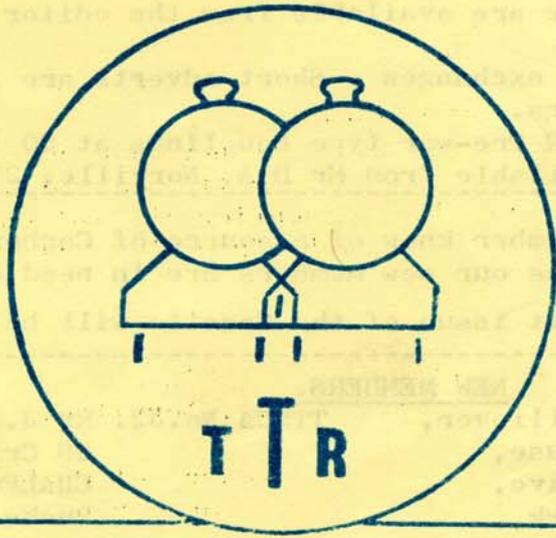


The TTR Gazette

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CONTENTS No. 7 Spring 1977

Letter from Mr. E.L. Hollinger.
Stock list of T.T.R. British Gaiters A.C. Issues 1955 - 1976.
Through the Years with T.T.R. - Part V by Jim Joyce.
General and Services List for the T.T.R. System by Antony Nicholson.



Collectors' Association

No. 7 Spring 1977

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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 T.T.R.C.A. is a non-profit making organization devoted to the collecting and operation of T.T.R. '00' gauge trains. 1935 - 71.

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CONTENTS No.7 SPRING 1977.

General and Servicing Tips for the T.T.R. System by Antony Matthewman.	3.
Through the Years with T.T.R. - Part 7 by Jim Joyce.	4.
Stock List of T.T.R. British Outline A.C. Locos 1935 - 1940 by Allan Hinchliffe.	5.
Letter from Mr G.J. Pollinger.	6.

EDITORIAL.

I am pleased to welcome no less than six new members who have joined the association since the last issue of the Gazette and for the benefit of all our recent new members I would like to mention the following:

Back numbers of the Gazette are available from the editor to new members at 50p each (inc.postage).

Adverts - Sales, wants and exchanges . Short adverts are accepted at 20p for members, 30p for non-members.

Replacement Couplings - TTR Pre-war type couplings at 50 for £2.50 plus a little for postage are available from Mr D.A. Norville, YORK.

CARBON BRUSHES Does any member know of a source of Carbon Brushes or suitable ones for the TTR AC Locos as our new members are in need of them ?

The next issue of the Gazette will be published Mid-JULY.

NEW MEMBERS.

TTRCA No.31. Mr G.J. Pollinger, TTRCA No.32. Mr J.D. Hills-Harrop,
Burwood Park,
WALTON-ON-THAMES,
Surrey. CHALFONT ST.PETER,
Bucks.

TTRCA No.33. Mr T.A. Smith, TTRCA No.34. Mr J.W. Morris,
CARLISLE,
Cumbria. LUTTERWORTH,
Leics.

TTRCA No.35. Mr D. Carless, TTRCA No.36. Mr G. Winkler,
MANCHESTER. BATH.

FOR SALE...FOR SALE... 4 Piece Trix 12v. Meteor Diesel, Blue Sides, Grey Roof, Yellow Windows, 12 curved and 10 straight fibre track. £15.

Mr N. Black,

Phone:

g) Motor side frame including brushes.

The motor side frame has seen many variations in design from the first production models which can lead to difficulties in fitting a replacement. The first type was basically a fibre plate onto which was mounted the two brush holders and the contact blades which had divided ends, and also the armature shaft bush. The whole assembly fitted onto two round location studs on the chassis through which passed a rod which was threaded at each end to accept the clamping nuts. I have not yet come across a motor side frame of this type which required major repairs apart from the slight adjustment in the bend of the contact blades to enable good contact to be made with the contact shaft. Never have excessive pressure of these blades on the contact shaft or trouble in the operating of the reversing mechanism will result. When adjusting contact blades, always hold the blade against the frame at the first step in the blade and then gently bend the top section in the required direction; this is to stop any bend at the point where the blade is soldered to the brush holder. With regard to the last statement it is always wise to check that the solder is sound. Periodic cleaning in lighter fuel should be carried out thoroughly as carbon dust and oil collects very quickly on the inside face of the motor side frame, making sure that you remove the brush caps and clean the inside of the brush holders with a pipe cleaner.

The cast motor side frame has variations ranging from oil cups with a wad of oil retaining cotton to self lubricating bearings, (even these require a drop of oil), variations in the front to back dimensions of the fibre plate, the actual casting of the motor side frame, and the armature shaft bush; it is the latter two which cause the most difficulties when replacement of the armature, (see armature section), or the motor side frame is required. Thus I must stress that when fitting replacements extra care must be used and never use force to try to make a unit fit. Whilst on the subject of force, if you find after removing the special shouldered screws that the side frame is still firmly attached to the chassis, never try to prize it off but replace the screws and give each two full turns and gently tap each in turn with a small hammer. You will find that eventually the side frame will move and removal can be achieved. If you have the misfortune to break one of the threaded location lugs, the only remedy is to fit a suitable screw right through the frame and the chassis after filing the head of the screw down so that it does not catch on the body of the locomotive when fitted, and then fit a suitable bush over the end of the screw, (which takes the place of the shouldered section of the original screw), and then fit a washer and nut. The remarks regarding the contact blades, brush holders, and cleaning etc., made earlier in this section apply to the cast motor side frame. If you have a broken side frame the contact blades and brush holder assembly can be removed by drilling out the two securing rivets and then fitting the assembly to a replacement side frame, (one with broken contact blades etc.), using new rivets or suitable cheese-head screws. If using screws, approximately 10 B.A., the heads must be filed nearly away so that when inserted from the fibre plate side the heads miss the commutator face. Do not over-tighten the nuts on the outside of the side frame, but seal the nuts to the screws by soldering, this ensures that the nuts will not come loose with continual operation of the motor. Cut off any excess length of screw.

Brush caps have a tendency to unscrew if the cap is a slack fit on the threads of the brush holder, so I find it good practice to gently squeeze the split ends of the brush cap together so that it grips the thread of the holder. Do not squeeze the brush cap at the point where the slots are as distortion will occur. When the carbon of the carbon brushes gets down to 1/8th of an inch replacement is necessary and these should be replaced in pairs using one hard and one soft brush ideally, but as spares are hard to come by you will probably find that you are using two of a kind. The use of hard and soft brushes in pairs is to reduce arcing and may be identified as follows; the hard brush will have a deep copper look about it and if used the end looks polished; the soft brush is very dark, almost black, and can be easily scratched with the finger nail.

..continued on page 6.

The first issue of the TTR Gazette was dated November/December 1937. Its purpose was explained in a Note from the Editor:

"Many ventures have small beginnings, and few among us realised when first the Trix train arrived in England two years ago that this 'greatest little train in the world' would have such a far-reaching effect on the British public. Here is the beginning of another new venture, which I, as your Editor, am proud to present - the first issue of the TTR Gazette...We decided it was time that Trix and the Trix train had a magazine, in which helpful articles could be published, readers' problems thrashed out, and altogether every aspect of this fascinating small gauge train discussed in the most interesting manner possible. Whether we continue with this idea is entirely up to YOU. The magazine is for you and we hope you will like it and - more important still - use it. This opening issue is free and we have done our best to make an attractive first number."

Contributors to this first issue included some big names. The front page has an article by W.J. Bassett-Lowke on "The history of the gauges and the coming of gauge 00", in which he outlines the story of the hobby from its earliest days to the latest Trix developments. Referring to the origin of the Twins, he says:

"The Trix Twin Railway was first seen in England in 1935 and was sold by a few London firms as the latest novelty from the Continent. The response by the English public was so encouraging that during the next nine months preparations were made to manufacture these trains in England with English type locomotives, coaches and rolling stock. Despite the few setbacks which always accompany pioneer products, the complete outfits formed many a Christmas present for 1936, and the railway has increased in popularity ever since".

With the article are illustrations depicting the author with a Table Railway of 1922, the first Twin Train of 1935, and the latest developments in the shape of the Southern Electric and the Many-Ways station units. Next comes an article entitled "AC Electricity - what does it mean?" by Henry Greenly, and then an article on the Trix Many-Ways station buildings and accessories by their designer E.W. Twining. There is also a review of another Trix classic, the Permanent Way Manual by Greenly.

A column is devoted to the programme of new lines and innovations for the 1937-38 season, and very nice they are too. As well as the Many-Ways sets, there are station staff, passengers and station accessories, trains in Southern colours, new private owner wagons, a container truck, a 3-plank wagon, cattle truck and Shell tank, and the London Transport electric locomotive. Last but not least is a Pacific locomotive of Continental outline, together with suitable coaches, plus a two-car diesel flier - these were expected to be in the shops about the beginning of December.

Reader participation is invited in a Prize Competition, and in the Railway Enquiry Office which answered readers' queries. Examples of TTR publicity are a photograph of one of the Southern Railway's displays of TTR layouts showing the new Portsmouth electric sets, and two photos of a special layout made for an Indian prince.

After this first issue, of course, the TTR Gazette went on from strength to strength (the next issue was dated January-February 1938) until interrupted by the war, after which it re-appeared in 1950.

to be continued...

Jim Joyce.

OBITUARY It is with regret that we have to record the death of Mr B.D.V. Hawkins one of our early members who had suffered ill health last year. He was an early TTR enthusiast and operated an extensive original Trix Twin Railway and he also had a more recent German Zeuke TT gauge layout.

STOCK LIST OF TTR BRITISH OUTLINE A.C.LOCOS 1935 - 1940

Cat.No.	Type	Description	No.	Company	Livery	Year
2/520	0-4-0 P	tender loco	6200	LMS	Lake or Black	1936
2/525	0-4-0 G	tender loco	5049	LMS	Black	"
2/510	0-4-0 P	tank loco	5	LMS	Black	"
2/515	0-4-0 G	tank loco	310	LMS	Black	"
4/520	0-4-0 P	tender loco	4472	LNER	Green or Black	"
4/525	0-4-0 G	tender loco	2394	LNER	Black	"
4/510	0-4-0 P	tank loco	--	LNER	Black	"
4/515	0-4-0 G	tank loco	605	LNER	Black	"
5/520	0-4-0 P	tender loco	763	SR	Green	1937
5/525	0-4-0 G	tender loco	498	SR	Black	"
5/510	0-4-0 P	tank loco	520	SR	Green	"
5/515	0-4-0 G	tank loco	--	SR	Black	"
5/530	- P	E.M.U.	11081	SR	Green	"
7/530	0-4-0 -	Electric loco	19	LT	Maroon	1938
2/536	4-4-0 P	Compound tender	1168	LMS	Lake	1939
2/536	4-4-0 G	Compound tender	1168	LMS	Black	"
4/536	4-4-0 P	Hunt Class tender	298	LNER	Green	"
4/536	4-4-0 G	Hunt Class tender	250	LNER	Black	"
4/540	4-6-2 P	Scotsman Pacific	4472	LNER	Green	1938
4/540	4-6-2 P	Scotsman Pacific	4472	LNER	Black	1940
2/540	4-6-2 P	Princess Pacific	6201	LMS	Lake	1938
2/542	4-6-2 P	Coronation Pac.	6220	LMS	Lake	1939
2/542	4-6-2 P	Coronation Pac.	6220	LMS	Blue	*

NOTES: P or G indicates Passenger or Goods loco.

The 0-4-0 Tank and Tender locos listed above actually had the loco numbers as listed and are shown as a guide. Most members will be aware that these particular free-lance designed locos had many variations of "loco numbers" applied to them.

* I understand that a small number of the "Coronation Scot" locos were finished in the Blue livery. Where the headlight was, a plug of metal was inserted at the time of manufacture and of course no bell was fitted. If anyone can add anything further to this interesting loco I would be very pleased to know.

A. Hinchliffe.

T.T.R.C.A. Get-together at Derby.

This has been arranged for Sat. 14th May commencing at 2 pm in the 66th Spondon Scout Hut, Moon Street, Spondon, Derby. For enthusiasts coming via the M1 take exit 25 Spondon is close to the A52 between Derby and Nottingham.

All members and friends are welcome to attend, facilities for buying and selling are available for Trix and Liliput and any other model railway equipment people care to bring along. This is your opportunity to purchase or exchange items, so bring something along with you.

Our Derby area member Norman Austin is arranging this event which will have running facilities for 3-rail and 2-rail - AC and DC circuits of track. It is hoped to have liquid refreshments available. A nominal admission charge will be made to defray the cost of the hall. Please support this event, it's your chance to see old friends and put names to faces you have perhaps heard of but never seen before and have a chat about your hobby.

TTR replacement couplings will be on sale.

LETTER FROM OUR NEW MEMBER, Mr G.J. POLLINGER.

Noting your Editor's appeal for contributions, I thought I might put pen to paper just this once about my own Trix involvement.

The son of my father's best friend had a superb layout before the war, almost a rival to Prince Bira's I thought, complete with a Portsmouth Electric set which he always let me operate. I purchased a few items of my own but then 1939 (and the R.A.F.) arrived. By 1947 I had found an under-the-counter source at a major London store and I well remember my first post-war acquisition, a streamlined No.2/542 4-6-2 Coronation Scot loco, complete with old-style couplings.

Looking now at the early publications I have hoarded all these years I marvel that the 1937 Permanent Way Manual cost only a shilling and was issued with an eight-page booklet entitled PERMANENT WAY FORMATIONS AND UNITS. That was in June, but by August, 1937 I see that the Second Edition was priced at 1s 3d., and the booklet was omitted. Many other prices had risen in those few months, the standard oval track 914 going up from 13s. to 14s 6d, although the only rail unit to increase in price was the buffer stop (865) from 1s 6d to 2s 0d.

I have still many TTR Gazettes and I will refer to them some other time, Editor permitting, but 1956 seems to have been a big year for publications. The German issue of TRIX 1:90, No.241 in its soft cover second edition was quite different from the hardcover Gleisbuch No.242 produced the year before. The 1955-56 Bassett-Lowke catalogue, indicating that the Autumn budget had raised every price by one penny in every three shillings was featuring the NEW Diesel Meteor No.377 at £12.2s.6d including Whistling Unit and Control Box and so was the 120 page (plus index) TTR YEAR BOOK supplied at 2s 6d. from 11 Old Burlington Street, W.1. Later that year Trix moved to 5 Conduit Street (I was a frequent caller) and issued OO TRACK LAYOUTS based on the TRIX EXPRESS Gleisbuch but with dimensions in inches rather than centimetres and with a line or two of text not appearing in the German original.

Several people have asked me why TRIX 1:90, and I can only refer them to Gustav Reder in CLOCKWORK, STEAM AND ELECTRIC (Ian Allan, £4.50, 1972) who said; "For scale, Bassett-Lowke reckoned, using a gauge of 16.5mm. on 3.5mm. to one foot (that was half the scale of Gauge 0) or 1/87, which TRIX rounded off as 1/90".

That's how confusion of scale and gauge and ratio starts!

But as for nostalgia I see my pencilled note on the back of the pre-war blue catalogue:

"The above layout was at Bentalls Ltd., Kingston-upon-Thames, at Christmas 1938". That was the year TTR announced in their 8-page yellow booklet the "Bassett-Lowke" Scale Models, the two 4-6-2 locos, and the six coaches. Their address then was 45 Clerkenwell Road, E.C.1.

And one more address for the log. I hold a delivery note for four 4-4-0 LMS Loco's, No. 2/536 (did I really buy four?) dated 7/11/44 from Stimpson Avenue, Northampton.

Gerald J. Pollinger, TTR 31.

GENERAL AND SERVICING TIPS FOR THE T.T.R. SYSTEM - continued from page 3.

On the latter production models the use of a gauze brush took the place of the hard brush with good results as it reduced arcing and helped to clean the commutator. Always carefully adjust the pressure of the brushes for maximum speed of the motor as this gives the correct electrical setting resulting in minimum arcing, maximum life, and maximum efficiency. When using two brushes of a kind you may find that the motor will run better one way than the other, in this case a compromise must be reached in the adjustment of the brushes to get the result required.

to be continued...

Antony Matthewman.