

HORNBY[®]
MINITRIX

N-GAUGE MODEL RAILWAYS



PRECISION RAILWAY ENGINEERING IN MINIATURE

LOCOMOTIVES

Even the most cursory examination of the impressive range of Hornby Minitrix locos reveals the high level of precision engineering and attention to detail which has gone into every carefully selected item. Each robustly constructed loco is tested for strength and endurance and incorporates the most modern techniques available – you can depend on Hornby Minitrix.

N.208 BR Warship Class 42 B-B
Diesel-Hydraulic 'Intrepid'

NEW



The attractive green livery of the early members of the class was superseded by the standard BR blue in the mid 1960's.

N.203 BR Class 7P6F 4-6-2 'Britannia'



The first of a class of 55 locos built for BR in the 1950's, 'Britannia' is now running on the Severn Valley Railway in Shropshire.

N.201 BR Class 2F 0-6-0 Tank



A powerful class of locomotive built in 1928 and designed by Sir Henry Fowler for heavy shunting and freight use.

N.204 BR Class 27 Bo-Bo
Diesel-Electric



Built by BRC & W in the early 1960's for mixed traffic use. The model features working headlights with direction control.

N.207 BR Class 9F 2-10-0



These locos were introduced in 1954 for heavy freight use and saw service on all BR's major freight routes.

N.202 BR Class 2MT 2-6-0



Ivatt designed these locos, with their light axle loadings, with cross-country routes in mind. Several of the class are now preserved.

N.205 BR Class 2MT 2-6-2 Tank



Another of the ubiquitous Ivatt designs for the LMS. These locos formed the basis of BR's standard tank range of the 1950's.

N.209 BR Class 9F 2-10-0 'Evening Star'

NEW



'Evening Star', as the last steam loco built by BR in 1960, was given a special livery by her Swindon Works builders to commemorate the event.

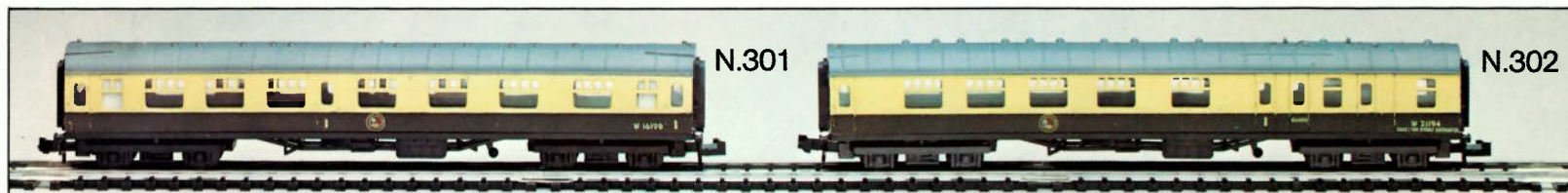
N.206 BR Warship Class 42 B-B
Diesel-Hydraulic 'Hermes'



Introduced in 1958 on the Western region of BR these powerful locos became firm favourites with drivers and passengers alike.

ROLLING STOCK

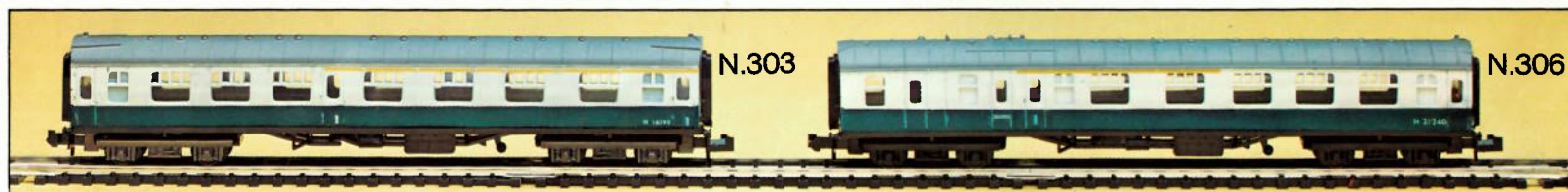
Hornby Minitrix coaches are fully lined and printed and are fitted with interior windows. The centre weights and precision built wheels ensure smooth friction-free running. The wagons are every bit as good as the coaches and their attractive liveries and detailed bodywork add that little extra to any N-gauge layout.



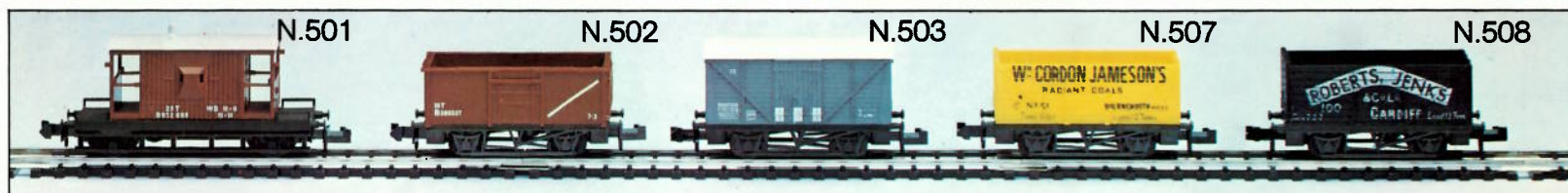
N.301 BR MK I Corridor Composite
N.302 BR MK I Brake Composite
Finished in the GW Regional livery of BR.



N.305 BR MK I Corridor Composite
N.308 BR MK I Brake Composite
An extremely attractive BR livery which was introduced in the mid 1950's to replace the original carmine and cream.



N.303 BR MK I Corridor Composite
N.306 BR MK I Brake Composite
This well known livery superseded the popular all-maroon featured above.



N.501 BR Brake Van
N.502 BR Mineral Wagon
N.503 12 ton Ventilated Van
N.507 'Jameson' Open Wagon
N.508 'Jenks' Open Wagon



N.511 'Ilkeston' Open Wagon
N.512 'Millom' Open Wagon
N.504 Open Wagon with Barrel Load
N.506 Bogie Ballast Wagon



N.513 BR Mineral Wagon
N.505 Covered AB Van
N.509 'Ford' Bogie Covered Van
N.510 Car Transporter and Cars.

TRACK COMPONENTS AND ACCESSORIES

All Hornby Minitrix track is carefully made and designed to link with the standard N-gauge system of track geometry described below.

N.904 Straight < 104.2mm >



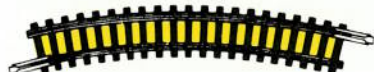
N.906 Straight < 54.2mm >



N.912 Curved Radius 1-30°



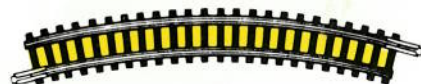
N.914 Curved Radius 1-24°



N.916 Curved Radius 1-6°



N.922 Curved Radius 2-30°



N.991 Buffer Track < 50.0mm >



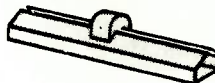
N.641 Power Input Single Terminal Clip with Wire (for Isolating Sections)



N.625 Pack of 20 Track Joiners for N.910 Flexible Track



N.639 Pack of 18 Insulated Track Joiners (for Isolating Sections)



N.653 Power Clip



N.910 Flexible Track < 730.0mm >



R.900 2¼ amp Power Controller. At least two R902 Circuit Controllers may be added to this unit to control three trains simultaneously. The controller is operated by a 'paddle' type dial, and has a finger-tip polarity reversing switch plus a half-wave capability for extra-fine control at low speeds.

Manufactured to BS4435.

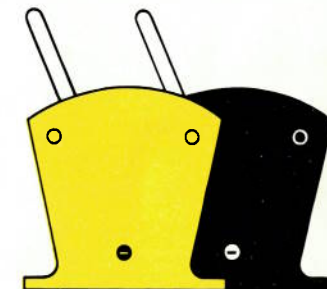
Mains Input 200/250 volts A.C. 50 Hz
Low voltage 0-12 volts D.C. Controlled
Outputs 12 volts D.C. Uncontrolled
12 volts D.C. Controlled
15 volts A.C. Uncontrolled
Total Output 26 VA (2¼ amps)

R.902 Circuit Controller. Used in conjunction with the R.900 Power Controller, this unit will run a second train, and also features a secondary 12 volts D.C. output.

Input 12 volts D.C.
Output Controlled 12 volts D.C.
Uncontrolled 12 volts D.C.

R.046 Two-way lever Switch. This switch is necessary when it is desired to run a second train, and utilises the 12 volts D.C. output of either the R.900 or R.902 (For instructions on correct wiring procedure for 2 Train operation utilising isolating sections please see track diagrams). Several switches can be banked on top of both control units to permit the use of more than two trains on larger layouts.

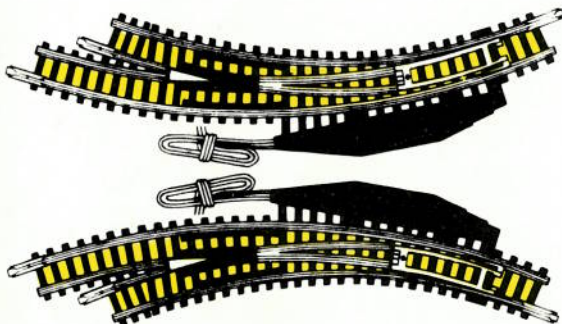
R.044 Passing Contact Lever Switch. For operating electric points, utilising the 15 volts A.C. output of the R.900.



POINTS

The big change in Hornby Minitrix point design is the arrival of separate points motors. This means that you do not have to buy motorised points initially – you can buy manual ones and add the motor later. The new points can also be made isolating by the removal of a wire – *full instructions in the pack.*

N.943 Pair (left and right hand) Electrically Operated Points, Curved Section radius 1 and 2



N.951 Point Motor – Left Hand



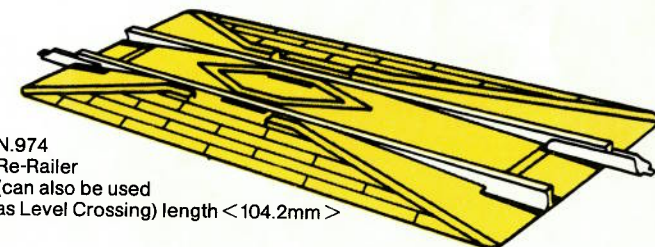
N.952 Point Motor – Right Hand



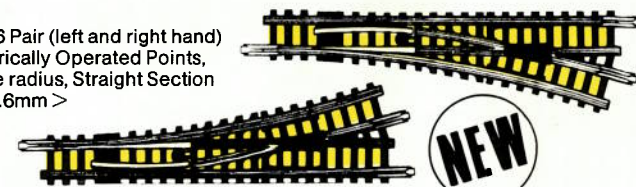
N.945 Pair (right and left hand) Manually Operated Points, Straight Section < 104.2mm > Curved Section Radius 1-24°



N.974 Re-Railer (can also be used as Level Crossing) length < 104.2mm >



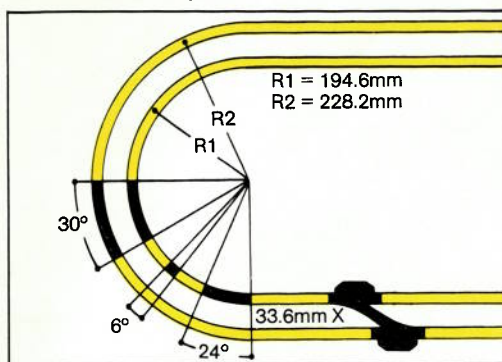
N.946 Pair (left and right hand) Electrically Operated Points, Large radius, Straight Section < 112.6mm >



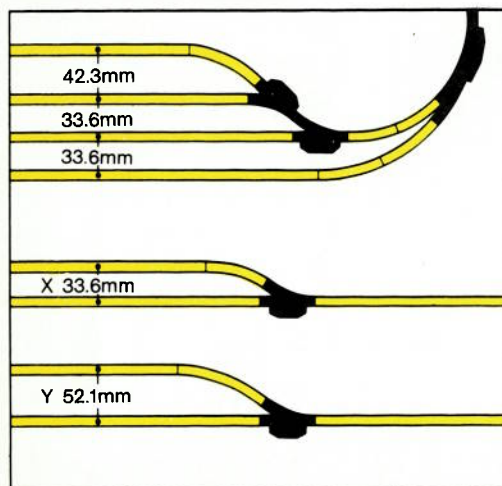
TRACK GEOMETRY AND FORMATION

Track Geometry

The Hornby Minitrax system of Track Geometry is based upon the distance between parallel track centre being 33.6mm which is the distance necessary for coaches running on Radii 1 and 2 tracks to safely clear each other. This distance is also achieved on parallel straight tracks when a cross-over is formed with N.945 type points. (see X on diagram)



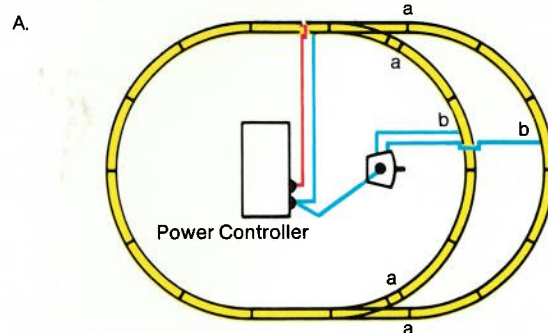
The curved section of points N.945 has an angle of 24°, and may be lengthened by a 6° piece (N.916). The addition of N.912 curved track gives a parallel track distance of 52.1mm, suitable for island platforms (see Y on diagram). By omitting the 6° piece, and using the N.914 24° curve instead of the N.912, a parallel track distance of 33.6mm is achieved.



Track Formation

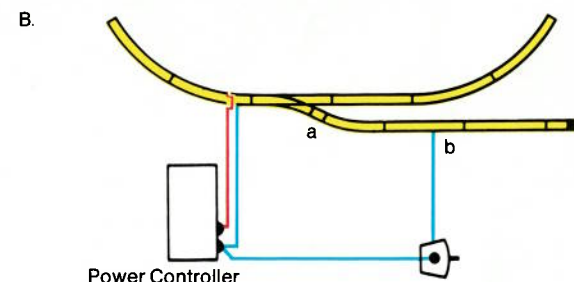
A. Isolating a Loop to hold a Second Train.

Stage 1. Remove metal rail joiners as shown in positions (a) in the diagram and replace with insulated rail joiners, then fit track together. The sections (a) to (a) on both loop and main oval are now isolated.
Stage 2. To feed power when required into the isolated sections, fit N.641 Power Input Terminal Clips in positions (b), ensuring that contact is made on the same side of the track as the insulated rail joiner.
Stage 3. Connect power supply through an R.046 Horn Switch as illustrated. Power can now be switched alternately from the main oval to the Loop, allowing a second train to be held in either isolated section as required.



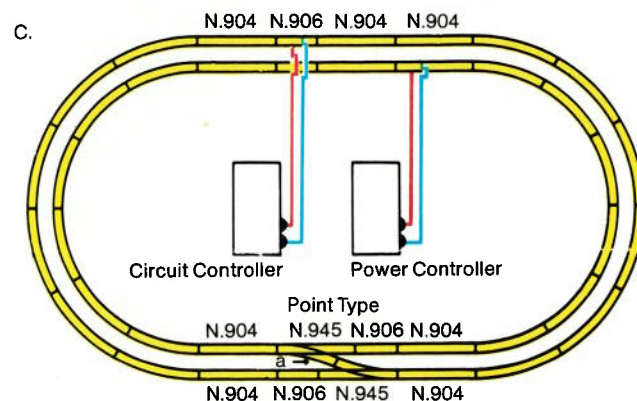
B. Isolating a Siding to hold a Second Train.

Stage 1. Remove metal rail joiner as shown in position (a) in the diagram and replace with insulated (plastic) rail joiner (N.639); then fit track together. The siding from point (a) to the buffer is now isolated on one side.
Stage 2. To feed power when required into the isolated section fit N.641 Power Input Terminal Clip in position (b) ensuring that contact is made on the same side of the track as the insulated rail joiner.
Stage 3. Connect power supply through an R.046 Hornby Switch, as illustrated. Power can now be switched to the track as required.



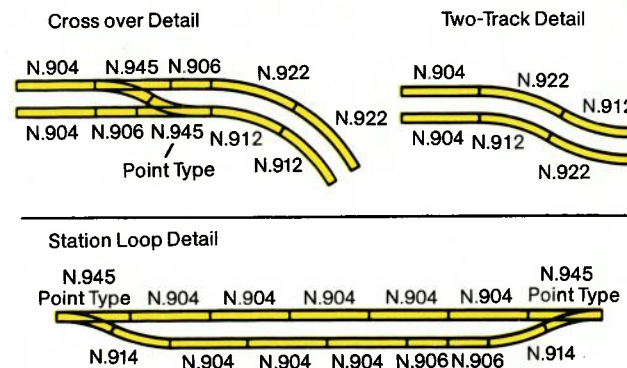
C. Isolating for Twin Track. Two Train Running.

Please note that the diagram illustrates the use of the N.945 type of point, which has the same straight length as one N.904, and gives 33.6mm between tracks.
Stage 1. Remove metal rail joiners as shown in position (a) in the diagram and replace with insulated rail joiners, then fit track together. Both circuits are now isolated.



Stage 2. Two Power Controllers or 1 Power Controller (R.900) and 1 Circuit Controller are required to run two trains simultaneously. It is important that the controllers are wired to the tracks as follows: 12v D.C. controlled outlet marked (A) on both controllers to the inside rail of each circuit; 12v D.C. controlled outlet marked (B) to the outside rail of each circuit.

Stage 3. A siding is required on one circuit in which to store one train, while the other is being transferred from one circuit to another. Both controllers should have their forward/reverse switch in the same position and the speed control dial set in approximately the same position when the transfer takes place.



**HORNBY®
MINITRIX**

INTRODUCTION

Hornby Minitrix means precision railway engineering in miniature.

'N-Gauge' needs only a quarter of the space of '00' for a given layout. You can pack lots more track and lots more realism in the space available and can operate scale length trains even in the smallest living room.

The Hornby Minitrix range includes an excellent range of finely detailed locos, wagons, and coaches, carefully selected to enable the modeller to reproduce prototype British Rail operations in miniature.



TRAIN SETS

The sets have been designed to give long hours of interest and enjoyment and, to enable you to keep your set in tip-top condition, the packaging can be used to store and protect the individual components when not in use.

Each set requires a suitable power supply with a controlled 12 volt D.C. output. The Hornby R.900 is eminently suitable for the task.

Each set contains the N.974 Re-railer which solves the problem of putting the finely detailed locos and coaches on the track. The re-railer can also be used as a level crossing – two products in one!

N.101 Goods Set

A delightful starter set containing an oval of track and a rake of wagons headed by the diminutive Dock Tank Loco.

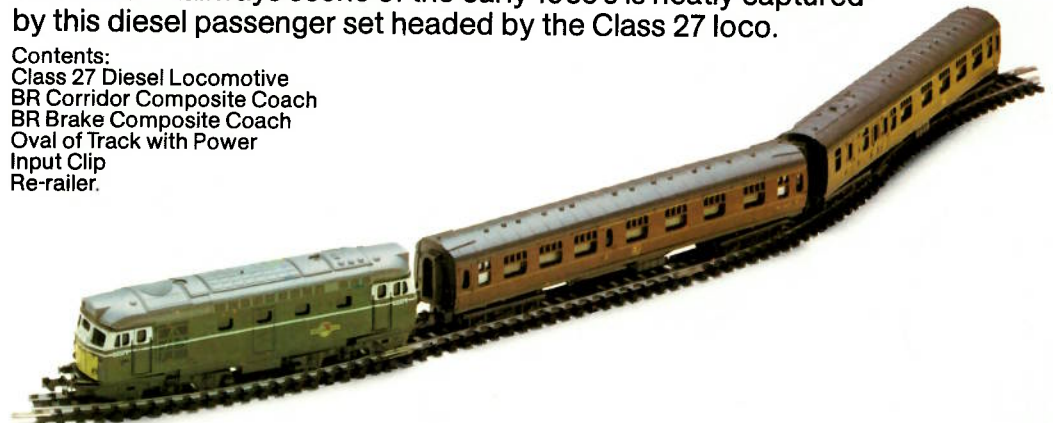
Contents:
Dock Tank Locomotive
Open Wagon
Closed Van
Brake Van
Oval of Track with
Power Input Clip
Re-railer



N.102 Passenger Set

The British Railways scene of the early 1960's is neatly captured by this diesel passenger set headed by the Class 27 loco.

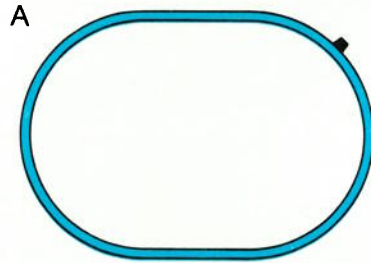
Contents:
Class 27 Diesel Locomotive
BR Corridor Composite Coach
BR Brake Composite Coach
Oval of Track with Power
Input Clip
Re-railer.



EXTENDING YOUR LAYOUT

Extending your layout is as easy as A.B.C! Hornby Minitrix have designed an easy step-by-step system that will make your train set even more interesting. By investing in the track packs illustrated below you can progress in stages which will not stretch the pocket but will produce an excellent working layout in the minimum of space.

Unit A in our system is the basic oval included in both the passenger and freight sets.



N.901 Siding set

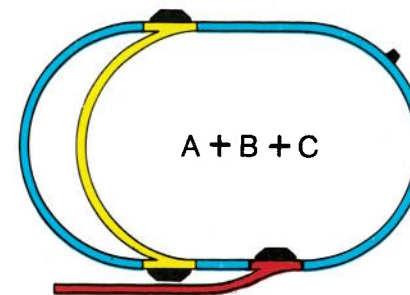
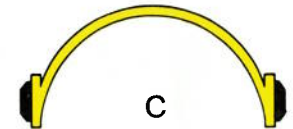
Every layout requires storage facilities for wagons and coaches and the siding set contains all that is necessary to make this first and most important addition to your layout. You will have to isolate the siding if it is to be used for locomotive storage. The set consists of a Point, Compensating Curve, 3 Straights and Buffer Track.



N.902 Passing Loop Set



In addition to providing extra shunting and rolling stock storage facilities Unit C makes it possible to include a second train if the loop is isolated. The set includes 2 Points, 4 Curves and 2 Quarter Curves.



The combination of A,B and C makes a very attractive layout with lots of operational possibilities.

**HORNBY®
MINITRIX**

Rovex Limited, Westwood, Margate, Kent.

Your Hornby Minitrix Dealer is



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