can be used happily together. Any holes must be cleared with the appropriate bit, broach or reamer – the diameters are given in the instructions.

For fixing parts to the chassis 145-degree melting point solder is best, using phosphoric acid flux and a minimum 25-watt iron. It is wise to paint the assembled mainframes before fitting the axles and wheels.

Check constantly for free running as you proceed with the chassis. Any tight spots are best eradicated at source before moving onto the next stage, particularly when erecting any valve gear. Etched body and tender components may be soldered together in the same manner as the chassis. Where a cast metal component is to be soldered to an etched one, the latter part must be tinned first – that is a thin layer of 145-degree solder applied to the etching. Cast parts can then be soldered using 70-degree low melt solder, phosphoric acid flux and, for preference, a temperature controlled iron. Many die-hards solder white metal with a full mains iron but this can easily lead to a melted, destroyed casting. By employing a temperature controlled iron, the bit never reaches a temperature high enough to melt the parent metal, though the wattage (its power of recovery) remains the same. For those afraid or unhappy about the notion of soldering, practise on any spare scraps of white metal or spare parts not required provided in the kit. Competence will soon be attained. Any tiny details can be secured with adhesives if preferred, particularly if they are not load bearing.

When your model is completed and tested, attention must be turned to painting. This is a subject big enough to take a whole book, not just a short piece such as this. Basically, the model should be thoroughly cleaned – warm water, an old toothbrush and household Ajax are most suitable, everything being washed completely afterwards.

After being allowed to dry, ordinary car acrylic grey or red primer, sprayed straight from the can, can give a satisfactory base. Work in a warm, dust-free atmosphere and wear a mask. Top coats can be applied by car spray, air brush or sable. Some car colours are quite close to railway colours, though they are usually too glossy. A good airbrush will result in an excellent finish using the proprietary paints available. Hand painting with a decent sable is useful, particularly where secondary and tertiary colours are involved. The use of Maskol or low tack masking tape makes painting up to adjacent colours easier.

Experts can line and letter by hand. For ordinary mortals, transfers, available through the model railway trade are most useful. Most railways and regions are represented from a range of different manufacturers.

This little guide is far too small to offer anything but the most rudimentary advice. We recommend acquiring a range of suitable modelling books – most techniques and processes are described from one publisher or another. The model press too is a source of handy information – often an article describes the construction of exactly the kit you had in mind. Joining a model railway club can be beneficial too, there usually being someone there who can give practical first hand advice.

Tony Wright

You might also like Tony's 'Right Track' Parts 1,2, and 3 kit-building DVDs by BRM and Activity Media



K38: BR/WD Austerity 2-8-0

For three decades these engines were the unsung workhorses of British Railways, working freight trains all over the country. They were introduced in 1943 in response to a need for a simple, rugged heavy hauler that could be used to help the war effort. After the war they were sold off cheaply and a total of 733 ultimately came into BR hands. This kit is equally straightforward and includes a one-piece white metal boiler, cast footplate, etched cab and tender body. The chassis is as robust as the prototypes and features etched nickel silver valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1



K39: BR/WD Austerity 2-10-0

A ten-coupled version of the long-lived War Department 2-8-0, these engines spread all over Europe during and after World War II. Just 25 passed into British Railways service, working almost exclusively in Scotland, although there were others at military bases in various parts of the country. Like the 2-8-0 this kit includes a one-piece white metal boiler, cast footplate, etched cab and tender body. The screw-together chassis features etched nickel silver valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1

K50: BR Standard Class 8 'Duke of Gloucester' (BR1J tender) 4-6-2

Completed at Crewe works in 1954, this was the last express passenger locomotive to be built in this country and was destined to remain a one-off. The model features the unique high-capacity BR1J tender acquired in 1957. The Locomotive was withdrawn in 1962 and is now preserved. The kit features a cast white metal one-piece boiler/firebox/smokebox. One-piece footplate, etched cab, smoke deflectors and tender sides, nickel-silver valve gear and screw-together chassis.

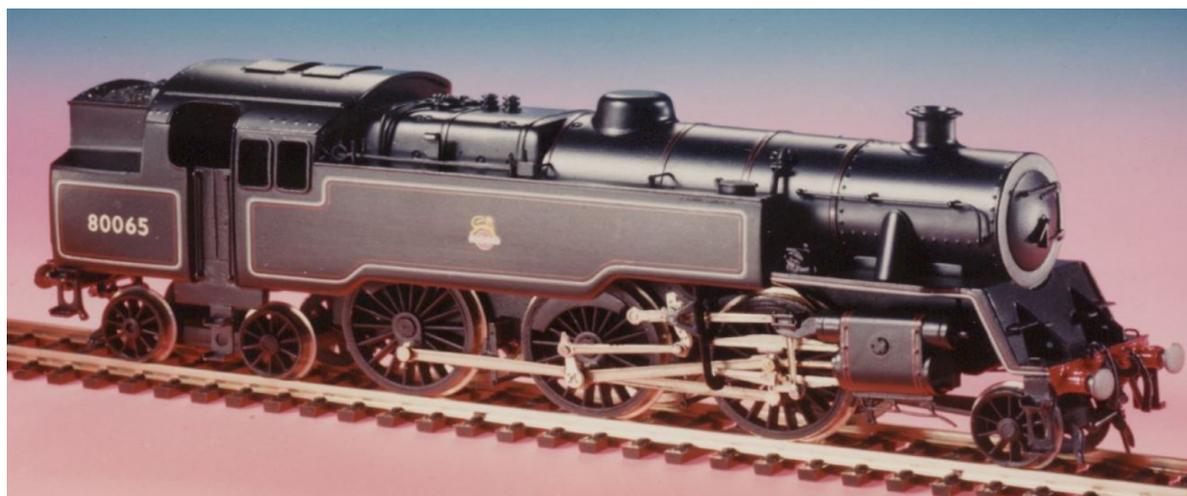
BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



K59: BR Standard Class 4 80xxx 2-6-4t

Designed by R A Riddles and built between 1951-57 for mixed traffic duty. These handsome engines could be found all over Britain, on smartly timed suburban services around London and Glasgow as well as on short branch-line trains where their considerable hauling powers were hardly taxed. The last of the class was withdrawn in 1967, a number of preserved and 'steaming' examples exist today. The kit features white metal castings for the boiler and distinctively curved tanks and bunker, with etched chassis and valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1





K60: BR Standard Class 4 2-6-0 76xxx (BR2/2A Tender)

A class totalling 115 locomotives, built between 1951 and 1957 at both Doncaster and Horwich Works. These versatile engines were used on both freight and passenger turns, with the largest allocations being to the Scottish and Southern regions. The locomotives ended active service between 1964 and 1967. Two preserved locomotives currently exist. The kit comes with the low-sided BR2 tender fitted to Nos 76000-52/70-114 and features a cast one-piece boiler/firebox/smokebox. One-piece footplate, etched cab, nickel-silver valve gear and screw-together chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1



K61: BR Standard Class 3 2-6-0 77xxx (BR2/2A Tender)

Some 20 examples of this extremely versatile locomotive were produced in 1954 at Swindon Works ending active BR service between 1965 and 1967. Kit features are a one-piece white metal Boiler/Smokebox/Firebox. Etched cab, Tender sides, Brass screw together Chassis and nickel silver valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1

K63: BR Standard Class 3 82xxx 2-6-2t

The class, numbering 45 locomotives in total, was built at Swindon Works between 1952 - 1955 from a design by R A Riddles, the last of the class was withdrawn in 1967. Kit features etched tank sides, cab, valve-gear and chassis. One-piece cast boiler/smokebox/firebox.

BUILD DIFFICULTY: Harder / Recommended Motor/Gearbox: DJH AM9 44:1



K70: BR 'Duchess' Class 4-6-2

The 'Duchesses' were Sir William Stanier's last and greatest express passenger engines, handling the top West Coast expresses for almost 30 years. Nos 46220-9/35-48 were originally given streamlined casings but these were later removed. This kit primarily depicts 46229 'Duchess of Hamilton' as running today in preserved form but any of the other de-streamlined locomotives may also be modelled in late LMS/BR condition. This kit features cast one-piece boiler/firebox/smokebox with etched cab, smoke deflectors, tender body, coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1





K84: BR Rebuilt 'Merchant Navy' Class 4-6-2

Designed by O. V. S. Bulleid, these were the largest engines ever built by the Southern Railway. Surviving in service until 1967, they were the last true express passenger locomotives to work in this country. Originally fitted with distinctive 'air-smoothed' casing, the whole class was rebuilt into this more conventional form, in BR days. The kit covers locomotive Nos. 35001-35030 in their latter-day guise and features a one-piece boiler/firebox, cast footplate, etched cab and smoke deflectors, tender, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



K85: BR Rebuilt 'West Country' Class 4-6-2

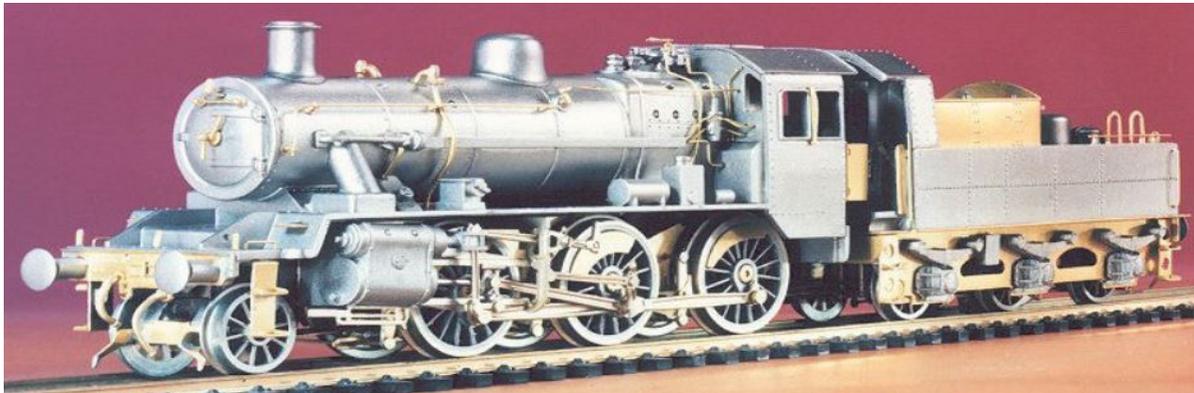
A lighter (and two feet shorter) version of the Merchant Navy class, a total of 60 of Bulleid's West Country and Battle of Britain class engines were rebuilt without their original streamlined casing between 1957 and 1961. They worked main-line expresses to Bournemouth and Weymouth right until the end of Southern steam in 1967. The kit depicts these engines in their rebuilt form with outside valve gear and features a one-piece boiler/firebox, cast footplate, etched cab and smoke deflectors, tender, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1

K92: BR Standard Class 2 78xxx 2-6-0 (BR2/2A tender)

These little moguls were the smallest of the BR Standard designs and could be found in many parts of the country, especially in country districts of Wales, Scotland and the north of England. With its one-piece white metal boiler and firebox, the kit is designed for easy assembly and the complex shape of the footplate is formed from a single casting. The cab is folded up from etched brass while the coupling/connecting rods, valve, motion and slide bars are nickel silver. The tender is a combination of white metal casting and etched parts.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1



K95: BR Standard Class 9F 'Crosti' Boiler 2-10-0 (BR1B tender)

These strange-looking engines were an experimental development of the BR Standard 9F. The ten members of the class were originally built with two boilers but the smaller one between the frames - used to preheat the feed water, was later removed. The kit, to our usual specification, includes a wide selection of alternative parts to enable either version of the Crosti 9F to be built and also features factory pre-assembled nickel silver valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1

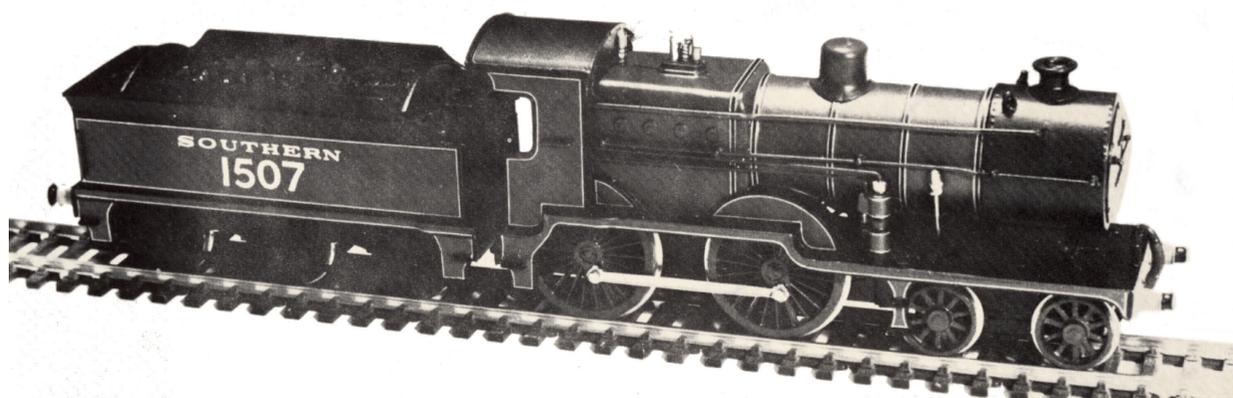




K103: BR 'Thompson' Class A2/2 4-6-2

A 'Thompson' rebuild of the 'Gresley' P2 2-8-2's. The first rebuild took place in 1943 and after tests a further five locomotives were built. Working in Scotland unit 1949 when three locomotives were transferred to York and three to New England shed, the class was withdrawn in the early 60's. Kit features: One-piece, cast boiler/smokebox, footplate and etched brass fold-up cab and tender sides. Also features factory pre-assembled valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



K7: SE&CR/SR/BR D1/E1 4-4-0

Locomotive and tender kit with components predominantly in cast white metal with brass-framed screw together chassis and nickel silver coupling rods.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1

K27: SR/BR S15 4-6-0 (Maunsell 5000g tender)

Designed by Richard Maunsell as a development of Urie's earlier locomotives and first introduced into service in 1927, these useful engines worked freight and parcels turns but could often be found on intermediate passenger duties. They were mostly on former LSWR lines but some were on the Brighton section. The kit features a cast one-piece boiler, straight Maunsell-pattern footplate and a cast tender, plus nickel silver etched valve gear and screw together chassis.

BUILD DIFFICULTY: Harder / Recommended Motor/Gearbox: DJH AM9 44:1

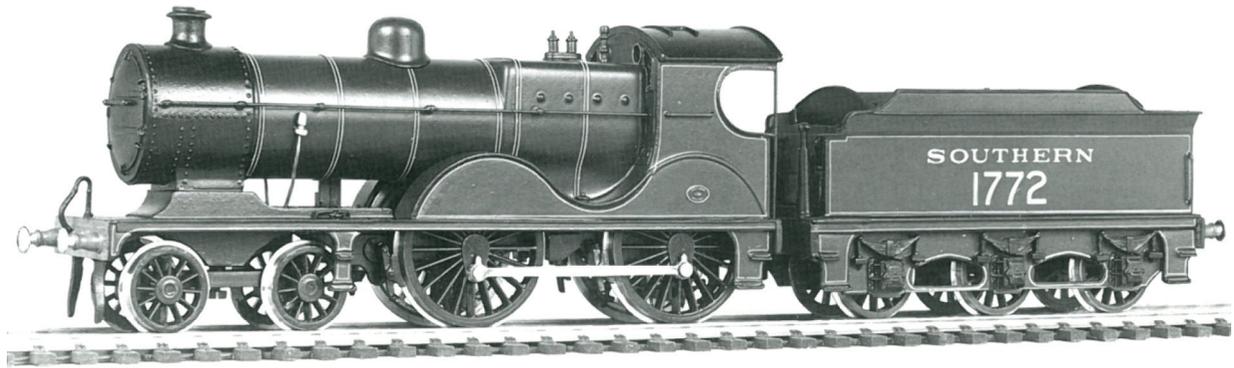


K43: LBSCR/SR/BR Class C2X 0-6-0

Rebuilt by Locomotive Superintendent D Earle Marsh from R J Billinton's earlier class C2, the C2's were a familiar sight on freight and other light duties on the Brighton line, the last being withdrawn in 1962. The kit features a cast one-piece boiler/firebox, cast tender and etched screw together chassis and nickel silver coupling rods.

BUILD DIFFICULTY: Easy / Recommended Motor/Gearbox: DJH AM10 50:1





K44: SR/BR L Class 4-4-0

Just 22 of these engines were introduced into service in 1914, the final ten having been built by the German firm of Borsig. They survived until 1960 on secondary passenger duties in the south-east of England. They were the last of many fine passenger locomotives designed by Harry Wainwright of the SECR. and were unusually long-serving, not being finally withdrawn until 1960. The kit features a cast one-piece boiler/firebox, cast tender and etched screw together chassis and nickel silver coupling rods.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM9 44:1



K53: LBSCR/SR/BR C2 0-6-0

LBSCR/SR/BR C2 0-6-0 The C2 originally entered service in 1893 and the kit includes sufficient optional parts to faithfully reproduce any of its variants until final withdrawal from service in 1950. Kit features a cast one-piece boiler and one-piece footplate, cast tender and etched chassis and valve gear.

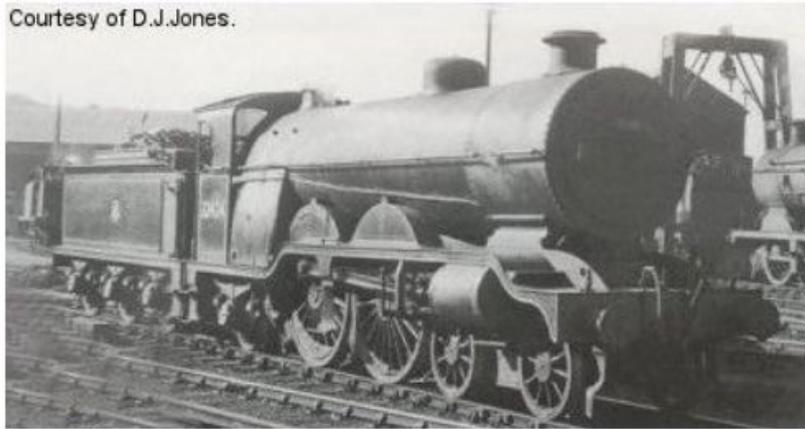
BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1

K97: LBSCR/SR/BR No.421-426 H2 Class 4-4-2

These fast, powerful engines were designed by Douglas Earle Marsh and built in 1911-12 to work the LBSCR's most prestigious trains, such as the celebrated Brighton-London stockbrokers' expresses. There were just five engines in the class but the final survivor was not withdrawn until 1958 – the last 4-4-2 'Atlantic' to work in Britain. The kit features a cast one-piece boiler/ firebox, cast tender and etched coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1

Courtesy of D.J.Jones.



K105: LBSCR/SR/BR No.37-41 H1 Class 4-4-2

This was the original, smaller-boiler version of the celebrated Brighton 'Atlantics', five of which were built in 1905-6. Three survived until early BR days. The kit features a cast one-piece boiler/ firebox, cast tender and etched coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1





K31: GWR/BR 1366 Class 0-6-0PT

Built in 1934, GWR Nos 1366-71 were primarily designed as dock shunters. They operated on the quayside branch at Weymouth (where they regularly hauled boat trains through the streets to the harbour) although one or two could usually be found shunting at Swindon. They were unusual among GWR tank engines in having outside cylinders. The kit features a white metal superstructure, etched coupling rods and chassis.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1



K56: GWR/BR 'Hall' Class 4-6-0 (Collett 4000g Tender)

Designed by C B Collett, 268 locomotives were built between 1928-1950. Hailed as a powerful, modern locomotive equally at home upon passenger or freight trains. The class lasted into BR Western Region the last locomotive being withdrawn in 1965. Examples can be seen preserved today. Kit features: One-piece Cast Boiler/Smokebox/Firebox. Etched Tender sides, Cab, Coupling Rods and chassis frames.

BUILD DIFFICULTY: Harder / Recommended Motor/Gearbox: DJH AM10 50:1

K5: NER/LNER/BR B16 4-6-0

These versatile engines, designed by Vincent Raven and introduced in 1919, worked fast goods and passenger trains on the East Coast Main Line. In later years they were often used on summer excursion trains to the coast. They were rarely seen south of Doncaster but they gave excellent service and the last of the class was not withdrawn until 1961. This is a white metal kit with jig-drilled brass chassis frames.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM9 44:1

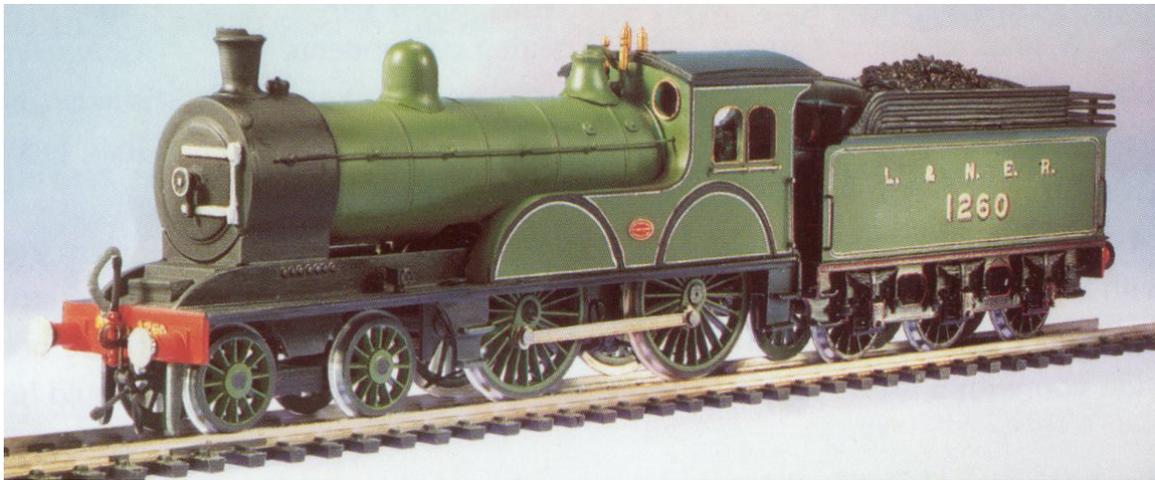


K6: NER/LNER/BR 'Z' Class 4-4-2

Introduced in 1911 for mixed traffic duty, Vincent Raven's Atlantics had the good looks characteristic of Raven's engines and for many years were a familiar sight on the northern section of the East Coast Main Line. Replaced by more modern power, the last of the class was withdrawn in 1948. This is a white metal kit with jig-drilled brass chassis frames.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM9 44:1





K12: NER/LNER/BR D20 4-4-0

The North Eastern Railway built its locomotives to last and the D20s put in almost 60 years of service before the last member of the class was withdrawn in 1957. Originally used on main-line expresses, their later years saw them relegated to less exacting duties. This is a white metal kit with jig-drilled brass chassis frames.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM9 44:1



K14: NER/LNER/BR A8 4-6-2t

Built at Darlington between 1931 and 1936. A rebuild of the NER Class D used for suburban passenger work and long-distance coastal trains, the last of the class being withdrawn in 1957. Kit features white metal one-piece boiler & footplate, etched coupling rods/connecting rods, coal hopper and number-plates. Jig drilled brass framed chassis.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1

K17: NER/LNER/BR Q7 0-8-0

The first of the class No. 901 hauled 1,402 tons during dynamometer tests Westbound from Carlisle proving the immense power of the class. 15 engines were built in total by Darlington, all lasting into BR days. An example is preserved today. A pre-dominantly white metal kit with etched coupling rods and jig drilled brass framed chassis.

BUILD DIFFICULTY: Harder / Recommended Motor/Gearbox: DJH AM10 50:1



K26: NER Class D / LNER H1 4-4-4t

Originally designed by Raven, 20 locomotives were built 1913/14 with a further 25 built between 1920~22. All were converted to 4-6-2t Class A8 in LNER Days. The kit features white metal one-piece boiler and footplate, superstructure. Etched coupling rods/connecting rods, coal hopper and number-plates. Jig drilled brass framed chassis.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1





K30: LNER/BR 'Peppercorn' A1 class 4-6-2

The prototype, although LNER-designed, was brought into service after nationalisation and the class eventually totalled 49 locomotives – a fiftieth A1, 'Tornado', was built as a private venture and now operates as a working locomotive. This was the first 'composite' etched brass and white metal kits DJH introduced and it is still a benchmark by which other kits are judged today. It features a white metal one-piece boiler/firebox/smokebox, cast footplate and detail fittings, an etched fold up cab and tender, with etched chassis frames and nickel silver valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



K32: GCR/LNER/BR J9/J10 0-6-0 (4000g tender)

The Great Central built simple, reliable locomotives and they gave many decades of excellent service. This kit of the GCR class 9H freight engine is based on the 1896-7 batch of locomotives built by Beyer-Peacock, some of which lasted until withdrawal in 1961. The kit features a cast white metal one-piece boiler/firebox and an etched brass framed chassis.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1

K33: LNER/BR 'Peppercorn' A2 class 4-6-2

After Sir Nigel Gresley's untimely death the LNER had a succession of CMEs, each of whom tried to improve on his predecessor's work. The A2 was A H Peppercorn's bid to design a big Pacific for express passenger duties. Introduced in 1947, the last of the class was withdrawn from service in 1966 leaving just the celebrated. No. 60532 'Blue Peter' to survive in preservation. The kit features a white metal one-piece boiler/firebox/smokebox, cast footplate and detail fittings, an etched fold up cab and tender, with etched brass chassis frames and nickel silver valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



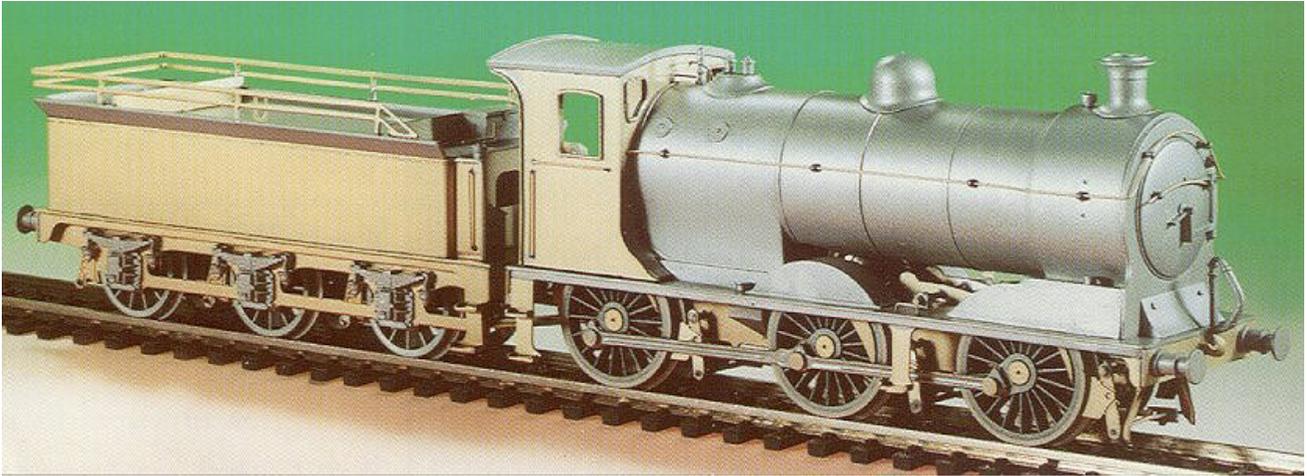
K40: LNER/BR Garrett U1 2-8-0 + 0-8-2

Ordered by the LNER under Gresley in 1924 at a cost of £14,395.00, the U1 was the most powerful steam locomotive in the UK. It was used to assist heavy coal trains up the steep Worsborough bank in Yorkshire, and was later set to work on the 'Lickey' Incline. Final withdrawal came in 1955. This spectacular kit features one-piece boiler/ firebox/smokebox, etched cab, superstructure, chassis frames and four sets of etched nickel silver valve gear.

BUILD DIFFICULTY: Harder / Recommended Motor/Gearbox: DJH AM9 44:1



K40
LNER/BR GARRATT 2-8-0 + 0-8-2
Ordered by the LNER under C. M. E. Gresley in 1924 at a cost of £14,395.00 the locomotive was the most powerful in the UK, working on the Worsborough Incline and later the Lickey incline, until final withdrawal in 1955. (C)



K72: NBR/LNER/BR J35 0-6-0

A total of 76 of these powerful engines were built between 1906 and 1913 and gave many years of excellent service, primarily on coal trains in Fife. The last of the class was withdrawn in 1962. The kit features a one-piece cast boiler and footplate, with an etched tender and chassis.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1



K73: GNR/LNER/BR C1 Large Boiler Atlantic 4-4-2

Ivatt's superb Atlantics bridged the gap between the stylish single-wheelers of the 1870s and the big Gresley Pacific's of the inter-war years. First introduced in 1902, the class eventually totalled 94 engines which in their later superheated form achieved some legendary performances. The kit features a one-piece cast boiler, footplate and cab, with etched tender, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1

K74: NER C2/ LNER C1 'Klondyke' Atlantic 4-4-2

The first British Atlantic tender engine, built in 1898 by Doncaster Works. A total of 22 locomotives were built and No. 990 'Henry Oakley' remains preserved today. The kit incorporates most of the modifications made during the life of the class. Kit features one-piece white-metal boiler, footplate, etched tender, valve gear, chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1



K96: LNER/BR Thompson A2/3 4-6-2

Built in 1946/7, Edward Thompson's version of the A2 class differed in a number of ways from the later Peppercorn engines. No. 500 was the 2000th loco built at Doncaster Works and was named after its designer, while in classic LNER fashion the remaining 14 members of the class carried the names of racehorses. The kit features a white metal one-piece boiler/firebox/smokebox, cast footplate and detail fittings, an etched fold up cab and tender, with etched chassis and factory assembled valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1





K98: GNR/LNER/Br J50 0-6-0t

The J50 was designed by Nigel Gresley for shunting and transfer freight duties. They were allocated all over the LNER system and a total of 102 was eventually built, many of them being rebuilds of earlier class J51 engines. The kit features a cast body with white metal detail parts, plus etched coupling rods and chassis.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM9 44:1



K8: CR/LMS/Br 439 Class 0-4-4t

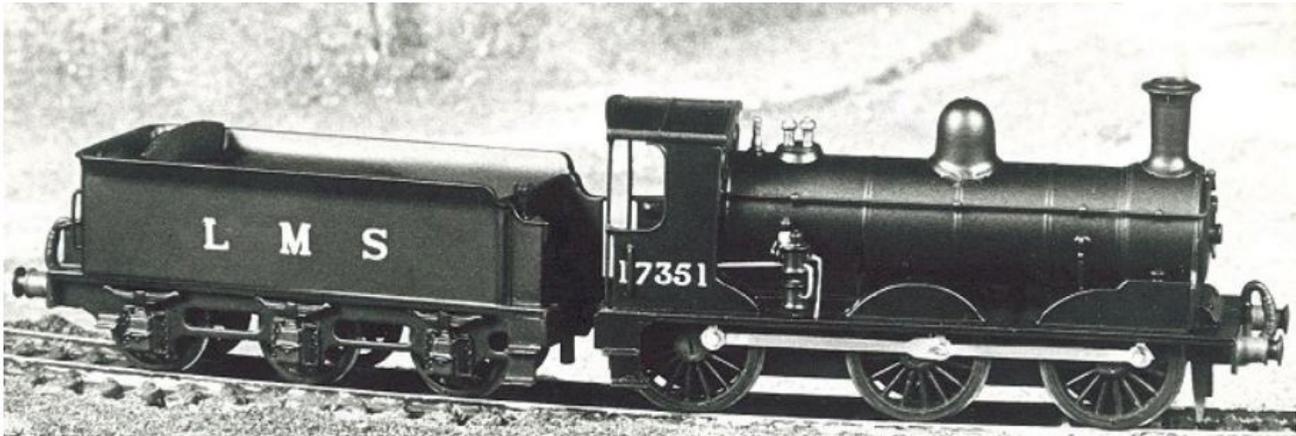
Designed by McIntosh and subsequently modified by Pickersgill. The Caledonian Railway 439 class lasted from 1900 until the early 1960s, when their duties on light passenger, pilot and banking turns were taken over by Fairburn and BR Standard 2-6-4Ts. The kit features a cast superstructure with etched coupling rods and chassis.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1

K11: CR/LMS/BR 'Jumbo' 0-6-0

Kit comes complete with necessary chimneys and domes to cover all CR, LMS or BR versions of this well-loved class through the majority of the working life. The kit predominantly cast components and etched chassis frames and coupling rods.

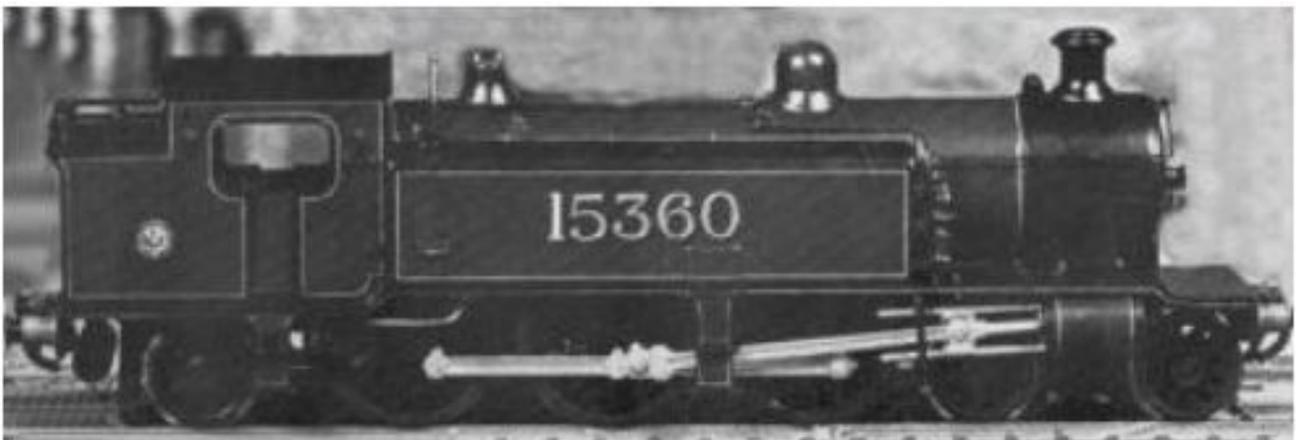
BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1



K13: CR/LMS/BR 'Wemys Bay' 944 Tank 4-6-2

This kit includes etched C.R. Number plates and LMS S/B plate, predominantly cast metal components, Etched brass framed chassis, nickel silver valve gear.

BUILD DIFFICULTY: Easier / Recommended Motor/Gearbox: DJH AM10 50:1

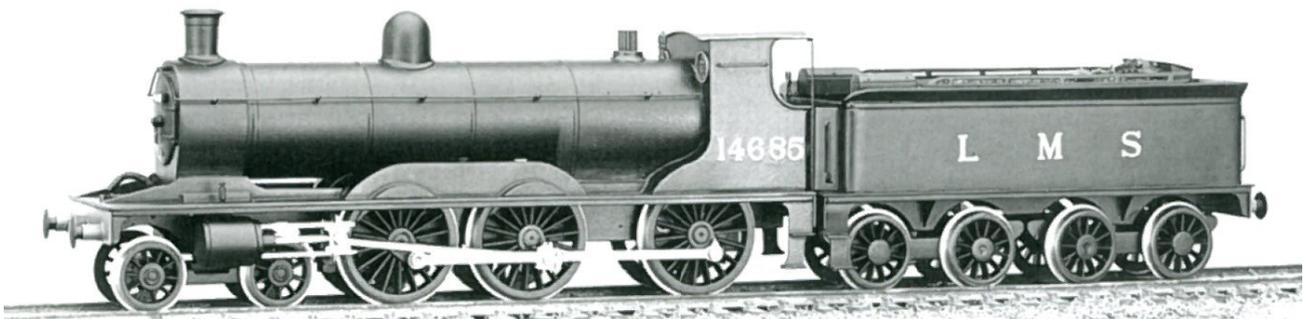




K18: HR/LMS 'Jones Goods' 4-6-0

The lines of this powerful and beautiful locomotive of 1894 are superbly recreated by this excellent kit, which features: Cast metal one-piece boiler, smokebox and firebox, optional buffers, Etched coal rails and coupling rods, H.R cab side number plates and LMS builders' plates.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1



K37: HR/LMS 'Castle' Class 4-6-0

These locomotives were for many years a distinctive feature of operations in the Scottish Highlands and the kit is based on the original series of 12 locomotives that were introduced into service in 1900, the last being withdrawn in 1946. The kit features cast one-piece boiler/firebox/smokebox with etched tender, coupling rods and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1

K45: LMS/BR Stanier 8F 2-8-0

The 8F's were for thirty years a mainstay of heavy freight operations on LMS lines stretching from London to the Scottish borders. They frequently worked through on to other regions' metals and a number were for many years allocated to the Western region. For such a large class (a total of 666 in BR days) there were very few detail variations and the DJH kit depicts a typical 8F with riveted 4000 Gallon tender. It also features cast one-piece boiler/firebox/smokebox with etched cab, tender body, coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1



K48: MR/LMS/BR 'Lickey Banker' 0-10-0 'Big Bertha'

This powerful locomotive with its massive cylinders was designed by Sir Henry Fowler to assist trains up the formidable 'Lickey' incline, a job it performed almost without interruption from 1919 to 1956 when it was finally retired from service. Numbered MR No 2290, LMS No 22290 and ultimately BR No. 58100, this unique locomotive was affectionately known as "Big Bertha". The kit features cast one-piece boiler/firebox/smokebox with etched cab, tender body, coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1





K49: S&DJR/LMS/BR Small Boiler 2-8-0

The kit covers Somerset & Dorset Joint Railway 2-8-0s Nos. 80-85, which were delivered in 1914 and withdrawn under BR between 1959-1962, as well as Nos 53806-9 which were originally built with larger boilers but were later reboilered. Designed by Sir Henry Fowler, they were primarily used for freight work but in BR days were often used on holiday traffic between Bath and Bournemouth. The kit includes the Deeley tender with a tender cab option, and features a cast one-piece boiler/firebox/smokebox with etched cab, coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



K52: LMS/BR Fairburn Tank 2-6-4t

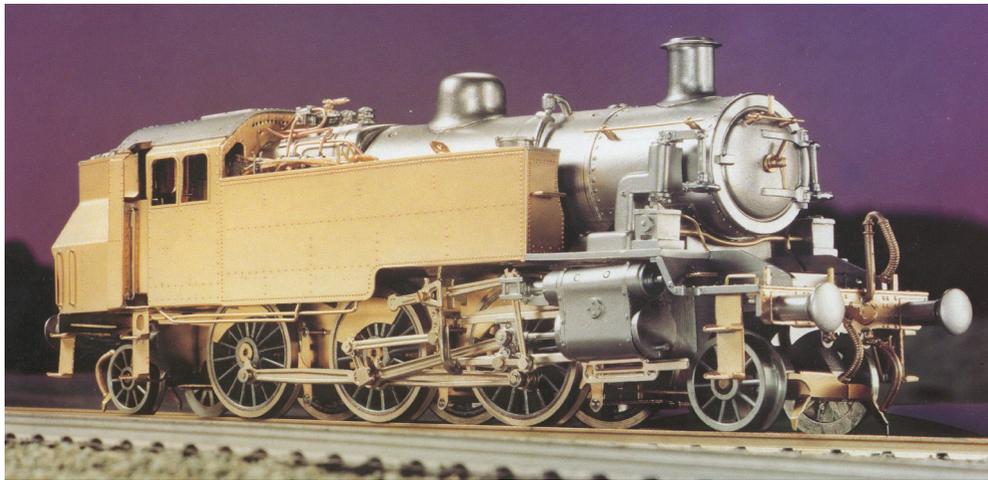
A large class totalling 277 locomotives built between 1945 and 1951, Charles Fairburn's handsome passenger tanks could be found on both the Southern and North Eastern Regions as well as on virtually all ex-LMS lines. They were versatile engines, handling branch/suburban passenger trains, parcel trains and some express work. The cab, tank and bunker sides are in etched brass with full rivet detail while the boiler, firebox and footplate are cast in white metal. The chassis is etched in brass while the coupling/connecting rods, valve motion and slide bars are nickel silver.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1

K55: LMS Class 2P/ BR Class 2 84xxx 2-6-2t

The Kit contents cover the period as originally built (LMS) 1946-52, 130 engines in total. Plus (BR) engines built 1953-1957, 30 engines in total. The cab, tank and bunker sides are in etched brass with full rivet detail while the boiler, firebox and footplate are cast in white metal. The chassis is etched in brass while the valve motion is supplied factory assembled in nickel silver.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1

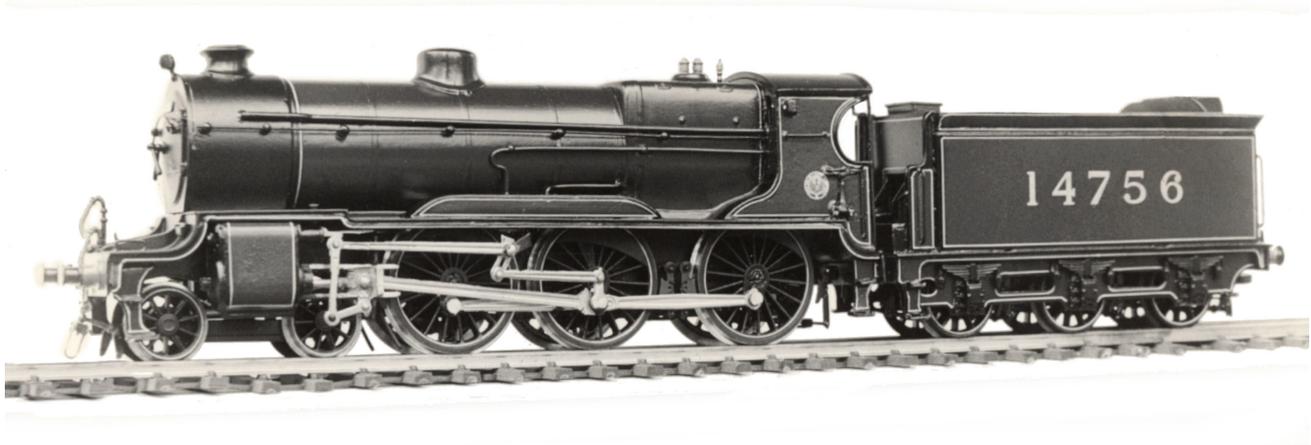


K64: LMS/BR 'Crab' 2-6-0

Right from their introduction in 1926, the 'Crabs' were recognised as hugely capable engines and they could be found on all kinds of duties – passenger trains as well as fitted freights and coal workings – right up until 1967. Latterly they were concentrated in the north of England and in Scotland but at one time they could be found all over the LMS system. The kit features cast one-piece boiler/firebox/smokebox with etched cab, tender body, coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1

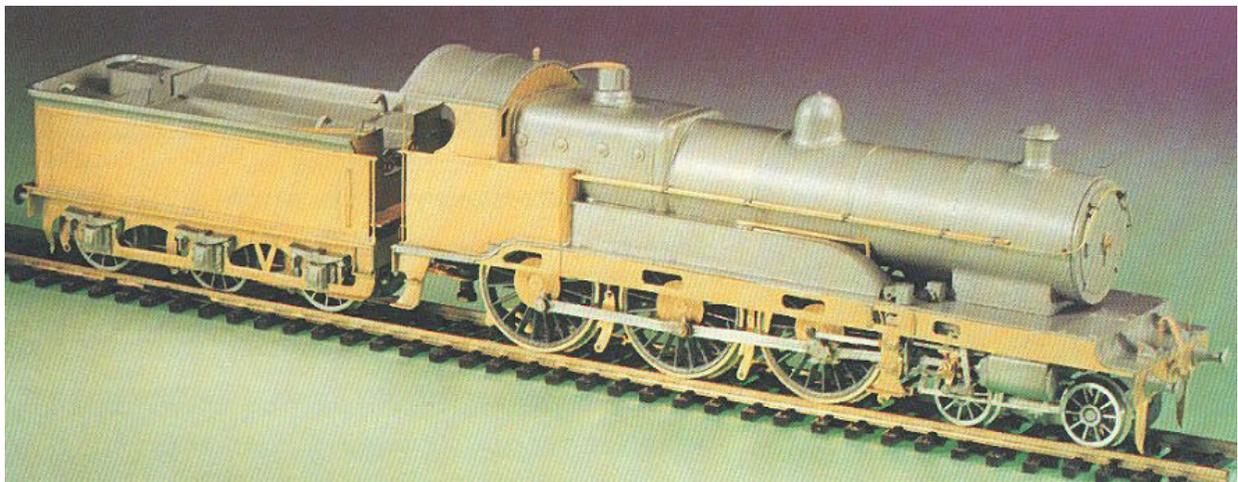




K66: CR/LMS 'River' Class 4-6-0

Designed by F.G Smith following inspiration from seeing the LSWR H15. Due to a shortage of draughtsmen the loco was drawn by the NB works at Cowlairst for £200. Six locomotives in all were built by Hawthorn Leslie of Newcastle-Upon-Tyne the first being ready in 1915, the last being withdrawn in 1945. The kit features one-piece cast firebox/boiler/smokebox and one-piece footplate and cast detail parts. Etched cab, tender superstructure, chassis and nickel silver valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM10 50:1



K71: LNWR/LMS 'Claughton' (Small Boiler) 4-6-0

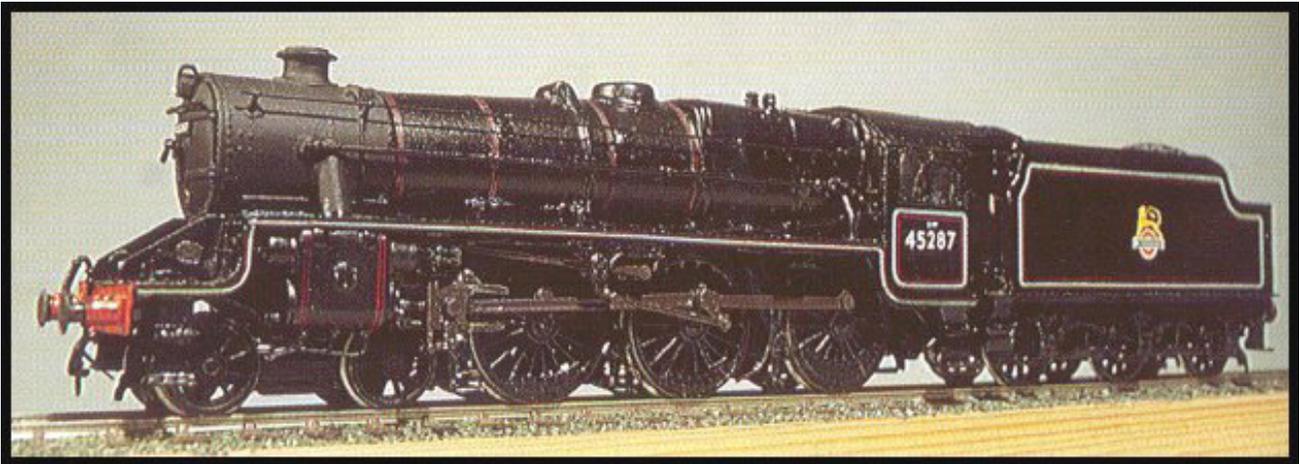
A total of 130 locomotives were built by the LNWR between 1913 and 1921. The kit features one-piece cast firebox/boiler/smokebox and a one-piece footplate and cast detail parts. Etched cab, tender, chassis, Nickel silver valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1

K75: LMS/BR 'Black Five' 4-6-0

A strong candidate for the title of the best British steam locomotive ever designed, Stanier's Black Fives were the classic go-anywhere, do-anything locomotive. Though only ever allocated to the Midland, North Eastern and Scottish regions, they could in practice turn up almost anywhere. This kit depicts a short-firebox/riveted tender engine from the early batches built in 1934-5 (LMS Nos 5000-5224). The kit features cast one-piece boiler/firebox/smokebox with etched cab, tender body, coupling rods, valve gear and chassis.

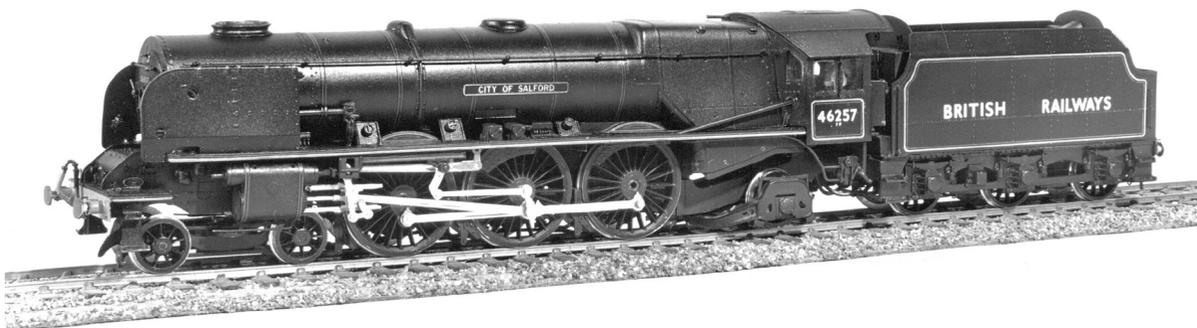
BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



K90: LMS/BR Duchess 'Sir William Stanier FRS' 4-6-2

The kit depicts the final two members of this celebrated class, built after Stanier's retirement with roller bearings and other modifications by the new CME, H G Ivatt . They were named 'Sir William A Stanier FRS' and 'City of Salford'. The withdrawal of the former locomotive in October 1964 as the last survivor of an illustrious class was, for many, the end of an era. The kit features cast one-piece boiler/firebox/smokebox with etched cab, smoke deflectors, tender body, coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1





K91: LNWR/LMS 'Claughton' (Large Boiler) 4-6-0

These engines represent an earlier generation of top-link LMS power and were 1928 rebuilds of the original 'Claughton' design to conform to the LMS company's standard loading gauge. One engine, No. 6004, survived into the early days of British Railways. Both 'Caprotti' and 'Walschaerts' valve gear versions can be built from this kit, which features cast one-piece boiler/firebox/smokebox with etched cab, smoke deflectors, tender body, coupling rods, valve gear and chassis.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



K100: LMS Streamlined Coronation Class 4-6-2

Built in the mid-1930s to William Stanier's design, these amazing-looking engines were the means by which the LMS made its bid for supremacy over the LNER in high-speed Anglo-Scottish services. They survived the war intact but, to make for easier maintenance, all were de-streamlined by 1949. The kit features cast one-piece streamlined body, etched cab and tender sides, etched chassis and factory pre-assembled valve gear.

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1

K101: LMS/BR Duchess 4-6-2 (De-streamlined tender)

There were many variations of detail among the 'Duchesses' and this kit specifically covers Nos. 6230-6231 and 6249-6252 – all of which were originally non-streamlined locos whose tenders were later swapped for the de-streamlined type – as well as No.46242 as rebuilt following a tragic collision at Harrow in 1952. The kit features cast one-piece boiler/firebox/smokebox with etched cab, smoke deflectors, tender body, coupling rods, valve gear and chassis

BUILD DIFFICULTY: Medium / Recommended Motor/Gearbox: DJH AM9 44:1



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 Kit building Parts 1-3 and painting Part 4. This is professionally filmed and narrated guide to OO kit building which extensively features DJH kits. Some 4 hours in total, the U-tube 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 free link is located in the footer, bottom left, of the DJH website home page at www.djhmodelloco.co.uk

Motor & Gearboxes for 'OO' Gauge

AM1 12 V DC Motor



12 V DC can motor only. 1.5mm Shaft.

Length: 45mm
Depth: 7MM

AM8 12 V DC Motor



12 V DC can motor only. 1.5mm Shaft.

Length: 35mm
Depth: 10MM

AM9 Motor/Gearbox 44:1



A powerful combination that will retro-fit neatly between the locomotive chassis frames with the motor sitting in all boiler cavities with little or no filling required.

Length: 50mm
Depth: 31MM

AM10 Motor/Gearbox 50:1



Small yet powerful combination, ideal for smaller engines or where boiler clearance is limited.

Length: 43mm
Depth: 25MM

Note: Refer to each specific kit to see which motor/gearbox combination is recommended for each kit.

Price List

Product Code	DESCRIPTION Kits require Wheels & Motor/Gearbox to complete	Unit Inc Vat £	DJH wheelset Inc Vat £	DJH Motor/Gearbox	Motor/Gbox Inc Vat £
K5	NER/LNER/BR B16 4-6-0	140.00	71.50	DJH AM9 44:1	75.00
K6	NER/LNER/BR Z Class Atlantic 4-4-2	140.00	61.60	DJH AM9 44:1	75.00
K7	SR/BR D1/E1 4-4-0	140.00	59.40	DJH AM10 50:1	72.00
K8	CR/LMS/BR 439 Class 0-4-4T	101.00	44.00	DJH AM10 50:1	72.00
K11	CR/LMS/BR 'Jumbo' 0-6-0	129.00	63.80	DJH AM10 50:1	72.00
K12	NER/LNER D20 4-4-0	140.00	60.50	DJH AM9 44:1	75.00
K13	CR/LMS 944 Class 'Wemys Bay' 4-6-2T	129.00	62.70	DJH AM10 50:1	72.00
K14	NER/LNER/BR A8 4-6-2T	129.00	62.70	DJH AM10 50:1	72.00
K17	NER/LNER Q7 0-8-0	140.00	79.20	DJH AM9 44:1	75.00
K18	HR/LMS 'Jones Goods' 4-6-0	140.00	71.50	DJH AM10 50:1	72.00
K26	NER/LNER H1 4-4-4t	129.00	62.70	DJH AM10 50:1	72.00
K27	SR/BR S15 4-6-0 Maunsell 5000 gallon tender	162.00	81.40	DJH AM9 44:1	75.00
K30	LNWR/BR 'Peppercorn' A1 4-6-2	195.00	81.40	DJH AM9 44:1	75.00
K31	GWR/BR 1366 Class 0-6-0T	123.00	44.00	DJH AM10 50:1	72.00
K32	GCR/LNER/BR J9/10 0-6-0 : 4000G tender	135.00	63.80	DJH AM10 50:1	72.00
K33	LNWR/BR 'Peppercorn' A2 4-6-0	195.00	81.40	DJH AM9 44:1	75.00
K37	HR/LMS 'Castle' 4-6-0	140.00	61.60	DJH AM10 50:1	72.00
K38	BR/WD 'Austerity' 2-8-0	181.00	90.20	DJH AM10 50:1	72.00
K39	BR/WD 'Austerity' 2-10-0	195.00	105.60	DJH AM10 50:1	72.00
K40	LNWR/BR Garrett 2-8-0+0-8-2	240.00	143.00	DJH AM9 44:1	75.00
K43	LBSCR/SR/BR C2X 0-6-0	134.00	62.70	DJH AM10 50:1	72.00
K44	SR/BR L Class 4-4-0	140.00	63.80	DJH AM9 44:1	75.00
K45	LMS/BR Stanier 8F 2-8-0	174.00	82.50	DJH AM9 44:1	75.00
K48	MR/LMS/BR 'Lickey Banker' 0-10-0	181.00	95.70	DJH AM9 44:1	75.00
K49	S&DJR/LMS/BR 'Small boiler' 2-8-0	162.40	84.70	DJH AM9 44:1	75.00
K50	BR Standard Class 8 4-6-0 'Duke of Gloucester' BR1J	195.00	66.00	DJH AM9 44:1	75.00
K52	LMS/BR 'Fairburn' 2-6-4T	174.00	62.70	DJH AM9 44:1	75.00
K53	LBSCR/SR/BR C2 0-6-0	134.00	62.70	DJH AM10 50:1	72.00
K55	BR Standard Class 2 84xxx 2-6-2T	174.00	59.40	DJH AM9 44:1	75.00
K56	GWR/BR 'Hall' 4-6-0 Collett 4000G Tender	195.00	60.50	DJH AM10 50:1	72.00
K59	BR Standard Class 4 80xxx 2-6-4T	174.00	59.40	DJH AM9 44:1	75.00
K60	BR Standard Class 4 76xxx 2-6-0 BR2/2A tender	181.00	52.80	DJH AM10 50:1	72.00
K61	BR Standard Class 3 77xxx 2-6-0 BR2/2A Tender	181.00	52.80	DJH AM10 50:1	72.00
K63	BR Standard Class 3 82xxx 2-6-2T	162.00	59.40	DJH AM9 44:1	75.00
K64	LMS/BR 'Crab' 2-6-0	181.00	67.10	DJH AM10 50:1	72.00
K66	HR/CR/LMS 'River' 4-6-0	181.00	60.50	DJH AM10 50:1	72.00
K70	BR De-Streamlined Duchess 4-6-2	195.00	74.80	DJH AM9 44:1	75.00
K71	LNWR/LMS 'Cloughton' Small Boiler 4-6-0	181.00	69.30	DJH AM9 44:1	75.00
K72	NBR/LNER/BR J35 0-6-0	162.00	57.20	DJH AM10 50:1	72.00
K73	GNR/LNER/BR 'C1'-Large Boiler Atlantic 4-4-2	181.00	63.80	DJH AM10 50:1	72.00
K74	NER/LNER 'Klondyke' Small Boiler Atlantic 4-4-2	181.00	63.80	DJH AM10 50:1	72.00
K75	LMS/BR Black Five 4-6-0	181.00	59.40	DJH AM9 44:1	75.00
K84	BR Rebuilt 'Merchant Navy' Class 4-6-2	195.00	87.60	DJH AM9 44:1	75.00
K85	BR Rebuilt 'West Country' Class 4-6-2	195.00	87.60	DJH AM9 44:1	75.00
K90	LMS/BR 'Sir William Stanier FRS' 4-6-2	195.00	74.80	DJH AM9 44:1	75.00
K91	LNWR/LMS 'Cloughton' Large Boiler 4-6-0	181.00	69.30	DJH AM9 44:1	75.00
K92	BR Standard Class 2 78xxx 2-6-0 BR2/2A Tender	181.00	63.80	DJH AM10 50:1	72.00
K95	BR Standard Class 9F 'Crosti Boiler' 2-10-0	195.00	97.90	DJH AM10 50:1	72.00
K96	LNWR/BR 'Thompson' A2/3 4-6-2	195.00	74.80	DJH AM9 44:1	75.00
K97	LBSCR/SR/BR 'Brighton' H2 Atlantic 4-4-2	195.00	63.80	DJH AM10 50:1	72.00
K98	LNWR/BR J50 0-6-0T - Ideal starter Kit	130.00	49.50	DJH AM9 44:1	75.00
K100	LMS Streamlined 'Coronation' Class 4-6-2	195.00	74.80	DJH AM9 44:1	75.00
K101	LMS/BR De-Streamlined Duchess 4-6-2	195.00	74.80	DJH AM9 44:1	75.00
K103	BR 'Thompson' A2/2 4-6-2	195.00	80.30	DJH AM9 44:1	75.00
K105	LBSCR/SR/BR 'Brighton' H1 Atlantic 4-4-2	195.00	63.80	DJH AM10 50:1	72.00

Carriage Costs To UK Mainland - £6.50

Carriage Costs to Europe - Up to 0.5kg £15.00 / 0.5 and 1.5kg £27.00 / Over 1.5kg £38.00

Carriage Costs to Rest Of The World - Up to 0.5kg £25.00 / 0.5 and 1.5kg £45.00 / Over 1.5kg £65.00



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