TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION
SOCIETY

No. 10 - JANUARY, 1956.

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The Rt. Hon.
The Earl of Northesk.

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IN GENERAL

LATE NEWS The tardy publication of this issue is very much regretted and we hope Members will forgive us. The shift from December to January was made deliberately as a matter of policy, to avoid clashing with the Manchester Model Railway Exhibition; all the production team are deeply involved with this show in one way or another. In the event, casual influences have delayed the issue a little more, but we trust it will not happen again.

* * *

APOLOGIES from Mr.Tippetts, Joint Subscription Sec., to members who received a subscription application when they had already paid! This was caused by time-lag between notification of payment and posting of reminders. He pleads, however, with all Members whose signatures may not be readily legible (got to be tactful here!) to print their names in capitals as well. Also helpful would be some indication of which year the subscription covers!

* * *

MONEY The Hon.Treasurer makes his usual appeal for prompt payment of subscriptions, to meet wages, etc., during the early part of the year, and also to reduce the cost of sending out reminders. The minimum annual subscription is £1, but any excess over this sum would be most gratefully received.

In order to alleviate pressure on any one Membership Secretary, it will be helpful if those Members whose surnames begin with the letters A to L will send their

(Please turn to Page 11)

THE GUARD SHALL.....

ON the Talyllyn, Guard Duty has only a resemblance to that on the Other Railway. Indeed, it is infinitely more varied and interesting.

Based on personal experience at Towyn, a description of the day of a Guard goes thuswise.

Sometime shortly after breakfast he wends his way to Pendre and unlocks the carriage sheds. The first task is to sweep out the carriage stock - all of it, for the number of passengers cannot be accurately forecast and we have to be prepared for anything. The next thing is to polish and bring a glitter to any brass that shows, then clean the windows, as required. The last chore is the checking of axleboxes for oil and replenishing where necessary. By this time the loco crew usually have the engine ready and the composition of the train is discussed and the task of forming it as needed is carried out. This involves quite a bit of shunting until all is ready and the completed train journeys to Wharf, ready for the day's work.

At Wharf, the brake is put ON in the van whilst the loco is running round its train.

Reporting to the Office, the Guard dons his uniform - a T.R. overall - collects his train book, a blank ticket book, the ticket sheet, a whistle and a pair of clippers. He checks on any parcel traffic and enters them in the book to save leaving them behind. Instructions for special parties may also have to be collected here.

Five minutes before departure, the tickets of passengers already aboard are checked, last-minute lingerers looking at the loco are politely reminded of the train's impending departure, and Miss Thomas and the ice-cream for the refreshment bar at Aber are seen safely on board. A final check with the fireman, and promptly at 10.25 am the whistle blows, a flag is waved, and we pull out of the station.

At Pendre, permanent way staff and tools are usually picked up, and sometimes even a passenger! If the gates have not already been opened in response to the whistle, the Guard may have to do this.

For the rest of the journey the Guard keeps a sharp eye out for protruding arms and legs of small passengers, issues tickets to passengers who join the train after Towyn, and, in collaboration with the fireman, drives sheep and cows from the line. This last activity is greatly appreciated by the passengers.

At Dolgoch, whilst watering-up, he answers questions by the score and has to know how far the Falls are, the time of the next train back, where coffee can be obtained, and even why the train has stopped. The slowing down of the train to allow P/Way men to get off always arouses interest, and on seeing the 'C' and 'T' boards on track under repair have been heard to remark in all seriousness "Coo, look, just like a real railway!"

Arrival at Aber means a quick dash to the Refreshment counter, in order to unlock it and display our wares before the passengers can disperse!

When time for departure comes round there is checking of doorhandles to do before leaving, besides a last glance down the track to the road for tardy passengers who usually arrive at the bottom of the track as you are about to wave the train out on time!

On the down journey a ticket check is made at Dolgoch, and many are the jokes cracked about "Stopped to get steam up, mate?" or "Do we get out and push now?" These are heard twice a day and Guards learn by hard experience to grin and bear it.

On Fridays local passenger traffic can be expected from Rhydyronen. This invariably includes prams. Never had we had more than two, and these can be fitted just comfortably into the van. One day, however, to our amazement, three prams arrived for transit instead of the usual two! The problem was solved by putting one pram on the large seat, with someone holding it there whilst the train travelled on and the pram's occupant slept undisturbed. That day seventeen tickets were issued from Rhydyronen, and if the Corris van had been available it would have gone back on the afternoon train as a Pram Van!

The train rolls into Pendre with a final whistle and some passengers and all local people get off, and once more the doors are checked. The last half mile

is quiet and when the train rolls into Wharf the sun invariably comes out. The brake is put on and after the Guard has handed over his records and any money collected he is free to have his lunch.

After lunch the afternoon train is made up, usually by fetching an extra coach or two from Pendre. Afternoon trains mean more work as traffic is heavier. The main bugbear is, however, waiting for the afternoon train from Barmouth, which normally brings quite a number of prospective passengers.

The drill for the afternoon train is much the same as for the morning one, excepting that people getting out at Dolgoch and Aber all want to know how far they can walk during the hour or so they have between trains. This calls for tact and a certain amount of skill in assessing their powers of walking!

Leaving Aber, there is the anxiety of ensuring departure on time, so as to connect with the 6.9 pm from Towyn to Barmouth. Parties arriving at 4.59 are not quite as welcome as they might be - unless they booked on a party ticket!

Booking at the Van Office is a constant source of joy to passengers, and quite a number purchase tickets here just for the sake of saying that they have bought their tickets on the train. In all seriousness, though, the Van Office is certainly an asset. One day I took about £5 on an afternoon train alone.

A quick journey down the valley and before long the driver is whistling for Pendre gates, where perhaps we decant permanent way men and volunteers. Arrival at Wharf late means an anxious Mr.Marrian with the question "Well, what happened?" Arrival at Wharf on time means a beaming Mr.Marrian.

Most of the passengers then fade away to tea or to catch a train, whilst a few linger on to talk with the train crew, or even, if satisfied, sign on the dotted line as a member of the Society.

Anxious for tea, the engine crew hoot impatiently and soon we are rattling our way back through the cutting to Pendre, points are unlocked and the train is propelled in, ready for the next day's work. The Guard's day is done, but not the engine crew's..... but I'd better keep to my own job!

- "Litera Scripta Manet"

PUBLICITY

LATE delivery from the printers caused sales of the Calendars to make a slow start, but they have now livened up and orders are being dealt with from as far away as the U.S.A.

A suitable view of No.4 fitted with buffers is to be added to the range of postcards.

Publicity in the press has included the "Autocar," "Railway Progress" (U.S.A.), "European Railways," and the "Railway World." A T.R. film has been shown twice recently on the B.B.C. Television Service - its inclusion in a programme entitled "Stranger than Fiction" might have caused some ruffled feelings but for the inclusion in the same programme of the Forth and Tay bridges!

Some good shots of a Special Train run in conjunction with a coach tour are included in the B.E.T. film "Wheels over Britain." This film will be shown widely in this country and abroad, with lectures and tourist propaganda, and should bring extra business to the Railway. (Coach Tours will be increased in number during the coming season, and several coach companies will participate.

SECRETARY'S NOTES

THE Society would like to take the opportunity of thanking a member, who wishes to remain anonymous, for his generosity in arranging for the duplication of the A.G.M. Minutes. Unfortunately two omissions crept in and these should be corrected, viz:

a) The Report of the Hon.Treasurer and the Financial Statement were unanimously agreed by the Meeting.

b) There is a line missing at the bottom of Page 2. This should read "It was agreed that a recommendation be made to the Railway Company that....."

VOLUNTEER PARTIES are urgently required for maintenance work and painting of the buildings, and it is felt there may be members who would be more interested in this than 'track-bashing' or that the latter is too hard for them. This is lighter labour and very essential.

- P.B.Whitehouse.

ENGINEERING NEWS

LOCOMOTIVES

Efforts are still being made to enable the necessary repairs to be made to No.2's boiler. This work is likely to be both extensive and expensive, and it is not possible to give more definite news at the time of writing.

No.3 is suffering from a crack in the end plate below the firebox door and a new stay and rivets are required. Work is proceeding on these. Repairs are required to a rear spring pocket and a new boiler test cock and gauge glass protector glass are needed.

Work scheduled on No.4 includes re-setting of valves, overhaul of sanding gear, slack in motion to be taken up, and provision of running boards to protect the motion.

'Douglas' No.6, requires a new slide bar and slippers, driving spring, adjustment of leading spring hanger, play in big-ends taking up, re-fitting of R.H. mud-hole door, and new 2nd Gauge glass. A steam leak in the whistle pipe and provision of running boards are also in hand.

A nut from the starter of No.7, the petrol loco, fell inside the clutch housing, jamming the flywheel and necessitating removal of the housing.

The gearbox of the platelayers' trolley has been giving trouble; an exhaust hooter is to be fitted and consideration given to the fitting of a wind shield.

COACHING STOCK

Work is proceeding with the complete reconstruction of the rear end of the T.R. Van, which was damaged some time ago by accidental throwing of points under it whilst shunting. A new coupling hook is to be fitted and the running gear overhauled.

A bewildering variety of jobs is in hand on the T.R. coaches, overhaul of spring hangers, repairs to drop windows and door locks, fitting of axlebox lids, new door hinges, window straps and anchor plates, new bolts for buffers, new coupling hooks, etc.

By comparison all work on the open (Penrhyn) coaches is either new, such as fitting of channels for strengthening purposes, buffing- and draw-gear; or titivation, such as repainting and fitting of

cushions.
Weather blinds are to be fitted to the open bogie coach and drop windows to the closed bogie coach.
The Corris van requires a new corner post, axlebox lids, buffer plate and buffers.

WAGONS
Efforts are being concentrated on the construction of six new bolster wagons. It is hoped to give fuller details of these in a later issue.

BUILDINGS
As stated in the Secretary's Notes, working parties are required for repair and maintenance work on the various buildings. The floor at Wharf has been replaced as the original wooden floor was becoming dangerous through dry rot.
Shelves are required at Pendre, a new store at Rhydyronen, and repairs to the store at Dolgoch and the Refreshment Room at Abergynolwyn.

PERMANENT WAY
Re-laying is progressing apace; the stretch from Dolgoch Station to Quarry Siding is almost completed. It is hoped to obtain a further supply of weedkilling chemicals.

GENERAL NOTES (Culled from J.N.S's Newsletter No.33).
Ground is clear for the new loop at Rhydyronen. The space was cleared by the tractor used on the banks of Cynfal stream. Nuneaton rail on new sleepers is being put in from the end of the "Glyn Valley" stretch at Cynfal to Rhydyronen Station.
Loco No.4, "Edward Thomas" now wears her number on her front buffer beam.
At least two bolster wagons have been 'rehabilitated' with proper swivelling bolsters, carrying removable pins at the ends.
A new structure has appeared on the line near Cynfal, a very nicely-made corrugated iron hut built by William to keep his hedging tools in. It is known as "William's Wigwam."
On 7-8th January a London Area Working Party repaired the road surface on the overbridge at Cynfal, following complaints from road users of roughness.

LONDON AREA NOTES

AREA BUSINESS MEETING Our President, Secretary, Publicity Director and Staff Assistant, together with fifty members, attended this Meeting on 14th November last. After an address by Lord Northesk, and various reports, three retiring Committee Members, Messrs.G.H.Lake, J.N.Slater and J.F.Tonkyn, were re-elected. More news, and then a break for refreshments, during which a collection realised £15.3.0. The bookstall was open, and many questions were answered during a 'question session.' The Meeting ended with a showing of coloured transparencies.

PADDINGTON-ABERGYNOLWYN via TALYLLYN RAILWAY This was one of the roof boards on the 1955 A.G.M. Special Train, carrying the largest party yet from the Area. A specially-cleaned 'Star' hauled us to Shrewsbury, when a Southern T.9 came on. At Welshpool we gained a 'Duke-Dog' behind the T.9 to help over the mountains, and finally ran into Towyn, slightly late, with all whistles blowing, both B.R. and T.R. The weather unfortunately deteriorated and spoiled our trip over the T.R. However, the trip was a great success, hence:-

FOREWARNED So that members can plan ahead, the date of the next trip is 22nd September, 1956, the engine, we hope, a N.E. D.20, the coaching stock "less modern!" Full support required, more than last year, so please book the date in your diary NOW and arrange to come with us.

SPRING RE-UNION This will be on Saturday, 5th May, again at the Kingsley Hotel, Bloomsbury Way, W.C.1., from 3.pm onwards. Members and friends welcome, particularly from other Areas. Programme: informal business meeting, discussion & break for tea. In the evening, films, slides, etc., showing the year's work. Again there will be a break for dinner and those wishing to take either dinner or tea are asked to notify the Area Secretary so that arrangements can be made.
The Kingsley Hotel is between Holborn and Tottenham Court Road Underground stations.

WORKING PARTIES We are glad to announce that Mr. J.N.Slater, 14 Castello Avenue, Putney, S.W.15, is back with us and will welcome enquiries from anyone interested in joining the working parties at Towyn. For dates, see 'Diary' on the back page. Full details of arrangements will be sent on application to Mr.Slater (S.A.E., please!)

NORTH-WEST AREA NEWS

A good start has been made on relaying eastwards from Quarry Siding. About 20 lengths were done by the September party, and 27 lengths lifted and 17 relaid by the October party, which boasted 23 members. Four Coventry members ballasted and selected rail, and a start was made on hedging by cutting down 75 yards of young trees.

In the past there have been social gatherings at 8 pm on Saturdays at Dolgoch Hotel. It has been unanimously agreed that a series of lecturettes should be given by members on these occasions, to promote discussion. Mr.Vincent inaugurated the scheme with a talk on the Festiniog Society. Talks are informal and personal, and interruptions, interjections, etc., are expected, welcome - and necessary! Tea and biscuits are served. Provisional programme is:-

Feb.18th. Some unusual Industrial Locomotives - Mr.D.L.Chatfield.

Easter. Electric Trams - Mr.A.Chorlton.
Obscure Cornish Branches - Mr.G.Daniel.

These gatherings will be held on Winter Working Parties only, as outdoor activities are arranged for the lighter evenings.

Volunteers for Working Parties are welcomed and should contact Mr.David Baxter, Aucklands, Grey Road, Altrincham, Ches. Tel: Alt.1039.

Members and friends are invited to the Area Reunion, to be held on 8th February, 1956. (See Society Diary)

"In 1951 the society purchased for the company two locomotives from the nearby disused Conic railway."
"With the introduction of a staff system and telephone line it is possible to keep two trains on the track."
- Bulletin of the Vintage Sports Car Club.

E.MIDLAND & S.YORKSHIRE AREA

Sufficient support has now been received to make a start in this area, but many more local members are required, particularly in Sheffield & Nottingham, if we are to make the venture an undoubted success.

Area activities have so far been limited, but a small party visited Towyn for the A.G.M. weekend. Members who have already given us their support are being notified of further activities.

If you live in this large and important area and have not already done so please give all the support you can by writing, in the first instance, to:

Mr.D.R.Smith, 41 Loughborough Road,
West Bridgeford, Nottingham.

BIRMINGHAM & W.MIDLAND AREA

It is strange that the Birmingham area - the cradle of the T.R.P.S. - has never had an Area Organisation like the London & Home Counties, North West, etc.

Most members living in or around these parts have been or will be circularised individually, but we would also urge you to support the scheme to the utmost, so that maximum effort can be made to help the Talyllyn Railway.

A Meeting and Social will be held on 11th February, 1956, 3 pm, at the Queen's Hotel, Birmingham. Please roll up and help to make it an outstanding success - and enjoy yourself into the bargain!

Area Organiser: Mr.G.H.Walker, The White House, Little Aston Park, Streetly, Staffs.

MUSEUM Mr.Butterell, Chairman of the Museum Sub-Committee, would be glad to hear from any one who would be willing to lend ANY items of NARROW GAUGE interest for inclusion in Phase 1 of the Museum, opening in the coming season.

All letters addressedto: Mr.Robin D.Butterell, 29 Cranley Mews, London, S.W.7, will be gratefully acknowledged.

CLOSING DATE for material for the April 'News' will be 24th March, 1956.

MONEY (Cont'd from Page 1) subscriptions to Mr.Eric Lees, 143 Balden Road, Birmingham, 32, and those with surnames M to Z will send their contributions to Mr.R.W.Tippetts, at 255 Warwick Road, Olton, Birmingham, 27. Members who normally pay through Mr.Boyd-Carpenter are asked to continue to do so. If you have a mauve membership card, please ignore this reminder.

PUBLICITY ITEMS "Talyllyn Railway in Pictures" price 2/6 plus postage, is selling rapidly. We expect to produce further booklets as photographic blocks accumulate. Offers are invited from anyone who has a block or two standing by.

PHOTO CARDS A new view of No.4 in latest style will be issued in the Spring, and arrangements have been concluded for the production of a set of six coloured continental-size cards. These are excellent views from unusual viewpoints, and will sell at 6d each. Full details in the next issue.

CALENDARS are now available, 2/6 each, post free. The style is similar to the previous ones but the quality of paper has been improved.

WANTED - A suitable photograph of No.1 "Talyllyn", preferably alone but in any case with ALL of the locomotive showing, including buffers; preferably side view. This is required in connexion with a steady demand for photo cards of this engine.

Orders or offers for the above items should be sent to Mr.R.K.Cope, Brynglas, Beckman Road, Pedmore, Stourbridge, Worcs.

* * *

CAR BADGES The present supply is exhausted except for a few slightly imperfect ones at the reduced price of 25/-. These have only slight flaws which the makers assure us will not affect the wearing of the enamel &c. Members desiring perfect badges are asked to advise as shown below (no money yet, please) and an order will be placed for them when numbers permit.

FILMSTRIPS No.1 Black & White. 1951. 7/6 each.
No.2 Coloured. 1953. 17/6 "
Nos. 3 & 4 Black & White. 1954. 7/6 "

Above items from Mr.T.W.Robertson, 23 Portway, Ewell, Surrey.

SOCIETY DIARY

7 Feb.	Lecture to S.L.S. at 71 Edmund St., Birmingham. 7 pm. Speaker, Mr.P.B.Whitehouse.
11 Feb.	BIRMINGHAM & W.M.AREA SOCIAL. See Area Notes.
8 Feb.	N.W.AREA REUNION. Memorial Hall, Albert Sq., Manchester. 7 pm.
5 May.	LONDON AREA SPRING REUNION. See Area Notes.
3 - 7 April.	MODEL RAILWAY EXHIBITION, Central Hall, Westminster. T.R.P.S. Stand. Stewards urgently needed for daytime duty. Volunteers please inform London Area Secretary.

N.W.AREA WORKING PARTIES 18-19 Feb; 30 Mar - 2 Apr, (Easter); 28-29 Apr; 26-27 May; 23-24 June; 22-23 Sept; 20-21 Oct; 24-25 Nov. See also Area Notes.

LONDON AREA WORKING PARTIES 25-26 Feb; 30 Mar - 2 Apr.(Easter); 28-29 Apr; 19-21 May (Whitsun); 4-6 Aug.(Bank Holiday); 22-23 Sept.(A.G.M.); 27-28 Oct. See also Area Notes.

SOCIETY OFFICIALS

SECRETARY: See heading, front cover.
TREASURER: Mr.P.J.Garland, 36 Waterloo St., B'ham, 2.
LONDON AREA REPRESENTATIVE) Mr.T.W.Robertson, 23 Portway, Ewell, Surrey.
N.W.AREA SEC: Mr.David Chatfield, 27 Lynwood Grove, Sale, Cheshire.
(For the two new Areas, see respective Notes).
PUBLICITY: Mr.R.K.Cope, 'Brynglas' Beckman Road, Pedmore, Stourbridge, Worcs.
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Members M-Z: Mr.R.W.Tippetts, 255 Warwick Road, Olton, B'ham.
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