





Crewe's Finest © Philip D Hawkins FGRA

WHAT'S NEW FOR 2017

Welcome back to a more traditional Hornby catalogue to showcase our 2017 range which, as ever, features new tooling products, the reintroduction of some old favourites and a wealth of new liveries.

The gift of a Hornby train set is, invariably, the introduction for many to the world of railway modelling, regardless of age. Nostalgia is shared and new memories are forged and whilst, for some, that initial set be sufficient to entertain and enthrall, for many others it will represent the start of a lifetime's journey through the hobby. The desire to purchase additional rolling stock often requires more track, as well as buildings and that train set now becomes a layout which, with the addition of new technology, becomes a living representation of the real thing.

Regardless of your experience, Hornby have endeavoured to deliver something for everyone within this year's range. There are new additions to the Railroad category, as well as no fewer than four brand new locomotive toolings in the main range, both steam and electric. We have new coaches for you, as well as a highly detailed new brake van and for the collectors, there is a stunning collection from the last days of the 'Big Four'.

This catalogue is your guide to the world of Hornby, so please, sit back, relax and enjoy the contents of the pages to come.

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How to read this catalogue

Product Available	Product Name	Product No.
Q1	GWR 4-6-0 6004 'King George III' 6000 Class - GWR	R0000
e.g. Q1 January - March	Q2 April - June	Q3 July - September Q4 October - December
		Product Features

THOMAS & FRIENDS™

First appearing in print in 1946, Thomas the Tank Engine's adventures, along with those of his friends, have delighted both children and adults ever since.

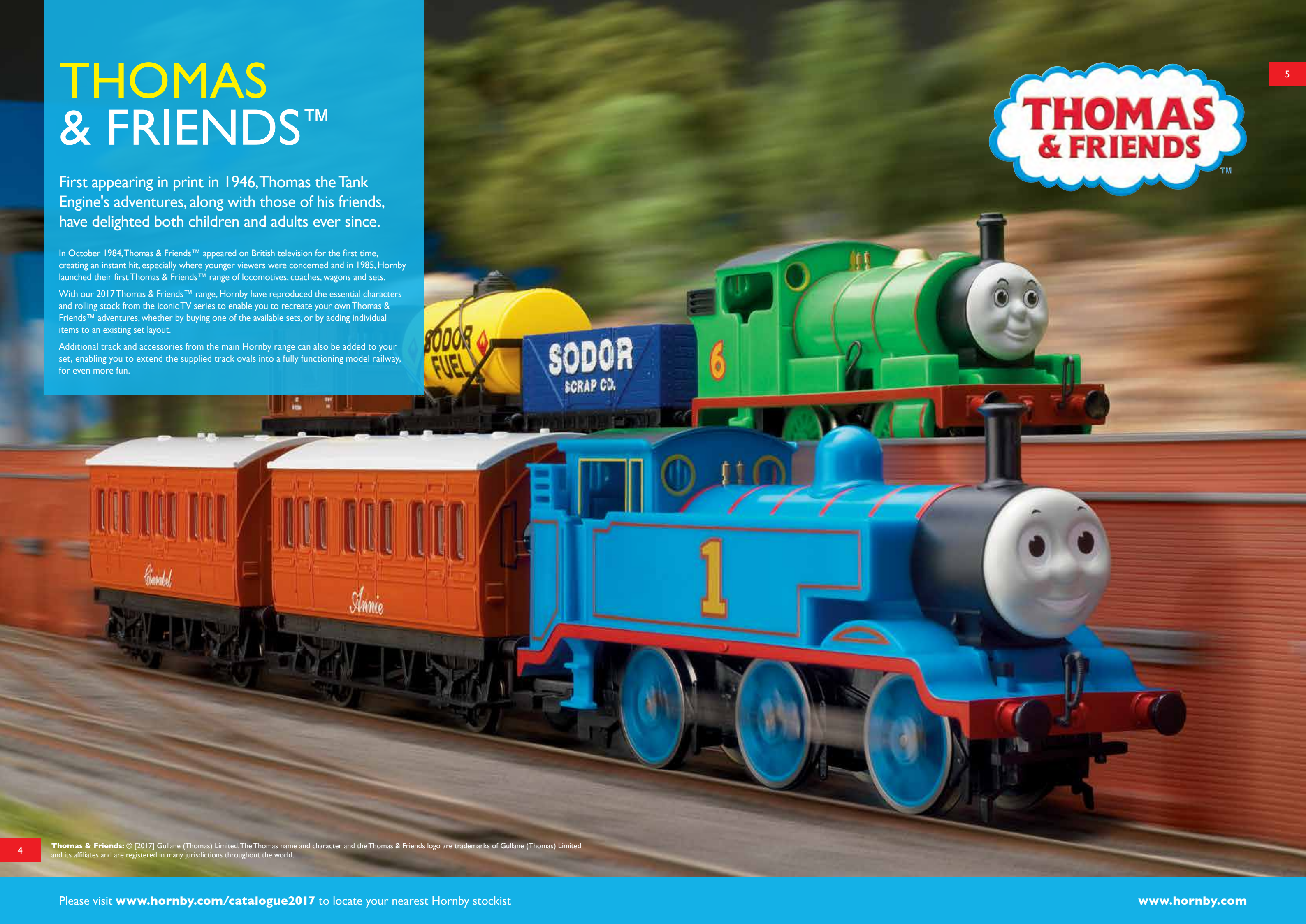
In October 1984, Thomas & Friends™ appeared on British television for the first time, creating an instant hit, especially where younger viewers were concerned and in 1985, Hornby launched their first Thomas & Friends™ range of locomotives, coaches, wagons and sets.

With our 2017 Thomas & Friends™ range, Hornby have reproduced the essential characters and rolling stock from the iconic TV series to enable you to recreate your own Thomas & Friends™ adventures, whether by buying one of the available sets, or by adding individual items to an existing set layout.

Additional track and accessories from the main Hornby range can also be added to your set, enabling you to extend the supplied track ovals into a fully functioning model railway, for even more fun.



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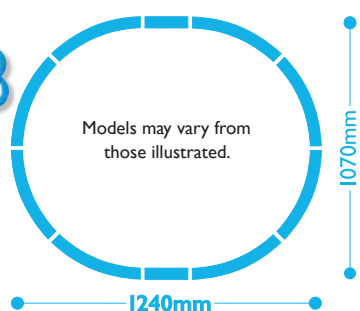
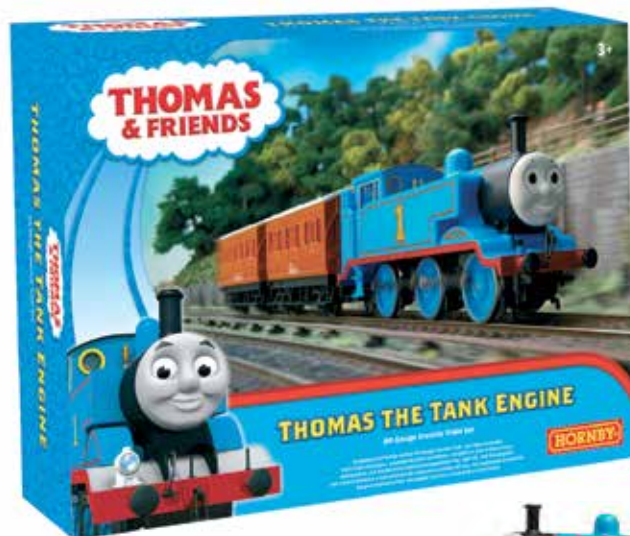




Thomas the Tank Engine Train Set

R9283

Thomas & Friends appeared in a series of children's books in the 1940s, and have delighted children and adults alike ever since. In 1984, Thomas & Friends appeared for the first time on British television and made an immediate hit - becoming an even greater favourite with the younger fan. The Hornby Thomas & Friends range includes an exciting and colourful selection of locomotives, coaches and wagons.



CONTENTS

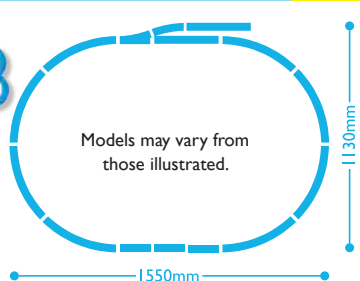
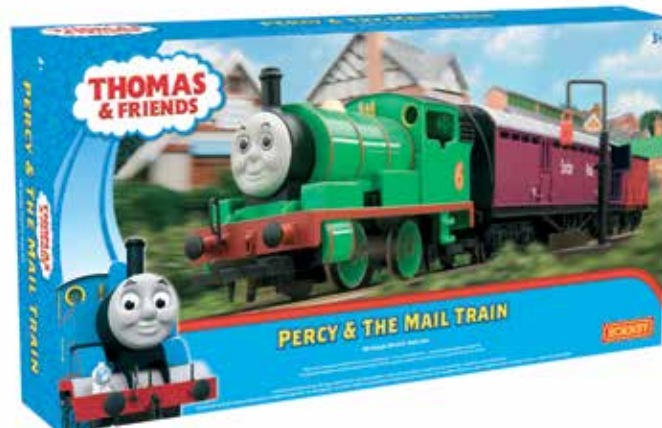
Thomas the Tank Engine
Annie and Clarabel Coaches
Track:
3rd Radius Starter Oval
Train Controller (R8250)
Wall Plug Transformer (P9000W)
Power Connecting Track



Percy and the Mail Train Set

R9284

Recreate your own Thomas the Tank Engine adventures with the Hornby range of 00 gauge Thomas & Friends engines, carriages, wagons and train sets, including all your favourite characters from the iconic TV series. The set also includes a MidiMat on which the track included can be placed. Additional Track Packs and accessory packs can be added to extend the layout to a fully functioning model railway. (See page 114).



CONTENTS

Percy the Saddle Tank Engine
Sodor Mail Operating Coach
Red Oxide Vent Van
Track:
3rd Radius Starter Oval with Track Pack A (with one point and a buffer stop)
Train Controller (R8250)
Wall Plug Transformer (P9000W)
Power Connecting Track



Thomas the Tank Engine

R9287



Percy the Saddle Tank Engine

R9288



Edward the Blue Engine

DCC
READY

R9289



James the Red Engine

DCC
READY

R9290





Gordon the Big Engine

DCC
READY

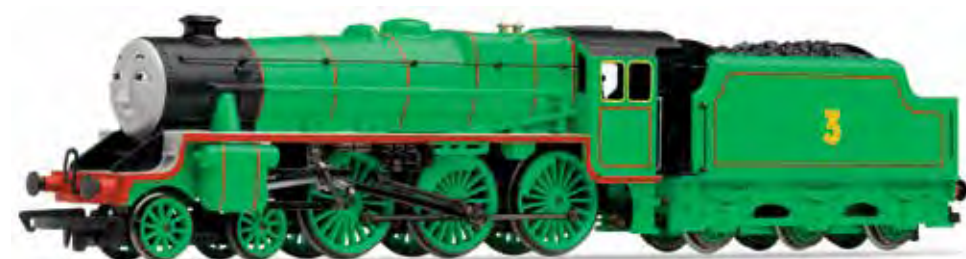
R9291



Henry the Green Engine

DCC
READY

R9292



Annie and Clarabel

R9293



Troublesome Trucks

R9294



James's Composite Coach

R9295



James's Brake Coach

R9296



Gordon's Composite Coach

R9297



Gordon's Brake Coach

R9298



TRAIN SETS

Like a key opening a door, a Hornby Train Set is the first step in an adventure that can span a lifetime, creating treasured memories along the way.

Every one of the train sets featured in the 2017 range has been carefully selected to fulfil a specific requirement of experience or space constraint, from a small 0-4-0 locomotive hauling a coach and wagon around a simple circle of track, to two of Sir Nigel Gresley's finest sound equipped locomotives hauling mainline express trains around a twin oval track with pointwork. There is even the option of having a set that has been especially designed to fit around the base of a Christmas tree!

Most sets come complete with our printed MidiMat, upon which the track can be placed, as well as being used as a guide when purchasing additional Track and Accessory Packs. Dependent on which set is purchased, locomotive control is made via an analogue or digital controller.

With the exception of the Santa's Express Train Set, each set is fully compatible with the full range of Hornby's locomotives, rolling stock, buildings and track and our Customer Care staff are on hand to guide you, if necessary, through any questions that may arise.



Santa's Express Train Set

R1185

Santa's special train includes his very own steam engine, a wagon full of presents and a closed van in which he keeps his reindeer. The spritely little engine, with its colourful seasonal livery, is more than capable of pulling such an important train around the base of your Christmas tree, delivering seasonal cheer on the circle of track included in this set.



Models may vary from those illustrated.

CONTENTS

GWR Class 101 0-4-0 locomotive, wagon with present load and a closed Reindeer van.

Track:

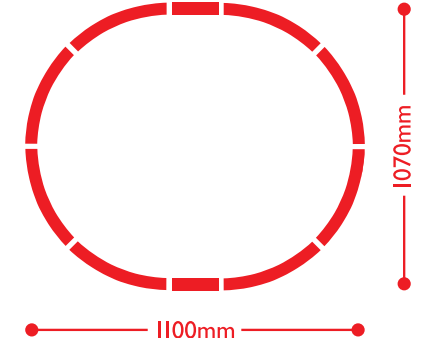
Circle of Track
Train Controller (R8250)
Wall Plug Transformer (P9000W)



Country Flyer Train Set

R1188

The halcyon days of British railways were epitomised by numerous small branch lines and light railways that criss-crossed the countryside. This Country Flyer set embraces those small local trains, the smartly liveried 0-4-0 locomotive making easy work of hauling the 4 wheel coach and wagon around the oval of track included in the set.



CONTENTS

E&GR 0-4-0 locomotive
4 wheel coach and open wagon

Track:

3rd Radius Starter Oval
Train Controller (R8250)
Wall Plug Transformer (P9000W)
Power Connecting Track (R8206)
Hornby MidiMat (1600 x 1180mm)



The ultimate Christmas decoration



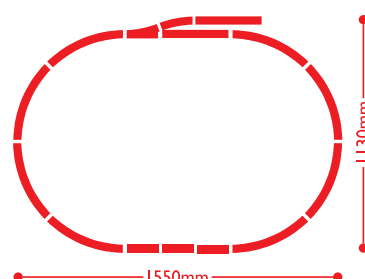
EXTEND YOUR LAYOUT IN SIX EASY STEPS...TURN TO PAGE 114 FOR DETAILS

The Flying Scotsman Train Set

DCC
READY R1167

The most famous locomotive and train in the world features in this superb Hornby train set. The striking apple green liveried Class A1 'Flying Scotsman' helps to recreate those wonderful days of train travel in the 1930s when the two great railway rivals, the LNER and the LMS vied for the lucrative passenger traffic between London and Scotland.

The track circuit in this set can be extended to fully complete the included MidiMat layout using additional track and accessory packs thus creating an exciting and fully functioning model railway (see page 114). Additional coaches can be obtained to extend the train.



CONTENTS

LNER Class A1 4-6-2 'Flying Scotsman'
2 LNER composite coaches
1 LNER brake coach
Track:
3rd Radius Starter Oval with Track Pack A (with point and buffer stop)
Train Controller (R8250)
Wall Plug Transformer (P9000W)
Power Connecting Track (R8206)
Hornby MidiMat (1600 x 1180mm)



Locomotive suitable for 2nd radius curves or greater.

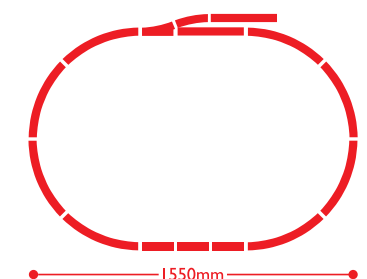
The Mallard Pullman Train Set

DUE
Q3

DCC
READY R1202

On July 3, 1938, Sir Nigel Gresley's 'Mallard' sped down Stoke Bank, south of Grantham on the East Coast Main Line, in a blur of Garter Blue. At milepost 90¼, between Little Bytham and Essendine, the locomotive recorded its highest speed of 126mph. Breaking the 1936 world speed record of 124.5mph for a steam locomotive, previously set by a German engine, the record still stands today. This set is representative of a typical East Coast Pullman train and would have been a familiar sight between London and the North.

The track circuit in this set can be extended to fully complete the included MidiMat layout by using additional track and accessory packs, creating an exciting and fully functioning model railway (see page 114). As an alternative to the included Pullman Coaches, LNER Teak Coaches from the RailRoad range, available separately, could be substituted.



CONTENTS

LNER Class A4 4-6-2 Pacific 4468 'Mallard'
1 Pullman Parlour Car
1 Pullman Brake Car
Track:
3rd Radius Starter Oval with Track Pack A (with point and buffer stop)
Train Controller (R8250)
Wall Plug Transformer (P9000W)
Power Connecting Track (R8206)
Hornby MidiMat (1600 x 1180mm)



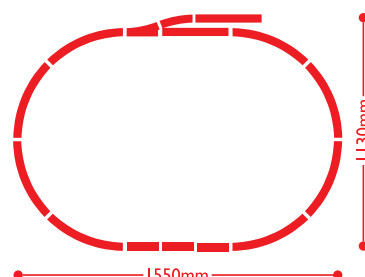
Locomotive suitable for 2nd radius curves or greater.



NEW 2017

Many of the B17 locomotive class were named after football clubs and invariably held a special place in the hearts of local communities associated with a football club of the same name. On many occasions local football supporters were conveyed to the 'away' match by their namesake engine, usually cleaned and polished to pristine condition for the day's outing. This set is representative of just such a typical East Coast Express train and would have been a familiar sight on the Eastern Region of British Railways during the mid to late 1950s.

The track circuit in this set can be extended to fully complete the included MidiMat layout by using additional track and accessory packs, creating an exciting and fully functioning model railway (see page 114).



CONTENTS

BR Class B17 'West Ham United'
BR MK1 Corridor 2nd Class Coach
BR MK1 Corridor Composite Coach
BR MK1 Brake 2nd Class Coach
Track:
3rd Radius Starter Oval with Track Pack A
(with point and buffer stop)
Train Controller (R8250)
Wall Plug Transformer (P9000W)
Power Connecting Track (R8206)
Hornby MidiMat (1600 x 1180mm)

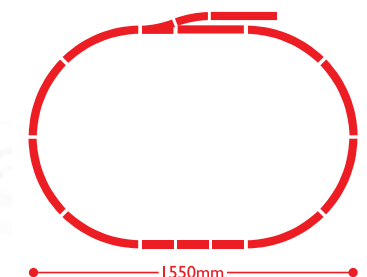


Locomotive suitable for 2nd radius curves or greater.



The easy and the most effective way of entering the Digital World of model railways! The powerful 0-6-0 tank locomotive is more than capable of handling the 3 wagons included in this set. The 'Select' control unit can be allocated with up to 60 locomotives and 38 points or operating accessories (See page 24) and is therefore ideally suited to those who wish to build on this train set and gradually create a fully functioning layout.

The MidiMat included in this set can certainly help with this development, with track extensions being made easy by the addition of extra track packs and building packs. (See page 114).



CONTENTS

S&DJR 0-6-0 Class 3F locomotive
open wagon, tank wagon, brake van
Track:
3rd Radius Starter Oval with Track Pack A
(with point and buffer stop)
'Select' DCC Controller
1 amp Wall Mounted Transformer
Power Track (R8241)
Hornby MidiMat (1600 x 1180mm)



Locomotive suitable for 2nd radius curves or greater.



Mixed Freight Train Set

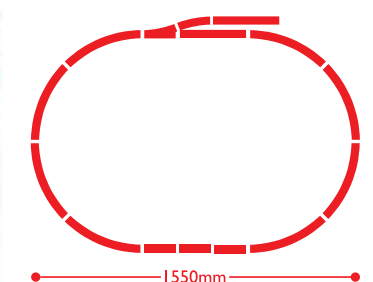
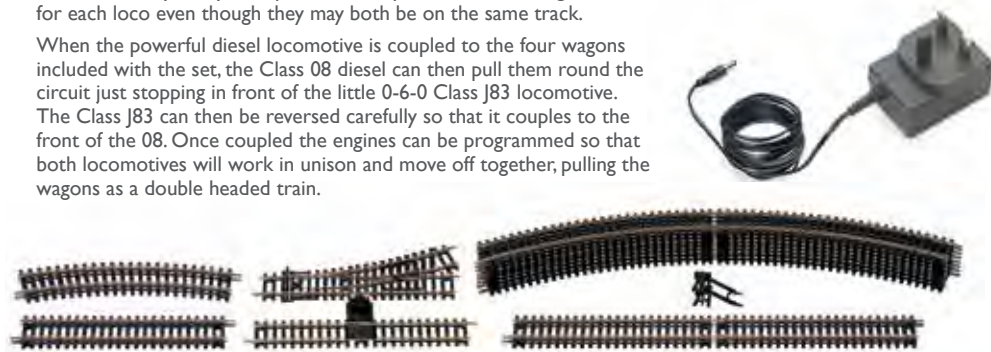
DCC
FITTED

R1126

19

You can really see the benefits of Digital Control once this set is assembled. Each of the two locomotives has a factory fitted decoder and are immediately ready for operation. Independent control is guaranteed for each loco even though they may both be on the same track.

When the powerful diesel locomotive is coupled to the four wagons included with the set, the Class 08 diesel can then pull them round the circuit just stopping in front of the little 0-6-0 Class J83 locomotive. The Class J83 can then be reversed carefully so that it couples to the front of the 08. Once coupled the engines can be programmed so that both locomotives will work in unison and move off together, pulling the wagons as a double headed train.



CONTENTS

BR 0-6-0 Class 08 Diesel Shunter
BR 0-6-0T Class J8
7 plank wagon, BR 12 ton vent van,
ore wagon, tanker wagon
Track:
3rd Radius Starter Oval with Track Pack A
(with point and buffer stop)
'Select' DCC Controller
1 amp Wall Mounted Transformer
Power Track (R8241)
Hornby MidiMat (1600 x 1180mm)



Locomotives suitable for 2nd radius curves or greater.

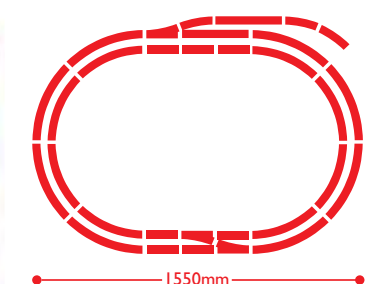


EXTEND YOUR LAYOUT IN SIX EASY STEPS...TURN TO PAGE 114 FOR DETAILS

Fitted with TTS Sound

There are those for whom the pleasure of a Hornby train set is just a distant, pleasant memory, the passage of time and the responsibilities of life having intervened.

To reintroduce those people to the hobby, we have produced our most comprehensive train set ever, incorporating two sound equipped locomotives, two rakes of iconic coaches and an extensive track layout to run them on, a complete layout in a box!



CONTENTS

LNER Class A4 4-6-2 Pacific 4468 'Mallard'
2 Pullman Parlour Cars
1 Pullman Brake Car
LNER Class A1 Pacific 4472 'Flying Scotsman'
2 LNER Composite Coaches
1 LNER Brake Coach

Track:

Twin ovals of track plus siding
'Select' DCC Controller
1 amp Wall Mounted Transformer
Power Track (R8241)
Hornby MidiMat (1600 x 1180mm)



Locomotives suitable for 2nd radius curves or greater.



EXTEND YOUR LAYOUT IN THREE EASY STEPS...TURN TO PAGE 114 FOR DETAILS

POWER & CONTROL

From the standard analogue controller supplied with our train sets, to the powerful 'Elite' digital controller, Hornby puts you firmly in control of your layout.

Each power and control system has advantages over the other and it is very much up to individual tastes when deciding whether to opt for analogue or digital control. Whatever decision you reach, Hornby have made it easy to control and automate your layout through our range of accessories.

Moving beyond the standard locomotive speed controller, the HM2000 power controller includes twin controls, as well as outputs to control point motors, signals and even a turntable. Both units enable full backwards compatibility with Hornby locomotives, even back to 1960s Triang models if they are maintained correctly.

Our digital control system is based around our 'Select' and 'Elite' controllers and through our locomotive and accessory decoders, as well as the powerful 'Railmaster' software, full 'future proof' DCC operation of your layout is achievable.



Analogue Accessories

HM 2000 Controller

R8012

A complete transformer and speed control unit with built-in control for two separate trains.

Power output is 2 amps with compensation to regularise speed under varying conditions of load.

Positive off rotary speed control cuts all power when the knob is turned to zero. Features include forward and reverse switch, plus LED indicators for mains supply and output power.

Outputs include non-variable AC and DC power for point motors and other powered accessories.



Train Controller

R8250

Controls the direction and speed of one locomotive. Input is 16V AC from the P9000 Standard Wall Plug Mains Transformer. Output is 0 - 12V to the track.

Supplied fitted with 760mm lead with plug to connect to R8206 Power Track. Note that this controller must never be connected directly to the mains electricity supply.



Standard Wall Plug Mains Transformer

P9000

220-240V 50-60Hz Transformer. Replacement transformer suitable for R8250 Standard Train Controller. Comes fitted with 3m output lead.

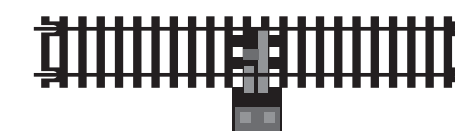
Power Connecting Clip

R602



Power Track

R8206



Two Way Lever Switch On/Off Yellow

R046



Point Motor Passing Contact Switch Black

R044



Lever Switch On/Off Green

R047



Point Motor

R8014



Point Motor Housing (Adaptor Base)

R8015



Surface Mounted Point Motor

R8243



Track Link Wire Pack

R8201



Digital Accessories

The future of model railway control is here with arguably the most straightforward and simple to operate digital controllers in the model railway world!

The days of needing a computer degree to operate a digital model railway have gone. The technical jargon, the confusing instructions and the complex operating requirements have also gone.

The Hornby DCC system ensures that the Hornby control units that are available are simple to understand and very straightforward to operate. All instructions are 'stage' written so that by following the step by step instructions the trains can be running in next to no time. It is as simple as that!

In Brief...

- Multiple train control on all parts of a model railway layout with minimal wiring.
- Independent control or double heading control.
- Coaches with lights stay lit even when the train is stationary.
- Realistic train movement with each model able to be given levels of acceleration and deceleration settings.
- LCD display shows at a glance what locomotive is under control and with the Hornby 'Elite' even more information is available.
- Locomotive decoders are simple to code and programme. The keyboard is straightforward to use making assigning a locomotive simplicity itself.
- Point operation means fewer wires than with conventional control and no switches!
- Facility on the 'Select' for a larger 4 amp power pack - more power means more trains running at one time - up to 10 locomotives.
- Designed to be EMC compliant.
- NMRA Certified. Hornby 'Elite', (R8245 Locomotive Decoder)

The Hornby 'Elite' unit is Railcom® Lenz Systems enabled. This communication (occupancy detection) method between a locomotive and controller will not function until the necessary software becomes available.

This exciting development enables messages to be sent back to a PC via the XpressNet port. Railcom® allows communication from the locomotive to the controller. Occupancy detection and the relaying of location information to a controller and from a controller to a PC will require occupancy detection hardware and a change to the specification of XpressNet and Railcom®. Both the 'Select' and 'Elite' will support 14, 28 and 128 Speed steps. XpressNet socket for layout development.

It's so straightforward...
Minimum wiring,
maximum effect!

Digital 4 Amp Multi-Purpose Transformer

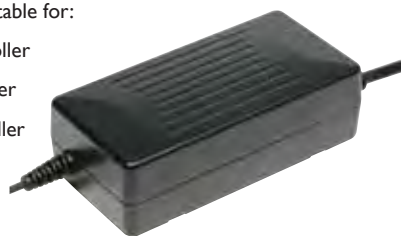
P9300

Replacement transformer suitable for:

R8213 'Select' Digital Controller

R8214 'Elite' Digital Controller

R8312 'eLink' Digital Controller



'Select' Digital Controller

R8213

- Commands up to 10 locomotives simultaneously (providing power is available).
- The possibility of up to 3 locomotives running at any one time using the 1 amp transformer supplied.
- A 4 amp transformer is available for added power.
- Can be hand held or a free standing unit.
- Incorporates 128 speed steps for smooth locomotive control. Can be programmed to accommodate 14 and 28 speed steps.
- Able to programme 59 locomotives and 38 accessories. (The 60th locomotive would be coded as '0' and does not require a decoder).
- Supports XpressNet protocol.

- The 'Select' can also be used as a 'Walkabout' unit when connected to another Hornby 'Select' or the Hornby 'Elite' unit.
- Up to 8 'Select/Walkabout' units can be connected to the 'Select' for individual control of 9 locomotives.
- Complies with EMC requirements.*
- Easy step by step users guide in Italian, French and German.
- No batteries required.
- For information visit: www.hornby.com/digital
- Up to 8 locomotive functions. Can switch on and off locomotive lights and sounds including whistles, horns, etc. when used with locomotives fitted with sound decoders.

The Hornby 'Select' instruction manual also includes the following step by step guide making the control of a model railway layout simplicity itself!



- Setting Up
- Quick Start
- Second Locomotive Programming
- Acceleration and Deceleration programming
- Double / Triple Heading
- Analogue Locomotive Control
- Locomotive Function Control
- Walkabout Mode
- Programming Track and much more.

'Elite' Digital Controller

R8214

The Hornby 'Elite' - Simple to understand, simple to use and designed for not only today but for the digital developments of tomorrow.

- A 4 amp power supply.
- The 'Elite' can programme in all 4 modes: Direct, Register, Paged and Operate.
- Full CV read and programming function.
- 3 speed steps - 14, 28, 128.
- NMRA Certified.
- Complies with EMC requirements.
- Supports Short and Extended Addressing.
- Controls up to 255 points and accessories.
- Supports RailCom® Lenz GmbH.
- Allows 64 consists (Double Heading)
- Controls up to 64 locomotives at any one time providing the power is available.
- Large, no-nonsense on screen display.
- Hand held or free standing unit.
- Twin train control.
- The facility to operate up to 29 functions - Sounds, lights etc.
- Single button press for fast selection of last 10 locomotive or accessory addresses under control.
- USB for downloading system updates and for connection to third party software.
- Favourites setting - list up to 255 favourite locomotives for quick and easy 'call up'.
- Supports 5 languages. (Italian, French, German, Spanish, English)
- Separate Programming and Mainline Connections.
- Locomotive search function.
- A Programmable 'scale' clock. Ratios from 1:1 (Real time) up to 1:10.
- Easy step by step users guide. (Italian, French, German, Spanish)
- No batteries required.
- For information visit: www.hornby.com/digital



The 'Elite' unit is for those who wish to take their train control to a new and advanced level. The 'Elite' is more than capable of answering the needs of most railway layouts.



Locomotive Decoder

R8249

The brain in the locomotive



Many newly designed locomotives have a socket positioned internally to accommodate the decoder, however, some do not and the basic instructions are included with the 'Select' as well as the 'Elite' and go some way to illustrate how to fit the decoder to those locomotives that do not have a decoder socket.

The four function R 8249 Hornby locomotive decoder features:

- **Load compensation (Back EMF):** Locomotive will run at a consistent speed either on the 'flat' or on gradients. Adjustable acceleration and deceleration.
- **Selectable for operation with 14, 28 or 128 speed steps:** The greater the number of speed steps the smoother the acceleration. All Hornby decoders are factory set at 128 steps.
- **Analogue operation:** Locomotives fitted with a Hornby decoder can be operated on an analogue system but without the benefits of digital control.

- **Four On/Off function outputs:** Two of the function outputs are dedicated for the direction of lights - front and rear.
- **Overload cutout:** The Hornby decoder is rated at a 500mA continuous current and 1 Amp for a short period. Should this be exceeded then the decoder will overload and cut out. This action protects not only damage to the decoder but also the locomotive.
- **Dimensions:** 17mm x 10mm x 3.5mm
- NMRA certification.



Digital Electric Point Clips (20 per pack)

R8232

To obtain the best from the Hornby Digital system it is recommended that all points are made 'live' by attaching 2 x R 8232 DCC Electro Point Clips to each point. Point clips are already fitted to the points included in the Hornby Digital sets, however, additional clips can be obtained from most Hornby Stockists.



Reverse Loop Module

R8238

To be used when track configurations such as a reverse loop or triangle permanent way sections are used in a circuit.

The Hornby Reverse Loop module controls the polarity of the track so that locomotives operating on a reverse loop or 'we' track configuration can do so uninterrupted without the use of switches or complicated wiring. The R8238 Reverse Loop Module can be used on layouts which are controlled by both Hornby and non-Hornby Digital Controllers.

Accessory Decoder

R8247

The Hornby R8247 Accessory/Point Decoder can be programmed to accommodate four point motors or solenoid operated accessories, plus other electrical accessories that require a constant or delayed current flow, for example a turntable. Connection of the points or accessories to the Hornby Accessory/Point Decoder is straightforward.

The four outputs are factory set for the operation of solenoid (point) motors, however, by adjusting the CV settings of each output a graduation of varying 'bursts' of current up to a constant current (turntable motor operation, lighting, etc.) can be obtained for each individual output.

RJ12 Connecting Leads

R8266

To be used to connect either a 'Select' or 'Elite' to 'Walkabout Selects'.

RJ12 4-Wire 3M Lead

R8236

To be used to connect either a 'Select' or 'Elite' to 'Walkabout Selects'.

Power and Signal Booster

R8239

Supplied with a 4 amp power unit but can be used with an alternative power supply to a maximum of 5 amps.

The Hornby Booster provides more ampage, if required to power the locomotives as well as boosting the command signals to the locomotive decoders. Can be used with Reverse Loop track configurations.



Digital Power Track

R8241

For use on all Hornby Digital track layouts.



RJ12 Connecting Socket

R8237

Required when using several R 8266 Connecting Leads with the 'Select' or 'Elite' units.

Digital Power Connecting Clip

R8242

Used for connecting the R 8247 Accessory/Point Decoder to the track.



Sapphire Decoder

R8245

Supports 1 Amp continuous current with 1.5 Amp stall. Low speed 'gear' for shunting operations. Size: 23mm x 16.5mm x 6.5mm (Approx).

Set amounts of 'water' and 'fuel' can be stored on the Sapphire providing real time fuel consumption. Burn rates can be selected. All CVs can be changed.

This decoder comes with a wiring harness and a 8 - 21 pin adaptor.



Main benefits include:

- Built to conform to all relevant NMRA Standards
- High frequency back-emf motor control - high frequency to reduce audible noise
- Supports RailCom®
- Asymmetrical DCC support
- Dimensions: Length 23mm x Width 17mm x Height 5mm
- Low speed gear for shunting operations
- Optional operation on conventional DC layouts
- Automatic Control Cycle (ACC)
- Fuel simulation
- 14, 28 and 128 speed steps
- Provides 1A continuous motor current, 1.5A stall
- Four function outputs rated at 200mA each. Total current sum of function outputs = 500mA
- Supports advanced consist control and extended addressing
- Support for programming on the mainline (operations mode programming)
- Support for all form of programming as described in NMRA RP-9.2.3



'Select' Walkabout

R8235

Up to eight of these units can be connected to a single 'Select' or 'Elite' Digital Controller using R8266 RJ12 Connecting Leads and R8257.



* Please note certain US manufactured decoders are not suitable for use with the Hornby 'Select' unit due to their inability to conform to EMC requirements. Please contact www.hornby.com/digital for further information.



eLink

Internet
Activation Required
Software is not transferable

HORNBY®

The power is at your fingertips!

'eLink' + 'RailMaster'

R8312



Hornby 'RailMaster' is the simplest way to control a DCC model railway. The 'RailMaster' software, designed for Windows operating systems (XP, Vista, Windows 7 and Windows 8/8.1), harnesses the power of either the Hornby eLink or Elite DCC controllers to provide an exceptional level of control over a model railway layout.

If you already have a Hornby 'Elite' DCC controller you can purchase just the 'RailMaster' software or you can enter the truly exciting world of computer controlled model railways with the eLink + 'RailMaster' Combo, which is arguably the most cost effective DCC control system available.

'RailMaster' provides many different features to control a model railway. The following are just a few:

- Set up a database of up to 9999 locomotives and control them from your PC screen. 'RailMaster' is optimised for touch screens.
- Use up to ten locomotive controllers displayed on the screen at the same time. This feature is dependant on the screen size. You can however, scroll through up to 192 locos in each locomotive group.
- 'RailMaster' allows the control of up to 25 sound and light functions for each locomotive without having to type in numbers. 'RailMaster' will even turn functions off for you after a few seconds.
- You can create simple MIMIC track diagrams to control points, signals, turntables and so on. There is definitely no need to build wooden control boards with switches.
- The system can operate up to 2048 points and signals from your PC just by clicking or touching them on screen.
- Routes can be set which switch multiple points and signals in a single operation.
- Scale speed operation. 'RailMaster' controls all locomotives at their correct scale speeds which makes operating a layout much more authentic.
- Create programs to operate locomotives, points, signals, turntables and other electrically operated accessories such as the Hornby Conveyor and the Hornby Tipper.
- Record layout operation (points, signals, locomotives) in real time and then play back and fine tune if desired.
- Read, write or interrogate locomotive CVs (Control Variables) using an easy to use locomotive programming system.
- Multiple heading of locomotives. Up to 5 per consist, with up to 5 consists in operation at any one time, depending on power being available.
- 'RailMaster' allows for remote control of locomotive (speed and direction) using a standard cordless Mouse or full control using a Smart Phone or Tablet device. 'RailMaster' HandHand app is an optional extra.
- Places sets of locomotives into different groups for controlling differently themed layouts, for example LMS, LNER, Early BR, Late BR and so on.
- 'RailMaster' contains profiled operating characteristics of almost all Hornby locomotives from 1975 to the present date. There are over 1,600 Hornby locomotives built into the program as well as Hornby International brands. You can also profile other manufacturers' locos, which are fitted with any other manufacturers' DCC decoders.
- There is a Help Request system built in allowing direct communications with our dedicated 'RailMaster' support team and developers for the ultimate in support.
- Profile locos from any other manufacturer for scale speed operation.

HORNBY rail MASTER

Hornby 'RailMaster'...Ease of Use

Hornby 'RailMaster' has been designed from the ground up, over several years, to be the easiest to use model railway control system for PCs on the market. Because the software is so much more sophisticated than a standard DCC controller you will need at least a basic knowledge of using the Windows operating system, however once set up, for little more than the price of a quality piece of rolling stock, 'RailMaster' brings you a new and much easier way to control your layout.

With the proliferation of sound locomotives and the exceptional value Hornby TTS sound locomotives, there are more and more functions to operate.

Current DCC control systems require that you punch in a series of numbers for each function you want to operate, having to remember which function number does what. 'RailMaster' does away with all of this by allowing you to 'press' a virtual single button, with the name of the function written on it. It could not be easier.

Another complicated area of DCC layout control is point control. Currently, you have to type in a number for each point and signal and then press a button to

operate it. As for operating multi-aspect colour light signals, this can be a nightmare. 'RailMaster' makes it as simple as just pressing a single virtual point control button or signal on the computer screen. And if you have a touch screen this is even easier as you interact directly with your track plan.

The final area of DCC complication has been programming locomotives and accessory decoders, which are used to change points and signals. With some systems it may seem that you would need to have a degree in computer sciences in order to achieve this simple task, with so many numbers (CVs) doing so many different things. 'RailMaster' has a novel programming system for both locomotives and accessory decoders, which contains a database of all popular models from different manufacturers around the World. What this means is that 'RailMaster' will let you know exactly what a decoder can and cannot do. It will also guide you on the type of values you can enter and presents everything in plain English.

Unparalleled Control

Hornby 'RailMaster' provides the ultimate level of control of your layout, in so many different ways. To make it as easy as possible to control your locomotives, their functions, points, signals and so on, we have added a few extra facilities to give you more control.

Mouse Control

You can, for example, use a standard wired or wireless mouse to control your locomotives. Use the mouse wheel as the throttle and left and right buttons for reverse and forward. This simple innovation allows you to walk around your layout and control any locomotive, as you can also select a locomotive to control through this system.

Voice Control

The optional Pro-Pack also allows you to control your layout using the ground breaking new Voice Control system. Using a high quality wireless headset you can now speak to your layout, leaving both hands free to do other things.

The Voice Control system has been designed to make it as easy as possible to control your locomotives and all of their functions. Your Voice can also control points, signals, turntables and even the track plan itself. After training the speech recognition system, 'RailMaster Voice Control' will allow you to speak naturally to your locomotives or layout in different ways. 'RailMaster' understands, for example you can control a locomotive by stating its class, name or even a user-defined command that you set up. You don't have to speak like a robot or remember complex commands.

Hornby 'RailMaster' also allows you to use a mobile device. The optional 'RailMaster HandHeld app' can be downloaded onto your device's browser (not through iTunes or the Google Play store) and you will then have a mirror image of your track plan and locomotives in your hand.

Smart Phones and Tablets

Using the optional HandHeld app, you can control any of your locomotives by sliding your finger along the throttle. You can also pinch to zoom in and out of your track plans and operate points and signals in exactly the same way as on your PC that is running 'RailMaster'. 'RailMaster' on your PC will support up to eight mobile devices simultaneously so you could allow friends and family the opportunity to control certain parts of your layout. The 'RailMaster HandHeld' app currently supports all Apple touch-screen devices such as iPod, iPhone and iPad (including mini) plus most Android phones and tablets, including modern Amazon Kindle Fire devices. There is also legacy support for Palm and Windows Mobile PDAs if you happen to have one available. You can try out the HandHeld app by just downloading it onto Safari on your Apple device, or Chrome on your Android device from www.my-apps.eu.



Automation

When you have mastered manual control of your layout you can automate parts, or all, of your layout. 'RailMaster' is powerful enough to allow you to create programs to run an aspect of your layout, including your locomotives, sound and light functions, points, signals, turntables, tippers and so on. The sky is the limit as to what you can achieve.

To make things more interesting you can set up programs to automate just part of your layout, perhaps a branch line, while you operate other aspects manually. You can either create a program from scratch, or let 'RailMaster' build it for you by recording the operation of your layout then fine-tuning the results. This is the easiest way to get into 'RailMaster' automation.

Updates

When you purchase 'RailMaster', you are not just buying a piece of software, you are entering an ecosystem! There are thousands of users around the world all sharing ideas on the Hornby and other forums on the Internet. We also provide regular updates to the 'RailMaster' program itself, which install automatically onto your computer if you wish. Since the launch in late 2011, 'RailMaster' has benefited from over 350 enhancements and improvements. We listen to users and regularly build in new features and improve existing features because we want to make 'RailMaster' the best system available anywhere!

Quite simply, the real way to run a digital railway!

The Pro-Pack

The optional 'RailMaster Pro-Pack' is an add-on pack of operating features that can be purchased from within 'RailMaster' itself and provides you access to over 50 additional features not included in the standard 'RailMaster'.

The following are just a few and include:-

- Voice Control. This powerful new feature allows you to speak to your layout and control locomotives including their functions. Your voice can also control points, signals, turntables and other electrical accessories.
- Multi-aspect colour light signals. You are able to control signals with two, three or four lights and even flashing lights with a single click.
- Points and Signals interlocking allows you to set up arrays of signals so that when you press one and its light changes, other signals behind it will change in sequence accordingly. This saves so much time and allows you to concentrate on controlling trains. You can also change points as a result of a signal changing and vice versa.
- Reversing locos in a multiple header, just like in real life.
- Running pre-made programs as the result of clicking any point or signal.
- Automatic data backup facility to protect all your plans, locomotives and programs.
- Printing track designs, schedules and locomotive CVs lists.
- Additional track elements for more complex layouts.
- Facility to email an operator, or somebody else, if a short circuit or error occurs on your layout.

'RailMaster' for Analogue Users

Analogue model railway users can also benefit from using 'RailMaster' as well. Analogue users prefer their system because they like to operate locomotives using an analogue controller and be able to switch circuits, however they can control all of their signals and points using 'RailMaster'. By setting up a separate circuit they can control points and signals using an Accessory Decoder, such as the Hornby R8247 and utilising 'RailMaster' and 'eLink' they would be able to control a MIMIC track diagram on a Windows PC or laptop computer.

As 'RailMaster' also supports up to two DCC controllers, analogue users would be able at a later date to convert their track to DCC and after adding decoders to their locomotives they could then operate their whole layout using the power of 'RailMaster'.



See our new 'RailMaster' demonstration video on the Hornby Channel on YouTube and download an evaluation version of 'RailMaster' from www.hornby.com to try it out without spending a penny.

If you do not have a Hornby 'Elite' or 'eLink' DCC controller you will not be able to control trains, points and signals but you can see how the software operates in almost all other respects.



HORNBY rail MASTER

eLink

...A Perfect Partnership!

TWIN TRACK SOUND (TTS)

Locomotive sounds add an extra layer of atmosphere to a layout, but the costs associated with third party sound chips can often negate the pleasure this brings.

To counteract this, Hornby's engineers developed their own in-house system of sound chip, the Hornby Twin Track Sound (TTS) eight pin decoder, that not only provides superior DCC control over the regular R8249 eight pin decoder, but one that also provides a number of realistic sound functions.

Hornby models that are equipped with TTS have a minimum of sixteen sound functions, some have more and many are specific to the chosen model, including whistles, horns, start up, idling and in-motion sounds, as well as other relevant sounds. This digital sound system is not just limited to main range items either, as for 2017, further RailRoad models are also TTS equipped (see page 104-105).

The following eight locomotives range in size and traction type from Sir William Stanier's magnificent 4-6-2 Coronation Pacific, 46235 'City of Birmingham', to British Rail's 0-6-0 Class 08 shunter, a selection of digital sound equipped locomotives to cater for all tastes.



STANIER 4-6-2 PRINCESS CORONATION CLASS

THE FINEST PACIFIC CLASS LOCOMOTIVE TO RUN ON BRITAIN'S RAILWAYS?

CLASS INTRODUCED	1938
NUMBER IN CLASS	38

The demands of maintaining the streamlined form of the Princess Coronation Class exceeded the cost savings to the LMS in coal and, in October 1945, the decision was taken to remove the streamlining. This process (defrocking as the fitters called it), began with 6235

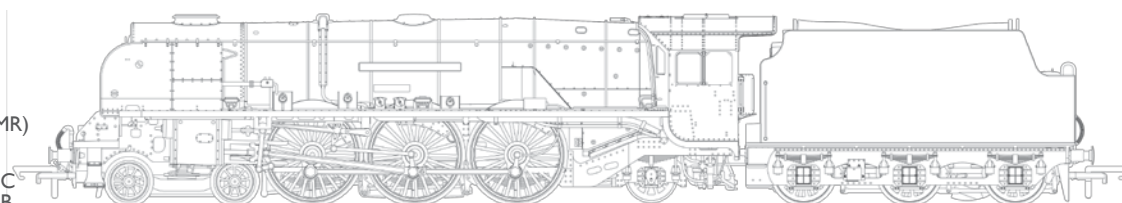
'City of Birmingham' in April 1946 and because the smokeboxes were angled down between the chimney and door to accommodate the sweep of the streamlined casing, they retained this look once the casing was removed. Eventually the raked smokeboxes were replaced

DUE Q4 BR 4-6-2 46235 'City of Birmingham' Princess Coronation Class - Late BR **DIGITAL TTS SOUND** **DCC FITTED** **R3509TTS**

ENTERED SERVICE 1939
WITHDRAWN 1963

REGION BR (LMR)

SUITABLE R4131C
ROLLING STOCK R4234B
R4235C
R4236C



CURVED TRACK: Hornby 2nd radius + / 438mm+



See 46235 *City of Birmingham* in preservation at ThinkTank, in Birmingham. © ColourRail



At Crewe North Shed in 1958. © ColourRail



Being moved to Birmingham Museum of Science and Industry in 1966. © John Stoddart

with conventional, round topped smokeboxes, so that by late 1958 the majority of the fleet showed a similar appearance, although all the defrocked locomotives had the split platform 'utility' front end.

Withdrawal of the class commenced in December 1962 and by October 1964 all thirty eight had been withdrawn. Fortunately, three locomotives were saved for preservation; 6229 'Duchess of Hamilton', 6233 'Duchess of Sutherland' and 6235 'City of Birmingham'.

46235 'City of Birmingham' was built with streamlining at Crewe on June 27, 1939 under Lot No.150, the third batch of locomotives, entering traffic at Crewe North on July 1, 1939. The naming ceremony did not take place until March 20, 1945, the location being Birmingham New Street and 6235 was the first of the Coronation Pacifics to receive a 'city' name; a Coat of Arms being fitted above the nameplate.

'City of Birmingham' was the first of the class to be fitted with a double chimney and was also the first to have the streamlining removed, this taking place on April 24, 1946. The angled or 'semi-streamlined' smokebox was replaced with a conventional smokebox in April 1952 and a year later, in April 1953, the locomotive received its British Railways Brunswick Green livery.

Withdrawn from service on December 12, 1963, 46235 'City of Birmingham' was prepared by British Railways for preservation and following storage at Nuneaton MPD, moved to the Birmingham Museum of Science and Industry in 1966, the museum being built around the locomotive. After closure of that museum, 'City of Birmingham' was moved to Thinktank, Birmingham Science Museum in 1997 where it is currently exhibited in the 'Move It' gallery.



BULLEID 4-6-2 MERCHANT NAVY CLASS

IN A TIME OF AUSTERITY, THE MERCHANT NAVY CLASS DIVIDED OPINIONS

CLASS INTRODUCED	1941
NUMBER IN CLASS	30

Conceived in 1937 when Oliver Bulleid became Chief Mechanical Engineer of the Southern Railway, the Merchant Navy Class represented Bulleid's vision for a quick accelerating, mixed traffic 4-6-2 locomotive, equally capable of hauling passenger services (such

as the Golden Arrow and Atlantic Coast Expresses), or heavy freight trains, to a speed of around 75mph. Bulleid's 'air-smoothed' design was easy to clean mechanically and hid the boiler's external pipes and internal workings, but hindered access for maintenance.

DUE Q2

BR 4-6-2 35023 'Holland-Afrika Line' Merchant Navy Class - Early BR

DIGITAL TTS SOUND

DCC FITTED

R3382TTS

ENTERED SERVICE	1948
WITHDRAWN	1967
REGION	BR (S)
SUITABLE ROLLING STOCK	R4796 R4796A R4797 R4798



CURVED TRACK: Hornby 2nd radius + / 438mm+



35023 'Holland-Afrika Line' in British Railways transitional livery, circa 1949. © Hornby Archives



35023 on Atlantic Coast Express duties at Exeter, June 25, 1957. Unattributed Image



35023 'Holland-Afrika Line' simmers away quietly, prior to the day's work. © Hornby Archives

Reaction to the new design varied, footplate staff appreciating the locomotive's characteristics and steaming abilities, whilst the maintenance staff cursed them, multiple panels having to be removed to gain access to even the most minor of mechanical items, especially during the early life of the locomotives, as the design evolved.



Locomotive 35023, 'Holland-Afrika Line', entered service on November 6, 1948 at Exmouth Junction, having been built as part of order number 3393 at Eastleigh Works. Outshopped in Malachite Green and coupled with tender no. 3341, the naming ceremony for the locomotive took place at Southampton Docks, along with that for 35022 'Holland America Line', on January 24, 1949, the Managing Director of the Line, Mr M.A Pelt, doing the honours.

The last of the class to retain the Malachite Green livery, 35023 'Holland-Afrika Line' was repainted to British Railways Brunswick Green in March 1952, having avoided the experimental British Railways Passenger Blue livery. The allocation to Exmouth Junction continued until the locomotive was sent for its rebuild on January 7, 1957, having run 433,833 miles in traffic.



DUE Q3 BR 4-6-2 60103 'Flying Scotsman' A3 Class - BR Brunswick Green with TTS Sound **DIGITAL TTS SOUND** **DCC FITTED** **R3508TTS**

DESIGNER Sir Nigel Gresley ENTERED SERVICE 1920s NO. BUILT 78

At danger of being sold into overseas ownership, 60103 'Flying Scotsman' was incorporated into the National Collection in April 2004 following a successful fundraising campaign, led by the National Railway Museum, to save the locomotive. Subject to heavy intermediate repairs in September 2004, followed by heavy general repairs in January 2006, 'Flying Scotsman' was subject to a vicious cycle of maintenance over the next five years. In May 2011, an intensive restoration programme began at the workshops of Riley & Son (E) of Bury leading to full restoration. The return to mainline steam in 2016 caught the nation's imagination, with huge crowds of all ages gathering wherever the 'Flying Scotsman' appeared to greet it.



Picture: National Railway Museum

LENGTH
293mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2 BR 4-6-0 5050 'Earl of St Germans' Castle Class - Early BR with TTS Sound **DIGITAL TTS SOUND** **DCC FITTED** **R3383TTS**

DESIGNER C. B. Collett ENTERED SERVICE 1920s NO. BUILT 96

Between August 1923 and August 1950, 155 Castle Class locomotives were built new at Swindon Works, in ten lots for the GWR and two lots for British Railways' Western Region. A further sixteen were converted from other classes, but by December 1965, the last of the class were withdrawn from traffic. Locomotive No. 5050 'Earl of St. Germans' was built at Swindon in May 1936, originally being named 'Devizes Castle', and entered traffic at Worcester. Operating right across the GWR's territory, from Laira to Shrewsbury, 'Earl of St. Germans' was withdrawn from traffic on September 9, 1963, from St. Philip Marsh.



Picture: ColourRail

LENGTH
265mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2 BR 4-6-0 45116 'Black Five' Class 5MT - Early BR with TTS Sound **DIGITAL TTS SOUND** **DCC FITTED** **R3385TTS**

DESIGNER Sir William Stanier ENTERED SERVICE 1930s NO. BUILT 842

If ever a locomotive deserves the description of 'ubiquitous' it is the London, Midland and Scottish Railway's mixed traffic, medium powered Class 5MT locomotives, designed by Sir William Stanier and universally referred to as 'Black Fives'. The class were probably the most widely used steam locomotive to operate in the United Kingdom, a total of 842 Class 5MT locomotives being built between 1934 and 1952, of which five were named, all after Scottish regiments. Locomotive No. 45116 was built at Vulcan Foundry and entered traffic on June 15, 1935, being allocated to Crewe Shed. The locomotive served across much of the LMS region, operating in Scotland, Wales and England and was finally withdrawn from Springs Branch on July 29, 1967.



Picture: ColourRail

LENGTH
256mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3 BR 4-6-0 '30832' S15 Class - Early BR with TTS Sound **DIGITAL TTS SOUND** **DCC FITTED** **R3507TTS**

DESIGNER R.E.L. Maunsell ENTERED SERVICE 1920s NO. BUILT 45

The third of Robert Urie's 4-6-0 designs for the LSWR and similar in appearance to the N15 class, the S15 proved to be an adaptable class and were capable of putting up a creditable performance when pressed into passenger service during peak holiday periods. They just outlived the N15 class, the first withdrawals coming in 1962, the last being in 1966. Locomotive 30832 was built at Eastleigh in October 1927, entering traffic at Salisbury, where it remained throughout its working life. Originally numbered E832, the locomotive was renumbered 832 under the Southern Railway in October 1932, then as 30832 under British Railways in September 1948. Withdrawal came on January 11, 1964 and 30832 was cut up shortly after at Eastleigh.



Picture: ColourRail

LENGTH
266mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2 0-6-0 'DB Schenker' '08623' Class 08 - with TTS Sound **DIGITAL TTS SOUND** **DCC FITTED** **R3504TTS**

DESIGNER British Railways ENTERED SERVICE Current NO. BUILT 996

The British Railways Class 08 0-6-0 diesel electric shunter, developed from the similar LMS design, eventually became British Railways' largest, and probably most recognised, fleet of locomotives. The last of the LMS designs was completed in June 1952 and in October that year the first two locomotives, 13000 and 13001, were sent for trials at Toton. 996 units were built between 1952 and 1962 at BR's workshops in Crewe, Darlington, Derby, Doncaster and Horwich and over 300 still remain in traffic. Locomotive 08623 was delivered from Derby Works in October 1959, being renumbered from D3790 on December 31, 1973. 08623 was the second of Bescot Yard's Class 08 shunters to be repainted in Schenker's distinctive red livery.



Picture: ColourRail

LENGTH
124mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 21st radius
+ / 371mm+



A CHANGING NETWORK

The unbridled expansion of Great Britain's railway network throughout the 19th century, and into the 20th century, was arrested by the onset of war in 1914.

By 1914, there were over 100 different rail companies, 23,000 miles of rail track and 4,000 stations, serving 1.55 million passengers. With no major road network, personnel, equipment and spares had to be moved out to the continent by rail, whilst ambulance and troop trains increased on the national network. Under the Requisition of Forces Act 1871, the various rail companies were nationalised under the Railway Executive Committee (REC) on August 4, 1914, state control of the railways continuing until 1921. Whilst many in government favoured nationalisation, the Minister of Transport, Eric Campbell Geddes, didn't and the compromise was a 'Grouping' of the Rail Companies on January 1, 1923 into the 'Big Four' companies of the Great Western Railway, the London Midland Scottish Railway, the London North Eastern Railway and the Southern Railway.

A number of joint lines managed to remain outside the 'Big Four', such as the M&GN and the S&DJR, whilst the London suburban railway companies were also exempted. Light railways, such as those run by Colonel Stephens, also retained their independence.

Timelines

- 1875 - 1922: Pre-Grouping
- 1923 - 1947: Grouping
- 1948 - 1956: Early British Railways
- 1957 - 1966: Late British Railways
- 1967 - 1971: British Rail Blue Pre-TOPS
- 1971 - 1982: British Rail Blue TOPS
- 1982 - 1994: BR Sectorisation
- 1995 onwards: Post Privatisation



THE FINAL DAY COLLECTION

Nationalisation may have been averted in 1923, but with the outbreak of war in 1939, wartime government control of the railways once more fell to the REC.

The Minister of Transport, Euan Wallace, took control of Britain's railways on September 1, 1939 using the Emergency (Railway Control) Order, under the powers granted by the Emergency Powers (Defence) Act 1939.

The REC, under the direction of the Ministry of Transport, retained control throughout the war years and remained in control until Clement Attlee's Transport Act of 1947 nationalised the railway companies on January 1, 1948, twenty five years after Eric Campbell Geddes' Railways Act of 1921.

The creation of British Railways marked the end of what many enthusiasts regard as the golden age of the railways in Great Britain, as within months locomotives and carriages were repainted into the new standard BR liveries, whilst the Modernisation Plan of 1955 led to the withdrawal of steam traction and the closure of many lines.

2017 marks the 70th anniversary of the end of the 'Big Four' and the 'Final Day' collection features a mainline locomotive from each of the regions, in its final regional livery, each one being available to purchase separately.



© National Railway Museum

DUE Q3 SR 4-6-2 21C168 'Kenley' Battle of Britain Class - **SR**

DCC READY **R3515**

21C168 'Kenley' was built at Brighton, entering traffic on October 7, 1947 at Ramsgate. Unusually, there was no naming ceremony for the locomotive, although one had been due to take place with that for 21C156 'Croydon' but, following procrastination over a suitable naming location, all proposals were dropped and both locomotives entered service unceremoniously. On December 31, 1947, 21C168 'Kenley' was still allocated to Ramsgate Shed.

ENTERED SERVICE
1947

NO. BUILT
110

1947 SHED
Ramsgate

SUITABLE ROLLING STOCK
R4734, R4735, R4736, R4737



CURVED TRACK
Hornby 2nd radius + / 438mm+

DUE Q4 GWR 4-6-0 6004 'King George III' 6000 Class - **GWR**

DCC READY **R3516**

6004 'King George III' entered traffic in July 1927, being allocated to Laira on August 25, 1927 where it remained until October 1941, when the locomotive moved to Exeter. A return to Laira took place in January 1942 and 6004 'King George III' was still allocated there on December 31, 1947, although the locomotive was actually at Reading workshops for running repairs that night.

ENTERED SERVICE
1927

NO. BUILT
31

1947 SHED
Laira

SUITABLE ROLLING STOCK
R4758, R4759, R4760, R4761, R4762



CURVED TRACK
Hornby 2nd radius + / 438mm+

DUE Q4 LMS 4-6-0 6108 'Seaforth Highlander' Royal Scot Class - **LMS**

DCC READY **R3517**

6108 'Seaforth Highlander', built by North British Locomotives, entered traffic at Crewe North on September 3, 1927 and is the most travelled of the locomotives in this collection, spending spells at Edge Hill, Camden, Polmadie, Perth, and Carlisle Kingmoor, before settling down at Leeds from September 4, 1943, fresh from the fitting of the tapered boiler. On December 31, 1947, 6108 'Seaforth Highlander' was still allocated to Leeds.

ENTERED SERVICE
1927

NO. BUILT
70

1947 SHED
Leeds

SUITABLE ROLLING STOCK
R4802, R4803, R4804, R4805



CURVED TRACK
Hornby 2nd radius + / 438mm+

DUE Q4 LNER 4-6-2 108 'Gay Crusader' A3 Class - **LNER**

DCC READY **R3518**

108 'Gay Crusader' was built at Doncaster and entered traffic on June 16, 1923 at Doncaster. Initially numbered 1477, 'Gay Crusader' entered Doncaster Works as No. 4477 on December 22, 1942 for rebuilding as a Class A3, re-entering traffic on January 30, 1943 at Kings Cross. On December 31, 1947, 'Gay Crusader', now numbered as 108, was allocated to Kings Cross shed.

ENTERED SERVICE
1923

NO. BUILT
78

1947 SHED
Kings Cross

SUITABLE ROLLING STOCK
R4660, R4661, R4662, R4663, R4664



CURVED TRACK
Hornby 2nd radius + / 438mm+

TRAIN, COACH & WAGON PACKS

With such a wide variety of locomotive types and rolling stock available from the Hornby range, we like to make matters a little simpler for the enthusiast.

Our Train, Coach and Wagon Packs represent a snapshot in time, drawn from our research archives, that bring together either locomotives and matched rolling stock, combinations of coaching stock, or short rakes of wagons. Sometimes it is an anniversary of a particular locomotive or train that inspires us, or an unusual livery combination that catches our eye, but sometimes it is just that we think particular coaches or wagons should be packaged together.

Such is the case with our 'Southern Pull/Push', 'LMS Suburban' and 'Lyme Regis Branch Line' Train Packs, which were regular sights in their regions and served the purposes that their passengers demanded of them, without undue fuss or publicity. At the other extreme of rail services are the iconic 'named' express trains, that were so loved by the publicity departments of the 'Big Four' and the LNER's 'Queen of Scots', along with the GWR's 'The Bristolian' were two such iconic trains.

To help build up collections of freight vehicles for trains, we have a number of wagon packs available in 2017, as well as the highly distinctive EWS Freight Train Pack.





SOUTHERN REGION PULL/PUSH PACKS

A COMMON SIGHT TO RURAL COMMUNITIES ACROSS KENT AND SUSSEX

© David Clark/R. Lissenden Collection

OPERATING ERA (see p.38)	LATE BRITISH RAILWAYS
OPERATING AREA/ROUTE	BRITISH RAIL (SOUTHERN REGION)

Wholesale withdrawal by British Railways (Southern Region) of former LB&SCR Class D3, LC&DR Class R and SE&CR Class R1 locomotives left the eastern section of the region short of motor-fitted engines and so the salvaged gear was fitted to many of the Wainwright 'H' Class locomotives from March 1949. The first of

the class to be converted was No. 31522, with a further forty four engines being converted by January 1961 and with their excellent acceleration and free steaming characteristics, the locomotives proved a popular success in this role, being used across both eastern and central sections of the region.

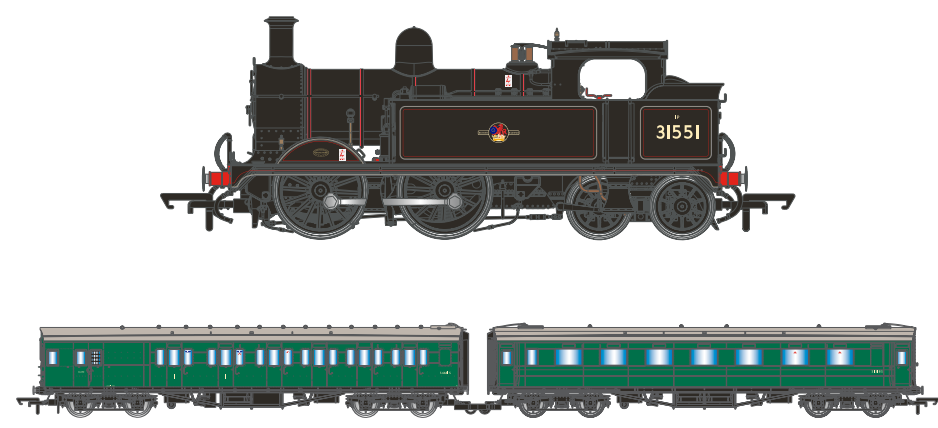
DUE Q4

Wainwright 'H' Class Pull/Push Train Pack - **Limited Edition**

DCC READY

R3512

- LOCOMOTIVE DETAILS0-4-4 'H' Class No. 31551
- COACHING STOCKBR ex-Maunsell Push/Pull Set 602
1 x ex-BCK
1 x ex-SO
- LOCOMOTIVE LIVERYLate BR Lined Black
- COACHING STOCK LIVERYBR (SR) Green
- CURVED TRACKHornby 2nd radius + / 438mm+



By 1959, there were still forty six Pull/Push sets in service with British Railways (Southern Region), but none of them were under thirty years old and their wooden bodies were causing safety concerns over impact damage and the possible resulting fire damage. With the British Transport Commission issuing an instruction to replace any carriage over thirty years old, BR (SR) faced losing their entire stock of Pull/Push carriages and a quick solution needed to be found.

The answer was for BR (SR) to convert twenty Pull/Push sets from two Maunsell vehicle types, under orders L4634 and L4746 in June 1959 and February 1960. The conversions took place on ex-diagram 2403 BCKs and ex-diagram 2005 SOs, the brake end of the BCK being modified by inserting two windows to form a driving compartment, with the corridor connection removed and droplights replacing the familiar former guard's lookout duckets.

The outer end of the SO also had its corridor connection removed, but the corridor connection between the two vehicles was retained. Large electric stock pattern buffers were installed and all the lavatories were sealed, their windows sheeted over, although the frosted windows on the opposite sides were retained. Unusually, No. 1318, the non-driving vehicle in this set, was also marked with the set number.

This train pack recreates a typical BR(SR) branch line service of 1963, before the introduction of diesel/electric multiple unit traction, with Wainwright 'H' Class No. 31551 in British Railways lined black, accompanied by British Railways (Southern) ex-Maunsell Push/Pull Set 602, comprising coach nos. 1318 and 6681.

DUE Q2

BR (Ex-Maunsell) Pull/Push Coach Pack - Set 601

R4534E



Comprising ex-diagram 2005 SO No. S1351S and ex-diagram 2403 BCK No. S6687S, Set 601 operated between November 1959 and December 1963.

From September 1960, the set was noted as operating in the London Central District, on the Horsham to Guildford Branch, as well as on Horsham-Shoreham-Brighton cross country services. From June 1963, until scrapping, the set moved to the Central Section of the Southern Region of British Railways.

See pages 66-68 for further details of our new Wainwright H Class locomotives.

NEW FOR 2017 | TRAIN, COACH & WAGON PACKS

OPERATING ERA (see p.38)	GROUPING
OPERATING AREA/ROUTE	LONDON - GLASGOW - LONDON

DUE Q2

The Queen of Scots Train Pack - **Limited Edition**

DCC READY

R3402

The 'Queen of Scots' service commenced in 1928, but its development can be traced back to Grouping, in 1923, when the fledgling LNER decided to open up a new luxury service to Newcastle, via Leeds and Harrogate. The Harrogate Pullman was a success and the route was extended to Edinburgh, running non-stop from Kings Cross to Harrogate from the autumn of 1925.

From May 1, 1928, two new eight car, all-steel Pullman 'K' type sets were introduced for a route extension to Glasgow and the 'Queen of Scots' service commenced. By 1935 the 400 ton, ten car train necessitated the use of A1, A3 or A4 locomotives and even Gresley's VV1 design was allocated at times. At Leeds, two cars were detached from the service, leaving eight to continue on the journey.

LOCOMOTIVE DETAILS
Gresley Class A4 4-6-2 No. 4500 'Garganey'

COACHING STOCK
Pullman First Class Kitchen Car 'Thelma', Pullman First Class Parlour Car; Sheila and Pullman Third Class Brake Car No. 77

LOCOMOTIVE LIVERY
LNER Garter Blue

COACHING STOCK LIVERY
Pullman Umber and Cream, Early Crest

CURVED TRACK
Hornby 2nd radius + / 438mm+



OPERATING ERA (see p.38)	GROUPING
OPERATING AREA/ROUTE	LONDON - BRISTOL - LONDON

'The Bristolian' Train Pack - **Limited Edition**

DCC READY

R3401

To mark the centenary of the opening, in 1835, of the Great Western main line between Paddington and Bristol, the GWR's management decided to create a new express service linking London and Bristol. The non-stop service was normally comprised of seven coaches, initially being Collet Bow-Ended stock, comprising two third class brakes, three composites, a third and, in the centre, a buffet car.

Departure from Paddington was at 10:00am, with Bristol being reached at 11:45am and the return leg commenced at 4:30pm, arriving back at Paddington for 6:15pm, the average speed being just over 67mph for the two legs of the journey. Whilst 'Bristolian' roof boards were fitted from the outset, a headboard did not feature until 1953.

LOCOMOTIVE DETAILS
Collett 'King' Class 4-6-2 No. 6009 'King Charles II'

COACHING STOCK
Collett L/H BTK '5108', R/H BTK '5107' and L/H CK '6160'

LOCOMOTIVE LIVERY
GWR Green

COACHING STOCK LIVERY
GWR Chocolate and Cream, 'Shirt Button' logo

CURVED TRACK
Hornby 2nd radius + / 438mm+



OPERATING ERA (see p.38)	POST PRIVATISATION
OPERATING AREA/ROUTE	ACROSS THE RAIL NETWORK

EWS Freight Train Pack - **Limited Edition**

DCC READY

R3399

English Welsh & Scottish Railway Ltd, or EWS as it was more commonly known, resulted from the merger of Rail Express Systems, Loadhaul, Mainline Freight and Transrail Freight into North and South Railways during March 1996. Shortly after, on April 25th, the EWS brand was unveiled to the Rail Industry, but it was not until October 1996 that the English Welsh & Scottish Railway Ltd was formed.

On December 24, 1996, EWS was announced as the preferred bidder for the loss-making Railfreight Distribution and at that point, the TOC controlled 90% of the United Kingdom's railfreight market. In 2006, in a more competitive market, the UK market share still stood at around 70%, which led to the purchase of the company by Deutsche Bahn on November 13, 2007. Despite this, the EWS locomotive branding is still visible across the rail network.

LOCOMOTIVE DETAILS
EWS Class 67 '67003'

FREIGHT STOCK
MHA Wagon Nos. '394652', '394653' and '394654'

LOCOMOTIVE LIVERY
EWS Maroon and Gold

FREIGHT STOCK LIVERY
EWS Maroon and Gold

CURVED TRACK
Hornby 2nd radius + / 438mm+



OPERATING ERA (see p.38)	GROUPING
OPERATING AREA/ROUTE	LONDON, MIDLANDS & SCOTLAND

DUE
Q3

LMS Suburban Train Pack - **Limited Edition**

DCC
READY

R3397

Away from the perceived glamour of the mainline, the real work of the railways took place on a myriad of suburban lines across the country, especially in the great conurbations of the Midlands. The main requirement for a locomotive working suburban services was to have quick acceleration, efficient braking and good tractive ability, the latter being especially useful when pulling heavy carriages, full of commuters.

LOCOMOTIVE DETAILS

Fowler 4P 2-6-4T '2328'

COACHING STOCK

Stanier 57' Non-Corridor Brake Third No. 20768, Non-Corridor Brake Third No. 20769 and Non-Corridor Brake Composite No. 16592

LOCOMOTIVE LIVERY

LMS Lined Black

COACHING STOCK LIVERY

LMS Lined Maroon

CURVED TRACK

Hornby 2nd radius + / 438mm+



Fowler's 4P 2-6-4T engine was ideally suited to this task, mainly being used on longer distance commuter trains from stations in the big cities of England, as well as being used to bank heavy passenger and goods trains on the West Coast Main Line. Typically hauling sets of Stanier's 57' non-corridor suburban stock, thousands of commuters spent their working week travelling back and forth from the cities behind these engines.

OPERATING ERA (see p.38)	EARLY BRITISH RAILWAYS
OPERATING AREA/ROUTE	DORSET/DEVON BORDER

Lyme Regis Branch Line Train Pack - **Limited Edition**

DCC
READY

R3398

Situated on the border between Dorset and Devon, the 6¾ mile Lyme Regis Branch line connected the coastal town of Lyme Regis, in Dorset, with the London-Exeter main line at Axminster, in Devon. Running through wonderful countryside and across the substantial ten-arched Cannington viaduct, the London & South Western Railway line was opened on August 24, 1903 and stayed in operation until November 29, 1965, when it closed to traffic.

LOCOMOTIVE DETAILS

Adams Radial LSWR 415 class '30583'

COACHING STOCK

Maunsell (ex-LSWR) Brake Third 'S2636S' and Brake Composite 'S6401S', forming Set 42

LOCOMOTIVE LIVERY

Early BR, Lined Black

COACHING STOCK LIVERY

BR Maroon

CURVED TRACK

Hornby 2nd radius + / 438mm+



The line, with its tight curves and gradients, became synonymous with the operation of three LSWR 415 locomotives, the Adams Radials, which were the mainstay of the motive power on the route for over 30 years. On opening, six return journeys operated on weekdays and by summer 1938, this had increased to eleven trips. During British Rail operation the normal service steadied at ten trips daily, until 1951 when it dropped to nine,

DUE
Q2

20 Ton Tank Wagon 'ICI' - **Three Wagon Pack**

R6788

DUE
Q2

HFA Hopper Wagons 'Barry' - **Three Wagon Pack**

R6828

LENGTH
3 x 75mm

PERIOD
1950/60s

LENGTH
3 x 118mm

PERIOD
1980/90s

DUE
Q3

PGA Hopper Wagons 'Tarmac' - **Three Wagon Pack**

R6829

DUE
Q4

BR 20 Ton Coke Hopper Wagons - **Three Wagon Pack**

R6830

LENGTH
3 x 118mm

PERIOD
1980/90s

LENGTH
3 x 112mm

PERIOD
1950/60s



STEAM LOCOMOTIVES

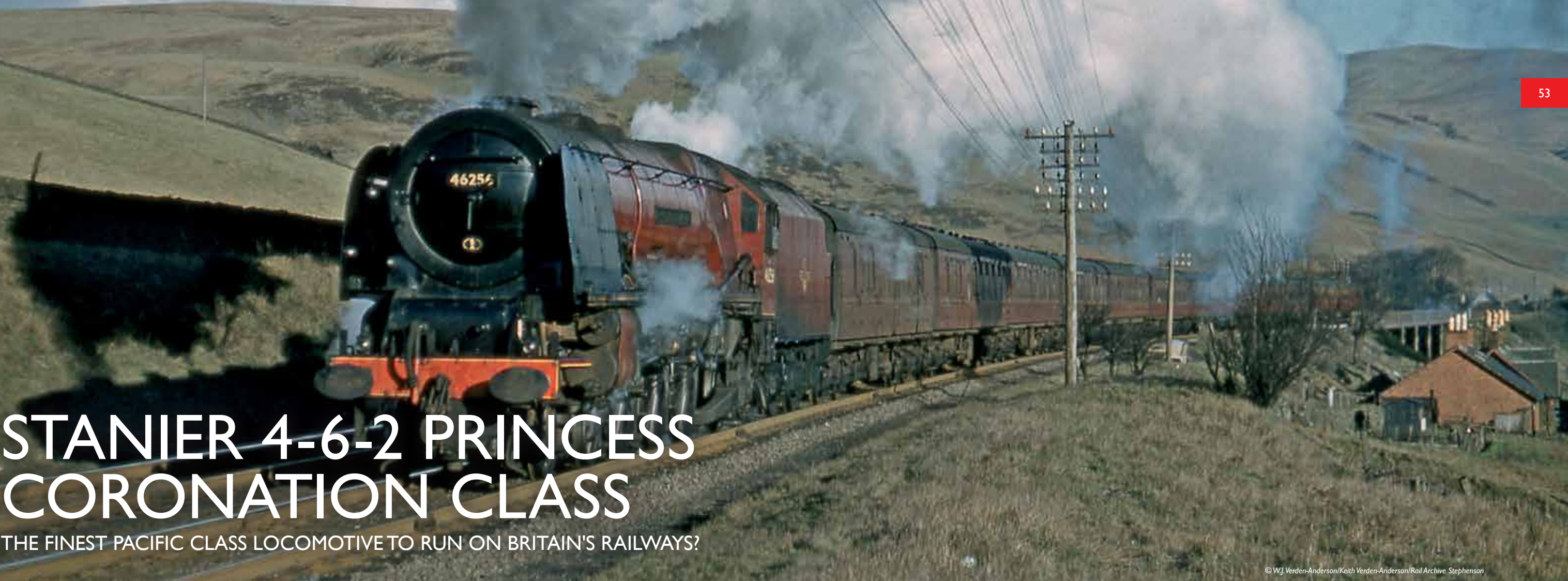
The 'romance of steam' has enthralled generations, ever since the Rainhill Trials in 1829, and continues to do so today, both in real life and in modelled form.

The Rainhill Trials were the first introduction to the general public of the potential for steam travel by rail and whilst electric and diesel power went on to replace steam as a form of traction on the main railway network in 1968, industrial use and preservation lines kept some engines in use and directly led to some of the magnificent mainline steam 'specials' that we see today, as well as new build projects that encourage young engineers through apprenticeships.

For the 2017 range, we are delighted in bringing you brand new toolings for Sir William Stanier's iconic 4-6-2 Princess Coronation Class, as well as Harry Wainwright's classic 0-4-4T design of the 'H' Class. There are also a number of important re-introductions this year, including the BR Standard 4MT and 8F Classes, the LMS 'Royal Scot' Class, as well as Bulleid's Q1 Class and R.G. Jarvis' rebuild of the Merchant Navy Class.

These new locomotives build upon Hornby's reputation for impressively detailed and smoothly running steam locomotive models, joining a range that encompasses models ranging from the diminutive Peckett 0-4-0ST, to British Railways' majestic 4-6-2 'Britannia' Class.





STANIER 4-6-2 PRINCESS CORONATION CLASS

THE FINEST PACIFIC CLASS LOCOMOTIVE TO RUN ON BRITAIN'S RAILWAYS?

© WJ Verden-Anderson/Keith Verden-Anderson/Rail Archive Stephenson

CLASS INTRODUCED	1938
NUMBER IN CLASS	38

DUE Q4

BR 4-6-2 46256 'Sir William A. Stanier' Princess Coronation Class - Late BR Red

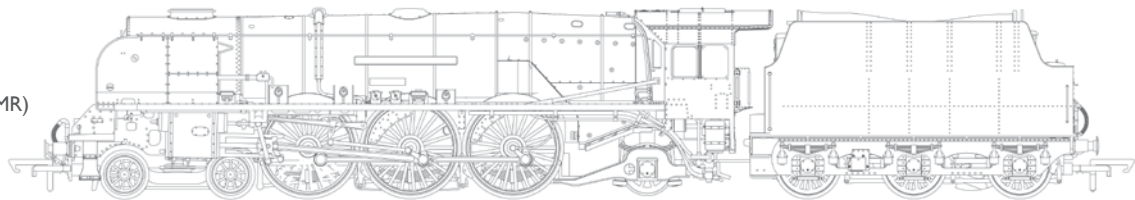
DCC READY

R3555

ENTERED SERVICE 1947
WITHDRAWN 1963

REGION BR (LMR)

LOCOMOTIVE NO. 46256



MODEL SPECIFICATIONS					
DESIGNER	Sir William Stanier	LENGTH	301mm	MOTOR	5 pole skew wound.
DISTRIBUTION	Across the LMS/BR (LMR) network.	DETAIL	Separate handrails, roof and body details,	CURVED TRACK	Hornby 2nd radius + / 438mm+
PURPOSE	Express Passenger Services	SPECIAL FEATURES	DCC ready	SOUND READY	Yes

46256 Sir William A. Stanier F.R.S, along with 46257 City of Salford, was the final, and ultimate build of the 'Duchesses', being built at Crewe and entering traffic at Crewe North on December 13, 1947. Alternating spells between Crewe and Camden continued, until final withdrawal from traffic in December 1963.

The story of the Princess Coronation Class is one of split personalities and purposes and represents the difference in opinions and attitudes between design on the one hand, and perceived cost savings on the other. The original streamlined form of the class arose from tests by the London Midland Scottish Railway's Research



46256 'Sir William A. Stanier, FRS', pulls out of Chester with mixed empty stock. © John Stoddart



An immaculate 46256 'Sir William A. Stanier, FRS' at Crewe in April 1962. © ColourRail



46256 'Sir William A. Stanier, FRS' simmers at Carlisle station, September 26, 1959. © ColourRail

Department on Stanier's development of the Princess Royal class locomotives. Stanier was said to be ambivalent about the economic value of streamlining, but was aware of the publicity value of such a design. When the opportunity to produce five conventional versions of the Coronation Pacific as a comparison to the streamlined version arose, Stanier was quoted as saying, "They can have their streamliners if they b***** want them, but we will also build them five proper ones".

Those first five conventional locomotives were 6230 'Duchess of Buccleuch' to 6234 'Duchess of Abercorn' and colloquially they were known as Duchesses, after the first of this sub-class. Appearing in 1938 with a single chimney and without smoke deflectors, it is this form that many purists regard as the finest Pacific locomotive produced.

The next four Duchesses to appear were 6249-6252 in 1944 and they emerged from works with a double chimney. Originally ordered as streamlined, the demands of maintaining the streamlined form

exceeded the cost savings in coal and so they emerged from works without the casing, but with streamlined tenders (which had been completed before that decision was taken).

In 1946 the next three Duchesses, 6253-6255, differed in appearance again, this time the curved fall plate at the front was replaced by a split platform and smoke deflectors were fitted. The final 'as new' produced Duchesses were 6256 and 46257 (as it appeared straight into British Railways ownership) and these were modified designs by Ivatt, featuring a different cab, pony truck, reversing gear and roller bearings.

The process of de-streamlining (or defrocking as the fitters called it) the remaining engines began with 6235 'City of Birmingham' in April 1946, with 6243 'City of Lancaster' being the last in May 1949. Because the smokeboxes were angled down between the chimney and door to accommodate the sweep of the streamlined casing, upon defrocking they retained this look, being referred to as [next page]

STANIER 4-6-2 PRINCESS CORONATION CLASS

[continued] semi-streamlined by enthusiasts of the time. Eventually the raked smokeboxes were replaced with conventional smokeboxes, so that by late 1958 the majority of the fleet showed a similar appearance, although all the defrocked locomotives had the split platform 'utility' front end.

Withdrawal of the class commenced in December 1962 and by October 1964 all had been withdrawn. Fortunately, three locomotives were saved for preservation; 6229 'Duchess of Hamilton', 6233 'Duchess of Sutherland' and 6235 'City of Birmingham'.

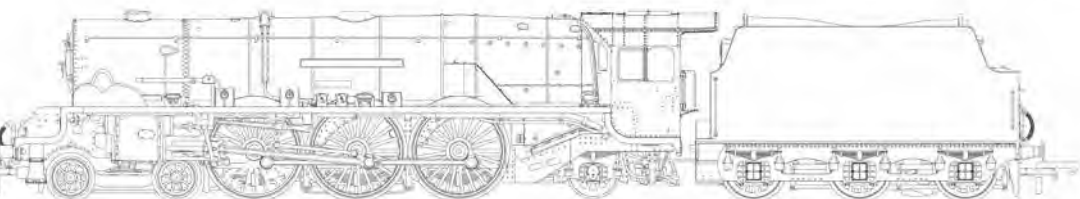
DUE Q4	LMS 4-6-2 6231 'Duchess of Atholl' Princess Coronation Class - LMS Red	DCC READY	R3553
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DESIGNER	Sir William Stanier	ENTERED SERVICE	1938	NO. BUILT	38
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LENGTH
301mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd
radius + / 438mm+



6231 'Duchess of Atholl' was built without streamlining at Crewe and entered traffic at Camden on July 2, 1938, transferring to Polmadie on January 6, 1940, where it spent the rest of its working life. Moved to storage in August 1962, Duchess of Atholl was withdrawn from service in December 1962.



6231 'Duchess of Atholl' at Polmadie shed on August 29, 1938.

© Rail Archive Stephenson

DUE Q1	SR 4-6-2 'Channel Packet' '21C1', Merchant Navy Class (Original)	DCC READY	R3434
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DESIGNER	O.V.S. Bulleid	ENTERED SERVICE	1941	NO. BUILT	30
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LENGTH
285mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q4	SR 4-6-2 'Royal Mail' '21C3', Merchant Navy Class (Original)	DCC READY	R3435
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DESIGNER	O.V.S. Bulleid	ENTERED SERVICE	1941	NO. BUILT	30
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LENGTH
285mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3	BR 4-6-2 'Clan Line' '35028', Merchant Navy Class (Original) - Early BR	DCC READY	R3436
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DESIGNER	O.V.S. Bulleid	ENTERED SERVICE	Early 1950s	NO. BUILT	30
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LENGTH
285mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q4	BR 4-6-2 'British India Line' Merchant Navy Class (Re-built) - Early BR	DCC READY	R3566
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DESIGNER	O.V.S. Bulleid	ENTERED SERVICE	Late 1950s	NO. BUILT	30
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LENGTH
290mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	BR 4-6-2 21C159 'Sir Archibald Sinclair', Battle of Britain Class (Original) - Transitional British Railways				DCC READY	R3525
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DESIGNER O.V.S. Bulleid ENTERED SERVICE 1948 NO. BUILT 54

LENGTH
272mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	BR 4-6-2 34032 'Camelford', West Country Class (Original) - Early BR				DCC READY	R3445
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DESIGNER O.V.S. Bulleid ENTERED SERVICE 1941 NO. BUILT 54

LENGTH
272mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3	BR 4-6-2 34096 'Trevone', West Country Class (Rebuilt) - Late BR				DCC READY	R3524
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DESIGNER O.V.S. Bulleid ENTERED SERVICE Late 1950s NO. BUILT 54

LENGTH
272mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	BR 4-6-2 34077 '603 Squadron', Battle of Britain Class (Rebuilt) - Late BR				DCC READY	R3468
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DESIGNER O.V.S. Bulleid ENTERED SERVICE 1960s NO. BUILT 54

LENGTH
272mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	BR 4-6-2 70007 'Coeur-de-Lion', Britannia Class - Late BR				DCC READY	R3520
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DESIGNER R.A.Riddles CBE ENTERED SERVICE Early 1950s NO. BUILT 55

LENGTH
287mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	BR 4-6-2 60026 'Miles Beevor', A4 Class - Early BR				DCC READY	R3522
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DESIGNER Sir Nigel Gresley ENTERED SERVICE Late 1950s NO. BUILT 35

LENGTH
291mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 4-6-2 4499 'Sir Murrough Wilson', A4 Class					DCC READY	R3441
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DESIGNER Sir Nigel Gresley ENTERED SERVICE 1930s NO. BUILT 35

LENGTH
291mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



BR 4-6-0 6025 'King Henry III' King Class - Early BR					DCC READY	R3410
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DESIGNER C. B. Collett ENTERED SERVICE Late 1940s NO. BUILT 30

LENGTH
276mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3
GWR 4-6-0 6023 'King Edward II' King Class
DCC READY
R3534

DESIGNER
C. B. Collett
ENTERED SERVICE
1930s
NO. BUILT
30

LENGTH
276mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+

DUE Q3
BR 4-6-0 6015 'King Richard III' King Class - Late BR
DCC READY
R3535

DESIGNER
C. B. Collett
ENTERED SERVICE
Late 1950s
NO. BUILT
30

LENGTH
276mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+

DUE Q3
GWR 4-6-0 5076 'Dryslwyn Castle', Castle Class
DCC READY
R3454

DESIGNER
C. B. Collett
ENTERED SERVICE
1930s
NO. BUILT
196

LENGTH
265mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+

DUE Q4
GWR 4-6-0 6860 'Aberporth Grange' Grange Class
DCC READY
R3552

DESIGNER
C. B. Collett
ENTERED SERVICE
1930s
NO. BUILT
80

LENGTH
253mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+

DUE Q3
BR 4-6-0 6825 'Llanvair Grange' Grange Class - Late BR
DCC READY
R3452

DESIGNER
C. B. Collett
ENTERED SERVICE
Late 1950s
NO. BUILT
80

LENGTH
253mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+

DUE Q4
LMS 2-8-0 '8035' 8F Class
DCC READY
R3565

DESIGNER
Sir William Stannier
ENTERED SERVICE
1940s
NO. BUILT
84

LENGTH
258mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+

DUE Q4
BR 2-8-0 '48045' 8F Class, with Fowler Tender - Late BR
DCC READY
R3564

DESIGNER
Sir William Stannier
ENTERED SERVICE
1960s
NO. BUILT
84

LENGTH
258mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+

DUE Q4
LMS 4-6-0 6126 'Royal Army Service Corps' Royal Scot Class
DCC READY
R3557

DESIGNER
Sir William Stanier
ENTERED SERVICE
1940s
NO. BUILT
73

LENGTH
259mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+

DUE Q4	BR 4-6-0 46165 'The Ranger', Royal Scot Class - Late BR					DCC READY	R3558
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DESIGNER Sir William Stanier ENTERED SERVICE Mid 1950s NO. BUILT 73

LENGTH
259mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	GWR 4-6-0 4013 'Knight of St Patrick', Star Class					DCC READY	R3455
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DESIGNER G J Churchwood ENTERED SERVICE 1940s NO. BUILT 73

LENGTH
251mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



	BR 4-6-0 '30842' S15 Class - Early BR					DCC READY	R3412
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DESIGNER R.E.L. Maunsell ENTERED SERVICE 1930s NO. BUILT 45

LENGTH
266mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	SR 4-6-0 742 'Camelot', N15 King Arthur Class					DCC READY	R3527
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DESIGNER R.W.Urie ENTERED SERVICE 1930s NO. BUILT 54

LENGTH
270mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	BR 4-6-0 61665 'Leicester City', B17 Class - Early BR					DCC READY	R3523
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DESIGNER Sir Nigel Gresley ENTERED SERVICE Early 1950s NO. BUILT 73

LENGTH
249mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3	BR 4-6-0 '45274' 'Black Five' Class 5MT - Late BR					DCC READY	R3453
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DESIGNER Sir William Stanier ENTERED SERVICE 1934 NO. BUILT 842

LENGTH
256mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3	BR 4-6-0 61032 'Stembok' Thompson B1 Class - Early BR					DCC READY	R3451
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DESIGNER Edward Thompson ENTERED SERVICE 1950s NO. BUILT 410

LENGTH
246mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	LNER 4-6-0 '8527' Holden B12					DCC READY	R3544
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DESIGNER S D Holden ENTERED SERVICE 1930s NO. BUILT 81

LENGTH
236mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3

BR 4-6-0 '61556' Holden B12 - Transitional British Railways

DCC READY

R3545

DESIGNER

S D Holden

ENTERED SERVICE

1930s

NO. BUILT

81

LENGTH

236mm

MOTOR

5 pole skew wound
Loco drive

CURVED TRACK

Hornby 2nd radius
+ / 438mm+



DUE Q4

BR 4-6-0 '61576' Holden B12 - Early BR

DCC READY

R3546

DESIGNER

S D Holden

ENTERED SERVICE

1930s

NO. BUILT

81

LENGTH


236mm

MOTOR

5 pole skew wound
Loco drive

CURVED TRACK

Hornby 2nd radius
+ / 438mm+



DUE Q3

BR 4-6-0 '75053' Standard 4MT - Early BR

DCC READY

R3548

DESIGNER

R.A. Riddles

ENTERED SERVICE

Mid 1950s

NO. BUILT

80

LENGTH

230mm

MOTOR

5 pole skew wound
Loco drive

CURVED TRACK

Hornby 2nd radius
+ / 438mm+



DUE Q3

BR 4-6-0 '75008' Standard 4MT - Late BR

DCC READY

R3547

DESIGNER

R.A. Riddles

ENTERED SERVICE

Late 1950s

NO. BUILT

80

LENGTH

230mm

MOTOR

5 pole skew wound
Loco drive

CURVED TRACK

Hornby 2nd radius
+ / 438mm+



BR 2-6-0 '62065' Peppercorn K1 Class - Late BR

DCC READY

R3417

DESIGNER

A.H Peppercorn

ENTERED SERVICE

1949

NO. BUILT

70

LENGTH

243mm

MOTOR

3 pole & Fly Wheel
Loco drive

CURVED TRACK

Hornby 2nd radius
+ / 438mm+



LNER 0-8-0 '3418' Raven Q6 Class

DCC READY

R3424

DESIGNER

Vincent Raven

ENTERED SERVICE

1920

NO. BUILT

120

LENGTH

241mm

MOTOR

5 pole skew wound
Loco drive

CURVED TRACK

Hornby 2nd radius
+ / 438mm+



BR 0-8-0 '63443' Raven Q6 Class - Early BR

DCC READY

R3425

DESIGNER

Vincent Raven

ENTERED SERVICE

1920

NO. BUILT

120

LENGTH

241mm

MOTOR

5 pole skew wound
Loco drive

CURVED TRACK

Hornby 2nd radius
+ / 438mm+



BR 0-8-0 '63429' Raven Q6 Class - Late BR

DCC READY

R3426

DESIGNER

Vincent Raven

ENTERED SERVICE

1920

NO. BUILT

120

LENGTH


241mm

MOTOR

5 pole skew wound
Loco drive

CURVED TRACK

Hornby 2nd radius
+ / 438mm+




DUE Q2 LNER 0-8-0 '2265' Raven Q6 Class **DCC READY** **R3541**

DESIGNER	Vincent Raven	ENTERED SERVICE	1920	NO. BUILT	120
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LENGTH
241mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3 BR 0-8-0 '63427' Raven Q6 Class - Early BR **DCC READY** **R3542**

DESIGNER	Vincent Raven	ENTERED SERVICE	1920	NO. BUILT	120
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LENGTH
241mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+




DUE Q1 SR 4-4-0 921 'Shrewsbury' Schools Class **DCC READY** **R3458**

DESIGNER	R.E.L. Maunsell	ENTERED SERVICE	1940s	NO. BUILT	41
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LENGTH
238mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+




DUE Q2 LNER 4-4-0 '8802', D16/3 Class **DCC READY** **R3521**

DESIGNER	James Holden	ENTERED SERVICE	1930s	NO. BUILT	104
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LENGTH
216mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



SR 4-4-0 '116', Class T9 'Greyhound' **DCC READY** **R3457**

DESIGNER	Dugald Drummond	ENTERED SERVICE	1899	NO. BUILT	66
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LENGTH
229mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q4 SR 0-6-0 'C24' Q1 Class **DCC READY** **R3559**

DESIGNER	O.V.S. Bulleid	ENTERED SERVICE	1940s	NO. BUILT	40
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LENGTH
222mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q4 BR 0-6-0 '33032' Q1 Class - Late BR **DCC READY** **R3560**

DESIGNER	O.V.S. Bulleid	ENTERED SERVICE	Late 1960s	NO. BUILT	40
----------	----------------	-----------------	------------	-----------	----

LENGTH
222mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 0-6-0 '5444' J15 Class **DCC READY** **R3414**

DESIGNER	T.W. Worsdell	ENTERED SERVICE	1930s	NO. BUILT	289
----------	---------------	-----------------	-------	-----------	-----

LENGTH
218mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



BR 0-6-0 '65477' J15 Class - **Early BR**

DCC
READY

R3415

DESIGNER T W Worsdell ENTERED SERVICE 1930s NO. BUILT 289

LENGTH
218mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3 LNER 0-6-0 '7942' J15 Class

DCC
READY

R3529

DESIGNER T W Worsdell ENTERED SERVICE 1930s NO. BUILT 289

LENGTH
218mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2 BR 0-6-0 '65469' J15 Class - **Early BR**

DCC
READY

R3530

DESIGNER T W Worsdell ENTERED SERVICE 1950s NO. BUILT 289

LENGTH
218mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2 BR 2-6-4T '42334' Fowler 4P - **Late BR**

DCC
READY

R3404

DESIGNER Sir Henry Fowler ENTERED SERVICE Late 1950s NO. BUILT 125

LENGTH
188mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 2-6-4T '67702' Thompson LI

DCC
READY

R3461

DESIGNER Edward Thompson ENTERED SERVICE 1945 NO. BUILT 100

LENGTH
174mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 0-6-2T '4765', N2 Class

DCC
READY

R3465

DESIGNER Sir Nigel Gresley ENTERED SERVICE 1920 NO. BUILT 107

LENGTH
152mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q1 SR 4-4-2T '3125', Adams Radial 415 Class

DCC
READY

R3422

DESIGNER William Adams ENTERED SERVICE 1940s NO. BUILT 71

LENGTH
155mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q1 BR 4-4-2T '30583', Adams Radial 415 Class - **Late BR**

DCC
READY

R3423

DESIGNER William Adams ENTERED SERVICE Late 1950s NO. BUILT 71

LENGTH
155mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+





WAINWRIGHT 0-4-4T H CLASS

LOVED BY ITS CREWS, THE H CLASS WAS RENOWNED FOR ITS EFFICIENCY

CLASS INTRODUCED	1904
NUMBER IN CLASS	660

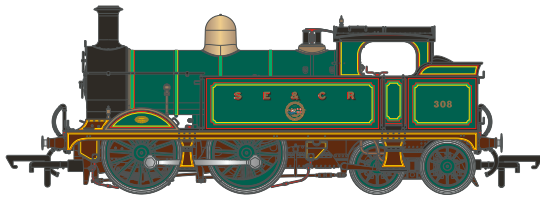
DUE Q4

SECR 0-4-4T No. 308 H Class - SECR Lined Green

DCC READY

R3538

ENTERED SERVICE	1906
WITHDRAWN	1962
REGION	SECR
LOCOMOTIVE NO.	308



MODEL SPECIFICATIONS					
DESIGNER	Harry Wainwright	LENGTH	132mm	MOTOR	5 pole skew wound.
DISTRIBUTION	Across the South East of England	DETAIL	Separate handrails, roof and body details,	CURVED TRACK	Hornby 2nd radius + / 438mm+
PURPOSE	Suburban Passenger Services	SPECIAL FEATURES	DCC ready	SOUND READY	No

Locomotive No. 308 was built at Ashford Works in June 1906, entering traffic at Slades Green and was repainted to Maunsell Dark Green in 1925, when it was renumbered as A308. Moving to Gillingham in July 1931, the locomotive's last shed was Tunbridge Wells West, from where it was withdrawn in December 1962.

The H Class was Harry Wainwright's solution to updating the ageing 2-4-0 and 0-4-2T stock running on the South Eastern and Chatham Railway at the turn of the 20th century and was very much a development of Kirtley's R Class and subsequent R1 design. Sixty six locomotives were built by Ashford Works, with No. 540 being the



No. 308, in its immaculate lined SECR livery, awaits its day's duties. © Rail Archive Stephenson



No. 31518, at Dunton Green on July 12, 1959 heading to Westerham. © D.Clark/R. Lissenden Collection



The last H Class to feature the pre-war livery, 1324 at Bricklayers Arms, in May 1949. © Mike King

first engine delivered on November 7, 1904 and No. 184 the last, in April 1915.

Initially spread across the SECR region, from Bricklayers Arms down to Hastings and Ramsgate and various sheds in between, the engines operated on short haul suburban services such as Orpington and Tonbridge into the London termini, as well as from the coastal towns to Ashford and Tonbridge. Allocations and duties stayed fairly constant through to Grouping in 1923, with the addition of Reading-Redhill Branch services and the operation of semi-fast trains from Maidstone East into London Victoria during 1918/19.

Following Grouping, services expanded to include East Grinstead, Horsham, Eastbourne and Brighton, as the spread of suburban electrification during the 1920s and 1930s released some of the H Class from their more usual duties in and around the capital, those engines swapping the grime of suburbia for the open spaces of the Kent and Sussex Downs.

World War II saw some passenger services being curtailed, carriage piloting and shunting duties introduced and the loan of three engines to the LMS for operation on the Arbroath local services, receiving the 2P designation in the process. Wartime servicing conditions led to two engines being condemned for use as spares, but the remaining sixty four entered British Rail stock in 1948.

Despite its longevity in service, the H Class are more widely remembered for their use on Push/Pull services in the post-war years. Withdrawal of D3, R and R1 classes in March 1949 led to a shortage of engines available for motor-train services and so the salvaged equipment was fitted to forty five of the class between 1949 and 1961, an operation that may even have included the replacement of an odd chimney or two! The sight of an H Class making its way through, and across, the rural landscapes of North Kent, the Kent/Sussex borders or Romney Marsh became a well photographed event, these images going on to define the operations of these elegant locomotives through the 1950s and early 1960s. [next page]

WAINWRIGHT 0-4-4T H CLASS

[continued] With electrification of the Kent Coast lines between 1959 and 1962 impacting on the main H Class duties, as well as the loss of branch lines services through the effects of the 1955 Modernisation Plan, the area of operations for the H Class contracted, eventually leaving the Three Bridges - East Grinstead route as the last bastion of rural steam services. By January 1964, the

final three engines were withdrawn, having been eventually replaced by DEMU stock, but luckily No. 31263 was saved by the H Class Locomotive Society, being bought from British Rail and, after spells at Robertsbridge and Ashford, the locomotive was sent to the Bluebell Railway in 1975.

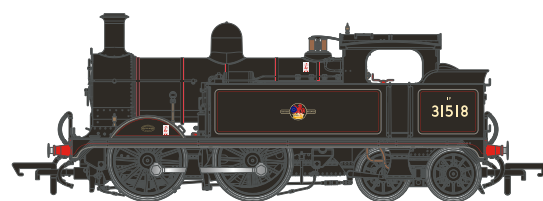
DUE Q4	BR 0-4-4T '31518' H Class - Late BR Black	DCC READY	R3539
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DESIGNER Harry Wainwright ENTERED SERVICE 1905 NO. BUILT 66

LENGTH
132mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



Locomotive No. 31518 was built in July 1909 at Ashford and entered traffic at Orpington, numbered 518, on the outer suburban London services into Victoria, St. Paul's, Moorgate Street, Cannon Street and Charing Cross. Being dual braked, 518 mainly worked Chatham section trains. Renumbered A518 as it went through Ashford Works in December 1923, then 1518 in the renumbering scheme of July 1931, at Nationalisation the locomotive was numbered 31518. Motor fitted in March 1952, during the Kent Coast floods in 1953 No. 31518 operated Push/Pull services between Faversham and Herne Bay, before finally being withdrawn from Three Bridges in January 1964.



No. 31518 heads away from Rowfant, with a train to East Grinstead, on May 19, 1963.
© Rail Archive Stephenson



An undated view of 1324, possibly at Bricklayers Arms. © ColourRail

DUE Q4	SR 0-4-4T '1324' H Class - SR Olive	DCC READY	R3540
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DESIGNER Harry Wainwright ENTERED SERVICE 1907 NO. BUILT 66

LENGTH
132mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



Locomotive No. 1324 was built at Ashford Works in May 1907, entering traffic as No. 324 at Ashford. In 1924, now at Tonbridge, the locomotive provided through train services between the Eastern and Central sections of the Southern Railway, an unusual event for the time, but one that eventually became commonplace. Renumbered as No. 31324 under British Railways, the locomotive was withdrawn from Three Bridges in July 1962.

DUE Q2	BR 0-4-4T '30129' M7 Class - Late BR	DCC READY	R3531
--------	--------------------------------------	-----------	-------

DESIGNER Dugald Drummond ENTERED SERVICE 1960s NO. BUILT 105

LENGTH
139mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2	0-6-0ST 'Lord Phil' J94 Class	DCC READY	R3533
--------	-------------------------------	-----------	-------

DESIGNER R A Riddles CBE ENTERED SERVICE Current NO. BUILT 75

LENGTH
123mm

MOTOR
Type 7

CURVED TRACK
Hornby 1st radius
+ / 371mm+



DUE Q3	WC&PLR 0-6-0T '4' Stroudley Terrier Class	DCC READY	R3528
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DESIGNER William Stroudley ENTERED SERVICE 1920s NO. BUILT 50

LENGTH
106mm

MOTOR
Type 7

CURVED TRACK
Hornby 1st radius
+ / 371mm+



DUE Q4	Peckett 0-4-0ST '883' Lilleshall Co.	DCC READY	R3550
--------	--------------------------------------	-----------	-------

DESIGNER Peckett & Sons Ltd ENTERED SERVICE 1950s NO. BUILT 140

LENGTH
84mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 1st radius
+ / 371mm+



DIESEL AND ELECTRIC LOCOMOTIVES

Following on from the launch of the new Class 71 locomotives in 2016, Hornby are pleased to present two further new locomotive toolings for 2017.

In 1956, British Railways adopted the 25 kV AC overhead as the standard for all future expansion of the network, the first major project being the electrification of the West Coast Mainline between 1959 and 1974, followed by stage one of the East Coast Mainline between 1975 and 1978. The 25 kV system has gradually expanded across the United Kingdom rail network ever since and this is reflected in the introduction of our first new model, Hitachi's Bi-Mode IEP Class 800, which is due to be introduced to the West Country Mainline between May and July 2017.

Our second new tooling for 2017 is the Class 87 AC Electric, a locomotive that was designed to handle the harsh gradients of the West Coast Mainline between Crewe and Glasgow, hauling both express trains and heavy freight with equal ability.

These two new locomotives build upon Hornby's reputation for impressively detailed and smoothly running 'modern image' locomotive models, joining a range that encompasses models ranging from the diminutive Sentinel 0-4-0 shunters, to the impressive Class 60.





HITACHI IEP BI-MODE CLASS 800/0

THE REPLACEMENT FOR CLASS 43 AND CLASS 91 TRACTION

© Hitachi Rail Europe

A logical design progression from the Class 395 Javelin, the Class 800/801/802 stock have been designed to technical specifications laid down by the Department for Transport, complying with the latest European standards. The main requirements were for the stock to have the flexibility to run on a variety of lines, on gradients up to

1:37, with varying running infrastructure, as well as being adaptable to future transport planning and passenger demands. Running as five car and nine car units, trains can be extended up to a maximum of twelve cars, with a maximum total multiple length of 312 metres, in both bi-mode (dual electric/diesel) and electric forms.

DUE Q4

Hitachi IEP Bi-Mode Class 800/0 Five Car Set - **GWR**

DCC READY

R3514

ENTERED SERVICE NO. BUILT

2017
36 Sets

REGION

West Country Mainline

SET NO.

800 004
(Subject to final livery application)

DUE Q4

Hitachi IEP Bi-Mode Class 800/0 DPTS & DPTF Power Units - **Hitachi Test Train LIMITED EDITION**

DCC READY

R3579

ENTERED SERVICE NO. BUILT

2015
1

REGION

Hitachi Test Train

SET NO.

800 002

MODEL SPECIFICATIONS					
DESIGNER	Hitachi Rail	LENGTH (DPTF) LENGTH (OVERALL)	340mm 1706mm	MOTOR	5 pole skew wound.
DISTRIBUTION	West Country Mainline East Coast Mainline	DETAIL	Separate handrails, roof and body details,	CURVED TRACK	Hornby 2nd radius + / 438mm+
PURPOSE	High Speed Intercity Services	SPECIAL FEATURES	DCC ready. Full lighting setup	SOUND READY	Yes

Hitachi's IEP project is split into three classes; the Class 800 bi-mode, powered from either the 25kV Overhead Electric Supply or the internal MTU 12V 1600 R80L engines, the Class 801 operating from the 25kV Overhead Electric Supply only and the Class 802 bi-mode, powered from either the 25kV Overhead Electric Supply or from upgraded internal MTU 12V 1600 R80L engines that deliver 940hp per engine, as opposed to the 750hp of the Class 800. Each of the three classes are then split into sub-classes, depending on train length.

The roll out begins between May and July 2017, with the five car Class 800/0 sets on the West Country Mainline and will be followed by the introduction of Class 800/1 nine car sets and Class 800/2 five car sets on the East Coast mainline. Class 800/3 nine car sets are being converted from the originally ordered Class 801/2 sets by Hitachi Italy and these will run on the West Country mainline as well.

The five car Class 800/0 has a seating capacity of forty five in First Class and 270 in Standard Class, with the nine car Class 800/1 having a seating capacity of 101 in First Class and 526 in Standard Class. The five car is made up from a Standard Driving Car, two Standard motor carriages, a Composite motor carriage and Composite Driving Car,

with the nine car having an additional Standard motor carriage, two Standard trailer carriages and a First motor carriage. This means an increase in carrying capacity of 18% over the InterCity 125 resulting in 28% more seats going into King's Cross on the East Coast mainline and 40% going into Paddington on the Great Western mainline during the morning rush hour period. Average journey times are due to be cut by up to fifteen minutes on routes from London to Cardiff, Swansea, Bristol, Leeds, Newcastle and Edinburgh, according to current DfT sources.



Set 800 002's vibrant Test Train Livery

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CLASS 43 HST & MK3 COACHES

OPERATING HIGH SPEED TRAIN SERVICES SINCE 1976

© Martin Loader

CLASS 43 INTRODUCED	1976
MARK 3 COACHES INTRODUCED	1976

DUE
Q4

GWR Class 43 HST 125 Train Pack - **LIMITED EDITION**

DCC
READY

R3510

ENTERED SERVICE

NO. BUILT

1976
197

REGION

West
Country
Mainline

SUITABLE
ROLLING STOCK

R4779
R4780
R4781
R4781A

MODEL SPECIFICATIONS

DESIGNER	Sir Kenneth Grange	LENGTH	235mm	MOTOR	5 pole skew wound.
LOCOMOTIVE NOS.	43187 43183	DETAIL	Etched grills where appropriate, opening doors.	CURVED TRACK	Hornby 2nd radius + / 438mm+
PURPOSE	High Speed Intercity Services	SPECIAL FEATURES	DCC ready Directional lighting		

September 2015 marked the rebranding of First Great Western as the Great Western Railway and to celebrate this, Hornby have produced a limited edition set featuring Class 43 HST power cars 43187 and 43183, as well as matched Mk3 HST hauled stock.

On September 20, 2015, First Great Western changed its name to officially become Great Western Railway, with a corresponding identity redesign being carried out by John Rushworth at Pentagram in London. The brief echoed what the train operating company has referred to as its “*renaissance of rail*”, a reflection of the £7.5bn investment in the network, as part of the Great Western Mainline initiative. In this new version of the livery scheme the ‘W’ in GWR is oversized, the zig-zag being a suggestion of the electrification to come, whilst also dividing the ‘G’ and ‘R’ more distinctly. The dark green livery references the hue of the Great Western Railway’s original green, rather than being meant as a direct copy and brings a touch of class to the West Country routes.

Mk3 Coaches

Developed in response to growing levels of passenger comfort on airlines and the increase in car usage during the 1960s, the first Mk3 coaches were built for the prototype High Speed Train in 1972 and in 2016 have come to be widely recognised as a safe and reliable design of passenger rolling stock.

The original Trailer First (TF), Trailer Second (TS) and Trailer Buffet Second (TRSB) coaches were delivered in HST sets for the Western Region from 1976, with Trailer Guard Second (TGS) coaches following in 1980. Following complaints from Guards, regarding engine noise in the Power Car Guards’ compartments, these replaced the last TS, in all sets, from 1980 onwards. TRUB cars (Trailer Restaurant Unclassified Buffet) were built from 1978 onwards and were reclassified as TRFB (Trailer Restaurant First Buffet) from 1989/90 on the Western Region.

DUE Q4	GWR Mk3 Coach Buffet (TRFB)	R4779
DUE Q4	GWR Mk3 Coach Trailer Guard Standard (TGS)	R4780
DUE Q4	GWR Mk3 Coach Standard Open (TSO)	R4781
DUE Q4	GWR Mk3 Coach Standard Open (TSO)	R4781A



BRITISH RAIL CLASS 87/0

THE HUGE POWERFUL, MIXED TRAFFIC, 'ELECTRIC SCOTS'

© Martin Loader

CLASS 87 INTRODUCED	1973
NUMBER IN CLASS	36

DUE Q4

British Rail Class 87 87035 'Robert Burns' - BR Rail Blue

DCC READY

R3580

ENTERED SERVICE
WITHDRAWN


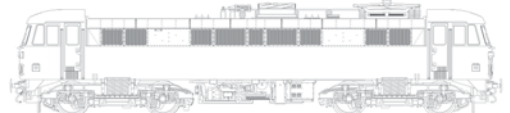
1974
Preserved
at Crewe

REGION

West
Coast
Mainline

LOCOMOTIVE
NO.

87035



© Martin Few

MODEL SPECIFICATIONS					
DESIGNER	British Rail Engineering Ltd/GEC	LENGTH	243mm	MOTOR	5 pole skew wound.
DISTRIBUTION	Across the overhead electric rail network	DETAIL	Separate handrails, roof and body details,	CURVED TRACK	Hornby 2nd radius + / 438mm+
PURPOSE	Heavy Duty Mixed Traffic	SPECIAL FEATURES	DCC ready Full lighting setup	SOUND READY	Yes

The Class 87 locomotive design resulted from a requirement for a more powerful mixed traffic electrical locomotive by British Rail, needed to cope with the route gradients of the West Coast Main Line between Weaver Junction and Glasgow. Electrification had been newly authorised over this section in 1970 and was scheduled for completion by May 1974, leaving little time to design a completely

new locomotive from scratch and so British Rail decided to base the new class on the existing Class 86 locomotives. The British Railways Board placed an order for 34 locomotives, later to be increased to 36, with British Rail Engineering Ltd at Crewe, GEC Traction providing the electrical equipment. Designed from the outset to work in pairs, as well as in parallel with the Class 86 fleet,

DUE Q4

British Rail Class 87 87010 'King Arthur' - BR Intercity 'Swallow'

DCC READY

R3582

ENTERED SERVICE
WITHDRAWN



1973
2005

REGION

West
Coast
Mainline

LOCOMOTIVE
NO.

87010



© ColourRail

the Class 87 was broadly similar to the Class 86 in terms of layout and styling, but mechanically it was a very different. Immediately identifiable by its new twin windscreen cab, multiple-unit control cables and a redesigned BP9 bogie with Flexicoil suspension, the new locomotives were assembled during 1973-74 and were geared for 110mph running on the WCML, being able to haul 450 ton passenger trains, or 750 ton freight trains single handed. With a power rating of 5000hp, they were to be the most powerful locomotives to run under British Rail until the late 1980s. The first locomotive, 87001, entered traffic in June 1973, the remainder of the fleet being deployed in the general West Coast pool as they entered service, operating Euston to Preston services as the WCML's electrification spread north. On April 22, 1974 the new West Coast 'Electric Scot' service was introduced, marking a major launch for the class and journey times from London-Glasgow were cut to just five hours. When British Railways reversed its locomotive naming policy in 1977, the class were given the generic title of 'Royal Scot' and named from a selection of famous steam hauled predecessors, from both the LMS & LNER regions.

Sectorisation of the railways in the late 1980s/early 1990s meant rail freight operations were wound down and the fleet were engaged solely on passenger services. Following complete privatisation in the mid-1990s, Porterbrook leasing took over ownership of the fleet, but the introduction of the Pendolino trains led to the Class 87s being withdrawn from the core InterCity routes and complete withdrawal began in 2003, with 87016 being the first to be dismantled in November 2004. The last mainstream locomotive hauled service took place on June 10, 2005 and Porterbrook began to look at how best to employ the locomotives, spells with DRS, Cotswold Rail and First GBRf ensuing. The fleet, not being fitted with On Train Monitoring and Recording (OTMR) could not operate beyond January 1, 2008 and were finally withdrawn from service, some going to Bulgaria between 2008 and 2012.

DUE Q2 Colas Rail Freight Class 60 '60087' **DCC READY** **R3572**

LENGTH
280mm

MOTOR
5 pole skew wound.

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2 GBRf Class 66 66751 'Inspiration Delivered - Hitachi Rail Europe' **DCC READY** **R3573**

LENGTH
280mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3 DB Schenker Class 67 '67013' **DCC READY** **R3574**

LENGTH
259mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



BR Class 71 'E5001' BR Green

DCC READY **R3373**

LENGTH
203mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2 BR Class 71 'E5018', BR Green **DCC READY** **R3568**

LENGTH
203mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q4 BR Class 71 'E5005' BR Blue (Pre-TOPS) **DCC READY** **R3569**

LENGTH
203mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3 Railfreight Co-Co Class 56 '56108' **DCC READY** **R3473**

LENGTH
254mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3 BR Class 50 'D400' - Special Edition **DCC READY** **R3571**

LENGTH
275mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3 East Midlands Class 153 '153379' **DCC READY** **R3575**

LENGTH
310mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q1 BR 0-6-0 Class 08 '13363' - Late BR **DCC READY** **R3484**

LENGTH
124mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 1st radius
+ / 371mm+



DUE Q1 BR 0-6-0 Class 08 'Laira Diesel Depot' **DCC READY** **R3485**

LENGTH
124mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 1st radius
+ / 371mm+



DUE Q3 Sentinel 4wDH '19' **DCC READY** **R3576**

LENGTH
98mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 1st radius
+ / 371mm+



DUE Q3 Sentinel 0-4-0 'Graham' **DCC READY** **R3577**

LENGTH
98mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 1st radius
+ / 371mm+



PASSENGER ROLLING STOCK

Choice is a wonderful thing to have, and for this year's Passenger Rolling Stock collection, we have compiled a comprehensive range, across most eras.

The highlight for many enthusiasts this year will be our new tooling additions of the British Rail Standard Mk1 BSO and FO coaches to our existing range of Mk1 coaches, in both BR Blue/Grey and BR Maroon liveries. To compliment these, we have added the BR Blue/Grey livery, with Western Region numbers, to the rest of the Mk1 coach range, as well as the earlier BR Maroon livery with Eastern Region coach numbering.

From the 'Big Four', we have mainline and suburban stock to compliment our steam locomotive range, from the Stanier Period III coaches of the LMS, to the ex-LSWR conversions of the Southern Railway. There's also the elegant Pullman stock, with their subtle table lighting and interior detail, as well as the GWR Autocoaches that we have reintroduced to the range for 2017.

For enthusiasts of Diesel and AC Electric traction, we have BR Mk2D and E coaching stock, ideal for the new Class 87, as well as BR Mk3 stock in the newest GWR livery (see p.77), to match our Limited Edition Class 43 HST Power Cars.



DUE Q1 Pullman First Class Parlour Car 'Minerva' - Working Table Lights **R4738**

LENGTH
263mm

PERIOD
1950s



DUE Q1 Pullman Second Class Parlour Car 'Car No.34' - Working Table Lights **R4739**

LENGTH
263mm

PERIOD
1950s



DUE Q1 Pullman First Class Kitchen Car 'Argus' - Working Table Lights **R4740**

LENGTH
263mm

PERIOD
1950s



DUE Q1 Pullman Second Class Kitchen Car 'Car No.58' - Working Table Lights **R4741**

LENGTH
263mm

PERIOD
1950s



DUE Q1 Pullman Second Class Brake Car 'Car No.162' - Working Table Lights **R4742**

LENGTH
263mm

PERIOD
1950s



DUE Q1 LNER Thompson Non-corridor 3rd Class Brake Coach '87019', Teak **R4574A**

LENGTH
224mm

PERIOD
1940s



DUE Q1 LNER Thompson Non-corridor (Lavatory) Composite Coach '88426', Teak **R4572A**

LENGTH
224mm

PERIOD
1940s



DUE Q1 LNER Thompson Non-corridor 3rd Class Coach '82646', Teak **R4573A**

LENGTH
224mm

PERIOD
1940s



DUE Q4 LMS 68' Dining/Restaurant Car '238', Crimson Lake **R4802**

LENGTH
285mm

PERIOD
Late 1930s



DUE Q4 LMS Corridor 1st Class '1041', Crimson Lake **R4803**

LENGTH
242mm

PERIOD
1930s



DUE Q4 LMS Corridor 3rd Class '1745', Crimson Lake **R4804**

LENGTH
242mm

PERIOD
1930s



DUE Q4 LMS Corridor Brake 3rd Class '5726', Crimson Lake **R4805**

LENGTH
242mm

PERIOD
1930s



DUE
Q2

GWR Collett Coach Corridor Third Class '5008', Chocolate & Cream

R4758

LENGTH
242mm

PERIOD
Mid 1930s



DUE
Q2

GWR Collett Coach Corridor Brake Third Class RH '5089', Chocolate & Cream

R4759

LENGTH
242mm

PERIOD
Mid 1930s



DUE
Q2

GWR Collett Coach Corridor Brake Third Class LH '5090', Chocolate & Cream

R4760

LENGTH
242mm

PERIOD
Mid 1930s



DUE
Q2

GWR Collett Coach Corridor Composite LH '6530', Chocolate & Cream

R4761

LENGTH
242mm

PERIOD
Mid 1930s



DUE
Q2

GWR Collett Coach Corridor Composite RH '6531', Chocolate & Cream

R4762

LENGTH
242mm

PERIOD
Mid 1930s



DUE
Q2

GWR Autocoach '191', Chocolate & Cream

R4790

LENGTH
265mm

PERIOD
Late 1930s



DUE
Q3

SR 58' Maunsell Rebuilt (Ex-LSVR 48') Eight Compartment Brake Third Class Coach '2638' - Set 44, SR Green

R4792

LENGTH
246mm

PERIOD
1940s



DUE
Q3

SR 58' Maunsell Rebuilt (Ex-LSVR 48') Six Compartment Brake Third Coach '2628', SR Green

R4793

LENGTH
246mm

PERIOD
1940s



DUE
Q3

SR 58' Maunsell Rebuilt (Ex-LSVR 48') Six Compartment Brake Composite Coach '6403' - Set 44, SR Green

R4794

LENGTH
246mm

PERIOD
1940s



DUE
Q3

SR 58' Maunsell Rebuilt (Ex-LSVR 48') Nine Compartment Third Class Coach '320', SR Green

R4795

LENGTH
246mm

PERIOD
1940s



DUE
Q2

SR Maunsell Corridor Brake Third Class '3778' - Set 243, Olive

R4768

LENGTH
243mm

PERIOD
Late 1930s



DUE
Q2

SR Maunsell Corridor Brake Third Class '3779' - Set 243, Olive

R4768A

LENGTH
243mm

PERIOD
Late 1930s



DUE
Q2

SR Maunsell Corridor Third Class 'I224', Olive

R4769

LENGTH
243mmPERIOD
Late 1930sDUE
Q2

SR Maunsell Corridor First Class '7412', Olive

R4770

LENGTH
243mmPERIOD
Late 1930sDUE
Q3

BR Ex-LMS Suburban Non-Corridor Composite Coach 'M16635', Crimson

R4799

LENGTH
242mmPERIOD
1950sDUE
Q3

BR Ex-LMS Suburban Non-Corridor Third Class Coach 'M11973', Crimson

R4800

LENGTH
242mmPERIOD
1950sDUE
Q3

BR Ex-LMS Suburban Non-Corridor Third Class Brake Coach 'M20736M', Crimson

R4801

LENGTH
242mmPERIOD
1950sDUE
Q3

BR Ex-LMS Suburban Non-Corridor Third Class Brake Coach 'M20737M', Crimson

R4801A

LENGTH
242mmPERIOD
1950sDUE
Q1

Stanier Period III 68' Dining/Restaurant Car 'M232M', BR Maroon

R4131C

LENGTH
285mmPERIOD
Late 1950sDUE
Q1

Stanier Period III Corridor 1st Class Coach 'M1080M', BR Maroon

R4234B

LENGTH
242mmPERIOD
Late 1950sDUE
Q1

Stanier Period III Corridor 3rd Class Coach 'M1741M', BR Maroon

R4235C

LENGTH
242mmPERIOD
Late 1950sDUE
Q1

Stanier Period III Corridor Brake 3rd Class Coach 'M5806M' BR Maroon

R4236C

LENGTH
242mmPERIOD
Late 1950sDUE
Q3

BR 58' Maunsell Rebuilt (Ex-LSWR 48') Eight Compartment Brake Third Class Coach 'S2646' - Set 46, Maroon

R4746A

LENGTH
246mmPERIOD
1950sDUE
Q3

BR 58' Maunsell Rebuilt (Ex-LSWR 48') Six Compartment Brake Third Coach 'S2627S', Maroon

R4747A

LENGTH
246mmPERIOD
1950s

DUE Q3 BR 58' Maunsell Rebuilt (Ex-LSVR 48') Six Compartment Brake Composite Coach 'S6405S' - Set 46, Maroon **R4748A**

LENGTH
246mm

PERIOD
1950s



DUE Q3 BR 58' Maunsell Rebuilt (Ex-LSVR 48') Nine Compartment Third Class Coach 'S280S', Maroon **R4749A**

LENGTH
246mm

PERIOD
1950s



DUE Q2 BR Maunsell Brake Third Class 'S3777S', Crimson & Cream **R4796**

LENGTH
243mm

PERIOD
Early 1950s



DUE Q2 BR Maunsell Brake Third Class 'S3794S', Crimson & Cream **R4796A**

LENGTH
243mm

PERIOD
Early 1950s



DUE Q2 BR Maunsell First Class 'S7212S', Crimson & Cream **R4797**

LENGTH
243mm

PERIOD
Early 1950s



DUE Q2 BR Maunsell Third Class 'S1187S', Crimson & Cream **R4798**

LENGTH
243mm

PERIOD
Early 1950s



DUE Q2 BR Autocoach, 'W190W', Crimson & Cream **R4791**

LENGTH
265mm

PERIOD
Early 1950s



DUE Q2 BR Collett Coach Corridor Third Class 'W5147W', Maroon **R4763**

LENGTH
242mm

PERIOD
Late 1950s



DUE Q2 BR Collett Coach Corridor Brake Third Class RH 'W4935W', Maroon **R4764**

LENGTH
242mm

PERIOD
Late 1950s



DUE Q2 BR Collett Coach Corridor Brake Third Class LH 'W4936W', Maroon **R4765**

LENGTH
242mm

PERIOD
Late 1950s



DUE Q2 BR Collett Coach Corridor Composite LH 'W6138W', Maroon **R4766**

LENGTH
242mm

PERIOD
Late 1950s



DUE Q2 BR Collett Coach Corridor Composite RH 'W6137W', Maroon **R4767**

LENGTH
242mm

PERIOD
Late 1950s



BRITISH RAIL MK.I COACHES

A COMPROMISE DESIGN THAT NEEDED TO BE ALL THINGS, TO ALL REGIONS

© Robert Carroll

DUE Q4 BR MkI Coach Brake Second Open 'E9220', Maroon (No Crest) **R4788**

LENGTH
265mm

PERIOD
Early 1960s



DUE Q4 BR MkI Coach First Open 'E3050', Maroon (No Crest) **R4789**

LENGTH
265mm

PERIOD
Early 1960s



Designed by R.A Riddles (The Mechanical & Engineering Member of the Railway Executive) and aided by E. Pugson (Carriage & Wagon Chief Officer) and E.S Cox (Design Chief Officer), the Mark I carriage had a separate body and underframe, with a standard body length of 64ft 6in, an underframe 63ft 5in long and bogies at 46ft 6in centres. Body width was eventually settled at 8ft 8in, at cantrail height. The stock was introduced in 1951, in sets, on 'Festival of Britain' trains being built through to 1964, when superseded by the Mark II design.

The Brake Second Open (BSO) consists of a standard class open passenger saloon, with a centre aisle, a guard's compartment with hand brake and a lockable luggage compartment, and was built between 1955 and 1963 to two diagrams: 183 and 184.

181 examples were built in total, 163 examples of Diag. 183 and eighteen Diag. 184 examples (which differed in having Commonwealth Bogies, Fluorescent Lighting and a door separating the sixteen non-

DUE Q3 BR MkI Coach Brake Second Open 'W9353', Blue & Grey Livery **R4777**

LENGTH
265mm

PERIOD
1970s



DUE Q3 BR MkI Coach First Open 'W3123', Blue & Grey Livery **R4778**

LENGTH
265mm

PERIOD
1970s



smoking seats from the twenty three smoking seats). The early deliveries went to the ER/NER and WR, with the ScR batch arriving in 1959. Long-lasting, they ran in crimson and cream, chocolate and cream, lined maroon, and blue/grey.

The First Open (FO) consists of a first class open passenger saloon with a centre aisle and 119 examples of the Diag. 73 were built between 1951 and 1963 (seventeen similar Diag. 72 examples

differed in having the middle doors central, with half windows each side and seating re-arranged with no central table). Early allocation was split between Eastern, Midland and Southern regions, with later allocations including Western and Scottish regions.

Some examples went on to become Heritage/VIP charter stock and were liveried in Intercity colours.

DUE Q4 BR MkI Parcels Coach 'E80627', Maroon (no crest) **R4782**

LENGTH
265mm
PERIOD
Early 1960s



DUE Q4 BR MkI Coach Corridor 2nd Class 'E24693', Maroon (no crest) **R4783**

LENGTH
265mm
PERIOD
Early 1960s



DUE Q4 BR MkI Coach Corridor Composite 'E15481', Maroon (no crest) **R4784**

LENGTH
265mm
PERIOD
Early 1960s



DUE Q4 BR MkI Coach Corridor Brake 2nd Class 'E34729', Maroon (no crest) **R4785**

LENGTH
265mm
PERIOD
Early 1960s



DUE Q4 BR MkI Coach Second Open 'E4811', Maroon (no crest) **R4786**

LENGTH
265mm
PERIOD
Early 1960s



DUE Q4 BR MkI Coach Tourist Second Open 'E4656', Maroon (no crest) **R4787**

LENGTH
265mm
PERIOD
Early 1960s



DUE Q3 BR MkI Parcels Coach 'W80664', Blue & Grey Livery **R4771**

LENGTH
265mm
PERIOD
1970s



DUE Q3 BR MkI Coach Corridor 2nd Class 'W25908', Blue & Grey Livery **R4772**

LENGTH
265mm
PERIOD
1970s



DUE Q3 BR MkI Coach Corridor Composite 'W16198', Blue & Grey Livery **R4773**

LENGTH
265mm
PERIOD
1970s



DUE Q3 BR MkI Coach Corridor Brake 2nd Class 'W35024', Blue & Grey Livery **R4774**

LENGTH
265mm
PERIOD
1970s



DUE Q3 BR MkI Coach Second Open 'W4804', Blue & Grey Livery **R4775**

LENGTH
265mm
PERIOD
1970s



DUE Q3 BR MkI Coach Tourist Second Open 'W5025', Blue & Grey Livery **R4776**

LENGTH
265mm
PERIOD
1970s



DUE
Q4

BR Mk2E Coach Tourist Open Second (TSO) '5889', Executive Livery

R4809

LENGTH
273mmPERIOD
1970s
1980sDUE
Q4

BR Mk2E Coach Open First (FO) '3237', Executive Livery

R4810

LENGTH
273mmPERIOD
1970s
1980sDUE
Q4

BR Mk2E Coach Open Brake Second (BSO) '9502', Executive Livery

R4811

LENGTH
273mmPERIOD
1970s
1980sDUE
Q4

BR Mk2D Coach Tourist Open Second (TSO) 'E5714', Inter-City Livery

R4806

LENGTH
273mmPERIOD
1970s
1980sDUE
Q4

BR Mk2D Coach Open First (FO) 'E3180', Inter-City Livery

R4807

LENGTH
273mmPERIOD
1970s
1980sDUE
Q4

BR Mk2D Coach Open Brake Second (BSO) 'E9481', Inter-City Livery

R4808

LENGTH
273mmPERIOD
1970s
1980s

FREIGHT ROLLING STOCK

Freight plays an important part in railway operation and history, predating the carriage of passengers as well as outlasting passenger traffic on many lines.

Hornby's 2017 range of freight rolling stock includes two brand new toolings, as well as a number of important reintroductions and core wagon types, in a varied selection that fits with our range of locomotive types.

With two versions, the ubiquitous GWR 'Toad' Goods Brake Van is a major new tooling for 2017, featuring a wealth of separate detail in important areas such as the handrails and levers, a 'must have' for modellers of the western region, as well as for those 'Rule One' moments!

Reintroductions for 2017 include the massive 100T Tank wagon, Timber wagons, Container wagons, 21T Hopper wagons and the wide ranging 40T 'Seacow' ballast wagon, ideal for those 'modern image' enthusiasts. For those interested in industrial traffic from the Grouping and earlier British Railways period, all of our mineral traffic and planked wagons have received new liveries and numbers, highlights including the six plank 'Huntley & Palmers Ltd' wagons, the 'Appleby Iron Co.' Coke wagons and further numbers for the Maunsell and Bulleid Cattle wagons.

DUE Q2	3 Plank Wagon 'Field and Mackay'	R6804
--------	----------------------------------	-------

LENGTH
71mm
PERIOD
1900s



DUE Q2	3 Plank Wagon 'GW'	R6806
--------	--------------------	-------

LENGTH
71mm
PERIOD
1920s



DUE Q1	4 Plank Wagon 'Westleigh Stone & Lime Co. Ltd'	R6743
--------	--	-------

LENGTH
71mm
PERIOD
1900s



DUE Q1	4 Plank Wagon 'Hingley & Sons Ltd'	R6745
--------	------------------------------------	-------

LENGTH
71mm
PERIOD
1900s



DUE Q1	5 Plank Wagon 'Walter Burt'	R6747
--------	-----------------------------	-------

LENGTH
71mm
PERIOD
1900s



DUE Q1	5 Plank Wagon 'Farndon'	R6749
--------	-------------------------	-------

LENGTH
71mm
PERIOD
1900s



DUE Q3	6 Plank Wagon 'Huntley and Palmers Ltd'	R6814
--------	---	-------

LENGTH
76mm
PERIOD
1900s



DUE Q2	3 Plank Wagon 'Granomac'	R6805
--------	--------------------------	-------

LENGTH
71mm
PERIOD
Early 1930s



DUE Q2	3 Plank Wagon 'NE'	R6807
--------	--------------------	-------

LENGTH
71mm
PERIOD
1923



DUE Q1	4 Plank Wagon 'North Bitchburn Coal Co. Ltd'	R6744
--------	--	-------

LENGTH
71mm
PERIOD
1900s



DUE Q1	4 Plank Wagon 'Stephens & Co.'	R6746
--------	--------------------------------	-------

LENGTH
71mm
PERIOD
1900s



DUE Q1	5 Plank Wagon 'Foster Wilson'	R6748
--------	-------------------------------	-------

LENGTH
71mm
PERIOD
1900s



DUE Q1	5 Plank Wagon 'Shap Tarred Granite'	R6750
--------	-------------------------------------	-------

LENGTH
71mm
PERIOD
1900s



DUE Q3	6 Plank Wagon 'Jeayes Kasner & Co'	R6815
--------	------------------------------------	-------

LENGTH
76mm
PERIOD
1900s



DUE Q3	6 Plank Wagon 'Crynant Colliery Company'	R6816
--------	--	-------

LENGTH
76mm
PERIOD
1900s



DUE Q2	7 Plank Wagon 'Crystalate'	R6810
--------	----------------------------	-------

LENGTH
76mm
PERIOD
1920s



DUE Q2	7 Plank Wagon 'John Vipond'	R6812
--------	-----------------------------	-------

LENGTH
76mm
PERIOD
1914



DUE Q3	21 Ton Mineral Wagon 'PJ & JP'	R6818
--------	--------------------------------	-------

LENGTH
88mm
PERIOD
1930s



DUE Q3	PCA Vee Tank Wagon 'Ketton Cement'	R6820
--------	------------------------------------	-------

LENGTH
108mm
PERIOD
1970



DUE Q2	Father's Day Wagon	R6803
--------	--------------------	-------

LENGTH
80mm



DUE Q3	6 Plank Wagon 'J W Gadsden'	R6817
--------	-----------------------------	-------

LENGTH
76mm
PERIOD
1900s



DUE Q2	7 Plank Wagon 'Staveley'	R6811
--------	--------------------------	-------

LENGTH
76mm
PERIOD
1924



DUE Q2	7 Plank Wagon 'Phillips, George & Co'	R6813
--------	---------------------------------------	-------

LENGTH
76mm
PERIOD
1900s



DUE Q3	21 Ton Mineral Wagon 'Avon Tyres'	R6819
--------	-----------------------------------	-------

LENGTH
88mm
PERIOD
1938



DUE Q1	Hornby 2017 20T Tanker	R6798
--------	------------------------	-------

LENGTH
108mm



DUE Q4	Christmas Wagon	R6825
--------	-----------------	-------

LENGTH
80mm



GWR AA15 'TOAD'

20T BRAKE VAN

THE UBIQUITOUS BRAKE VAN TYPE, SYNONYMOUS WITH THE GWR

© Rail Archive Stephenson

DUE Q4 GWR AA15 20T Goods Brake Van 'Toad' '56866' **R6823**

LENGTH
107mm

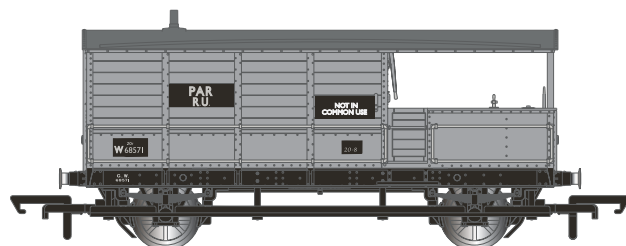
PERIOD
1930s



DUE Q4 BR (ex-GWR) AA15 20T Goods Brake Van 'Toad' 'W68571' **R6824**

LENGTH
107mm

PERIOD
1950s



At first glance, it may seem that the Great Western Railway built huge numbers of 'Toad' brake vans that were all of the same design; four wheeled, of wooden construction and with a distinctive veranda at one end. Essentially this is true, as the basic design didn't really change between 1888 and the 1950s, but the key here is 'basic', as when buffers, drawgear and body details changed, a new diagram number was issued and eventually this was to run to twenty three diagrams in the GWR's AA index series.

The generic term 'Toad' refers to the telegraphic code used by signmen of the GWR to refer to brake vans of this type, using a bell code system of communication to shorten the telegraphic messages sent between the stations and offices of the railway, replacing some complicated or regularly used phrases. Codes changed from time to time to reflect current needs, but by Grouping, most railways in the country had agreed on standard code words (although the GWR had an extended list of codes, only be used within its own network).



AA15 68690, from Lot 910, at Dowlais Caeharris, Merthyr Tydfil.



Didcot Railway Centre's preserved example of an AA15, 68684 of Lot 910, built 1924.



AA15 W56738, from Lot 863, at Worcester Shrub Hill, circa 1958

© James Doubleday

Immediately following WWI, the Great Western Railway updated their characteristic AA11 'improved goods brake van', to a new AA15 diagram. This design differed from previous versions by having GWR self-contained buffers and drawgear; single paned windows, steel sheeting on the lower body, an offset chimney, continuous handrails, 'J' type hangers and GWR axleboxes.

The AA15 was rated as a 20T Brake Van, this being achieved by the addition of a significant amount of ballast. Set beneath the floorboards, between the various underframe members, was a shallow well of around twelve inches, into which scrap metal was packed. Coming from Swindon Works, most of this scrap constituted metal offcuts and shearings from the workshops, but this was then augmented by used bolts, nuts, washers and pins, which filled out the gaps and packed down tight.

The GWR had a practice of allocating Toads to fixed runs, allowing the allocated guards to build up experience on a particular route,

increasing safety and so tended to carry the name of their home depot on the side. These concerns for safety extended to the interior decor as, like the roof, the inside of the cabin was painted white, a practice derived from the procedures being followed at the period in hospitals. Given that most of the Guard's actual operations were only possible from the open veranda, an exposed position, it is of little surprise that the Guard's compartment was quite well appointed, containing a stove, desk and adequate storage space for the multitude of 'implements' required by the Guard.

378 vehicles were eventually built for the GWR, across six different lots, between 1918 and 1926 and lasted well into British Railways days. It wasn't until the 1960s that the type was withdrawn from service, as with only a single exit from the Guard's compartment, the single verandah layout was seen as being potentially dangerous by the Unions.

DUE Q2 Tiphook KFA Container Wagon **R6793**

LENGTH 280mm
PERIOD Current



DUE Q2 Tiphook KFA Container Wagon **R6794**

LENGTH 280mm
PERIOD Current



DUE Q1 EWS 100 Ton Tank Wagon **R6772**

LENGTH 232mm
PERIOD 2000s



DUE Q1 BR Ferry Van VIX **R6773** **DUE Q4** SR Dia 1530 Cattle Wagon '53767' **R6827**

LENGTH 180mm
PERIOD 1980s

LENGTH 90mm
PERIOD 1930s




DUE Q1 BR Ferry Van VIX **R6774** **DUE Q4** SR Dia 1530 Cattle Wagon '53768' **R6827A**

LENGTH 180mm
PERIOD 1980s

LENGTH 90mm
PERIOD 1930s




DUE Q2 Engineers YGB (Seacow) Wagon **R6832** **DUE Q4** BR Dia 1529 Cattle Wagon 'B891313' **R6826**

LENGTH 147mm
PERIOD Current



LENGTH 90mm
PERIOD 1947




DUE Q2 EWS YGB (Seacow) Wagon **R6790** **DUE Q4** BR Dia 1529 Cattle Wagon 'B891214' **R6826A**

LENGTH 147mm
PERIOD Current

LENGTH 90mm
PERIOD 1947

DUE Q2 OTA Timber Wagon Parallel Stanchions **R6791** **DUE Q1** LMS Horse Box **R6799**

LENGTH 151mm
PERIOD 1980s
1990s

LENGTH 90mm
PERIOD 1930s




DUE Q2 OTA Timber Wagon Tapered Stanchions **R6792** **DUE Q1** BR (ex-LMS) Horse Box **R6800**

LENGTH 151mm
PERIOD 1980s
1990s

LENGTH 90mm
PERIOD 1950s







DUE Q4 LMS 20 Ton Coke Wagon '299957' **R6731** **DUE Q4** LMS 20 Ton Coke Wagon '299958' **R6731A** **DUE Q1** SR Vent Van **R6775**

LENGTH 108mm

LENGTH 108mm

LENGTH 80mm
PERIOD 1930s

DUE Q4 BR 20 Ton Coke Wagon 'B448672' **R6733** **DUE Q4** BR 20 Ton Coke Wagon 'B448673' **R6733A** **DUE Q2** BR Ex-LMS 20 Ton Brake Van **R6801**

LENGTH 80mm

LENGTH 80mm

LENGTH 108mm
PERIOD 1950s





DUE Q4 LMS Dia 1729 20 Ton Coke Wagon 'Appleby Iron Co.' 938 **R6821** **DUE Q4** LMS Dia 1729 20 Ton Coke Wagon 'Appleby Iron Co.' 1162 **R6821A** **DUE Q2** SR Brake Van **R6802**

LENGTH 112mm
PERIOD Early 1940s

LENGTH 112mm
PERIOD Early 1940s

LENGTH 106mm
PERIOD 1930s





DUE Q4 BR Dia 1/151 20 Ton Coke Wagon 'B448144' **R6822** **DUE Q4** BR Dia 1/151 20 Ton Coke Wagon 'B448149' **R6822A** Track Cleaning Coach **R296**

LENGTH 112mm
PERIOD Late 1970s

LENGTH 112mm
PERIOD Late 1970s

LENGTH 100mm
PERIOD Current





DUE Q2 Coalite 21T Hopper Wagon **R6808** **DUE Q2** BR 21T Hopper Wagon **R6809**

LENGTH 100mm
PERIOD 1988

LENGTH 100mm
PERIOD 1967




HORNBY RAILROAD

Whether you are expanding upon your first train set, buying a present for the younger, or older, enthusiast, or developing modelling techniques, the Hornby RailRoad range is the ideal starting point.

From locomotives fitted with Hornby's own Twin Track Sound (TTS) chips, to a basic LWB open wagon, the RailRoad system is fully compatible with the standard Hornby main range.

The highlight of the range this year is the complete re-engineering of the LNER Gresley B17; changes under the body to the locomotive chassis, tender, motor and electronics combining to deliver a much smoother operation, with full DCC compatibility.

For those enthusiasts whose inspiration comes from the branch lines of the Great Western Railway, for the 2017 RailRoad range we are pleased to reintroduce the 0-4-2T 14xx Class in GWR livery, whilst for those who prefer slightly more modern traction, there's the BR Class 73 Electro-Diesel, in its Pre-TOPS BR Green livery, a locomotive closely associated with the Boat Trains to ports on the Southern coast.

With the addition of coaches from Pullmans to BR Mk1s, wagons, breakdown cranes and car transporters, there's an item of rolling stock for everyone within the 2017 RailRoad range.



BR 2-10-0 '92025' Franco Crosti Boiler 9F Class - Early BR



R3396TTS

LENGTH
266mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 4-6-2 'Flying Scotsman' A1 Class - LNER



R3284TTS

LENGTH
293mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 4-6-2 'Mallard' A4 Class - LNER



R3395TTS

LENGTH
291mm

MOTOR
5 pole skew wound
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q2 BR Co-Co '37040' Class 37 - BR Railfreight



R3583TTS

LENGTH
252mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q3 BR A1A-A1A 'D5551' Class 31 - BR Two Tone Green



R3592TTS

LENGTH
227mm

MOTOR
5 pole skew wound

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE Q1 BR Bo-Bo '20183' Class 20 - BR Rail Blue



R3394TTS

LENGTH
188mm

MOTOR
3 pole

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 2-8-2 'Cock O' The North' P2 Class

DCC
READY

R3171

LENGTH
296mm

MOTOR
3 pole & flywheel.
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 4-6-2 'Flying Scotsman' A1 Class

DCC
READY

R3086

LENGTH
293mm

MOTOR
3 pole & flywheel.
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



BR 4-6-2 'Tornado' Peppercorn A1 Class - Early BR

DCC
READY

R3060

LENGTH
293mm

MOTOR
3 pole & flywheel.
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



LNER 4-6-2 BR 'Mallard' A4 Class

DCC
READY

R3371

LENGTH
291mm

MOTOR
3 pole & flywheel.
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



BR 2-10-0 '92021' Crosti Boiler 9F Class - Early BR - Heavily Weathered

DCC
READY

R3356

LENGTH
266mm

MOTOR
5 pole skew wound.
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



BR 2-10-0 'Evening Star' 9F Class - Late BR

DCC
READY

R3288

LENGTH
266mm

MOTOR
5 pole skew wound.
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE
Q4

LNER 4-6-0 'Liverpool' Class B17 - Early BR

RE-ENGINEERED FOR 2017 WITH NEW LOCO DRIVE CHASSIS

DCC
READY

R3588

RE-ENGINEERED

LENGTH
249mm

MOTOR
3 pole & flywheel.
Loco drive

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE
Q3

BR 4-6-0 '45025' 'Black 5' Class 5MT - Late BR

DCC
READY

R3494

LENGTH
256mm

MOTOR
3 pole

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE
Q2

BR 4-4-0 'Sevenoaks' Schools Class - Early BR

DCC
READY

R3586

LENGTH
239mm

MOTOR
3 pole

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE
Q4

BR 'The King's Own Scottish Borderer' Class 55

DCC
READY

R3590

LENGTH
268mm

MOTOR
5 pole

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE
Q4

BR 'E6002' Class 73

DCC
READY

R3591

LENGTH
215mm

MOTOR
5 pole skew wound.

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



DUE
Q2

BR Intercity '90135' Bo-Bo Class 90

DCC
READY

R3585

LENGTH
245mm

MOTOR
5 pole skew wound.

CURVED TRACK
Hornby 2nd radius
+ / 438mm+



BR 0-6-0 Intercity '08673' Class 08

DCC
READY

R3490

LENGTH
124mmMOTOR
3 poleCURVED TRACK
Hornby 1st radius
+ / 371mm+

GWR 0-4-2T '4837' Class 14xx

DUE
Q4

R3589

LENGTH
120mmMOTOR
Type 7CURVED TRACK
Hornby 1st radius
+ / 371mm+

LMS 0-6-0T '7109' Jinty Class 3F

DUE
Q3

R3587

LENGTH
124mmMOTOR
Type 7CURVED TRACK
Hornby 1st radius
+ / 371mm+

S&DJR 0-6-0T '19'

R3498

LENGTH
124mmMOTOR
Type 7CURVED TRACK
Hornby 1st radius
+ / 371mm+

BR 0-4-0ST 'Smokey Joe'

R3064

LENGTH
108mmMOTOR
3 poleEx-Industrial 0-4-0
'Godfrey & Mitchell Coal Merchants' 'No.9'DUE
Q2

R3584

LENGTH
108mmMOTOR
3 pole

LMS Diesel Freight Train Pack - 0-6-0 Class 08, 1 x Open wagon 'Eckington', 1 x Open wagon 'LMS', 1 x Vent van

R3488

LOCO LENGTH

124mm

MOTOR

Type 7

CURVED TRACK

Hornby 1st radius
+ / 371mm+

GWR Freight Train Pack - 0-4-0 Class 101, 1 x Open wagon 'Broadoak', 1 x GWR Closed van, 1 x GWR Brake van

R3489

LOCO LENGTH

108mm

MOTOR

3 pole

CURVED TRACK

Hornby 1st radius
+ / 371mm+

LNER Teak Composite Coach

R4332

LENGTH
242mm

LMS Composite Coach - LMS Maroon

R4388

LENGTH
242mm

GWR Composite Coach - GWR Chocolate & Cream

R4523

LENGTH
242mm

SR Composite Coach

R4743

LENGTH
242mm

Pullman Parlour Car

R4312

LENGTH
263mm

LNER Teak Brake Coach

R4333

LENGTH
242mm

LMS Brake Coach - LMS Maroon

R4389

LENGTH
242mm

GWR Brake Third Coach - GWR Chocolate & Cream

R4524

LENGTH
242mm

SR Brake Coach

R4744

LENGTH
242mm

Pullman Parlour Brake Car

R4313

LENGTH
263mm

DUE Q2 BR Mkl Corridor Composite Coach 'E15303', BR Crimson & Cream **R4812**

LENGTH
270mm



DUE Q2 BR Mkl Corridor Second Coach 'E25002', BR Crimson & Cream **R4813**

LENGTH
270mm



DUE Q2 BR Mkl Corridor Brake Second Coach 'E34734', BR Crimson & Cream **R4814**

LENGTH
270mm



LMS 4 Wheel Coach **R4671**

LENGTH
100mm



GWR 4 Wheel Coach **R4673**

LENGTH
100mm



SR 4 Wheel Coach **R4672**

LENGTH
100mm



LNER 4 Wheel Coach **R4674**

LENGTH
100mm



Car Transporter Bogie Wagon **R6423**

LENGTH
265mm



DUE Q2 Triple Pack - 3 x NE Box Vans **R6831**



Triple Pack - 3 x Fuel Tankers - 'Total', 'Texaco', 'BP' **R6789**



Triple Pack - 3 x Open Wagons **R6784**



DUE Q3 Lowmac & Load **R6795**

LENGTH
133mm



DUE Q3 MGR Hopper Wagon **R6796**

LENGTH
118mm



Closed Van **R6422**

LENGTH
80mm



BR 20 Ton Brake Van **R6368**

LENGTH
98mm



LWB Open Wagon 'Tredegar' **R6370**

LENGTH
88mm



DUE Q3 Breakdown Crane **R6797**



EXTENSION PACKS

Extend your Hornby train set in easy steps, by adding Track Packs and TrakMat Accessory Packs to your included TrakMat scenic underlay sheet.

With six different Track Extension Packs and five different TrakMat Accessory Packs, your 6' x 4' (1200mm x 800mm) TrakMat can be brought to life in simple, guided stages. As with any project, careful preparation yields the best results and once the TrakMat is carefully fixed to a baseboard, the stage is set for your layout to expand at your own pace and ability.

Each of the six Extension Packs builds upon the previous pack, until the stage is reached that the full TrakMat layout is completed. Starting out with a Hornby Train Set, the next purchase would be Extension Pack A, with each subsequent Extension Pack being dependent on the previous one being purchased.

The Building Extension Packs enable the newcomer to the hobby to build up a range of useful buildings and structures in an ordered way, the packs featuring platforms and station buildings, trackside structures, goods buildings and signalling equipment.

Once a layout is completed by using the Extension Packs, it can simply be enjoyed or used as a springboard into the wider world of railway modelling.

Building Extension Pack 1

R8227

Building Extension Pack 2

R8228

Building Extension Pack 3

R8229

Building Extension Pack 4

R8230

Building Extension Pack 5

R8231

Track Packs

Extend your set track layout in easy steps by adding Track Packs all the way to the full layout pictured on your TrakMat scenic underlay sheet.

Extension Pack A

R8221



Extension Pack B

R8222



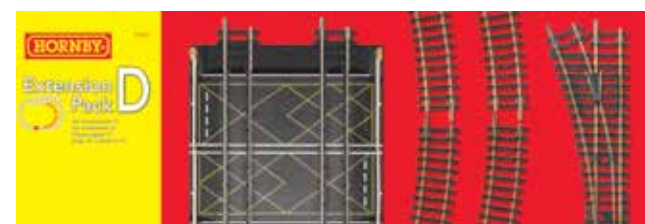
Extension Pack C

R8223



Extension Pack D

R8224



Extension Pack E

R8225



Extension Pack F

R8226



R 8221 Extension Pack A
Add Extension Pack A to the Starter Oval supplied with the smaller Hornby train sets to make this layout.

R 8222 Extension Pack B
Add B to the Starter Oval + A to make this layout.

R 8223 Extension Pack C
Add C to the Starter Oval + A + B to make this layout.

R 8224 Extension Pack D
Add D to the Starter Oval + A + B + C to make this layout.

R 8225 Extension Pack E
Add E to the Starter Oval + A + B + C + D to make this layout.

R 8226 Extension Pack F
Add F to the Starter Oval + A + B + C + D + E to achieve the full TrakMat layout. Complete the scene with TrakMat Accessory Building Packs and Hornby landscaping details.

Starter Oval

TRACK SYSTEM

With nearly thirty different elements, the comprehensive Hornby Code 100 set track can be used to create an almost infinite number of layout combinations.








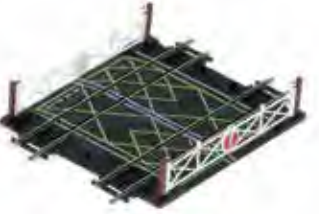

















Produced with nickel silver rail to enhance conductivity, aid track maintenance and improve the running characteristics of your locomotives, Hornby track is an ideal companion when using the latest DCC equipment, as well as providing a solid base for those enthusiasts that choose to run their layouts in analogue.

An important, yet often overlooked, feature of Hornby track is the pair of slots between the underside of the rails and the sleeper base. These slots can be used to accommodate power connecting clips, anchor points for signals or many of Hornby's trackside accessories and help to maintain the correct distance from the track, the loading gauge as it is known on the national rail network.

Four radii of track curves are available, as well as a number of standard and curved radius points, 'Y' points, specialist diamond crossings, a variety of straight sections and flexible track sections. Wherever your imagination takes you, there's Hornby track to bring it to fruition.



Quarter Straight	R610	Straight Track	R600	Double Isolating Track	R618
Double Straight	R601	Long Straight	R603	Diamond Crossing R/H	R615
Curve 1st Radius	R604	Double Curve 1st Radius	R605	Diamond Crossing L/H	R614
Curve 2nd Radius	R606	Double Curve 2nd Radius	R607	Y Point	R8076
Curve 3rd Radius	R608	Double Curve 3rd Radius	R609	R/H Point	R8073
1/2 Curve 2nd Radius	R643	1/2 Curve Large Radius (33")	R628	L/H Point	R8072
Double 4th Radius Curve Large	R8262	4th Radius Curve Small	R8261	Flexible Track (970 mm)	R621

L/H Curved Point 	R8074	Buffer Stop 	R083	Single Track Level Crossing 	R645	Platform Ramp 	R464	Straight Platform 	R460	Curved Platform (Small Radius) 	R463
R/H Curved Point 	R8075	Track Pins 	R207	Double Level Crossing 	R636	Curved Platform (Large Radius) 	R462	Q2 12.6mm Split spoked wheels 	R8100	12.6mm Spoked Wheel/Axles (10 Sets) 	R8098
L/H Express Point 	R8077	Pack of 4 Underlay Sheets 	R626	Coloured Light Signal 	R406	12.6mm Disc Wheels/Axles (10 Sets) 	R8096	12.6mm Disc Wheels (3 Hole)/Axles (10 Sets) 	R8097	14.1mm Disc Wheels (Pack 10) 	R8218
R/H Express Point 	R8078	Fishplates (Pack 12) 	R910	Junction Home Signal 	R169	14.1mm 2 Hole Coach Wheels (Pk 10) 	R8264	14.1mm 4 Hole Wheels (Pk 10) 	R8234	Large Width Couplings (Pk 10) 	R8268
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Uncoupler Unit 	R8244	Semi-Flexible Track (914 mm) 	R8090	Single Distant Signal 	R172						

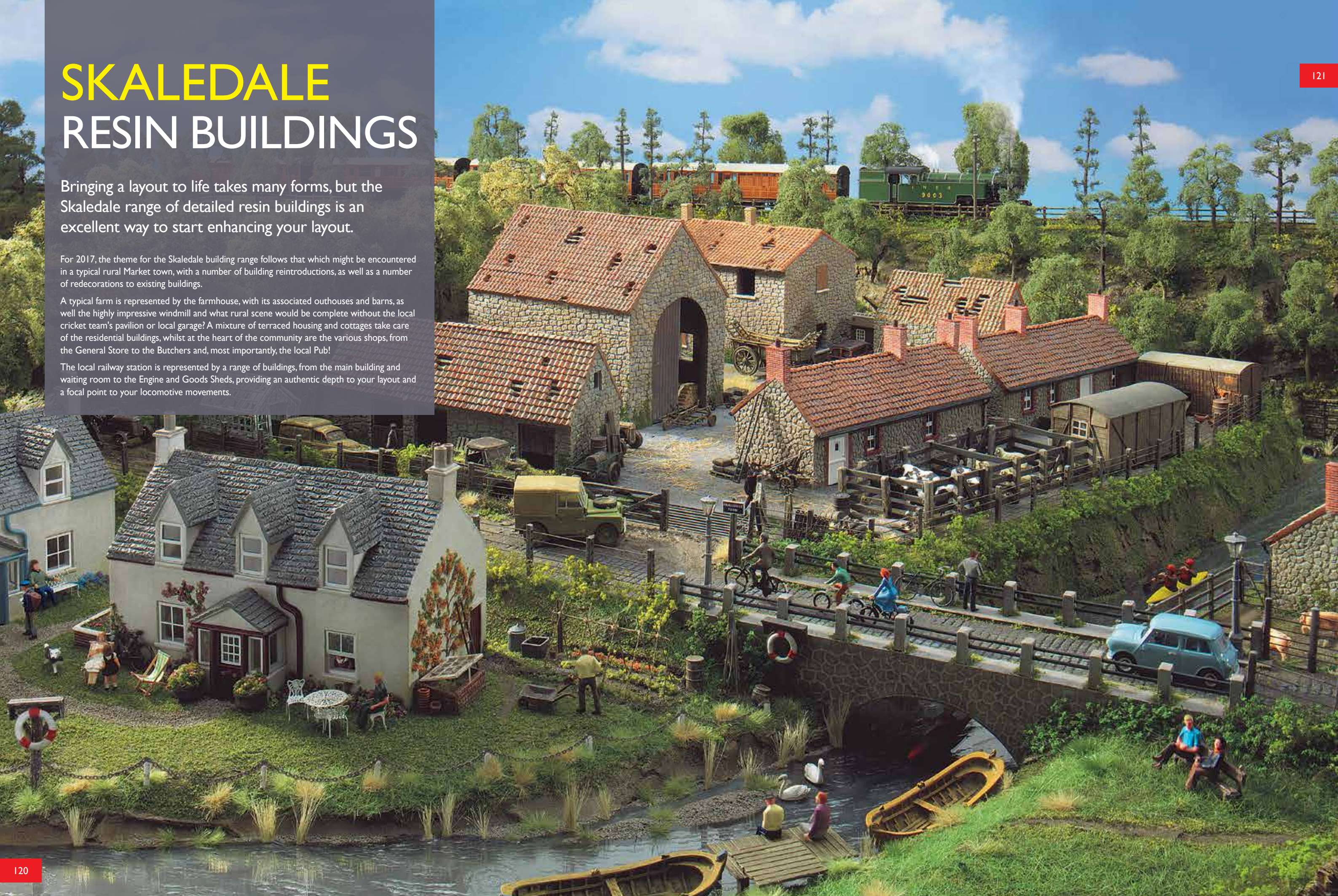
SKALEDALE RESIN BUILDINGS

Bringing a layout to life takes many forms, but the Skaledale range of detailed resin buildings is an excellent way to start enhancing your layout.

For 2017, the theme for the Skaledale building range follows that which might be encountered in a typical rural Market town, with a number of building reintroductions, as well as a number of redecorations to existing buildings.

A typical farm is represented by the farmhouse, with its associated outhouses and barns, as well as the highly impressive windmill and what rural scene would be complete without the local cricket team's pavilion or local garage? A mixture of terraced housing and cottages take care of the residential buildings, whilst at the heart of the community are the various shops, from the General Store to the Butchers and, most importantly, the local Pub!

The local railway station is represented by a range of buildings, from the main building and waiting room to the Engine and Goods Sheds, providing an authentic depth to your layout and a focal point to your locomotive movements.





DUE Q1	Off License	R9844	DUE Q1	Butcher's Shop	R9845
					
DUE Q1	Ironmonger's Shop	R9846	DUE Q1	Greengrocer's Shop	R9847
					
DUE Q2	Country Farm House	R9848	DUE Q2	Country Farm Outhouse	R9849
					
DUE Q2	Country Farm Tractor/Plough Shed	R9850	DUE Q2	Country Farm Dutch Barn	R9851
					
DUE Q2	Country Farm Windmill	R9852	DUE Q2	Cricket Pavilion	R9853
					
DUE Q2	Country Cottage	R9854	DUE Q3	Village Garage	R9855
					



DUE Q3	L/H Mid Terraced House	R9856	DUE Q3	R/H Mid Terraced House	R9857
					
DUE Q3	Sub-Post Office	R9858	DUE Q3	General Store	R9859
					





DUE Q2

Village Pub

R9860



DUE Q2

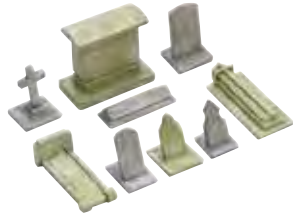
Fish & Chip Shop

R9861



Gravestones

R8574



Pillar Box

R8579



Telephone Kiosk

R8580



Platform Ramps x 2

R8615



Straight Platforms x 2

R8614



Granite Station Building

R9836



Granite Station Signal Box

R9838



Granite Station Engine Shed

R9840



Granite Station Waiting Room

R9837



Granite Station Water Tower

R9839



Granite Station Goods Shed

R9841



125



HORNBY

magazine



Hornby Magazine takes a unique approach to model railways with both the relatively inexperienced and the seasoned modeller in mind.

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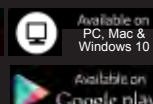
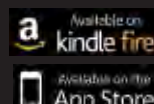
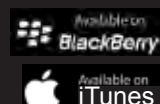
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Keep an eye out in 'The Collector' during 2017 for further details on Club Membership benefits.



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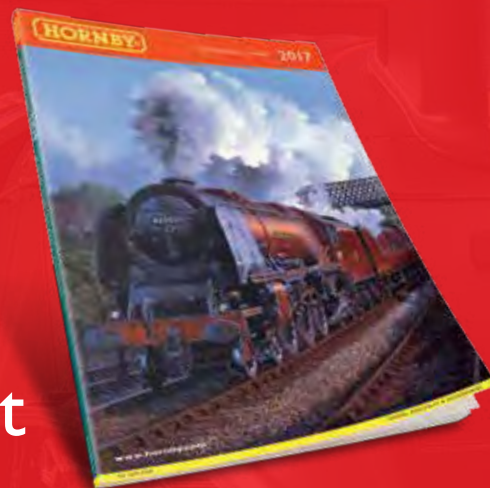
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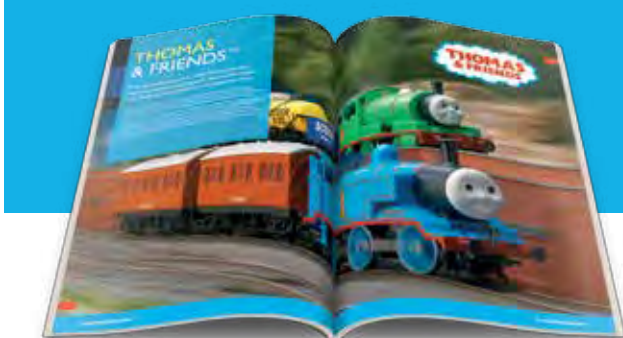
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A passion
for every
generation
and the next



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TRAIN, COACH
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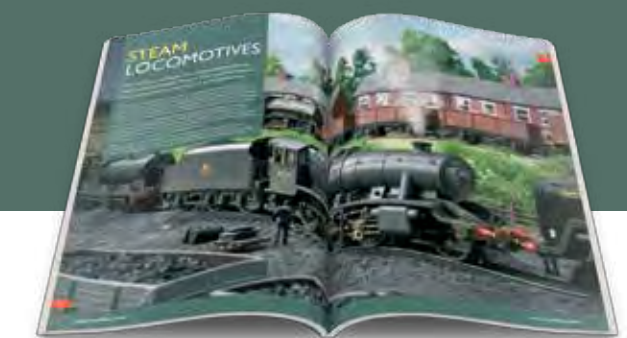
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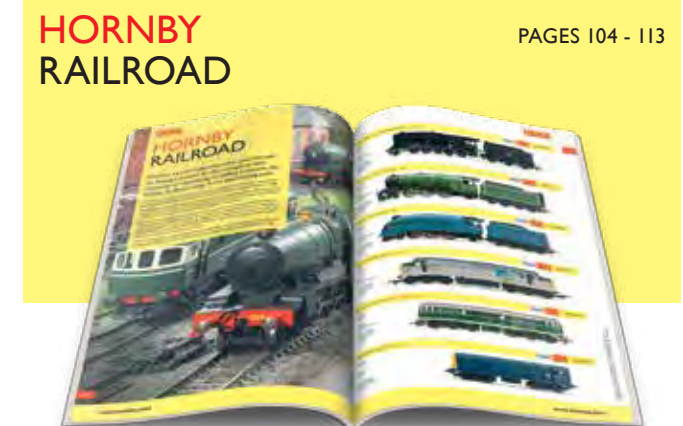
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The Humbrol Work Station is
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BEFORE

AFTER



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Weathering Powders

AV0001 Black	AV0002 White
AV0003 Sand	AV0004 Smoke
AV0005 Chrome Oxide Green	AV0006 Iron Oxide
AV0007 Dark Earth	AV0008 Rust

Authentic Rail Colours

RC401 Dirty Black	RC402 Rust	RC403 Crimson Lake	RC404 Garter Blue	RC405 GWR/BR Green
RC406 Buffer Beam Red	RC407 BR Yellow	RC408 Apple Green	RC409 Malachite Green	RC410 Maunsell Green
RC411 Maunsell Green	RC412 BR Coach Roof Grey	RC413 Engineers Grey	RC414 Executive Dark Grey	RC415 Pullman Umber Brown
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AV0207 Sand	AV0208 Dust
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R 8154 Hornby 00 Scale Model Railways

New releases

This catalogue shows items planned for introduction in 2017. Delivery periods may be subject to variation. The illustrations of such items show Hornby prototype models which may not conform exactly to production versions.

Distribution

Hornby products shown in this catalogue are available only through authorised retailers. The range shown will be varied in future years. Enthusiasts are invited to obtain their requirements while they are in current production.

Spare parts

Spare parts are available from authorised Hornby Service Dealers and from www.hornby.com. If for any reason they do not have a particular component in stock, they will be pleased to order it on your behalf.

Electrical

Locomotive motors operate from 3-12 volts Direct Current (DC). This supply is obtained from house mains through a Hornby Transformer and Train Controller. These are manufactured to British Standards Specifications and are completely safe.

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The painting depicts the locomotive at the head of a Glasgow to London Euston train, approaching Shap.



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