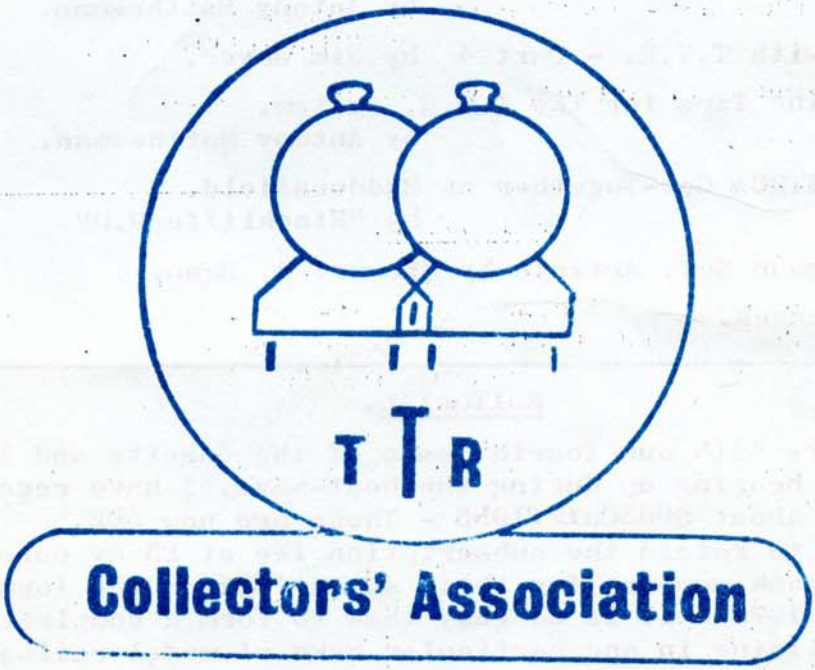
The TTR Gazette



No. 4 Summer 1976

T H E T.T.R. G A Z E T T E

The Journal of the T.T.R. Collectors' Association.

Founded by Alan Hinchliffe and Stewart Bean.

Hon. President.. Mr T.G. Best. (formerly Service Manager, Trix Ltd).

The TTR.C.A. is a non-profit making organization devoted to the collecting and operation of T.T.R. 'OO' gauge trains. 1935 - 71.

Secretary - S.A. Bean,

PETERBOROUGH.

Treasurer - Allan Hinchliffe,

HUDDERSFIELD,
Yorks.

Editor - D. Baker,

GILLINGHAM,
Kent. Telephone

CONTENTS No.4. SUMMER 1976.

EDITORIAL.

Well, here we are with our fourth issue of the Gazette and I hope all of our members are bearing up during the heat-wave. I have received a note from our Treasurer about SUBSCRIPTIONS - These are now DUE.

We have managed to retain the subscription fee at £3 by careful budgeting and we thank members for their support since the formation of the TTRCA in April 1975 - it is no easy task to form a completely new association specializing in one particular make of model railway system.

In the forthcoming issues of the Gazette it is intended to make a simple stock list of Trix locos. This is what you the members have been requesting especially members who haven't grown up with Trix. A Stock list of the TRIX DC range and an article on the History of DC range, written by Allan Hinchliffe, will be appearing in our next issue, No.5.

Thanks to the members who paid their subscriptions at the Huddersfield Get-together.

The next TTR Get-together and A.G.M. with bring and buy sale.

This has been arranged for Saturday afternoon 18th September at 2.0.pm. and will be held at The Village Hall, FOLKESWORTH, Nr. Peterborough. This is situated 1 mile from Norman Cross Roundabout on the main A.1. road, turning right from the north, and turning left from London.

Next issue of the Gazette - OCTOBER.

VARIATIONS IN T.T.R. LOCOMOTIVE MOTORS - 14 volt A.C. PART 4.

The chassis for the Continental outline 2-4-2 Mixed Traffic tender locomotive was another complete design change which was first conceived in 1939 in Germany and was intended to be exported to this country to fit under the body shell of British outline 2-4-2 Tank locomotives, but war intervened and it was not until the end of 1950 when it eventually appeared on the home market, although a Dutch sales leaflet of 1940/41 advertised this locomotive. A British outline 2-4-2 locomotive was never produced.

The chassis was a complicated casting although the basic motor and sequence reversing components were standard, with the exception of the contact shaft which was extended in length and having cams at each end of the contact section. These cams were used to operate the lever and rod assembly in the chassis and front and rear pivoted bogies causing the coupling hooks to drop or return to the normal position thus enabling uncoupling or coupling to take place anywhere on the track. This was the main feature of this locomotive. Each cam was at 180 degrees to one another and each was functional in turn when the locomotive was in the second forward or second reverse sequence operation. Extra contact shaft contacts fed the lights at the front and rear which showed which direction the locomotive was travelling. The reduction gearing was located between the driving wheels on the pinion side of the armature and was similar in style and in the number of gears used to the 4-6-2 chassis. These reduction gears drove intermediate gears located in the chassis, which in turn engaged the driving wheels. Common centre rail feed was collected by shoes mounted on each bogie and the outside rail feed collected by extended shoes which were located in the central insulated shoe retainer. These locomotives and others produced in the early 1950's used a very poor quality of 'Mazac', (a Zinc based alloy), for the various cast locomotive parts with the result that after a few years the castings became brittle and cracked and eventually fell to pieces when disturbed even when in use, thus for this type of locomotive and others of the same period servicing is very difficult and prone to breakages.

During the second half of 1939 4-4-0 tender locomotives were introduced which used the standard 0-4-0 chassis and motor with only slight modifications. The front mounting lugs of the chassis were removed, (these were used to locate the front of the body by the use of screwed buffers), and also the front and rear outside shoe insulated mounting plates which were located by grooves in the chassis. In the front vacant grooves a flat steel plate with a central hole was fitted and this was used to secure the front of the chassis to the body by the use of a shouldered screw which also acted as the pivot for the radius arm on the bogie. In the rear chassis grooves an insulated fibre plate on which a brass pin was fitted, was mounted, the pin being used to couple the engine to the tender and to transfer the outside rail feed to the motor from the shoes on the tender chassis. Although a weight was located by the extra long rear body screws to the underside of the engine chassis and the body shell was also weighted at the front, wheel slip still took place which was a bad fault with this type of locomotive restricting the length of trains which could be hauled. All further improvements to the motor and chassis followed those exactly carried out on the 0-4-0's.

Only the A.C. mechanisms used in locomotives that were distributed or manufactured in this country have been described, but it may be of added interest to mention here some of the minor variations or modifications that were carried out over the years of manufacture. The driving wheels of the 0-4-0's and the 4-4-0's were changed in design a few times, mainly the profile being reduced and the general looks took on a less heavy appearance. In the earlier versions, wheels with the cast gears were only used on the reduction gear side of the chassis and plain ungeared wheels on the other. On post-war models geared wheels were used on both sides of the chassis probably to reduce production costs.

to be continued...

Antony Matthewman.

THROUGH THE YEARS WITH TTR - 4 by Jim Joyce.

Continuing our look at the items in the British-style range of 1936, we see that the freight stock already included some colourful vehicles. There was the SR Refrigerator van, Esso and UD tank wagons, and the "Bassett-Lowke" private owner wagon. Among the bogie coaches, there were the dining and restaurant cars, as well as the first class and brake third. (Regarding the latter, here's a question: a Bassett-Lowke advertising illustration shows an LMS brake third numbered 6153 and with guard's look-out. It also appears to have a higher waistline. Was there such a model, or is this an example of artistic licence?).

To complete the picture, there was a range of accessories. These ranged from small items like a signal at 1s, a yard lamp to light up at 2s 6d, and a telegraph pole at 4d, to a selection of appropiate buildings.

These buildings were of modern design and were constructed of wood, but of course they are not to be confused with the Manyways models which had not yet appeared on the scene. I am not familiar with them "in the flesh", so to speak, and can only list them from contemporary descriptions. For fairly obvious reasons, they seem to be pretty rare nowadays; perhaps anyone who has any of them can tell us more. (Maybe they were not Bassett-Lowke make anyway?).

There was a single-platform station, of modern design, with station building with tower, finished in concrete and decorated with scale advertisements. This was priced at 6s 9d. A signal cabin was designed to be placed over control switches and had a hinged roof for ease of operation; this cost 2s 11d. A goods depot had a shed into which a track could be run, with a platform and sliding doors; price 3s 11d. An engine shed could accomodate two tracks, and had a transparent roof; price also 3s 11d. There was also an island platform, complete with shelter and in style to match the other station; price 4s 6d. A footbridge cost 2s 6d. There was also a smaller signal box listed at 2s 3d. (and I am wondering if the larger one was really in the same series; it looks less modern and has a sloping roof).

Most impressive of all the buildings was the Terminus Station. This had a building with entrance hall and tower, three platforms, and a transparent overall roof. It cost 15s.

An interesting point appears in the December 1936 issue of Model Railway News, which carries a review of the new range of Twin Train models. To quote:

"We are asked to state that the Trade can be supplied with these items through Messrs. Trix Ltd., 45 Clerkenwell Road, E.C.1".

This must be one of the earliest - if not the first - mention of the name "Trix" in connection with the Twin Railway, which up to this time, and indeed in the advertisements of this time, was still simply the "Twin-Railway" and not Trix or TTR. Does this mark the setting up of Trix Ltd as a British company at an address that was to become familiar?

(Answers to questions always welcome!).

to be continued...

Jim Joyce.

REQUEST FOR TTR BADGE.

Most members will recall that in 1954 Trix Ltd.,issued a lapel badge which was available from the Trix former London offices in Old Burlington Street., does any member have one of these? Or know of anyone who is willing to loan a badge? As it is possible that we may be able to get a small quantity made by one of our members. But to do this we must have an original badge.

If anyone locates a TTR badge would they kindly forward it on loan to Mr N.S. Austin, DERBY.

GENERAL AND SERVICING TIPS FOR THE T.T.R. SYSTEM - Continued.

By Antony Matthewman.

e) Armature assembly.

The item which suffers most in a badly maintained or overloaded locomotive is the armature assembly. The four faults which occur are firstly, a burnt out winding or windings caused by prolonged full power being applied to the motor without the armature actually revolving; secondly, pole winding wires broken from the commutator; thirdly, very dirty commutator; and fourthly, 'chewed up' windings on the rear face of each pole which can be caused by a badly fitting reduction gear or an armature which fits incorrectly. With regards to the last statement some of the very early chassis had no bearing bushes fitted for the pinion end of the armature, and thus the bearing end of the pinion fitted directly up to the chassis side frame, but on later models a flanged brass bush was fitted into the chassis the flange being on the inside of the chassis and the length of the pinion on the armature shaft was reduced accordingly in length. Thus if a 'new' type of armature is fitted to a very early chassis the required spacing between the reduction gear and the rear of the pole windings is non-existant, hence 'chewed up' windings. Remember then, when fitting later type armature assemblies to early chassis that you may have to insert a small 10 BA washer between the end of the armature pinion and the inside face of the chassis. Check carefully. Many Trix operators think that once an armature is burnt out it is finished, but with a little care and patience the armature can be made to work with full efficiency again. The following steps are those which I have developed by trial and error and if followed should bring success.

If you are dealing with the older type of armature with a bakelite based commutator cut away the binding from around the commutator collar being careful not to damage the wires, and then unsolder the pair of wires from each of the commutator segments, (this can be done first when repairing the late post-war type with the fibre based commutator). Make a note where the wires have been removed from, and the exact lateral and radial position of the commutator with respect to the windings. When looking end on at the commutator the grooves between each segment must be between 3 and 5 degrees radially to the left of the centre line of each winding, this is important. The removal of the commutator on all but one type requires the use of two special brass or steel bushes, one to fit completely over the length of the bearing diameter at the commutator end of the shaft up to the first shoulder. This is to stop distortion of this small diameter. The second is to fit completely over the full length of the pinion including an extra 1/4" but small enough in external diameter to miss the windings on the pole laminations. (The type of armature not suitable for this method is the one fitted with a fibre based commutator using a very short brass fixing bush which is only the length of the fibre thickness, and unless very special tools are at hand rewinding must take place with the commutator still attached which is very difficult to do evenly.) Place the armature assembly with the special bushes in place between the jaws of a vice and press the laminations of the poles towards the commutator assembly until the commutator moves approximately 1/8". Remove the armature assembly from the vice and it will be found that the commutator can be pulled off by hand. Take the special bush off the pinion and place on the other end of the shaft, replace in the vice and carefully press back the pole laminations into their original position. Remove from the vice and holding the commutator end of the shaft in the left hand unwind the burnt out winding anti-clockwise being very careful not to disturb the paper insulation from around the pole piece laminations, and also note where the start and finish of the winding occurs. On the very early armatures this insulation was a form of shellac or paint and may have to be replaced with very thin card cut carefully to shape and glued. Be careful not to leave bare edges of the laminations where the wire is wound.

to be continued...

Antony Matthewman.

HAPPENINGS AT THE TTRCA GET-TOGETHER AT HUDDERSFIELD

Report by Hinchliffe P.O.

A fine day greeted over 30 members and friends who visited Huddersfield for the Get-together.

Members arriving from as far afield as Harrow, Watford, Peterborough, Derby, Mansfield and York.

The first to arrive after yours truly was Dixon Upcott and his young lady who was soon followed by Dave Norville and his young lady but the ladies soon were to depart for the Huddersfield shopping centre!

Dave Williamson and Stewart Bean arrived, the latter brought along his Black LNER "Scotsman" and Tony Gould had his Black LNER "Hunt" loco on display, both are AC Trix-Twin locos in original condition - I mention this for members' interest who were unable to attend. Trevor Evans displayed two beautifully boxed sets, a "Coronation" and a "Princess" in immaculate condition.

My own Trix Express German "Pacific" attracted attention along with two currently produced Trix Express coaches. On the running side a "Midland Compound" loco did sterling work intermittently hauling a load of "Hinchliffe" Private Owner trucks.

The modern 2-rail "A.H.Peppercorn", "Silver Link" and "Flying Scotsman" locos were much admired "the best modern locos made" was one of the comments overheard but another member from Harrow replied "but they're made of plastic!"

A Trix 2-rail Class A3 loco in Black neatly fitted with "Papyrus" name plates and numbered 60096 was brought along for Dave Norville.

There was a small selection of the Bing Table Top railway on display, this was produced in the late 1920's and was the forerunner of the Trix-Twin Railway. My son Robert had a small "Minitrix" layout on show.

Quite a bit of buying and selling was done plus the usual exchanges and the opportunity taken to purchase spares. Earlier the week before I had written to various railway enthusiasts informing them of the Get-together as a result Mike Barritt came along from Sheffield who said that he hadn't heard of our association and must have been impressed by the display as he joined our association immediately.

All too soon it was time to leave, last away was Norman Austin from Derby and may I add my thanks to non-member David Brummitt for transporting the various loads of Trix. On the financial side £1.58 was taken at the door which went towards the hire of the hall.

REPLACEMENT PRE-WAR REPLICA COUPLINGS.

Reviewed by "Hinchliffe PO".

Our member Mr Dave Norville has had the foresight to have some of the pre-war cast couplings specially manufactured. The samples received for review are very neat and are fairly clean, some have slight flash which can easily be removed.

The link part of the coupling is not supplied but can be shaped from Piano wire or similar nickel silver wire. The couplings were on sale at the Huddersfield "Get-together" - the price of the couplings are 50 for £2.50. Some members may feel the price a little high but bear in mind that Dave has had to place a minimum initial large order to get these manufactured.

They are available from Mr D. Norville, , York. He would appreciate a small amount to cover postage.

Note: Care should be taken when fitting the replacement couplings, just lift the tabs which retain the coupling channel slightly and fit the coupling without removing the channel if at all possible, as the retaining tabs may break off.

TRIX L.N.E.R. SCOTSMAN SET. By Stewart A. Bean.

In the 1938-1939 Trix Catalogue priced 2d was proudly announced the 'Flying Scotsman', it was shown on page 6, photograph of the actual model headed - L.N.E.R. 4472 'Flying Scotsman', and then the following wording - Locomotive History in Great Britain was made in 1922 with the coming on the then Great Northern Railway of Sir Nigel Gresley's first 'Pacific' Locomotive - the most reliable and capable express class the country has yet seen. In speed, too, they excel, as witness the 'Flying Scotsman' test run in November 1934, attaining 100 m.p.h. Our model faithfully reproduces the leading external features.

The Catalogue No. for this loco is 4/540 and price was £4.7.6d and was available in the colour of Apple Green L.N.E.R. shade. 14v.A.C. and 12v.D.C. Remote control reversing, with automatic un-coupling device in the 8 wheel tender. On page 7 are details of the new Scale model L.N.E.R. Teak Coaches to go with this loco., and are Catalogued as follows - No.4/577 Brake Third Coach. No.4/587 Restaurant Car. No.4/567 1st Class Coach and it then goes on to say that they can be internally lit by means of the new Lighting Units Cat.No.767 priced at 2/6 each. All 3 coaches were priced at 7/6d each. Page 8 shows that the New Scale Model Locos and Coaches are available in the Presentation Cabinets which hold the complete set comprising - 4-6-2 Pacific type Locomotive and Tender, 1st Class Coaches (2) and 3rd/Brake Coach, Super Controller, plugs, wire and instruction book and bottle of Trix Shell Oil, price for Presentation Set being £6.6.0d. and Cat.No.4/344.

This Loco was also available during the early part of the war in Black unlined so as to copy what the Railways did in actual practice, paint every loco black. It was re-issued around the 1949 period in British Railways experimental Blue livery lined, and then in 1953 in British Railways Green, and of course was replaced eventually by the Plastic body with motor in loco, followed by same with motor in tender, and finally with same and double tender as running by Alan Pegler. Which makes total differences one can get in a collection to 7.

One rather odd point is that all literature and actual models shown in catalogues show the words 'Flying Scotsman' on locos, but only the word 'Scotsman' appears on the metal locos, my own theory is that as its embossed so as to stand out the words 'Flying Scotsman' was too long to fit in the name board on the splasher, whereas in the plastic bodies it was easy to make.

Another feature of the metal body types is that they have the normal steam dome as fitted to the actual loco, whereas all the plastic models have the banjo steam dome as was fitted to the actual loco at a later date. All 3 plastic versions have twin front loco lights. Though the metal bodies were made of mazac I have not come across any of these with fatigue, though I expect there must be some, the only fault I know of to date is that the rear bogie under cab usually seems to break at its narrowest point where it is cut to fit around cog. I expect the rarest of the 7 must be the LNER Black of the early war period, anyway its my favourite. I have the first 5 at present, and hope to pick up the tender motor type and the 2-tender versions sometime.

NEXT GAZETTE - The TTR LMS Princess and Sets.

Stewart A. Bean. TTR.2.

NEW MEMBERS

(25) Mr M. Barritt, [redacted], SHEFFIELD.

(26) Mr R.D. Bell, [redacted], Cornwall.

Change of address: (Mem.No.10) Mr T.E.Evans (has removed to) [redacted], MANSFIELD, Notts.

(24) Mr J.Pyke (full address is:) [redacted], STIRLING.

SALES, WANTS, EXCHANGES.

See Gazette No.2 for details of charges etc...

FOR SALE.

Several items of Trix rolling stock, rails, points etc.,send for list with S.A.E. including a lot of new spares, state wants, price quoted for these with S.A.E.

Stewart A. Bean, Peterborough.

WANTED.

TTR 0-4-0 SR Green Tank Loco,Passenger Lined./ TTR 0-6-2 BR Green Western Region Tank./TTR Carriage Shed Cat.No.71./TTR Engine Shed Cat.No.73./TTR Gantry Signal Box Cat.No.67./TTR Overhanging New Style Signal Box Cat.No. 65./TTR Footbridge Cat.No.862./TTR Footbridge with Angle approach Cat.No. 863./TTR Standard Oil Tank Wagon, 4 wheels.,and some Non Trix items - Black Kirdon Diesel No.10000 LMS./Farish Blue Merchant Navy 4-6-2 Loco and tender BR 35062./Farish Green West Country 'Plymouth' Loco and tender 4-6-2 Southern./Farish Black Hudson Loco and tender./Tri-ang Catalogue No.6. Have No's 4,8,9 or 12 for exchange,will swop any 2 for No.6 in good condition./Tri-ang 0-6-2 Clockwork Tank Loco (Metal Body) Cat.No.R.51 Black.BR No.69561, any condition, i.e. if spring broken still acceptable.

Stewart A. Bean,

TRIX A.C. LOCOS - Green or Black SR 0-4-0 Tank Locos. Green SR 0-4-0 Tender Loco. Trix-Express A.C. Locos - Green or Black 0-4-0 Tank and Tender Locos. Trix D.C. Locos - F101 4-4-0 Compound loco and tender BR Black (not conversion). F103 0-6-2 Tank Loco BR Green original condition. Trix 2-rail Class A4 MALLARD tender loco.

TTR pre-war scale length coaches - LMS Dining Car, LMS 1st class, LNER Restaurant Car, LNER 1st class. Trix-Express pre-war or post-war tinplate coaches 8½" long. 'Mitropa' and 'Wagon-Lits' in Red and Blue.

Trix Buildings in wood - No.71 Carriage Shed and No.73 Engine Shed.

Hornby-Dublo tinplate - SR open wagon, SR goods van, SR brake van.

Allan Hinchliffe,

TTR MISCELLANEOUS ITEMS.

21/273 ..1936 vintage Twin City Goods shed. Wood.
21/270 ..1936 vintage Twin City Station. Wood.
21/271 ..1936 vintage Twin City Island Platform. Wood.
21/272 ..1936 vintage Twin City Engine Shed. Wood.
35 .....Manyways Quadrant Piece. 91...Manyways Small Steps.
37 .....Manyways Annexe Building. 3½" high.(3.7/8"high is Cat.No.38)
12/15....Manyways Narrow Platform.,with fence. Wood.
14/15....Manyways Wide Platform.,with fence. Wood.
No.62 Country Signal Box.Wood.Pre-war. No.69 Square Water Tower.Wood. Pre-war. No.71 Carriage Shed.Wood.Pre-war. No.67 Gantry Signal Box.Wood. Pre-war. No.65 Overhanging Signal Box.Wood.Pre-war. No.862 Footbridge, straight across.Wood.Pre-war. No.863 Footbridge,angle approach.Wood. Pre-war. No.805 Terminus Station. Wood. Pre-war. No.731 Remote Home Signal.Pre and post-war. No.735 Remote Distant Signal.Pre and post-war. 2/551 Derelict Coach Hut. 101,111,125,131,105 ...Passengers, Railway Personnel etc. Pre or post-war. No.176 Station Notices. Post-war. No.178 Trackside Notices. Post-war. 22/238 Automatic Level Crossing. German. Pre-war. No.475 Super Controller. Pre-war.
1956 TTR Year Book. 7/530 London Transport Loco. Pre-war. In good condition. ..?..SR Scale length coach. Pre-war. (May not have been manufactured).

When offering items for sale or exchange it would be appreciated that a full description be given, including condition and price.
All correspondance will be answered.

A.Matthewman, ISLE-OF-MAN.