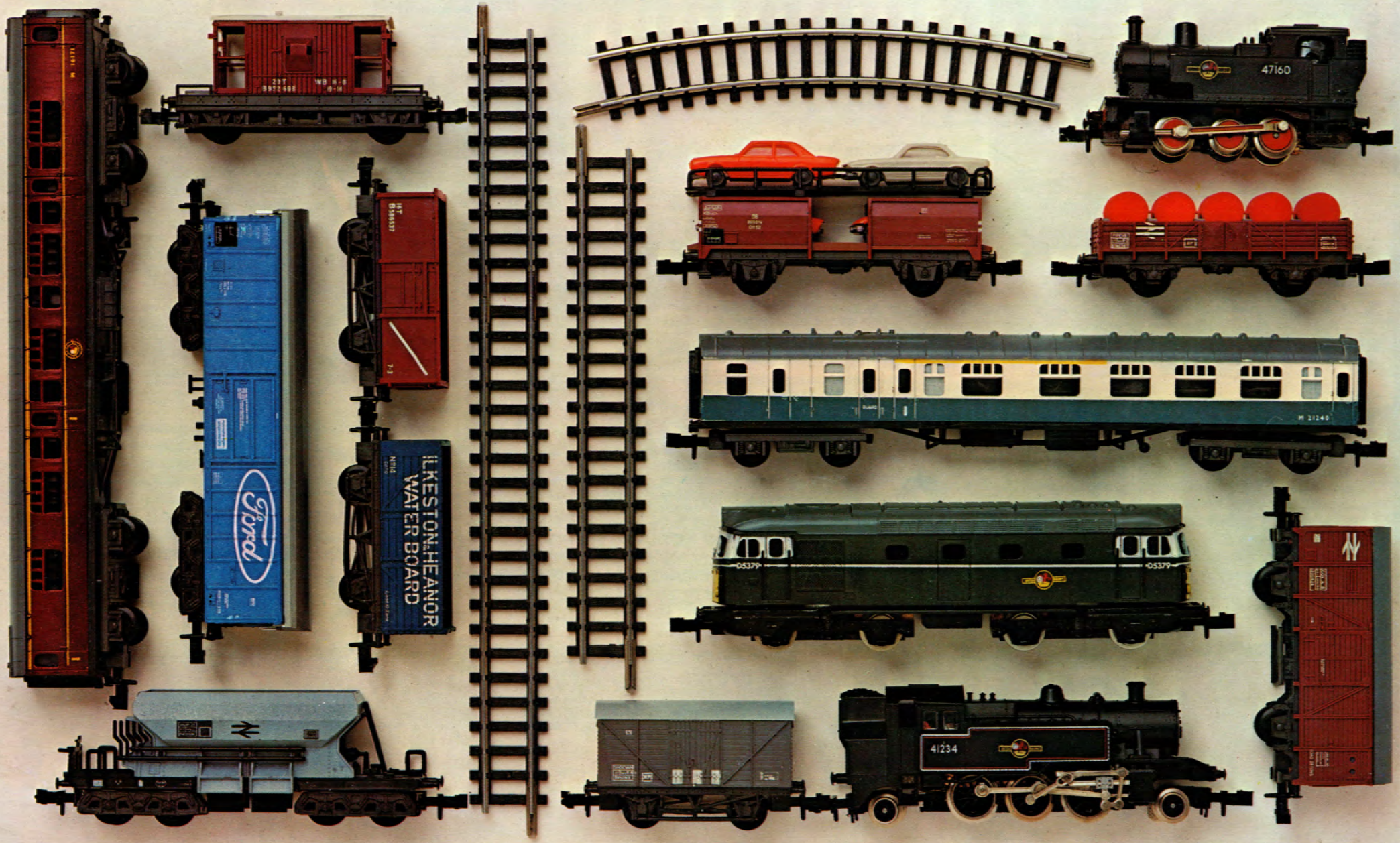
Precision railway engineering in miniature.

HORNBY® MINITRIX



These photographs of N-Gauge models are reproduced in actual size.

Just look at all that Hor

Locomotives

The maximum detail and power in the smallest possible space has been achieved in the range of Locomotives illustrated below. Hornby Minitrix locomotives are true to prototype and superbly detailed models with a very powerful permamotor in a robust body and chassis. Each locomotive is scrupulously tested for strength and endurance and incorporates the most modern engineering techniques available.

N.201 BR Class 2F 0-6-0 Dock Tank. Designed by Sir Henry Fowler and introduced in 1928 this class of 10 locomotives were very powerful for their size. (Weight 43 tons 12 cwt. – tractive effort 18,400 lbs.)

N.202 Class 2 MT 2-6-0 Loco and Tender in BR Livery. These extremely attractive and distinctive locomotives were introduced in 1946, designed by H. G. Ivatt for light mixed traffic work on the L.M.S. The class consisted of 104 locomotives, each of which weighed 84 tons 5 cwt. (including tender) and had a tractive effort of 17,410 lbs.

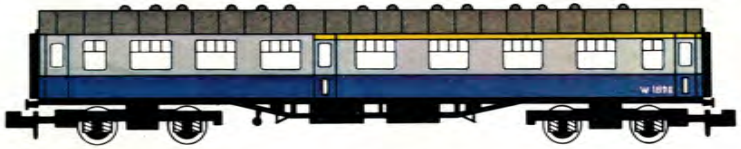
N.203 BR Class 7P6F 4-6-2 Loco and Tender "Britannia". This famous locomotive is now preserved, and is one of two survivors of a class of 55 locomotives, built by British Railways at Crewe from 1951. Designed for fast main line express and freight working, they had large driving wheels of 6′ 2″ diameter and were the first 2 cylinder Pacifics (4-6-2 wheel arrangement) built in England. Total weight of locomotive and tender was 141 tons 8 cwt with a tractive effort of 32,150 lbs and were nearly 60′ long. The model features all driving axles powered.

Coaches

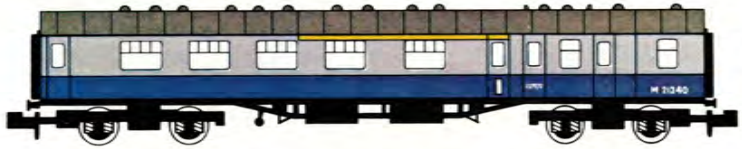
Hornby Minitrix Coaches are fully lined and printed with interior windows. Additional ballast weight is carried to ensure smooth running on the precision turned metal wheels. Pinpoint axles in nylon bogie frames and underframe details complete the high specification of these coaches.

N.301 B.R. Composite Coach

N.302 B.R. Composite/Brake Coach



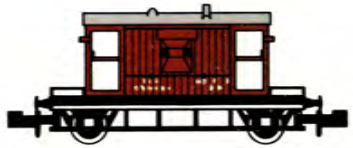
N.303 B.R. Blue/Grey Composite Corridor Coach



N.306 B.R. Blue/Grey Composite/Brake Coach

Wagons and Vans

A range of finely detailed, colourful wagons that will enhance any layout. To make your open wagons look even more realistic, construct a simple raised card platform to fit inside the body, smear with adhesive and sprinkle with sand, fine grit or coal dust. Fitted with pin-point axles and precision turned metal wheels for smooth running.

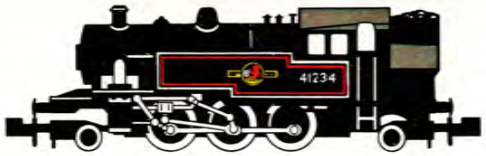


N.501 Brake Van

N.502 Mineral Wagon

N.503 Single Vent 12 Ton Goods Van

N.504 Long Wheelbase open Wagon with Barrel



N.205 Class 2 M.T. Tank Locomotive. A class of 80 locomotives designed by H. G. Ivatt for the L.M.S. introduced in 1946. This design formed the basis for a further Ivatt series and then for the B.R. Class 2 design of 1953. The locomotive weighed 63 tons 5 cwt. and had a tractive effort of 17,410 lbs. This type of locomotive was used over most parts of the British Railways system after 1948.

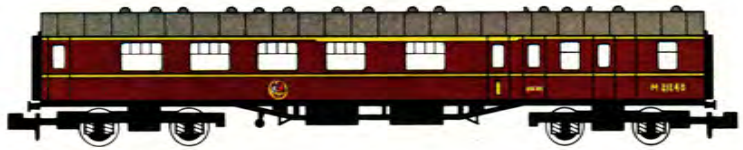
N.204 BR Type 2 Bo-Bo Diesel/Electric Locomotive. Introduced in 1958 for mixed traffic duties, 115 of these locomotives have been built. They are powered by 6 cylinder Sulzer diesel engines of 1250 B.H.P., and in common with all diesel locomotives (compared to steam locomotives), are very powerful for their weight (73 tons – tractive effort 42,000 lbs.) The model features four-axle drive and working headlights with automatic direction control.

N.206 BR Type 4 Warship Class 42. Introduced in 1958 on the Western Region of British Rail, this class of 34 locomotives are powered by two 1526 h.p. diesel engines, and have a tractive effort of 52,400 lbs from a weight of 79 tons. The Hornby Minitrix model features working headlights with automatic direction control and diecast chassis.

NEW

N.207 BR Class 9F 2-10-0 Heavy Freight Locomotive and Tender. Introduced in 1954 for heavy freight duties on British Railways these powerful locomotives also proved very successful as Express Passenger Locomotives when the occasions demanded. This class was the last of the 12 Standard designs produced by British Railways before going over to diesel traction. Each locomotive weighed 139 tons 4 cwt (including tender), with a tractive effort of 39,667 lbs and length of 66′ 2″. Two of these locomotives have been preserved – 92203 'Black Prince' and 92220 'Evening Star' (the last of the class produced in 1960).

N.305 B.R. Maroon Composite Corridor Coach



N.308 B.R. Maroon Composite/Brake Coach

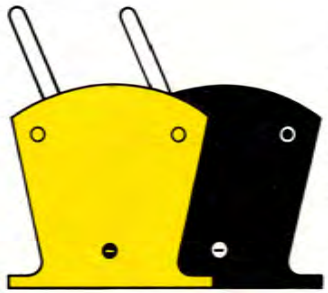
Control Units

R.910 2¼ amp Power Controller. At least two R.920 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.920 Circuit Controller. Used in conjunction with the R.910 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 Yellow Control 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.910 or R.920 (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.910.

Load

N.505 Cov.A.B. Wagon

N.506 Bogie Ballast Wagon

N.509 Ford Bogie Freight Wagon

N.510 Car Transporter with 4 Car Load

N.511 10 Ton P.O. Wagon "Ilkeston"

N.512 10 Ton P.O. Wagon "Millom"

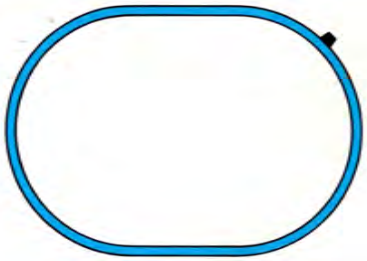
nby Minitrix can offer.

HORNBY® MINITRIX

Planning a Good Start

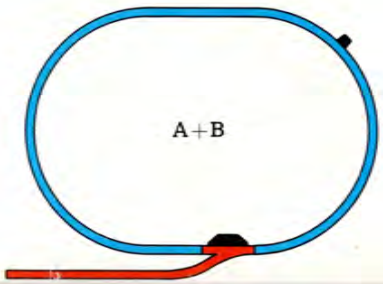
It's easy as A.B.C.! Building up a small model railway system can sometimes appear to be more difficult than it actually is, so Hornby Minitrix have designed a step-by-step system that will make your train set even more interesting by using the track packs illustrated below. By adding extra track sections, the layout can be enlarged to fit any available space.

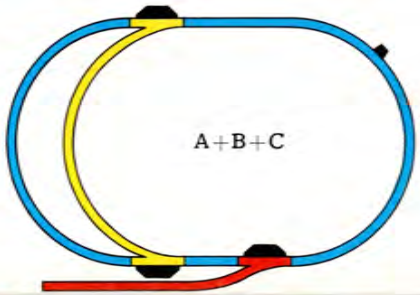
(A) Unit A is the basic oval that is included in each set. Alternatively, it is possible to build this oval using the track sections illustrated.



(B) N.901 Siding Set. Every layout requires storage facilities for wagons and coaches, and the siding set contains all necessary parts to make this first and most important addition to your layout. It is necessary to isolate the siding if used for locomotive storage. The set consists of a Point, Compensating Curve, 3 Straights and a Buffer Track.

(C) N.902 Passing Loop Set. In addition to providing extra shunting and rolling stock storage facilities Unit C makes it possible to run a second train if the loop is isolated as shown on the right. Consists of 1 pair Points (Right and Left Hand), 4 Curves, and 2 Quarter Curves.





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 Hornby 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.

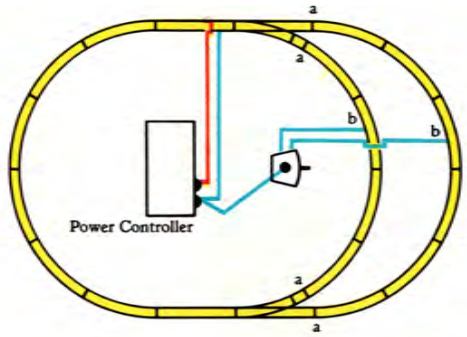
Stage 1.
Remove metal joiner as shown in position (a) in the diagram and replace with insulated (plastic) rail joiner (N.639); then fit track together. The siding from point (a) to the buffer is now isolated on one side.
Stage 2.
To feed power when required into the isolated section fit N.641 Power Input 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.

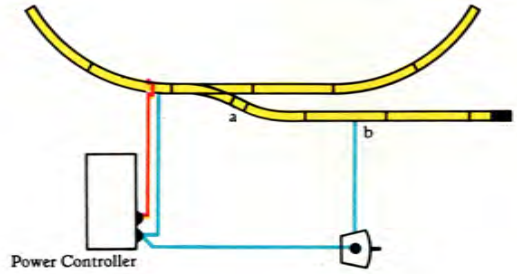
Please note that the diagram illustrates the use of the N.952 type of point, which has the same straight length as one N.904, and gives 33·6mm between tracks.

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.

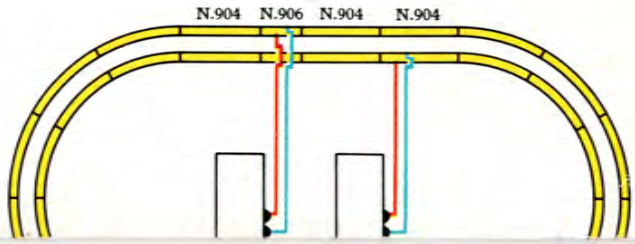
A.



B.



C.



Track Components

N.904 Straight <104.2mm>

N.906 Straight <54.2mm>

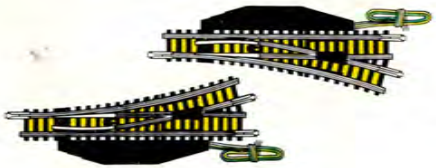
N.912 Curved Radius 1-30°

N.914 Curved Radius 1-24°

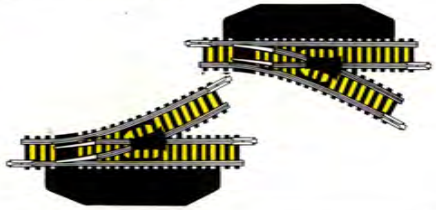
N.916 Curved Radius 1-6°

N.922 Curved Radius 2-30°

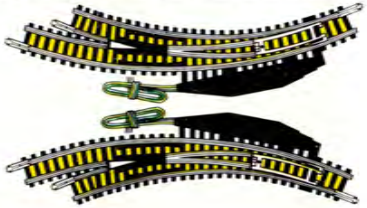
N.942 Pair (left and right hand) Electrically Operated Points, Large radius, Straight Section <112.6mm>



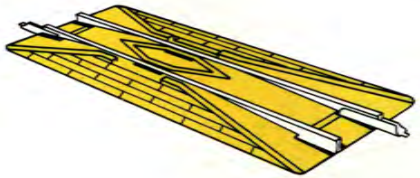
N.952 Pair (right and left hand) Manually Operated Points, Straight Section <104.2mm> Curved Section Radius 1-24°



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



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



N.991 Buffer Track <50.0mm>

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

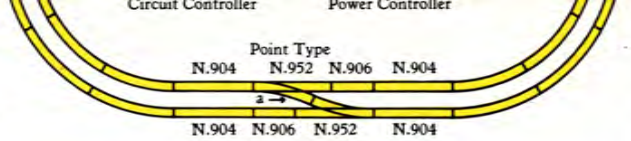
N.625 Pack of 20 Track Joiners for N.910 Flexible Track

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

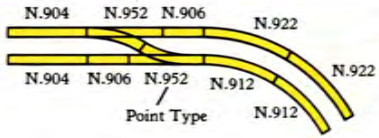
N.653 Power Clip

N.910 Flexible Track <730.0mm>

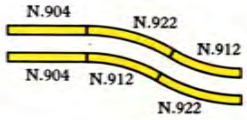
Stage 2.
Two Power Controllers or 1 Power Controller (R.910) and 1 Circuit Controller are required to run two trains simultaneously. It is important that the controllers are wired to the tracks as follows: 12v D.C. controlled outlet marked (A) on both controllers to the inside rail of each circuit; 12v 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.



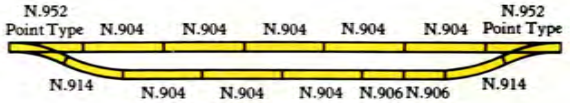
Cross over Detail



Two-Track Detail



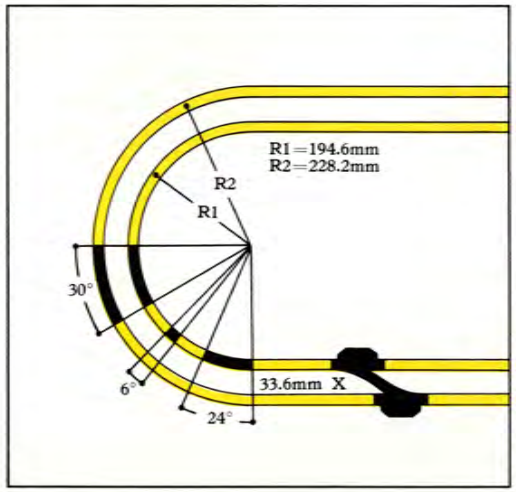
Station Loop Detail

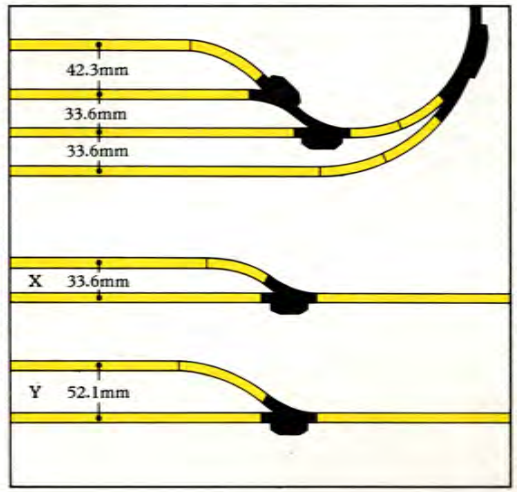


Track Geometry

The Hornby Minitrix 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.952 type points. (see X on diagram)

The curved section of points type N.952 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.





Hornby Minitrix. Fun on the grand scale with railways that are anything but.

Hornby Minitrix is a precision model railway system for enthusiasts. And a load of fun for everybody.

Because it is 'N-Gauge', Minitrix needs only a quarter of the space of 'OO Gauge' for a given layout. You can build a more satisfying layout in the space available; can introduce more realism, more honest to goodness lifelike complexity.

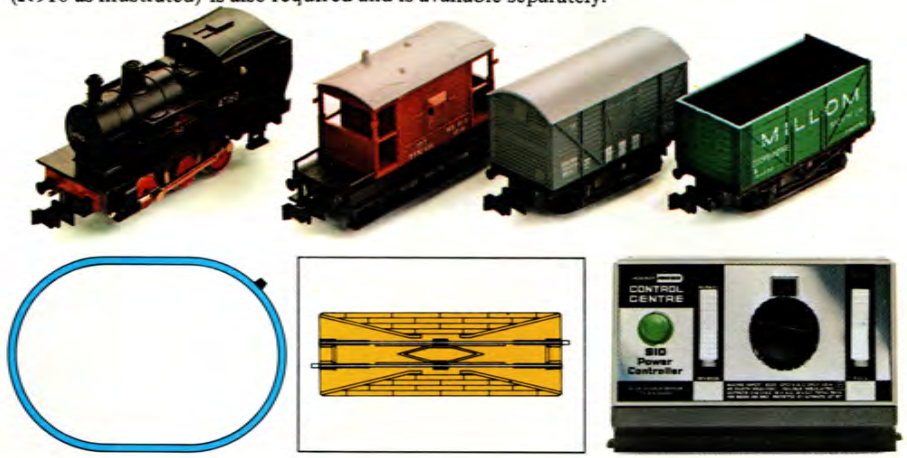
from scratch, or buy a ready made set as a basis and build on that.

Check through this brochure. Put the wall-chart up and stare at it. Live with the system in your mind's eye.

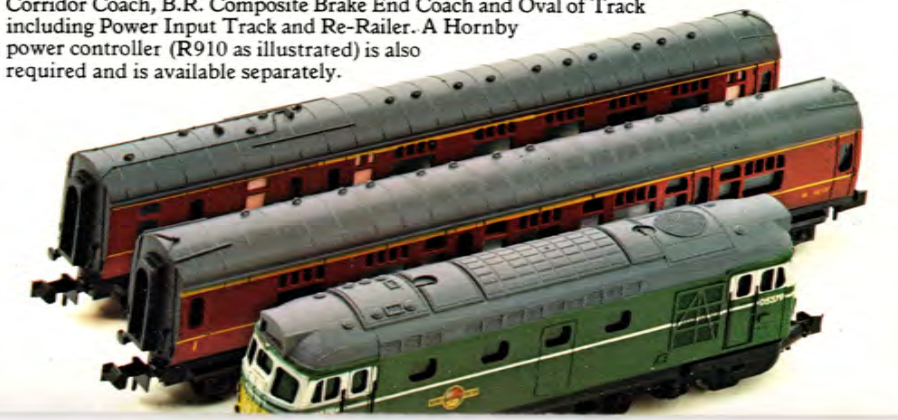
Train Sets

Hornby Minitrix Train Sets have been designed to give long hours of interest and enjoyment, and to help keep your set in first class condition, the packaging has been specifically designed to give maximum protection to the locomotives and rolling stock when not in use.
Each Train Set requires a suitable power supply, such as the Hornby Power Controllers illustrated, with a controlled output of 12 volts D.C.

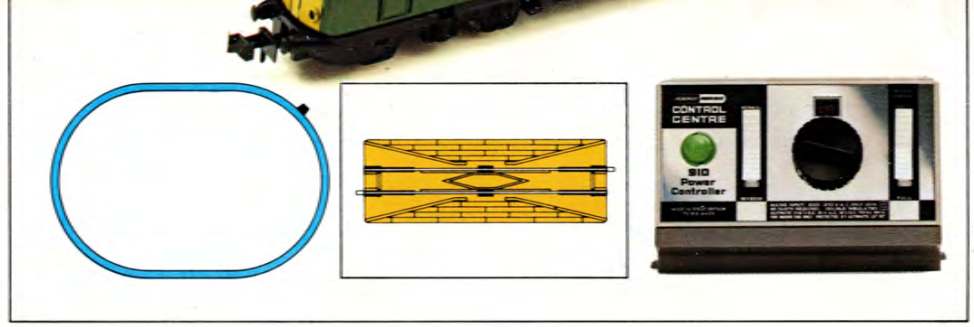
N.101 Goods Set Consists of Tank Locomotive, Closed Van, Open Wagon, Guards Van and Oval of Track including Power Input Track and Re-Railer. A Hornby Power Controller (R910 as illustrated) is also required and is available separately.



N.102 Passenger Set Consists of Express B.R. Type 2 Diesel Locomotive, B.R. Composite Corridor Coach, B.R. Composite Brake End Coach and Oval of Track including Power Input Track and Re-Railer. A Hornby power controller (R910 as illustrated) is also required and is available separately.



The Hornby Minitrix system includes everything you need. All kinds of rolling stock—locomotives, vans, wagons, coaches. Enough track components to re-create every situation that exists on British Rail.



You'll soon find yourself planning your ideal Hornby Minitrix layout piece by piece.

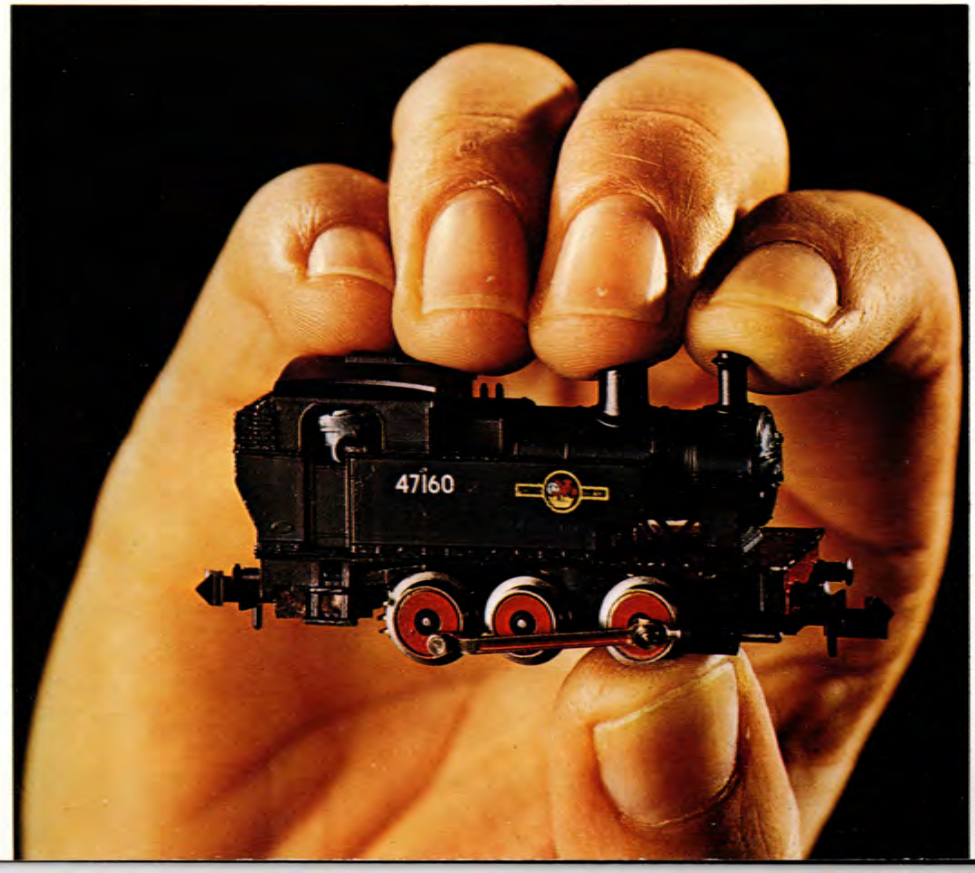
And once the bug bites, you'll have fun for years to come.

HORNBY® MINITRIX

Features of a Hornby Minitrix Locomotive

Accessories like buffer units and re-railers. And all the necessary controllers and switches.

You can either build up your Minitrix layout component by component



Your Hornby Minitrix Dealer is

HORNBY® MINITRIX

Rovex Limited, Westwood, Margate, Kent.

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N642

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