

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 Rlways(UK) Ltd.
Hon. Member., Mr J. Catalini, (formerly Development, Design Engineer, Trix Ltd).
The TTRCA is a non-profit making organisation devoted to the collecting and
operating of T.T.R. '00' gauge trains 1935 - 1971.

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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.

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

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EDITORIAL

A very happy 1984 to all our members.

I have literally run out of space in this issue with several articles and
members letters in hand. Due to business pressure at this time of the year,
I have not had time to increase the number of pages, plus the fact that my
typewriter decided not to work any more! However a new machine has now been
acquired so all's well again.

Next issue: April. Copy date for adverts 31st March.

CHANGE OF ADDRESS -

Please note the new address of Dixon Upcott is now -
....., NORTH HARROW,, Tel: 01 -

LETTERS TO THE EDITOR - Continued from page 12.

Those of us in the engineering business can help by keeping our eyes open
for supplies of screws, springs, lamps, etc. Coil winding can be done by hand or
on simple jigs. Certain currently available Trix Express or Fleischmann parts
can be adapted. The greatest difficulty is where quantities are too large for
individual members to meet the demand and yet too small to interest a comm-
ercial supplier. Collector Shoes were easy to take for granted when they cost
2/7d a box, but a blanking and forming tool to produce these would cost
several hundred pounds today. The material and labour costs are relatively
small once the job is tooled up, but to produce these and similar items by
hand for 200 members is tedious and people are reluctant to pay an economic
rate for the time involved.

I would willingly contribute say two or three pounds to a general levy for
such tooling of essential spares and this way the capital could be raised
without denting the general spares fund. The tool cost could be then written
off and the spares could be produced to meet the demand at a nominal cost.
The tools would become the property of the Association.

I should be interested to hear the views of other members.

Martin Drayson, , Rayleigh, Essex.

FOOTNOTE

All members now have the chance to order COLLECTOR SHOES AND WIRE COUPLING
HOOKS. See the Special Order Form for full details which is enclosed with
this "Gazette".

EDITOR.

TRIX TWIN RAILWAY SPARES.

31/12 Loco Buffers 50p per set of 4. 31/27 Carbon Brushes 50p per pair.
81/34 Loco weight springs 30p each. 51/43 Manyways Stn.Plain Filler
Panels 20p pair. 81/3 Nylon reduction gears for 0-4-0 and 4-4-0 locos
£1.30 each. Rail Clamps for Bakelite based track 60p for 25 clamps.
Loco Tender Plugs with leads 50p pair. Coach lighting Plugs with leads
50p pair. Reduction Gear "Screws" specially made 60p post free.
Smoke Deflectors for TTR "Schools" Class locos die-cast (to replace the
plastic versions) specially cast for the Association £1.25 per pair.

Our member Colin Penn can supply the following spare parts:

Hook	suitable for the	TRIX TWIN RAILWAYS CRANE	30p each.
Hook	"	" " Hornby Dublo Breakdown Crane	50p "
Jack	"	" " " " " "	50p "
Side Frame	"	" " " " E.M.U.	50p "
Large Hook	"	" " MECCANO CRANE	50p "
Side Light	"	" " Construction Cars	50p "

Many other spares are available including Dinky, Yesteryear, Lesney,
Scalextric, Tootsietoys, Budgie, Corgi, Minic, Britains, Taylor & Barrett,
John Hill & Co. and Dinky Aircraft.

Send large S.A.E. for full list to Mr C.Penn,

London.

COMPLETE SELL OUT!

Dave Norville informed me that he has sold out of cast couplings.

SPARE PARTS NEWS FROM ALLAN HINCHLIFFE.

TANK WAGON END CAPS.

I have now received another supply of replacement End Caps for Trix Twin
and Trix Express tinsplate Tank wagons. These have been supplied by
Dr. E.McKenzie and manufactured in Australia. They are £1.25 each and
available from Allan Hinchliffe. (Please Note: The Trix Twin Railway
Spares listed at the top of this page are all available from A.Hinchliffe)

TRIX 3-RAIL TRACK.

A number of members have enquired about this excellent 3-rail plastic
based open sleeper track which is made by Trix in Germany and is suitable
for Trix locos and stock with deep flange wheels, an "illustration of the
track appears on page 6 of this "Gazette". Members will find the large
radius curves very useful particularly those who operate "Pacific" locos.
The track is available from Liliput Model Railways (UK)Ltd, 1 Station Yard,
BALA, North Wales., and Burtons Models, 73 Upper Bridge Street, WALSALL.

TRIX TRAINS ON T.V.

The "Blue Peter" T.V. programme showed both TRIX TRAINS and Hornby Dublo
trains on B.B.C. T.V. on the Thursday before Christmas.

"GET-TOGETHERS".

From time to time, one hears members say, why doesn't the Trix Association
have a "Get-Together" in my Area?

It is up to members in their Area to contact each other and see what the
reaction to having a "Get-together" is. If there are only a few members in
your Area perhaps one could be arranged at one of the members homes.

There are a number of members in the Essex Area, Kent Area and also along
the South Coast, Sussex and Hampshire. Contact Allan Hinchliffe if any
assistance or addresses are required.

MORE ON TRIX LOCOS WITH "BRITISH RAILWAYS" LETTERING.

Our member in Canada Mike Joyce has acquired a Trix Twin Railway 4-4-0
Compound loco with "British Railways" lettering on the tender.

He has kindly sent a photo of the loco No.61169 which was purchased in
England in 1950, the lettering is identical to the 0-4-0 Tank loco which
one of our members purchased at Kirton-in-Lindsey. See "Gazette" No.32
page 6.

MEMBERS IN THE NEWS.

Dennis Lovett had an article on the Milton Keynes MRS layout "London
Central" in the October "Railway Modeller".

Peter Corley had an article in the December issue of the new model rail-
way magazine "Practical Model Railways".

Allan Hinchliffe.

APPOINTMENT OF AUSTRALIAN REPRESENTATIVE OF TRIX ASSOCIATION.

The Association is pleased to announce that Mr David Mewse of Harkaway, Australia has accepted our invitation to act as representative to make the Association more widely known and bring members together.

David is a Trix Railway enthusiast of long standing and has brought my attention to an Australian catalogue of 1950 which is not unlike the Trix American Export Catalogue of 1948. He has acquired a number of useful Trix Twin spare parts which he has for sale, contact Allan in Huddersfield for a list enclosing a S.A.E.

LIST OF TRIX LITERATURE.

Our member Dixon Upcott of North Harrow is endeavouring to make a complete list of Trix Literature, such as leaflets, single sheet instructions booklets and catalogues issued by Trix Ltd 1935 - 1972. To help in his research he would like members to forward a list of any literature they may have which has not been listed in previous Association "Gazettes" Nos.20, 23 and 26.

Cover illustration or No.	Colour of paper.	No.of pages.	Printers Code usually on back page.	Year.
A2 loco	Blue/Yellow	24	T14/8/57	1957
Junior Loco	White	Folder	1L1021	?

If members would forward details as above style it would be appreciated.
Note: New Address: Mr D.R.S. Upcott, NORTH HARROW,

Tel:

STOCKSBRIDGE Nr. Sheffield GET-TOGETHER by Allan Hinchliffe.

This was held on December 10th and arranged in place of the Leeds Get-Together by Barrie McKenzie and John Hopkinson. I notified 24 members and it is pleasing to report that 18 Trix members attended at fairly short notice. John Hopkinson and myself put together two large ovals of Trix Bakelite based track for running and display purposes. Dave Norville had his Trix Express German Pacific running and an American loco and freight stock. I had on display a line of Trix Express bogie Tankers, a Liliput Class A4 "Silver Link" loco and BR Blue/Grey Pullman coaches. Yes! we do have 2-rail items on show at "Get-togethers".

I was pleased to welcome Arthur Jones from Thorne, Nr. Doncaster his first visit to one of our "Get-togethers", also Mike Savage, Mike Barritt and Vicky, John White (all from Sheffield). Jules Pidd and Lesley from Yeadon, Arnold Ellyard and his Hornby Dublo friend from Leeds, New member Ron Swire, Ian Paterson Doncaster, John Atkins Market Rassen, and not forgetting the redoubtable Peter Schofield who came down from the foothills. Long distance travellers included Peter Moore (Stroud), Don Crocker (Kidderminster), Keith Hasler (Bridlington), Chris Thornburn (Birmingham).

Thanks go to Franz Nowack for sending certain TTR Spares which arrived in time for members who attended the "Get-together".

Thanks must also go to Barrie McKenzie for putting on the "Get-together" and his wife Doreen who kept members supplied with refreshments.

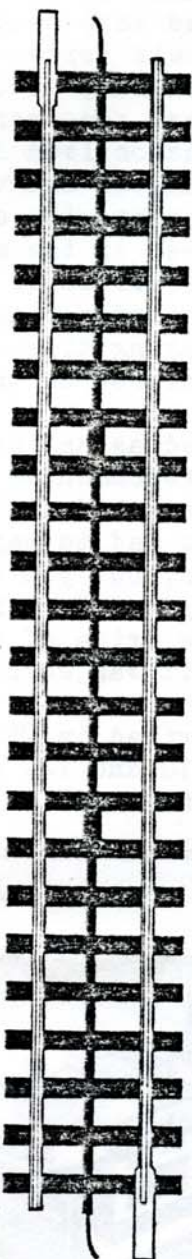
ILLUSTRATIONS IN THIS ISSUE.

Page 5 shows the current TRIX 3-rail track and some of the TRIX diesel locos produced by Trix Mangold.

At the top of page 8 is the Liliput (UK) Class A2 loco "A.H. Peppercorn" referred to by members Gerard Maugin and John Goring in "Gazette" No.33 on page 8. Shown below are the new Minitrix models introduced last year, the Class A4 "Sir Nigel Gresley" in LNER blue, the Class 47 Brush Diesel and a Merry-go-round Hopper wagon reviewed by the "Railway Modeller", also shown is the Class 27 diesel loco, one of the earlier productions of Minitrix. New for 1984 are Tank wagons ESSO and NATIONAL, P.O. wagons named ARNOLD and SCARWOOD (a former local Huddersfield private owner wagon)

Page 6 shows the TRIX Tape Recorder and more on TRIX Card Kits.

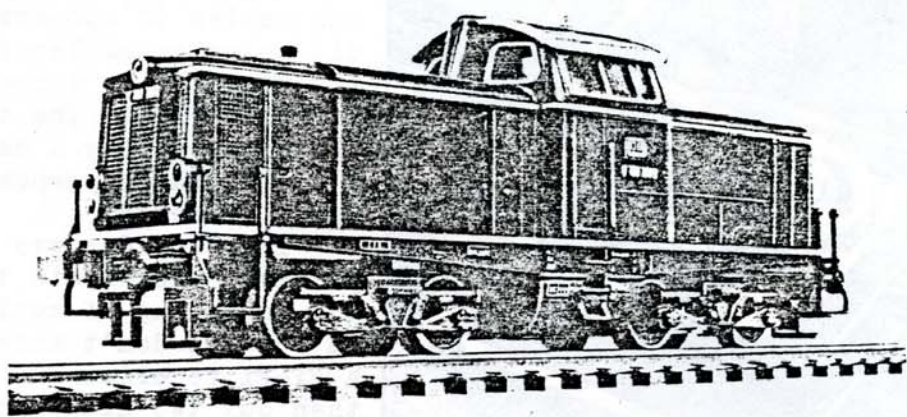
Page 7 shows an article on British Railways livery changes of 1949 which appeared in the TTR Gazette No.1. Page 6 has been put together by member Jan Schniebel and pages 5,7 and 8 by Allan Hinchliffe. Reproduced with acknowledgement to Trix Mangold, Liliput Model Railways(UK)Ltd and the "Railway Modeller".



TRIX TRACK

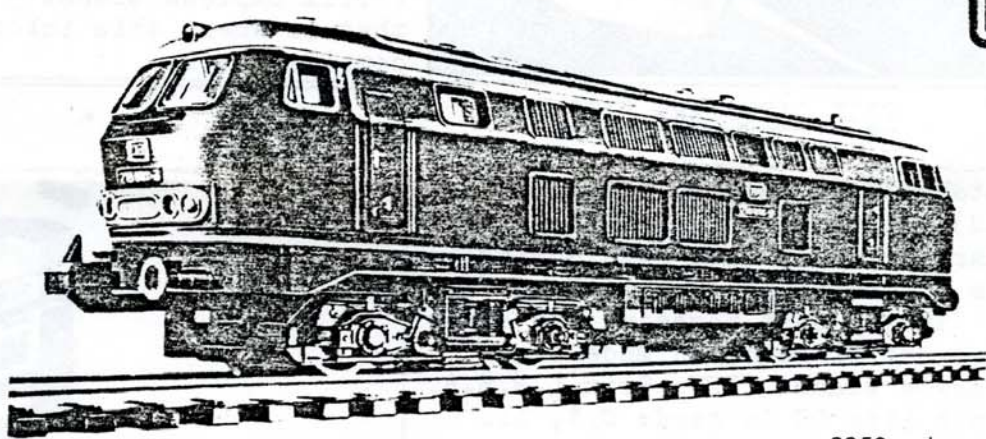
PLASTIC BASE · SOLID NICKEL
SILVER RAIL SECTION

- | | | | |
|------|-----------------------------------|------|------------------------------------|
| 4304 | Straight section 7 1/4" | 4324 | Three-quarter curve, large radius |
| 4305 | Straight section 5 1/4" | 4326 | Quarter curve, large radius |
| 4306 | Straight section 4" | 4352 | 1 LH and 1 RH manual points |
| 4307 | Straight section 3 1/4" | 4362 | 1 LH and 1 RH electric points |
| 4308 | Straight section 2" | 4358 | Diamond crossing |
| 4312 | Full curve, small radius | 4372 | Terminal rail |
| 4314 | Three-quarter curve, small radius | 4382 | Track isolating rail, straight |
| 4316 | Quarter curve, small radius | 4384 | Track isolating rail, small radius |
| 4322 | Full curve, large radius | 4386 | Track isolating rail, large radius |



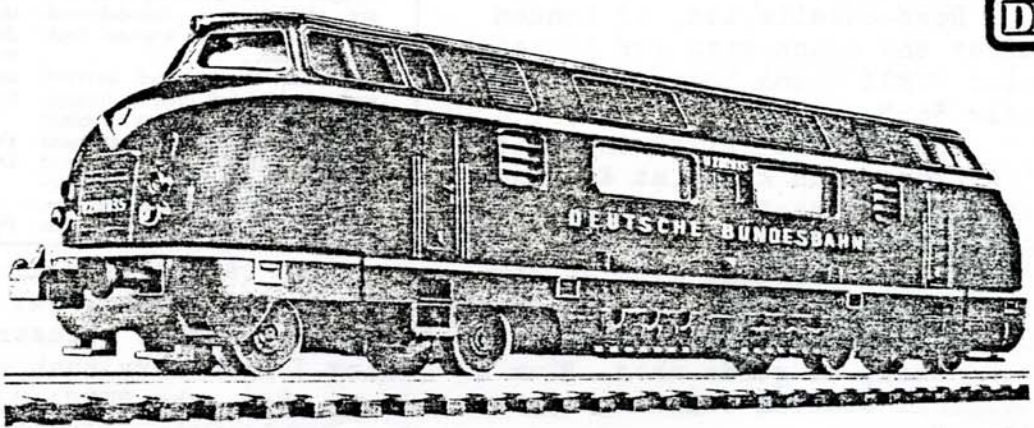
TRIX EXPRESS 53 2267 00 |

MEHRZWECK-DIESELLOKOMOTIVE - V 100 - Je 3 leuchtende Stirn- und Hecklampen. Cellonfenster. Gewicht: 410 g. LÜP: 14,2 cm.



TRIX EXPRESS 53 2259 00 |
TRIX INTERNATIONAL 52 2459 00 |

MEHRZWECK-DIESELLOKOMOTIVE - 218 - Je 3 leuchtende Lampen an beiden Stirnseiten. Beleuchtung wechselt automatisch mit der Fahrtrichtung. Eingesetzte Fenster. Gewicht: 450 g. LÜP: 18,8 cm.



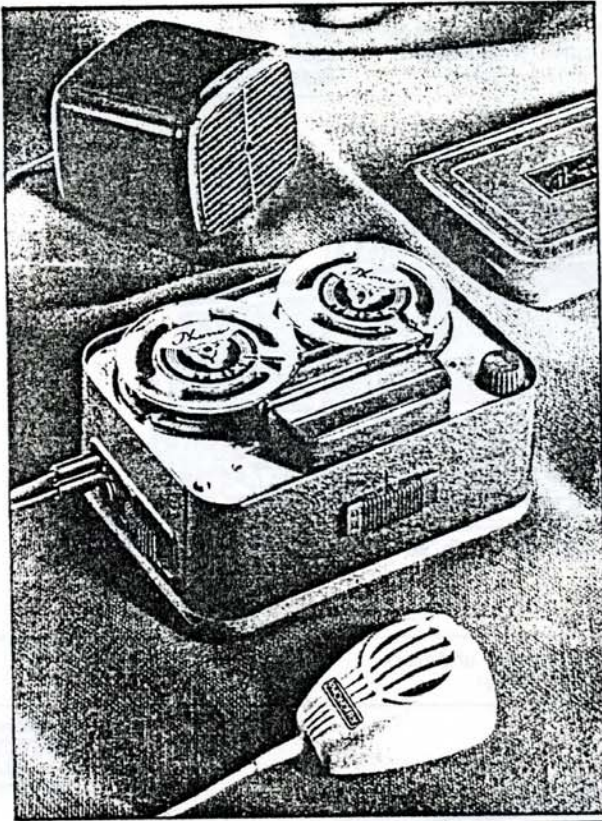
TRIX EXPRESS 53 2260 00 |

SCHWERE DIESELLOKOMOTIVE - V 200 - Je 3 leuchtende Lampen an beiden Stirnseiten. Beleuchtung wechselt automatisch mit der Fahrtrichtung. Cellonfenster. Gewicht: 600 g. LÜP: 21 cm.



Phono TRIX

by Jan P. Schniebel



Another non-railway item (ref. Ian Paterson's request in "Gazette" 27) manufactured by Trix around 1958 was the PHONO-TRIX, a transistorized battery operated tape recorder consisting of the recorder itself (sized 17 x 13 x 9,5 cm), a detachable lid, loud-speaker and microphone. Optional accessories were a mains adapter, an extension lead for the microphone, a telephone adapter and various cables to connect the recorder with a radio or an accumulator. The speed of the motor was variable to compensate the effect of fading batteries. The tape reels had a diameter of 7,5 cm giving a maximum playing time of 2 x 40 minutes, depending of course on the speed selected.

The recorder was advertised as an inexpensive "electronic toy" not recommended for the recording of music, and retailed at DM 150. I don't know what you had to pay for a Hi-Fi recorder in those days, but you could then buy two die-cast Trix Express Pacifics plus a BR 80 tank loco for the price of one "Phono-Trix", so I wonder if it was such a bargain after all.

The "Phono-Trix" was described in TED ("Trix Express Dienst") nos. 10 and 12, and that is where this information actually was compiled from.

TRIX CARDBOARD KITS

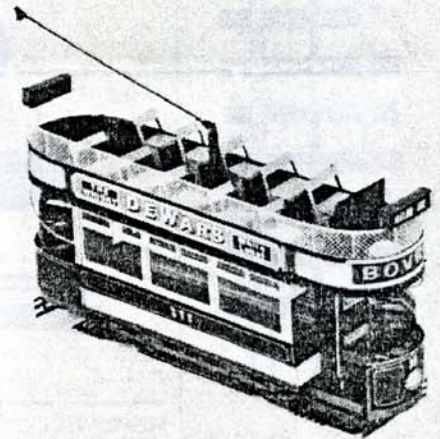
The cut on the right is from the October 1971 Railway Modeller (p. 342), illustrating the Trix cardboard tram kit that John Goring has described in "Gazette" no. 33.

In the same magazine the advertisement of McMillan Models of Glasgow reads: "NEW: Trix L.N.E.R. coach kits OO in card: C.1, All First; C.2, Brake, 3rd; C.3, 1st/3rd Comp. Our Price 35 p plus 5p post, or 3 for £ 1.00 plus 5p post. The Trix "Preston" Tramcar in card, 7 mm. scale. Our Price 70p plus 5p post."

Ross-Shiells Ltd. of London offer the coach kits for 36p each plus "TRIX Coach Bogie kits, per pair 36p".

Chuffs have "fixed the price (for the coach kits) at £ 1 inclusive of K's bogies and MoPoK brass buffers." Additionally, they offer "Trix card building kits at 25p for N gauge and 30p for OO: station, signal box and footbridge, engine shed, or goods shed. Plus a terminal station building 45p & 60p."

Finally, in the "opportunity yours" section a certain Mr. Glover offers "Trix C 15, part assembled, £ 3.50" (whatever that may refer to).



Cardboard cut-out tram

WE have received from Trix a sample of the latest card kit they are marketing—a full-coloured, pre-cut 7mm.-scale 4-wheel Preston tramcar.

The kit is very well devised, and provides full interior fittings, glazed windows and an excellent representation of the upper mesh railings printed on transparent plastic. Assembly is straightforward but, as with kits of this type, one cannot rush this if a first-class

result is wanted. With reasonable care, one can produce a very pleasing static model, but we have no doubt that 7mm.-scale tramway modellers will make good use of this kit, which should be easy to fit on to a working chassis.

**For 7mm. scale
Distributed by British Trix,
Thernglade Ltd., Wrexham,
Denbighshire
Price: 75p**

This is not very much of a profound information, I'm afraid, but it's an excuse for printing another illustration, which is something I like very much about our periodical. To my mind, the TTRCA "Gazette", for an amateur publication, really is profusely illustrated, and I would like to take the opportunity to thank Allan Hinchliffe, Denis Baker and all the others for the reading-pleasure they have been giving me since I became a TTRCA member.

Jan P. Schniebel (TTRCA 168)

BRITISH RAILWAYS COLOURS

A STRIKING ADDITION TO YOUR STOCK

After passing through an experimental phase, when in an effort to ascertain the preferences of the public, locos and passenger stock changed colours with the rapidity of a Chameleon, the British Railway Executive finally settled upon a range of "Standard Liveries" in the Autumn of 1949 which were to designate Locomotives and Rolling Stock of all kinds.

Express Passenger Steam and Electric Locomotives were to be in a light Blue lined Black and White. Selected Express Passenger Steam Locomotives were to be Dark Green lined Black and Orange. Other Passenger and mixed traffic Locomotives (Tender and Tank) and Electric Locomotives not included in the above categories were to be Black, lined Red, Cream and Grey, and Freight Locomotives were to be Black unlined.

As regards Passenger Stock, Main Line Corridor Coaches were to be Crimson Lake with Cream Panels lined Gold and Black. Coaches for local steam hauled trains were to be Crimson Lake lined Gold and Black (without the cream panel) and Multiple Unit Electric Coaches Green, unlined.

There were then numerous provisions for vehicles of other types and for the use of the crest (which the British Railwayman characteristically dubbed "The hungry Lion").

Some time must necessarily lapse before the old familiar colours that distinguished our Railway Companies and Groupings give place to the new order and no owner of Trix locos and coaches of the old colourings need feel that his railway is out of date—particularly if it is designed as a "period piece." Nor need he hesitate to run some of his trains in the old and some in the new livery—or even to mix old and new in the same train as is performed being done on our railways to-day. But since we are nothing if not up to date, our later Trix Trains now appear in a Livery which conforms as faithfully as possible to that laid down for our guidance.

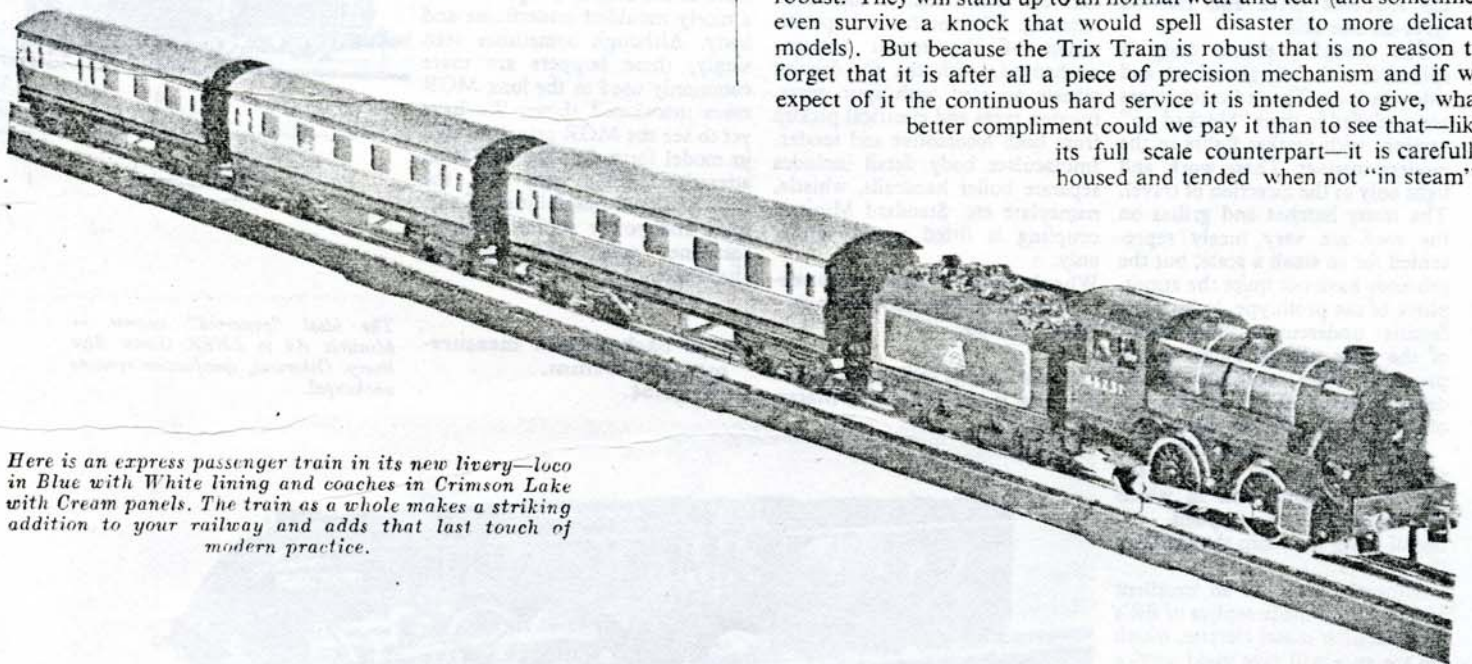
YOUR TRAIN BOX

IS A STORAGE CABINET

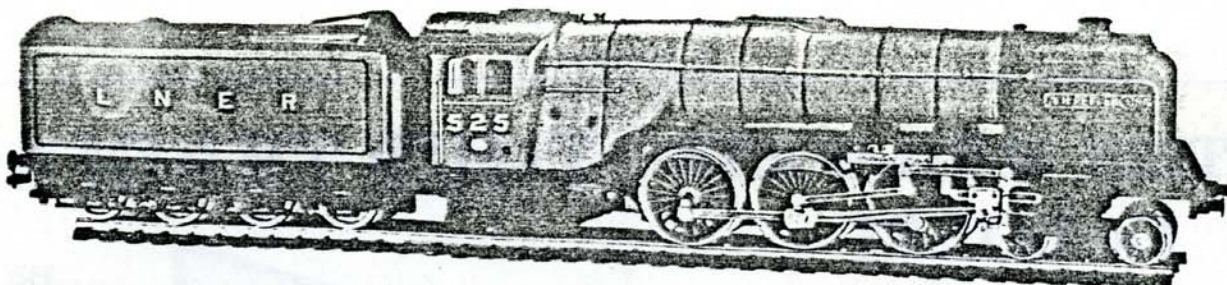


One of the problems always connected with the running of a model railway is that of where to keep the trains in safety away from dust—and meddlesome fingers!—when not in use. This is another problem which we have tackled and solved for you by providing a box that can be kept as a permanent storage cabinet with strong partitions in which the loco, coaches, controllers and other small accessories can be housed. And, since the essence of the Trix System is the "Twins that go together" what more appropriate than that the storage cabinet should also make provisions for the housing of your second train.

We pride ourselves that Trix Locomotives and Coaches are sturdy and robust. They will stand up to all normal wear and tear (and sometimes even survive a knock that would spell disaster to more delicate models). But because the Trix Train is robust that is no reason to forget that it is after all a piece of precision mechanism and if we expect of it the continuous hard service it is intended to give, what better compliment could we pay it than to see that—like its full scale counterpart—it is carefully housed and tended when not "in steam"?



Here is an express passenger train in its new livery—loco in Blue with White lining and coaches in Crimson Lake with Cream panels. The train as a whole makes a striking addition to your railway and adds that last touch of modern practice.



LILIPUT MODEL RAILWAYS (U.K.)

4-6-2 Class A2 loco, A. H. Peppercorn, in L.N.E.R. livery, and tender, turned handrail knobs and silver wire handrails, cab fitted with windows, printed nameplates. Diecast chassis, fully detailed superstructure and all drivers flanged, metal wheels on leading and trailing bogie and turned metal wheels on tender, all wheels plated. Traction tyres, additional weights fitted to loco and tender chassis. Three pole motor with interference suppressors, two axle drive, coupling on tender only. Provision for coupling conversions, two rail, 12 volt D.C., 4 mm. scale.

New from Minitrix

A brand new ready-to-run locomotive for British N scale is always an interesting event, the more so when it is modelled on a popular modern diesel. The Minitrix Class 47 represents No. 47 170 "County of Norfolk", resplendent in the latest BR livery style, with grey roof, all-yellow cabs, black screen surrounds and large logo and numbers.

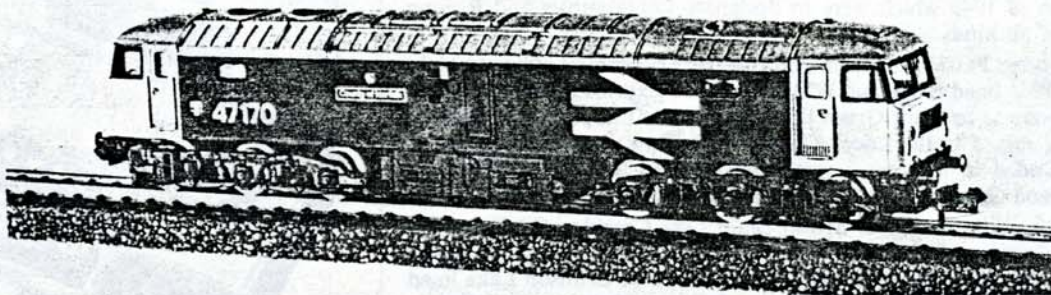
The model is powered by the standard Minitrix 3-pole motor which drives the outer axles of both bogies via "gear towers" on the bogie centre lines. The whole mechanism is enclosed in a substantial metal casting which fills the body and provides useful weight for adhesion. It would appear that the unit is a standard design used for other Minitrix locomotives, as there is electrical provision for working pantographs. Nevertheless, the model is very close to scale for the Class 47, falling short of the exact scale length by only about 2mm. Performance has the quiet and powerful characteristics typical of Minitrix products, helped by electrical pickup from both bogies, the four-axle drive and traction tyres on one axle.

The moulded plastic body is splendid, with fully glazed cab and side windows. The indicator boxes are modelled in their "blocked up" version, with marker lights in the modern manner. These work, and light only in the direction of travel. The many hatches and grilles on the roof are very nicely represented for so small a scale, but the cab ends have not quite the atmosphere of the prototype, lacking the familiar undercut or "lean back" of the nose panels. Painting and printing leave nothing to be desired, and even include the coat of arms above the nameplate.

Wheels and couplings are standard Minitrix, as is the substantial plastic box in which the locomotive is supplied — a useful thing for when the model is "in store".

Altogether, this is an excellent and precision-made replica of BR's most familiar diesel electric, which we are sure will give good service on countless modern N gauge systems.

Wheel back-to-back measurements: 7.391mm-7.439mm.
RRP: £28.95.

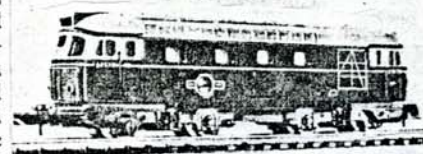
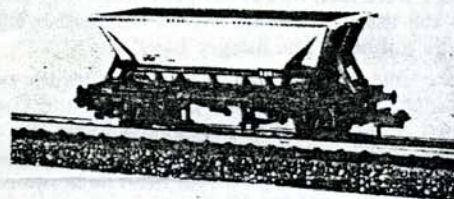


Although the next item from the Minitrix stable is not completely "new", it represents the most shrewd and astute exercise in re-livery that we have seen recently. It is the established model of the Gresley A4 Pacific, now available in blue livery as the preserved No. 4498 "Sir Nigel Gresley". This is an ideal choice for modern image operators who wish to have a steam-outline locomotive, as "Sir Nigel" in preserved form would look quite at home pulling a train of BR coaches in blue and grey livery on a miniature "enthusiasts' special". The "Garter Blue" livery appears to be just the right shade, and contrasts well with the dark red wheel centres and silver lettering. The mechanical specification of the model remains unchanged, with the six driving wheels coupled with spur gears, traction tyres and electrical pickup from both locomotive and tender. Immaculate body detail includes separate boiler handrails, whistle, nameplate etc. Standard Minitrix coupling is fitted to the tender only.

Wheel back-to-back measurements: 7.366mm-7.467mm.
RRP: £32.95.

A new item of rolling stock from Minitrix is the HAA type Merry-

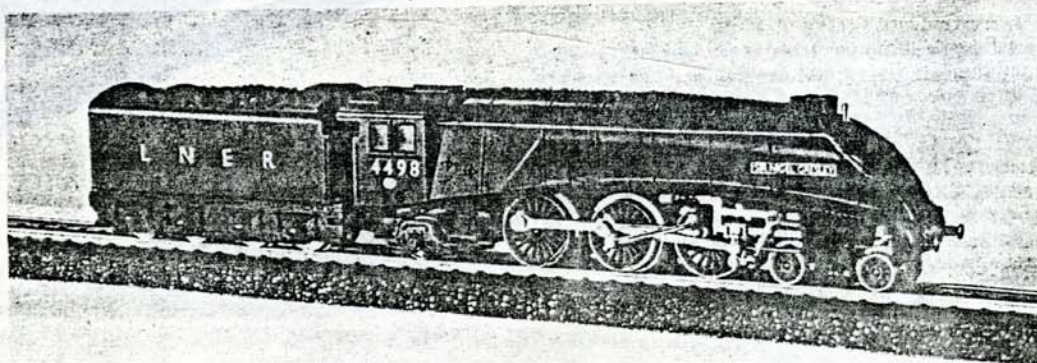
go-round hopper wagon. These vehicles are used on the "non-stop" MGR trains which supply coal-fired power stations with fuel direct from the pits. The model is very finely detailed and incorporates the outside framework of the original, together with a nicely moulded underframe and body. Although sometimes seen singly, these hoppers are more commonly used in the long MGR rakes mentioned above. We have yet to see the MGR principle used in model form, but the idea is an attractive one, with all the constructional possibilities of coal mine and power station. Perhaps someone will take up the challenge!



MINITRIX 51 2940 00

The ideal "preserved" steamer — Minitrix A4 in LNER Garter Blue livery. Otherwise, specification remains unchanged.

Wheel back-to-back measurements: 7.493mm.
RRP: £3.54.



TRIX KITS IN CARDBOARD.

I have examples of 4 ranges:-

- 1.) TRIX 1800 series. My only example is, like John's, the SC1 Preston Tram Car. However, an advert for this range on the back of the Minitrix range (see below), states: TRIX 1800 SERIES '0' Gauge and illustrates SC7 and SC1, so presumably the whole range was 7mm.
- 2.) TRIX TRAINS (Building Kits). Again as John's description, but mine is 00-5 Engine Shed. I think there were earlier numbers and believe that John Atkin had some - I seem to remember seeing a signal box.
- 3.) TRIX TRAINS (Coaches). I have C1 Gresley All 3rd, C2 Brake 3rd and C3 1st/3rd Composite. This carries an identical advertising sheet on the back to that in the Minitrix range (below), showing '00' Gresley coaches, 1800 series and Minitrix buildings. The front cover background is light brown.
- 4.) MINITRIX Similar packing, the cover background on these is green. These are - 'N' SCALE BUILDING KIT - Full Colour - Partly Pre-Cut and Creased. Mine is N3 which contains 'Signal Box and Footbridge'. The back advert sheet shows N3 and also N1 'Station Building'.

I can't tell you much about the contents - I've never opened them!!

See them at Kirton-in-Lindsey at the Event on Saturday 12th May 1984
Folks! Full details to follow in the April issue.
(SALES - S.A.E. for Trix, Tri-ang & H.Dublo to Ian Paterson,
Haxey, Doncaster).

Another letter on Cardboard Kits from Roger Willison:

I was very pleased to read John Goring's article in the Autumn Gazette concerning Trix Kits in Cardboard, as cardboard railway kits in general are a great interest of mine. At the time of first reading the article, I had not managed to acquire the Preston Tram Kit which he mentions but, on the very next day at the Train Collectors' Society "get-together" at Luton, what should come my way but a Trix Preston Tram Kit. Upon inspection of the photos of the rest of the range on the back of this kit, it becomes obvious that at least as far as Nos. SC2 to SC6 are concerned, they are in fact photos of the "Showcase Models" series of cardboard kits produced by Harris Edge Publications Ltd. I cannot verify this fact as far as No. SC7 GWR Pannier Tank is concerned as I have yet to come across an example of this. However "Showcase Models" were produced to a scale of 8mm to 1ft (possibly a vague resemblance to 1800?) and were available from approximately 1968/69 onwards. I do not know when they became part of the Trix range or whether in fact they were ever actually marketed as such.

The 00 gauge Coach Kits were of three types; C1 All 1st, C2 Brake 3rd and C3 1st/3rd Compo. Cardboard bogies are included in the kits but instructions are given for mounting standard Trix bogies (Commonwealth type?). The coaches do not appear to have been part of the "1800 Series" although contemporary with it, as the heading on these kits is simply "Trix Trains 00 Gauge Coaches". The rear sheet of the kits does however advertise the "1800 Series" and shows photos of No. SC7 Pannier Tank and No. SC1 Preston Tram. Also shown is a range of three card kits for use with Minitrix: N1 Station building, N2 Station platform, N3 Signal box and footbridge. More kits to find! Finally I have examples of the building kits to which John refers and details are: 00-1 Station-building only, 00-2 Platform, 00-3 Signal Box and Huts, 00-4 Goods Shed, 00-5 Engine Shed, 00-6 2 platform shelters. I have not found any higher numbers in this series. All the above have a strong GWR flavour and some are, I feel, reminiscent of the current range of Hornby plastic buildings, being based on stone prototypes.

All the above information is based on my own collection and I have yet to see any literature detailing these ranges. Perhaps others can help here.

Roger Willison, Luton, Beds.

SOME 1984 EVENTS, FURTHER DETAILS LATER.

Next Kirton-in-Lindsey "Get-together" May 12th.

"Lightwater Valley" near Ripon North Yorkshire "Get-together"

April.

Hillmorton, Rugby "Get-together"

Sept 9th.

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

WANTED Items of Trix Manyways Stations and Accessories, Southern Elec. 3 coach set No.S375, copies of original TTR Gazettes No.1 Summer 1951, No.3 Christmas 1951 and No.13 of 1955. Contact David Mewse, Harkaway, Victoria 3806, Australia.

FOR EXCHANGE All the early Yesteryear Models for early TRIX 3 rail items, TRIX 0-4-0 American "Switchers" and 0-4-0 Passenger locos and tenders. (Address as above).

WANTED TRIX 4-4-0 BR "SCHOOLS" Class loco and tender in reasonable order, good price offered. Please write to G.L.C.Davis, Brighton

WANTED TRIX TWIN tinsplate S.R. open wagon and S.R. Refrigerator Van. Price and condition to E.Cope, Bradford. Tel

WANTED Original TTR Gazettes No.13 and 14. I have 11 and 12 for exchange. Allan Hinchliffe, Birkby, Huddersfield.

WANTED Signals: Lighted/Bracket/Double/Colour Light; Manyways Loco Shed, Carriage Shed, Water Tower, single platform seat; Engineers coach; Maroon pre-war 4-4-0 Compound; Scale (long) coaches; Pre-war Pullman, LNER B/3rd, 1st, Diner, LMS Diner; post-war LMS 1st, LNER 1st; Short LNER Diner, post-war. Chris Thornburn, Erdington, Birmingham

TRIX LITERATURE WANTED 1.Trix Manyways Station Sets (pre-war booklet), 2.True to Time and Scale (yellow pre-war booklet), 3.TTR Automatic Uncoupling (yellow pre-war booklet), 4.1941 & 1942 Catalogues, 5.Instructions for 2-4-2, 6.Instructions for D.C.Meteor, 7.1959 Catalogue (early type), 8.Trix Release 1965, 9.Instructions for use Editions 5, to 9 & 12 onwards, 10.Permanent Way Manual Editions 5,12,13,15,17,7,9,11.

11.Instruction Leaflets (identified by IL1000 - IL1050) run of 50. IL1002 - 1005, 1011, 1016, 1020, 1025-1029, 1031-1035, 1037-1039,1047-1049.

12.Any literature concerning TRIX PORTABLE, 13.Any literature related to Trix e.g.Model Railway Constructor etc., 14.Laflet 'Showing the Way'.

All the above items required as 'originals' except 11,12 and 13 where photo-copies would be greatly appreciated if originals not available for sale or exchange. I now have a large quantity of Trix literature for sale or exchange. Has anyone got the Questionnaire contained in Pre-war Gazette No.4? If so please contact me.

TRIX ROLLING STOCK WANTED 4-4-0 LNER HUNT (Green), 0-4-0 SR Tank (Black), 1st Class LMS Scale Coach, Meteor Centre Coaches (Red or Blue), Trix Portable, Trix Tabletop, Late Colour Light Signals, Plastic Southern BR Brake Coach, Plastic Inter-City Pullman.

SPARES WANTED B0-B0 Chassis, 4-6-2 Chassis, Southern Electric Body, Britannia Tender Chassis, A.C.Motor Side Frames, Armature for Pacific, Bogie for Plastic Coach.

Dixon Upcott, North Harrow, Tel: ()

FOR SALE 6 Trix Wagons boxed (Plastic Bodies): Brown (with coal); Grey (with coal); Grey,with Tarpaulin; Wagon,covered,red; Wagon,open,with ballast; Covered van, grey. All in v.g. condition c.1960. 0-6-2 BR Tank Loco in green for 2/3 rail operation (D.C.). Offers to Mr R.Bentley, Kidderminster, or to D.Crocker, Greenhill, Kidderminster,

FOR SALE BR Maroon Warship "Champion", BR Green Warship "Sparton" and BR Green Western. All mint un-boxed. Also Blue Farish Merchant Navy or exchange any Green Farish Merchant Navy, Trix Pacific Chassis complete or locos manufactured by Hamblings or Stewart Reidpath.

D.N. Small, Oadby, Leicester.

FOR SALE S.A.E. for list of Trix, H.Dublo, Tri-ang surpluses to Ian Paterson, Haxey, Doncaster

FOR SALE Trix Twin Locos, stock, track, controllers etc.

Pete Hislop, Rugby, Hillmorton, Rugby. S.A.E. for list.

FOR SALE A super "TRIX EXPRESS" HO Set with quite a lot of virtually new 3-rail track including electric Crossover and about 3 sets of points.

Also a new "Old Timer" loco No.2228 and an Electric 'Overhead' loco 2252. Mr R.H. Body, Tel: Eastbourne (evenings). Any reasonable offer considered.

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

FOR SALE Britannia 3-rail boxed £35. American Rolling Stock: Observation Coach, Refrigerator Car, Fruit Car, Texaco Tank, Caboose £2.50 each. British Wagons: BR Open low, Esso (silver), Brake (brown), Cattle (grey), Cattle (brown), Shell (red), Hinchliffes, LMS 3-plank, Charringtons £1 ea. Boogie Wagons: Weltrol, Brick, LMS £1.50 each. Weltrol with Marine Boiler £2. 2 Dump Wagons, Magnetic Rail, Switch and Bag of Coal £8. Transition Rails 2 for £1. Coal Conveyor, (no engine cover, flat top or short belt) £10. Crane on Base £3. Derelict Hut (teak) boxed £12 (what it cost me). Various Manyways Platforms, Spans, Buildings, Clock Towers, Steps. Catalogue 1955 £1. Catalogue 1959 (no cover) £1.50. TV Suppressor £1. Dublo Wagons: 4320 Refrig., 4665 Saxa, 4670 13T Plank(2), 4625 Grain, Tube, 4312 Brake W.R., 4660 Glass, 4630 Cattle, 4655 13T Steel, 4310 Brake (LMR) £15 the lot. Dublo Accessories: Electric signal (home), Electric signal (home bracket), Electric signal (distant bracket), Loading Gauge, Water Crane, Footbridge 5010, Signal Cabin 5080 £20 the lot. Marklin: Ballast wagon (4610), Pulverised Coal (4511), Kibri track operated signals Disc and Semaphore £5 the lot. Tri-ang: R55 American Diesel (boxed), Dummy End, Observation Coach, Vista Dome Coach, American Coach, (all silver), Kiosk R69, Steps R67 £15 the lot. TRIX WANTED: Schools, Princess, Portsmouth EMU, Engineers Coach. Tel: _____ for full details.

S. White, _____, Teddington, Middx.

FOR SALE Ruston 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 £26.00. 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).

TTR GET-TOGETHER IN NORTH LONDON.

The "Get-together" held at the B.R.S.A. (Enfield) Sports Pavilion on the 20th November 1983 attracted no less than 22 members, about a dozen non-members and several members of the model railway section from the B.R.S.A.

The member travelling the farthest distance appeared to be Keith Nichols, it was not challenged at the time by any other members present.

The B.R.S.A. provided a 16ft x 13ft 2-rail layout and Colin Penn had his entire 2-rail fine-scale stock running throughout the afternoon. Dave Best and one or two other members also brought along something to run.

There was no 3-rail layout running, Colins attempts at setting up some track on the day were a bit of a waste of time as there was no 14v A.C. supply to be had. However, the track and buildings made a nice display. Many members brought along a few items to exhibit but most of the activity seemed to be directed at the four excellent trade stands provided by Bill Bourne, Peter Corley, John Matthews and David Osbourne. It would seem that never had so much TTR rolling stock been available at one time for a very long time!, most members adding at least one new item to their collections.

Colin is planning to hold a 2nd event at about the same time this year and would appreciate if any member who has a portable 3-rail layout to bring it along as this will obviously add considerably to the attractions on display. Many thanks to Maureen Penn who provided the refreshments, and also to Peter Watson, John Mc.Govern and Geof who operated the B.R.S.A. layout for most of the day.

KIRTON-IN-LINDSEY EVENT. TTRCA / HRCA / TCS JOINT MEETING.

SATURDAY 12th MAY 1984 11am to 5pm. This will be the 3rd "Event" and the venue is again at Kirton-in-Lindsey, split between the Windmill / Railway Museum and the Town Hall. Once again a selection of Trix, Hornby '0' & '00' and a TCS display, probably of '0' - not Hornby - are already arranged and other items may be added. The usual dealers with their vast range of highly desirable properties are expected to be out in force. Travel details in the April issue. (PS - its not Cup Final Day this year).

Ian Paterson.

THE 11th COLCHESTER SWAP MEET.

This will take place on Sunday 18th March, at the Woods Leisure Centre, Bergholt Road, Colchester, Essex. Doors open at 11a.m. Refreshments and bar facilities available. All TTRCA members most welcome.

Details from Peter G. Corley - Tel: _____

UPMINSTER SWAPMEET.

Association members Bill Bourne and John Goring are organising their second swapmeet at a new venue, the Windmill Halls, St. Marys Lane, Upminster, Essex, on Sunday 26th February 1984. doors opening at 12.30pm.

The halls are a short walk from Upminster rail station (L.T. District Line or B.R. from Fenchurch Street and Barking) and just a short drive from the A13, A127 and M25 roads. There is ample on-site parking and light refreshments will be available. There will be 60+ stalls (a few still to be had at £6 each) and Bill and John promise to bring some Trix for sale! Dublo and 'O' layouts are hoped-for - anyone want to volunteer to put up a small TTR layout? Details from Bill on or John on evenings/weekends only please.

LETTERS TO THE EDITOR.

In reply to John Goring and Gerard Maugin about remarks about the multiple use of parts in the Liliput 2-rail Class A2 A.H. Peppercorn loco (page 8 of the No.33 Gazette). My own view is the "Peppercorn" loco is an excellent looking loco, one of my favourites of the modern British outline locos, it looks right although I admit the powerful Trix motor is a little noisy.

This former Trix loco which was introduced in the late 1960s was far ahead of its time by British Standards, well before any other British manufacturers began to produce locos to this high standard.

Mr Rozsa at Liliput Model Railways does well to keep producing these locos, do believe our member Mr Catalini designed the "Peppercorn" loco, his design work on this loco is a credit to him. I'm sure the majority of members would welcome a new British steam outline loco on a suitable Trix Mangold underframe chassis. An illustration of the "A.H. Peppercorn" loco is on page 8 of this issue. I have enjoyed Gerard Maugin articles on the "European" scene, and the Trix Card Kits by John Goring - more on these on page 6 of this issue.

Allan Hinchliffe.

The problems of providing working layouts at TRIX "Get-togethers" could be reduced if we were to adopt the Modular system, now I know that it would not be easy to set up a system where several Trix members could set up a layout which used modules produced from different sources. Standard dimensions would have to be set, along with a system to join the boards together and also the rail ends. Comments to the Editor please.

Pete Hislop, Hillmorton, Rugby.

As a relatively new member of the Association I would like to take the opportunity of expressing my appreciation of the help and assistance which I have received, and without which my renewed interest in TTR would have been an uphill struggle indeed.

I had the beginnings of a collection stored in the loft from the time it was last used in 1958 and was persuaded to run this at the Festival of Model Railways at the Cliffs Pavilion in Southend-on-Sea in the Autumn of 1982. At that time I had almost decided to sell my Trix and indeed received offers for my Diesel Flyer and one or two other rare items. I then spied a second-hand 0-4-0 tender loco and a rake of blood & custard coaches and began to alter. Another exhibitor and TTRCA member gave me Allan Hinchliffe's address and this proved to be my final undoing.

I recently had the opportunity to acquire some back numbers of the Gazette and this has given me a better insight into the Association than I had before. I probably fall in with the majority of members in that the A.C. Locos and bakelite track have the greatest fascination, being the "original" Trix and that which I owned as a boy. The remote controlled reversing system and twin running were very advanced for their time as was the degree of automation with remote controlled accessories. This is not to say that I dislike the superb scale models which appeared in the final years of the company. I also collect these but they are not so unique in character.

This brings me to the subject of spare parts, especially for the older locos. As time passes what few original spares are left will dry up and we shall be increasingly in the position of the vintage car owner where pattern made spares are essential to avoid a track full of static exhibits.

Continued on page 2 (below Editorial).....

REPLACEMENT COLLECTOR SHOES AND PRE-WAR TYPE WIRE COUPLING HOOKS.

The Association is negotiating the manufacture of these items as a result of frequent requests and recognising that "hand-made" spares are difficult to produce in adequate quantities or to consistent tolerances.

As a non-profit making organisation it is obviously difficult to find the capital sums to pay for tooling and place orders for sufficient quantities to interest potential suppliers. With this in mind it will be realised that a few individuals will have to subsidise the fund from their own pockets until such spares are sold.

The Association has tried to get the lowest possible prices for these parts. The final prices reflect tooling, setting-up charges and the quantity it is reasonable to order, and should be viewed in relation to the value of the items being restored.

Members are therefore asked to complete and return the attached order form + S.A.E. to Allan Hinchliffe as soon as possible so as to get an accurate picture of quantities required and so reduce unnecessary risk to Association funds!

Delivery is expected Spring '84 provided there is sufficient response.

I wish to order:

----- sets of standard collector shoes @ £1.25 per set of 4.

----- packs of 20 wire coupling hooks @ £3.90 per pack.

Signed -----

Address -----

Telephone -----

N.B. Please enclose cheque or P.O. with order. Any money so received will be returned to sender if response is insufficient for manufacturing to proceed. 1

I enclose cheque/P.O. No..... for £.....

BACK NUMBERS OF TTR GAZETTES Nos. 20 and 21.

I have had a quantity of these "Gazettes" re-printed. No.21 contains a list of TTR locos and an article and photos on the Trix Class A4 modern 2-rail locos. The "Gazettes" are 75p each plus large S.A.E. available from A. Hinchliffe, , Birkby, HUDDERSFIELD

Please forward "Gazette" No.20
" " " No.21 for which I enclose.....