

HORNBY®
MINITRIX



N·GAUGE·CRAFTSMANSHIP

PRECISION·IN·MINIATURE

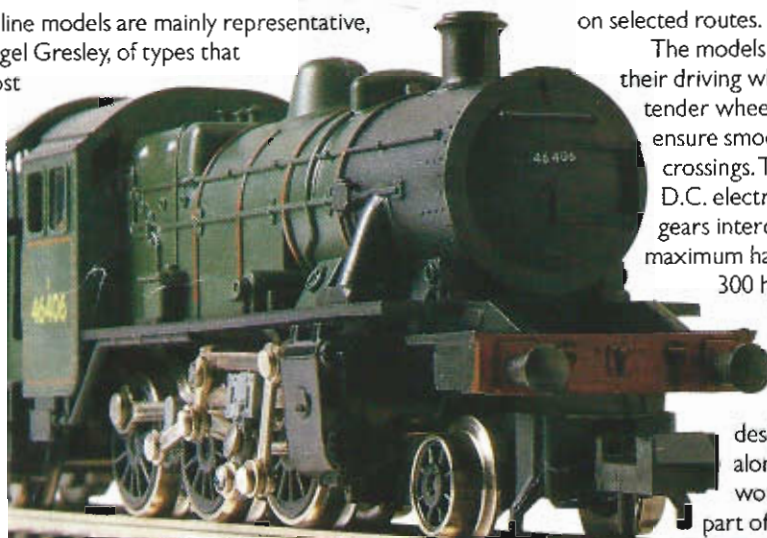
The Hornby Minitrix steam outline models are mainly representative, with the exception of the N214 Sir Nigel Gresley, of types that were to be found working on BR almost up to the end of steam. As such they are ideal for operating on a layout set in the years 1957-1968 during which time diesels in their matching green livery, became increasingly common. Diesels in rail blue livery with the double arrow emblem, introduced experimentally in 1964, were also a well established spectacle before steam was finally displaced.

In its preserved livery, the N214 Sir Nigel Gresley would not look out of place on a modern traction layout as the prototype is occasionally used to haul steam specials

on selected routes.

The models pick up current from the track through their driving wheels. Wherever possible bogie and tender wheels are also used for this purpose to ensure smooth progress through points and crossings. The current is fed to the miniature 12 volt D.C. electric motor which drives a series of spur gears interconnecting the driving axles for maximum haulage. The motor brushes last for over 300 hours running and are simple to exchange when that mammoth total has been reached.

The mechanisms are encased within delicately detailed bodies. The design work and tooling for a body mould alone will take some 2600 skilled man hours working to tolerances of one thousandth part of an inch.



STEAM LOCOMOTIVES



N.214 L.N.E.R. CLASS A4 4-6-2 'SIR NIGEL GRESLEY'



N.217 B.R. CLASS 7P6F 4-6-2 'ROADICEA'



N.207 B.R. CLASS 9F 2-10-0.



N.211 B.R. CLASS A4 4-6-2 'MALLARD'



N.202 B.R. CLASS 'VATT' 2MT 2-6-0 (BLACK).

N.213 B.R. CLASS 'VATT' 2MT 2-6-0 (GREEN).



N.201 B.R. CLASS 2F 0-6-0T.



N.205 B.R. CLASS 2MT 2-6-2T.

DIESEL LOCOMOTIVES



N.204 B.R. CLASS 27 B0-B0 DIESEL-ELECTRIC.



N.212 B.R. CLASS 27 B0-B0 DIESEL-ELECTRIC.



N.208 B.R. WARSHIP CLASS 42 B-B DIESEL-HYDRAULIC 'INTREPID'.



N.206 B.R. WARSHIP CLASS 42 B-B DIESEL-HYDRAULIC 'HERMES'.



N.219 B.R. CLASS 47 Co-Co DIESEL-ELECTRIC 'THE QUEEN MOTHER'.



N.210 B.R. CLASS 47 Co-Co DIESEL-ELECTRIC 'COUNTY OF NORFOLK'.

COACHES



N.301 B.R. (WR.) MK1 CORRIDOR COMPOSITE COACH.



N.302 B.R. (WR.) MK1 BRAKE CORRIDOR COMPOSITE COACH.



N.303 B.R. MK1 CORRIDOR COMPOSITE COACH.



N.305 B.R. MK1 CORRIDOR COMPOSITE COACH.



N.306 B.R. MK1 BRAKE CORRIDOR COMPOSITE COACH.



N.308 B.R. MK1 BRAKE CORRIDOR COMPOSITE COACH.

WAGONS AND VANS



N.501 B.R. 20 TON GOODS BRAKE VAN.



N.502 B.R. 16 TON MINERAL WAGON.



N.503 12 TON SHOCK-ABSORBING VENTILATED VAN.



N.505 COVERED AB VAN.



N.506 BOGIE BALLAST WAGON.



N.509 'FORD' BOGIE COVERED VAN.



N.510 CAR TRANSPORTER AND CARS.



N.511 'ILKESTON' OPEN WAGON.



N.512 'MILLOM' OPEN WAGON.



N.513 B.R. 16 TON MINERAL WAGON.



N.514 'SHEEPBRIDGE' OPEN WAGON.



N.515 'FOSTER' OPEN WAGON.



N.516 SHELL/BP TANK WAGON.



N.517 MGR HOPPER WAGON.



N.518 ESSO TANK WAGON.



N.519 NATIONAL BENZOLE TANK WAGON.



N.522 'SCARWOOD' OPEN WAGON.



N.523 'ARNOLDS SANDS' OPEN WAGON.



N.524 2-SIDE TIPPING WAGON PACK.

TRACK AND ACCESSORIES

The Hornby Minitrax track sections, shown here at approximately 1/3 their real size, enable layouts of almost any complexity to be built and all within an amazingly small area. All sections are made to

tight tolerances so that trains will run smoothly and yet are robust enough to stand up to years of hard wear.

N.900 Straight. Length $12\frac{1}{16}"$ (313mm) = 3 x N.904.

N.910 Flexible. Length $29"$ (730mm).

N.903 Straight. Length $1\frac{1}{16}"$ (17mm).

N.908 Straight. Length $1\frac{1}{16}"$ (28mm).

N.909 Straight. Length $1\frac{1}{16}"$ (34mm).

N.907 Straight. Length $2"$ (50mm).

N.906 Straight. Length $2\frac{1}{16}"$ (54mm).

N.905 Straight. Length $3"$ (76mm).

N.904 Straight. Length $4\frac{1}{16}"$ (104mm).

N.974 Railer. Length $4\frac{1}{16}"$ (104mm).

N.975 Variable Straight. Can be adjusted for any length between $3\frac{3}{16}"$ and $4\frac{1}{16}"$ (87-120mm).

N.991 Buffer Stop, steel type. Length $2"$ (50mm).

N.625 Pack of Metal Track Joiners. Required for use with flexible track.

N.639 Pack of Insulated Track Joiners. Required to isolate track sections.

1st RADIUS CURVE $7\frac{3}{4}"$ (195mm) measured to centre of running rails.

N.912 Curve. 30° (12 to circle).

N.914 Curve. 24° (matches turn-out of N.945 points).

N.916 Curve. 6° (converts N.914 to N.912).

2nd RADIUS CURVE $9"$ (228mm) measured to centre of running rails.

N.922 Curve. 30° (12 to circle).

N.924 Curve. 24°

N.926 Curve. 6° (converts N.924 to N.922).

3rd RADIUS CURVE $12\frac{1}{16}"$ (329mm) measured to centre of running rails.

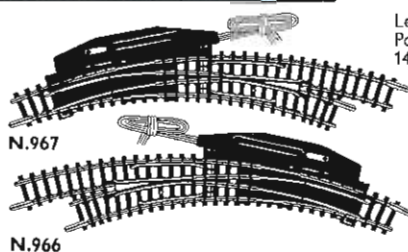
N.917 Curve. 15° (24 to circle).

4th RADIUS CURVE $14\frac{1}{4}"$ (363mm) measured to centre of running rails.

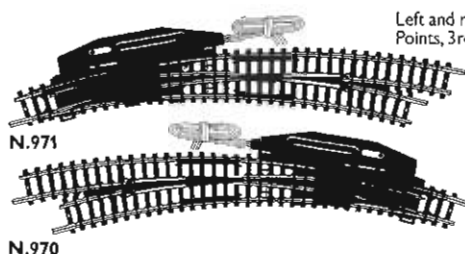
N.927 Curve. 15° (24 to circle). Radius matches N.944 and N.946 Points and N.960 Double Slip Switch.

N.976 Buffer Stop, wood framed ballast type. Length $2"$ (50mm).

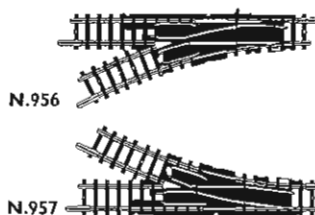
N.651 Single Rail Power Clip. Two required for normal power input as shown. One only required to energise single rail isolated section.



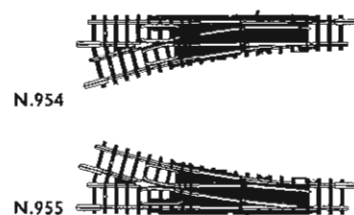
Left and right, electrically-operated, Curved Points, 1st and 2nd radius, 42° . For operation from 14/16 volts A.C. via Hornby R.044 Passing Contact Lever Switch.



Left and right, electrically-operated, Curved Points, 3rd and 4th radius, 30° . For operation from 14/16 volts A.C. via Hornby R.044 Passing Contact Lever Switch.



Left and right, hand operated, Points. Straight length $4\frac{1}{16}"$ (104mm), Curve 1st radius 24° . One N.916 6° Curve is included with each point so that the curved section can be enlarged to 30° .



Left and right, hand operated, Points. Straight length $4\frac{3}{8}"$ (113mm), Curve 4th radius $15^\circ + 1 \times$ N.903.



N.958 Diamond Crossing - 30° . Straight lengths $4\frac{1}{8}"$ (104mm).



N.960 Double Slip Switch, electrically-operated. 'Straight' length $5\frac{1}{8}"$ (130mm). Curve 4th radius, $15^\circ + 3 \times$ N.903. For operation from 14/16 volts A.C. via Hornby R.044 Passing Contact Lever Switch.



N.968 Double Slip Switch, electrically-operated. 'Straight' length $4\frac{1}{8}"$ (104mm). Curve 1st radius, 30° . For operation from 14/16 volts A.C. via Hornby R.044 Passing Contact Lever Switch.



N.951 Point Motor - left hand.

Point Motors clip to hand operated points and convert them for remote control operation from



N.953 Point Motor - right hand.

14/16 volts A.C. through a Hornby R.044 Passing Contact Lever Switch (not illustrated).

Remote Control of Points

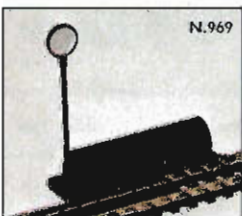
Points N.956, N.957 and N.954, N.955 may be converted for electric remote control operation by the addition of Points Motors N.951 or N.953 which clip on to the points. If laying track permanently on a baseboard, a left hand point motor may be fitted upside down to a right hand point or vice versa. By doing this the point motors will be sufficiently below the points to be able to be concealed by track ballast.

In addition to the feature of being able to convert points from hand to electric operation, Hornby Minitrax points are fitted with dual operating functions. As supplied, they are 'live' which means that electric current in the track is

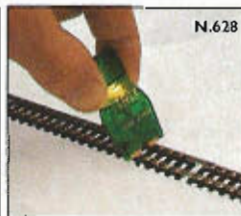
maintained in both branches, no matter which way a point is switched.

By removing two unobtrusive wire clips the point can be converted to 'self-isolating'. In this condition electric current is automatically diverted to one branch for which the point is set and switched off in the other one. The wire clips can easily be re-fitted if it is desired to convert a point back from 'self-isolating' to 'live'.

When starting a layout with only one locomotive it is, in general, preferable to use points 'live'. When additional locomotives and their respective Power Sources are introduced it is usually convenient to convert to 'self-isolating'.



N.969 Uncoupling Track. Length $3"$ (76mm), complete with marker sign. Operates from 14/16 volts A.C. via Hornby R.044 Passing Contact Lever Switch. Vehicles to be uncoupled are stopped with their



couplings over the 'ramp'. Operation of the switch causes the couplings to disengage.

N.628 Fault Finding Test Light. Lights up when there is power to the track and extinguishes if there is a



faulty connection. **N.623** Wheel Cleaning Brush. Collects power from the track. As locomotive wheels revolve any dirt or deposit is removed thus providing efficient running.



N.326 OPERATING SIDE TIPPING SET. Complete with two wagons which tip automatically when passed through the tipping bay.

STARTER SETS

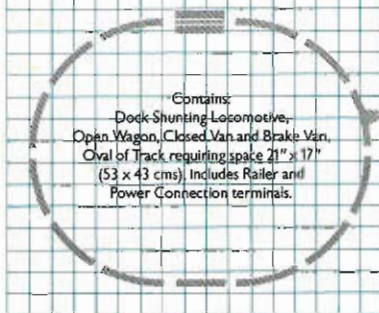
RAILWAY BUILDINGS



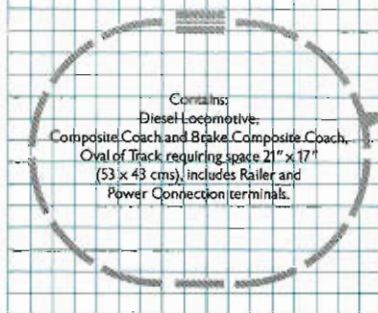
N.101 GOODS TRAIN SET



N.102 PASSENGER TRAIN SET



Contains:
Dock Shunting Locomotive,
Open Wagon, Closed Van and Brake Van.
Oval of Track requiring space 21" x 17"
(53 x 43 cms). Includes Railer and
Power Connection terminals.



Contains:
Diesel Locomotive,
Composite Coach and Brake Composite Coach.
Oval of Track requiring space 21" x 17"
(53 x 43 cms). Includes Railer and
Power Connection terminals.

The first impression the beginner in 'N' gauge gets on opening up a Hornby Minitrix train set is that of the sheer smallness and apparent fragility of the components. After some moments spent handling the track and rolling stock they seem to grow in size and their general robustness becomes obvious.

The fishplates (rail joining clips) on the track sections are easy to connect up and the special

railer track makes putting the vehicles on the track a simple operation.

In use the trains are amazingly stable due to the weight of the locomotives and the accuracy and free-running qualities of the rolling stock wheels.

Hornby Minitrix sets require a Mains Power Controller with an output of 0-12 volts D.C.



N.403 SIGNAL BOX

Fully glazed windows, stovepipe chimney and separate steps unit.



N.404 ENGINE SHED

Glazed windows and four beehive roof vents. Suitable for double tracks.



N.405 WATER TOWER

Fully glazed windows, ladder to roof tank and separate water crane.



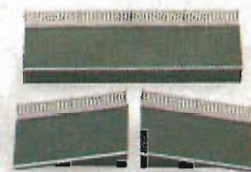
N.406 GOODS SHED

Fully glazed windows, interior platform, canopy for road loading dock and separate loading gauge.



N.412 BOOKING HALL

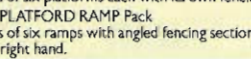
Supplied on platform base with rear fencing. Complete with upper gable, chimneys and canopy.



N.460

N.460 STRAIGHT PLATFORM Pack.

Consists of six platforms each with its own fencing section.



N.464

N.464 PLATFORM RAMP Pack.

Consists of six ramps with angled fencing sections, 3 left hand, 3 right hand.



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