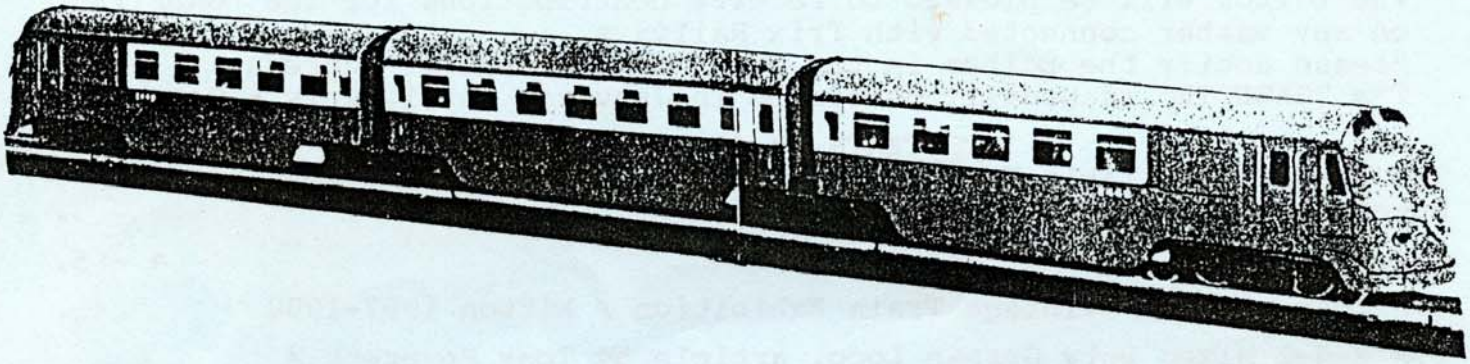
The TTR Gazette

(No.48/'87).



TTR

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,(formerley of Trix now of Liliput Model Railways (UK) Ltd.)

Hon.Member..Mr J.Catalini,(formerley 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.
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EDITORIAL

A reminder that SUBSCRIPTIONS are now due for renewal at £5.00 which will cover Gazettes 49 to 52. (£3.00 for our "Senior Citizen" members). All subs to be sent to our Treasurer, Allan Hinchliffe.

Allan has also informed me that the Trix re-production tin-plate P.O. wagon bodies are shortly going to be manufactured. A production run of 100 will be done in red & white with the name "SWIFT". Further details as to availability, etc., will be announced in our next issue.
Next issue October 1987. Copy date for advertisements 30th September.

THE SHIPTON near York TRIX/HORNBY GET-TOGETHER.

Just a short report that the above "Get-together" held on Saturday 11th July went off very well.

Two new members came down from Sunderland and Stockton and were amazed at the Trix on display provided by Jules Pidd and Dave Norville.

A full report of this event in our next issue.

Allan Hinchliffe.

NEW U.K.DISTRIBUTOR FOR TRIX & MINITRIX.

As announced in the last issue of the Gazette, messrs EURO TOYS AND MODELS LTD are now the Sole Distributors in the U.K. for TRIX HO and MINITRIX 'N' gauge.

They have informed me that they now have good stocks of the BRITISH MINITRIX range. Catalogues will be available around September.

THE READY-WIRED TABLE TOP.

One of the drawbacks with marriage was leaving behind the permanent Trix layout for 'Dad' to play with whilst I speculated about where I could build a layout in our two-bedroom flat. Nine years later with a house and growing family, the problem is just as bad. Thus far I have managed with a snap together layout on the dining room table and similar 'instant' layouts at Trix Get-togethers and one or two exhibitions. Enjoyable as it was I have always hoped that one day a Trix Table Top would come my way, not that in itself it would be difficult to make, but the collecting bug is there for an original Trix Product! Well to my amazement a Table Top, no not just a table top a ready-wired Table Top was advertised in Gazette 46 and I was fortunate to strike a deal. The Table Top was sold to me in poor condition with rusty bakelite track still attached. The seller's generosity in offering to deliver the Table Top to my door, meant waiting a few weeks, so I started to read up about it and accumulate all the necessary parts to make up the so called 'Master Layout'.

The History of the Trix Table Top is that two versions were introduced in 1953 (I have price - 1ist April 27th 1953 listing 1052 5'x 2' Price £3.7.6d., 1053 5'x 3'6" Price £4.15.0d.).
A combination set 1159 was also available for use with 1053 or 1205 - a table top 5'x 3'6" with legs price £6.10.6d. The combination set contained 34 rail units, a station, Yard lamps, 3 Colour light signals etc, Price £16.5.9d. In August 1954 the Ready-wired Top was added No.1085 costing £7.7.0d. It was described as the 'last word in table tops'., 23 drilled holes revealed a wiring harness in 13 colours similar to a car-wiring loom, though very much simpler. The success of this ingenious unit was somewhat limited and disappeared from the catalogues by 1957 although the ordinary Table Tops went on to 1962.

I was extremely excited on taking delivery of the Table Top, though the first thing I realized is that I would have to change the family saloon for a hatch-back if I was taking this Table Top to Trix Get-togethers! At 5'x 3'6" (sounds small) no way will it go into my car. Yes it was in a sorry state. I removed all the track which, bar the electric - points (kept for spares) went straight into the dustbin. Next the board was hoovered and then scrubbed (dry) to remove years of accumulated dirt.
A small plaque on the front edge revealed that the product was 'made specially for Trix Ltd by VONO Ltd'. The control end of the board had got damp and although the hard wood frames had not distorted the ply top had for the entire width and about a foot in depth. The 'wrinkling' that had taken place would prevent track from sitting squarely on the board.
A difficult decision had to be made, either leave it to preserve originality and risk derailment, try to repair it or replace the whole top thus losing the so called 'baize effect in green'. After experimenting with a repair job and making enquiries about flock gum to reproduce the sprayed on furry finish, I decided to replace the warped plywood only and recover with a modern material. I used a green mat made for N gauge as it was very thin and felt similar to the original effect although darker in colour. All the wires were pushed back through the board and 'wasted' in situ. The board was sanded and the distorted area cut out. New ply of the correct thickness was fitted by nailing although some edges of the rest of the board were screwed as some minor warping was beginning. Using PVA glue and Copydex the green matting was fitted after first spraying the hardwood frames with a matching green from a car accessory shop. I used a Dupli-Color Chrysler Moss Green Metallic - which was close enough although darker than the original board. All the holes re-drilled and 'new' bakelite track fitted. I did consider using fibre-based but because of the different nature of the points modification of the original layout would have been necessary not to mention the unsightly use of converter ramp rails in order to incorporate the magnetic rail for coal unloading. Fitting of signals, lamps, switches was simple using the 'Trix Table Top Plan' which gives step by step instructions. The connector block can be replaced by the TV Suppressor Unit if so desired. Teething troubles in testing were due to the poor quality of electric points I had and poor 'common' contact being made through the switches - always clean with wire wool first. Brass plugs were cleaned in vinegar (a weak acid) as were the four centre rail connectors - I didn't have any for Bakelite track.

The makers Plaque was cleaned and refitted on the front edge of the board using two brassed escutcheon pins. I used two Power Supply Units in preference to a transformer and two controllers, which involves less wiring and allows easy interchange with a DC transformer/controller if mixed AC/DC running is required.

The Table Top is a superb 'compact' unit allowing a lot of action accessories to be incorporated including block signalling, automatic uncoupling, coal loading and unloading. But nice as it is, it is a big unit to stow and transport. As already mentioned I will need a new car to bring it to meetings - hope to run and display at A.G.M. Storing was solved by utilizing the 'wasted' space at the top of the staircase. By fitting two strong hooks suitably straight-end, the board can be hung by two of the many holes around the frame. At a depth of only two inches plus track and by removing yard lamps and signal tops the board is then relatively unobtrusive. The board can then be covered as required or used to hang train pictures on: I used white card, a black pen and letraset to reproduce the colour code card situated under the connector block which I attempted unsuccessfully to steam off. One final point, the board was fitted with 'corner bumpers', short strips of hardboard which I took off and threw away assuming they were unoriginal. However at Kirton-in-Lindsey, that great day out in May, John Atkin displayed a superb original Table Top complete with 'corner bumbers', so I remade these quite simply by cutting out eight strips of hardboard and nailing to the corners. Original or not they are very practical as I have already discovered. If anyone could help with good condition electric points particularly left hand and an electric uncoupler I would be most grateful.
I will bring this layout to the Birmingham A.G.M. - See you there.

Dixon Upcott.

NOT-SO-USUAL BOXES.

Some boxed combinations of TTR components may at first sight, and in isolation, seem rather curious and unusual; but they arise from being constituents of sets which were packed together for convenience. Four examples are known to the writer:

(1) Post-war track layout 915, simple oval, had its two plain straights, terminal rail (straight), and hand uncoupler packed in an ordinary "six-straights" box, with a suitable label.
(2) A box as used for a pair of post-war remote points labelled for "hand point,buffer rail,track clamps and screws" (an "instant siding" kit..?) caused some puzzlement until one was seen labelled TF 945 (unfortunately the owner, an non-TTR fan,wouldn't part with it), when it was obvious that the grouping formed part of post-war track formation 945, oval with relief line and siding.
(3) A pre-war style box labelled "Terminal and Buffer" obviously seemed to belong to a track layout such as 924, oval with siding - but there is a problem! All pre-war track formations are quoted in the catalogues as having curved terminal rails exclusively, and it is physically impossible to fit a buffer rail and a curve into the box. However,since curved terminals were not made post-war,only straights,a possible explanation may be that the box is in fact very early post-war.
(4) A small red post-war box,containing Accessories: 1 @ 418 Red switch,1 @ 31/78 Oil,1 @ 31/85 Wire,2 @ 96 Plugs, seems most likely to be part of portable set 388,the Elevator Conveyor and Mineral Train.There is no evidence that the plugs were anything other than the standard TTR pattern (31/50 box of six), so the question arises,why the number 96,which is in fact used for the windows for the "Many-Ways" main building - ?

No doubt other similar boxes exist, and any more information will be welcomed.

P.S. Mention of plugs reminds me that last year,Allan Hinchliffe had a plug in the Gazette for any surplus plugs. May I say that TTR plugs are exactly the same size as the radio-type "wander" plugs,which are perfectly usable instead - this is the traditional old British size,not the newer "banana" plugs which are too big. It is possible that some radio spares shops may still be able to get the older wander plugs.

C.C. Thornburn. (March '87)

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

FOR SALE Collection of Trix Locos, Carriages and Wagons plus a few Accessories. The collection includes-: 6 AC 0-4-0 locos; 2 DC locos; Mint boxed DC Blue Meteor Set; 11 assorted coaches; 12 assorted plastic P.O. wagons; 10 assorted tinplate wagons; 3 assorted plastic Tank wagons; 8 assorted plastic vans and wagons. All tinplate locos, coaches and wagons either in own boxes or TTRCA replica boxes. The collection is in good to excellent condition and is priced at £165 the lot.Buyer collects. S.A.E. for details to The Rev. F.A.Cliff, WREXHAM, Clwyd. Phone: 0978 -

FOR SALE as one job lot.
671 Bogie Bolster wagon (post-war), LMS 3-plank, UD Tanker, 609 Ballast wagon LNER, 627 Cattle truck, LMS short bogie coach, LMS 7401 short bogie coach, and two LMS 3012 suburban coaches - all pre-war apart from the bogie Bolster. Price £50 includes postage available from Mr K. Garratt, HICKLEY, Leicestershire. Tel:

FOR SALE Black EM1, boxed, good condition £55; Warship 801 'Vanguard' 3-rail (can be fitted for 2-rail), good condition £12.50; DC green Hunt poor lining on tender £15; DC Red Meteor £30; Black 0-6-2T £15; Tipper wagon-boxed £3; 0-4-0 AC 60100 dark blue, poor paintwork £12.50; Black point switches 25p each; Miscellaneous tinplate wagons - details on request. Ian Paterson, SCUNTHORPE, S.Humberside, . Tel: 0724 -

WANTED Any spares for a pre and post war Scotsman,in particular Contact Shaft, Reversing Arm, coil and field magnet laminations.
David Berry, Tel: 0934 -

WANTED (But not urgently) TRIX EXPRESS short wheelbase Goods stock, 20/60 to 20/70 series, also 20/78 LEUNA, 20/78 GASOLIN, 20/78 STANDARD and 20/78 ARAL. Pete Hislop, Tel: 0788 -

WANTED TRIX EXPRESS: TE 2223 (BR01 green), TE 2224 (BR01 grey), TE20/51, TE 20/55, TE 20/155, TE 20/156, TE 20/157 (Wagon Lit with yellow frames), Wooden buildings; also spare parts; 3/198 4-6-2 Pacific Express loco of American type; 20/52 with cow-catcher, 20/54 with cow-catcher.
T.T.R.: 681 (Flat car); 682 (Lumber car); 683 (Lumber car,loaded); 684 (Gondola car); 688 (Union Oil Tanker,red); 604 (P.O.TRIX); 7/530 London Transport; Wooden buildings; original TTR Catalogues, also spare parts; Many Ways Stations. Please send list with prices and condition, also differentiate between pre and post war.
Reinhold Schuele, Ontario , CANADA.
Tel: (416) 562

WANTED Light blue Tender for 0-4-0; Post-war electric points, Left and Right hand; 2 'Bars' for joining switches from block signalling sets; Post-war Remote Uncoupler rail; Blue 0-4-0 (dark blue as seen on Scotsman); 7" green coaches marked TTR or Basle-Strasbourg-Zurich-Paris; Trix Table Top Plan (large piece of literature in red); Post-war Buffer rails. Dixon Upcott, Tel: 01 - 427

FOR SALE Post-war Crane Truck Set £7.50; Dump wagon set (boxed) £10; Post-war Southern Brake Van £5; Post-war Southern Coal Truck £5; Hinchliffe P.O. £2; Weltrol with Transformer £3; Bogie Brick £2; Silver Esso cast chassis £3; Fibre base Track in good condition - straights and curves plus large curves, point, ¼ str.& terminal £2.50.
Dixon Upcott, Tel: 01 - 427

FOR SALE donated to association funds by John Bowden of Bedford -: Trix Twin 3-rail Fibre Based Open Sleeper Track - 24 pieces of 701 Straights and 30 pieces of 704 Curves, £3 the lot, includes postage available from A. Hinchliffe, BIRKBY, Huddersfield.

WANTED Trix Twin Railway locos and stock (AC & DC), please contact Dr.H.H. Flatow, 2400 LUBECK 1, West Germany - with a list of items members may have for sale.

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

WANTED Trix Twin Post-war 14v.AC4-4-0, 2-4-2 and 4-6-2 locos (condition of paintwork immaterial but loco must be in good working order); also required are 9/565 Day coach, 681 Flat car, 687 Fruit car, 688 Union Oil Tank car, 680 Weltrol with Cable Drum, 600 3-plank wagon, 612 Container wagon, 615 Crane Truck set, 609 Ballast wagons, 551 Derelict Coach Hut, 679 Weltrol with Transformer, 1/553 Suburban bogie coach, 1/557 Express Parcels van, 445 Points -remote control, 418 Red Switches, 439 Indicating Check Switches, 472 Controller. Please reply to Tony Hold,
ROKER, Sunderland,

WANTED Trix Twin 0-4-0 Tender loco in BR blue, 0-4-0 Tank loco (passenger type pre-war), 643 Shell Oil Pre-war, 640 Esso Tanker Pre-war, 607 P.O. Charrington and Hinchliffes Pre-war, 606 Coal truck Pre-war 627 LMS Cattle truck Pre-war, 605 Basset-Lowke Pre-war, 2/603 LMS High; 4/603 LNER High; 4/560 LNER, 4/570, 4/580 all bogie coaches; 1/557 Express Parcels bogie coach, 777 Telegraph Poles, 878 Marine Boiler, 879 Transformer, 882 Std. Container. Please reply to - Carsten Nibbes,
HAMBURG 52, West Germany.

TRIX TWIN RAILWAY SPARE PARTS Revised list July.

LOCO WHEELS suitable for 0-4-0 and 4-4-0 locos price £1.50 per set of 4 (2 front & 2 rear wheels).

Loco axles 2.5mm or 3.0mm price 75p each.
Buffer Beam Plates for 0-4-0 Tank and Tender locos 50p each.
Nylon Bushes for loco wheels 3.0mm. £1 per 10 bushes.
Loco Buffers 60p for 4. Contact Shaft Retainers 60p.
Carbon Brushes AC with springs 50p pair. Pre-war type cast Couplings - £4 per pkt. Pre-war type channel Tension Springs 20p per 5.
Manyways Station Platform Filler Panels (Plain) 20p per pair.
Miniature Posters for above in colour 30p per pkt. 0-4-0 loco weight springs 30p each. 0-4-0 loco weights (cast metal) £1.50 each.
Carbon Brushes for DC locos Britannias, Class 5, W.R. 0-6-2 Tanks - 60p pr.
Bulbs 14v.,suitable for Yard Lamps, scale coaches etc. £1 for 4.
Screw for plastic coach and wagon couplings 30p pkt.
Std.Collector Shoes £1.40 per pr. Tender Shoes for AC or DC locos £1 pr.
Special selection pack of TTR loco screws £3.25. TTR 1959 Reproduction Catalogue £1.50. Items not listed are out of stock.
The above items are available from Allan Hinchliffe,
BIRKBY, Huddersfield,

VINTAGE TRAIN EXHIBITION AT RUGBY.

RUGBY TOWN HALL, NEWBOLD ROAD - SATURDAY 19th SEPTEMBER 1987.
10.30 am - 5 pm. Fourth Annual Vintage Train Exhibition and 1969 Dateline Train and Toy Sale (75 tables). Ten operating layouts including TRIX TWIN. Bring your loco's to run in HO/OO 2 & 3 Rail. Also Gauge '0'. Write to John Ridley, RUGBY, if you want a sales table but hurry!

KIRTON 1987.

Many thanks to all those who supported us and especially to John Atkin who arranged a superb display of Trix. Some 15 members signed in, but there were several present who did not sign and I have not, therefore, included a list, but again thanks to everybody.

KIRTON 1988.

There is unlikely to be a 'Kirton' in 1988. I shall have changed my employment by the time this appears in print and will be moving to the Shrewsbury area. It is also likely that Alan Turner will have moved the museum by then to a more populated (tourist wise) area which I cannot at present divulge. More information will appear when negotiations are complete.

Ian Paterson.

T.T.R. 2-4-2 MIXED DUTY GERMAN LOCO, Cat.No. 20/56.

In the last issue of the "Gazette" (No.47) there were two references to this loco. On page 5 David Holt refered to one he saw in a shop that was "seized solid", and in his excellent article on the rear inside cover Jan Schniebel refers to the same problem.

I have repaired many Trix locos over the years and apart from metal fatigue in the wheels have only had one loco "seized solid" - yes the 20/56.

As it was reasonably cheap I bought it, thinking it would be quite easy to repair. I should have known better, as in fact the whole loco had suffered badly from metal fatigue, and the chassis was so distorted that it had to be broken apart and then re-assembled using some pinning, Araldite and super glue. (I did not go as far as F.E.T's article on the back page and build a new chassis). Re-assembly took a long time but eventually it did work again, including the auto-coupler. Sadly, next time I tried to run it a few months later, it was once more "seized solid" so it will have to remain a static exhibit.

Obviously part of the original problem was the use of poor quality die-casting materials (Franz Nowack wrote an excellent article about this in issue 22, page 10.) However I do feel Trix tried to incorporate too many mechanisms in this loco, leaving little room for a strong chassis.

As a matter of interest how many members have one in full working order?

Tony Peverett.

LETTERS TO THE EDITOR.

With reference to Dixon Upcott's letter page 5 Gazette 47. This concerns a 7" coach he found, dark green, dark grey line, dark grey roof with Paris, Basle, Strasburg, Zurich upon the side.

Whilst I do not know what market these were for I can confirm I have two such coaches but with "3" under each end window (3rd class?). The end finish of the coaches are green with no transfers upon.

I also know of the existence of similar coaches but with the letters "TTR" in grey on the side. This is in place of the small white rectangular box outlined in black with the Paris etc.,names upon.

David Berry, Bristol.

In response to Adrian Cassidy's very interesting fact or fallacy article in Gazette 46 I would like to contribute the following observations -

a) The DC 4-4-0 Hunt was made with a cast tender although I have only seen the black one and not the green. In fact one was on sale at the Windsor swop-meet mint and boxed for £50, excessive in my view. The Compound also exists with both types.

b) Kit built Britannias are significantly different to the mass produced version particularly at the tender end. The casting is modified to have a centre fixing hole in preference to the two small fixing screws at the side. The obvious difference is the finish as the kits come with no lining and often those seen on sale are unlined or very poorly lined.

Also I would like to thank those members who responded to my question about an unusual green 7" coach in the last Gazette. It appears several members have them either as I described or with TTR in the centre. Apparently they were used in window displays or official exhibitions. Perhaps members possessing these coaches could bring them to display at the A.G.M.?

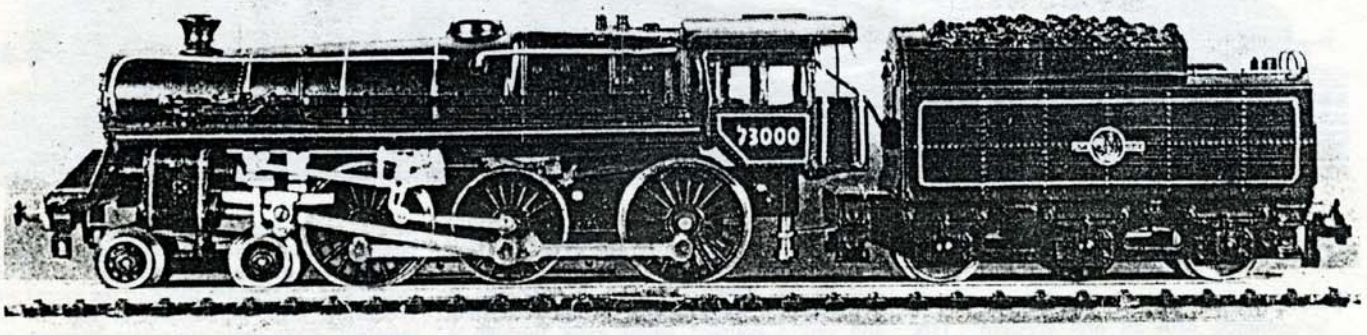
Dixon Upcott, North Harrow.

GET-TOGETHER AND A.G.M. AT HARBORNE.

This is to be held on SATURDAY 31st OCTOBER 1987 at the St.Faith and St.Lawrence Church Hall, HARBORNE, Birmingham.

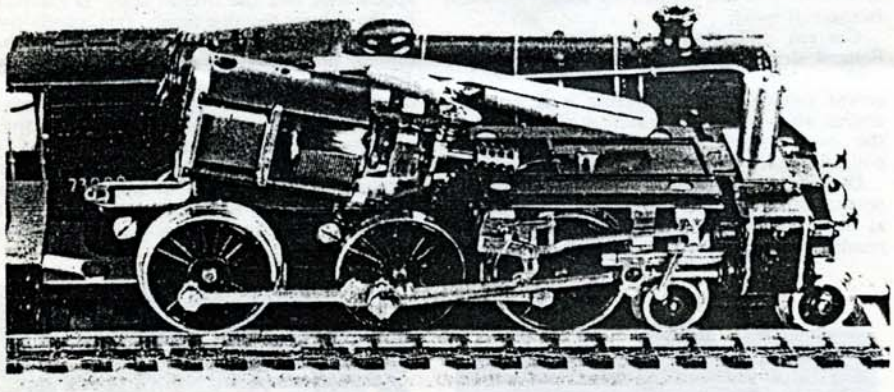
Any member wanting a sales table or wish to bring along anything for display please contact David Johnson, HARBORNE, Tel: 021-429- (evenings).

Further information and location map will appear in our next issue.



MRC **track test**

TRIX BR CLASS 5



General Data

Manufacturer: British Trix Ltd, Silver City House, 62 Brompton Road, London, SW3

Catalogue number: 1114

Scale: 3.8mm—1ft Voltage: 12V d.c. (2-rail)

Price: 130s

Principal Dimensions

	Model	Scale Equivalent	Prototype
Locomotive:	73000		Number series: 73000-73171
Weight (engine):	13½ oz	—	76 tons 4 cwt
(tender):	4½ oz	—	49 tons 3 cwt
Length over buffers:			
(engine):	154.5mm	40ft 8in	37ft 11in
(tender):	92.5mm	24ft 4½in	26ft 0in
Wheel diameter:			
(leading):	9.5mm	2ft 6in	3ft 0in
(coupled):	22.5mm	5ft 11in	6ft 2in
(tender):	13.5mm	3ft 6in	3ft 3½in
Wheel centres (engine):	25mm + 20.5mm + 27mm + 32mm	6ft 7in + 5ft 4in + 7ft 1in + 8ft 5in	6ft 3in + 5ft 6in + 7ft 0in + 8ft 6in
(tender):	26mm + 26mm	6ft 10in + 6ft 10in	7ft 0in + 7ft 0in

THE introduction of Footplateman kits for Trix locomotives is an opportune time to look at one of Trix's steam outline locomotives, and we have chosen the BR Standard Class 5 4-6-0, one of the most useful proprietary locomotives on the market today. The sample we inspected was not one of the kits, however, but was the completed two-rail model of No. 73000, in lined black livery. The locomotive is also produced for the three-rail Trix Twin system; both versions are available in black or green livery.

The Prototype

One of the first of the BR standard types, the Class 5 4-6-0 appeared early in 1951 and construction continued for the next six years at Derby Works. The class was, next to the 9F, the largest of the BR Standard types and comprised 172 locomotives, Nos. 73000–73171. All regions of BR have employed Class 5s, but the largest concentration has always been in the Glasgow area of the Scottish Region. A variation appeared in 1956 when the first of the Caprotti valve gear locomotives, Nos. 73125–54, appeared. A detail modification was the fitting of the whistle on the firebox from No. 73090 onwards, instead of the smokebox-mounted whistle, as on Nos. 73000–89. The standard lined black livery was adopted for the Class 5s but in recent years a number of them, mainly allocated at the time to the Western Region, have been turned out in lined green; examples include Nos. 73001/14/21/9/49/54/68/91/2/4/5. Since 1959, Nos. 73080–9 and 73110–9 have been allocated names formerly carried by SR "King Arthur" 4-6-0s; the nameplates were mounted on the footplate, but some have recently been removed (if they were ever fitted!)

Performance and Specification

Type of motor: 3-pole Perma

Drive: Worm and gear chain to leading and centre driving axles

Gear ratio: 8 : 1

Maximum scale speed (light): 180 m.p.h.
(with 5 Trix coaches): 150 m.p.h.

Minimum scale speed (light): 15 m.p.h.
(with 5 Trix coaches): 15 m.p.h.

Maximum load started without slipping: 19 coaches

Maximum load: 24 coaches

Weight of chassis: 8½ oz

Body construction: Metal die-casting

Type of coupler: Trix standard

Wheels plated?: Yes

Wheel back-to-back: 14.5mm

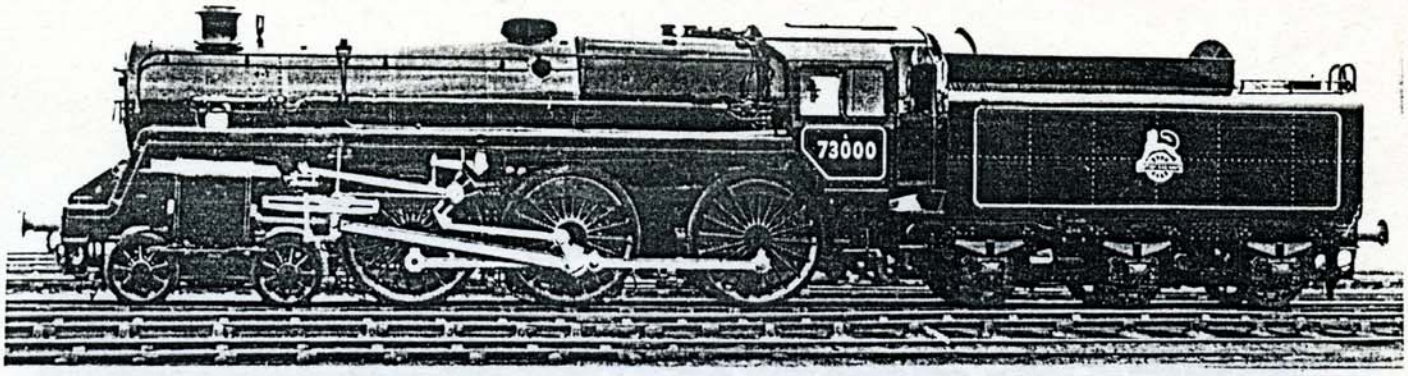
Flangeless wheels: Centre driving

TV suppression?: Yes

Livery: BR lined black

Finish: Semi-gloss

Additional features: Rubber tyres on right-hand flanged driving wheels



Withdrawal of the Standard Class 5s commenced in February 1964 and had reduced the class to 125 by October of this year.

The Model

In common with all pre-"Western" Trix locomotives, the Class 5 has a die-cast body—and a very good one it is too. All the detail of the prototype is reproduced accurately and is particularly effective on the smokebox door. One major fault—and it is the only one, but unfortunately detracts from the overall appearance—is the shape of the chimney. Otherwise, the only criticisms we have of the locomotive body casting are the small amounts of flash in the cab front windows and around the leading edges of the footplate and smokebox, and the reduced number of handrail knobs on both sides. A brass whistle is fitted just behind the chimney, and is based on the chime whistle, as originally fitted to the full-size No. 73000 and certain other early examples. The die-cast tender is a well-detailed reproduction of the Type BR1, fitted to Nos. 73000-49 (Types BR1G and BR1H, paired with Nos. 73050-64, are externally similar), and the side carries correct rivet detail. The tender back is not so fully detailed—although handrails, ladder and lifting brackets are included—since the model has no front coupling and cannot work tender-first without some modification.

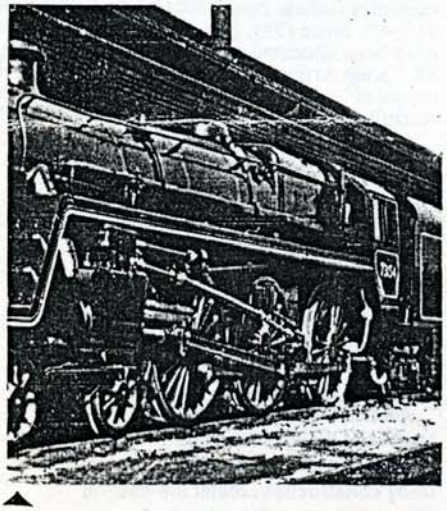
The black finish on engine and tender is very effective and hard-wearing. Lining is done by hand and consists of a single red line; the boiler band immediately behind the dome should also be lined. The BR totem correctly faces left and the cab-side numbers are the correct style, size and colour.

Access to the chassis and motor is effected by removal of two screws, one in the chimney and the other beneath the cab; the latter also acts as the tender coupling. The chassis is powered by a 3-pole motor, driving the leading and centre coupled wheel axles through a worm and gear chain on the right hand side of the die-cast chassis. Although the chassis is a solid die-casting, it is not particularly heavy, but the weight of the body is adequate compensation and the total weight of the locomotive makes for excellent hauling properties. Plated "see-through" wheels are employed on the locomotive; the scale driving wheels have the correct number of spokes and correctly shaped balance-weights while the bogie wheels have ten, instead of nine, spokes and have coarser flanges. A simple form of springing is employed on the bogie mounting, but the bogie does not ride very well at speed and, at times, it is only the coarse flanges which keep the bogie on the track. The dummy Walschaerts valve gear is fully represented and works smoothly and realistically. Fluted coupling rods are fitted, as on the prototype Nos. 73000-49, and are secured by means of small hexagonal bolts.

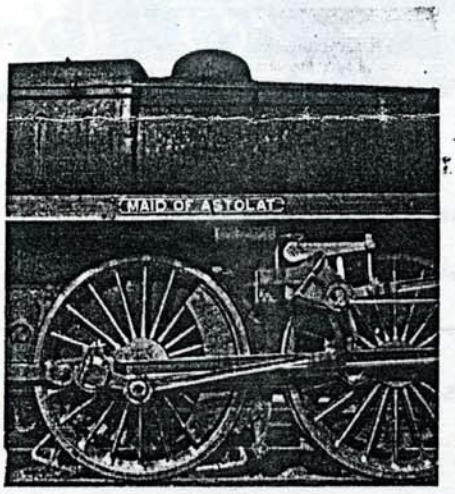
Current collection is via the right hand flanged driving wheels and the leading and trailing tender wheels on the opposite side. On recent models, the connecting wire between tender and motor is permanently fixed. Only the two tender wheels used for current collection are metal; the remainder are plastic.

On test we found the Class 5 to be reliable, reasonably quiet and smooth running. Except at high speeds, when the weight of the body resulted in instability, the motion of the locomotive was realistically steady. We were pleased to note that, even after some lengthy and rigorous testing, the motor was not unduly overheated. Maximum speed of the model was excessively high, particularly in view of the instability when negotiating proprietary curves at speed, and the minimum speed was not as low as we would have liked, with smooth running impossible below about a scale 20m.p.h. On the other hand, the combination of the locomotive's weight and two traction tyres resulted in a remarkable tractive effort, making this one of the most powerful British proprietary locomotives—steam, diesel or electric outline.

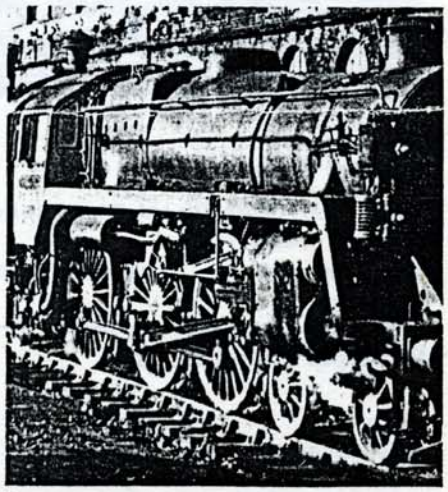
The performance of the Class 5 is ample proof—if any were needed—of the effectiveness of rubber treads; with a total locomotive weight only about 15 per cent greater than the Tri-ang "Britannia" (*track test*, September 1964). No. 73000 moved a load about four times as heavy as No. 70000, and twice as heavy with "Magnadhesion" operative on the Tri-ang locomotive. Apart from the rather poor chimney, the Trix Class 5 is very realistic in appearance and the overall effect is enhanced by the natural metallic finish. Trix locomotives are, of course, slightly more expensive than similar proprietary products, but the introduction of Footplateman kits has reduced them to comparable prices (The Class 5 kit retails at 89s 6d). This is undoubtedly one of the finest proprietary locomotives available to the modeller of the British Railways scene—rating highly, in our opinion, in appearance, performance, general reliability and usefulness as a mixed traffic locomotive—and is excellent value for money.



Detail view of BR Class 5 No. 73154. Note the BRIB tender, plain coupling rods and Caprotti valve gear. Photograph by R. J. Buckley.



Detail view of Southern region BR Class 5 4-6-0 No. 73089 "Maid of Astolat" showing nameplate and motion. Photograph by J. C. Haydon.



During 1953/4 BR Class 5 4-6-0s Nos. 73030/1 carried Westinghouse brake pumps for experimental purposes. No. 73031 is seen here at Derby.

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