



Collectors' Association

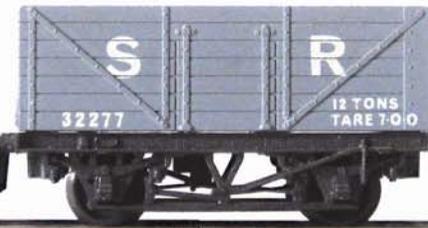
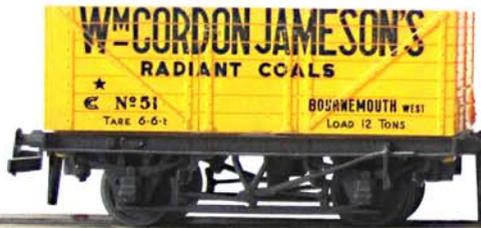
No. 164

TTRCA GAZETTE

TRIX TWIN RAILWAY COLLECTORS' ASSOCIATION



September 2016





Founded in 1975 by Allan Hinchliffe and Stewart Bean, the TTRCA is a non-profit making organisation devoted to the collecting and operating of TTR, Trix Express, Trix '00' and Minitrix 'N' gauge model railways. Honorary President: Mr. E.L. Rozsa, formerly of Trix and Liliput (UK).

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TTRCA GAZETTE

No. 164 September 2016

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Loco valve gear and crank rods:

White metal castings for TTR and Trix Express:

Yellow Trix loco boxes and train set card infills:

Repairs and servicing AC locos:

Repairs and servicing DC locos:

Gazette back numbers

Gazette Binders

Parts for plastic locos, coaches and wagons, Manyways roofs, windows

Reproduction boxes

FULL DETAILS AVAILABLE TO MEMBERS

If your Gazette is faulty or damaged please contact Arthur Holl for a replacement.

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Front and back cover:
some of the Trix and Liliput range
of plastic wagons

From the Editor

This month I will be giving a talk about the history of Trix trains to the Phoenix Marine Model Club in Surrey. I've prepared an illustrated presentation, and will display some examples of pre-war and post-war locos and rolling stock.

Of course I'll be mentioning the TTRCA, and our worldwide membership.

Hopefully, the ship and boat modellers will appreciate our enthusiasm for Coronations, Meteors, and Coal Conveyors.

Steve White

ZURICH NEWS

Jean-Patrick Enz

54 people attended, including 6 from the U.K. I welcomed our 1600th visitor since the event began 24 years ago!

Photo report on page 10 and 11.

From the Secretary

The TTRCA Committee has been reviewing a number of issues over the year, concerning the running of the Association. One aspect of importance has been a detailed review of the cost of producing, packaging and postage of the Association's Gazette. Although this had been in hand for some time, we were advised this year that VAT would need to be charged on postage and packing costs because of new Government regulations. The view of the Committee is that the full cost of the Gazette, including postage and packing, should be covered by the subscription charged without the need to draw on the Association's other funds.

The review found that, although the current Overseas rate did cover the full cost, the UK rate was not sufficient to do the same. The Committee has therefore put forward a recommendation in the 2016 AGM Agenda, under item 12, to update the 2017 Annual subscriptions in order to meet the objective of covering all the Gazette cost.

A further issue which caused some concern last year was the format of renewal forms and the method of subscription payment. These will be looked at again this year, in consultation particularly with the Overseas Representatives, to ensure they meet individual countries requirements and have very clear instructions for methods of payment.

TTRCA ANNUAL GENERAL MEETING

THE SPORTS AND SOCIAL CLUB, ASTROP ROAD,
MIDDLETON CHENEY, OXFORDSHIRE, OX17 2PG

Saturday 29th October, commencing at 1 pm.

AGENDA

1. Welcome and Apologies for Absence.
2. Approval of Minutes from the 2015 AGM.
3. Matters arising from 2015 AGM.
4. Report from the Hon. Treasurer and Presentation of Accounts.
5. Report from the UK Membership Secretary.
6. Report from the Overseas Membership Secretary.
7. Report from the Spares Officer.
8. Report from the Gazette and Website Editor.
9. Report from the Special Projects Coordinator.
10. Report of the Publicity Officer.
11. Secretary Report.
12. Committee Recommendation
 - 12.1 The Committee recommends that the TTRCA Annual subscription for 2017 be raised from £12 to £14 for UK members and remains at £17 for Overseas members, with a £2 reduction if paid by 31st January.
13. Election of Committee Members. Vacancy: Publicity Officer.
14. Dates of Meetings for 2017
15. AOB.

Track Cleaning Wagons

See page 9





AROUND THE WORLD OF TRIX

News, information, and gossip from our overseas representatives



Holland Ed Kegge

Due to some very wet weather, extra time at home was used to maintain some Trix items that had been waiting for a couple of years.

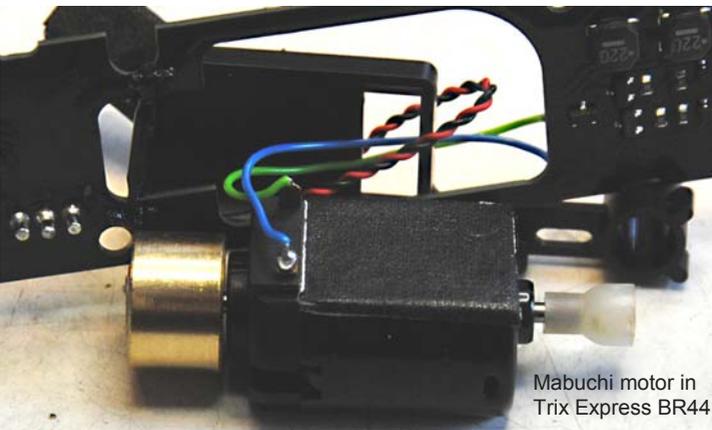
The re-issue of the Trix Express BR44 loco by Märklin (not a particularly Dutch event) enabled me to dismantle the loco completely to see what improvements had been done to solve the electrical problems. As written in the previous Gazette, Märklin recalled all of this type back to the factory.

Besides reversing the two bogies so that the loco runs in the correct direction, and a check on short circuits, nothing has been redesigned. The gap between the wheel flanges and bogie frame is only a 10th of a millimetre so is still very critical in my opinion. The required space for the coarse flanges was created by milling the basic Märklin bogie frames.



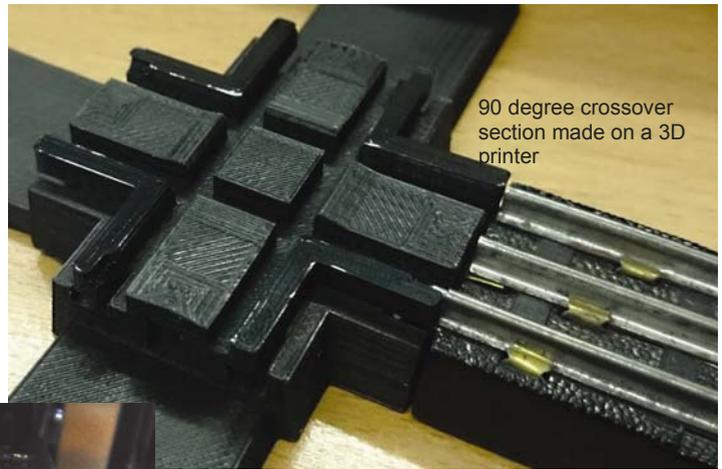
Another disappointment was the motor. The catalogue mentioned that the loco would be powered by a so-called "controlled high power motor" (often named as a "Sinus" motor).

Looking at the exploded view in the instruction booklet, the loco shown is indeed provided with a "Sinus" motor. The drawing was obviously the Märklin AC version. The Trix Express loco has an standard (Mabuchi) DC motor.

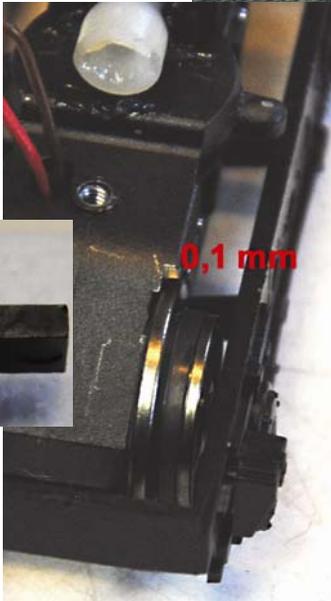


It's a pity that this potentially excellent loco has been produced in this way. In my opinion, it is not worth the retail price of €339, (now after Brexit nearly £300), a reason not to order the new Trix Express items announced for this year.

From Stefan van de Pol (a TTRCA member), I received an email saying that he had managed to create a 90 degree crossing for Bakelite track on a 3D printer. That made me curious, so I asked him for photos. He also sent a short film showing a figure 8 layout using the crossing. As expected after seeing the photo, locos passed over the crossing without any hesitation. This is because of the shortness of the electric gap that the collector shoes have to overcome.



90 degree crossover section made on a 3D printer



0,1 mm

I told Stefan that a 60 degree crossing would be interesting as it would be possible to make a double slip with standard Bakelite points. I hope he will find time to develop one.

That's my Trix news. Henriëtte and I had booked a walking holiday in the Harz in Germany. We planned to see some narrow gauge steam trains on our route. The only problem is that at the time of writing this column (July 3rd) I have a broken leg caused by kicking a football during the warm up for running. The hospital forecast is that it will not be healed before the holiday, so 20 km walking each day with the leg in plaster is not an option. Therefore we had to cancel. I presume the leg will be useable in September as I have booked my trip to Gaydon where I hope to see many of you. I'm looking forward to that.

South Africa

Ian Sutherland

(see photo on page 11)

"Hi", from a lovely sunny day here in kwaZulu Natal, and it is the middle of our winter!

The model railway exhibition, mentioned in my previous report, that was held over two days in a local Civic Centre hall was generally considered to have been a success. There was an excellent attendance on the Saturday throughout the day. The Sunday was very quiet because the annual Comrades Marathon, one of the World's top long distance marathons, over 55 miles, was taking place and passed very close to where our event was being held. However it allowed exhibitors to enjoy operating their layouts and exhibits.

There were layouts from Z-gauge right through to live steam gauge 1, and yes, Trix Twin! The latter was mine, and I also had an operating Tri-ang TT-3 layout.

'Things' were a bit hectic on the first day, but on the Sunday a father and son who are 'members' of our local TTR group took over the TTR operation for an hour or so, and 'had a ball', twin running most of the time. As far as I know, this is the first time it has been done in this area.

At our debriefing meeting held after the exhibition, it was agreed that a similar exhibition will be held in two years time, but NOT on the same day as the Marathon! Hopefully I will have a twin track TTR layout operating.

On Monday 22nd August we fly to London for a 5-week visit to England and the Isle of Man, all planned around the Gaydon show. Looking forward to that, and see you there!

PROTOTYPE, ODDITY, RECONSTRUCTION?

Adrian Cassidy

David O'Brien in his article in the last Gazette gave us the low-down on the Princess in post-war blue BR livery which he recently acquired on eBay. Yes, I lusted after it too, and am hoping for the opportunity to see it in the flesh in due course.

My own acquisitions are considerably more modest. The pair of engineer coaches were previously featured in the Gazette in one of the 'Internet Shopping' roundups of eBay sales. One coach is standard, but the other has the hand-painted 'ED' in the style of the prototype illustrated in Tony Matthewman's book, but not identical. So, is this one of a small number of prototypes, or was this standard early production? The over-painting of the earlier suburban coaches is the same.

Transition models have always been of interest to me. Most of us will be familiar with the early post-war short-lived long wheelbase double bolster, cat 657. Contemporary with this is the Trix Express wagon with 4 bolsters mounted on two separated short wheelbase trucks, cat 20/158. My acquisition from eBay is a version of this in poor condition, lacking the chains, with TE axle boxes and pre-war style buffers, but with TTR couplings. There's no obvious evidence of a coupling change (why all four?). Was this version generally available in the UK, is it a factory experiment, not pursued in production when the standard bogie bolster was reintroduced, or a skillful adaptation?

I reported long ago, in the black-and-white photocopied Gazette days, on the only loco I have bought in the knowledge that it could never work! So here are some colour photos of a mock-up of a Hunt to accommodate a DC Permamotor. Note the filling-in with brass of the cutout for the AC brushes, the removal and painting over of parts of the original AC motor, and the beautifully moulded wood to the exact shape of the DC motor, plus a new-style tinplate DC version tender.

My most recent unconsidered trifle (I was the only bidder) is a Trix Express DC Pacific. The 757 Pacific with the AC motor converted to DC by a permanent magnet was introduced in 1953. It has the fluted valve gear and open wheels of the final 1951 AC version (20/61), with a slightly more detailed body and mini smoke deflectors. The one I bought, however, has the DC chassis but is fitted with solid wheels, non-fluted valve gear and the body of the pre-1951 version (20/59). Is this an early factory experiment in producing a DC version using obsolete stock? There is no evidence that the loco has been modified - indeed what would be the point? Perhaps our Trix Express experts can shed light.

Back to the blue Princess, and I should not complain too bitterly as I do actually have a blue BR Princess - commissioned from John Hopkinson some years back! Just comparing it with the real thing shows what a superb job John does!



TTR 657
Timber wagon



TE/TTR oddity



Trix Express





THE TRIX TWIN FLYING SCOTSMAN 1938 – 1958

David O'Brien

With all the interest in The Flying Scotsman locomotive this year, now that it is fully restored to working order, I thought it appropriate to write some notes about the Trix Twin versions over the years. The information here is from observations of the models in my museum. If you have one that differs to my notes I'd be interested to see it.

The pre-war and post-war locomotive body castings are identical. The tender casting was modified post-war to enable the use of a different type of uncoupler mechanism within the tender body. All were from the design house at Bassett-Lowke (B-L) of Northampton, thus they are boxed pre-war as 'Bassett-Lowke Scale Models for TTR.'

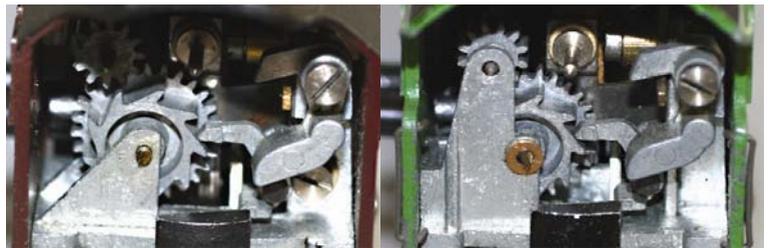
Introduced in 1938, it was offered in full gloss LNER apple green livery lined in white on the loco, and double lined silver and black on the tender by means of transfers. The wording on the nameplate 'Scotsman' is picked out in silvery white paint. The only variation I have noted in the loco bodywork / livery is that it is possible to see them with black cylinders instead of lined green. There is no evidence to suggest they were supplied thus, so I assume they have been replaced with post-war examples at some time. The tender variety is limited to different patent transfers. Some have red transfers for the patent information on the footplate area of the front of the tender, and others have the patents printed on the paxolin (insulating material) plate underneath that retains the wheels. Some have neither, but if you turn the paxolin plate up the other way it may be there.



Tender transfer patent and underneath inscription

Looking in from the cab, early loco chassis have a low height support for the electrical contact shaft. The shaft could jump violently when in rotation and dislocate itself. This was soon replaced with a taller structure that supported the end

of the contact shaft much better. B-L soon came up with a screw located brass horseshoe adaptor for the early chassis to try to prevent the shaft jumping so alarmingly. It works remarkably well.



Early cab

Later cab

There are a small number of matt or satin black unlined 'wartime livery' locomotives known. I am aware of seven complete ones so far and have had five of those through my hands, and seen the sixth. The seventh sold in a Mancunian auction house earlier this year and achieved circa £800 I believe. I have also owned two lone loco bodies and two complete tenders, all in black. The black ones do vary enough to require comment, most of which is supposition, or thought-out theory. There is no evidence that they were a production item and my best idea is that they were a small batch done as a means of using up stored stock during the war. Possibly some were locos returned to B-L during the war for updating to authentic livery. One reason for that suggestion is that one Scotsman I bought at auction still had LNER green cylinders, leading me to think that the easily removable loco and tender bodies had been sent for repainting without the owner realising that the cylinders needed painting too!

Some Scotsman locos have LMS Coronation cylinders fitted, easily recognisable as having a chamfered face to enable them to fit below the streamlined body casing of the Coronation. The explanation might be that they were surplus stock when Coronation production ceased. The cab and tender transfers are the same as on the green LNER locos. I have not seen one with the abbreviated 'NE' on the tender that occurred on the full size locos. All black locos I have seen have pre-war boxes.



Wartime black version

Post-War

The first mention of the post-war version I can find is in a price list dated April 30th 1951 and was offered at 10 guineas (£10.10s.0d), that's double the cost of a pre-war Scotsman! The illustrated price list for 1951, headlined "The

World's Finest Miniature Railway", has a black and white picture of the loco "in authentic British Railways (B R) livery." This was a rich, satin-finish, dark blue lined white on the loco, and a simplified single white lined panel on the tender. The 'Scotsman' nameplate was picked out in silver. *Contd. >>*

1st Post-war
version



1st Post-war
green
version



2nd Post-war
green
version



3rd Post-war
green
version



4th Post-war
green
version



5th Post-war
green
version



The cab side transfers in cream edged black were small in height; 2.5 mm, with a wide spacing; about 1.5 mm apart between the individual numbers 6 0 1 0 3. The BR logo, affectionately known as a cycling lion, was reproduced in three colours on the tender sides.

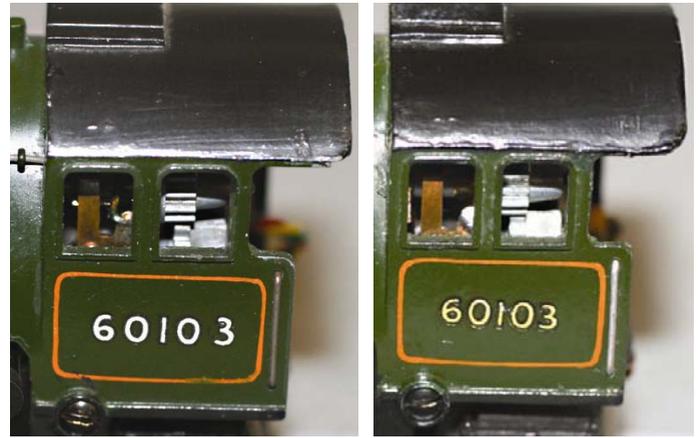
There were many differences to the pre-war electrical system, not all an improvement in my opinion. The basic chassis mechanics were the same but now used 2.5 mm axles for the driving wheels in common with the Trix Express Pacifics. The chassis had now been modified to take a 3 pin socket, located internally in the central gap, in which was plugged a wiring harness to connect to the tender.

Over the years the Bakelite plugs, which were made in two pieces, separate with catastrophic consequences for the electrical connections, usually only at the tender end where clumsy fingers do damage. The remedy is to remove the small wiring harness from inside the loco body and reverse it, utilising the good plug from the inner end, making sure that the wiring sequence is maintained. The original pre-war system was almost foolproof and rather more robust than the 'improved' version. The first two models of Scotsman post-war use cloth covered wire on the harness, later versions use plastic covered wire.

Internally the tender now used a post-war solenoid for the uncoupler, obtained in a similar fashion to pre-war as it was the same as used in a pair of electric points. The original pre-war points solenoid was a large clumsy affair, but could be relied upon to work 99 times out of a 100. The post-war version was flimsy and could be relied upon to work once in a 100 in my experience. The tender body casting had been modified at the front face to take the female end of the 3 pin wiring connector from the loco. It is an ugly rectangular hole and not as neat as the single hole utilised pre-war.

The actuation for the uncoupling system had also been 'improved' with an equally flimsy, and fiddly to fit, wiper system to collect current from the reversing shaft. This begs the question, what was wrong with the pre-war system? The newer version must have added several minutes to the production time when assembling the loco.

The second version which appeared approximately 12 months later is identical in every respect except that it is now produced in BR gloss green livery, a shade or two darker I fancy than later versions.



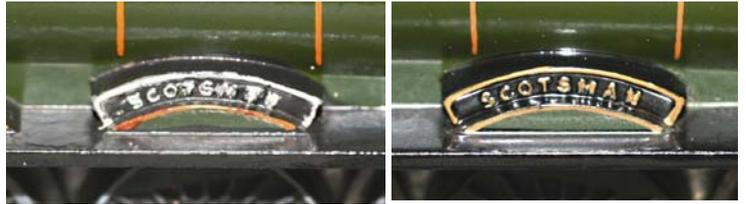
Comparison of green versions 2 and 3

Green Version 3

BR satin finish green; white / silver nameplate, single lined tender, 3 mm tall, close spaced – less than 1 mm - cab transfers, single orange line to tender. Cycling lion logo.

Green Version 4

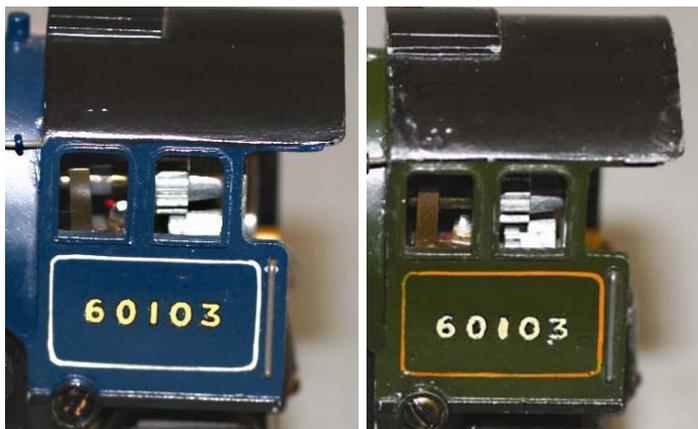
BR satin finish green; orange painted nameplate, double lined orange/black transfer to tender, 3 mm tall, close spaced cab transfers as above. Cycling lion logo.



Comparison of white/silver nameplate with orange nameplate

Green Version 5

BR satin finish green; orange nameplate, double lined orange / black transfer to tender, 3 mm tall, close spaced cab transfers as above. Cycling lion logo. Now with open spoke chrome plated driving and trailing truck wheels and occasionally faint fluting to the coupling rods and connecting rod. Look closely at the coupling rod between centre driver and rear driver of the last version, the fluting can just be made out.



Comparison of blue cabside with first green version

Subsequent changes are mostly in livery and transfers, chronologically I believe them to be:

Green Version 2

BR satin finish green; white / silver painted nameplate, single lined tender, taller 3 mm, wide spaced - 1.5 mm - cab transfers, single orange line to tender. Cycling lion logo.



Open spoke wheels showing fluting on coupling rod

I have never seen a genuine Trix Scotsman with the later, post 1956 'totem' type of tender logo. As all were produced and presumably assembled up until 1955, I assume that is the reason why. Some later versions have a 1958 date code under the front buffer beam, but are from old stock.

4500 body castings were produced post-war.

Some information contained herein has been taken from Tony Matthewman's excellent 'History of Trix Twin Model Railways' book.

SPARES & SERVICING

Martin Drayson

There is not much to report on the spares front this time. Business continues as usual and I am looking forward to the Zurich meeting in August and the Gaydon weekend in September. For a change, I recently had a query about a smoke generator problem. This topic doesn't come up very often, so I thought I would share it with you.

Fitting a smoke generator

Q. I have a 14V AC tank engine and thought I would add a Seuthe smoke generator to it. Having modified the weight to allow room, it fits quite well but only produces smoke when the loco is paused. I have run a wire from the centre pickup and from the front outer pickup. Any suggestions would be gratefully received.

A. A smoke generator for model trains usually comprises a small electrically heated metal tube which fits into the loco chimney. The heater derives its power from the track supply. There is some absorbent wadding inside, to which a few drops of "smoke oil" are added. When the rated voltage is applied, the heat generated causes the oil to evaporate, emitting "smoke".

I have looked on a few websites for information on the German-made Seuthe smoke generator units. Gaugemaster are among several suppliers in the UK. I think you might need to check the operating voltage range of your unit. Versions exist for 8 – 14 volts, 10 – 16 volts and 16 – 24 volts.

When an AC loco is stationary with the reversing shaft in one of the STOP positions, there is no current going through the field and armature windings, hence almost the full 14 volts is applied to the reversing magnet coil and your smoke generator, irrespective of the speed control rheostat position. This would be the best situation for heating the smoke generator. When the loco is running, especially at lower speeds, I would surmise that the rheostat is dropping the track voltage enough to allow the smoke generator to cool down. **N.B.** You can leave a loco stopped after the speed control has been turned to minimum *but* you should never leave the loco with the reversing shaft in the STOP position with full power applied, as this will overheat the reversing magnet coil.

There is a difference with digital control locos because the full voltage is present on the track all the time and the motor voltage/speed is reduced within the loco itself by transistor switching, while the smoke generator would be unaffected if directly connected to the track pickups.

This is the link to the Gaugemaster stock list for Seuthe: <http://www.gaugemaster.com/seuthe.html>

This is the link to Seuthe's full listing: <http://www.gaugemaster.com/instructions/seuthe.pdf>

I would have a look at version 99 which works between 8 – 14V and takes only 140mA. Avoid the type 6 units as they take too much current.

INSTRUCTIONS FOR TRACK CLEANING WAGON 1652

There are two screw caps on top of the wagon - the one nearest the end of the tank is the filling cap. Through this the cleaning fluid is poured into a metal tank which is situated inside the superstructure. The knob next to the filling cap is the valve adjustment screw.

To operate the wagon the procedure is as follows:

1. Close valve adjustment screw by tightening same (clockwise direction).
2. Unscrew filling cap and by means of a funnel, pour surgical spirit into tank, taking care not to overflow container.
3. Replace filling cap screw and adjust drip valve by slightly unscrewing same (anti-clockwise direction). This will allow the fluid to flow to the cleaning pad. The wagon is now ready to commence cleaning your track.

After some time the cleaning pad will have to be replaced. The weighted cleaning pad can be detached from the two hooks below the chassis



and by releasing two screws the old pad can be discarded and a new one inserted.

Note: Use surgical spirit only and do not use near open flame.

Made in Austria.
Aug. 68.

Track cleaning wagons in two alternative liveries are illustrated on page 3. **SW**



ZURICH

Organiser Jean-Patrick Enz (JPE) presenting our youngest TTRCA member: Miss Lilyan Duling



Food! Grill-Master, Ruedi Witschi, one of the outdoor catering team



Rare COOP accessory: station made by German manufacturer CREGLINGER for COOP



Goods train:
20/55 DC loco as a diesel version in COOP livery, 20/78 bogie tank wagons SHELL and BP and "JP ENZ" as a 6-wheeler, followed by a COOP bulk grain heavy 12-wheeler made by the German manufacturer "HERR", converted to TRIX EXPRESS and COOP-livery by JPE



The rare US Pacific loco 21/59, from the late Henry Marthaler's collection



Ulrich Leibacher and David O'Brien concentrating on some repairs



SBB multi-purpose electric loco class Re 6/6 (12-wheel) in the special livery of the "VSLF" (Swiss Loco Drivers' Union), transformed from ROCO H0 to TRIX EXPRESS by our new member Werner Bregenzer



Electric commuter train in the colour scheme of the Zurich network, kit-bashed from a TRIX EXPRESS Diesel Flier (20/58 AC version) by Ulrich Leibacher



Food! Barbara Enz (left) and Martina Enz (right), part of the indoor catering team



Electric commuter train in DB red livery, kit-bashed from a TRIX EXPRESS Diesel Flier (758 DC version) by Ulrich Leibacher



TRIX electric loco SBB class De 6/6 (12-wheel) "Seetal" crocodile, converted to TRIX EXPRESS by Werner Bregenzner



Modified TRIX EXPRESS E94 Co-Co German crocodile electric loco in the black livery of the Mexican "Ferrocarriles Norte de Mexico" ("N. DE M."), courtesy of Franz Nowack



Franz Nowack receiving a SUPERCHAMPION pennant, to honour his 20th Zurich attendance, from JPE



The rare "Blue Princess" 2/540 on its visit to Zurich courtesy of David O'Brien. At the back: two variations of flat cars carrying the long TTRCA 40th anniversary container

Photos by Bruno Fischer



Ian Sutherland's simple TTR AC display layout. See page 4.



Dieter Borchert from Germany and D.O'B, with Franz Nowack in the background.

TRIX TABLE TOP PLAN



TRIX TWIN RAILWAY

designed
for
Action!

A comprehensive instruction to fit this complete Model Railway
IN EASY STAGES TO THE READY WIRED TABLE TOP 1085

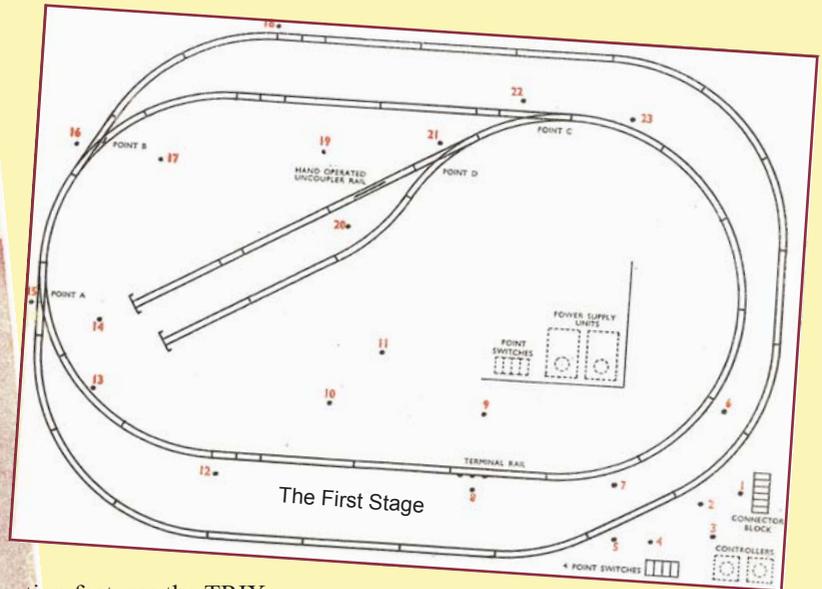
1'6

Published by TRIX LIMITED, LONDON, W.1
Printed in England

TABLE TOP TRIUMPH

That's how Trix described their ready-wired baseboard in the 1950's leaflet 'Trix Table Top Plan'.

The wooden 'Table Top' baseboard, 5ft x 3ft 6ins in size, was made by the bed manufacturer Vono and came with two trestle stands. A fully wired version was also produced, and the leaflet describes how the track layout can be built up in stages, adding "all the refinements of TRIX ACTION - twin running - remote uncoupling - signalling, including pre-determined train control - remote control mineral transport with the tipping wagon and elevator conveyor - and many more". The leaflet continues ...



How to go about it

TRIX track gives excellent results on any good surface even though it is not screwed down; but a permanent layout, properly fixed and wired ensuring perfect running at all times is the aim of every keen TRIX operator. Yet, it can easily be re-arranged, as shown in these instructions. The TRIX Wired Table Top has been designed to serve all TRIX owners - from the beginner with his simple oval track formation No. 915 to the advanced operator possessing all

the fascinating action features the TRIX engineers have made available.

This Table Top is made of good quality plywood, rigidly reinforced with adequate battens and covered in green flock which makes an attractive base for laying track and for the many accessories and oddments that go to make up a realistic model railway. A special harness with electric wiring in thirteen different colours is fitted to the table, and twenty-three holes are drilled, so arranged and explained that the correct ends for connecting any piece of equipment can be selected instantly without risk of error.

There are wires under the table top for practically every layout need. Select the ones for the connector block, for the switches, for the points and all the accessories planned. Check the colours and wire accordingly. It is simple! It is reliable! What a lot of extra fun the TRIX Wired Table Top can provide!

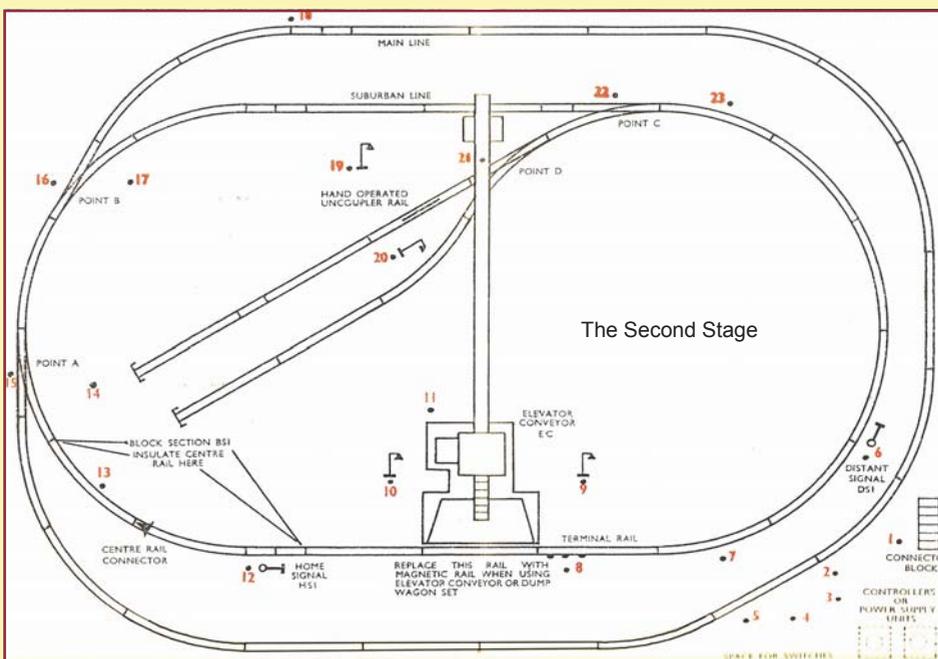
The First Stage

It has been explained that the Wired Table Top can be used with TRIX Track Formations of any size. Formation 997 has been chosen for detailed description, because it is a very definite stage in the development of the Master Layout. Its wiring is simple, the instructions can easily be adapted to suit other formations, as long as terminal rails and accessories are kept near the holes specified.

Operating Two Trains

Run the passenger train freely in a clockwise direction on the Main Line (outside circle). Hold the mineral train in one of the sidings.

Switch the passenger train on the Suburban Line (inner circle) through point B and back on to the Main Line. Shunt the mineral train on the sidings while the passenger train runs on the Main Line. Marshall the mineral train using the uncoupler rail and make ready for departure. Dispatch the mineral train on the Suburban Line. Adjust the running of both trains so that there will be no accident where tracks merge between points A and B.



The Second Stage

The Magnetic Rail and Operating Dump Wagons using Operating Dump Wagon Set No. 766 or Mineral Train Set No. 1/366. Unloading coal by the flick of a switch! Only TRIX has this fascinating action feature which is so easy to install and so realistic in its operation.

To Operate the Dump Wagon

Fill the wagon with TRIX coal. Shunt it exactly on to the middle of the magnetic rail and pull the lever. The wagon will then tip its load into the coal bin placed alongside the magnetic rail. Add further dump wagons to your train for realistic operation.

A little practice is needed to align each dump wagon in turn over the magnetic rail; skilful handling will soon achieve exciting results.

The Elevator Conveyor No. 788

ACTION and still more ACTION. The dump wagons of the mineral train tip their coal into the bunker. The Elevator Conveyor picks up the coal, carries it across the layout and refills other wagons.

Pre-determined Train Control

A fast train travels on your 'Main Line' in a clockwise direction and your mineral train is approaching the junction with the signals against it. It must not pass the 'Home' signal until the line is cleared. The Block Signalling set No. 777 provides this safeguard in the most realistic and striking manner.

By creating a block section, fitting colour light signals and combining the Indicating Check Switch with the switches for the signals and point, any train will be stopped automatically if the signals are at "danger". You need not touch the controller. When

the line is clear and the signals are changed to "green", the standing train will start up automatically and go on its way. This is TRIX Pre-determined Train Control.

Operating Pre-determined Train Control

The passenger train is travelling clockwise on the main line. The point A is clear for the main line and the 'Home' and 'Distant' signals on the Suburban Line are at 'danger'. Dispatch the mineral train on the Suburban Line in the same direction. When the mineral train enters the block section it will stop at the 'Home' sig-

nal and the light in the Indicating Check Switch will glow red to report that your train is waiting there. When the passenger train has cleared point A, pull back the link bar to open the point and to change the signals to green. The light in the Indicating Check Switch will then go out and the mineral train will automatically move forward behind the passenger train. *Do not touch the controller.*

The Master Layout

Operation of the Extended Track

The two dead section sidings provide the addition of a third engine, probably an 0-4-0 tank for shunting both goods and passenger stock. The third engine will pick up from the same running rail as one of the other engines and these two engines must never be on the open track together. One must always be switched off in a dead section while the other is operating. The remote uncoupling and marshalling of stock in the goods yard is now possible. One train can be stored in a dead section siding while the other two trains operate on the layout in accordance with your plans.

Operating the Master Layout

The Master Layout is meant to be used, not just looked at; it is designed primarily for the man at the controls. It gives him the opportunity to carry out all the main operations that the unique TRIX Twin Railway makes possible.

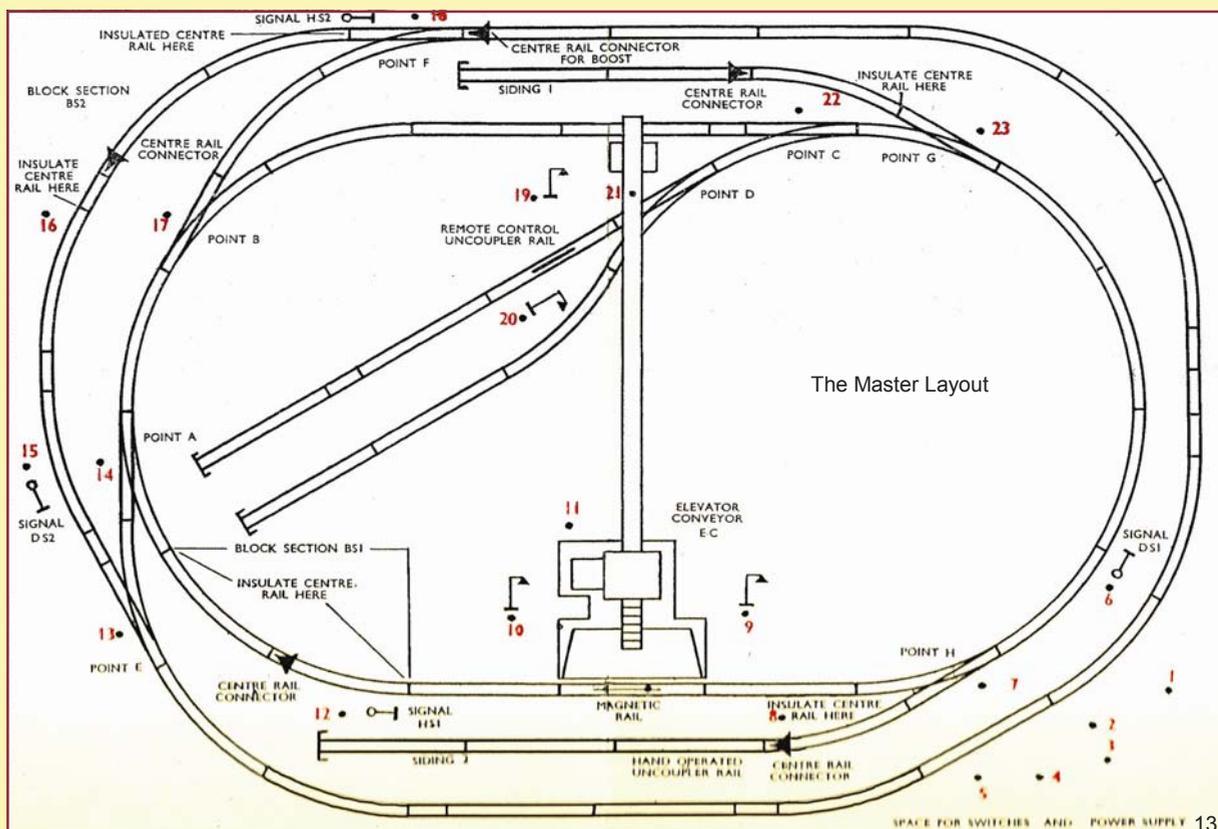
First of all, there is the double track, with two cross-overs for the interchange of trains. That means continuous running for two trains on both lines: one can be a fast passenger train, the other a slow goods. For the maximum action this should be a mineral train.

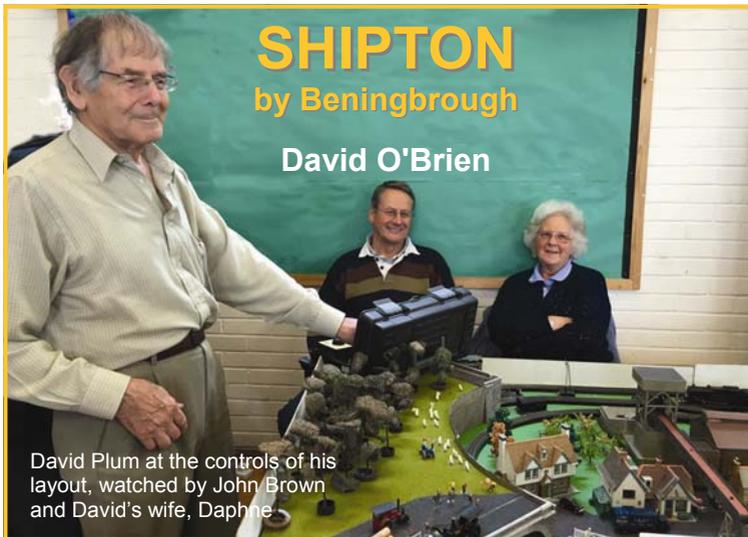
The outer track is designed as a main line, and the other - the inner one - as a suburban line. Spanning the inner track is the spectacular elevator-conveyor, one of the most popular action pieces ever designed by TRIX. The Master Layout is ideal for this piece of equipment, as you can load at one side of the suburban line and unload at the other. With that operation in progress, and an express running on the main line, the man at the controls will be kept pretty busy. The goods depot is conveniently placed inside the oval of the suburban line, and on one of the sidings leading into it there is a remote uncoupler for marshalling the trains. Again - more action.

But two trains are not the limit of the Master Layout. Two extra sidings are included - 'dead' sections - for storing a third train while the others are in use. So after loading your mineral train you can put it in 'cold storage' while another train takes over the suburban line; then you can put that, or the passenger train, into a 'dead' section when you want to bring the mineral train out again for unloading. More realism is added by the colour light signals, controlling the block sections which protect the cross-overs. The scene is lit up by yard lamps; and when you run a night service you can make it just like the real thing if you use illuminated carriages and new brake third, both of which carry red tail-lamps as well as white interior lighting.

The Master Layout has been designed for realism and action. Economical in space, it provides for the maximum number of operations according to true railway practice.

Adapted for the Gazette by Steve White





David Plum at the controls of his layout, watched by John Brown and David's wife, Daphne

This year's Shipton event was the 33rd put on by Dave Norville (he doesn't seem old enough unless he started as a teenager). 'Shipton' is a dual TTRCA and HRCA event and as I have said many times, it should be on your calendar every year. This one unfortunately clashed with a show at Alresford in Hampshire but surprisingly Shipton seemed to gain visitors rather than lose them. Notables missing were Dixon Upcott who went to Arlesford, and Dublo stalwart Bob Field. Hopefully next year's event on 24th June won't clash. The roll-call of names signing in was a very healthy 113. That just about fills the hall from 11am until about 2pm when some drift away, tempted by the fleshpots of York (they say they're going shopping or to the railway museum).

I usually set off early and have breakfast at a local Little Chef, but as I was the only one of the "Chef gang" attending this year I gave my waistline some respite with a day off. Many local folks set up the night before and then assemble at the local pub for relaxation, so when I arrive on Saturday the show is usually well on the road. Dave bustles about and it is hard to get more than the odd word with him during the day. The local Scouts come along with their marquee to give extra space in the rear garden. A few years ago we were seconded to move the structure a few feet, not easy in a force 9 gale, and many of us were lucky to survive. This day was bright and sunny, so 'good ol' Scouts', I say.

Several layouts were on show, and Trix was more than ably represented by David Plum, who is also local, and his set-up is comprehensive and always a wonder because it runs so well all day. This year's innovation was a tunnel that keeps the kids amused (and David and wife busy). Hornby O gauge is always well represented, and the theme for the day was French Hornby, provided by Rod Moore. Somehow continental models always seem more bright than their British counterparts, and Rod's were no exception.

Long-time Trix member Jeff Carpenter went over to the dark side this year and ran a pre-war Hornby Dublo set-up, clockwork Sir Nigel Gresley A4 and all. It seemed to run faultlessly all day and Jeff never seemed to be far from his chair, so I guess that is proof of well looked after kit doing what it should.

Upstairs was the comprehensive display of Meccano, and I have to say I wouldn't want to lug that stuff up those stairs. Dennis Goode, who operates the Meccano show, is 93 believe it or not and all power to him I say. I think it was he who

took a tumble in the car park at closing time and cracked his head open, requiring an ambulance. No long-term damage done I believe. Last I saw of D. Norville was him being an emergency 'nurse' and ministering to Dennis. I'll have a word with the Scouts and see if we can rustle up a first-aiders badge for Dave.

Trix master painter John Hopkinson attended with his range of excellent repaints and unusual livery conversions. John talks idly about retiring from the scene. We're not having that. Keep up the great work John, and once you reach the age of Dennis we'll talk about when you might be re-prieved.

There was a goodly show of Trix members attending this year, including John Atkins of Trix book fame, chauffeured as ever by his daughter Sarah, Bernard Rimmer and wife, Arthur Smith made the trip over from Carlisle as usual, John Brown popped up from Birmingham, Garth Jeffery from north of "N'cassle", Simon (Monty) Culverhouse from Derbyshire, and local John Bunting. Ex-committee member Helen Dawson and hubby Dave (HRCA chairman, no less) made an appearance, I hadn't seen them in a while. Others included John Shortland and John Hey, plus Arron Homewood from Melton Mowbray. There were more, but the point is that many of those mentioned come because it is a great show so distance is not a consideration.

There were more than enough stallholders in and around the hall and marquee and all seemed to be doing good trade. When I got a few minutes to have a mooch about it was quite hard to see over the shoulders of the visitors. Just about every type of collecting genre was available in one shape or another. It truly is an enthusiasts' event.

Another excellent aspect of Shipton is the catering by the church ladies, so my waist didn't have much of a chance. In the odd moments when I was not busy at my table I made a break for the food counter.

I took along my recently acquired blue BR pre-war Trix Princess that I recently found on the internet. Things like that always attract attention and discussion, and after the usual "ooh's" and "aaah's" we were of the opinion we hadn't got a clue about why or when. Except that it is very definitely Trix paintwork and workmanship. Make sure you see it at Gaydon on September 16th or 17th.

The day wound down and there were many smiling and tired faces in the car park as I left. Great show Dave, keep up the good work.



David O'Brien's blue Princess. Right: Jeff Carpenter's Dublo layout, with Hornby O Gauge beyond



FROM THE ARCHIVES

Gazettes 21 to 30

David Holmes

► An interesting article by Allan Hinchliffe in the Autumn 1980 Gazette mentions the little known possibility of South African stock. He was quoting from a post-war Trix export catalogue, issued to some dealers in 1948, which had a caption across a corner of one page (featuring American and Canadian stock), "South African Models: Scale model passenger coaches are now being designed and will be shortly in production."

Allan goes on to say that one could surmise that one of the Trix agents in South Africa may have suggested that coaches could be made available for the South African market by modifying the American scale length coaches. When he was in the country in the late 1960's, he noted that the "full size" coaches in use were very similar to the Trix 9/565 day coaches. The article ends with Allan concluding these were never made, after having a conversation with Mr. Best on the subject.

However, I believe a coach was recently donated to David O'Brien's museum, albeit in rather poor condition. Is it genuine, were they made in quantity, is it the only one to survive?

► Worth recalling an article on metal fatigue by Franz Nowack (Gazette No. 22). The zinc alloy (Zamac or Mazac) was used in metal toy construction from 1935 because of its lack of the poisonous material lead. However, to create a stable material, a small percentage of copper and magnesium needed to be included. The latter elements were not available

during the war years due to their use for war purposes. The lack of these elements are the cause for the metal fatigue we see today. Franz gives many tips on how to deal with this and there is a follow up article in Gazette no. 27.

► In this series of Gazettes there are a number of GTG venues mentioned (and pleas for these - things do not change!), but one stood out, Kirton-in-Lindsey Mill and Railway Museum. This was a joint meeting with the HRCA, the TCS and the TTRCA, held in May 1982.

The event was apparently very successful and attracted over 300 visitors plus 50 odd exhibitors and helpers. There were actually two venues involved, as the Town Hall was also used. At the time, one of our members, Ian Paterson, was connected with the Museum and was responsible for organizing the GTG.

I wonder if the Museum still exists with a TRIX layout? Anyone in the local area who knows and might like to organize another visit?

► I have always been interested in the history behind the "Nord" French loco. In a letter from Mr. J.L. Fournereau dated May 1981, he gives some background to the Company. Apparently there was a bureau and a showroom in Paris, under the Trix Company during the period 1938-1939. It used the name TRIX EXPRESS, but disappeared from view during the early war years.

The firm decided to reproduce a French model and based this on the famous train of the period - the NORD Chapelon Pacific loco, together with its three dark green bogie coaches, including the baggage car. The set was advertised in LOCO REVUE in issue no. 20 in December 1938, with an associated booklet. The trademark TRIX EXPRESS was used, with an extra "F" to probably denote it as French. The information was provided by member Mr. Maugin from Paris. Anyone seen the booklet?

GOT IT CRACKED

Jeffrey Smith

I attended the Collectors' Fair at the Bluebell Railway at the end of July. I spotted a Liliput (Trix) tender drive Flying Scotsman in BR livery and was tempted to buy since it was boxed and going for £39.

Now, at the 2013 Plumpton TTRCA event, the knowledgeable Martin Drayson mentioned to me about the possibility of expansive metal degradation in tender drive Trix Liliput locos, saying it is important to catch it before plastic bodies were split as a result.

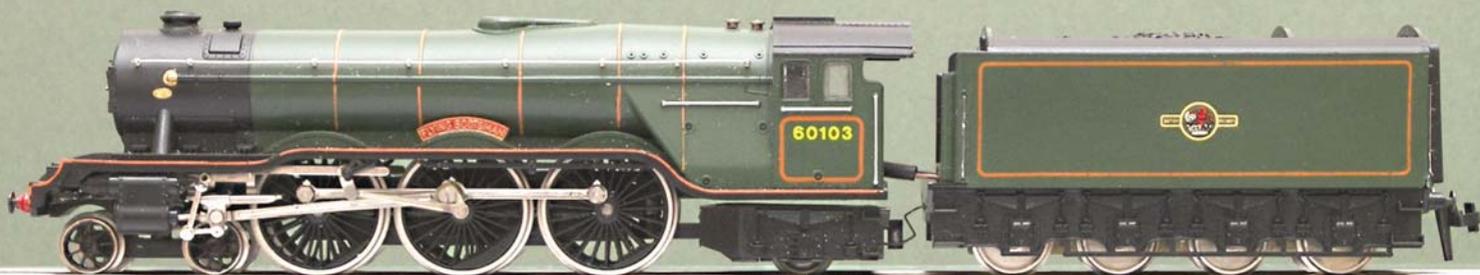
So it was only after some discussion with a friend and the trader, further contemplation, close examination, but still some concern over potential problems with material degradation of the tender chassis, that I decided to make the purchase.

However, once home, the loco was not overly keen to go and once going seemed to require more current than most. Things seemed to be getting better until during a further gentle cleaning of the wheels I spotted a hairline crack in the underside of the tender chassis. Then, suddenly I spotted a whopping great split in the plastic on one side of the tender's chassis. Oh dear!

I drove back to Horsted Keynes where the trader was fine about giving a full refund.

It was shame, but just one of those things. What surprised me was how suddenly the cracking occurred. It could be that someone had made a repair internally with the problem more advanced than was superficially evident.

For the record, replacement tender drive castings are available from the TTRCA but they apparently have to be made specially in Germany and so cost about £24 plus postage.



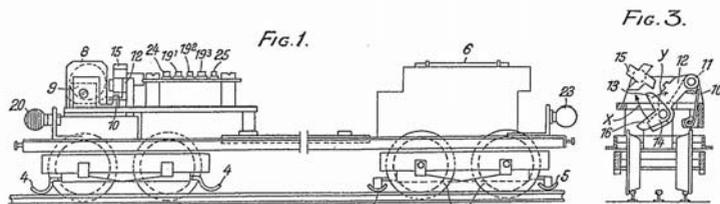
A Liliput Flying Scotsman

DIESEL FLIER VARIATIONS

Garry Lefevre

One of the most popular models Trix ever made was the Diesel Flier, known simply as the 20/58 in Germany. The inspiration for it must have been the TTR Portsmouth launched six months earlier in the Spring of 1937. This model was designed at the request of W. Bassett-Lowke by Ernest Twining who invented the novel way in which the motor bogie swivelled in the chassis. The Portsmouth motorised unit was made almost entirely in Germany. Only the coach sides were printed on tinfoil sheets in England to ensure a colour match with the coaches. The sheets were then sent to Germany to be cut and pressed into shape for mounting on the mechanism. At the end of 1936, prototypes of the Portsmouth were well advanced.

In 1936 both the English and German Trix companies were still owned by Stephan Bing. His main designer and the production manager for both operations was Siegfried Kahn. He would have seen and maybe partly helped Twining with the design. Certainly the Portsmouth and the Flier both advanced to production within months of each other. On 27th February 1937 the German company applied for a patent for the Flier, a year later a similar application was made in the UK. No inventor was named, almost certainly because Kahn was Jewish and could not be named under German law at that time.



The patent is interesting for two reasons. Firstly the original intention was to have only a single motorised coach with lights at each end. Further, there were three different coloured lights, white, red and green. It is not clear what the light sequence would have been, only that they would be switched over depending on direction of travel. Another interesting fact is the contact shaft had the earlier butterfly or star wheel, not the one used in production being the more modern pinion and ratchet. Possibly this gave rise to the rumours I have often heard that the earlier Fliers had this butterfly contact shaft. Maybe the prototype had, but I have not seen, nor know anyone who has ever seen, one on a Flier.

It is worth summarising the main differences in the production models of the Diesel Flier, for which there are 6, possibly 7, main variations.

1



First version with single hole connections, German Eagle and roof yellowing

The first model (1937) made for the German market had the single hole in the trailer coach through which the two electrical wires passed to a two pin plug in the motor coach. In the middle side of each coach was the German Eagle symbol. These coaches had couplings on all four ends. In Germany the unit was based on a train sometimes used on suburban routes when a goods wagon could have been attached to drop off at a station on route. This model had two red lights and one white light at each end.



1937 version on left (two red lights and short buffers), post war on right

2

The second model (1938) had the connecting cable plugging into a two-pin socket in both coaches. The lights were changed to one red light and two white lights at both ends. There were changes made to the way the bogie moulding was guided when swivelling by inserting a removable plate.

3

The third model (1939) had slimmer silver buffers and new couplings.

The first two were imported to England without any changes. It is possible that none of the third type came via Trix into England as records show no Diesel Fliers were imported by the UK company after the end of 1938 but some could have come in privately. All were sold in buff coloured boxes, the same ones used in Germany.



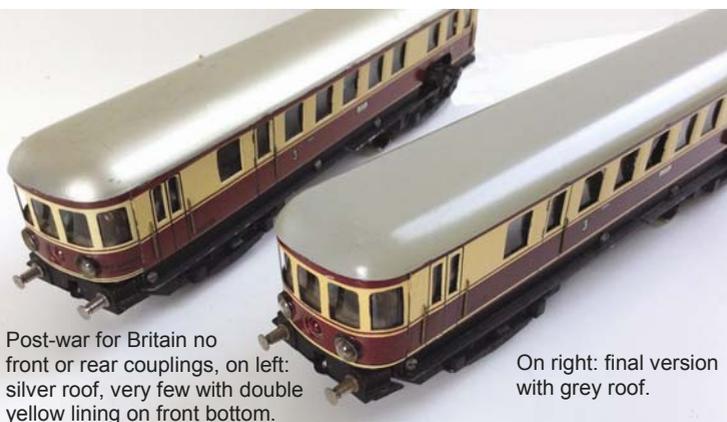
Pre-war box on left, post-war for British market on right

4

The fourth model, made in 1948, is questionable as a separate version as it is made from a mixture of pre-war and post-war parts. These have a motor coach with the eagle on the side but a trailer coach without one. Pre-war axles were 3 mm, post war were 2.5 mm. These sometimes have mixed axles on one coach! Couplings too are mixed. Having seen photos of the bombed factory I would be surprised if any stock survived, but maybe Trix got some parts from a warehouse or dealers to get into production quickly, as many companies did to earn some cash straight after the war.

5

The fifth model had no eagle on the side of the coaches, 2.5mm axles, and couplings at all four ends. For the German market, this was not imported into the British market by Trix. The bogie side frames were strengthened. The date production began is not clear, but probably 1949 to 1953.



Post-war for Britain no front or rear couplings, on left: silver roof, very few with double yellow lining on front bottom.

On right: final version with grey roof.

6 The sixth model was made for the British market from 1951 to 1953. This was similar to the above fifth model but with no couplings on the two outer ends of the coaches. Some have TTR written in white underneath. Very few have double yellow lining in the front bottom, this maybe was a misprint in the lithograph.

7 The seventh model was made in 1953 only for the British market. This had a grey roof instead of the previous silver colour. Only a small production run, possibly 6 months, was made. It was needed because German Trix production had started to change to DC, with a new all-red model numbered as TE758. Demand in Britain for the AC version was still high.

All post war items were sold in red boxes.

The Flier chassis was based on the Portsmouth's, using the same tools. It was lengthened by cutting it in the middle and inserting an extension plate for the longer Flier chassis. Despite all new tooling needed after the war no change was made to this basic construction. So did the tooling survive the bombs? If so, perhaps the fourth model above really was made with parts surviving in the factory.

No record exists of the total number produced, but it was probably quite high as Fliers were extensively sold in the UK, in Europe, as well as in N. America for a total of nine years.



Post-war, silver roof, for British market

ALRESFORD

David Holmes

Having decided this year to cover the event on the one day, my wife and I set off at 5am in order to arrive when doors opened at 7. The venue had undergone some improvements since last year and we found the hall much lighter and airy with more space between exhibits. Set up went well and we were up and running well before the first visitors were due.

Until recently, I had limited myself to the Trix Twin and Trix Express AC / tinplate era but experience with using DC locos to control positioning of the coal conveyor wagons convinced me to invest in some DC stock. The layout was prepared to run AC on the main outer tracks, with DC control on the separate inner tracks. The AC side was represented mostly by American stock - the switcher and passenger 0-4-0's, a replica 4-6-2 Pacific and the Trix Express 0-4-0 with cowcatcher. However, having brought the Clairburg station again, I needed the 4-4-0 Nord to match!

On the DC front, we had a green Class 5, a black 2-4-2, a converted black BR 0-4-0 and a Trix Express 4-6-2. A Ruston Hornsby diesel shunter was included to pull the coal conveyor wag-



ons. A mix of suitable freight wagons and carriages were available to complement the locos in all cases.

The day went very well with little in the way of problems, even with the AC! We were visited by Peter and Mark Tewkesbury, who brought a couple of items to run. In the sales hall, Dixon had set up his usual great sales display of Trix and other model railway makes. Also in the sales hall was Clive Parker

with his interesting Trix layout, always worth a visit and to see any new conversions he has created. Bob Leggett had done another fine job organizing the day, with food and drink vouchers for the stall holders. All in all, a very pleasant day playing trains and socialising. My thanks to my wife Judith for agreeing to put up with another show - her help in setting up and dismantling is invaluable.

TTRCA RALLIES TO THE CAUSE

2016 Woodvale Rally
18th/19th June
Keith Hick



Keith ready to welcome visitors from 9 to 90 at Southport's 2016 Woodvale Rally

Southport's annual Woodvale Rally, held in the seaside resort's Victoria Park, attracts thousands of visitors each year. With something for everyone, young and old alike, the two day rally has been a fixture in Southport's visitor attractions for several decades. Originally based at nearby RAF Woodvale, which gave its name to the event, the rally moved to the seafront location a few years ago.

Live music, vintage and veteran cars and vehicles, animal display teams, flying model aircraft demonstrations and a multitude of trade stands were all complemented by a series of marquees housing model railways, boats and aircraft. As a TTRCA member, I showed my compact Trix Twin layout following an invitation to attend from event model railway organisers, Austin Moss and Tony Kuivala. Austin, who owns the nearby Windmill Farm Railway and animal farm adjacent to the world famous wetlands bird sanctuary, Martin Mere, has arguably the best collection of historic live steam 15" gauge locomotives in the UK, some designed by Trix Twin collaborator and miniature locomotive designer and one-time Southport resident, Henry Greenly. Greenly worked

closely with W J Bassett-Lowke to help launch TTR into Britain in the mid 1930's, writing the TTR Permanent Way Manual, first published in 1937, and which became the TTR reference bible, until its final printing in 1954.

As another youngster who was introduced to the world of model railways in the 1950's, with a parental present of a Trix Twin set, I clearly remember seeing the layout set out on the dining room carpet for the first time. With the Southport to Preston railway line running past the house at the end of the back garden, it didn't take long for a lifetime passion to develop for everything to do with railways, large and small! The intervening years of family life, career in Architecture and Civil Engineering, followed by retirement, has seen the interest maintained, including the completion of several railway themed oil paintings, two of which were included on the display stand sitting alongside my TTR layout at the rally. As an active supporter of the rebuild of Donald Campbell's Bluebird, I also had some of my Bluebird prints from my paintings of K7 and Campbell's CN7 Proteus Bluebird car, on display, which have raised around £10K for the rebuild of Bluebird,

together with copies of Gina Campbell's autobiography, 'Daughter of Bluebird'. I had the pleasure of interviewing Gina live on stage in March 2016 during the re-enactment of Henry Segrave's 1926 Land Speed Record on Southport beach, as part of Southport's Festival of Speed Week when Segrave's original Sunbeam was brought over from the USA for the 90th year celebrations. Fred Harris, one of my weekend stand helpers, ran Replicast Models for many years, producing scale models of World Land and Water Speed Record cars and boats.

With this being the first time I had attended an event as a model railway exhibitor, I found inspiration from two TTRCA members, Jeff Carpenter and Norman Beaumont. Jeff's small split level layout, featured several times in the Gazette, provided the initial spur. Norman, from North Wales, who exhibited at Southport's annual Model Railway Show in 2015 (also featured in the Gazette), proved an engaging and friendly advisor as we shared thoughts during the November 2015 show. So, the seeds were sown and I decided to assemble a 4' x 3' (1200mm x 900mm) layout on a spare pin board as a portable baseboard.

Some old Grey fabric Marler-Haley A1P display panels, edged with retaining strips to contain any derailments, were laid over the pin board and fabric track then loose-laid to give two running lines.

I had considered a version of Jeff's cleverly designed split level board, but decided upon the two track at grade arrangement for maximum interest in a small area, given the time I had available – and boy how it worked! With the inclusion of two passing loops to the inside track, a (non-working) Coal Conveyor and a selection of various TTR Manyways Art Deco era buildings, everything was set. However, although I have copious amounts of Bakelite track, I decided to use three rail fibre track to ensure robust running and connections with the loose-lay format. Several successful bids on eBay provided ample track, points, power tracks etc for a very modest outlay and, hey presto!, the track was down and operating in no time.

The next step was to bring the electrics, including transformer and two controllers, up to scratch for operating in an exhibition environment. Here, retired Electrical Engineer, Shaun Funicane, came to my aid one spring Saturday

afternoon. Shaun's wizardry is shown to superb effect in his own home base-ment layout, with working electrics I can only dream about and admire. Having had the benefit of the late Keith Hayman's exceptional help in restoring my pre-war Scotsman, Diesel Flier and various other locos, I now have a healthy stock of motive power. But for the show I decided to limit the loco roster for the two days to 0-4-0's, tank and tender. It is here I have to thank Duncan Bell for his kind help in restoring three recently acquired 0-4-0's to tip top running order. Whilst I am adept at identifying problems and carrying out maintenance and straightforward repairs, I know my limits and happily rely upon the experts to weave their magic. A recent acquisition of a decrepit, virtual write-off, 2-rail Trix Western diesel is now fully restored, thanks to my own resourcefulness and the help from one of my panel of experts, namely Graham Quinn, another of my rally weekend TTR stand team.

With everything loaded in the car, thanks to another of my weekend team members, Peter Dyer, we arrived at the Victoria Park Showground early on the Saturday morning, having completed a successful 'recce' the previous afternoon. Forecast for the two days was good until mid afternoon on Sunday and so it proved. Access to the marquee was easy and within an hour trains were running in time to welcome the first visitors. Our stand location was next to a huge Gauge 1 live steam layout, so we were able to breathe in a mixture of hot oil and steam indoors both days!

The showground was laid out by the Southport & Cheshire Lines Railway in readiness for opening of the S&CLER in September 1884 as a condition laid down by Southport Corporation for the railway to build a terminus on Southport's Lord Street mile long shopping boulevard. The railway closed in January 1952. However, I have built an N Gauge layout of the Lord Street Terminus, MPD, carriage and goods sidings



Who needs an ipad or tablet when you can play with model trains?

etc running through to a model Aintree Central in Liverpool, which helps keep the spirit of the Cheshire Lines alive.

Interest soon began to build during the morning with a regular throughput of people interested in, or who could remember TTR in their youth. The old adage 'from 9 to 90' proved apt as a 91 year old retired railway Platelayer stopped by a for long chat about local railways and was invited to recall his time on the railways as a contributor to the Author's Group I am leading to tell the full story of the five railways companies running into Southport. The town had 20 stations in its heyday, more than any other provincial town in the UK.

Young children, some barely able to see over the table top, were enthralled to watch the mesmerising sight of two trains chasing each other around the tracks – yes, I know it isn't prototypical, but it was more exciting for the younger visitors!

Once I asked, "who would like to be a signaller to stop and start the trains?" it opened the flood gates with many wanting to seemingly control the actions with their TTR hand operated signal. At the command "stop!" a deft click of my finger on the TTR controller obliged, to be followed a few seconds later by, "go!". Mum's and Dads were happy to see their children excited by the joy of watching and 'operating' the toy trains - a lasting legacy to Stephan Bing, Siegfried Kahn, W J Bassett-Lowke and Henry Greenly.

International visitors included a couple from Germany, whose knowledge of Trix Express, Mar- klin and Fleishmann proved interesting, and a couple from South

Africa. Several TTRCA leaflets, supplied courtesy of Steve White, were given out and one visitor was so enthused, he bought a three coach Pytchley set from a nearby dealer for a reasonable £60, so we might gain a new member, and I might be asked to supply some Bakelite track to get him started.

In operating terms, the weekend was trouble free and the compact layout size was easy to manage. Some locos ran a little warm with continuous running and one connecting rod came adrift, but otherwise everything ran smoothly, apart from when one of the exhibitors switched their kettle on and tripped out the electrics, leading me to think we had a wiring problem!

With the stand containing such variety, interest remained high throughout the two days and exceeded my personal expectations. The majority of visitors to the stand were amazed to learn that the origins of the table railway were courtesy of Trix, over eighty years ago. It was impossible to predict how much interest there would be in Trix, having no advance advertising to rely upon, but in the end memories were rekindled and youngsters saw something really different.

My grateful thanks once again go to the aforementioned and, who knows, I may exhibit TTR again some day. It certainly made a change from conceiving and managing exhibitions, symposiums and conferences at the NEC, Excel Arena, Olympia, O2 Arena, G-Mex etc during my business career. The two days spent at the rally were great fun and hopefully helped further the interest in the TTRCA.



Everything you needed to know about TTR and the TTRCA was on display

SERVICING THE A2 PEPPERCORN

Martin Drayson



The instructions on the right are from the manufacturer's instruction sheet, as supplied by Bala Model Railways in 1991. I have written these additional notes which I hope are helpful:

- Lubrication should be carried out to spindles and bearings using suitable loco oil e.g. TTRCA SA1. Gears should be lubricated with soft grease such as TTRCA SA3.
- Lubricate sparingly. One drop of oil should be applied to each bearing using a wire dropper or syringe. Grease should be applied using a small flat screwdriver or wooden spatula. NEVER apply oil to the motor commutator.
- There is a lot of gearing in a Peppercorn loco, so remove the body as per the factory instructions.
- Most A2 locos have a Trix 3-pole Permamotor in the cab. This just needs a drop of oil at each end of the armature shaft and a spot of grease on the motor gear. Also apply a spot of grease to the brass idler gear and the gear at the rear end of the axle drive shaft.
- The simplest way to grease the two worm gears on the drive shaft is to unscrew and remove the driving axle keeper plate. Do this with the chassis upside down to avoid the axle worm wheels disengaging from the worms on the drive shaft. Grease the worm wheels. As they rotate, the grease will transfer onto the worms on the drive shaft. If the driving axle worm wheels do slip out of position, you will need to re-engage the gears so as to line up all the crank bosses and so prevent the valvegear from locking up. Oil the axle bearings sparingly at the same time.
- If you prefer to access the drive shaft above the chassis, it is necessary to remove the two M2 countersunk screws that retain the diecast covers at the front and rear of the drive shaft (on right hand side of chassis). In order to remove the covers you may also need to lower the driving wheels by removing the axle keeper plate as described above. You can now see the whole shaft with its two worm gears which drive the first and third driving wheel axles. Lightly grease these and then oil the bearings at each end of the shaft. Replace the retaining covers. Re-engage the driving axle gears and replace the axle keeper plate.
- Apply a drop of oil to the chassis bearings either side of the driving axles. Sparingly oil the leading bogie, trailing bogie and tender axles.
- Carbon brushes (TTRCA MP4) are available for the motor but the originals are very long-lasting and should not be disturbed unless really necessary. Many other spares are available on request. If you are not confident, repair services are listed in the TTRCA Gazette for more difficult jobs, including valve-gear.
- Sometimes the lead weight in the tender comes adrift when the glue joint fails. The tender body can be released by undoing the self tapping screw under the front of the tender chassis. Lift the tender top up and backwards over the plastic lug at the rear of the chassis. It may be possible to secure the weight with self tapping screws and fresh adhesive. Note that some adhesives contain solvent that attacks the ABS plastic. Another solution is to position a thin piece of foam plastic between the weight and the inside of the tender top.
- Some A2 Peppercorns were made with tender drive, similar to the A3 and A4. The chassis lubrication procedure would still be similar except for the motor which is then in the tender.

Instructions for 4-6-2 steam locomotive and tender, A2 A.H. Peppercorn
Loco drive version; ref. No. 1060 LNER,
1061 BR and 1064 black livery.

Operation from 12 volt D.C., two rail only. Diecast locomotive chassis, three-pole motor with transmission to first and third drivers. For additional adhesion two or four traction tyres are fitted. Current supply via tender wheels with additional return through wheels on the leading and trailing bogies (certain assemblies only).

The locomotive was fully tested prior to dispatch. However and because of the many gears used in the assembly a considerable amount of running in is required to achieve a smooth performance for gears, brushes and the traction tyres to 'settle'.

The locomotive was greased and oiled and no further attention in this respect is necessary for a long time. But please ensure that the wheels are being kept clean and that pickups are in constant contact with the inner wheel surfaces on the tender.

Oil if and when necessary, valve-gear, all adjoining parts, axle bearings on locomotive and tender. Grease transmission gears on locomotive chassis.

To remove the locomotive superstructure release chimney screw and the two self-tapping screws below cab, then lift body carefully but please note that this lifting is restricted by the wires from the tender.

To remove the tender body release screw holding the said body and the tender to loco coupling.

Should a short occur please check if the leading bogie is not the wrong way round i.e. the small self-tapping screw on the wheel retainer plate of the leading bogie should be in a forward position. Also check if wires are still firmly attached to the motor assembly or pickups on the tender.

The model is somewhat noisy at full speed or in the initial period due to the motor and transmission system employed. Whilst thus extremely powerful the noise level can be reduced considerably by removing the securing screws from the chimney and also from below the cab. The superstructure will still be held firmly against the chassis by the double sided tape strips fitted. However it is then advisable not to lift the locomotive by the body only but also by holding the chassis proper in order not to strain the adhesive of the double sided tape.

In the event of a short circuit please check position of the leading bogie.

GAYDON AUTUMN EVENT



GAYDON, WARWICKSHIRE

Saturday 17th and Sunday 18th September (TTRCA event) Museum & marquee GTG followed by evening dinner. This two-day event is a wonderful opportunity to meet fellow Trix enthusiasts. Opening times are Saturday 10am until 7pm, and Sunday 10am until 2 pm. (Trader and layout set up on Friday afternoon from midday.)

David's superb Trix Museum will be open for you to see and discuss the rarest models that Trix made. Six working layouts are expected to be in operation in the marquee, and plenty of sales from UK and European stallholders.

This looks to be the most cosmopolitan meeting of Trix friends with members confirmed as coming from Australia, Canada, Portugal, Belgium, Holland, Germany, Switzerland, and South Africa. Other countries welcome!

The Malt Shovel restaurant is now fully booked for the TTRCA evening dinner. Additional requests from members wishing to dine will be added to a 'standby' list.

Contact David O'Brien regarding dining reservations, sales and layout space and accommodation advice.

TTRCA AGM and GET-TOGETHER MIDDLETON CHENEY, OXFORDSHIRE

Saturday 29th October (TTRCA event) **note date**
Set up from 7.30, open from 9.30. AGM at 1pm (earlier start time). Event closes 3.30pm.

For sales table and layout space contact David O'Brien

For the latest event information see www.TTRCA.co.uk
Also see the German TRIXSTADT website
for European events: www.TRIXSTADT.de



BERLIN 2016

Saturday 22nd & Sunday 23rd October 2016
(setup Friday 21st)

Gustav Heinemann-Schule, Waldsassener
Straße 62, 12279 Berlin, Germany

UK visitors and exhibitors welcome

In 1936 TRIX started producing just a few types of model trains. Then the new and huge TRIXBURG station became available, along with the Pacific loco, and for the first time 00 gauge electric trains were produced in Southern livery for the UK market. TRIX model railway innovation and evolution was underway.

These are some of the topics for the next great historic model railway show in Berlin, similar to the anniversary exhibitions of previous years. This exhibition will include 25-30 historic stages of model train evolution. There will be interesting layouts from German and international exhibitors, and buy and sell at a private swapmeet. Franz Nowack will be bringing his excellent range of spares and John Hopkinson will offer some of his famous repaints.

British TRIX enthusiasts are invited to Berlin and to be part of the show with their own layout. The Berlin TRIX friends will help by supplying tables, track, AC & DC power supplies and other basic requirements. On Saturday evening we dine at a Bavarian Inn and enjoy traditional food and beer.



LEUNA oil works layout
seen at Berlin in 2015

Like the Berlin meetings in recent years, we will support UK guests with help and advice so that they have a good time!

More information: www.trixstadt.de
General questions, email: trixstadt@web.de



PEPPERCORN BUZZ

Jeffrey Smith

I have a fairly late Peppercorn for which I would appreciate some advice.

Firstly, as I believe is typical of the later loco driven models, the drive is noisy. However, this one is very buzzy. My first question is, is there any way or a need to lubricate the drive shaft or "gearboxes" apart from the obvious gears close to the motor? I do not fancy dismantling everything when the loco runs OK! I am not at all confident I could get it back together again afterwards.

Secondly, on the nearside, the front valve gear behind the cylinder block has a "rivet" that no longer connects to the

part that slides back and forth. The loco still runs OK providing I have the now non-sliding piece as far back as it will go, but I would be interested in any ideas on how to fix this. In my opinion solder and glue are out of the question because the coupling rod behind has to rotate slightly at this point and I am almost certain that the slightest amount of stray glue or solder would

seize things up!

On a more positive note, the loco did run somewhat erratically. Then the green cable connected to the top of the motor came adrift. Re-soldering it seems to have caused the regular seizures and stalling to stop. Hurray!

I have found the weights in the tenders of Liliput versions tend to make a bid for freedom as they get older, owing to the original glue of fixing tape deteriorating. Generous double-sided tape seems to solve that one, but it normally takes a couple of times to get a fairly permanent solution.

Jeffrey Smith

Martin Drayson provides detailed advice in the Peppercorn Service Sheet on page 16. Martin Blackwell is the TTRCA's valve gear expert (see page 2).



Next the body was sprayed with Rail-match 1306 BR Maroon enamel paint which is a little darker than the shade used on Trix maroon coaches. Again this was left for a few days for the surface of the paint not just to dry but to harden also.

Lining was applied with a bow pen using a mixture of Humbrol no.24 Trainer Yellow and no.26 Khaki in an attempt to replicate the yellow – green colour which Trix used on their maroon coaches. When this was

dry the lining was completed with the addition of a black line, again using the bow pen.

Lettering and numbers were applied from HMRS/Pressfix transfer sheet no.14 "BR steam era loco and coach insignia". I chose to label the coach as a Buffet rather than a Restaurant Car. The final stage of the repaint was a coat of Rail-match no.1409 gloss varnish.

While all this was going on, David O'Brien had kindly supplied a suitable Pullman Car roof. This was stripped of old paint and repainted, first with Halfords' primer and then with three dilute coats of Humbrol no.164 Dark Sea Grey satin finish, applied by brush. This is a close match to the shade of grey which Trix used.

New glazing was fitted using clear plastic sheet, with one window area painted white to indicate the kitchen/food preparation area.

Peter Berry was able to supply the missing bogie side frame from his large stock of used spare parts. Also I made new door handrails from 0.45mm brass wire and with this final operation the restoration was complete.

Those members of a Southern persuasion will no doubt be aware that the Southern region of BR carried out similar conversions of elderly Pullman Cars, appearing in green livery and staying in service until the mid 1960's.

PULLMAN CAR RESTORATION

David Holt

The inspiration for this piece of restoration came from an illustration on page 86 of "Historical Railway Modelling" by David Jenkinson, published by Pendragon in 2001. The picture shows a former Pullman Car which had been downgraded by the LMS to an ordinary Restaurant Car. This vehicle, along with several others, survived long enough to be taken into British Railways stock on Nationalisation, appearing first in Blood and Custard livery and later in Maroon.

Thinking that this would make an interesting subject for a repainted Pullman Car, I kept a lookout for one at various TTRCA events. I finally found a suitable candidate for restoration at one of David O'Brien's Gaydon events on the well stocked table of the late David Johnson. As purchased the coach was minus its roof and one bogie side frame and had been subjected to a rather untidy repaint with the number M1021.

The restoration process was carried out as follows:

All glazing was removed and the body was given a coat of Nitromors paint remover to expose the bare tinplate of the coach body: the original Trix paint was left on the under-frame.

The coach body was sprayed with Halfords' grey primer and left for several days to dry and to harden.

The coach as found before restoration



ARRIVALS and DEPARTURES

FOR SALE

Quantity of pre-war Trix including two 20/51 locos.
All items in well-used condition.
Offers considered, buyer to collect from Wem in Shropshire, just north of Shrewsbury.

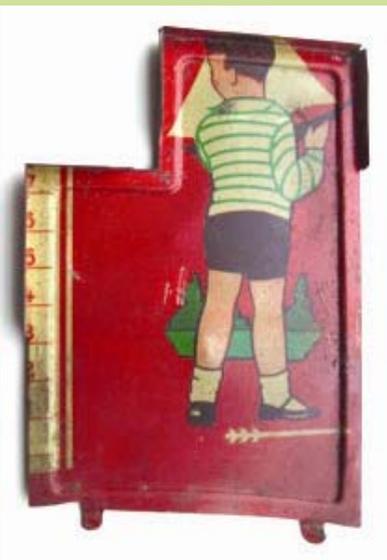


Bob Deards

FOR SALE

TTR track, accessories and catalogues for sale.
Steve White's website: www.TRIX.co.uk

JIGSAW PUZZLE



Hugh Jones has discovered more recycled tinplate (as mentioned in the previous Gazette).

Hugh's pre-war point cover plate shows an almost complete 'yacht boy'.

Any ideas about the ruler on the left or the arrow (?) below the boys foot?

SHIPTON EXTRA

David O' Brien's report is on page 14, but here are some notes from another satisfied Shipton visitor, **John Brown**.

Upon entering the hall I was greeted by David Norville, the organiser. Close by was Jeff Carpenter's Dublo layout and we enjoyed a chat about David's blue Princess. At the back of the hall was D O'B himself with his sales stall full of goodies, next to John Hopkinson and his fine repaints.

In the marquee were stalls selling mostly Hornby O gauge and OO gauge with a small amount of Trix coaches

and wagons. These included early 1935 versions with the wheels revolving independently on each axle and the earliest type of couplings. I purchased a pre-war TE short bogie Mitropa speisewagen and some TE wagons. One item was a London Transport loco which I learned later was purchased by John H.

David Plum and his wife were exhibiting their superb layout with working coal conveyor. They are always so well organised and a pleasure to talk with. I also enjoyed talking with John Atkins, a real gentleman. Many of you may know that John did much of the legwork in researching the Trix book, travelling to interview ex-employees of Trix and cross-referencing details, dates, events

FOR SALE

A huge stock of Trix available including: 1948 catalogue, Kit Built Switcher DC, Western Maryland Diesel, Telegraph Poles and Southern Electric.

I will have a sales table with a range of Trix, and other makes, at the following swapmeets:

- Rugby Vintage Sept.3rd • Potters Bar Sept.4th
- Hoddesdon Sept.7th • Sandown Park Sept.10th
- Slough Sept.11th • Maidstone Oct.1st
- Reading Vintage Oct.30th • Beaconsfield Nov.5th
- NEC Dec.27th • Slough Dec.28th • Rayleigh Dec.29th

Swapmeet dates around the UK are listed at <http://www.ukmodelshops.co.uk> and www.collectors-club-of-great-britain.co.uk

Send for list, ring or email.
Dixon Upcott

FOR SALE

Three sacks of TTR Loco Coal

Please email your offer price plus postage.

R. Carpenter
(not a member)



FOR SALE

Southern tank loco No 91, black part lined, all original, very good paint work, transfers still readable £45

Kibri for Trix tinplate foot bridge £18, overhead crane £22

WANTED

LNER Goods tank loco 6178

Jeff Carpenter

etc, due to Tony Matthewman living in the Isle of Man. I also enjoyed talking with Helen and David Dawson during the afternoon.

The largest operating layout was a French Hornby O gauge layout, (naturally everything was from the French market) with the owner getting into the swing of things by being suitably attired in typically French clothing, topped off with a beret (and part time clip-on plastic moustache that occasionally fell off onto the track).

Catering was excellent, as always. A very enjoyable day out but I felt the attendance figures seemed down from previous occasions.

