

HORNBY® TT120

TT120



Small World... **BIG Ideas**

Welcome to Hornby TT:120

Introducing Hornby TT:120, a Table Top model railway format that uses an internationally recognised scale of 1:120 or in simple terms, 1/10th of a foot and is a perfect scale for those of all ages who maybe limited for space.

Currently, the mainstream UK scales for model railways are either '00' or 'N'. With '00' you have the advantage of models being easy to handle but you need space to create a meaningful layout. With 'N' you have the benefit of being able to create a complicated layout in a small space but the models are difficult to handle with ease. However, with Hornby TT:120 you get the best of both worlds.

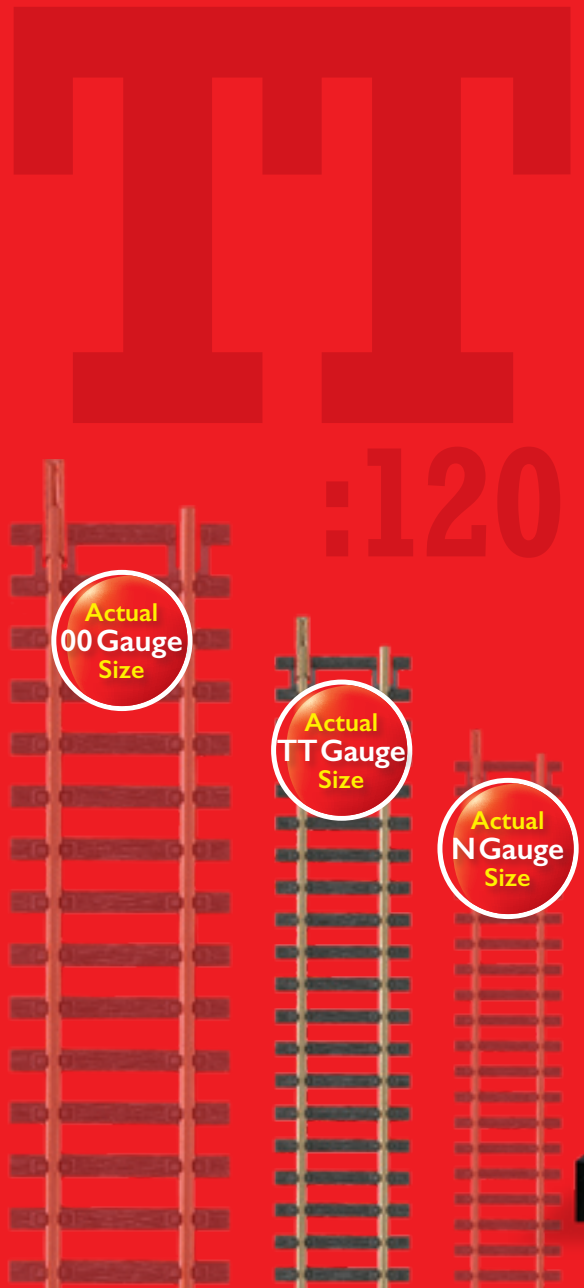
Hornby TT:120 models can be easily handled by both young and old, plus there is the additional advantage that a reasonably sized and interesting layout can be created on a baseboard which can easily be stored away either under a bed, behind a wardrobe or some other convenient small space.

The current selection of Hornby TT:120 range of locomotives, rolling stock, buildings and track continues to expand with new and exciting models being added to the range on a continuous basis. With the addition of SkaleScenics and the broad selection of track sections, plus additional scenic accessories becoming available on a continuous basis, a model railway can soon evolve into an easily manageable and eye-catching Table Top model railway.

All Hornby TT:120 locomotives and rolling stock are fitted with universally accepted couplings.



Image shows HM6000 app based analogue control (see www.hornby.com/HM6000)



Actual 00 Gauge Size

Actual TT Gauge Size

Actual N Gauge Size



Hornby TT:120 Size comparison...

As previously mentioned, the two most current scales available in the UK are either '00' gauge (1:76) or 'N' gauge (1:148), both of which are at odds with similar scales available in the rest of the world. For example, the '00' equivalent in Europe and the US is H0 (1:87), while European and US 'N' gauge is 1:160, but the UK 'N' gauge is 1:148. Although the rail spacings are the same in both UK and Europe for both '00/H0' and 'N', the size of the UK models are technically over scale and therefore at odds with the European and US equivalents. Such disparity not only causes aesthetic issues when UK locomotives and rolling stock are placed alongside European equivalents, but this also extends to the layouts as the infrastructure has to reflect either UK scale buildings or European. The '00' and 'H0' scales as well as the UK 'N' versus European 'N' cannot be mixed as the differences simply look at odds with each other.

Hornby TT:120 does not suffer such issues as the scale of Hornby 'TT' in the UK is the same as it is in Europe and the US, consequently locomotives and rolling stock from either continent can be operated together if desired, because not only do the scales match, but also the couplings.

With such compatibility Hornby TT:120 is the logical choice for product range, size and operation.



Getting started using Hornby TT:120...

A Hornby TT:120 train set is the ideal way to start your TT:120 scale model railway collection.

With a variety of starter sets available there is something for everyone, from the beginner to those returning to the hobby.

Both Hornby TT:120 analogue and Digital Sound sets are available to purchase from www.hornby.com/HornbyTT120 and selected Hornby TT:120 Stockists.

Analogue & Digital Train Sets

A Hornby TT:120 train set is the ideal way to get started in modelling railways. All Hornby TT:120 train sets can be assembled and operated straight from the box. All sets are supplied with a mains transformer and controller, or a suitable alternative. The track circuit in each of the sets includes a simple oval with siding which can be easily extended in straightforward stages using the Hornby TT:120 Track Extension packs. After assembly it is just a question of placing the locomotive and rolling stock onto the tracks, operating the controller and off you go, it is as simple as that!

It is recommended that the track is fixed in position onto a plywood or similar material base using the Hornby TT:120 track pins (R207). Depending on the size and thickness of the baseboard, it is also recommended that the board is strengthened with 2" x 1" battens so as to avoid the baseboard warping. It is worth remembering that one of the advantages of Hornby TT:120 is that a sizeable layout can be created on a relatively small and easily handled baseboard. For example a 5' x 4' board would easily accommodate a layout constructed from the track circuit included in either of the train sets shown on the following pages, plus all five of the Hornby TT:120 Track Extension Packs.



Phase 1 Hornby TT:120 Train Sets

For many, the start of any model railway begins with a train set and the initial two on offer will certainly not disappoint.

The first is 'The Scotsman' which is inspired by the crack express services that operated on a daily basis between London Kings Cross and Edinburgh, Waverley during the heady days of train travel in the 1930s. This set features an LNER Apple Green, Gresley designed Class A1 locomotive, 'Blink Bonny' and a rake of three stunning Pullman Cars. The track circuit included with this superbly equipped set features a large oval of track and siding which, with the addition of Hornby TT:120 track packs, can be simply and easily extended to a twin circuit with multiple sidings in step by step stages if required. Also included is an R7229 DC controller with separate auxiliary uncontrolled power output, which can be used for a variety of electrical accessories such as lighting.

The Scotsman



TT1001M The Scotsman Electric Train Set - Era 3



A suitable wall mounted plug-in transformer completes the power requirements for this set. Finally, the set also includes a Railer which facilitates with ease the placing of the locomotive and rolling stock on the track with the minimum of fuss.

The second inaugural set again features a Gresley designed locomotive, but this time one of his thoroughbred Class A4s in BR Green. 'The Easterner' is based on those express services that operated on the East Coast Mainline in the mid to late 1950s. The A4, 'William Whitelaw' heads up a rake of three BR Maroon Mk1 coaches. Like 'The Scotsman', the set includes an oval of track with siding and again, like 'The Scotsman', the track can be extended by utilising the Track Extension pack system. Power and Control is provided by the R7229 DC Controller with separate Auxiliary output and an appropriate wall mounted plug-in transformer. The set also includes a Railer which is a simple and effective tool for placing with ease the locomotive and coaches on to the track.

- Contents:**
- LNER Class A1 4-6-2 'Blink Bonny'
 - Pullman Car 'Cecilia'
 - Pullman Car 'Chloria'
 - Pullman Car Third Brake Parlour, Car No.6
 - 3rd Radius Starter Oval, plus Track Pack A (Includes point and buffer)
 - R7229 Train Controller
 - Wall Plug Transformer
 - TT8001 Power Connecting Track
 - Re-Railer

Space required: 125 x 84cms

The Easterner



TT1002M The Easterner Electric Train Set - Era 5



- Contents:**
- BR Class A4 4-6-2, 'William Whitelaw'
 - 2 x BR Mk1 Composite Coaches
 - BR Mk1 Brake Coach
 - 3rd Radius Starter Oval, plus Track Pack A (Includes point and buffer)
 - R7229 Train Controller
 - Wall Plug Transformer
 - TT8001 Power Connecting Track
 - Re-Railer

Space required: 125 x 84cms



TrakMat Dimensions: 1371mm x 1020mm

The shape of things to come... TT:120 Phase 2 and 3 Analogue & Digital Train Set releases

TT1003M British Pullman Electric Train Set - Era 3



TT1004M LNER East Coast Mainline HST Electric Train Set - Era 11

Mainline Express Electric Train Set - Era 7



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podcast



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Phase 1 of the planned releases includes such popular locomotives as three of Gresley's finest creations, the LNER Class A1, A3 and of course the A4. There are several variants of the three with each incorporating the detail changes to reflect the original prototypes.

For the technically minded, each of the locomotives are fitted with pick-ups on most, if not all wheels, allowing them to run smoothly, even at slow speeds. Each model allows for digital control and the fitting of Next18 decoders and there is even space for a speaker should sound be required at a later date.

Looking forward to the introduction of the Phase 2 locomotives, it is Sir William Stanier's turn to impress with the Rebuilt Princess Coronation Class, aka Duchesses that will be taking to the Hornby TT:120 rails in various livery and detail variants. The initial release will see three Duchesses, the first being in LMS Crimson Lake, while the second is resplendent in early BR Green, with the third model presented in BR Maroon. Again, each model will boast pickups on all drive and tender wheels, and for the digital minded, a socket to accommodate a Next18 decoder, plus space for a speaker.

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TT3004M LNER, Class A1, 4-6-2, 4472 'Flying Scotsman' - Era 3

Designer: Sir Nigel Gresley | Entered Service: 1923 | Curved Track: Hornby 2nd Radius +/- 310mm+

The 'Flying Scotsman' was built in 1923 as one of the A1 locomotives built under the LNER and it is the only member of the class to go on to be preserved. The trials and tribulations faced by the 'Flying Scotsman' in preservation have cemented its status as one of the most famous steam locomotives ever built.



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TT3005M BR Class A3, 4-6-2, 60078 'Night Hawk' - Era 4

Designer: Sir Nigel Gresley | Entered Service: 1924 | Curved Track: Hornby 2nd Radius +/- 310mm+

Class A1 locomotive, 'Night Hawk' first entered LNER service on the 24th October 1924 as number 2577. Rebuilt in January 1944 as a Class A3, the locomotive would go on to be numbered 78, and then later under the BR numbering system, 60078. 'Night Hawk' was withdrawn on the 22nd October 1962 and later scrapped at Doncaster in 1963.



TT3006M BR Class A3, 4-6-2, 60084 'Trigo' - Era 5

Designer: Sir Nigel Gresley | Entered Service: 1930 | Curved Track: Hornby 2nd Radius +/- 310mm+

2595 'Trigo' entered LNER service in 1930, being one of the 27 A3 locomotives that never turned a wheel as an A1. The locomotive would go through the same short-lived numbering pattern as its classmates carrying the number 84 for a short time before adopting its longer term BR number of 60084 after nationalisation. Along with all but one other member of the class, 'Trigo' was unceremoniously scrapped in November 1964.



TT3008M BR, Class A4, 4-6-2, 60016 'Silver King' - Era 4

Designer: Sir Nigel Gresley | Entered Service: 1935 | Curved Track: Hornby 2nd Radius +/- 310mm+

2511 'Silver King' was the 3rd Class A4 locomotive to be built and was designed to pull the 'Silver Jubilee' service. The locomotive entered service in November 1935 in the unique LNER Silver livery designed for the service. The locomotive would go on to work under BR before being scrapped in 1965, making it one of the longest serving Class A4 locomotives. 'Silver King' would retain its name even after it had been painted out of its Silver Jubilee livery.



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TT:120 Phase 1 and 2 Steam Locomotive Releases

TT3009M BR, Class A4, 4-6-2, 60025 'Falcon' - Era 4

Designer: Sir Nigel Gresley | Entered Service: 1937 | Curved Track: Hornby 2nd Radius +/- 310mm+

4484 'Falcon' entered service with LNER in January of 1937, following the broad early naming format based around Gresley's penchant for birds. The locomotive would go on to be renumbered twice, first to 25 under the later LNER system and then into BR service as 60025 before being scrapped in October of 1963. During its time with BR, the locomotive had an experimental smokebox vacuum gauge fitted as part of the Kylchap exhaust experiments, one of only four to receive the modification. 'Falcon' is an example of the class that kept its name from introduction until withdrawal.



TT3007M LNER Class A4, 4-6-2, 4468 'Mallard' - Era 3

Designer: Sir Nigel Gresley | Entered Service: 1938 | Curved Track: Hornby 2nd Radius +/- 310mm+

The most famous of the Class A4 locomotives is surely 4468 'Mallard', the locomotive that broke and still holds the world record for the highest speed achieved by a steam locomotive. This record was achieved at the height of the streamlined battle between Gresley's A4 and the Streamline Coronation of Stanier's LMS. 'Mallard' would go on to serve under BR as 60022 before being withdrawn in early 1963, having been earmarked for preservation as early as 1960, its historical significance recognised and understood.



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TT3010M LMS, Princess Coronation, 4-6-2, 6231, 'Duchess of Atholl' - Era 3

Designer: Sir William Stanier | Entered Service: 1938 | Curved Track: Hornby 2nd Radius +/- 310mm+

'Duchess of Atholl' entered service in 1938 in the striking LMS Crimson Lake livery as locomotive number 6231. The locomotive would go on to serve into the early 1960s under BR until it was scrapped at Crewe in November 1963. During its time with British Railways it was numbered 46231 and the locomotive would wear three different liveries, one of which being BR experimental blue.



TT3011M BR (Early), Princess Coronation, 4-6-2, 46232, 'Duchess of Montrose' - Era 4

Designer: Sir William Stanier | Entered Service: 1938 | Curved Track: Hornby 2nd Radius +/- 310mm+

'Duchess of Montrose' entered service in 1938 in the LMS Crimson Lake livery being numbered 6232. It would wear this livery and number for the entire time it served with the LMS before being adopted into BR as 46232 in 1948. Under BR 'Duchess of Montrose' would wear three different liveries, before being scrapped in November of 1963 at Crewe.



TT3012M BR (Late), Princess Coronation, 4-6-2, 46234, 'Duchess of Abercorn' - Era 5

Designer: Sir William Stanier | Entered Service: 1938 | Curved Track: Hornby 2nd Radius +/- 310mm+

'Duchess of Abercorn' entered LMS service in 1938 in the LMS Crimson Lake livery. Before nationalisation however the locomotive is said to have been painted into a solid blue-grey colour; the only such example to allegedly receive this paint job however no photos confirm this. 'Duchess of Abercorn' would then go on to be painted in two different liveries under BR and be renumbered from 6234 to 46234. The locomotive would be scrapped at Crewe in June of 1963.



The shape of things to come... TT:120 Phase 3 and 4 Steam Locomotive releases

9F Class Locomotives

BR (Late), 9F Class, 2-10-0, 92220, 'Evening Star' - Era 5

Designer: Robert Riddles | Entered Service: 1960 | Curved Track: Hornby 2nd Radius +/- 310mm+

BR (Early), 9F Class, 2-10-0, 92166 - Era 4

Designer: Robert Riddles | Entered Service: 1958 | Curved Track: Hornby 2nd Radius +/- 310mm+

BR (Late), 9F Class, 2-10-0, 92212 - Era 5

Designer: Robert Riddles | Entered Service: 1959 | Curved Track: Hornby 2nd Radius +/- 310mm+



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Castle Class Locomotives

GWR, Castle Class, 4-6-0, 5011, 'Tintagel Castle' - Era 4

Designer: Charles Collett | Entered Service: 1927 | Curved Track: Hornby 2nd Radius +/- 310mm+

BR (Early), Castle Class, 4-6-0, 5097 'Sarum Castle', - Era 4

Designer: Charles Collett | Entered Service: 1939 | Curved Track: Hornby 2nd Radius +/- 310mm+

BR (Late), Castle Class, 4-6-0, 5071, 'Spitfire' - Era 5

Designer: Charles Collett | Entered Service: 1938 | Curved Track: Hornby 2nd Radius +/- 310mm+



Plus, BR Britannia, LMS/BR Black 5, J94, GWR/BR Class 5700 Pannier and much more!



For those who prefer their locomotive stock to be more modern, the range of Hornby TT:120 Diesel & Electric will not fail to impress.

In Phase 1, the ubiquitous Class 08 diesel shunter makes an early appearance and in three different liveries. The first '08' is resplendent in the very familiar BR Blue, with the second in the bright red livery of DB Rail, while the third is in the colour scheme of GBRf.

In Phase 2, there are three classics. Firstly, there is the much loved Class 50, nicknamed by railway watchers as 'Hoovers' because of the distinctive sound they make when in operation. Initially there will be three liveries of this deceptively powerful model. The first will be in BR blue with the large white arrow insignia emblazoned on both sides of the locomotive body and is aptly named, 'Leviathan'. The second '50' carries the name 'Sir Edward Elgar' with the livery dating back to 1994 when the locomotive was outshopped in the traditional GWR lined green. And finally, the third of this powerful trio is the GBRf Class 50 and is unique in as much as it carries two nameplates, on one side 'Hercules' while on the other 'Warspite'.

All the above locomotives will be closely followed by a selection of Class 66 locomotives in numerous liveries, and what model railway would be complete without the iconic HST of which there will be several to choose from.



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TT3001M BR, Class 08, 0-6-0 08489 - Era 7

Designer: British Railways | Entered Service: 1958 | Curved Track: Hornby 1st Radius +/- 267mm+

Built as D3604 at Horwich in 1958, this example of the Class 08 locomotive would gain its TOPS number of 08489 in March 1974. In 1977 the locomotive would undergo its most significant modification with the removal of its vacuum brakes and the fitting of air brakes. 08489 was withdrawn from service in 2004 from its home at Motherwell and was cut up by T.J. Thomson of Stockton in June of 2009 after nearly 50 years in service.



TT3002M DB Rail, Class 08, 0-6-0 08623 - Era 10

Designer: British Railways | Entered Service: 1959 | Curved Track: Hornby 1st Radius +/- 267mm+

Originally outshopped into BR service as D3790, this Derby built member of the class began its service life at shed 15C. The locomotive would spend most of its BR days working in the midlands with allocations to Leicester, Colwick and Burton. Renumbered as 08623 in February 1974, this class member still survives today as a working example of a Class 08 in DB Schenker service some 60 years after introduction.



TT3003M GBRf, Class 08, 0-6-0 08818 - Era 11

Designer: British Railways | Entered Service: 1960 | Curved Track: Hornby 1st Radius +/- 267mm+

While perhaps recognised as GBRf No.4, this example of the Class 08 shunter was officially known by the BR TOPS number 08818, a number that it was given in February 1974. Initially wearing the number D3986, the Derby built locomotive would serve with BR before being transferred to EWS at the onset of privatisation. Purchased by Harry Needle Railroad Company in 2000, the locomotive was named 'Molly'. As of 2022, HNRC lease the locomotive to GBRf, where the locomotive is still in service.



TT3014M BR, Class 50, Co-Co, 50040, 'Leviathan' - Era 7

Designer: English Electric | Entered Service: 1968 | Curved Track: Hornby 2nd Radius +/- 310mm+

Locomotive 50040 started life as D440 and would go on to receive the name 'Leviathan' in 1978. The locomotive would go on in service until 1990, at which point it was withdrawn and stored awaiting confirmation of its fate. In June 2008, with most useful parts removed, the cutters torch descended on 50040 at Sims Metal Management in Halesowen some 80 miles from where it was constructed.



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TT:120 Phase 1 and 2 Diesel & Electric Locomotive Releases

TT3013M BR, Class 50, Co-Co, 50007, 'Sir Edward Elgar' - Era 8

Designer: English Electric | Entered Service: 1968 | Curved Track: Hornby 2nd Radius +/- 310mm+

50007 'Sir Edward Elgar' started life as D407 in 1968, being named 'Hercules' after a Royal Navy ship in 1978. The locomotive would go on to become 'Sir Edward Elgar' in 1984, a name that it would keep into recent preservation, carrying it from withdrawal in 1991 until 2014, when it reclaimed its original name of 'Hercules'. 'Hercules' is now based at the Severn Valley Railway.



TT3015M GBRf, Class 50, Co-Co, 50049, 'Defiance' - Era 11

Designer: English Electric | Entered Service: 1968 | Curved Track: Hornby 2nd Radius +/- 310mm+

50049 started life as D449 in 1968, being named 'Defiance' in line with the naming scheme employed for other members of the class. 'Defiance' was given its TOPS number of 50049 in January of 1973 before it was moved from Stoke to Bristol on the Western region in May the following year. Withdrawn in 1991, the locomotive was saved by the Class 50 Society and can today be found mainly at the Severn Valley Railway.



TT3016M GBRf, Class 66, Co-Co, 66714, 'Cromer Lifeboat' - Era 11

Designer: Electro-Motive Diesel | Entered Service: 2003 | Curved Track: Hornby 2nd Radius +/- 310mm+

Class 66 number 66714 entered service in 2003 after arriving in the UK from Canada earlier in the same year. The locomotive became part of the GB Railfreight fleet immediately upon its arrival and has remained on their roster ever since introduction. It is one of their over 100 strong fleet that can often be seen hauling heavy goods trains around the national network. The locomotive was named almost upon its introduction, carrying the name 'Cromer Lifeboat' in honour of the lifeboat station of the same name.



TT3017M DB Schenker, Class 66, Co-Co, 66097 - Era 11

Designer: Electro-Motive Diesel | Entered Service: 1999 | Curved Track: Hornby 2nd Radius +/- 310mm+

66097 arrived in the UK in 1999 as part of the original EWS order and would pass into DB Schenker ownership when EWS rebranded. The locomotive is in the striking cherry red livery and is currently based out of Toton in Nottingham. The locomotive is not, and has never been, named however this should not be too great a surprise with only a small handful of the near 500 strong fleet receiving a name from the company that owns it.



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TT3018M GBRf, Class 66, Co-Co, 66779, 'Evening Star' - Era II

Designer: Electro-Motive Diesel | Entered Service: 2016 | Curved Track: Hornby 2nd Radius +/- 310mm+

66779 is the last example of the class built for the British railways, and it has the plaque, name and livery to prove it. Named 'Evening Star' after the last steam locomotive built in Britain, the locomotive is presented in a lined brunswick green livery, a livery commonly seen on express passenger steam engines and as was on the 9F 'Evening Star' when it was outshopped. The locomotive is in GB Railfreight service and will be donated to the National Collection upon the locomotives withdrawal.



TT3019M Colas Rail, Class 66, Co-Co, 66850, 'David Maidment OBE' - Era II

Designer: Electro-Motive Diesel | Entered Service: 2004 | Curved Track: Hornby 2nd Radius +/- 310mm+

Delivered into Newport Docks on board the MV Stellanova in April 2004, 66850 first went into service with Freightliner, before being transferred to operations with Colas in June 2011. In August 2013, 66850 was named 'David Maidment OBE' at the National Track Plant Exhibition at Long Marston, in a naming ceremony honouring the lifelong rail enthusiast and the founder of the Railway Children charity.



TT3020M GBRf, Class 66, Co-Co, 66789, 'British Rail 1948-1997' - Era II

Designer: Electro-Motive Diesel | Entered Service: 2000 | Curved Track: Hornby 2nd Radius +/- 310mm+

Locomotive number 66789 is a named example of the class, named in honour of British Rail who managed the national network between 1948 and 1997, dates which are also commemorated on the name plate. The locomotive is in the employ of GB Railfreight, who have had the locomotive painted in BR Blue with a large logo and yellow ends, a glimpse perhaps of what a Class 66 locomotive may have looked like in BR service.



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TT3022M

BR, InterCity Executive Class 43 HST Train Pack - Era 8

Designer: Sir Kenneth Grange | Entered Service: 1978/1982 | Curved Track: Hornby 2nd Radius +/- 310mm+



43103 entered BR service in 1978. The locomotive would go on to be painted in the InterCity Executive livery after the introduction of the service in 1984, this livery took heavy inspiration from the livery of the prototype APT-P. 43103 is still in service today with Cross Country albeit renumbered to 43303 on the installation of its MTU engine, hauling mark 3 coaches modified to meet modern accessibility requirements.

43194 was outshopped in BR Blue and Grey in June 1982 and would be painted into the BR InterCity Executive livery when the service took over from the InterCity 125 service it would haul upon its introduction. 43194 is still in service with Great Western Railway running as part of one of its 'Castle' sets.



TT3021M BR, Class 43 HST Train Pack - Era 7

Designer: Sir Kenneth Grange | Entered Service: 1977 | Curved Track: Hornby 2nd Radius +/- 310mm+



43062 was built in 1977 and entered service on high speed services in the same year. After a long BR career the locomotive would go on to become part of the Network Rail New Measurement Train and is now responsible for hauling the most important of trains around the country inspecting trackwork, when not in service the locomotive is stored at Derby RTC.

43063 was also built in 1977 and entered BR high speed services the same year. The locomotive would be assigned to the Landore shed in Swansea in recent times before being withdrawn from GWR service, the locomotive is currently stored awaiting its fate in whatever form that takes.



TT3023M GWR, Class 43 HST Train Pack - Era 11

Designer: Sir Kenneth Grange | Entered Service: 1982 | Curved Track: Hornby 2nd Radius +/- 310mm+



43188 entered traffic on the 13th May 1982 in the BR InterCity 125 livery. Initially being allocated to Old Oak Common. Between its BR and GWR service the locomotive saw use with First Great Western in the divisive gold stripe and fading green livery. 43188 would be named 'Newport Castle' in January 2022.

43187 entered traffic on the 1st May 1982 with British Rail. In later life the locomotive also served with First Great Western before becoming part of the GWR Castle fleet. Running without a name for much of its service life, the locomotive would be christened Launceston Castle in October 2019.



The shape of things to come... TT:120 Phase 3 and 4 Diesel & Electric releases

Class 31, AIA-AIA Locomotives

BR, Class 31, AIA-AIA, D5511 - Era 6

Designer: Brush Traction | Entered Service: 1958 | Curved Track: Hornby 2nd Radius +/- 310mm+

BR, Class 31, AIA-AIA, 31256 - Era 7

Designer: Brush Traction Ltd | Entered Service: 1960 | Curved Track: Hornby 2nd Radius +/- 310mm+

EWS, Class 31, AIA-AIA, 31466 - Era 9

Designer: Brush Traction Ltd | Entered Service: 1959 | Curved Track: Hornby 2nd Radius +/- 310mm+

Class 37, Co-Co Locomotives

BR, Class 37, Co-Co, D6704 - Era 6

Designer: English Electric | Entered Service: 1961 | Curved Track: Hornby 2nd Radius +/- 310mm+

EWS, Class 37, Co-Co, 37415 - Era 9

Designer: English Electric | Entered Service: 1965 | Curved Track: Hornby 2nd Radius +/- 310mm+

Class 60, Co-Co Locomotives

BR Railfreight, Class 60, Co-Co, 60100, 'Boar of Badenoch' - Era 8

Designer: BREL | Entered Service: 1992 | Curved Track: Hornby 2nd Radius +/- 310mm+

EWS, Class 60, Co-Co, 60026 - Era 9

Designer: BREL | Entered Service: 1990 | Curved Track: Hornby 2nd Radius +/- 310mm+

GB Railfreight, Class 60, Co-Co, 60095 - Era 11

Designer: BREL | Entered Service: 1992 | Curved Track: Hornby 2nd Radius +/- 310mm+

Class 47, Co-Co Locomotives

BR Green, Class 47, Co-Co, D1720 - Era 6

Designer: Brush Traction | Entered Service: 1964 | Curved Track: Hornby 2nd Radius +/- 310mm+

BR Blue, Class 47, Co-Co, 47568 - Era 7

Designer: Brush Traction Ltd | Entered Service: 1964 | Curved Track: Hornby 2nd Radius +/- 310mm+

NSE, Class 47, Co-Co, 47573 - Era 8

Designer: Brush Traction Ltd | Entered Service: 1964 | Curved Track: Hornby 2nd Radius +/- 310mm+

EWS, Class 47, Co-Co, 47744 - Era 9

Designer: Brush Traction Ltd | Entered Service: 1966 | Curved Track: Hornby 2nd Radius +/- 310mm+

Plus, BR Class 67, Hitachi Class 800, BR Class 73 and much more!



TT:120



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Beyond the Buffers



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Coaches & Wagons



To accompany the Phase 1 and 2 locomotive releases, there will be a steady and regular stream of coaches and wagons, all of which are scheduled to be released over the coming months.

Where coaches are concerned, there will be a variety that will span several eras. Initially a selection of BR Mk1 coaches and Pullman cars will be available, shortly followed by a selection of Stanier Period 3 coaches in both BR and LMS colour schemes. Moving to a more modern era, and soon to be available, will be examples of both the BR Mk2E and F coaches in appropriate liveries for the type of coach. With regards the rolling stock to accompany the HST drive units (Class 43), there will be a broad selection of Mk3 coaches in an assortment of liveries to match those Class 43s that will become available.

As far as wagons are concerned, an excellent and varied introductory range is on offer covering several eras and will include open wagons, vans, tankers, hoppers, mineral wagons and off course brake vans, all of which will be available in a veritable cornucopia of liveries.





TT4003/A/B Pullman 1st Class Kitchen 'Octavia/Plato/Zenobia' - Era 3

Designer: Pullman Car Company | Livery: Umber & Cream | Length: 167mm



TT4004/A Pullman Third Class Brake No. 65/No. 162 - Era 3

Designer: Pullman Car Company | Livery: Umber & Cream | Length: 167mm



TT4007 LMS, 57' Corridor 1st, 1062 - Era 3

Designer: Sir William Stanier | Livery: LMS Maroon | Length: 144mm



TT4008/A LMS, 57' Corridor 3rd, 1716/1573 - Era 3

Designer: Sir William Stanier | Livery: LMS Maroon | Length: 144mm



TT4009/A LMS, 57' Brake 3rd, 5619/5832 - Era 3

Designer: Sir William Stanier | Livery: LMS Maroon | Length: 145mm



TT4010 LMS, 50' Full Brake, 31236 - Era 3

Designer: Sir William Stanier | Livery: LMS Maroon | Length: 128mm



TT4032 BR, 57' Corridor 1st, M 1040 M - Era 5

Designer: Sir William Stanier | Livery: BR Maroon | Length: 145mm



TT4033/A BR, 57' Corridor 3rd, M 1832 M/M 1883 M - Era 5

Designer: Sir William Stanier | Livery: BR Maroon | Length: 145mm



TT:120 Phase 1 and 2 Coach Releases



TT4034/A BR, 57' Brake 3rd, M 5842 M/M 5629 M - Era 5

Designer: Sir William Stanier | Livery: BR Maroon | Length: 145mm



TT4035 BR, 50' Full Brake, M 31040 M - Era 5

Designer: Sir William Stanier | Livery: BR Maroon | Length: 128mm



TT4001/A/B BR, Mk1 Composite Corridor, E 15459/E 15468/E 15474 - Era 5

Designer: British Railways | Livery: BR Maroon | Length: 162mm



TT4002/A BR, Mk1 Brake Composite Corridor E 34735/E 34743 - Era 5

Designer: British Railways | Livery: BR Maroon | Length: 162mm



TT4036 BR, 57' Corridor 1st, M 1063 M - Era 4

Designer: Sir William Stanier | Livery: BR Carmine & Cream | Length: 145mm



TT4037/A BR, 57' Corridor 3rd, M 2001 M/M 1842 M - Era 4

Designer: Sir William Stanier | Livery: BR Carmine & Cream | Length: 145mm



TT4038/A BR, 57' Brake 3rd, M 5769 M/M 5598 M - Era 4

Designer: Sir William Stanier | Livery: BR Carmine & Cream | Length: 145mm



TT4039 BR, 50' Full Brake, M 31014 M - Era 4

Designer: Sir William Stanier | Livery: BR Carmine | Length: 128mm



TT4005/A/B BR, Mk1 Composite Corridor E 15058/E 15303/E 15481 - Era 4
 Designer: British Railways | Livery: BR Carmine & Cream | Length: 162mm



TT4006/A BR, Mk1 Brake Composite Corridor E 34734/E 35335 - Era 4
 Designer: British Railways | Livery: BR Carmine & Cream | Length: 162mm



TT4011 BR InterCity, Mk2E Tourist Standard Open 5784 - Era 8
 Designer: British Railways | Livery: BR Blue & Grey | Length: 166mm



TT4012 BR InterCity, Mk2E First Open 3234 - Era 8
 Designer: British Railways | Livery: BR Blue & Grey | Length: 166mm



TT4013 BR InterCity, Mk2E Brake Standard Open 9504 - Era 8
 Designer: British Railways | Livery: BR Blue & Grey | Length: 166mm



TT4014 BR InterCity, Mk2E Tourist Standard Open, 5889 - Era 8
 Designer: British Railways | Livery: Intercity Executive | Length: 166mm



TT4015 BR InterCity, Mk2E First Open, 3237 - Era 8
 Designer: British Railways | Livery: Intercity Executive | Length: 166mm



TT4016 BR InterCity, Mk2E Brake Standard Open, 9502 - Era 8
 Designer: British Railways | Livery: Intercity Executive | Length: 166mm

TT:120 Phase 1 and 2 Coach Releases



TT4017 BR, Mk2F Tourist Second Open, M6011 - Era 7

Designer: BREL | Livery: BR Blue & Grey | Length: 166mm



TT4018 BR, Mk2F First Open, M3345 - Era 7

Designer: BREL | Livery: BR Blue & Grey | Length: 166mm



TT4019 BR, Mk2F Brake Standard Open, M9534 - Era 7

Designer: BREL | Livery: BR Blue & Grey | Length: 166mm



TT4020 BR InterCity, Mk2F Tourist Standard Open, M5985 - Era 7

Designer: BREL | Livery: BR InterCity Executive Livery | Length: 166mm



TT4021 BR InterCity, Mk2F First Open, M3387 - Era 7

Designer: BREL | Livery: BR InterCity Executive Livery | Length: 166mm



TT4022 BR InterCity, Mk2F Brake Standard Open, M9533 - Era 7

Designer: BREL | Livery: BR InterCity Executive Livery | Length: 166mm



TT4023/A/B BR InterCity, Mk3 Tourist Standard Open, E 42139/E 42140/E 42141 - Era 7

Designer: BREL | Livery: BR Blue & Grey | Length: 189mm



TT4024 BR InterCity, Mk3 Tourist Guard Standard, E 44048 - Era 7

Designer: BREL | Livery: BR Blue & Grey | Length: 189mm



TT4025/A BR InterCity, Mk3 Tourist First, E 41071/E 40172 - Era 7
 Designer: BREL | Livery: BR Blue & Grey | Length: 189mm



TT4026 BR InterCity, Mk3 Restaurant - Buffet, E 40728 - Era 7
 Designer: BREL | Livery: BR Blue | Length: 189mm



TT4027/A/B BR InterCity, Mk3 Tourist Standard Open, 42199/42198/42197- Era 8
 Designer: BREL | Livery: BR InterCity Executive Livery | Length: 189mm



TT4028 BR InterCity, Mk3 Tourist Guard Standard, 44063 - Era 8
 Designer: BREL | Livery: BR InterCity Executive Livery | Length: 189mm



TT4029/A BR InterCity, Mk3 Tourist First, 41099/41100 - Era 8
 Designer: BREL | Livery: BR InterCity Executive Livery | Length: 189mm



TT4030 BR InterCity, Mk3 Restaurant - Buffet, 40711 - Era 8
 Designer: BREL | Livery: BR InterCity Executive Livery | Length: 189mm



TT4031/A/B/C GWR, Mk3 Trailer Standard Open, 42301/42299/42351/42300 - Era 11
 Designer: BREL | Livery: GWR Green | Length: 189mm



TT4040 GWR, Mk3 Trailer First, 41146 - Era 11
 Designer: BREL | Livery: GWR Green | Length: 189mm

TT:120 Phase 1 and 2 Coach Releases



TT4041 GWR, Mk3 Trailer Guard Standard, 44040 - Era 11
 Designer: BREL | Livery: GWR Green | Length: 189mm



TT4042 GWR, Mk3 Buffet Car, 40715 - Era 11
 Designer: BREL | Livery: GWR Green | Length: 189mm

The shape of things to come... TT:120 Phase 3 and 4 Coach releases

LNER Gresley Coaches

LNER Gresley Composite - Era 3

LNER Gresley Brake 3rd - Era 3

BR Gresley Composite - Era 4

BR Gresley Brake 3rd - Era 4

GWR & BR Collett Coaches

GWR Collett Composite A/B/C/D - Era 3

GWR Collett Brake Third A/B - Era 3

BR Collett Composite A/B/C/D - Era 4

BR Collett Brake Third A/B - Era 4

BR Mki Coaches

BR Mki Parcels Coach - Era 4

BR Mki 2nd Class Coach - Era 4

TT:120

TT:120 Phase 1 and 2 Wagon Releases



TT6001 7 Plank Wagon 'George & Matthews' No. 5 - Era 2
 Livery: Private Owner | Length: 64mm



TT6002 7 Plank Wagon 'North's Navigation' No. 3000 - Era 2
 Livery: Private Owner | Length: 64mm



TT6003 7 Plank Wagon 'Hale Fuels' No. 241 - Era 2
 Livery: Private Owner | Length: 64mm



TT6004 LNER Vent Van - Era 3
 Livery: LNER Brown | Length: 66mm



TT6005 LNER Vent Van - Era 3
 Livery: LNER Brown | Length: 66mm



TT6006 BR Vent Van - Era 4
 Livery: BR Bauxite | Length: 66mm



TT6007 BR Vent Van - Era 4
 Livery: BR Bauxite | Length: 66mm

TT:120 Phase 1 and 2 Wagon Releases



TT6008 I2T Tank Wagon 'Carless Petrol' No. 10 - Era 2/3
Livery: Private Owner | Length: 65mm



TT6009 I2T Tank Wagon 'Mobil' No. 64 - Era 2/3
Livery: Private Owner | Length: 65mm



TT6010 I2T Tank Wagon 'Fisons Sulphuric Acid' No. 31 - Era 2/3
Livery: Private Owner | Length: 65mm



TT6024 TTA Tank Wagon 'BP' - Era 8
Livery: BP | Length: 74mm



TT6022 TTA Tank Wagon 'Esso' - Era 7
Livery: Esso | Length: 74mm



TT6023 TTA Tank Wagon 'Total' - Era 7
Livery: Total | Length: 74mm



TT6013/A/B MGR Hopper Wagon, BR - Era 8
Livery: BR | Length: 76mm



TT6014/A/B MGR Hopper Wagon, Coal Sector - Era 8
Livery: Coal Sector | Length: 76mm



TT6015 2IT Mineral Wagon, BR - Era 5
Livery: BR | Length: 55mm



TT6016 2IT Mineral Wagon, BR - Era 4
Livery: BR | Length: 55mm



TT6017 2IT Mineral Wagon, 'Glenhafod' - Era 6
Livery: Private Owner | Length: 55mm



TT6011 LNER Dia.034 'Toad B' Brake Van - Era 3
Livery: LNER Brown | Length: 66mm



TT6012 BR Dia.064 'Toad E' Brake Van - Era 4
Livery: BR Grey | Length: 66mm

The shape of things to come... TT:120 Phase 3 and 4 Wagon releases

BR, Conflat with Container No.1 - Era 4

BR, Conflat with Container No.2 - Era 4

BR, Conflat with Container No.3 - Era 5

BR, MkI Horse Box - Era 4

BR, VEA Van - Era 8

BR, Railfreight, VEA Van - Era 8

BR, Subsector, VEA Van - Era 8

KFA Container Wagon - Era 11

KFA Tankertainer Wagon - Era 11

YGB, Seacow, EWS - Era 9

YGB, Seacow, BR Bauxite - Era 8

YGB, Seacow, BR Civil Engineer - Era 8

YGB, Seacow, Mainline - Era 9

BR, VGA Van - Era 8

EWS, VGA Van - Era 9

Railfreight, VGA Van - Era 8

BR Railfreight Distribution, VGA Van - Era 8



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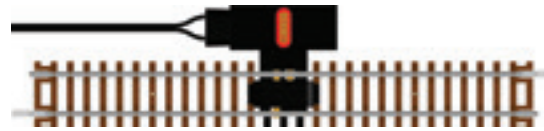
The current range of Hornby TT:120 train sets include a standard Hornby DC Controller, however the locomotives are capable of being converted to DCC with the addition of a suitable Next18 DCC decoder. Once fitted the locomotive can be operated via any compatible DCC control system such as those produced by Hornby.

Each set includes an oval of track with siding, however with the addition of Hornby TT:120 Track Extension Packs an impressive model railway layout can be created in easy and straightforward stages as shown on the opposite page.

Should the more adventurous wish to create their own individual layout the Hornby TT:120 track system is initially made up of 14 sections of track with an additional 6 to follow shortly and 5 more coming on stream in the months to come.



TT:120 Track Geometry



TT8001 Power Connecting Track 166mm

TT8029 Digital Power Connecting Track 166mm



TT8002 Straight Track - 166mm

TT8037 Extended Half Straight Track 92mm (Not illustrated)



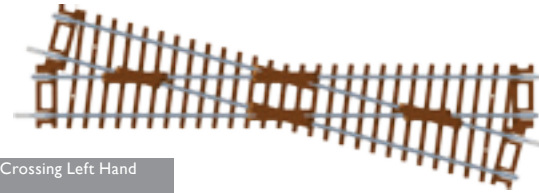
TT8013 Uncoupler Ramp - 166mm



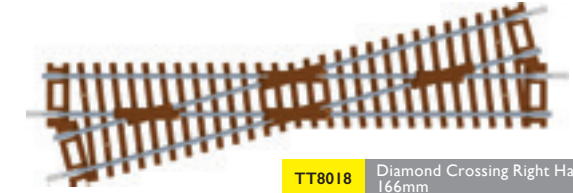
TT8012 Half Straight Track - 83mm



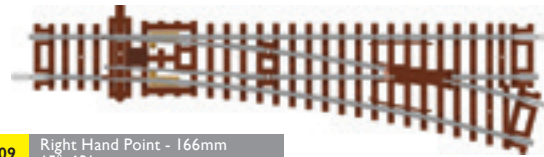
TT8011 Quarter Straight Track - 41.5mm



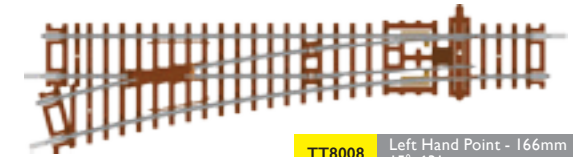
TT8019 Diamond Crossing Left Hand 166mm



TT8018 Diamond Crossing Right Hand 166mm



TT8009 Right Hand Point - 166mm 15°-631mm



TT8008 Left Hand Point - 166mm 15°-631mm



TT8026 Locomotive & Rolling Stock Railer



TT8010 Buffer Stop



TT8014 Quarter Curve 1st Radius 7.5°-267mm



TT8020 Half Curve 1st Radius 15°-267mm



TT8027 Power Connecting Clip



TT8038 Con Rod Spanner



TT8015 Half Curve 2nd Radius 15°-310mm



TT8016 Half Curve 3rd Radius 15°-353mm

TT8028 Digital Power Connecting Clip

TT8036 Fishplate Pack

TT8035 DCC Track Turnout Clip

TT8025 4 x Power Track Pins

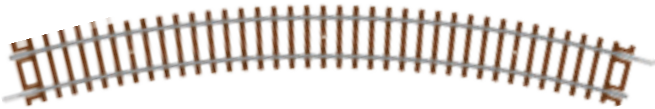


TT8017 Half Curve 4th Radius 15°-396mm

Track Extension Packs



TT8007 Curve 6th Radius - 15° 640mm



TT8006 Curve 4th Radius - 30° 396mm



TT8005 Curve 3rd Radius - 30° 353mm



TT8004 Curve 2nd Radius - 30° 310mm



TT8003 Curve 1st Radius - 30° 267mm



For those new to the great hobby of modelling railways, the idea of designing a layout can be quite daunting, especially when faced with different radius curves, which is why the Hornby TT:120 Track Extension Packs were developed.

The Hornby TT:120 Track Packs provide a step-by-step track circuit development in easy and simple stages. For those looking to expand the layouts included in 'The Scotsman' or 'The Easterner' sets, then the first extension pack that can be added would be the TT8031 No.2 Track Extension Pack, which increases the layout so it has a large internal siding. The next pack to add would be the TT8032 which extends the internal siding so it becomes an inner circuit. From there, Track Extension Packs 4 and 5 can be added so that a complete and interesting layout can be achieved as shown in the image below.

Expand your Hornby TT:120 layout with additional track extension packs, buildings and accessories.

Base oval

TT8030
**TRACK
EXTENSION
PACK**

1

Pack contains:
1 x TT8008, 1 x TT8007,
5 x TT8002, 1 x TT8010

TT8031
**TRACK
EXTENSION
PACK**

2

Pack contains:
6 x TT8004, 1 x TT8007,
1 x TT8009, 3 x TT8002,
1 x TT8010

TT8032
**TRACK
EXTENSION
PACK**

3

Pack contains:
6 x TT8004, 1 x TT8006,
2 x TT8009

TT8033
**TRACK
EXTENSION
PACK**

4

Pack contains:
2 x TT8006, 1 x TT8007,
1 x TT8009, 2 x TT8002,
1 x TT8010

TT8034
**TRACK
EXTENSION
PACK**

5

Pack contains:
1 x TT8008, 5 x TT8003,
1 x TT8010

TrakMat Dimensions:
1371mm x 1020mm



The shape of things to come... TT:120 Phase 2 and 3 Track releases

2nd Radius Quarter Curve (R14)

Y' Point (ABW)

3rd Radius Quarter Curve (R24)

Long Straight (HL1)

4th Radius Quarter Curve (H34)



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Resin Buildings



There are numerous Hornby TT:120 buildings planned for introduction over the coming months. Initially there will be a selection of stone effect station buildings and platforms based on those seen on the Settle & Carlisle line, produced from hand decorated resin heralding a whole plethora of structures that will steadily become available as the Hornby TT:120 range extends and will certainly provide even greater variety.

Planned for introduction shortly will be a wide selection of structures, including a church, pub, shops, a Great Western Station and ancillary railway buildings not to mention street furniture such as pillar boxes and a telephone kiosk, but the range will not stop there. As time progresses an increased selection of buildings and structures will be appearing including a whole range of ancillary items that provide additional detail to any model railway layout.

:120



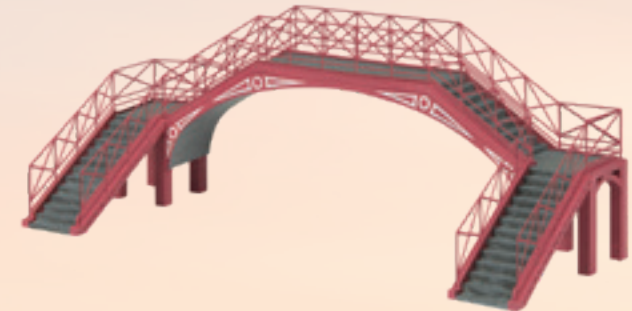
TT9006 S&C Engine Shed



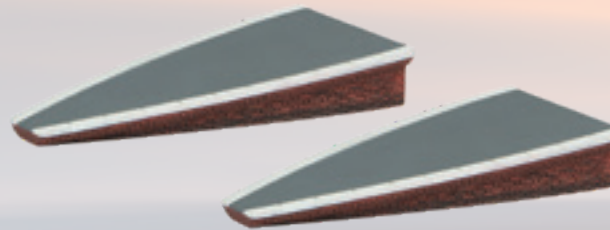
TT9007 S&C Goods Shed



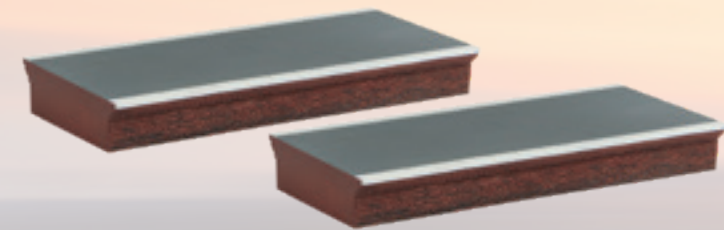
TT9004 S&C Signal Box



TT9001 Footbridge



TT9009 Platform Ramp x 2



TT9008 Straight Platform x 2

TT9002 S&C Dent Station



TT9003 S&C Waiting Room



TT9005 S&C Water Tower

TT:120 Scale Vehicles

The first wave of Oxford Diecast TT:120 models are now available. Please visit www.oxforddiecast.co.uk



- 120OB001** Bedford OB Coach 1939 – 1951
- 120LAN2001** Land Rover Series 2 LWB (Hard Back/Canvas/Station Wagon) 1958 – 1961
- 120MH003** Scammell Mechanical Horse Flat/Box 1934 – Late 40s
- 120MM059** Morris 1000 Van 1953 – 1973
- 120DEN001** Dennis F12 Fire Engine – 1946 – Late 50s
- 120AT001** Austin Low Loader Taxi 1934 – 1948

The shape of things to come...

TT:120 Phases 2, 3 and 4 New Resin Building releases



TT9010



TT9011



TT9010 Church 'St. Andrews'

TT9011 Pub 'The Bush Inn'

TT9012 Bungalow 'Avalon'

TT9013 Scottish Croft 'Shepherds Rest'

TT9014 Left Hand Terraced House

TT9015 Right Hand Terraced House

TT9016 Jewellers 'Patience'



TT9012

Wooden Bus Shelter

Telephone Kiosk

Pillar Box

War Memorial

Gravestones

Country Police Station

Miners Cottage 'Lamplights'

Honeysuckle Cottage

Wheatsheaf Arms

Workshops

The Pet Shop 'The Dog's Life'

Petrol Station 'Philip McCann'

'Forbes Menswear' Shop

GWR Station 'Hagley Station'

GWR 'Hagley Station' Footbridge

GWR Signal Box

GWR Water Tower

GWR Engine Shed

GWR Goods Shed



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SkaleScenics are perfect for the miniature natural world!

Without a model railway layout being situated in a natural environment, then it is simply just small trains running on a track. However, the moment trees, bushes and ground cover are added then the whole layout transforms and comes to life as a miniature world.

SkaleScenics provides a whole host of high-quality model scenic flora and fauna that can be added to a layout as it is being built or if desired later, the decision is entirely up to the modeller.

The SkaleScenics range consists of an extensive selection of high-quality trees, foliage, ground cover (scatter), and ballast. SkaleRoc is the perfect material to create hills, cuttings, and even tunnels. In short, with everything available in the SkaleScenic selection it will be found that there are many different ways to create an ideal environment: be it lush rolling hills, 'ancient' hedgerows, wooded enclaves, urban parks, or just simple suburban gardens.

SkaleScenics, fauna at your fingertips.

Classic Trees

Handmade for finer quality, the SkaleScenics Profi Tree range will bring added scenic detail to any model railway or diorama.

The trunks of the trees are painted by hand so that no shining plastic surfaces are left visible and to give more volume. All of the branches are covered with fine wool before they are flocked. This mimics the leaf shapes and colours of a real tree and, as in nature, only the fine branches of the PROFIL trees have leaves, so this is replicated in our range.



R7202 Fruit Trees
80mm | Three per pack



R7203 Maple Trees
90mm | Three per pack



R7204 Beech Trees
130mm | Two per pack



R7205 Birch Trees
45mm | Three per pack



R7206 Large Fir Trees
80-120mm | Four per pack



R7207 Small Fir Trees
40-80mm | Four per pack



R7208 Bushes
30-40mm | Five per pack



R7209 Oak Tree
150mm | Single item



R7210 Lime Tree
185mm | Single item



R7211 Horse Chestnut Tree
190mm | Single item



Hobby Trees

R7198 'Hobby' Deciduous Trees
50-90mm | Twenty per pack



R7201 'Hobby' Mixed Trees
50-140mm | Twenty per pack



R7199 'Hobby' Fir Trees
50-140mm | Twenty per pack



Professional Trees

R7212 Fruit Tree
75mm | Single item



R7213 Apple Tree (with Fruit)
75mm | Single item



R7214 Pear Tree
75mm | Single item



R7215 Birch Tree
115mm | Single item



R7216 Rowan Tree (with Berries)
115mm | Single item



R7217 Acacia Tree
150mm | Single item



R7218 Tree (with Circular Bench)
115mm | Single item



R7219 Beech Tree
130mm | Single item



R7220 Oak Tree
160mm | Single item



R7221 Lime Tree
185mm | Single item



R7222 Horse-Chestnut Tree
195mm | Single item



R7223 Lime Tree
185mm | Single item



R7224 Tree (with Tree House)
150mm | Single item



R7225 Medium Nordic Fir Tree
120mm | Single item



R7226 Large Nordic Fir Tree
145mm | Single item



R7227 Medium Pine Tree
120mm | Single item



R7228 Large Pine Tree
150mm | Single item



Ballast

R7164 Brown Weight 250g	R7165 Grey Weight 250g	R7166 Limestone Weight 250g
R7167 Granite Weight 250g	R7168 Basaltic Rock Weight 250g	R7169 Gneiss Weight 250g
R7170 Coal Weight 100g		

Scatter

R7171 Flower Meadow Weight 42g	R7172 Light Green Weight 42g
R7173 Medium Green Weight 42g	R7174 Brown Weight 42g
R7175 Grey Weight 42g	R7176 Dark Green Weight 42g

Note:
To cover an area of 1m² you will need approximately 100g scatter material and 500g of Grass Glue.

Flockage & Flock

R7156 Bright Green Flockage Weight 20g	R7157 Medium Green Flockage Weight 20g	R7158 Dark Green Flockage Weight 20g
R7159 Medium Brown Flockage Weight 20g	R7160 Dark Brown Flockage Weight 20g	R7161 Bright Green Flock Weight 20g
R7162 Medium Green Flock Weight 20g	R7163 Dark Green Flock Weight 20g	

Accessories



R7182 Static Grass Puffer Bottle
Use with R7183 to apply Static Grasses

R7183 Grass Glue
Weight 250g

Static Grass

R7177 Spring Meadow, 2.5mm Weight 20g	R7178 Grass Meadow, 2.5mm Weight 20g	R7179 Ornamental Lawn, 2.5mm Weight 20g	R7180 Mixed Summer, 2.5mm Weight 20g	R7181 Alpine Meadow, 2.5mm Weight 20g
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R7181 contains bolders

Lichen

R7193 Stone Grey Weight 35g	R7194 Green Mix Weight 35g	R7195 Large Green Mix Weight 75g	R7196 Autumn Mix Weight 35g	R7197 Large Autumn Mix Weight 75g
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Foliage

R7184 Light Green Covering 20x23cm	R7185 Dark Green Covering 20x23cm	R7186 Olive Green Covering 20x23cm
R7187 Wild Grass (Light Green) Covering 20x23cm	R7188 Wild Grass (Dark Green) Covering 20x23cm	R7189 Yellow Green Meadow Covering 20x23cm
R7190 Middle Green Meadow Covering 20x23cm	R7191 Leafy - Middle Green Covering 20x23cm	R7192 Leafy - Dark Green Covering 20x23cm



R7273 SkaleRoc
Pack contains: 2 x 10cm x 3m Rolls





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Hornby TT:120 Club, Hornby Hobbies Ltd, Westwood, Margate, Kent, CT9 4JX, (photocopy accepted).

Alternatively join online at www.hornby.com/HornbyTT120.

Please allow up to 28 days for delivery of the membership pack.

Name: (Mr, Mrs, Miss, Ms, Dr) _____

Address: _____

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New releases

This catalogue contains information on items predominantly planned for introduction in 2023. Delivery periods may be subject to variation. The illustrations of such items show Hornby prototype or photo enhanced models which may not conform exactly to production versions.

Distribution

www.hornby.com/HornbyTT120 and selected Hornby TT:120 stockist.

The range shown will be varied in future years.

Enthusiasts are invited to obtain their requirements while they are in current production.

Contents of the 2023 Hornby TT:120 catalogue, correct at the time of print.

Spare parts

Spare parts are available from www.hornby.com.

If for any reason a particular component is not in stock, Hornby 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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