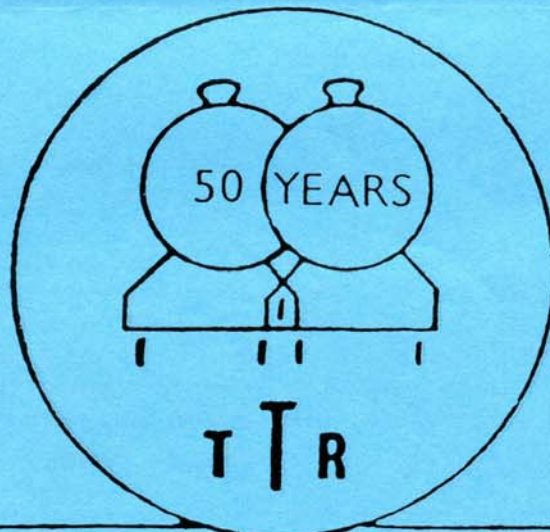
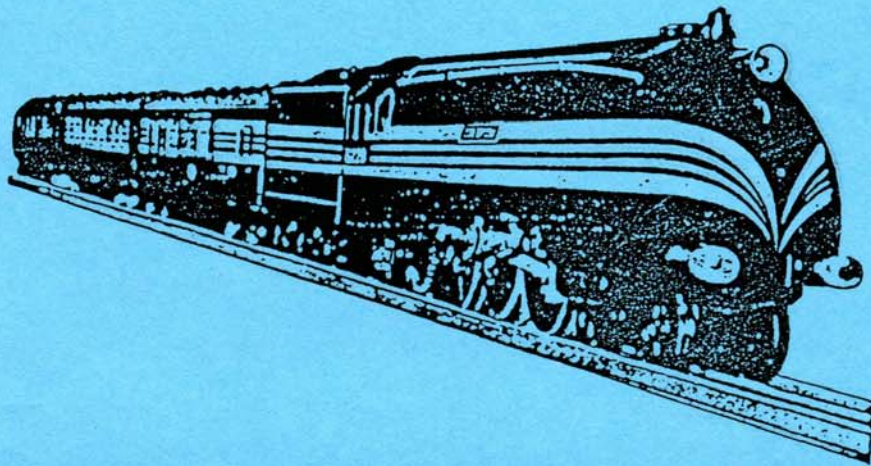


# The TTR Gazette

(No. 41/'85).



**Collectors' Association**

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 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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Treasurer - Allan Hinchliffe, ,Birkby, HUDDERSFIELD. 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.

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

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EDITORIAL

At last, after many setbacks, I have now moved to my new address and as I only moved a couple of weeks ago this has delayed me in the publication of this issue. Also, it has not been possible to produce the list of members' addresses in time for this issue but will do my best to publish a list in the January 1986 Gazette.

All future correspondence to my NEW ADDRESS as follows:-

GILLINGHAM, KENT, .

TELEPHONE: .

Another year has nearly gone and Christmas is only some 8 weeks away, so I would like to wish all our members a very happy Christmas.

Next issue January 1986. Copy date for adverts 31st December.

Denis Baker Editor.

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NEW MODEL RAILWAY EXHIBITION IN BIRMINGHAM, MARCH 1986.

Our Secretary, Stewart Bean has received a letter from TEE Publishing who are organising a major new Model Railway Exhibition next year and they have invited our Association to participate.

The exhibition is The Midlands Festival of Model Railways, The Great Hall, University of Birmingham, Edgbaston, Birmingham, 13th to 16th March 1986. Perhaps some of our members in the Birmingham area may be able to do something and if there are any members who are interested, and can supply a layout of T.T.R., please will they contact Stewart Bean as soon as possible.

The organisers will assist with transport costs and meals will be provided for operators.

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Following my article on loco wheels in the TTR Gazette No.40 I have received two letters from fellow members. Mike Barritt of Sheffield writes that Owen Miniatures 22 Shelley Road, Horsham, W.Sussex can supply loco wheels at 30p each but advises not using the wheels on the driving side of the loco because the white metal is too soft.

The other letter is from Gerald Pollonquer of London who writes that R.A.E. Models 43 Church Street, Weybridge have loco wheels at 70p each but whether the wheels will stand up to constant running is not known. It may be advisable to use the Association Nylon Reduction Gear with the above reasonably priced wheels.

TRIX ASSOCIATION SPARE PARTS available from Allan Hinchliffe:-

Pre-war type Cast Couplings 40 per pkt £4.00 plus S.A.E.

\*Pre-war type Wire Coupling Hooks 20 per pkt £2.40 plus S.A.E.

Nylon Reduction Gears £1.30 plus S.A.E.

Tender Shoes (in stock again) per pair 80p & S.A.E.

Standard Shoes " " " per set of 4 £1.40 plus S.A.E.

NEW SPARE PART.

Tension Springs for pre-war type couplings, these fit along the coupling channel and are suitable for all pre-war chassis trucks, tenders, coaches and even Remote Control points. Price 20p for 5.

\*Note: Wire Coupling Hooks-A new "lower" price has been obtained thanks to the efforts of our member Martin Drayson of Rayleigh, Essex.

OVERHEAD PANTOGRAPHS. by Allan Hinchliffe.

A number of members have asked about Pantographs for the E.M.1. B0-Bo Electric loco.

As original Trix spares are not available I can only suggest using the Lima type which are very similar to the ones used by Trix for the Bo-Bo Electric, they cost approx £4.20 per pair from Lima stockists. Modern type Pantographs for the Trix and Liliput (UK) E3000 Electric locos are available from Liliput (UK) Ltd., Bala, North Wales.

TRIX EISENBAHN POSTER.

The Association have received a quantity of full colour posters from our member Klaus Baetke of Karlsruhe which includes details of the German Railway Anniversary as well as Trix and Minitrix models. These are available from Allan Hinchliffe by sending 33p.

FRENCH CONNECTION.

Our member Gerard Maugin of Paris visited various members during August while staying at Nottingham.

NEW TRIX CATALOGUES.

The following Trix catalogues have been donated to the Association by one of our leading members, they are all in "as new" condition; Jan 1964, 1967/8, 1970/1 price £2.50 each includes postage from Allan Hinchliffe. Overseas members please note: I have kept some copies on one side so you don't miss-out due to the time factor with the post.

TRIX TWIN Indicating lighted check switches, No.439

As only a few are available please phone Allan.

All publications and spare parts shown in Gazette 39/40 are still available.

ADVERTS ARE FREE from Members.

The 0-4-0 LMS Maroon tender loco which was sold in the last "Gazette"- our member had Twenty replies. If you have un-wanted items just send your advert to our Editor.

TRIX ASSOCIATION TIES.

Our attractive Association Ties are now available again with TTR Motif, price £3.30 including postage from Allan Hinchliffe.

The Association are grateful for the donations, Gazette back numbers and model railway items which have been donated for Association funds from Alan Markham (Canada), Anthony Eastwood (Ware), Denis Baker (Gillingham), Michael Catalini (Kirby Muxloe), David Salisbury (Sidmouth), Eric Cope (Bradford), Dixon Upcott (North Harrow) and J.W.Warren (Oxford)

TRIX Pre-war Coupling Striker Stirrups.

A few of our members have asked if it would be possible to have a quantity of the tinplate Stirrups made for use with the pre-war Automatic Uncoupling. Does any member know of a suitable firm able to supply at a reasonable price?

The 5th Annual Day at Hillmorton attracted over 40 members plus many visitors who were impressed by the working layouts which were provided by Brian Arnold and his son Martin who operated Trix on the fibre based track.

Martin Drayson and Penny brought along their permanent based layout from Rayleigh in Essex, Martin operates his Trix Twin Railway on the Bakelite based track but also has an outer circle of modern 2-rail track which enables him to operate the Trix 2-rail Trix International and Liliput locos and stock which pleased our 2-rail enthusiast Dave Best and Kim from Woolwich.

Peter Moore (Stroud) and Dave Berry (Bristol) had a large layout and were seen operating various locos and stock including a Diesel Flyer 2 coach unit. New member David Starkey (Rugby) had a "Princess" running and a Distler American outline tinplate loco and with various tinplate Box Cars on show.

Chris Thornburn from Birmingham had various Trix Twin parts on show, which showed the enormous range Trix had to make from locos, rolling stock and bogies. Michael Catalini was most interested in this, Michael was later in the afternoon presented with a Trix fireman's Shovel by our 2-rail enthusiast Dave Best from Woolwich.

Dave Johnson had all manner of Trix for sale, other members who had tables included John Ridley, Dave Best, John Matthews, Ian Paterson, John Atkin and Dixon Upcott.

Stewart Bean had a Gauge One wooden goods building for sale which had TWINING adverts on each end. Some of the items sold included a BR "Scotsman", Southern Railway 0-4-0 Goods tender loco, a LNER pre-war TWIN set and a Blue "Meteor" unit. Plenty of members purchased Spare Parts from the Spare Parts table run by Allan Hinchliffe.

We were pleased to welcome our Dutch member Coert van Dyk and his wife Kathelyne who were on holiday, they like the British Isles apart from the weather.

A number of "Railway Modeller" readers came along and were impressed with the layouts of Trix which they saw operating, in fact as a result a number of them have joined the Association. Thanks must go to Pete Hislop who organised "Hillmorton" assisted by Brian Arnold and his son Martin, David Wright, Pete Gowan, Lisa and Sue Gowan.

Refreshments were made and provided by Julie Hislop, many members took advantage of the tea and cakes which were available most of the day. Some of the members who attended included John Betts (Kettering), Robin Penfold (Royston), Brian Groom (Polegate, Sussex), Colin Gillies (Leamington Spa), David Evans (Sutton Coldfield), David Holt (Wolverhampton), Steve White (Teddington), Adrian Cassidy (Twickenham), John Ridley (Rugby), Stan Anderson (Peterborough), Rob Hayes (Castle Bromwich), Martin Preston (Coventry), Jules Pidd and Lesley (Yeadon), Dave Best and Kim (Woolwich), John Matthews (Alford).

TTRCA GAZETTE BACK NUMBERS.

Photocopies of all issues are available (except Nos 6-9 which have been reprinted: 45p each plus post from Allan Hinchliffe). Prices include postage and 25p per copy to Association funds:- 1,2, (55p); 3 (60p), 4 (55p), 5 (60p) 10,11, (50p), 12,13 (55p), 14 (60p), 15,16,17 (55p), 18 (65p), 19 (50p), 20 (55p), 21 (lists all AC locos, 75p) 22 (corrections to list and numbers applied, 65p), 23,24 (55p), 25,26,27 (60p), 28 (65p), 29,30 (60p), 31 (70p), 32 (65p), 33 (60p), 34 (65p), 35 (60p), 36 (75p), 37 (60p) 38 (70p), 39,40 (65p). All prices quoted are of course per copy.

Photocopying is "to order", and not ex stock, so please send requirements plus remittance (payable to A.H.Cassidy by 15th November. Delivery time will depend on overall demand; I will not cash cheques until copies are despatched. Instructions and price lists available will be listed in next Gazette.

Adrian Cassidy,

Twickenham,

TRIX RAILWAYS AT BRADFORD.

The Association hope to have a selection of Trix Railways on show at the Model Railway and Transport Show to be held at the Wool Exchange, Market Street, Bradford on Sat. 30th November and Sunday 1st December.

The Association would like to thank Charles Piper (Bournemouth), Tony Thrasher (Ruislip), Mike Joyce (Queensland), Don Crocker (Kidderminster) and Wilf Register (Sherringham) who have sent in items from "Model Railway News" and "Railway Modeller" for the illustrations which have been prepared by Allan Hinchliffe.

BOOKS CONTAINING ARTICLES ON TRIX RAILWAYS

by Allan Hinchliffe.

In response to various members enquiries about publications with articles on Trix Railways I have put together a list of books that I know of, some of the Author names will be familiar to our members. Should any reader be able to add to the list I will be pleased to hear from them.

Most of the older books are long since out of print but certain books can be ordered through your local library or reference library.

PUBLICATIONS CONTAINING ARTICLES ON TRIX TWIN RAILWAY

"Indoor Model Railways"	E.W. Twining	1937
"Scale Railway Modelling Today"	Edward Beal	1939
"The Model Railway Handbook"	W.J.Bassett-Lowke	1948
"New Developments in Railway Modelling"	Edward Beal	1950
"OO gauge Miniature Railway Handbook & Guide"	G.H. Lake	1952
"The Scottie Book of Model Railways"	Gerald Pollinger	1957
"Layout Plans for Trix Trains"	S.N. Beattie	1960
"Model Railways as a Pastime"	Gerald Pollinger	1959
"Older Locomotives"	P.G. Gomm	1970
"Recent Locomotives"	P.E. Randall	1970
"Model Trains"	Uberto Tosco	1970
"The Model Railway Handbook"	Taylor & McKenna	1954
"The Bradshaw Model Railway Cat"	R.G. Bradshaw	1954
"Clockwork Steam & Electric"	Gustav Reder	1972
"A Century of Model Trains"	A.L. Levy	1974
"Auto-Electric Model Railway"	Duncan Stubbs	1938
"The Model Railway Encyclopaedia"	E.F. Carter	1956
"The Boys Book of Model Railways"	E.F. Carter	1958
"Your Book of Model Railways"	Kenneth Gee	1963
"The World of Model Trains"	Guy R. Williams	1970
"Collectors Guide to Model Railways"	J. Joyce	1977

MONTHLY MAGAZINES CONTAINING ARTICLES ON TRIX TWIN.

"Model Railway News"	Various issues.
"Model Railway Constructor"	" "
"Railway Modeller"	" "
"Modellers World"	" "
"H.R.C.A. Journal"	Sept. 1972 Issue.
"History of Model & Miniature Railways"	Parts 1,3,5,7 & 10.

LETTERS TO THE EDITOR.

In response to Alan Hinchliffe's plea for members views on the suggestion of a yearly subscription of £5 to TTRCA, may I say that I for one would be willing to pay that amount. I have benefited from the items already available to members through the T.T.R Spares Lists and have enjoyed seeing otherwise immobile locos run again. If more spares could become available through an increase in the subscription and so refurbish further damaged Trix items then that is surely money well spent. Perhaps too I could take this opportunity of saying how much I enjoy reading the TTRCA Gazette each quarter and to say thank you to our Editor and the various contributors for making the collecting of Trix items more enjoyable and interesting.

Alan Cliff, Wrexham.

With reference to the suggestion in the summer issue of the Gazette that we should adopt a £5 a year membership fee I think it is an excellent one and worth every penny.

Is there any possibility that the pages of the Gazette could be opened to reputable trade advertisers with TTR items for sale as a way of generating some additional income?

Incidentally is there any progress to report on the publication of a book in conjunction with Cavendish Books mentioned in Gazette No.35 Spring 1984? I would certainly be willing to make items from my collection available for photography or indeed could supply 35mm transparencies or negatives/prints at my own expense.

Thank you for an excellent journal.

Mike Cook, High Wycombe.

I feel that W.Thompson's "heresy" may be forgiven; after all, we must satisfy the children (not to speak of the ladies!)

I am a true "heretic" in that I have always collected trains of various makes and operating on various systems. I began with 2-rail, and Trix Twin only came in a few years later when it had just gone out of production. I have acquired A.C.items

LETTERS TO THE EDITOR - continued.

only recently and haven't the control equipment to Twin them. I have never possessed any TRIX D.C. control equipment and have always used Hammant and Morgan controllers with cut-outs, as with Tri-ang, etc. Thus I run 2-rail and 3-rail equally on Trix fibre based track.

Mr Thompson's junior partners might benefit from the following information on twinning of D.C.locos, Trix 3-rail and 'other brand' 2-rail.

Two controllers must be used and must be in phase - two 2-rail locos should run round a loop of track in the same direction when the both controllers are turned in the same direction. I find it simple to make this the direction of travel. Make sure you have the output terminals wired red and blue accordingly. Now wire your 3-rail track - inner rail blue, centre green, outer red. At the outer ends of the wires fix crocodile clips to attach to the controllers. Locos may then be twinned as follows:  
Two Trix 3-rail locos.

Blue wire to red of controller 1. Red wire to red of controller 2. Green wire to blue of both controllers. Controllers will need to be turned in the opposite direction to the direction of travel.  
3-rail loco on blue and green with 2-rail. (e.g. Lima 2-6-2T Pug, Hornby 2-6-4T. Others may be found, but old Tri-angs use too much power). Red wire to red of controller 1. Green wire to red of controller 2. Blue wire to blue of both controllers.  
3-rail loco on red and green with 2-rail. Blue wire to red of controller 1. Green wire to red of controller 2. Red wire to blue of both controllers.

I hope this will prompt further experimentation. And now, a question. Is it SAFE to twin an A.C. loco with a D.C. loco?

A. Lewis. (No.306).

ADVERTISEMENT S

FOR SALE: Trix 14v.A.C. B.R.green Hunt in original box marked LNER £25 plus postage.  
Trix 12v.D.C. Blue Meteor Set without box £22 plus postage.

The Rev. Alan Cliff, WREXHAM, Clwyd, Phone: Wrexham

New List available of surplus items, Trix, but also other OO and O. S.A.E. to Ian Paterson, Scunthorpe, S.Humberside,

FOR SALE: Post-War TRIX TWIN LOCOS in working order-  
1/520 Green 46258 £10 Gd.cond.paintwise.,  
2/536 Black 41128 £15 " " "  
4/536 Green 46250 £12 Fair " "  
1/515 Black 781 £10 Gd. " "  
9/520 Black 4826 £15 " " "  
4/525 Black (LNER) 3451 £10 Fair cond. paintwise.  
20/54 Black BODY ONLY £5 Good " (1 step missing)  
6 volt chassis and motor only Gd. " motor.

OTHER T.T.R. LOCOS:-

Item 1. 4-4-0 Compound BR Black A.C. 41135 Fair (1 lamp missing) £12. Item 2. 0-4-0 Tender loco LNER lined black 2394 Good, pre-war £12. Item 3. 0-4-0 Tank loco LNER lined black 2901 Good, pre-war, (transfers faded) £10. Item 4. 0-4-0 Tender loco LNER unlined black 5124 Good, 1951 £10. Item 5. 0-4-0 Tank loco BR lined black 63 Fair, 1950 £6. Item 6. 0-4-0 Tank loco BR unlined black 63 Good, but converted to D.C. £6. Item 7. 2-coach "Diesel Flyer" Red/Cream, black wheels, Good, 1953 £30. Item 8. Three black "Weltrol" bogie wagons £2 each.

ROLLING STOCK (some roofs are repainted) All TRIX:-  
1 666 mint boxed £3, 2 Sub.Maroon £3 each (good),  
1 2/587 Fair £5 pre-war couplings, repainted roof,  
2 2/570 Good £5 each as above, 1 2/560 LMS as above,  
1 4/560 Good LNER £5 as above, 2 4/580 LNER Good £5 each, 1 1/570 Good LNER £5 as above, 3 2/650 £3 each,  
2 4/650 Good £3 each, 1 627 £3, 1 643 pre-war Tank £5, 1 643 pre-war Tank (but post-war Top) £5, 640 as last item £5, 1 609 £3 NE wagon, 1 632 £3, 1 632 £2, 1 1/560 £4 (M.B.), 1 1/580 £4 mint, 2 606 Fair £2 ea, 1 600 £2 (cadet), 1 608 Good LMS Loco wagon £5, 1 651 Good £3 die-cast u/f, Brown, 1 683 mint £5 No. TT94621, 1 685 mint £5 No. TT39624, 1 686 Good £4 No. TT23465, 1 689 mint boxed £5,

Please give at least one alternative. All will be sent airmail, which should mean two weeks after I receive your letter. Money refunded if not satisfied and goods returned by airmail. POSTAGE: Up to three wagons Post Free. More than three postage £1. Three coaches postage £1. Locos postage £1 each.  
M. Joyce, LOGANHOLME, 4129 QUEENSLAND, AUSTRALIA.

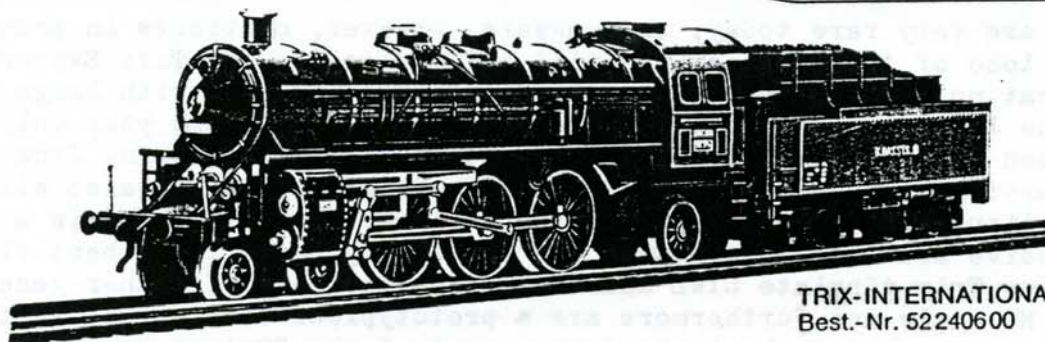
"ATTENTION COLLECTORS! This TRIX INTERNATIONAL model (2-rail) has been made in a very small number, so ask your retailer soon for this loco!" That's how Trix Mangold advertised their model of the S 3/6 Pacific express locomotive "in authentic green livery and lettering" of the Royal Bavarian State Railway in November 1971 (see advertisement below). The model was first shown at the 1961 Nürnberg Toy Fair for the Trix Express 3-rail system in the guise of the Class 18 express locomotive of the Deutsche Bundesbahn with black die-cast body and tender, red wheels and buffer beams, red line on running board and bottom of cab, silver boiler bands and red tender chassis and bogies (cat.no.2207). It was the only HO model of a steam locomotive announced at the toy fair that year, a well detailed and powerful engine enthusiastically received by both public and model railway press ("a modeller's dream come true") who later recommended it as a prototypical motive power for the Liliput "Rheingold" coaches when these were introduced in 1971. As a result of the short-lived liaison between Trix Mangold and the Italian maker Rivarossi, the latter firm issued the loco as a kit for 2-rail running in their "Tren Hobby" series in 1963. In 1964 Trix introduced their own 2-rail "International" system, the catalogue no. for the black 2-rail Class 18 was 2407. The loco was also shown on page 11 of the 1964 British Trix catalogue (cat.no.1138 for the 3-rail version, 1148 for 2-rail) which, incidentally, was a hairraising conglomerate of British Trix, Trix Express and International, Liliput (Austria), Mehanotehnika, Kibri and Wiad items. 1971 saw the introduction of the final versions of the model, namely the "original" Bavarian S 3/6 in green livery with golden lettering and lining but without smoke deflectors, and the French SNCF Class 231A in grey (see part 3 of Gérard Maugin's article "25 Collectable French Prototypes in OO-HO" in "Gazette" no.32 p.5). Both models were only sold for two years (1971/72) and available as 3- and 2-rail versions (cat.nos.: S 3/6: 2206 & 2406; 231A: 2205 & 2405). In 1973 it was announced that "some models which do no longer conform with today's standards will be withdrawn from both the Express and International ranges". The S 3/6 was finally deleted and never reappeared again.

The prototype S 3/6 was built by Maffei for the Royal Bavarian State Railway and is considered by many people to be the most handsome German express locomotive ever made. The initial batch of 71 locos, built between 1908 and 1918, had 1,870mm dri-

## Achtung Sammler!

Dieses TRIX-INTERNATIONAL-Modell (2 Leiter) wurde in einer sehr kleinen Anzahl hergestellt, fragen Sie darum recht bald Ihren Fachhändler nach dieser Lok!

# TRIX



TRIX-INTERNATIONAL (2-Leiter)  
Best.-Nr. 52240600

## S 3/6 der Königlich Bayerischen Staatsbahn

in originalgetreuer grüner Farbgebung und Beschriftung

Plastik-Haftreifen, Perma-Motor, Stirnzahnrad-Schneckengetriebe. Gehäuse und Chassis aus Metall-Druckguß. Heusinger Steuerung.  
2 beleuchtete Stirnlampen. Tender mit automatischer Kupplung und 2 beleuchteten Hecklampen. Länge über Puffer ca. 28,7 cm (Maßstab 1:87).

Ihr Fachhändler hält außerdem noch folgende TRIX-INTERNATIONAL-Modelle (2-Leiter) bereit:  
BR 18<sup>6</sup> Best.-Nr. 52240700  
Französische 231 A (ex S 3/6) Best.-Nr. 52240500

## TRIX

TRIX-Mangold GmbH & Co.  
D 8500 Nürnberg, Kreulstraße 40

(The Trix Bavarian Pacific contd.)

ving wheels and a characteristic "wind cutting" cab front. The classification "S 3/6" stood for:

S = Schnellzuglokomotive (express locomotive);

3 = three driven axles;

6 = six axles in all.

Under Deutsche Reichsbahn ownership the locos were reclassified Class 18.

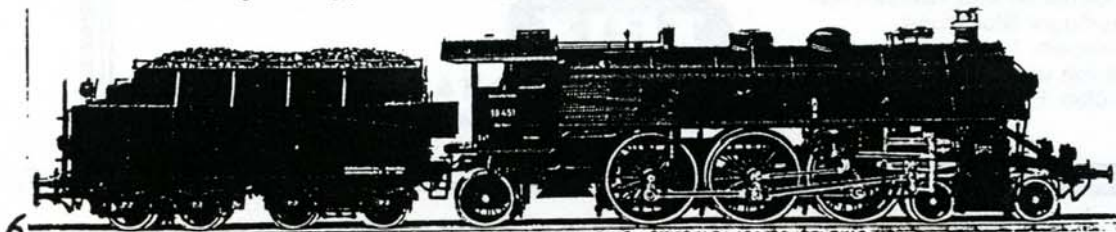
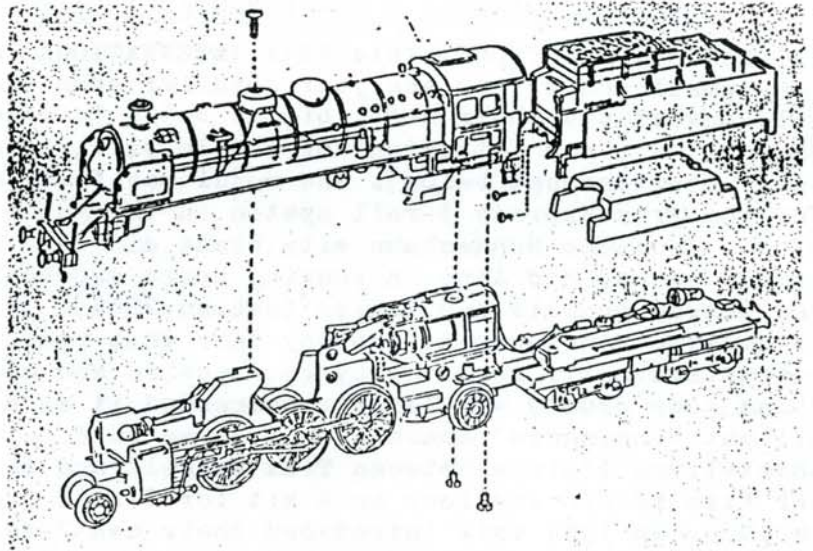
A second batch of 30 locos was built from 1923 to 1930 with plain cab front. A variation within the class were 18 locos built in 1912/1913 with larger driving wheels of 2,000mm diameter which, in model form, was introduced by Liliput in 1979 in a variety of liveries and

with an incredible wealth of detail for a proprietary model. From 1953, 30 locos were rebuilt by the Deutsche Bundesbahn with new boilers, fire boxes and cabs, and it was this rebuilt version that Trix ("always up-to-date") chose as a prototype for their model.

The Trix model, in fact, was not an actual HO scale model but a compromise design, as the body was made to fit the chassis of the already existing Class 01 Standard Pacific loco (introduced in 1958). In real life, the 01 was substantially longer than the S 3/6 (23,940mm against 22,862mm, including tenders), so to fit the chassis and retain the proportions of the original, the loco and tender had to be made to grossly overscale dimensions, resulting in a model that was actually 7mm longer (!) than that of the 01. Roughly calculated, the 01 worked out to be made to a scale ratio of 1:86 (3.5 mm) against 1:80 (3.8 mm) for the S 3/6. In a decade of overscale die-cast locos and underscale tinsplate coaches, the difference didn't matter at all, but later the discrepancies became more apparent and sales slowed down. In 1972 Märklin introduced their HO scale model of a Class 18 loco in original condition for their 3-rail AC and 2-rail DC (HAMO) systems (from 1974 also available as an S 3/6 in green livery) and that sounded the death knell for the Trix version. To clear the factory from remaining stocks, Trix (in a similar way to Meccano's efforts to sell their surplus "Duchess" models as "Canadian Pacific" ones 20 years earlier) offered reliveried "Bavarian" and "French" versions which were highly improbable as the rebuilds of the 50ies, of course, never had carried these colours in real life, but they created instant collectors' items.

The Trix models are very rare today, the chassis, however, continues in production as the Class 01 loco of 1958 vintage is still being made for the Trix Express 3-rail system (cat.no. 2204 with small smoke deflectors and 2222 with large smoke deflectors of the Deutsche Reichsbahn, introduced in 1972 and that year only also available in green and grey liveries). I was quite surprised to learn, from Gérard Maugins article in "Gazette" no.33, that the same chassis is also still being used by Liliput U.K. for their "Peppercorn" loco. The Trix S 3/6 is a beautiful and impressive model to have and to run and for my taste looks best with a rake of early blue Trix tinsplate CIWL coaches which, too, are of rather generous proportions for HO scale and furthermore are a prototypical complement, as this type of locomotive was used to haul the German part of the "Orient Express" trains.

With acknowledgements to "Miniaturbahnen" (MIBA) magazine who dedicate two complete issues each year to Nürnberg Toy Fair reports, which was an invaluable aid to confirm the above dates, and to Klaus Bäurich of "Modellbahnkiste", my Friendly Local Model Railway Shop, who helped me along with background details.



Liliput-S 3/6

During 1983 I decided that I could ill afford to present such an amateur layout again, should I even be invited to do so, and in any case I lacked a decent layout at home to run my growing collection.

If anyone wants to build a proper baseboard I would recommend the Railway Modeller "Shows You How" booklet No.2 by C.J. Freezer entitled "Building the Baseboard" -- price 15p. I did not have the benefit of this publication at the time, so I had to make do with the photographs of the "Manyways" table tops in my 1956 TTR Year Book.

I bought an 8' X 4' sheet of chipboard and cut it into 3 pieces of 2'8" X 4'. This was because British Leyland had anticipated my needs when designing their Marina Estate car and arranged that 3 such boards would stack on the rear platform with the rear seat back folded down.

I screwed aborder of 2" X 1" framing with a cross-brace under each piece to form a sort of upside-down tea tray, and drilled  $\frac{1}{4}$ " holes in the sides which were to be abutted. Simple trestles were also made with 2" X 1" timber, diagonally braced and hinged at the top. These were arranged to open to about 30° by means of a piece of nylon cord tied across the bottom. This can be adjusted to vary the height of the table slightly. 2', 11" was the height eventually chosen, being the same as our kitchen worktops; a good working and viewing height for adults, with only small children needing a lift occasionally.

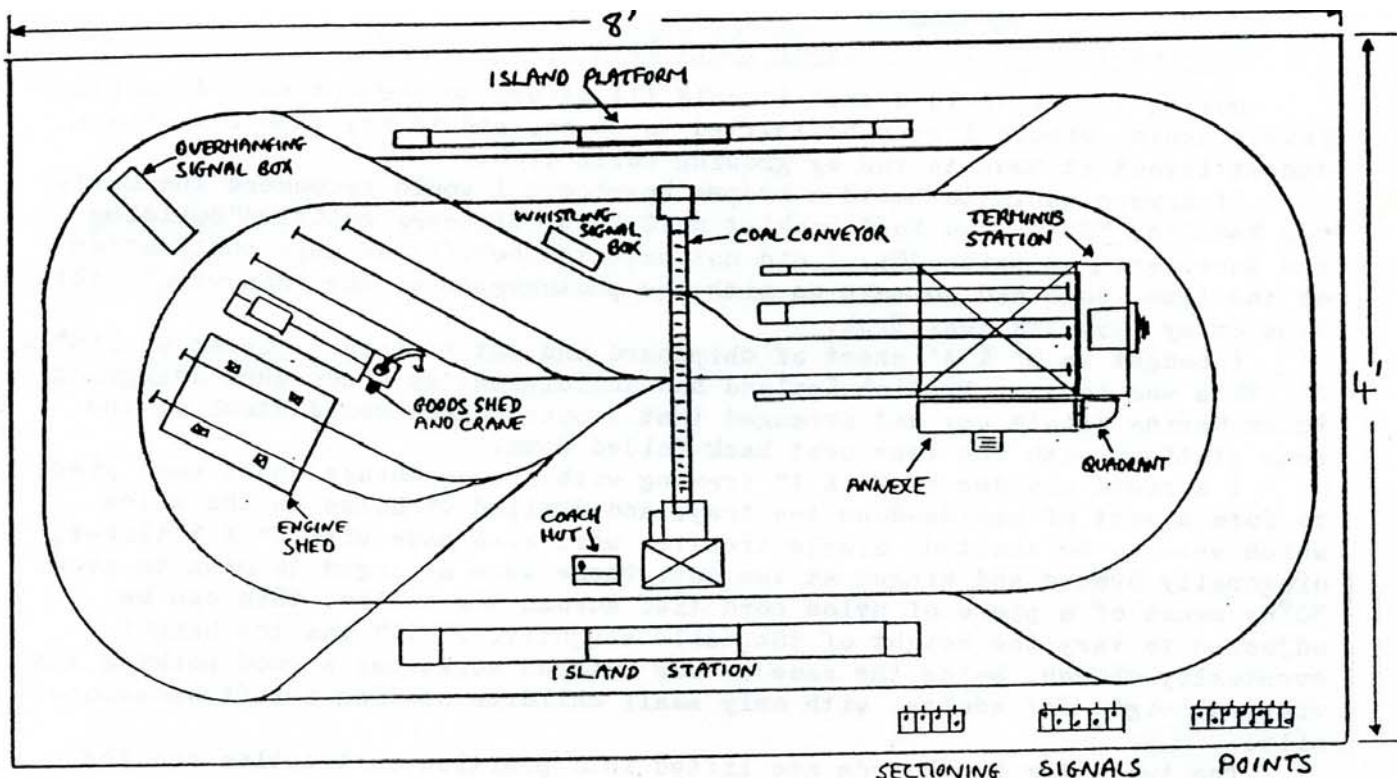
The two outer baseboards are lifted into position on trestles and the centre section fitted between, using four 2" X  $\frac{1}{4}$ " coachbolts and wingnuts through the pre-drilled holes. This operation requires an assistant.

The invitation to the 3rd Southend Festival was not forthcoming and, being impatient to run some trains, the baseboards were used unpainted for several months. A word of warning; chipboard has a hard, unforgiving surface to run on and can be very noisy when running a.c. locos on bakelite track. A layer of Sundeala or similar fibreboard on top is much better. Sundeala if used alone needs cross-bracing at frequent intervals to prevent sagging.

In the New Year of 1984 I was jolted into action by a request from John Goring and Bill Bourne to run a TTR layout at the swapmeet they were organising at Upminster (Essex). The table tops were smartened up with three coats of Homecharm "mint" polyurethane gloss paint and a layout (see diagram) was secured using TTR rail clamps. Rails must be carefully chosen at this stage. Many bakelite rails sag in the middle and damaged points can be a disaster at a public show.

Although early photos of original Trix layouts show surface wiring, I find it neater to adopt the Manyways table top scheme of drilling a small hole beside each electrical item and taking the wires underneath. Try and keep as much wiring as possible within each board. Wires which must pass between boards are best taken via multipole plugs and sockets. When faced with unloading and assembling your layout in a strange hall within an hour you will discover the wisdom of this advice. Do not go without an extension lead, spare track and controllers, a selection of hand tools and a few small pieces of wood to cope with uneven floors. Don't take cables across gangways if at all possible. If you must, tape them down securely to avoid accidents to the public, especially the elderly.

The event itself was on 26th February and the layout, together with Dublo and 'O' gauge Hornby layouts proved very popular, Penny and I being obliged to keep it running to the close at 5.30 p.m. Several gratifying comments were made and questions raised. I had prepared a one-page history of Trix and gave out many copies. I was rewarded with a few small additions to my collection which included some mint boxed Trix construction units and a straight wooden footbridge which I have only ever seen listed in a 1936 Bassett-Lowke/Trix pamphlet.



The "Upminster" Layout (signals not shown)

ADVERTISEMENT.

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- 30/5/2 Reversing Shaft for D.Flyer £1., 30/5/4 Rev.Shaft for 2-4-2 £1.
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- 1997 Buffer Beam (American Switcher) £1.50., 1998 Cow Catcher (Am.Pass.) £1.50
- Keep Plate (Scotsman 4-6-2) £1.50., Gear Housing (E.M.I. Bo-Bo) £2.50
- Cylinders (American Loco) £2., 30/2/4 Cylinders (2-4-2) £2.00
- Thick Flanged Wheel (Diesel Flyer) £2.00 set of 4., Thin Flanged Wheels for E.M.I. Bo-Bo £2.00 set of 4. ALL PLUS POSTAGE.

Items not listed try me, I might have it.

David Mewse,

Harkaway, Victoria 3806, AUSTRALIA.

Telephone:

(I am looking for a Hornby Dublo 3-rail LUDLOW CASTLE - if any members could help me I would be very grateful).

RUBBER BELTS FOR THE TRIX ELEVATOR CONVEYOR.

Our member, John Atkin wrote to Mr D.W. Evans, Deputy Managing Director of Hertfordshire BTR LTD, who actually produced the lift belt for Trix Ltd; Precision Models Ltd., and this was manufactured by moulding tool but unfortunately this mould no longer exists.

A single cavity mould for producing this type of belt would cost in the order of £1500 so the cost of making a small quantity would make the belts too expensive to consider.



“... as you know,  
**only TRIX** give  
 you a third train  
 on one track!”



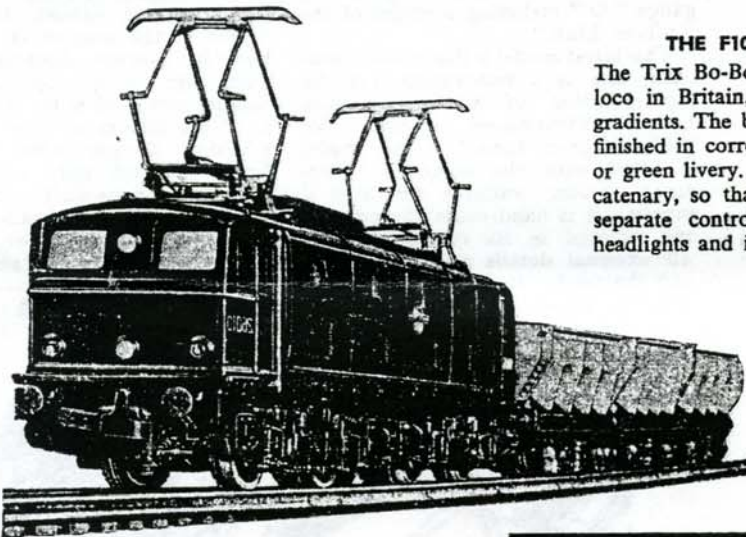
“... So you see, you can run **THREE** trains at once on **Trix** track if you use the overhead catenary. But even without it you can run **TWO** separately controlled trains.

*Trix trains on Trix track I suppose?*

*Not at all! Thanks to the introduction of Trix Universal Points all locos and rolling stock of all existing OO gauge systems can be run on Trix track.*

*This means that I could get Trix track and still run my old stock on it?*

*Precisely—you can't go wrong when you buy Trix!*”



**THE F105 BO-BO ELECTRIC LOCOMOTIVE**

The Trix Bo-Bo is probably the most powerful OO gauge loco in Britain, capable of hauling heavy loads up steep gradients. The body is pressure die-cast with full detail and finished in correct British Railways colours, in either black or green livery. The current is collected from the overhead catenary, so that three trains can be operated each under separate control from the same track. Fully operating headlights and interior cab lights are provided. Price 125/7.

**TRIX TWIN UNIVERSAL POINTS** will take the locos and rolling stock of all OO systems.

U.727 Universal points hand operated, 12/3 each (left hand or right hand).

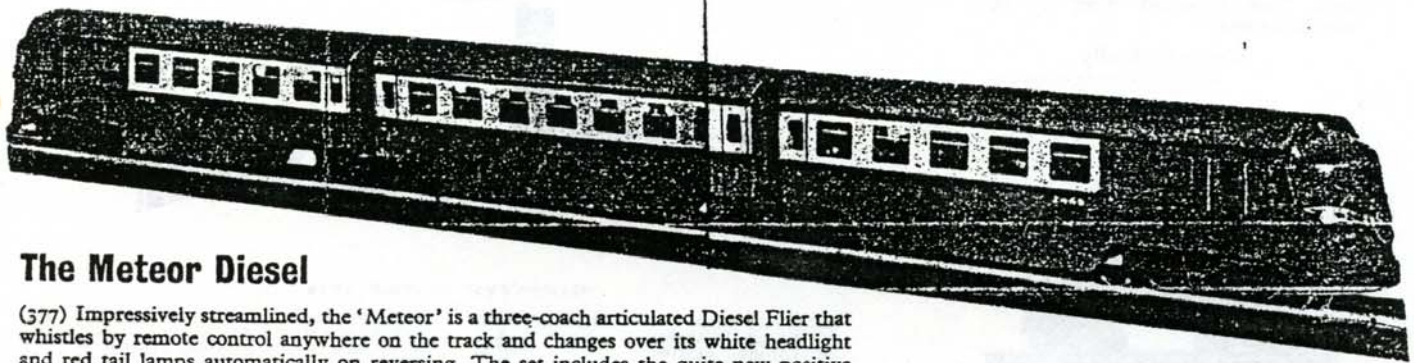
U.728 Universal points remote controlled, £1/1/3 each (left hand or right hand).



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 just off the printing presses — a new lavishly illustrated, full-colour, grand catalogue.  
 Send only 1/-.  
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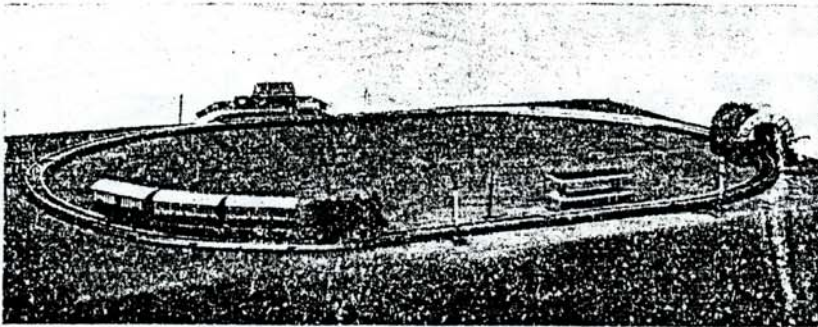
**TRIX**

made by enthusiasts—for enthusiasts



**The Meteor Diesel**

(377) Impressively streamlined, the 'Meteor' is a three-coach articulated Diesel Flier that whistles by remote control anywhere on the track and changes over its white headlight and red tail lamps automatically on reversing. The set includes the quite new positive directional control box. ....



The original "OO" gauge Table Railway layout.

"HO" or "OO"?

DEAR SIR.—May we, as the originators of the small size in model railways on a commercial basis, make our contribution to the discussion of "HO" and "OO" as symbols for this small gauge?

During the year 1920, the writer thought the time had arrived for a smaller gauge in model railways, especially in view of the limited amount of space available in the modern houses and flats.

In consultation with Mr. Henry Greenly, it was decided that half "O" gauge should be adopted, and designs

and samples were made to this size. As gauge "O" is 32 mm., therefore the original size of this small gauge was fixed at 16 mm.

The table railway, as it was called, was placed on the market in the autumn of 1921, and consisted of clockwork locomotives, passenger and goods rolling stock, track, station buildings, signals, etc., and was later introduced fitted with electric motor. It was decided to call this gauge "OO" and we have never departed from this standard symbol.

In the first volume of the MODEL RAILWAY NEWS, we notice Mr. Stewart

Reidpath, in the March issue of 1925, refers to this size as "OO" gauge, as also do other writers in later editions. How the term "HO" ever arose, we have not been able to trace, unless it came from America.

In measuring up the rolling stock of this original railway, we find that the models were to the scale dimensions of 3 1/2 mm. to the foot, although, of course, shortened to enable them to negotiate the small radius curves.

In introducing the new "Trix Train" railway last year, the same standard gauge and scale was adopted, and all the British models are to the scale loading gauge of 3 1/2 mm. to the foot. The Continental models are, also, to the same scale; but they are slightly larger in proportion, owing to the larger loading gauge in use abroad.

In our opinion "OO" has always been the recognised symbol for this gauge, and it is a pity the term has ever been departed from by later manufacturers.

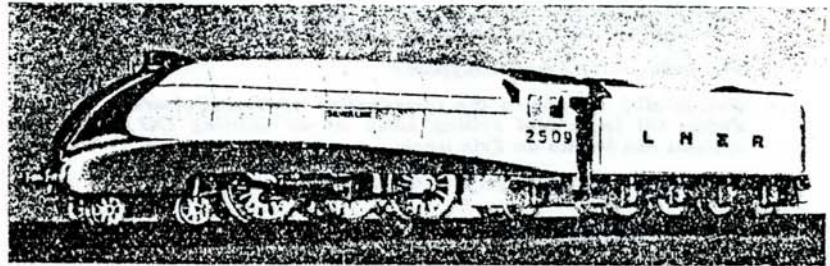
Yours faithfully,

W. J. BASSETT-LOWKE,  
Managing Director,

Northampton. Bassett-Lowke Ltd.

Bassett-Lowke at the Model Railway Exhibition

Messrs. Bassett-Lowke, Ltd., inform us they will have their stand at the Model Railway Club Exhibition, Easter Tuesday to Saturday, in the usual position, and will have on sale further supplies of the foreign made "OO" gauge railway. This will be on the market as a British made article in English pattern and colours next October, and arrangements have been made with Trix, Ltd., the manufacturers and patentees of this line (of which Mr. W. J. Bassett-Lowke is a director), to have a special display, similar to that shown at the British

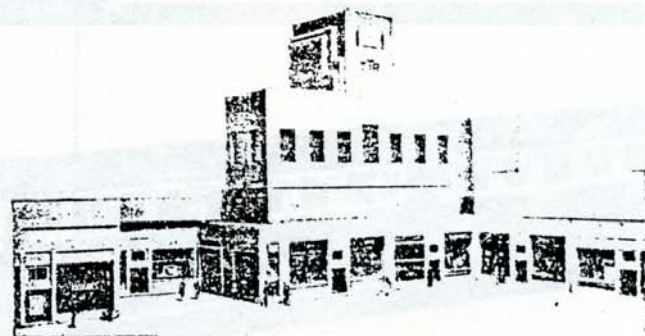
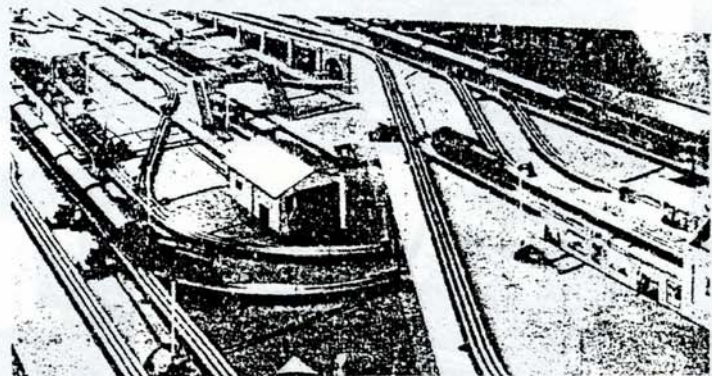


The "Silver Link" for "O" gauge.

Industries Fair. We are also informed that they will have their Bargain stand, and several interesting lines in gauge "O", including a model of the "Silver Link."

This latest model is illustrated herewith, and is a remarkably realistic representation of the now-famous L.N.E.R. Streamlined "Pacific," No. 2509, "Silver Link." The model is fitted with the standard "Permag" motor suitable for 6-10 V supply; it is hand-made throughout, and painted in its correct colours. All external details are reproduced, and the tender is mounted on eight disc-type wheels. The smooth, sleek

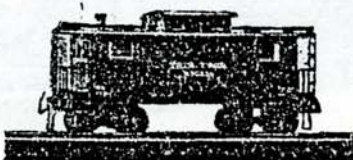
having the armature tunnel ground in, as before; but the grade of steel used for the magnet is better than before. To a certain extent, the extreme height of the magnet is adjustable; but the average distance from the axle centres to the top surface of the magnet arm is 50 m.m. The armature is of the laminated type, wound for 8 V. d.c. Copper-carbon brushes are fitted, and are fully adjustable, so that they can be easily set absolutely accurately. A special skew gear gives almost noiseless running, and, also allows considerable freedom when current is shut off; that is to say, the gear does not "lock up solid"



"MANYWAYS" STATION SETS

3002 Goods Shed	4 6	3021 Suburban Station	25 -
3004 Island Platform	6 9	3025 Terminal Station	29 5
3005 Through Station	11 6	3031 Up & Down Through Station	48 -
3008 Goods Depot	21 -	3075 Four Span Terminus	64 -

MODEL SHOPS designed to go with "Many-Ways" Stations, either inside or outside, or to form rows or arcades of shops. Double-fronted and with two 14 v. lamps for interior lighting. Each shop supplied with a multi-coloured sheet of interiors enabling the owner to alter the types of his shops at will. No. 98 5/-



No. 690. Caboose, excellent model.