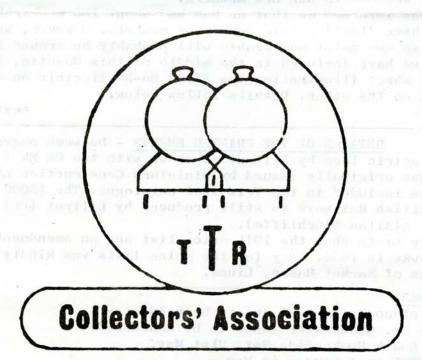
The TTR Cazette

will be another the comment to receive contributions for the



No. 30 Winter 1983

C Jacot in obstant ambied Hade . aldelreve and the ned bee alreads

Lagaria Commun. Boughelt Road, Halver, Haser, Boser, Smore ones 12 and

of the pasternion, E.E.S.C.A. comings sent selections

smooth sail to take dependence on Smooth value to the Thire two

THE T.T.R. GAZETTE

The Journal of the T.T.R. Collectors Association. Founded by Allan Hinchliffe and Stewart Bean.

Hon. President. Mr E.L. Rozsa, (formerly of Trix now of Liliput Model Railways (UK) Ltd.) Hon. Member. . Mr J. Catalani, (formerly Development, Design Engineer, Trix Ltd). The T.T.R.C.A. is a non-profit making organisation devoted to the collecting and operating of T.T.R. '00' gauge trains 1935 - 1971.

PETERBOROUGH. Tel: Secretary - S.A.Bean, J, HUDDERSFIELD, Yorks. Tel: Treasurer - Allan Hinchliffe, GILLINGHAM, Kent. Tel: - D.Baker, Editor

"COFYRIGHT" All articles and contents of the TTR Gazette are the copyright of the Authors and Association.

The Editor will be pleased to receive contributions for the "GAZETTE" on any matter connected with Trix Railways.

Please notify the Editor in the event of a change of address.

The "GAZETTE" is usually published in January, April, July and October.

CONTENTS No.30 WINTER 1983.

Trix Twin Spare Parts/Repairs/Spare Parts News/TTR 1939-41 Catalogues.	3.
Sweaters with TTR Motif/London Area Get-together/Members in the News.	3.
Dabblers Delight / TTR Well Trolley Wagons / Joint Meeting.	4.
Advertisements.	5.
Painting & Lining TTR Locos - No.1. by Peter Moore.	6.
Twenty Five Collectable French Prototypes in 00-HO by Gerard A. Maugin.	7-8.
Letters to the Editor.	9-10.
More Birmingham Notes from Chris Thornburn / Horsforth Get-together Report.	10.

EDITORIAL

Gazette No.30, and welcome to our new members.

Allan Hinchliffe has informed me that he has had about 180 membership renewals, so unfortunately we have 'lost' a fair number of members. However, we are still getting new members so our total membership will probably be around 200.

You will see that we have included in the middle of this Gazette, a special printed double-sided sheet illustrating the E3000 Bo-Bo Electric on one side and Trix 1941 Price List on the other. Details follow below.

Next issue: April.

The E3000 Bo-Bo Electric loco by Liliput is shown with two BR Mk 1 plastic coaches. This loco was originally issued by Miniature Construction Ltd of London in 1960. The loco was included in the Trix 1963 catalogue. The E3000 now designated Class 81 by British Railways is still produced by Liliput (UK) Ltd as a (Allan Hinchliffe). modern 2 rail loco.

The Trix Twin Price Lists show the 1941 price list and an amendment leaflet issued by Bassett-Lowke in 1942. Copy for the price lists was kindly supplied by our member John Atkin of Market Rasen, Lincs.

TTR GET-TOGETHERS 1983.

Get-togethers are planned for 1983 are to be held at:-FRAMPTON-on Severn Nr. Gloucester (date to be announced). KIRTON-IN-LINDSEY South Humberside Sat. 21st May. ENFIELD, NORTH LONDON on a Sunday in May. HILLMORTON Near Rugby Sunday 11th Sept.

SPECIAL ANNOUNCEMENT.

The 8th Colchester Swap Meet will take place on Sunday March 20th, at The Woods Leisure Centre, Bergholt Road, Colchester, Essex. Doors open 11 a.m. Refreshments and bar facilities available. Stall holders include at least 5 members of the Association. T.T.R.C.A. members most welcome. Details from Peter G. Corley. Tel:

TRIX TVIN RAILWAY SPARE PARTS.

31/12 Loco Buffers 50p per set of 4, 31/27 Carbon Brushes 40p per pair.
81/34 Loco weight springs 30p each, 81/43 Manyways Station Plain Filler Panels
20p per pair, for station units 22 and 42.
Available from A. Hinchliffe, 61 George Ave, Birkby, Huddersfield.

81/15 Pre-war type cast couplings at £3 per 50.

81/75 14 volt light bulbs 50p per pair plus S.A.E. are available from - D. Norville, "Wayside Cottage", Main St, SHIPTON-BY+BENINGBROUGH, York.

TRIX LOCO REPAIRS.

J.& M. Model Railways, 146a High St, MALDON, Essex are equipped to carry out repairs and armature re-winds to Trix AC and DC locos.

TRIX SPARE PARTS NEWS by Allan Hinchliffe.

Collector Shoes. Standard and tender shoes.

These are still in short supply and any I receive are going to our members who ordered them a while ago. As soon as I have cleared the back-log details will be in the 'Gazette' of supplies when I have them.

Collector Shoes suitable for EMI Bo-Bo Electric and Warship Bo-Bo diesel locos.

A number of members have asked about replacement shoes for the above locos.

I have ordered the shoes from Trix and as soon as I receive them details will be in the 'Gazette'.

Smoke Deflectors for the "Schools" Class locos.

Our members who have this Trix loco will know that the plastic smoke deflectors fitted to this loco are very fragile and prone to damage. I have arranged for a replacement sample to be made in die-cast metal. If successful a small quantity will be ordered.

Trix Twin Rolling Stock Wheels.

I have received a supply of Trix Twin wheels and as soon as I receive the replacement axles from our supplier details will appear in the "Gazette".

TRIX TWIN 1939-40 CATALOGUES.

There has been a good response to the above reproduction Catalogues, only a small number remain. For the benefit of members who have not seen them the catalogue has printed card covers, 24 pages of illustrations of Trix locos and stock including the famous "Coronation Scot", "Flying Scotsman" and "Princess" locos designed by Bassett-Lowke plus lots more, a mine of information. For "original" prices see the price list in this "Gazette". Catalogues are available at £1.25 including postage from, Allan Hinchliffe, Birkby, Huddersfield.

SWEATERS WITH TTR MOTIF !

For some time it has been felt that our members would like to have the opportunity of purchasing an ACRYLIC TYPE SWEATER WITH EMBROIDERED TTR MOTIF.

Our Halesowen member Phil Sargeant would like to hear from members who would like to purchase a Maroon or Blue Sweater, the price would be around the £8.00 mark. Please write to P.D. Sargeant, HALESOWEN, West Midlands.

LONDON AREA GET-TOGETHER !!!

Our London Area member Colin Penn has asked me to mention that a Get-together is to be held during May in Enfield, North London. Full details will be given in the April "Gazette". Any member who is willing to bring a layout or models for display please contact Colin Penn,

LONDON,

Colin still has die-cast "CRANE HOOKS" available for the Trix Twin Crane Truck and the Platform Crane, they are slightly larger than the original but are a useful spare at 20p each plus S.A.E., also available are Dinky Toy tyres at 5p each and Super Toy tyres at 8p each.

Allan Hinchliffe.

MEMBERS IN THE NEWS.

Our members will be pleased to know that Pat Hammond our Scarbrough member has written a number of "Collectors Corner" articles which will be appearing in the "Model Railway Constructor". In fact the January issue carries the Tri-ang Hornby Closed Van advert variations such as "Yorkshire Pudding Co" and "Weetabix" etc. Pat informs me that TRIX will be featured so don't miss the "Model Railway Constructor".

Allan Hinchliffe.

DABBLERS DELIGHT

I thoroughly enjoy the "Gazette" although it would appear that you suffer from the same problems as John Pentney (HRCA) and Peter Gomm (TCS), that is lack of copy! My excuse is lack of knowledge. I am not a dedicated Trix/Liliput collector, just a "dabbler", but interested enough to read the "Gazette" and hopefully absorb a little more knowledge.

My real interest (or obsession!) is Hornby Dublo, hence my membership of HRCA,

My real interest (or obsession!) is Hornby Dublo, hence my membership of HRCA, unfortunately, I feel even less able to write anything of interest to Dublo collectors. Who could follow Mike Foster? I am also a TCS member, but again am only a

dabbler in other makes, so the same comments apply as to Trix.

I really do enjoy all aspects of railways, prototype and model, and therefore

enjoy belonging to various clubs and reading the various journals.

With regard to the "Get-togethers", I travelled to Rugby last September, and intend doing so again this year. The sight of model railways indoors and "livesteam" outside is too good to miss. Whoever arranged the West of England "Get-together" to fall on the same day as the Gloucester Swapmeet must surely be a genius. I usually try and attend at least two Gloucester Swapmeets each year, and shall now certainly not miss the two October functions.

I very much hope that I have explained my own lack of involvement - or am I just trying to ease my conscience? Whichever, very many thanks for an interesting and informative TTR Gazette. Well done Graeme! Thanks for your contribution, I believe we have a few more "dabblers" among our members.

Graeme Eldred. (TTRCA No.214):

T.T.R. WELL TROLLEY WAGONS . onlow of the areates Iled exema

"An outstanding achievement in railway modelling" was the heading on a special leaflet, included with the Christmas 1952 Gazette, introducing the WELL Trolley Wagons. Three were on offer and said to be made available early in 1953. They were No.677 Weltrol without load priced at 12/6d. No.678 Weltrol with Marine Boiler price 19/6d and No.679 Weltrol with granite block price 15/6d. In Germany similar vehicles were introduced shown in the 1953 Catalogue - 20/93 Unloaded, 20/93 Weltrol with transformer and 20/93/T Weltrol with Marine Boiler.

In fact the Weltrol with Granite block was not introduced in England until February 1960 priced at 12/7d and under a different number F674. No.679 was allocated to the British introduction of the Weltrol with transformer in Autumn 1954. This marked a change in colour to black as previously the Weltrols were grey. The reason as stated on page 4 of Gazette No.11 Autumn '54 is to 'contrast the grey colour of transformer'. Later in 1954 the Weltrol with Cable Drum was added and the range stayed the same until the Granite block introduction in 1960.

By 1966 all Weltrols had disappeared from the Catalogue.

With regard to variations I counted 15 mainly due to change from metal to plastic sideframes with scale wheels, also from grey to black wagons. A minor modification was made to the Cable Drum changing from a metal to plastic rim. The Weltrol with Transformer had a major change as it appeared with a more sophisticated 12 wheel wagon with a modified load from Germany as shown in the 1963 Catalogue. A year later the original wagon was shown but still with a modified load. The wagon itself was in beautiful die-cast metal with silver buffers, numbered 41900. A; train load is very attractive and can be quite heavy. I have not seen any for sale recently although occasionally an unloaded one appears. Original prices varied. I have a price list advertising No.679 and 680 at 11/- at their cheapest and 20/lid at the most expensive. The unloaded Weltrol 677 varied from 8/10d to 13/lld.

As I said I haven't seen many around, the last I bought was a grey unloaded Weltrol for £1.00 which seemed very reasonable compared with the original price.

<u>Dixon Upcott</u>.

JOINT MEETING WITH H.R.C.A. & T.C.S. 48 16 89481

This will take place at Kirton-in-Lindsey, South Humberside on Saturday May 21st 1983, much as in May 1982 but with a vastly improved site for the TTRCA stand(s). Full details in the April Gazette. Further information from Ian Paterson, 8 Greenhill, Haxey, Doncaster. DN9 2JE. Telephone: 0427 752520. Offers of accompanied layouts would be very welcome!!

"Useful Paint: Car Plan AB81, BLMC Racing Green - close match for gloss American coaches and baggage car",

ADVERTISEMENTS FOR SALE: Trix Twin 1957 Setin original box includes 4-4-0 Hunt Class loco and te tender in BR green, 3 Rhubarb & Custard short bogie coaches, large number of bakelite curved and straight track and 14 volt AC Transformer and Controller. £30 Please contact Colin Mettam (Eckington 435373) Highwood Park, Eckington, SHEFFIELD. WANTED: Trix Ruston Hornsby 0-6-0 Diesel Shunter, Graham Farish '00' Merchant-Navy, Blue or Green. Please write to Mr W.G. Brown, Ashton-on-Ribble, FRESTON, Lancs. WANTED: For Trix 788 Elevator Conveyor "Shed Cover" for motor and Support Structure for Conveyor Arm. Also Trix Twin AC Compound loco and tender and CC Schools Class loco and tender. Please contact Ian Gladstone, _____ Knodishall, Near SAXMUNDHAM, Suffolk: Tel: FOR SALE: T.T.R. Items: Mainline Station with building, clocktower, steps and roof arch (no clear plastic for roof), narrow platforms, ramps etc., plus Goods Shed with crane. Complete as lot for £10. A selection of BR rolling stock wagons, vans, coaches short and long also some Pre-war LMS short bogie coaches. BR 0-4-0 and 4-4-0 locos, Trix Twin track and points and Controllers and Transformer, also 3-rail WRENN track and points- 3 rail universal suitable for Trix Twin. P/Way Manual by H. Greenly, Send S.A.E. for full list to Mr D.J. Wentel, Chester. WANTED: To complete damaged Trix Bo-Bo overhead electric loco: motor bogie complete or the cast inner frame only, or may be willing to purchase a poor condition Bo-Bo electric loco to get the above loco running. Please reply to Mr E.C. Perry, BEMBRIDGE, I.W. WANTED: Trix Twin LMS post-war Cattle Trucks and No.666 Dump wagons. Write or phone A. Hinchliffe, --Birkby, Huddersfield. WANTED: Pre-war Trix Twin Locos in good condition, scale length coaches, Pre-war Uncoupler rails, Write to F. Nowack, , D8031 EICHENAU, MUNCHEN, WANTED: Early "Trix Express" short bogie coaches and scale length ones and type plus "Trix Express" wagons. Trix Twin BR maroon timplate scale length coaches Bulk Grain wagon. Please send your own "wants" list as I may be able to help you. Glen Vine, Isle of Man. A. Matthewman, FOR SALE: 1/561 BR Express bogie coach (7") 1st class, maroon, post war no.4135 £3, 2/570 LMS Express bogie coach (7") Brake 3rd, lake, pre-war no.5542 £3, 651 Goods brake, grey, no.743126 (qty 2) £1.50 each, 634 12T open wagon, high side,

fitted with "interiors", Trix 2-rail plastic "Mobil" silver tank wagon and an "Open" grey, no.168732 £1.50, 15T open wagon, high side, grey, no.12738 £1.50, P.O. Hinchliffes (slight rusting) £1.25, P.O. Charrigtons (some rusting) £1.25, 2/601 LMS open low side, brown, no. 33550 £1.50, Shell tank wagon, red, missing one end cap £1.25, 449 Black switch, double impulse, 2-terminal (qty.15) 50p each, Black switch, double impulse, 1 terminal (qty 2) 50p each, 438 Yellow switch, 2-way on, (qty 3) 50p each, 439 Black indicating check switch £2, 492/240 Power supply unit £7.50, 477 TV interference suppressor £1. Prices include postage. Cults, Aberdeen Colin Weston, FOR SALE: Tri-ang "Davey Crocket" loco, tender and coach complete with headlight and cowcatcher but repainted, 5 Hornby Dublo LNER teak coaches, 1 Trix American Passenger coach repainted Baltimore & Ohio, 1 Trix American Baggage Car repainted Baltimore & Ohio, 2 Trix Super Controllers, Quantity of Trix Switches, red & black, pre and post war, 1 Minic Motorway Set with Rolls Royce, Mk 2 Jag & Mercedes, 1 early Scalextric Set in large strong built box with 2 Jaguars & 1 Aston Martin. No reasonable offer refused on any item. WANTED: Black BR 4-4-0 Compound AC or swor for green Hunt? 2 bodies for SR Motor Coach, 1 Coronation Tender, LNER Teak Scale Coaches, LMS Scale Coaches, TTR Gazettes 6, 7 and 8 or 10. ALSO WANTED: Trix Permanent Way Manual 1st edition and any other, 1964,1963,1962,1957,1955/56 Catalogues, Leaflet Trix Twin Railway 'Designed for Action', 1940/41 Catalogue, Trix Export Catalogue, 1937/38 Catalogue, 2-4-2 Instructions, 0-6-2 Tank Instructions, 0-6-0 Tank Instructions, D.C. Meteor Instructions, T.T.R. Instructions for Use 4th -10th Editions and later editions (Originals or photo-copies). Dixon Upcott, Tel: L , HARROW, FOR SALE: T.T.R. tin-plate Coaches and Wagons. Pete Hislop, Tel: RUGBY

ofton and eldelinva filts a pany 00.00 offosed merro

of a option process.

Introduction.

Like all skills, experience is the all important asset that cannot be taught. The information and techniques that this series outlines will therefore be only a guide as to how the results can be achieved, not a guarantee of a perfect result.

Choice of Subject.

Even before considering a total painting and lining project; there is another and prior choice to be made. View your collection and see if there are any locos which may benefit from a minor repaint or touch-up. Naturally, the ultimate in any collection is the mint condition example or close to it, but if there is a loco which is quite good apart from a few chips in the paintwork it is hest to leave all the original finish and restore by touching-up. This way ensures that as much originality as possible is retained.

At the other end of the spectrum are those locos, which I'm sure we all have, that are bodily sound but in such bad condition that almost all traces of the original paint scheme have disappeared. Here we can undertake a complete painting and liming project and decide whether the finish will be as close as possible to the original TTR scheme or some freelance livery perhaps following the pre-grouping era or whatever. This choice depends on the individual collector and how he sees 'the holby'. I personally prefer to go for a finish as close as possible to the original TTN product whenever practical.

When considering the repainting of the 0-4-0 tender locos try and go for an example with a good tender where the loco only needs attention. The tenders with these particular locos were produced by litho printing, not by spray painting, (i.e. as most wagons and coaches) and it is impossible to reproduce exactly. The next best choice is of course to select a loco and tender which are bodily sound (but not necessarily the original pair) and do the full painting and lining on both.

Touching - up. IA

To retain as much of the original paintwork, lining and lettering as possible, this approach is 'restoration' in the true sense.

This type of work does not require any dismantling unlike full repaints.

The first job is to carefully clean the loco and get rid of any dust or grease. Use a camera lens brush or good quality 2" paint brush for dusting off and follow this by a light application of white spirit applied with kitchen towel or soft rag. For locos other than black, the next step is colour matching.

As it is very unlikely that the exact colour required will be available straight from a ting get as close as possible and preferably on the lighter side. This is so that black can be added to tone down to the exact colour.

Most modelling enamel maints are suitable, I mainly use 'Humbrol' and 'Precision;

and with particular reference to black I always use ! Humbrol' Dirty Black. With the selected colour and black both thoroughly stirred and opened ready

for use; matching can commence. You will need some form of palette for mixing - (jam jar 12) or small lids from aerosol cans etc) and a top quality fine sable

brush, size 000. Never use cheap brushes, they are false economy.

Start by taking a little of each colour (with the brush is O.K.) in turn and start blending in the palette. As the mix starts to a pear somewhere close to the loco, begin applying very small lines of paint, one at a time, as a check. Wipe off each time with your cloth and white spirit. Continue to do this 'test' until you can paint on the loco an exact colour match to the original. Matching is now complete.

The blending or matching process will of course have produced more paint in the palette than is actually required. This is desirable because you will have sufficient of the exact colour to get the best end result and will not run out of

paint half way through

With the fully matched colour and the clean loco, start very carefully 'filling'

the chipped areas with paint, using the very tip of the brush.

Finally allow to dry thoroughly before the next stage of restoration. Part 2 will cover the restoration of Lining and Lettering.

SPECIAL ANNOUNCEMENT.

John Hills-Harrop's new 'phone number

Trix Twin Spare Parts-see Autumn Gazette No.29 page 4 still available from John CHALFONT ST. PETER, Bucks. at the same address -

by Gerard A.Maugin (Paris, France)

The following of the In the last chapter of his charming little book 'Collectors Guide to Model Railways' (M.A.P., 1977), James Joyce provides a hint for a collection of twenty top items which would constitute a basis for your own museum of railways history in miniature. For obvious reasons, J. Joyce limits himself to reproductions of British-style models. I know that many amateurs in the United Kingdom and Germany are interested in model railways from the world over and some are even specialized in models of prototypes from a particular continental country (France, Germany, Switzerland, etc ...). It is for these friends with whom I share a love for all model railways that I use my somewhat successful amateurish experience as a collector to indicate twenty five models of French prototypes which could constitute a short history of both French railways and French model, companies from the early 1900's to circa 1970. The selection is a pure matter of taste and only models which are no longer in production are given. I have wantonly limited this list to proprietary models in 00 or-HO gauge since most of us have only a small space available to build up one's own museum as well as limited funds available for this enterprise I have preferred metal made (timplate, diecast) models over plastic ones with a few exceptions for the most recent models. Most of these items can still be found, with some luck, on the second-hand shelf of certain model shops, at swap meetings, auction sales and on flea markets. In a general manner, they are much rarer than the equivalent products made in England and Germany for the model railways hobby has always been less developed in France than in these two countries. The prices indicated as a rough basis (there are tremendous variations) are therefore quite high. Also, French firms in the past were not very dynamical and agressive in their export policy and most models are certainly not available outside France (when they are available in France at all .). In fact, French firms could not even compete with Marklin, Trix, Fleischmann, Rivarossi and Hornby-Dublo on their own ground. Whenever possible, I have indicated substitutes in 00-Ho gauge, mentioned versions in other scales and given a very concise account on the French firms concerned. It must also be noticed that no 'historical' 'engines such as the 'Rocket 'by TrizAng of the ''Adler'' by Trix have been produced in large quantities for French. prototypes. Some of these 'misses' are separately listed afterwards. Here is the promised list of the twenty five collectables in chronological order of their appearance on the model market; out of these. twenty five models six were entirely produced abroad (essentially in Germany):

^{1.-} JEP 'Mignon': 2-4-0T, timplate, exists in clockwork and electric versions, made between 1925 and 1933, very fare. The electric version works on high voltage through a carbon lamp. This was the response of the French company, well-known for its timplate 0-gauge trains, to the 00-BING 2-4-0. The first 00-gauge train in France:

- 2.- JEP ''Mignon'': 2-Bo-2 (or I-B-I in the French system) electric referred to as the ''Trolley'', tinplate, exists only in electric version taking the high-voltage current through catenaries, made in 1927. The first 00-train in the world taking current through catenaries. Extremely rare as a complete set with tracks, masts and catenary. The author has the chance to own such a set (between \$300.and \$400. for the set).
- TRIX: 4-4-0 (catalogue No.25/56), cast metal, made 1937-1938. This is a reproduction (as a 4-4-0) of the famous NORD Pacific in its typical chocolate livery. The motor is TRIX-EXPRESS, some parts are TRIX-TWIN and other parts were made in France probably by FOURNEREAU, the O-scale modeller successor of MARESCOT. Very rare as a complete set with discast coaches and NORD Baggage car (about \$400. in very good condition). The same loco was reproduced prewar in O-gauge as a 4-4-2 by HORNBY-France in tinplate and as a true Pacific by JEP in O-gauge before the War with matching ''Flèche d'Or'' coaches. Jouef produced a simplified plastic version. Rivarossi has currently a scaled model in its HO range.
- 4.- B.L.Z: 4-6-2, cast metal, 3r.ac., reproduction of the ETAT Streamlined Pacific . made between 1943 and 1951, exists in black, grey and dark green (lined in yellow) versions, rather rare and hard to find in non-metal fatigued condition (about £100-150). B.L.Z stands for the first initials of the three founders of the company. An O-gauge version was proposed as a 4-4-2 in black or chocolate livery by HORNBY-France before the War. The real prototype, specially repainted in blue with Union-Jack representation on the casing hauled the Royal train during the visit of King George VI to Paris in 1938. This prototype, as well as the B.L.Z model, is equipped with the Pottier system of neutralising air current to give an open front instead of glass for the front look-out from the cab.
- 5.- P.M.P.: Paris subway, 3r.ac., hand-painted sheet metal, extremely rare (no known price), made circa 1947, consists of a motorized unit, a first-class and a second-class coaches. The first (and only) 00-gauge reproduction of Paris Metropolitan railways. The initials P.M.P stand alternatively for Petit Métro Parisien and Pierre-Marie Pillon, the founder of the company of which the Métro was the first model. Marvellous timplate 0- and I-gauge reproductions of Paris' Métro were offered before W.W.I by Carette, Bing and Märklin.(1)
- 6.- ANTAL : Pacific steam engine, class 231 H SNCF, 3r,ac, made 1948, cast metal, well-detailed, one of the most popular postwar model in France before the industrial use of plastics, exists in black and SNCF-green versions. Theonly engine produced by the French company ANTAL (later BASCOU), becoming rare (about £100).
- 7.- JEP-HO: Streamlined Hudson, class 232R SNCF, diecast, exists in black version with or without yellow lining, 3r.ac and later on 3r.dc, circa 1950, not too rare (about £80-100). Strangely enough, the engine is fitted with a streamlined tender that was projected but never built in real practice.

LETTERS TO THE EDITOR.

Hello and Greetings! All good things come to those who wait. Hurrah for that MEDWAY Postman heralding the 'GAZETTE' and its interesting reading.

Hello John Goring-no offence-as regards our way of writing, our logic and punctuation. Eh lad, thee have to come North and will try an teach thee!

At least Jerry and myself have got you to put Quill to Parchment. Or perhaps you've one of those key jobs! This is what this GAZETTE is about! Getting to know one and another, regardless what we run! Come on Members a few more John's please.

Lets start - Members layouts, Problem Page and remedies whether it be TRIX/ LILIPUT or what have you. Other peoples ideas, can be adapted to your layout. Come on Lelant what about your F/Mann and Trix layouts for the members north

of Spaghetti Junction please.

I have acquired a ROCO ET 85 from a friend who was having trouble with poor running! This remedy - jump leads from the pick-up on the TRAILER to the pickup on POWER CAR, thus doubling the number of wheels it picks up from, and permanent coupled. If you are HO/N GAUGE and you cant adapt you shouldn't be in R.M!

That TTRCA Badge could be adapted into a set of BLAZER BUTTONS!

How about a set of XMAS CARDS for next CHRISTMAS and part of the proceeds to boost funds, and, who knows increased MEMBERSHIP! A Club LAYOUT. Come on you lot, what about it?

158 CALLING FROM THE LOOK NORTH NEWSROOM! (Damn Channel 4)

Picture if you can, a wet miserable October evening. A faint knock on the door, and, in walked two TTRCA members TONY MATTHEWMAN (Ex DALTON-HUDDS) and FRANZ NOWACK. A wet evening was TRANSFORMED: Any-one who hasn't met FRANZ, they haven't lived, believe me you are in for a TREAT. Forgive me FRANZ if you are embarrassed!

A brilliant Engineer attached to German Patents. What a character, even down to a BAVARIAN yodelling call that would have done Julie Andrews proud in The Hills are alive to the Sound of Music as they left all too SOON!

My thanks to TONY for the pleasure of meeting, and, for bringing FRANZ! This is the true spirit of being TTRCA - 'THE PERSONAL CONTACT'!

As a collector (ROWA) amongst others, yes, I include GERMAN TRIX, DIE-CASTS. I have 2 BR OI's WITTED and some 15 TRIX COACHES. I'm hoping to receive a BR 42 WITTED-WANNEN with fine-scale wheels!! Amongst the many treasures I've got 2 x 3368 and a D.S.G. SPEISE 3391 as well as a ROWA ORANGE POP-1st, ROCO ET420-MUNCHEN and a real rarity - BLUE/CREAM-DOME-RHEINFEIL!

FRANZ tells me, he travels to work on a ET 420. As I gaze at it, my thoughts are far from the table, as I write this. HELLO FRANZ, trusting you are well? SPECIAL GREETINGS and WISHES for 1983! Incidentally TRIX COACHES were made by ROWA: You've to look underneath to see the name ROWA to tell the difference!

A few weeks, before I travelled to YORK, there I met DAVE NORVILLE. Walking into DAVE'S is like taking a step backward in time into ones childhood memories, an ALADDINS CAVE-a TRIX GROTTO! Thanks Dave. (If TELECOM sells SHARES-I'll buy YORK for my collection!).

Amongst my vast collection of LOCOS/COACHES etc., I have a basis of TRIX.

Even the mighty OAK started from a humble ACORN!

YORK is to be the next G.R.M.S. MEET, April 9/10th 1983. So why not come and join the brotherhood of 01's 23's & 50's, 2-10-0's, 4-6-2's etc. If you're a fellow sufferer of R. Mania, come and ease the pain and meet fellow PETER PANS who like me don't grow up, as the womenfolk call us! You can bring the wife shopping and enjoy yourselves!

Now then you at TRIX MANGOLD at KREULSTRASSE 40, NURENBURG, I suppose this is

a personal plea to HERR GUNTER ALBRECHT, of the DEVELOPMENT DEPT.

Good morning, can we have some TRIX LOCOS with fine scale wheels please? Mr Rosza has tried in vain. Scrum down chaps, we might get through and score!

A free copy to them and what do we get in the GAZETTE, - NOWT. Come on what about some articles please gentlemen! All that talent going and not a BLIP-BLIP! What about HO version of a BR 52 or even BR 85 or 150Y S.N.C.F. or a E75-44 etc., and standard coach lengths of 160-235mm might look alright on a TRIX only layout. But look at odds on mixed layout. After all this is what R.M. is all about, its socontinued on page 10. VERSATILE.

GLAZING FOR MANYWAYS ARCHED ROOF SPANS.

The present-day replacements are very good, and can be used as frosted glass, instead of clear, simply by leaving the backing paper attached underneath. However, I have not yet found a way of re-attaching the paper satisfactorily once it has been removed!

THE INDICATING CHECK SWITCH No. 439 Predetermined Train Control.

THIS is intended to give visible warning of a train entering a "section", and to slow it down, by inserting a lamp bulb in series with the train. Does anyone know the rating of the bulb required?

I have tried a few different ones, but with little success, so it seems that the bulb may be a "special", possibly no longer obtainable...? At any rate the switch works well enough to stop a train, even without a bulb.

WHEELSLIP ON THE SOUTHERN ELECTRIC/DIESEL FLYER M/U's.

Two problems here (1) Driving-wheels loose on the axles so that they can move out of mesh with the reduction gear apart from not driving on both wheels.

Is "Super-Glue" the answer or not? (2) EVEN with the wheels firm on the axles (in a different unit), I get wheelspin particularly on curves, and the motor unit will certainly not pull the trailer coach as it is intended to.

What is the solution to this problem? Any help will be much appreciated.

HORSFORTH "GET-TOGETHER" REPORT.

John Hopkinson held his usual Hornby-Trix "Get-together" at the Grove Centre, Horsforth; Nr.Leeds on 4th December. (Details arrived just too late to be included in the last issue of the TTR Gazette).

Dave Norville had an '0' gauge steam loco running hauling two Hornby bogie coaches. There were many variations of Hornby '0' gauge locos and stock on show. John Kitchen had a beautiful condition Bassett-Lowke '0' gauge "Flying Scotsman" loco in the BR experimental blue livery of the early 1950's period.

Dave Norville had his Trix Twin Railway "Coronation Scot" loco running and on display was his French "Nord" loco and his latest aquisition an American 0-4-0 tender loco complete with cow catcher. Jules Pidd had his newly acquired TTR LMS Maroon Compound loco running. New member Phil Sims from Chadderton, Lancs came along and met another member Maurice Reece who lives at nearby Middleton.

Keith Hasler came from Bridlington and we were surprised to see Pete Hislop who came along with John Ridley from Rugby. Peter Moore and Bob Jackson sent word that they were unable to attend.

Sutcliffe Models had a selection of timplate model boats on show.

Barrie McKenzie from Sheffield had plenty of Dinky Toys for sale. Refreshments were ably provided by Mrs Hopkinson, Abigale and Jenni.

Allan Hinchliffe.

LETTERS TO THE EDITOR continued from page 9.

Sorry to those TRIX FANATICS. I'm provocative in so much, if I get you to write in protest at a comer-in remarks. If I increase from 10 pages at 26.3 members per page, to 15 to 20 pages, my shoulders are broad.

I'll second Tony's vote of thanks to the GAZETTE/STAFF. I wonder if members realise how many hours are going into producing the Gazette, anything up to 30 hours plus posting! Who's the unpaid Typist? I can guess. My thanks. One thing for sure they are NON-U. Good luck and wishes for 1983. Roll on the next 95 MEDWAY editions!

Yours, Peter G. Scholield, 158 in the foothills above HUDDS!

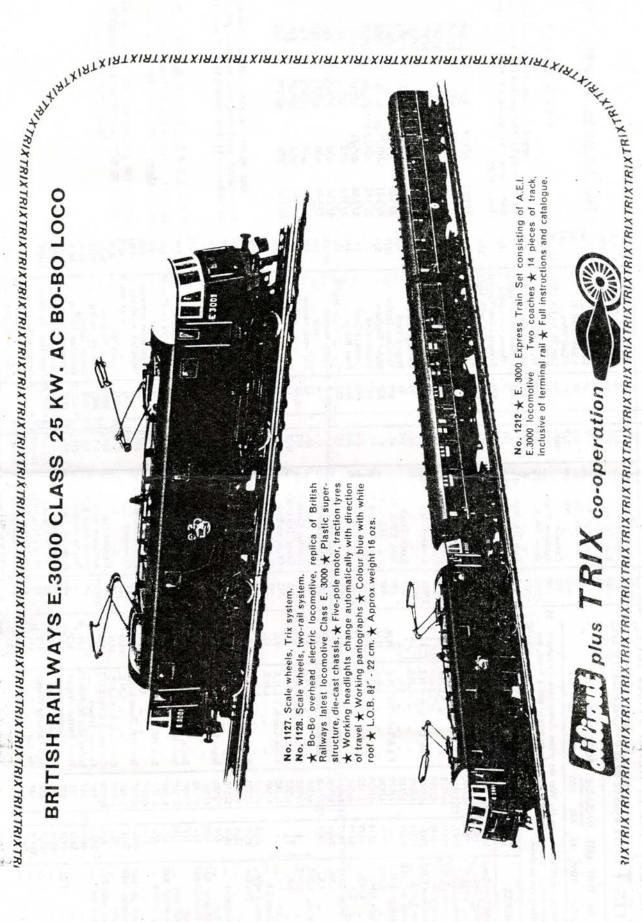
WANTED: Coaches-3791/3391 D.S.G.Spiese, 3794/3394 TEE Dome, 3767/3367 Scharnow, 3768/3368 Touropa, 3796/3396 D.S.G.Spiese.

Minitrix-2452 D.B.Ellok 140 (E40), 2064 D.B.Diesellok 261 (V60), Silberfishe 3038-39-40, FAB 50 Hoppers 3286-87.

Having been out of circulation, so to speak for the past few years, it was good to attend the Rugby & Gloucester Trix Get-together. Thanks to the Organiser. I was particularly pleased at Rugby to sit down with one member and repair a couple of 4-4-0's - this is what I really enjoy, I don't know which member it was but I hope they are still going! A word of encouragement to Peter Moore who I had a very interesting discussion with about repainting locomotives or should I say restoring. He exhibited some superh examples and I am sure we could all benefit from his experiences. So come on Peter how about an article in the Gazette on just our discussion. It gave me food for thought and ideas for action!

Dixon Upcott, Harrow.

10. (Your wish has been granted, Dixon! See page 6. - Editor.)





		Revised List of	7 P	ist	o	Re	Retail Prices f	for	Š.	ARTICLE	FAICE	a a	ŝ	ARTICLE	MICH	
ALL L	F	Trix Twin Rai	×i.	2	ä	Iway	Cata	gue	¥.	Gondola Car	6/3		31/27	Set Carbon Brushes Motor Side Frame, etc.	2/- set	
	SOLOG A	Par Talle	1	1	1	1			689		111		* 4	4 prs. Bakelite Wheels I Set Collector Shoes	2/- pr. 2/- set	TRI
	EXCEPT SU	E HE	ر ا	AR C	?!	2 2	SUBJECT TO TAX		889	Tank Car,	8/8		388	Six Plugs 1 bot. Shell Trix Oil	1/0} set -/6}	
Owing	to the uncert	tain condition	ons due	to	Ne Wa	ir the	Drices shown here are subject	subject	69.6				24	Con. Sh. for Ch. Lihtg.	1/6 set	
T to alter	E to alteration without notice. Every effort will an oguarantee of delivery can be given.	rery can be	Every e given.	ffort		be mad	be made to supply goods listed, but	ed, but	1/601		722		5,03	Track Manual "Many Waye" Hikk	2/2	
Ž		ARTICLE	FRICE		Z	Š	ARTICLE		4/603	Opn Trk, high L.M.S.	ולת	50	157	Remote Contr'l Sign'l, Home, with Light	14/-	us t
.3 2/542		Coronation Scot Loco	1		313	+	Uncoupler Cot		5/603	Open "TRIX"	7/2		435	Remote Contr'l Signal,	: ;	lst.
2/536		O. L.M.S.			9	-	Tr'k F'm'n Ucpir, Set	108/6	605	Opn "Bassett-Lowke	1/2		738	Remote Ctrl' Sigs. Set	-/4/	TTEN
4 2/540		cess, L.M.S.	128/-	_	1745	200	Unc pl'r Strik'rs & L'k: T'k L'o, Pasgr. L'M.S.	1/5	607	Private Owners, asstd.	2/2	•	79	Country Signal Box	31/-	
4/540		sman, L.N.			5/5	510	TANE	919	612	Container Truck	5/3		5 79	New Style Signal Box	10/8	2/54
5 2/347		n Scot L.M.		_	2/5	515	T'nk L'o, G'ds L'M.S.	ooliev	2/62	Covered Van L.M.S.	3/-		69	Water Tower	4/11	4/53
	57	Flying Scotsman L.N.E.	188/9	_	5/5	SIS	SR	`	627	Cattle Truck	3/3		22	Carriage Shed	8/3	2/540
6 2/314	IAR	sngr. L.M.S	_	-		520	E'g & Ten,C'I'rs L.M.S.	35/6	32	Tank ESSO, Yelow	4/4		805	Terminus Station	18/3	2/34
1/324	OH	Goods Train L.M.S.	-	_	5/5	22	S.R.	35/6	\$45		4		7	Goods Shed	4/3	2/34
		L.N.E.			2/5	25.	G'ds Eng. & Ten. L.M.S.	35/6	4/650	Coods Brake L.M.S.	3/3		862	Carriage Shed	3/-	4/34
11.2934		rain EMS	1	- 1-	5/6	3	: [: (19/56	5/650	Tarnaulin Truck	3/3	- 5	198	" angle appreh.	57.	2/514
5/334			74/3		3/2/55	202	Motor Coach S.R. Suburban Coach L.M.S.	nec av l'ble	166T	Refrigerator Truck	3/-	1	14	Ramp, narrow wide	2-	2/324
2/358	Stand. Twins	ins L.M.S.	_		4/55		Suburban Van I Mc	-	662	Derelict Coach Hut	5,7		21/21	Platform, narrow	% %	4/32
5/358	- X	S.R.	pon pliny		4/55	25.5	LNE	3/4	715	Crane Truck Set	15/3		7	wide	7,7	2/33
		ach S.R.			4/56		bogie Coach, I. L.M.S.		5	Posters, assortment	2/11		7,22	Awning Platform	4/3/3	
485/240		Transformer, Single	2,5	00	2/56		S.R. S.R.	-/-	48	Schic Brigarnd Fields	2/3		32	Goods Building	5/2	
470	10000	1	12		4/57		" " L.N.E		149	Sea	2/3		15.5	Annexe Building	8/9	Gover
9 420/1	Straight Rail	ail	<u>}</u>	9 9	2/58			-/-	7 25	Home Signal	2/3		**	Main Building	6/6	be ma
	° :	Quarter Rail		25	4/58		L'N.E.	1/1	702	Distant Signal	2/3	+122	40	Span with roof	70/-	
1/01	Curved Rail	il	1/6	1 9	5/590	-	Bogie, Solid 3rd S.R.	1/-	Ē:	Telegraph Pole	2.5	.,-,	1	Buffer single	-11	B A S
410/4		Half Rail Terminal Rail	3,	ž.	2/56		Scale Model 1st L.M.S.	14/6	2	" double	0//		57	Light's U't f'r 37 or 38	2/3	Londor
418	Section	Switch	3/	. 1	2/57	_	Scile Md. 13. & Van L. M.S.	14/6	23	Transfers, 2 sheets for	1/3		200		* /	Manche
\$ \$		Points, Hand, per pair	20,		7/57	-	Scle Mdl Diner I M C.	14/6	105	PI'F'm Accs. & M'ch'se	4/3		22	Wind'ws, small set 10	<u> </u>	(
\$	Points, Remote, pair	mote, pair	35/		4/58		LNE	14/6	125	Passengers	7/1		86	" large set 8	1/3	STITE
	Buffer Stap v	Buffer Stop with Rail	4/1	. =	24578	÷	Cor'ntn Cch., I L.M.S. Cor'tn C. 3 & Van L.M.S.	14/6	10.	Merchandise	2/11			Island Platform	14/2	1
924	Track Formation	nation	28/-	7	596	Δ-	ullman Saloon	16/5	4	Piston Rods & Arms.	1/6	- 3	5008	Through Station	23/3	
937	 		59/3	_	62		ogie Bolster Wagon	6/3	~4	One Set Reduction Gr.	101/-	*	021/0	Suburban Station	36/6	
3.5		1:1	91/9		675		Timber Wagon	1/2	Þ	Arm. & Pawl	9/1	15-	04370	Through Station	58/6	
365	•	.1	131/9	_	676		igh Capacity Wagon	6/3	71 32	SC'ol's H'ke 101 inte	1/6 set	*	075/0	our Span Terminus	158/4	
1		1	189/5	_	189	<u> </u>	at Car	5/2:4	FIGURE 20	of Cuming links	1	-	4 b/	Means without		

X TWIN RAILWAY CATALOGUE

February 1942.

We regret to say it is now impossible for IMPORTANT

to supply the following items in the T.I.R. alogue, as shown on blue list dated June

	73	77	8	8	88	848	86	86	17				3025		
	5/5	2/5	4/5	5/5	5/5	2/56	4/56	2/56	2/57	1/11	12	/2	31/1	1,	2
	932	937	947	965	166	1001/13	926	31/90	2/510	4/510	5/510	2/515	4/515	5/515	1 7
	4/334	~	10	10		5/375	-	481/240	485/240	425/1	418	430	440	448	
	ITEMS		2/542	2/536	4/536	2/540	4/540	2/347	2/344	4/344	2/314	4/314	2/324	4/324	
_	-/	-1	8/	8/	=	25	25	2 %	2	_	1	7.5	2 1		

ade until the cessation of hostilities. rnment restrictions no more goods can Our stock is sold out and owing to

SSETT-LONEE, LTD., NORTHAMPTON on: 112, High Holborn, W.C.1. hester: 28, Corporation Street.

S LIST IS SUBJECT TO CONTINUED REVISION OWING TO THE PROBABILITY OF FURTHER LITERS BEING SOLD OUT)

7

1 Quadrant

T.T.R. Catalogue

Please read carefully In

25 - 25 ea. Clamps & Screws

5 C'pl'g H'ks, 10 Links.

" Brick Wagon. High Capacity Wagon Lumber Car, empty Flat Car

673 673 673 675 675 681 681

28/-46/9 59/3 74/3 97/9 131/9 2/-

1001/12 | Blue Print