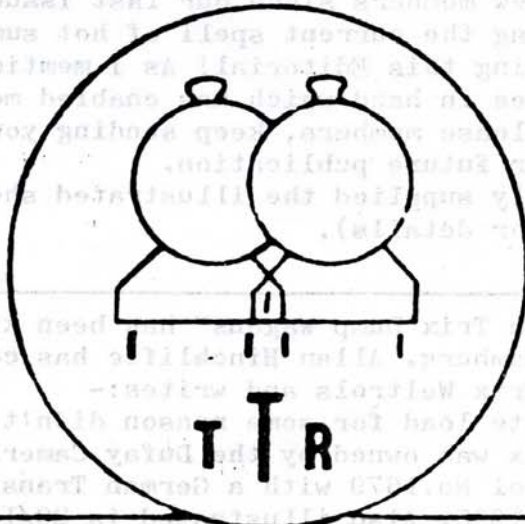


The TTR Gazette

(No. 32/83).

EDITORIAL



Collectors' Association

The Journal of the T.T.R. Collectors Association, founded by Alan Mitchell and Stewart Bean. The President, Mr. E.L. Rogers, formerly of Lilliput Model Railways (UK) Ltd. The T.T.R.C.A. is a non-profit making organisation devoted to the collecting and operation of T.T.R. 'OO' gauge trains 1983 - 1987.

Secretary - E.A. Bean, 188 Waterloo, Peterborough, Lincs. PE1 1AA. Telephone: 0535 21187.
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The Editor will be pleased to receive contributions for the "GAZETTE" on any matter connected with the Railways. Please notify the Editor in the event of a change of address.

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

CONTRIBUTORS NO. 32 SUMMER 1983.

Trix Twin Spare Parts / Spare Exhibitions which feature Trix Twin Railways. Useful Tips / Advertisement. One thing leads to another... by Dixon Upcott / Birmingham Notes Special. Trix Twin "Crane Hooks".

Alignment - Railway Got-Together / Trix 0-4-0 Tank Locomotives with BR Lettering. Operating Trix Twin Rolling Stock by Dennis Lovett. More Birmingham Notes from Chris Thornburn / Letter to the Editor. Twenty Five Collocable French Prototypes in OO-00 by Gerard A. Haggis. Painting 8-Lining TTR Locomotives by Peter J. Moore. Location Map for West of England Got-Together. Special Illustrated Articles - TTR Wall Trolley Wagon and "Still More on Long Wagon".

Welcome to another fine new number of the Gazette. I hope everyone is enjoying the hot summer weather. It is some 80 degrees as I am typing this editorial as mentioned in our last issue. I still have several articles to be published but please help by sending your letters or articles regarding T.T.R. matters for future publication. Alan Mitchell has kindly supplied the illustrations used in pages 8 and 9. (See below for details).

The article "Still More" has been kindly sent in by our member Jan Schinkel from Germany. Alan Mitchell has photographed the article by making the copy of the TTR Gazette. The BR Wallrol with Great Western locos lead for catalogue No. 1974 when Trix was owned by the delay-sensu people. Later it was No. 1874 in 1983. A BR Wallrol with a German Transformer lead had a short production run from 1971 to 1974.

Next issue: OCTOBER

TTRGA No. 293 Mr. D. Jones, Eddon, 108A Alderman Rd, BUSHBY, Notts.
 TTRGA No. 294 Mr. I. Lewis, 24 Woodside Ave, Cleethorpe, AMERSHAM, Bucks. HP8 5BQ.
 TTRGA No. 295 Mr. R. Hodgson, 52 Fishers Lock, NEWPORT, Shropshire. TF10 7SR.
 TTRGA No. 296 Mr. T. G. Holt, 18 Marchant Rd, WOLVERHAMPTON, West Midlands. WV3 9QG.
 TTRGA No. 297 Mr. D. Walters, 58 Elthorpe Rd, Rotherham, Rotherham, Bucks. HP8 5BQ.
 TTRGA No. 298 Mr. R. Kelly, 61 Bonnamant Rd, South Villes, BIRMINGHAM. B30 2EP.
 TTRGA No. 299 Mr. W. H. P. Patterson, Whitefield, By Doree, LEWISBURG. LV1 3XN, Scotland.
 TTRGA No. 300 Mr. E. Monk, 305 Knighthead, WILKIN GARDEN CITY, Notts. AL8 7NR.
 TTRGA No. 301 Mr. D. Todd, 187 Dursman Drive, Meadcliffe, LARROW, Type Wear. NE23 4SE.

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.Catalini,(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.

Secretary - S.A.Bean, ,Walton,PETERBOROUGH. Tel: .
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Editor - D.Baker, ,Wigmore,GILLINGHAM,Kent. Tel: .

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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.

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EDITORIAL

Welcome to another nine new members since our last issue.

I hope everyone is enjoying the current spell of hot summer weather, it is
some 80 degrees as I am typing this Editorial! As I mentioned in our last issue,
I still have several articles in hand which has enabled me to produce Gazettes
of at least 12 pages, but please members, keep sending your letters or articles
regarding T.T.R. matters for future publication.

Allan Hinchliffe has kindly supplied the illustrated sheet to be found between
pages 6 and 7. (See below for details).

Next issue: OCTOBER.

The article "Still More on Trix Dump Wagons" has been kindly sent in by our
member Jan Schniebel from Hamburg. Allan Hinchliffe has complimented the article
by making the copy of the Trix Weltrols and writes:-

The BR Weltrol with Granite load for some reason didn't appear until 1960 as
catalogue No. P674 when Trix was owned by the Dufay Camera people, later it was
No.1674 in 1963. A BR Weltrol No.1679 with a German Transformer load had a short
production run from 1964 - 1965. Also illustrated is 20/182 a Trix Express local
coach.

NEW MEMBERS.

TTRCA No.275 Mr B.Irons, , BUSHEY, Herts.
TTRCA No.276 Mr L.Revitt, Chesham Bois, AMERSHAM,Bucks. I .
TTRCA No.277 Mr R.Hogben, , NEWPORT, Shropshire. .
TTRCA No.278 Mr T.D.Holt, , WOLVERHAMPTON, West Midlands. .
TTRCA No.279 Mr B.Walters, Bancroft, MILTON KEYNES, Bucks.
TTRCA No.280 Mr R.Keay, Bourn ville, BIRMINGHAM.
TTRCA No.281 Mr W.H.P.Armstrong, , INVERNESS. .Scotland.
TTRCA No.282 Mr E.Monk, , WELWYN GARDEN CITY, Herts.
TTRCA No.283 Mr D.Todd, Meadowside, JARROW, Tyne/Wear.I .

TRIX TWIN SPARE PARTS by Allan Hinchliffe.

81/3 Nylon Reduction Gears £1.30 each.

81/34 Loco weight springs suitable for 0-4-0 locos 30p each.

81/43 Manyways Station Plain Filler Panels 20p pair for Station units 22 & 42.
The above are available from A.Hinchliffe, , Birkby, Huddersfield.

81/75 14 volt light bulbs 50p per pair plus S.A.E.
from D.Norville, , Shipton-by-Beningbrough, York.

Trix Spoked Rolling Stock Wheels on special axle to enable them to fit Trix Twin tinsplate underframes. Only a few sets remain. 6 axles with deep flange wheels for 3-rail track £2.40 post free from Allan Hinchliffe.

NOTES ON FITTING THE NEW NYLON REDUCTION GEARS.

Because the reduction gears are slightly thicker than the original there may be slight difficulty in passing them between wheels and chassis on some locos. It will then be found easier to remove the armature assembly and fit the gear from the inside of the motor. In extreme cases it might be necessary to ease the wheels on the axles (this is not possible with all wheels so care is needed as some wheels are "locked" on the axles) to ensure free running.

TRIX TWIN REPAIRS.

J. & M. Model Railways 146a High Street, MALDON, Essex. Tel:0621-53959 are equipped to carry out repairs and rewinds to Trix Locomotives and Armatures, members are reminded that there are few spare parts available but rewinds, re-wiring can be done and lost screws replaced, if parts are broken "sometimes" they can be glued together.

RAIL CLAMPS for Trix Bakelite based track.

A quantity of "original" Trix rail clamps and screws priced 60p for 25 clamps and screws are now available from Allan Hinchliffe.

TENDER PLUGS WITH LEADS suitable for "PYTCHLEY" or Compound 4-4-0 Tender locos and possibly the BRITANNIA and CLASS 5 Tender locos. Price 50p per pair post free from A. Hinchliffe.

COACH LIGHTING.

Plugs and lead connectors suitable for scale length Trix lighted coaches.
Price 50p per pair post free from A. Hinchliffe.

REDUCTION GEAR SCREWS.

A new spare part for securing the Reduction Gears has been made available at the request of our member the Revd. Alan Cliff of Wrexham. Thanks go to member Martin Drayson who has made a small quantity. They are available at 60p each post free from Allan Hinchliffe.

SMOKE DEFLECTORS FOR "SCHOOLS" CLASS LOCOS.

I am pleased to announce that after production delays the replica Smoke Deflectors for the Trix Twin BR "Schools" Class locos (to replace the plastic versions) are now available. Price £1.25 per pair post free from A.Hinchliffe.

SUMMER EXHIBITIONS WHICH FEATURE TRIX TWIN RAILWAYS.

KIRTON-IN-LINDSEY Railway Museum and Mill, Kirton, Gainsborough, Lincs.

Open 1st three Sundays in each month until end of September.

(Alan Turner and Ian Paterson).

LILLIPUT LAND MODEL & TOY MUSEUM, East Sandgate, opposite the Harbour,

SCARBOROUGH. Open every day.

(Pat Hammond).

LIGHTWATER VALLEY Leisure Park, Near RIPON, N.Yorkshire.

Open every day.

(John Hopkinson).

KIVOLI CENTRE, LILLIPUT MODEL RAILWAYS, Station Yard, BALA, Gwynedd.

Open Mon - Friday 9 to 5pm. Open Sat 10 to 4pm.

"CORNUCOPIA" Near ST.IVES, HAYLE, CORNWALL.

Large vintage Trix Twin Railway Layout. Open every day. (Duncan Bell).

USEFUL TIPS - CON-RODS.

Probably not all members, at least those not electrically minded will realise that Con-rods, at the crankpin bearings at the rear of all con-rods on die-cast locos are insulated with tiny fibre washers inside the bearing eyelet. This is to prevent the driving wheels shorting the two outer rails together via the con-rods and body. Some members have found this when trying to use Trix "Junior" or Trix "Cadet" con-rods as replacements on Trix Twin A.C.Locos, the bearings are not insulated as it is unnecessary with Plastic bodied locos.

Martin Drayson.

USEFUL TIPS - FROSTED WINDOW GLAZING.

A useful tip regarding replacement glazing for the windows of the Trix Bo-Bo Electric loco and the Trix Warship diesel loco is to obtain a plastic type Soft drinks container and cut to the original size.

Jim Whittaker.

Replacement windows for the Trix and Liliput "Western" diesel class 52 are available from Liliput Model Railways (UK) Ltd., Station Yard, BALA, Gwynedd,

The Builder Plus Sheet BP32 contains approx: 200 adverts printed in colour on a semi-gloss art paper some of which are suitable for Station Filler Panels, they cost 59p per sheet plus large S.A.E. and are available from most Model Shops.

Ray Rippon, Leigh-on-Sea, Essex and Bakers Model Shop,
Gillingham, Kent have them in stock.

A D V E R T I S E M E N T S

FOR SALE - Trix Elevator Conveyor in good condition £17.00.

J.D. Widdop, Holmfield, HALIFAX. Tel: Hfx.

WANTED - Trix Fibre 3-rail Track: 2 Terminal Rails, 25 701 Straights, 6 802, 6 804 and 6 806 (large radius curves). 662 Tarpaulin Wagons. Post-War LNER teak 7 & 1/4" Coaches "Restaurant" only. 680 Weltrol Wagon with complete Cable Drum. Pre-War LMS Grey Wagons. Tel: Evenings (0604) 499480. Keith Nichols, 1 Oundle Drive, Moulton, Northampton. (NOTE: Fibre Track must be Good Quality).

FOR SALE OR EXCHANGE - Green Britannia 3-rail, engine very good, tender good., 14v controller, slight rusting bottom of one corner., boxed silver Esso tank 2591, good condition., BR maroon short wheel base coach 6301, V.G. but no wheels., BR brown 20T guards 743126, V.G., early type with no hanger detail., BR brown 20T guards 743126, V.G., revised hanger detail, no wheels., BR (N) brown stock wagon 15263, V.G., BR (N) brown 12T open wagon 183724, V.G., late model with cast hanger and chassis., BR brown 12T low open wagon 481760, near mint., BR grey 15T high open wagon 12738, V.G., BR grey 12T low open wagon 481760, V.G., LMS dark brown 10T open wagon 33550, V.G., Coal conveyor: no engine house, no roof top, no end support pylon, engine non-functions/feed connections missing, no toothed belt, but good for parts or static accessory. 6 volt BR 0-4-0 black, plastic body, no couplings., 6 volt BR 0-4-0 black, plastic body with slight damage, minus con-rods, buffer beam plates, buffers, handrail and pick-up shoes., 6 volt 0-4-0 chassis with red wheels, motor strap, base connecting wire and main cog.

John Leedham, Clebury Mortimer, Kidderminster,
Worcestershire,

LATE ADVERT: Graham Yeatman (Mem.No.216) writes: Many thanks for including my items For Sale in the last issue, the response was tremendous and I have been able to make quite a few acquaintances in the railway section. If only more members would show interest and make comment, good or bad! Out of the few remaining items I do have one expensive item 'FOR SALE' - Rushton Hornsby Diesel Shunter in green livery, post-war metal coupling, 12v D.C. Headlamp missing otherwise in excellent running order and good paintwork condition. Rare die-cast loco by TTR for £36 or offer, as does not include Tool wagon up front! Also available some black, block type single throw point switches at £1 each.

G.R.E. Yeatman, Bournemouth, (S.A.E. Please).

It all started when a replaced armature quickly burnt out by the windings hitting the gear wheel. I realized armatures are very different and started looking through some TTRCA Gazettes to find the section of Tony Matthewman's series on 'General Servicing Tips for the TTR System' on armatures. I found it in Gazette No.5 (thanks Tony) But on route read several articles and was particularly taken by Dave Norville's article in No.8 about 'Date Codes on Post War Trix Locos'. Dave makes some very logical assumptions about letters and numbers but I discovered a little puzzle over the letter 'M' believed to be the code for December. Where is all this leading? Well in the 3rd edition of the 'T.T.R. Instructions For Use' I found the following important note in red stuck over the instruction on page 15 for oiling. It read: IMPORTANT - This locomotive is fitted with SELF-LUBRICATING BEARINGS at BOTH ends of the Armature Shaft. The instruction re lubrication of Armature Shaft given in Instruction Book do not apply and NO OIL should be applied to these bearings. All Trix Locomotives fitted with self-lubricating bearings are designated by having the letter 'M' stamped on the under side of the chassis, followed by a number.

I then started looking through my collection checking the codes - incidentally on route I discovered a black LMS Compound with K9 = October 49 ? so I presume it works for pre 1950 as well - I found two locos with the M designation. A Diesel Shunter with M8 and a red DC Meteor with L7 in white and M5 in red. I didn't think the M designation regarding self lubricating bearings applied to the Diesel Shunter so December 58 seems about right for year of manufacture. The Meteor on the other hand is either December 55 which cannot be as it is D.C. or made in November 57 (L7) and with self lubricating bearings. If so I wonder what the '5' means.

Well from here I thought it would be useful to try and establish on which date the 3rd Edition of the TTR Instructions for Use was issued. On looking through the pages I noted the pictures of pre-war couplings, the pre-war switches but post-war Controller No.472. It also referred to 0-4-0 'C' type locos and the Trix Information Bureau at that time was at 91 Regent Street, London, W1, I then got bogged down with trying to establish when Trix were at Regent Street. Result, the following list: 1.Trix Information Bureau, St.John's House, 45-47 Clerkenwell Rd, London EC1. Up to 1941? 2.Trix Ltd, Cascade Centre, Mount Pleasant, Alperton, Middx. 1941 - ? 3.Trix Information Bureau, 91 Regent St,London W1. - ? 4.Trix Information Bureau, 11 Old Burlington St,London W1. 1948 - 56? 5.Trix Ltd, The Ewart Holdings Group of Companies, Trix House, 5 Conduit St, London W1. 1957? 6.Dufay Ltd, 107 Stimpson Ave, Northampton. 1959 - 62? 7.Trix Courtaulds, 205 Gt.Portland St, London W1. 1963 - 66? 8.British Trix Ltd, (Courtaulds Group) Industrial Estate, Wrexham, Denbighshire. 1970? 9.Thernglade Ltd, Train Division, Industrial Estate, Wrexham, Denbighshire. 1971 - 73?

So I'm dating the 3rd edition as early post-war (Pre 1948). The 'C' type chassis came before the SL type mentioned in later editions.

The problem is whether the M designation still applies to the Meteor produced some 9 years later. Well can anyone help regarding this mystery 'M' ? One thing led to another for me. It was very enjoyable but I didn't actually solve the mystery.

Dixon Upcott.

BIRMINGHAM NOTES SEQUEL.

Our member Chris Thornburn would like to thank two of our members, Dixon Upcott and John Atkin of Market Rasen who let Chris know the rating of the bulb in the Indicating Check Switch 12-14 volt. 0.15 at 6.3 amp. He has found a standard car bulb, 12 volt. 2.2 watt / 0.2 amp., and this works well.

TRIX TWIN "CRANE HOOKS".

Members who have Crane Trucks or Platform Cranes with "Hooks" missing will find the replica hooks produced by Colin Penn at 20p each plus S.A.E. a very useful spare part. Colin also has Dinky Toy tyres at 5p each and Supertoy tyres at 8p ea. His address is London

One of our early members (No.20) Colin Davies has recently emigrated to New Zealand. He would be pleased to hear from fellow members in New Zealand and Australia. Dr.C.R. Davies, Raumati South, NEW ZEALAND.

KIRTON-IN-LINDSEY GET-TOGETHER by Ian Paterson and Allan Hinchliffe.

The 'Event' again passed off successfully, with some 4-500 attending. The Trix arrangements were improved on 1982, but again were eventually insufficient to show off adequately some of the many exhibits brought along by members. I apologise to those who may have felt they were being swamped by a tide of dealers and humanity (not necessarily in that order), and would assure all concerned that even more space will be allocated next year.

As anticipated, considerable quantities of Trix were on offer including many items which are infrequently seen, and a brisk trade ensued with several tables. The main displays consisted of George Shaws' DC layout, operated by Katherine and Richard, and a display of rarities provided by several members. Especial thanks are due to John Atkin who helped all Friday evening, Saturday and Saturday evening setting up and stripping the hall and transporting all the tables to and from their various owners with his trailer. We were particularly indebted to Dave Norville for presenting a comprehensive display of Trix locos and rolling stock, especially for bringing the French "Nord" loco. Dave's items were complemented by several other members including Jules Pidd, Keith Nichols and Tony Warren on his first visit to a Get-together.

Stewart Bean brought his TRIX dealer signs both of which are illuminated, one operates similar to a slide projector and probably dates from the 1960s. It showed the "Warship" diesel loco and a Class A2 steam loco. Stewart also had a very interesting TRIX Crane Truck (the first I've seen) probably issued in 1961. It has the normal No.615 Crane but is fitted to a plastic moulded insert to enable it to fit the plastic 3 plank wagon. The crane was complete with match truck. Keith Nichols brought along the Association banner which shows the Trix Association Motif plus "Trix Express" on one side and "Liliput" on the other. Keith also had his unique Trix Manyways LIGHTED buffer stop on show.

Allan Hinchliffe was kept busy with the demand for spare parts, the initial batch of Nylon reduction gears was sold out but more are on order. Bill Bourne brought a nice selection of Trix in a showcase. He also had a "pre-war" TTR badge complete in red box. Jules Pidd purchased a nice Trix "Warship" diesel loco to add to his recent start on collecting the Trix D.C. locos. Pat Hammond had a stall and is hoping to have some Dusters printed with a Trix design later in the year.

Thanks go to Jules Pidd and Lesley, Dixon Upcott and Sue who took over watching the Trix stand while Dave or Allan were looking at other exhibits in the Hall. Other members present at least included; John Atkin (Market Rassen), George Shaw (Lincoln), Dave Berry (Bristol), Peter Moore (Stroud), Pete Hislop (Hillmorton), Peter Gower (Rugby), Keith Nichols (Northampton), Jules Pidd (Yeardon), John Hopkinson (Horsforth), Arnold Ellyard (Leeds), Don Crocker (Kidderminster), Dave Johnson (Birmingham), Mike Barritt (Sheffield), Phil Sims (Oldham), Bob Palmer (Norwich), Garth Jeffery (Norwich), Tony Warren (Cleveland), Pat Hammond (Scarborough), Bill Bourne and John Goring (Essex), Robbie Axon (Wirral,Cheshire), Dixon Upcott (Harrow), Tony Gould (Watford).

Incidentally, a little extra publicity was gained this year in that the museum TTR layouts appeared in a "What's On" I.T.V. programme on the Friday evening, and Trix also got a mention in a write up of the 'Event' in the local evening paper in the following week. This included a photograph of Katherine and Richard Shaw, holding, respectively a Western and an EMI.

Next years date is not yet fixed but will be mid to late May.

Ian Paterson / Allan Hinchliffe.

TRIX 0-4-0 TANK LOCOS WITH BR LETTERING.

One of our members at Kirton-in-Lindsey acquired a Trix Black 0-4-0 Tank loco with BRITISH RAILWAYS lettering on the side but no loco number.

Trix were very early in producing 0-4-0 Tender locos in the experimental BR Blue livery in 1950 so one wonders if Trix issued a few locos in this form around 1948 - 49. At least "Trackmaster" and "Gaiety" produced locos with BRITISH RAILWAYS on the side around this period.

Allan Hinchliffe.

"GET-TOGETHERS" are fixed for Rugby, Sept.11th and

Frampton-on-Severn, Gloucester, Oct.15th.

Colin Penns North London Get-together was postponed until the Autumn.

UPGRADING TRIX TWIN ROLLING STOCK

by Dennis Lovett. (Member No.150).

As someone who regularly exhibits at model railway exhibitions, my main interest has always been in the latter day Trix 2 rail offerings and the current Liliput products. Some years ago however, I found in my possession some Trix Twin wagons of differing vintages. These were in a run down condition with regard to wheels and couplings, although the bodywork and chassis were reasonable. The wagons were stored until such time that I could work out a way of restoring them.

Most of my existing stock had been upgraded to finer standards and fitted with scale couplings for running on club exhibition layouts. I then started work on a couple of old tinsplate Hornby Dublo wagons which, when finished, ran on a club layout at an exhibition! Much to everyone's surprise they caused a great deal of interest.

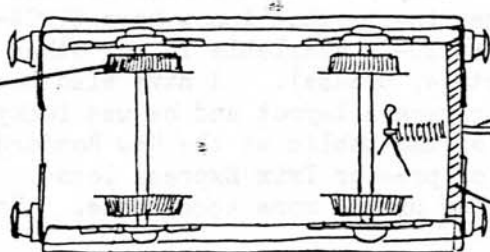
Recently whilst searching through an old stock box, up turned the old Trix wagons and a couple of dozen Hornby Dublo wagons all in need of upgrading to today's standards. Work has commenced on the Trix wagons and the result of this work forms the basis of this article.

To upgrade the Trix Twin wagons it is necessary to remove the wheels and replace them with either Graham Farish or Jackson (Hornby Dublo) type wheels. The latter are required for wagons where the axles are retained in place by a screw (i.e. they fit loosely inside the axle boxes). The Farish wheels are an exact fit into the axle boxes and were left over from previous wheel changes. No doubt some other makes of wheel would prove satisfactory.

Most of the wagons had been fitted with the old Trix Twin hook/link coupling which had been broken by previous owners. As I wanted to fit 3 link couplings these were removed and a piece of 'Plastruct' was fitted behind the buffer beam. This was then drilled to take the coupling hook. The new buffer beam was then 'superglued' into place behind the tinsplate buffer beam and painted black. Large bufferheads using 20 thou plasticard and a hole perforator! Diecast chassis require part of the buffer beam to be filed away to allow the Plastruct and coupling to be fitted as above.

The result of this work is a pleasing train of free running Trix wagons. No doubt many collectors will view this as a remarkable act of vandalism! I prefer to look on it as bringing vintage wagons up to date. I hope that when my own exhibition layout is completed in a few months time, the Trix wagons will be a topic of conversation as they roll by.

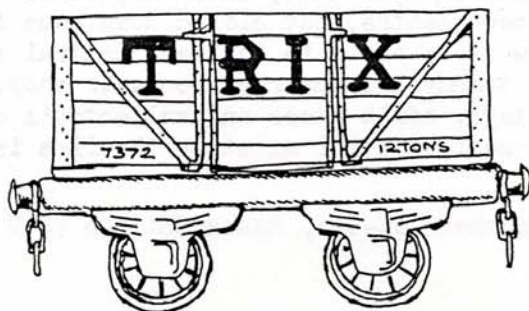
Graham Farish or Jackson (Hornby-Dublo type) insulated wheels.



3 link coupling.

'Plastruct' inserted behind buffer beam and "superglued" into place.

Drill holes and file hole to take coupling hook.



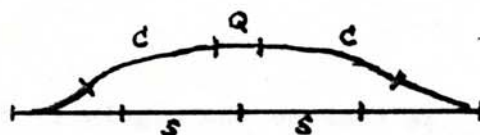
An upgraded wagon.

Illustrated by Bob Heasman

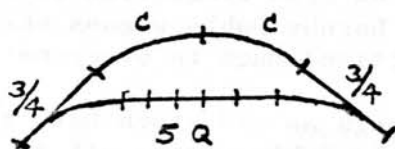
MORE BIRMINGHAM NOTES FROM CHRIS THORNBURN.

TRACKWORK GEOMETRY.

The basic passing loop, with the added quarter-straight, is of course familiar, and most (? all) TTR layouts can be analysed in terms of this construction to decide what is a strain-free arrangement (at least in theory).



The post-war style point, with its 3/4 straight, can be used to give narrow track spacing, but it does not thus fit the standard geometry. However, I have found by experiment that five quarter-straight can be used to make a passing loop, since 4/4 are slightly longer than one straight, thus:-



The half-curve can also be used to obtain narrow track spacings, but I have never seen anything about the geometry of layouts involving half-curves.

Does any information exist on this subject?

LETTER TO THE EDITOR.

Following my letter in Gazette issue 29, I was pleased to receive a note from Peter Schofield, who had obviously not taken offence at my remarks about his "ramblings". We have corresponded a little since (but I must say that it is still a struggle at times to follow the thread of Peter's thought). Also, Chris Thornburn very kindly sent photocopies of my two missing Trix-issued Gazettes, so I now have a full set. Many thanks to Chris; my regret is that I have not, as yet, been able to find anything for his "wants" list - a reciprocation in kind is surely the best way of saying thank you, so I will keep looking.

My recent hunting has brought in a few interesting pieces, including elusive pre-war SR and LMS LOCO high-side wagons and a virtually mint and boxed Bassett-Lowke. These and others have, as before, gone for exchange, most of them resulting in additions to my Hornby-AcHO collection (any other member got any AcHO for sale or swap?). I have also met new member Adrian Cassidy and a result of this meeting is that I now have TTRCA-issued Gazettes from number 8, with spare copies 20-29 available if any other new member would like them (£2.00 including postage, please). I have also been able to donate some (tatty) track to Martin Drayson's layout and he was lucky enough to be standing nearby when a member of the public at the New Romford Swapmeet rejected my dealer's offer on a couple of pre-war Trix Express locos. Martin set off in pursuit and his collector's offer proved more acceptable. How do they run, Martin?

Regarding the reproduction ad for Ravens Twin Railway in issue 29, this store used to specialise in children's clothes, including school outfitting. It was very close to Southend town centre, but closed down some few years ago. Ravens then reappeared in a new store close to Southend Central railway station, with a new image as a slightly trendy and upmarket menswear shop. Nowadays, the basement sells management toys, adult games and collector's diecast road vehicles. A model railway connection still exists - the firm is an agency for LGB!

John Goring,

, Southend-on-Sea, Essex

by Gérard A. Maugin (Paris, France).

- 21.- MÄRKLIN-HO : Steam engine of the Decapod type, class 150X SNCF, SNCF-green and black, diecast engine, plastic tender, 3r.ac and 2r.dc (Hamo), Catalogue No.3046. This is the SNCF version of the celebrated German BR 44 Decapod; produced between 1965 and 1973, not rare (about £.60-80). Jouef produced a very well-detailed plastic version (Catalogue No.8265). FULGUREX offered a magnificent I-gauge version in brass in 1978.
- 22.- MÄRKLIN-HO : Electric loco of the BoBo type, class BB9291 SNCF, 'Le Capitole', 'Bordeaux red' livery with silver lining, all metal, 3r.ac or 2r.dc (Hamo), Catalogue No.3059, produced between 1968 and 1971, not very rare but expensive (about £.80-100). The real prototype hauls Express trains 'Le Capitole' between Paris and Toulouse. Le Capitole (Capitoul in Occitan dialect) is the main square of Toulouse. Toulouse's opera house is also called the Capitole. Jouef has produced a plastic version. LIMA is still producing one.
- 23.- TRIX (Germany) : Pacific steam engine, class 231A SNCF, blue-grey and black livery, all metal, Catalogue no.2208 or 2205(?), made in the early seventies, rare (about £.100). This is the French version, which ran on the Eastern part of the French layout, of the famous Bavarian S3/6 (later BR 18⁶ of the DB). Märklin produces an ETAT green version of another Bavarian Pacific in HO-gauge.
- 24.- JOUEF : Panoramic Railcar 'Le Cévenol' ; This is an eight-wheeled diesel unit with a central panoramic dome (recalling some American Vista-Dome coaches) still used in the picturesque area, called Cévennes, in southern central France; plastic; rare (about 600.FF). A very interesting and original item.
- 25.- S.M.F (Switzerland): Bugatti railcar, ETAT Company, red and cream, brass (about £.120). This is a sixteen-wheeled, somewhat streamlined very long railcar designed in the thirties by the well-known car designer Ettore Bugatti. The railcar is sometimes called 'Presidential' because it was used by the French President for fast displacements in French provinces; model made in 1981 to the order of a Paris model shop by a small Swiss firm. Hornby-France produced tinsplate O-gauge replicas in one, two and three-articulated units before the War in cream and blue and cream and red, as well as a SNCF red and cream two-unit articulated version until the early fifties.

Among the 'musts' that are missing in the above-given list we have:

- the famous 4-2-0 'Crampton' steam engine of the EST Company (a small but expensive production run in HO was made by R.M.A., Paris).
- the famous 4-4-0 'Outrance' steam engine of the NORD Company (presently produced in HO-brass by METROPOLITAN, Switzerland).
- the celebrated 4-4-0 'Coupe-Vent' of the P.L.M Company (O- and I-gauge tinsplate models were made pre-WWI by Märklin and a III-gauge by Schoenner).

- the familiar BoBo electric "'Boîte-à-Sel'" of the P.O-Midi Company (there were O- and I-gauge Märklin versions as well as a pre-WWII O-gauge JEP in the form of a O-Bo-0).(4)

- the 4-4-2 De Glehn Compound of the Paris-Orléans Company.

- the streamlined P.L.M Atlantic in blue livery with gold lining (Hornby-France produced a toy-like model prewar, the engine being an O-4-0 and the fitting coaches forming a single articulated unit to take sharp curves).

- the powerful Mountain ETAT in grey of which a marvellous tinplate model was proposed prewar in O-gauge by Märklin.

- the CoCo electric class CC6001 SNCF for heavy goods traffic (B.L.Z. offered a diecast model in O-gauge between 1950 and 1953 and a small run of HO cast brass using a Märklin chassis was produced in the sixties by a Paris model shop).

In addition, and to conclude, other foreign items which are no longer in production can be transformed in some typical prototypes which were used by SNCF. For instance, the German diecast Decapod class 42 of the DR and DB by Trix-Express (Catalogue No.2215) can be transformed in SNCF class 150Y, the diecast TRIX-EXPRESS diesel shunter class V36 of the DB (Catalogue No.2261 to 2263) can be transformed into the SNCF diesel shunter class Y50000 and the Swiss diecast FLEISCHMANN Ae3/3 (Catalogue No.1330G, made until 1961) can be transformed into the SNCF Co electric class C61000. This essentially requires repainting in SNCF-green and yellow lining which may produce something of the best effect.

Good luck.

Notes

- (1) Until very recently cast brass bodies of several P.M.P electric locomotives were still available directly from the retired Mr. Pillon who had a stock in his attic.
- (2) These were produced just a few months before the closing down of the company.
- (3) It is hard to believe, but in the fifties and sixties the T.A.B (for "'Trains-Avions-Bateaux'") company had a one-man factory, Mr Gérard himself, who nonetheless succeeded in producing batches of thousands of some of his models (see the cover story in Loco-Revue, No.299, October 1969).
- (4) At last, M.K.D (Kayser's Kit models) is producing a BoBo "'Boîte-à-sel'" Class BB 1200 in HO gauge (october 1982).

In parts 3 & 4 details cover complete re-painting and finishing. The complexity of colour schemes of various TTR locos differ from the simple all over black goods with simple single-line lining to coloured passenger engines with two-colour lining. As a first complete painting attempt choose a simple loco, such as a black tank.

DISMANTLING:

Before any painting is considered, the loco must be totally dismantled - it is the body only that is needed initially. Take great care that all parts are kept in a suitable container and if necessary attach all very small items and screws to a piece of sticky tape.

Ensure all items are removed, including handrails. On 0-4-0 tender engines these can be difficult but, with care, it is possible - a pair of long nosed pliers applied to the end inside the cab with a combined pulling and twisting action usually works. This will enlarge the hole in the cab front as the 'crimped' portion comes through, but don't worry, it is not significant on the finished loco.

The refitting and checking of all parts, and, as required, the replacement of broken or missing items, will be covered in Part 4.

STRIPPING:

Note! If you are using a matched finish to the original TTR colour this must be made-up before stripping and a suitable quantity mixed and stored. Or, if a car type aerosol is to be used, get the correct colour first.

Take the body and put it into an old clean dish (I use an old Pyrex casserole). Pour over a reasonable amount of proprietary paint stripper (water-washable type) - 'Nitromors' or 'Polystripper' will do.

With a cheap paint brush ($\frac{1}{2}$ " approx), dab the stripper on and into all areas of the body, both inside and out. Leave for about 15 minutes.

Stand the dish and contents in the sink, and wash off stripper and paint with the tap running. The aid of an old washing-up brush is useful to get into all the corners. If the body has had excessive paint applied repeat the stripping process a second time. When the bulk of the paint has been removed, dry off the body.

The last stage is to remove all minute traces of paint in the corners and edges. Use a hobby knife (e.g. Xacto) with a pointed blade and pick out the paint. Also use the knife to pare off any excessive 'flash'. Finally, tidy up with a flat Swiss file any burrs, dented corners, etc.

PRIMING:

For most final colours a standard cellulose-based aerosol 'grey' primer is best. The only exception might be to use a 'red oxide' coloured primer for LMS colours. These primers give a matt finish which acts as a key for the final colour - only a very light spraying is needed just to cover the base metal. Spray both inside and out of the body.

PAINING - LOCO BODY:

Two methods are used and depend mainly on colour, either (a) Aerosol can (e.g. Dupli-Colour car sprays etc) or (b) Air Brush.

(a) Used mainly on black locos. The odd colour will suit a TTR original, and the best example I have found is a green which matches the Southern 0-4-0 tender engine - its a BL Maxi colour (I think!). Anyway, don't take a chance take the loco body along to the accessory shop and search the rack for a match.

Spray as instructed on the can, again do both inside and outside each with a couple of coats, and leave to dry.

(b) Air brushing is quite a few rungs up the ladder, and if you have no experience, get plenty of practice first on an old body.

For this type of general spraying an expensive Air Brush is not essential. The basic 'Humbrol' or 'Badger' brushes are good; the type which include a small glass jar as the paint container are best.

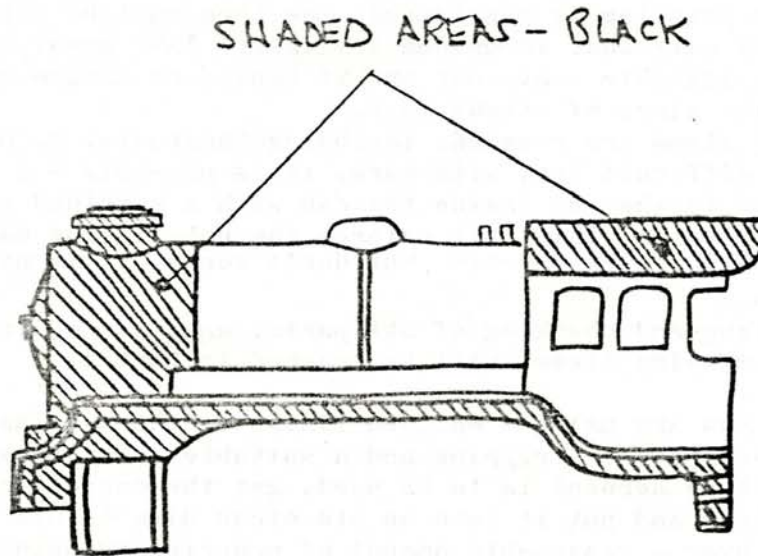
Following earlier details on matching, mix sufficient paint for the job (including a practice!). About half the jar should be enough for a couple of coats.

As with pen lining, the consistency of the paint for air brush use is very important as it must flow easily; thick paint will spatter.

Here again, try it out first, adding minute amounts of white spirit until the right 'spray' is achieved. Spray the body allowing time to dry between each coat.

With 'passenger livery' engines, further painting on the general 'base' colour is required to complete.

These are the black areas, a typical example being the 0-4-0 tender loco body, as sketched below.



BODY OF 0-4-0 TENDER LOCO

For these black areas, very careful hand painting is needed - this eliminates the need for elaborate masking.

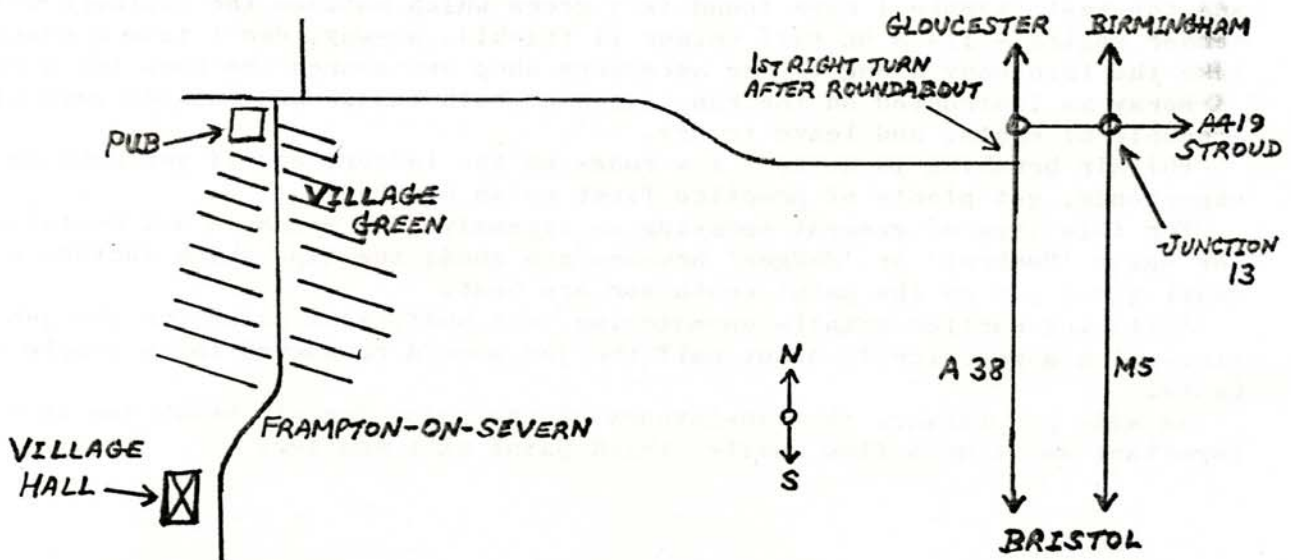
The materials required are: a good quality sable brush, this time size 6 is best, and black paint. The only black to use for this purpose is the 'Humbrol' Dirty Black. This particular paint goes on extremely well with a brush and gives a near perfect surface when dry without brush marks - try it out. Also, only one application is needed. Leave to dry thoroughly in a warm dry place.

Part 4 next issue.

LOCATION MAP FOR WEST OF ENGLAND "GET-TOGETHER".

To be held on SATURDAY 15th OCTOBER 11.0am to 5.0pm
at the VILLAGE HALL, FRAMPTON-ON-SEVERN, GLOS.

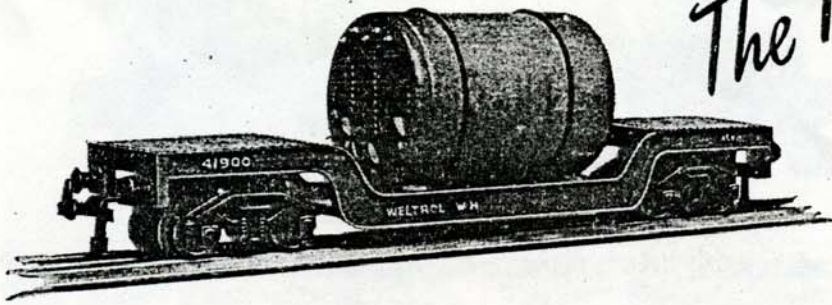
(About 7 miles from Gloucester city centre) (See last issue for details).



An outstanding achievement in railway modelling

The NEW **TTR**

WELL TROLLEY WAGONS



678 WELTROL wagon
with Marine Boiler
19/6d.

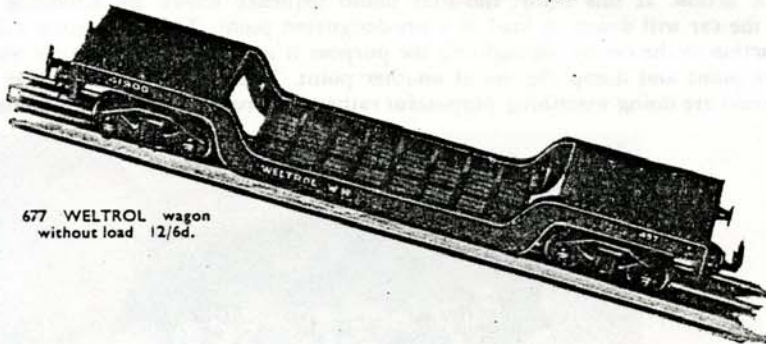
Now your TRIX TWIN Railway can be even more exciting.

With these new T.T.R. Well Trolley Wagons your locos can haul some really unusual loads and still keep within your loading gauge.

Based on authentic information, this beautifully modelled Well Wagon is produced unladen and with two loads, one carrying quarried granite destined for a sculptor's studio and the other transporting a model of a marine boiler.

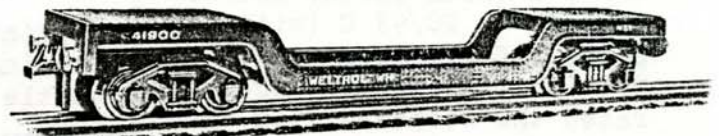
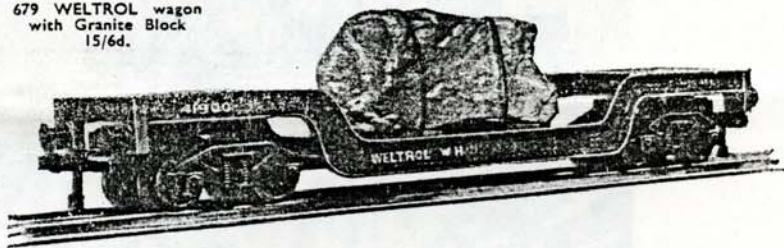
Your dealer will be receiving supplies of these in the New Year. Get your name down early on his list.

Many T.T.R. owners extend their lines at this time of the year and this means more rolling stock. You'll find the existing range shown in the T.T.R. Catalogue enclosed with this Gazette. Keep it for further reference.



677 WELTROL wagon
without load 12/6d.

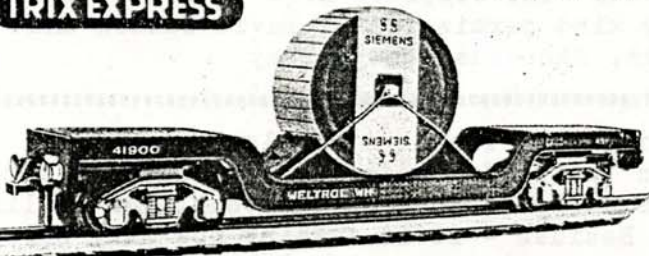
679 WELTROL wagon
with Granite Block
15/6d.



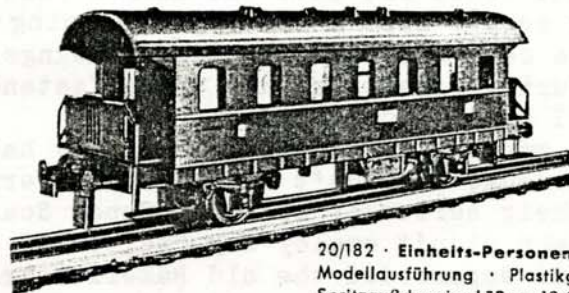
20/93 · Tiefpladewagen · LÜP ca. 17,2 cm

TRIX EXPRESS

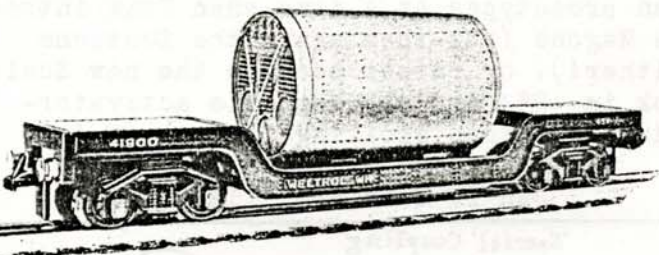
Der Weltrol-Wagen (englisches Modell)
ist aus fast unzerbrechlichem Spritzguß



20/93 C · Tiefpladewagen mit Kabelrolle · LÜP ca. 17,2 cm



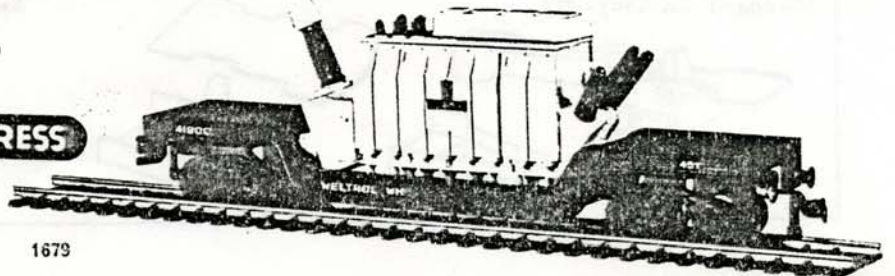
20/182 · Einheits-Personenwagen ·
Modellausführung · Plastikgehäuse ·
Spritzgußchassis · LÜP ca. 13,2 cm



20/93 K · Tiefpladewagen mit rotem Kessel · LÜP ca. 17,2 cm

LÜP = Länge über Puffer

TRIX EXPRESS



STILL MORE ON DUMP WAGONS

The TTR Operating Dump Wagon that has already been delt with several times in this journal seems to be a somewhat special item in that the same model with different fittings was sold in a variety of "nationalities", these being

(a) the "British" TRIX TWIN "Dump Wagon" with and without counter-balance weight,

(b) the "American" ARISTO-CRAFT "Dump Car" (see 'Gazettes' nos. 27 & 28 and the photographs on this page)

(c) the "German" TRIX EXPRESS version advertised in the catalogues from 1954 to 1957 as "Offener Kippwagen" Cat.no. 20/89 .

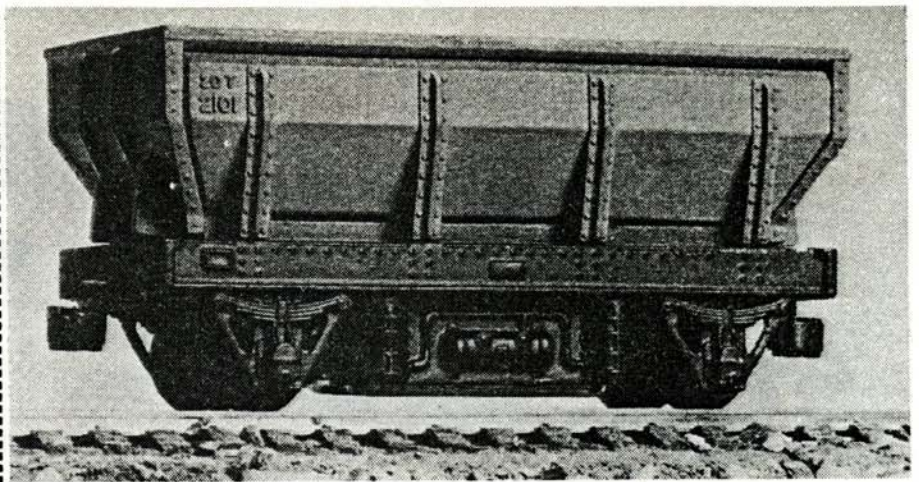
The latter model was fitted with a counter-balance weight and Trix Express couplings specially designed to fit this particular wagon which was still marked "TTR" and "Made in England" on the underside.

While the Weltrols which were also sold in Germany from 1953 to 1961 as "Tief-ladewagen" Cat.nos. 20/93 (without load, black or grey) 20/93 K (with marine Boiler - "Kessel"), 20/93 C (with Siemens Cable Drum) and 20/93 T (with Transformer) incorporated the standard Trix Express die-cast automatic coupling and tinfoil housing, a special coupling with flat arm and loop had to be

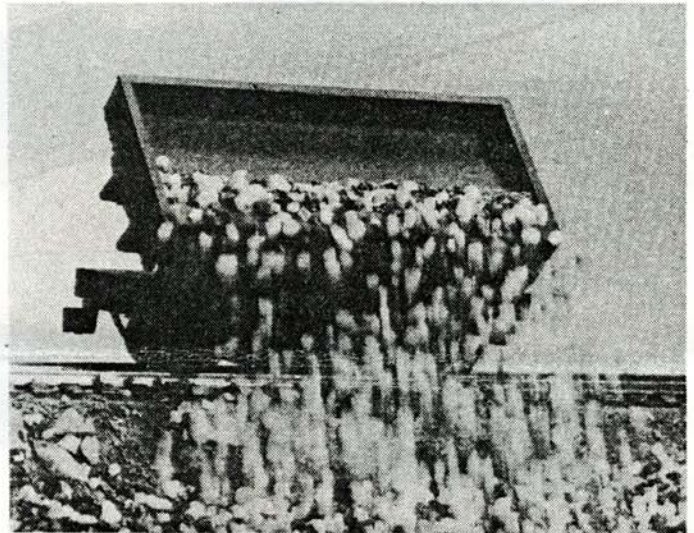
made that would fit into the narrow slit in the buffer beam and accommodate the retaining screw. Also a new type of spring was designed to keep the couplings in line with the centre of the car (see drawings). Besides - it is amazing how many screws and securing pins there had to be fastened by hand just to complete one single model (I have counted 13!).

One wonders why the Dump Car only had such a short production run in Germany. Maybe because it didn't resemble any German prototypes at a time when Trix introduced their series of die-cast Super Scale Wagons (but then again the Deutsche Bundesbahn didn't employ any "Weltrols" either!), or rather because the new Scale Track had superseded the old Bakelite track in 1954 and the magnetic activator-rail (Cat.no. 20/61) was faded out of production, thus spoiling the use of the wagons.

Jan P. Schniebel (TTRCA 168)



Dump car from Aristo-Craft operates by remote control and provides a definite touch of realistic action, as this before-and-after photo sequence shows. By activating a solenoid, the car will dump its load at a pre-designated point. This live action adds a real function to the car by highlighting the purpose it serves. You load the car with ore at one point and dump the ore at another point. The big point to consider is that your cars are doing something purposeful rather than running round and round.

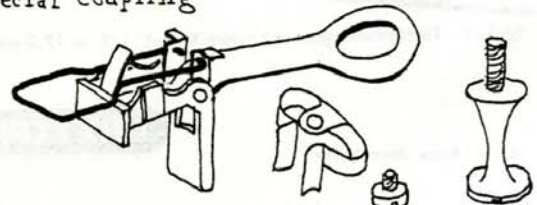


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