TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION SOCIETY

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The Earl of Northesk.

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No. 12 - SEPTEMBER, 1956.



NEW TRACK, LAID BY MEMBERS OF THE T.R.P.S. JOINING A STRETCH OF OLD TRACK

(From "Talyllyn Railway in Pictures").

In General

We are glad to report that the printed "News" has been extremely well received all round. The only objection has been roused by the fear that the annual number of issues would be cut to three, and members will be glad to hear that the Comiittee has instructed us to carry on with quarterly publication. Our personal thanks go to all members who wrote their approval.

The Committee has also authorised the inclusion of a limited amount of advertisement space to offset some of the cost, but this will take time to organize. There is, however, an opening for any member with a flair for this sort of thing, as Advertising Manager, so if anyone fancies the job will they please contact either the General Secretary or me ?

The address lists are, we believe, more nearly complete and accurate than they have ever been; we apologise to the half-dozen or so members who we now know have been omitted but if, as can happen occasionally, anyone gets *two* copies, please send back both envelopes (or at least both address labels). That helps us considerably. (Abusive letters do not — we're thick-skinned anyway !). R. W. I.

THE MOTOR TROLLEY

by J. L. H. Bate.

For many years small motor-driven trollies have been used by the G.W.R. Engineer's Department for track maintenance work on the long single-line sections in Wales and elsewhere. On the narrow-gauge railways, too, one or two trollies made an appearance. There was a rather remarkable contraption on the Festiniog, which was introduced by Col. Stevens, and the Welshpool line had a more conventional unit. However, the Talyllyn never indulged in any such new-fangled machinery, and the platelayers — if any — continued to walk to their work.

When the Society assumed control in 1951 and embarked upon an extensive programme of track renewal the need for a motor trolley became felt. The subject was discussed for some time but shortage of labour and funds prevented any constructive ideas from developing until 1953. The North West Area started the ball rolling by building a small hand trolley, and it was the arrival of this trolley which proved the inspiration for the design of the machine which was eventually built.

As it was to be built in London, the Area Secretary was contacted and thus a few interested members were located. Quite a lot of the components were supplied by these members, in particular a complete engine and transmission, but the remaining parts had to be purchased and the original design was modified in detail to suit the parts that were available. Construction started in December, 1953, and continued rather intermittently until the following August, with interruptions from various causes, including urgent work at Towyn and one member getting married.

By the end of August, 1954, the trolley was virtually complete but lacked a magneto, and a suitable unit did not come to hand until

November, in spite of extensive search. The magneto was installed and the machine was first run under its own power on 5th December, and from that time progress became more rapid. The completed machine, weighing about 10 cwt., was jacked up on to a loading platform ready for the first stage of its journey to Towyn. British Railways had quoted ten to fourteen days for delivery, so everyone was suprised when the trolley appeared at Towyn only four days after despatch, arriving before the Advice Note. Certain small parts which had been removed for transit were re-fitted and the trolley was run on 31st December, 1954, and went into service immediately.

The construction is simple and comprises a steel chassis on four wheels with unsprung roller-bearing axleboxes. The chassis carries a flat platform on which are mounted the engine, driving seat and tool box, with hand rails at each end. The tool box forms a transverse seat for three persons and the engine cover a seat for two more. The seating capacity is thus six, including the driver.

The engine is a 1935 Austin '7' mounted transversely over one axle, complete with clutch and four speed gearbox. An old three speed gearbox is mounted in tandem with the first one and coupled to it by a flexible coupling. The drive to the axle is taken direct from the rear of the three speed box by sprockets and roller chain. Reverse gear in the four speed box is not used and only first and reverse gears are available in the three speed box, so the resulting combination provides four speeds in each direction. The trolley is capable of a fair turn of speed but being unsprung is not altogether satisfactory at speeds above 15 m.p.h. The petrol consumption is about 20 m.p.g. and the machine is capable of hauling an additional trolley or wagon, to carry tools or material in excess of the load on the machine itself.

In the Talyllyn News it is customary to publish all facts, including snags ; the trolley developed some defects quite early in its career, due to an unsuitable gear ratio and an undersized radiator. When the original Austin '7' radiator was replaced by one from a Morris Ten, and the chain sprockets were changed, the performance was much improved and the vehicle no longer emitted a continual cloud of steam. Unfortunately the wheels, which were obtained second-hand, proved to be slightly elliptical. This gives rise to a curious oscillation when the machine runs at high speed. New wheels are being obtained, but at the time of writing they have not been fitted. In an effort to soften the ride with the unsprung chassis, rubber blocks one inch thick have been fitted between the frame and axleboxes and they have made an appreciable difference.

A recent addition is a light iron frame supported on the end handrails, carrying a tarpaulin roof sheet. It is intended to fit Perspex windscreens when material is available, to give added protection from the weather in the winter months.

More serious trouble, which has resulted in the trolley being out of action for some time in recent months, has been with the magneto. This has suffered a number of breakdowns and has been returned to the makers for attention. More recently there have been instances of water entering the distributor head and causing short circuits, but alterations

are to be carried out which should eliminate this trouble.

Finally, for those interested in figures, the specification is appended: Length, 8′ 0½″; Width (including starting handle, 4′ 6″; Height (without roof) 3′ 7″, (with roof) 6′ 3″; Wheelbase, 4 0″; Wheel diameter, 12″; Engine, 747·5 cc, 10 B.H.P. @ 2500 R.P.M.; Petrol tank, 1¾ gallons and ¼ gallon reserve. Weight in working order, 10¼ cwt.

PUBLICITY.

Calendars.

The 1957 Calendars are now being printed and orders can be accepted for delivery from the end of September onwards. The style is similar to that of previous years, namely six new views, each page covering two months, and the price is as before, 2/6d. per copy, post free. They are obtainable from the Publicity Officer and supplies will also be available in the London and North West Areas.

A few 1956 calendars are still available at the reduced price of 1/6d post free.

Drawings.

The original working drawings (7 mm. to the foot) of Locomotives Nos. 1, 2 & 4 have been reprinted and drawings of No. 3 have now been added. Each drawing costs 1/-, or the set of four at 3/6d, plus postage.

Other Items.

There are still plenty of Guides, Coloured Cards, Pencils, Photo Cards, "Talyllyn Railway in Pictures," etc., in stock, despite tremendous sales at the Wharf this season.

Press Publicity.

Mr. J. M. Lloyd has taken over the duties of Press Officer from Mr. Rolt.

All members will realise that passenger revenue is a vital part of the Company's economy and that without it all Society work would count for naught. An appeal is therefore made for all possible effort in making the attractiveness of the Talyllyn Railway known to the Press, since their interest and aid are invaluable. The Press Officer appeals to each Area to appoint a local Press Correspondent, to whom could be forwarded at regular intervals copies of an outline of the current position. This, augmented by any local information, would then be handed to the local Press. Where there is no Area Organisation there is an opportunity for some keen member to undertake a duty which will be of the greatest service. A telephone, whilst not essential, is an asset.

The Press Officer (address on back page) would appreciate any cuttings which members can forward, as they give valuable help in indicating the most acceptable type of material for each paper; he is anxious to give all the help he can to anyone interested.

Those who can obtain a copy of the I.C.I. Magazine for August, 1956, will find in it a short article on the Railway, with one half-tone view and four excellent coloured views, not previously published in a periodical. The cover bears a delightful view of Talyllyn Lake, from the side of the Tynycornel Hotel.

Photographic Competition.

This is open until 31st October, 1956, and members or non-members are invited to obtain entry forms from the Publicity Officer (see back page). There is no entrance fee and there will be a prize of Two Guineas in each of the following classes: (a) Black and white prints (non members). (b) Black and white prints (members). (c) Colour Transparencies, 35 mm. (open to all).

As it is hoped to use the photographs for publicity purposes, unusual scenes will stand a better chance, but all good, sharp photographs will be welcome. It is a condition that any which are used will become the copyright of the Company.

Officially, the photographs should have been taken during the 1956 season, but earlier views (not before the formation of the Society, however) will not be rejected.

The following publicity items are dealt by the London Area Secretary (see back page).

Car Badges.

Names are still wanted of members requiring car badges, to justify re-ordering a supply. Apologies to those still waiting — particularly those who forwarded cash. At the moment all we want is names. A demand for the cash (32/6d.) will be sent out directly the badges are expected from the makers.

Christmas Cards.

The two-colour design of last year's cards will, we hope, be improved on this year. The final design is not fixed, but is expected to depict No. 1 crossing Dolgoch Viaduct. Cost will be as before, 6/- per dozen, post free, including envelopes. Priority will be given to overseas orders because of the vagaries of surface mail. If desired, and if estimated postage is included for air mail, cards only will be sent by air mail, leaving the purchaser to obtain suitable envelopes locally.

Lapel Badges.

Society lapel badges are still available at 2/9d, post free. Stud type will normally be sent but there are a few brooch type left if specially requested.

Film Strips.

Black and White Film Strips Nos. 1, 3 & 4 at 7/6d, and Colour No. 2 at 17/6d. For description see No. 7 issue.

HEARD AT TOWYN

Driver of No. 6, to Fireman, "Stand your ice cream on the firebox for a bit. Mine's broken the spoon."

Cornish member, near Pendre, "No need for detonators to warn the driver he's getting near the gates. That ——— pig-sty shouts it a mile off."

Junior member, helping to paint Carriage Shed, "Mummy, are we going to paint the other congregated iron roof this week-end ?"

Lady Ballast - digger, at Quarry, "All right driver, they're all buttoned up."

London & Home Counties Area News

Area Annual Business Meeting.

Once again this will be at the Fred Tallant Hall, Drummond Street, (near junction with Hampstead Road) N.W.1., on 12th November, 1956, at 7-15 p.m. (Bookstall from 6-45 p.m.) The Agenda includes election of half the Area Committee, Area, Society and Railway reports, questions, etc. It is hoped that as many members as possible living in the Area will attend, and it is stressed that it is an opportunity for those unable to get to the A.G.M. at Towyn to find out "what goes on" and to make their suggestions how this Area can assist the aims and objects of our Society.

Exhibitions.

The Area now has three layouts available (thanks to their constructors) for use at Exhibitions. The recent "K — B" layout in a glass case, being more portable, is in great demand and has done good work at several "one-day stands" in the suburbs. Why not help us by making sure we are represented at *your* local show? Dates and details as early as possible, please, to the Area Exhibition Manager : Mr. J. F. Tonkyn 195, Mitchley Avenue, Purley, Surrey.

The next "Big Show" is the Model Railway Hobby Exhibition, at the Central Hall, Westminster, when stewards will be required from 2nd to 10th November (except 4th!). As usual our difficulty is manning the stand during the day and we ask that any member who can take, say, one day of his holiday at this time should do so and get in touch with Mr. Tonkyn, particularly if he (or she) hasn't acted as steward before. We shall probably be chasing our regulars!

Working Parties.

With one or two exceptions these have been rather smaller than was hoped. There is still plenty for volunteers to do at Towyn, so may we ask that during the winter, when hours of daylight are restricted, we make up for it in the number of volunteers attending? Please contact Mr. J. N. Slater, 14, Castello Avenue, Putney, London, S.W.15, if there is a possibility of your going.

Book this Date.

6th April, 1957 — The Area Spring Reunion.

North-West Area News

A T.R.P.S. stand was recently provided by the Area at a Model Railway Exhibition at the Longford Hall, Stretford. This was a lengthy show, lasting from 21st July, to 19th August, and in this period a total of nearly £29 was was raised by sales etc.

There has been only one working party to report since the last issue of the "News". This was at the end of April, when track alignment was carried out at the first underbridge beyond Quarry Siding. No official working parties were planned for the Summer months this

year, as in the past such dates have usually been attended by only a few people, mainly because of holidays. Furthermore, it is not possible to obtain possession of the line on Saturdays in the Summer for the running of ballast trains and the like, which considerably slows down operations.

Working parties arranged for the remainder of the year are on 22 — 23 September, 20 — 21 October and 24 — 25 November. Offers of help on these dates will be welcomed by the Area Transport Officer, Mr. Alan Chorlton, 6, Sunnybank Road, Longsight, Manchester, 13. If you require, or if you can offer, transport, please get in touch with him and help to swell the numbers.

Birmingham & Midland Area News

On its formation the Midland Area received instructions that (a) it should emulate the North West and London Areas on working parties and publicity, and (b) that it would be expected not only to be self supporting financially, but to aid the general funds.

These targets were high. Working parties at Towyn were held in April, May and June, totalling around 40 man-days, during which track was laid east of Quarry Siding, ballast transported to Rhydyronen and laid, a bridge at Quarry Siding reinforced, and work done on the telegraph section. The next working party will be on 27 -28th, October.

A particularly useful job has been the lifting and loading of rail at Nuneaton — the most fertile source of rail yet discovered — and transportation to Towyn. Since the formation of the Area nearly eleven tons have been lifted and sent to Towyn, making a total of 214 tons since the project was started.

On the publicity side, a Paper was given to members in March on the T.R. Operating Rules, and film shows and talks have been given to the Darlaston Rotary Club, to the Lincoln R.C.T.S. at Kyrle Hall and Quinton, and at Redditch by the Area Treasurer. Future shows are : 1st October to view four films, "Day to Day Track Maintenance," "Track Buckling and its Prevention," "Little and Often" (firing), and "602 must go through" (Norske). 21st November to hear a Paper, subject not yet decided. Both shows will be at the Engineering Centre Stephenson Place, Birmingham, at 7-0 p.m., and it is hoped that as many Area members as possible will come along in support.

A very good show of photographs was staged in the show case on the bridge at New Street Station, kindly lent by the "Birmingham Gazette."

The Midland Area Annual General Meeting is to be held on 26th January ,1957, at 3-0 p.m., at the Imperial Hotel, Birmingham. A film show will follow.

On money raising, a raffle is being organised and there is great interest in who will draw the prize of a trip to Towyn on the special train on 22nd September. It is hoped the winner will not have too far to travel to join it !

HON. SECRETARY'S NOTES.

The Committee would like to take this opportunity of drawing Members' attention to the date of the A.G.M., which this year is Saturday, 22nd September, and *not* the last Saturday in the month as in previous years. Please make every effort to come along as the day is always a pleasant social event enabling Members to get to know one another better and to see something of their Railway.

This year we are providing facilities for non-members during the actual time taken by the A.G.M. itself and we should like you to take advantage of this by bringing your family and friends. Your commitee have organised an interesting day and for those who are making it an outing we should like to recommend the use of the special train from London, Birmingham and Shrewsbury, of which all Members will have received details. For railway enthusiasts the varied motive power should provide an attraction, whilst the coaching stock will give both old and modern comfort according to your wishes. This is *your* opportunity to have a say in the working of the Society and we in our turn look forward to seeing you and having your views.

Members will be glad to hear that as from the beginning of August all fully paid-up members of this Society will be able to travel free of charge on the Festiniog Railway on production of a current T.R.P.S. Membership Card at the booking office at Portmadoc. In return we are carrying Festiniog Railway Society Members free on T.R. trains. This gesture by both Railways and Societies is a step in cementing the goodwill between the two organisations, both of which have a common cause in the preservation of an historic railway. We are most grateful to the Festiniog Authorities for their friendly co-operation.

We have been asked by Mr. Boyd-Carpenter to remind Members who normally pay their subscriptions that it will be quite in order for them to continue this procedure, and not to send to Mr. Lees or Mr. Tippetts as stated on the back page of this issue.

P. B. Whitehouse.

Hon. Secretary.

BRUSH UP YOUR WELSH

Mr. Cope, the Hon. Publicity Officer, is very perturbed by the lack of effort made by some members to pronounce Welsh names even reasonably correct or, what is worse, deliberately mis - pronouncing them and making a joke of it. Needless to say, this gratuitous giving of offence to our Welsh friends does our local goodwill a lot of harm.

Welsh is not difficult to pronounce correctly, even though to speak it fluently presents snags to the almost grammar-free Englishman, and we are collaborating with Mr. Cope to produce a phonetic glossary of Talyllyn and other local names. This will appear in the next issue, but in the meantime please make an effort to learn from the local people and above all, don't, as Mr. Rolt says in "Railway Adventure" "treat Welsh place-names as an incomprehensible joke."

NARROW GAUGE RAILWAY MUSEUM

The first instalment of the Museum at Towyn Wharf has now been open since Whitsun. The building, which was a originally a gunpowder store, is substantially constructed and in excellent repair. All that was needed was a good clean out, a coat of distemper, some new doors and guttering, and it was ready for occupation. This work was done in two sessions, at Easter and the weekend before Whitsun.

The De Winton locomotive "George Henry" arrived from Bethesda at Whitsun, with a magnificent collection of track parts and name plates. More exhibits have been coming in all the time are extremely varied, which is very gratifying. People have produced photographs, tickets, nameplates, passes, lamps, a whistle, and many other interesting items, all of which bring back memories of the Narrow Gauge in its heyday.

The 1′ 11½″ gauge locomotive of Messrs. Guinness arrived at August Bank Holiday weekend. This engine, which ran within the St. James Gate Brewery until recently, was restored and transported by sea and road from Dublin to Towyn through the generosity of Messrs. Guinness. It is now on show next to one of the two last surviving Talyllyn wagons at the rear of the Museum.

We have accumulated so much material, and with the promise of more to come we hope to embark soon on Phase Two, which will be the roofing in and general waterproofing of the compound next to Wharf Station. This will accommodate two locomotives and a number of small exhibits.

If some members have sent us exhibits which are not yet on show, may I ask them to have patience for a little longer as it takes time to prepare, and in some cases to mount and frame, exhibits before they can be put on show.

Finally, I would like to thank my Committee members, who have helped so much, especially the one who conducted all the negotiations over the Guinness locomotive. Also a word of thanks to the two well-known members whose strength and ingenuity got the De Winton into the Museum.

I hope we shall have much more to show visitors by this time next year.

R. D. Butterell,
Hon. Sec. Museum Committee.

LATE NEWS

The locomotive "Russell" has now been repainted, and is looking much smarter.

Work is progressing on the tractor, No. 5, in the North West Area. A suitable diesel engine is sought for this chassis and any member who hears of anything likely is requested to contact the N.W. Area Secretary.

Traffic figures appear to be very good this year; the week ending 10th August provided train receipts well in excess of the previous record.

The floor of Pendre Works has been concreted over, and this, combined with the removal of a wagon load of dirt has improved matters considerably. The "Machine Shop" is now more or less complete, although the motor has yet to be installed.

S. P. T. O. *

The Evangelical Section of the North West Area, taking advantage of the Trinity week-end holidays (the date of which the heathen can determine for themselves) sent six missionaries dressed in full Talyllyn walking-out dress and under the guidance of the Bardd Boydd himself, into the wilds of Donegal.

The party worked with the traditional fervour of the converted and preached in divers places. The cab of a railcar (where we were told of "two men from England who owned a railways in Wales" visiting the line the previous week-end), the wildly bucking footplate of a 4-6-4 tank descending from Barnesmore Gap, the platform at Ballyshannon or the comparative luxury of the Derry-Belfast express — as the opportunities came, they were taken in their stride.

Killybegs was the party's headquarters and well fortified they passed an excellent night disturbed only by the sound of late night revels and peculiar thumpings which, it was thought, were caused by driving a horse upstairs and manoeuvring it into "the little room at the end of the corridor". The sight of an elephant leaving the square in Donegal the following morning left some doubt whether the thumping had been caused by something larger than a horse or whether our visit to Mike's Bar in Ballyshannon had been wise.

Seriously, however, this visit to the three foot gauge County Donegal Railway was but another of the outward signs of the many friendships which have developed from associations formed through membership of the T.R.P.S. The Society has ceased to be a body concerned only with the preservation of the Talyllyn Railway and has become one of the social institutions of the country. Long may it continue to develop this side of its activities, for in the growing circle of friendships the Talyllyn Railway will gain an increasing measure of support.

— Wayfarer jnr.

* The Society for the Propagation of the Talyllyn Overseas.

LEEDS MODEL RAILWAY EXHIBITION

The biennial Exhibition of the Leeds Model Railway Society will be held on 25th, 26th & 27th October, 1956. It is hoped to have good T.R.P.S. representation this year. Will any members, particularly those residing within easy range of Leeds, who think they may be able to assist in this connexion please get in touch with Mr. J. C. W. Halliday, address as above, as soon as possible after receipt of this issue. All offers of help, however small, will be most welcome.

STATISTICS

Capt. L. Reeves, of Sussex, who requested a small ration of operating statistics some time ago, complains that we have not made a regular feature of these. Actually, they are rather hard to come by and we suspect that our Powers That Be, like many others, regard them as a bit of a nuisance ! However, we accept the rebuke and will do all in our Editorial power to winkle some out of the right people at regular intervals in future. — Ed.

The Talyllyn "Stamps"



Illustrated is one of the six designs which have been prepared for use as envelope stickers. The six are printed on each sheet, in green on gummed paper, and are perforated for easy separation. (Philatelists read as "Straight roulette 9½").

Sheets are available for private use at eightpence per dozen sheets (i.e. 72 stickers) or 1d. per sheet. Supplies can be obtained from Messrs. Cope or Robertson or from Wharf Office, if other items are being ordered at the same time, but orders for seals alone should be addressed to : Mr. Ian M. Lloyd, 53, Norwood Road, Stretford, Manchester. Postal Orders, etc., (but not stamps) should be crossed and made payable to the Society. A stamped, addressed envelope must be enclosed.

It is hoped that members will use these seals liberally, and that they will ensure that they have a sufficient supply for Christmas. Any profit on sales will be devoted to the repair of "Dolgoch".

ADDITIONAL WORKING PARTIES AT TOWYN.

A programme of additional working parties is now in operation on certain week-ends when no Area working party is at Towyn. The aims of these, on which members from any part of the country are welcome, are (1) to provide additional volunteer assistance for the Permanent Staff spread over an increased number of week-ends, (2) to give further opportunities to members who for any reason may not be able to go to Towyn on Area week-ends, and (3) to obtain the maximum possible use of tools and equipment available.

The initial basis of these parties has been the operation on Friday evenings of a car from the Leeds district, via Manchester and Chester, and one from Stafford, via Shrewsbury and Welshpool, returning on Sunday evenings. Work commences about 9-30 a.m. on both Saturdays and Sundays.

Whenever possible the dates of the parties will be announced in the "Talyllyn News" but sometimes they are arranged at short notice. Any members who may be interested in joining the parties, or who would like to be informed of any dates which cannot be published in the "News" are asked to communicate with Mr. J. C. W. Halliday, The Plains, Calverley, Leeds. Telephone Rawdon 376 (home) Pudsey 3055 (business)

SOCIETY DIARY

Sept. 22—Annual General Meeting. London and North-West. Area Working Parties. (All at Towyn.)
Oct. 1—Midland Area Film Show.
Oct. 20 & 21—North-west Area Working Party.
Oct. 25 & 27—Model Railway Exhibition, Leeds. T.R.P.S. Stand.
Oct. 27 & 28—Midland Area Working Party.
Oct. 31—Closing Date for T.R. Photographic Competition.
Nov. 2 — 10—Model Railway Hobby Exhibition, Central Hall, Westminster. T.R.P.S. Stand.
Nov. 12—London Area Annual Business Meeting.
Nov. 21—Midland Area Lecture.
Nov. 24 & 25—North-west Area Working Party.
Dec. 21 — 23—Manchester Model Railway Exhibition. T.R.P.S. Stand 1957.
Jan. 26—Midland Area Annual General Meeting.
Apr. 6—London Area Spring Re-union.
Closing Date for material for next "Talyllyn News" — 30th November.

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