TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION SOCIETY

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No. 13 - DECEMBER, 1956.

IN GENERAL

This issue was originally going to be full of 'bounce' in view of the excellent Season we have enjoyed this year, and our President's A.G.M. hint that we might at least look forward to the time when we will be able to relax our efforts 'just a little'. The transport situation, however, will inevitably affect our progress during the coming 'Working Season.' Some Areas are going to find it difficult, if not impossible, to get working parties to Towyn, and an extra measure of co-operation and, probably, sacrifice, will be required in any case. Would-be participants in working parties are urged to keep in close touch with the usual organisers, *just in case.*

A deal of mental exercise may be obtained by trying to assess the effects of continued petrol rationing on next year's traffic. The obvious conclusion to jump to is that they will be adverse, but on the other hand people will undoubtedly still go away and Towyn is within ration-reach of the bulk of its usual holidaymakers. Perhaps, too, they will be keener to ride on the train than in their cars. On the other hand, again, the highly lucrative bus tours may be badly hit, and day trippers may not be as numerous.

To sum up, no authoritative pronouncement of policy or forecast of effects is possible at the moment, and the whole situation remains just another of those obstacles and setbacks we are accustomed to, and just as accustomed to overcoming.

Through the efforts of a good friend of the Society the Distribution Department of the ' News ' has acquired a very fine envelope-addressing machine. It will not be brought into use until, probably, the March issue, as embossed plates have to be made for the complete membership. If your address, or 'style and title,' are in any way incomplete or incorrect, will you please notify the Distribution Dept., as quickly as possible, so that we may start with as accurate a set of plates as we can.

R. W. I.

BEFORE THE FIRST SEASON

What would have been the last train on the Talyllyn Railway if the T.R.P.S. had not been formed ran on a Friday afternoon in October, 1950 — the last day of the season — and was composed of "Dolgoch", one coach and the van. But this was not the last train run under the auspices of the old Company, for some weeks later "Dolgoch" was steamed again to work an inspection train for certain Society officers. This was rather an unhappy trip. Abergynolwyn was reached safely, but on the return journey "Dolgoch" was derailed near the sharp curve half a mile above Brynglas, and the party had to abandon her and walk back to Towyn. Not a very auspicious beginning.

However, the railway duly passed into the Society's control, and work started on rehabilitation in February and March. The first job was re-laying the track on Cynfal bank. The materials for this had to be pushed up from Towyn by hand, as "Dolgoch" was under repair. The biggest task was to strip her down and prepare her for a thorough boiler inspection, complete with hydraulic test, which went off better than we had dared to hope. The inspector gave the 86-year old boiler a clean bill of health, and this removed the anxiety that the Railway might not have been able to re-open at the beginning of the season. So "Dolgoch" was reassembled as quickly as possible, and steamed for the first time under the Society's auspices in the middle of April, 1951. She was faced with a good day's work — the two Corris locomotives, which had been standing in the open at Wharf for some weeks just as they had been unloaded, had to be brought up and put under cover at Pendre. There were some twelve wagon loads of coal to bring up too. This was carried in slate wagons as the Corris rolling stock had not arrived, apart from the van. Several shots of the train leaving Wharf were taken and included in the Society's official film. It was some time since the Old Lady had had such a load on the 1 in 60 out of the station, and we blasted up in fine style. No. 3 was coupled behind us and followed smoothly at first. No. 4, as she came up the hill, suddenly blew out the plugs which were keeping the rainwater out of the valvechests (some souvenir-hunter having bagged the displacement lubricators as she lay at Machynlleth) and started to make popping noises like a G.W.R. cross-head pump as she compressed the air in her cylinders. Her valves were obviously all right.

There was trouble as we shunted the Corris engines into the repair shops, over the back siding which had clearly not been used for years. No. 3 derailed twice in the same place, and some platelaying was finally needed to get her in.

Then there was the job of taking rails and sleepers up to the track gang at Rhydyronen. But in the evening we decided to make a run up the line, taking the Corris van with us, and so the first "new" piece of rolling stock in eighty years was introduced to the Afon Fathew. We penetrated safely the flooded cutting above Brynglas, where the rails wandered aimlessly from side to side, by no means always in unison, and where millions of panic-stricken tadpoles wriggled away from us as we rumbled amongst them. When we got to Dolgoch it was to find that the water tank was dry, and so suddenly our jaunt had become a race against time; we had to get back to Pendre before "Dolgoch" ran dry. We must have made the fastest run back for years. The water

ran out and we had to let the fire out to avoid burning the firebox. But all in vain. There was four months' accumulation of gravel on the level crossing at Pendre, and with only ten pounds on the clock the Old Lady stuck good and hard in the middle of the road. It was ten o'clock before we had pinch-barred her to one side, and there, I am sorry to say , she spent a Night Out.

From that time until Whitsun "Dolgoch" made only one or two more trips, with track materials, and we carried out a number of repairs which had been seen to be necessary. A new smokebox door was forged out of a spare wagon floorplate, and a great deal of work was done on the rear springs. The eight bolts which transmitted the load from the frames had, with the poundings from the track, stripped their threads and had needed resecuring practically every other day during 1950. Eight one-inch holes had to be drilled through the frames and strengthening plates with an old ratchet hand drill, and larger bolts fitted. When this work was finished Hugh Jones said that she went better than at any time since her last overhaul in 1946.

On the Saturday before Whit a special train was run right through to Abergynolwyn, and on the Monday, as history records, the line ceremonially opened as far as Rhydyronen. Five trips were made during the day, and by evening the rails shone more brightly than for very many years.

But on the footplate we had time to see (and feel) five very bad rail joints between Pendre and Rhydyronen, which we went over each time with a shattering concussion which left us in no doubt why the springs had suffered. The worst of all was cunningly sited just at the bottom of Cynfal bank. I had the bright idea of flinging slates out to mark these places for the track gang, but although this gave me some satisfaction it didn't prove much help to the platelayers, as I never managed to jettison the slate by the actual joint.

Now, five years later, the scene has changed incredibly at Towyn, and it is difficult to remember quite how rough and ready things used to be. I suppose the old state of affairs had its charm — as long as one observed from a comfortable distance — but as a fireman, and then driver, for the whole of the first season the rustic element of the railway rapidly lost its appeal for me. The Talyllyn is a different railway now — and a better one.

J. B. Snell.

ADVERTISING IN THE TALYLLYN NEWS

As will be seen, with the advent of a properly printed 'News', advertising matter is being accepted, although for the time being at least, the amount will necessarily be limited. With effect from January, 1957, the charges for advertisements on inside front cover and inside and outside back covers will be £10 per page, per year of four issues, with corresponding reductions for half and quarter pages. Until further notice enquiries should be made of the Editor, Mr. R. W. Inkster, "Fearnhead" Winton Road, Bowdon, Altrincham, Cheshire.

WORKING PARTY SPECIAL

by H. E. V.

It is 09.15 and we're coaling up No. 6 at Wharf, ready to take a Good Friday working party up the line. Care to inspect the footplate? To those accustomed to the other Talyllyn locos., it's more like the Crystal Palace, with plenty of room, light-coloured upper half, large tall windows front and rear, and neatly arranged fittings, all emphasised by the height of the footplate itself. Even on No. 4, its nearest rival in this respect, the crew spend most of their time on the low side recesses, rather than on the high part over the drawgear. On No. 3, of course, one gropes around with one's feet in a jumble of main frames, drawgear springs, spare coupling hooks, coal, and anything else which accumulates despite efforts to prevent it. No. 3 is a *very* uncomfortable engine.

But No. 6 is fine, the only blemish being the presence of lifting injectors, complicating a basically temperamental piece of apparatus. They have to raise the water from the well tank before injecting it, and it is impossible to keep a dribble of cold water running through them in an attempt to keep them cool in hot weather or the presence of a leak in the steam valve, with the result that on occasion they can give rise to *considerable anxiety*.

Back to the present as the Paddington train is arriving and we contribute to the noisy exchange of greetings for the benefit of the London working party on board. Coaled up, we return to Pendre, noticing at once how the short wheelbase and rear overhang lead to poorer riding than we are accustomed to, so that speed has to be kept down at all times. We duck involuntarily as her chimney all but fouls the underside of the road bridge, in spite of the specially lowered track.

Back at Pendre, our driver has a conference, the first of many on this working party strip, to decide composition of the train, which is followed by the inevitable and interminable shunting. It has been made up the night before, but that is not enough. We have to rearrange it, and fetch a wagon from the back road, beyond the carriage shed, and we resign ourselves to running up and down, changing points, coupling and uncoupling until everyone is happy again. The wise fireman asks no questions but does as he is told and shunting will proceed smoothly, even if others change their minds in the middle of it. Eventually we stow ourselves, train and all, in the Pendre loop to wait for the morning passenger train. I collect the Pendre-Wharf staff as it goes by, hoping the passengers admire the skilful transfer.

We back out on to the main line, whistle for the signal outside Wharf, and pass on to Wharf itself with twenty minutes to go. By ten-thirty, the booked departure time, it looks as if the working party have retired to bed to a man as a result of their early start from Paddington. This makes it difficult for the fireman. If he makes up the fire too soon No. 6 with her tall chimney is such a good steamer that it will be impossible to keep her quiet if we start late, but if he leaves it too late we might run out of steam en route. I compromise, and put a little on. No. 6 is the one engine of the stud which will burn whatever one puts on, slack and all. I raised steam this very morning by putting whatever came to hand, in one hour and from cold.

By eleven, the General Manager is worried because he will have to

alter the running arrangements. We are booked to pass the returning passenger train in Quarry Siding but he now decides that it is too late and that we must wait at Brynglas. At eleven - fifteen the working party collects and at eleven - thirty we make a belated start. Slowly but efficiently No. 6 moves off and we run to Brynglas after picking up some more people at Pendre. We cross the passenger and go on to Dolgoch and the Quarry. We sort ourselves out, turning the train in the process and putting two empty wagons under the loading point before, if you please, the working party sit down to lunch. However, it's not for a fireman to speak so he does the same. And when all is said and done, by the time we have stowed ourselves back in the siding ready for the afternoon train we — the working party and engine crew — have loaded some six wagons, taken them 400 hundred yards up the line and emptied them. The afternoon train arrives five minutes after we lock the points behind us and pulls up sharply as Herbert shows off the newly adjusted steam brake. Another conference. Driver Dai wants to nip down to Dolgoch for water. No. 6 has a well tank with no means of telling how much water is in it, and a small capacity at that. The passenger train proceeds and we go the other way, returning in time to avoid delaying it. The early morning start and the hot sun are telling on the workers, so another conference decides to empty four more wagons and call it a day. We do this, run back past the loop, gravity shunt the train into correct order, and pull down past the road crossing for the last item on the agenda, the collection of rails.

We move down, rail by rail, and the guard gets more and more agitated as we fail to stop the minute he signals. No 6 has no power brake and it takes time to apply the handbrake, convenient and efficient though it is, so we greet his sallies with amusement. After all, he travelled all night to get here.

" Right away " at last, and we have a straight run back to Pendre, where we take off the brake van and one Penrhyn before pulling down to Wharf. The working party drifts off in groups and dissolves into Towyn . . . Ah well! We're pretty tired, too . . .

WELSH AS SHE IS SPOKEN

Probably the most difficult sound in the Welsh language to reproduce, as far as ' foreigners ' are concerned, is the letter 'Ll '. This is not just two L's, but a separate letter in its own right. (There are several others, e.g. 'Ch' and 'Rh'.) It is perhaps unfortunate that the very name of our Railway contains an ' Ll '; it is not the ' Tallylin ', ' Tallyklin ' or yet the ' Tallythlin '. The precise sound cannot be put into English and by far the best way of learning it is to listen to a Welsh-speaking person carefully. All I can do here is to give an idea of the method of producing the sound, which is to place the tip of the tongue fairly hard against the roof of the mouth, rather back from the teeth, and allow the expelled air to escape from either side of it. At the crucial moment, which can

only be found with practice, the tongue is withdrawn downwards, producing the final 'L' sound to it.

Now for a glossary of some of the local names and their pronunciation. The accent is on the part in capital letters. *Towyn* should be called "TOE - in" (and please note that there is no 'E' on the end of Wharf. Surprisingly many people put it on when writing it).
Pendre is "PEN - dray" and *Rhydyronen* is "Reed - er - OWN - en" (in the latter, try to place a faint aspirate in front of the "R" if you can).
Brynglas is fairly straightforward, "Brin - GLASS", but the next station up the line is sorely mispronounced. *Dolgoch* is pronounced something like " Doll - GOKE" but the 'K', of course is the gutteral letter 'Ch', similar to the sound in the Scottish 'Loch'. The station is *not* 'Dolgosh', 'Dolgotch' or Dolgoth'!
Abergynolwyn is again straightforward, but the accentuation, ' ABER - gin - OLL - win ' (hard 'g) in 'gin' of course) needs watching.
Two of the easier halts will suffice for this time, *Hendy* suffers a lot and should be called 'Hen - DEE', and there is nothing sinful about *Cynfal;* call it 'KUN - val.'

A little more next time.

PUBLICITY

Press Publicity.

This continues to function admirably under the watchful eye of Mr. J. M. Lloyd.

The last trip on the Welshpool & Llanfair line resulted in appreciable publicity for the Talyllyn, as it got about that we were going to take over the rolling stock and track as it was, and build an extension to Talyllyn Lake. The thought of a new Battle of the Gauges at Abergynolwyn was rather intriguing, but the false information had to be corrected and if the results were watered down, we were brought into the picture *nevertheless.*

We have been promised an article in the January issue of the American magazine "Trains", together with invitations to purchase some of our publicity items, so the H.P.O. is again expecting to achieve a good dollar credit. We sent no less than 166 copies of this year's calendar to Canada and the U.S.A., and we have several keen members in America who write for everything as issued. Regular references in "European Railways" also produce orders consistently.

Photographic Competition.

This attracted attention to the extent of nearly seventy prints entered, about two thirds from members. Entries for the colour transparency section were rather few. The entries have now been circulated round the judges and the winners will be notified by post. We hope to use the winning entries for publicity purposes and details, together with the names of the winners, will be published in the next issue of the ' News '.

Calendars.

These are selling well, but there are plenty still in hand, price 2/6d., per copy, post free.

Publicity Items.

There are plenty of all items available, but please note that Post

Cards, Official Guides, "Talyllyn Railway in Pictures", Calendars, Locomotive Drawings, Timetables, and Talyllyn Pencils are obtainable from the Hon. Publicity Officer, Mr. Cope.

Mr. Robertson, London Area Secretary, deals with enquiries for Film Strips, Obsolete Tickets in Packets, Christmas Cards (when applicable), Lapel Badges and Car Badges.

Envelope Seals (see separate announcement) are obtainable from Mr. Ian M. Lloyd, 53, Norwood Road, Stretford, Manchester.

ENVELOPE LABELS

It was intended to reproduce another of these attractive designs in this issue, but the blocks are unfortunately in use. Sheets of six are still available for private use at eightpence per dozen sheets (i.e. 72 labels) or 1d. per sheet, from Mr. Ian M. Lloyd, 53, Norwood Road, Stretford, Manchester. Postal Orders, etc., (not stamps) should be crossed and made payable to the Society. Stamped addressed envelope must be enclosed.

ENGINEERING NEWS

There is little fresh news to report at the time of going to press. As most members already know, the traffic during the 1956 season was hauled entirely by Nos. 4 & 6. Certain very heavy repairs were required at the firebox end of No. 3, which should be ready for the next Season, whilst the present outlook for No. 2, "Dolgoch", is rather gloomy. The boiler is in a worse condition than was thought and it does not seem likely that it can be repaired. Whether a new one can be obtained is, of course, entirely a matter of finance.

Work is proceeding with the erection of the machine tools at Pendre, and the possibility of constructing a new bogie coach underframe is being investigated, as it would be impossible to purchase one at the present day prices.

The first pair of Festiniog wagons is now all ready for their wheels. One of them has been fitted with the old buffers from the Corris Van, and the others will have steel dumb buffers for the time being.

Included with this issue is a supplement showing progress on the track up to date. As will be seen, there is only just under three quarters of a mile entirely untouched. Some of that should be rectified this winter, despite difficulties over working parties. Reference to previous years' work has been omitted from the diagram for clarity.

The "Items Wanted" column in the 'News' seems to yield good results, and Mr. Bate now makes an appeal for what he calls some "old iron". To be more exact, any odd pieces of steel or iron strip, angle, channel or like sections, would be most acceptable. There is virtually no stock of material at Pendre except what has been obtained from scrapping wagons, etc. Now that we have oxy-acetylene tackle we can indulge in fabrication work which would not formerly have been possible, and we need a stock of bits and pieces to work with.

EAST MIDLANDS & SOUTH YORKSHIRE AREA NEWS

Our thanks are extended to Mr. Smith for his valuable work in connexion with area activities. We very much regret losing him as a result of his move to a different part of the country. His place as Area Secretary has been taken by Mr. J. M. Davis, 58, Struan Road, Sheffield, 7.

Members living in the southern section of the Area are advised that matters referring directly to the Nottingham/Derby area are dealt with by Mr. A. J. Wilson, of Nottingham, and points which require personal attention will be passed on to him. Members are also advised that they will automatically receive copies of the Area Newsletter if they forward their names and addresses to Mr. Davis. These Newsletters give full details of Area Activities.

Members who attended the A.G.M. spent part of a very wet Saturday afternoon making themselves useful at Pendre with paint brushes.

The petrol shortage has given rise to difficulties with transport to Towyn, and as it is very difficult to get there by winter train service no *official* working party is being arranged until Easter, from this Area. Any member wishing to join parties from other Areas will, of couse, be very welcome, and if anyone can spare sufficient fuel for the journey to Towyn offers of seats will also be very welcome. In this case, please contact Mr. M. Gillott, 12, Hoober Avenue, Sheffield, 11.

LONDON & HOME COUNTIES AREA NEWS

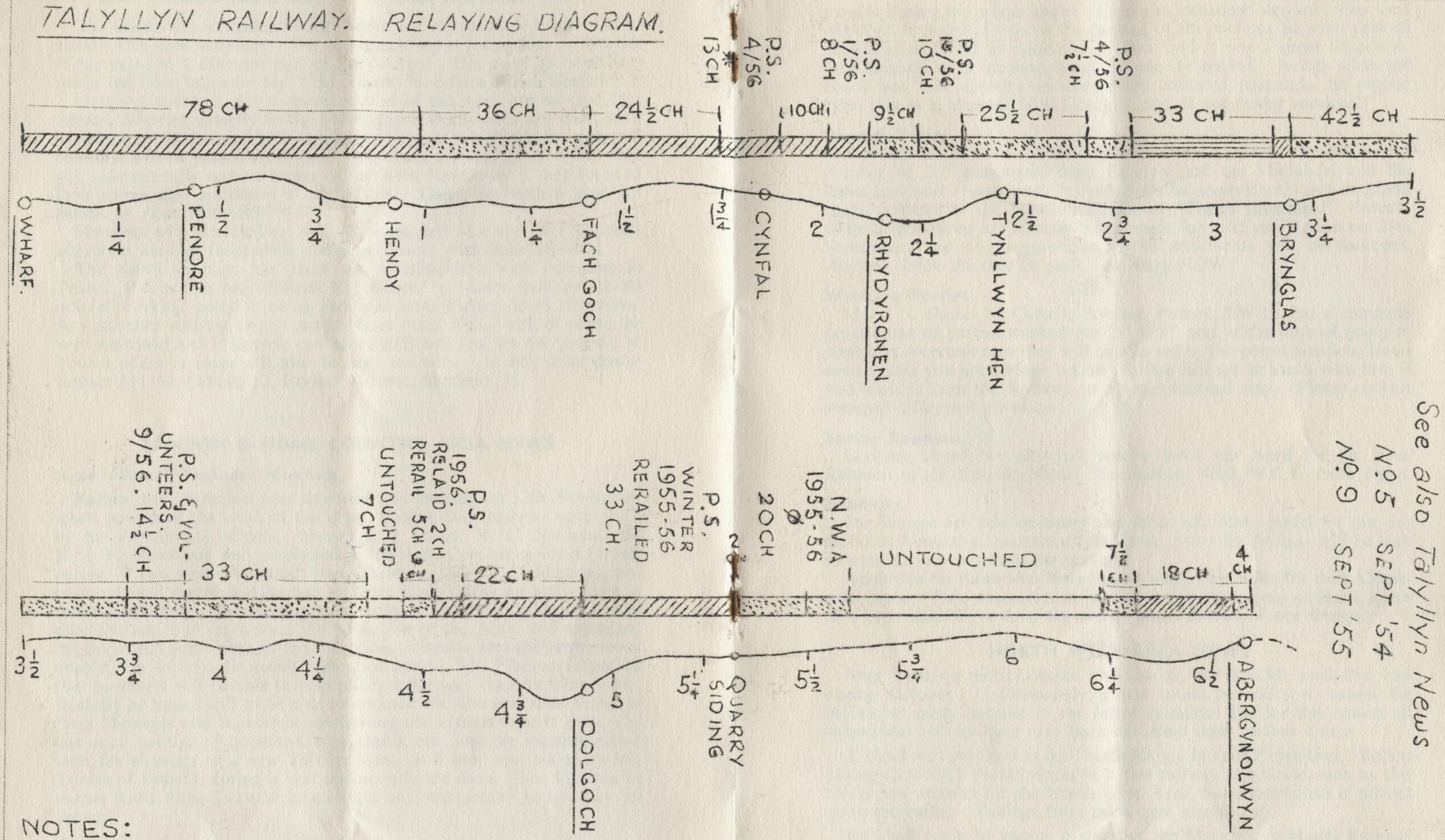
Area Annual Business Meeting.

Rather more than last year attended this meeting on 12th November, when reports of the work of the Area, Society and Railway were given by the appropriate officers. Messrs. J. J. Davis, R. C. Newman and E. G. K. Sherborne were re-elected to the Area Committee for a further period of two years, but our Area Chairman, Mr. J. C. Flemons, announced with regret that he had to retire from taking an active part in the organisation. The meeting payed tribute to the work he has put in over the last four years since the formation of the Area, and expressed the hope that some time in the future his domestic arrangements would enable him to take an active part once again. Mr. Flemons expected that he would still be able to help in a smaller way than hitherto. Particularly he hoped still to be able to organise the film and slide shows at Area Meetings and Reunions. Following the various reports there was the usual barrage of questions, suggestions, etc., and the meeting ended with the showing of a new Talyllyn film, an 8 mm. one, taken by Mr. Turpin of Enfield, during a visit lasting only ten days. The film put to shame many films taken in larger sizes and was greatly enjoyed by all present.

Model Railway Hobby Exhibition.

Thanks to the generosity of a member we had an excellent stand at this exhibition and, with the co-operation of those members who gave up their time to stewarding, a very successful time was had. A total of £95 was taken on the stand, including new and renewal subscriptions. A new set of photographs enlivens the back of the stand, whilst the

TALYLLYN RAILWAY. RELAYING DIAGRAM.



See also Talyllyn News No 5 SEPT '54 No 9 SEPT '55

NOTES:

P.S. Permanent Staff. N.W.A North West Area. * Glyn Valley Rail Ø T.R. Rail.

PERIOD:				
1.10.'55 to 31.10.'56	RELAYING COMPLETE 10 CH ReSLEEPERED ONLY 65 CH Re RAILED ONLY 38 CH.	WORK REMAINING: RELAYING COMPL. OM 57CH RERAILING ONLY 2 M 58CH TOTAL RAIL REQ: 3 M 35 CH.	RAIL REQU @ 45 lb/yd = 243 t. SLEEPERS REQd @ 3' CRS = 1250	INFORMATN J.L.H.BATE DRAWN J.M.LLOYD.

"K.B." layout, having been finally fitted for automatic working, gave no trouble during the whole show. Even the impatient stewards who used out-of-scale fingers to speed the passing of the minutes between periods of operation failed to upset the rhythm, and it was a great attraction. One remark by a steward must be put on record. Asked what the coach was that appears on one of the coloured postcards, he replied "Oh, that is a Midland Red Coach — one of our feeder services!"

Special Train.

The Special Train on 22nd September was supported by the record number of 215 passengers from London and the Midlands, and the individual seat reservations proved a useful innovation. An excellent report appears in the November issue of "Trains Illustrated". Meanwhile, negotiations are already being made for next year's train on 28th September, and any suggestions for improvements will be welcome. Anyway, book the date in your new diary NOW!

Working Parties.

Mr. J. N. Slater, 14, Castello Avenue, Putney, S.W.15, has a complete programme of parties worked out for 1957, and at the time of going to press it is uncertain how they will be affected by the petrol position. However, unless you are already on his mailing list, get in touch with him if you want to help the Railway in a very practical way. Please enclose stamped addressed envelope.

Spring Reunion.

Looking ahead, we also ask you to book 6th April for the Area Reunion at the Kingsley Hotel, Bloomsbury Way, W.C.1., from 3 p.m.

Publicity.

Car Badges are now on order and those who have asked for one are asked to forward a remittance for 32/6d., when the badges will be sent as soon as received from the makers.

Apologies for those who have had to wait some while for their Christmas cards. This was due to a breakdown in the supply of blank cards of a type suitable to take the rather heavy blocks of our design.

NORTH WEST AREA NEWS

Area working parties visited the line at the A.G.M. week-end and during October. Unfortunately it was found necessary to cancel the November party because of the petrol situation, and for this reason all subsequent parties have also been cancelled until further notice.

A stand was provided at the "Sixth Happy Homes Exhibition," Bolton during October. Participation in a non-railway exhibition such as this was a new venture for the North West Area, but nevertheless it proved quite successful. Takings from sales were almost £10.

We shall again be having a stand at the Manchester Model Railway Society's Exhibition at the Corn Exchange, Manchester, on 21st, 22nd and 23rd December.

Another annual function to be repeated is the North West Area Re-Union. This will be held on 6th February, 1957, at the Memorial Hall, Albert Square, Manchester, commencing at about 6-30 p.m. The programme has not yet been finalised, but is expected to follow the pattern of previous years.

BIRMINGHAM & MIDLAND AREA NEWS

The Area has registered under "The Small Lotteries and Gaming Act, 1956," a most welcome piece of legislation. The autum raffle netted £62 15 0d., and a bigger effort is planned for the spring of 1957. Will anyone who can help by giving a prize, or by selling tickets, please contact the Area Secretary ?

On the 21st November, Mr. Rolt gave a most interesting talk about the Talyllyn Railway Locomotives; No. 3 came out favourite. A film show, mainly about track maintenance, was given in October. The next film show will be on 20th March, 1957, at 7 p.m., at the Engineering Centre, Stephenson Place, Birmingham, when Mr. P. B. Whitehouse will present "Narrow Gauge Railways." From 31st December to 5th January a T.R.P.S. model will be staged at the S.L.S. Exhibition in Birmingham.

Working parties were held in October and November, and the work comprised ballasting, loading sleepers, levelling track, blasting rocks and cutting down a tree. Despatch of the Nuneaton rail continues and will soon be completed. The dates of future working parties will be sent to Area members, but petrol rationing will obviously make transport arrangements most difficult.

Many Midlanders attended the A.G.M. at Towyn, and the driver of 'Princess Margaret' has asked for a snap of him and his steed. Will anyone who can spare a print and thereby give pleasure to the driver please send it to Mr. B. R. Whitehouse, 40 Lloyd Road, Birmingham, 20, for retransmission ?

Finally, please do not forget the Midland Area A.G.M. on 26th January, 1957, at the Imperial Hotel, Birmingham. Tea and a film show will follow.

HISTORICAL NOTE

Signals on the Talyllyn Railway

by S. H. P. Higgins.

At a meeting of the Directors of the Mowddwy Railway Company, held on 2nd July, 1867, Mr. Buckley (the chairman), reported that he had arranged the terms for the purchase of signals from the Talyllyn Company. At a later meeting, held on 3rd December, payment to the Talyllyn Company was authorised :—

The following checks (*sic*) are now granted.

The Talyllyn Railway Company 176. 16. 4.

This transaction seems to show that the Talyllyn Railway was originally provided with some form of semaphore signalling. The relatively small sum (£176 16 4d.) paid by the Mowddwy Railway suggests that the Talyllyn signalling was on a very limited scale, confined, maybe to the terminal stations.

Perhaps such signalling as existed was found unecessary at an early stage, and was abandoned about the time of the completion of the workshops and sheds at Pendre — a development which seems to have led to reorganisation of the train services (*vide* timetable, 19th February, 1867, reproduced in *Railway Adventure*, by L. T. C. Rolt).

N.B. The spelling "Mowddwy" in the Mowddwy Railway Company was quite usual in early days.

October, 1956.

NORTH WEST DIARY

by Mancunium.

Whitsuntide.

Took part in enjoyable tour of Co. Donegal Railways system, with five other zealous missionaries from the Area. The 'word' was gospelled forth in divers places, such as footplates, railcars, customs houses and places where they sup. Was prevented from bringing home a turf spade of great length for use on T.R., but Customs allowed me a tiny packet of 'Mrs. Curran's laxative pills' without paying duty. The Committee (i.e., the Donegal one), has since promised some souvenirs for the Towyn Museum.

June

Rose at even more ghastly hour than usual, but repaid by glorious dawn drive and breakfast on the shore of Talyllyn Lake at 7 a.m. Following this, rapidly donned make-up and disguise and proffered Member's Ticket to Ken Marrian in name of Vice-Chairman of Anglesey Central Railway. No trouble in obtaining ticket or seat on special train, so was able to take unbiased view of service, operating, and state of railway. No one could miss that quiet air of efficiency, the ordered running of the train and the pleasure of the passengers, nor the excellent riding of the stock and great improvement of the hedges. Pendre very neat and businesslike with William's new concrete floor. Modest pride in all these things duly sobered by red-hot spark down neck, riding in open Penrhyn coach. Must speak to volunteer fireman about this. Yes, makes one ponder on all that has been achieved and realise that other railways have still a lot to learn — including, of course, the Anglesey Central Railway.

July - August

A time of the year when one views exhibitions with mixed feelings, but after several visits to the Stretford show during its four-week run, and noting our takings of over £25, felt that but for the English summer we might have done better. A good spirit there; especial thanks to those from other Societies who did our stewarding, and the opportunity to do reciprocal work on other stands. Among items needed is a book of answers to such questions as "Do you still go to the top of Snowdon ?", "We went to Port Erin in your train last year," "Have you got a photo of the one in Dorset" (from a small girl of about five years), and "I want a picture of a Co - Co please." We might have sold a lot of rock but the one sample was battened down under glass.

August

Paid visit to South Manchester motoring establishment wherein lie remains of No. 5, by no means embalmed or becalmed, forgotten by some but not by others. All recoverable parts now cleaned and painted, but search at Towyn reveals that remaining items went in 1955 scrap drive. Services of members now appealed to for suitable i/c unit and drive, whereby we can supply railway with heavy-duty yet simple four-wheel-drive tractor, which will be easy to handle and run economically. Offers and advice greedily awaited.

'RUSSELL'

Mr. Aidan L. F. Fuller, Publicity Officer of the Birmingham Locomotive Club, writes as follows :-

"I trust that members will forgive me for again drawing their attention to the locomotive 'Russell.'

This veteran of the Welsh Highland Railway was rescued from the scrap heap by the Birmingham Locomotive Club, and transported to Towyn for inclusion in the T.R.P.S. Museum. In spite of voluntary assistance this project has cost about £170, and 'Russell' has not yet been fully renovated.

The task of raising such a large sum in a small provincial club is extremely difficult, and at the time of writing about £70 is covered by short-term loans. These loans must be repaid during the next few months and unless further financial assistance is obtained there is a danger that the locomotive will have to be disposed of in order to repay this money.

Now that the locomotive has reached Towyn, I am sure that no railway enthusiast wants to see it scrapped. I am thus taking the liberty of making a general appeal to save 'Russell', and any members who would like to support the appeal are asked to send donations to Mr. T. J. Edgington, Hon. 'Russell' Fund Treasurer, 57, Heathfield Road, King's Heath, Birmingham, 14."

(* 'Russell' *does* look very nice at Towyn — Ed.)

SOME NAILED RUMOURS

There is to be no junction with any proposed extension of a Northern Neighbour. The new points at Rhydyronen are of purely local significance.

It is not proposed to construct an additional tank wagon which can be coupled, with piped connexions, and suitable pumps to the brakevan whenever the General Manager is acting as Guard. There is plenty of room for crates under the seats. The "LV" sign is not, repeat not, replaced by two diamonds on these occasions.

The throwing of cotton waste at William ("Hedges") by passing engine crews is not a sign of his unpopularity. It is done at his special request. When the accumulated pile reaches a certain height he knows it is time to move on to a fresh piece of hedge.

No attempt has been made to run No. 4 on milk, nor was it possible to obtain cream from the cylinder drains at the end of August.

TALYLLYN RAILWAY PRESERVATION SOCIETY.
THE HON. TREASURER INVITES ALL MEMBERS TO "DOUBLE THEIR MONEY"

Many members will have already heard of the successful season which the railway enjoyed during which the number of passengers carried rose by approximately 10,000 and the traffic receipts also increased from £1,534 to over £2,200. This splendid effort was mainly the result of the very hard work put in by the Management and Staff at Towyn, and they richly deserve all the thanks and congratulations which they have received.

Such enterprise should, I feel, be rewarded by the provision as soon as possible of amenities which will increase the comfort of the travelling public, and at the same time will decrease the strain which inevitably falls on the staff when they are having to carry out such extensive business with limited equipment at their disposal, and it would be most fitting for the Preservation Society, through increased finance to provide the necessary items to make this possible.

I am, therefore, asking every member to double his subscription for the next twelve months. If you have already paid, please send me a similar sum; if you are a Life member please send me at least £1 this year. If every Member responds, as I hope she or he will, this will produce at least an extra £1,200 for the Society and will enable us to carry out the vital necessary repairs to our locomotives and also, among other things, provide cushions for the coaches.

If you feel that my request is rather unreasonable, I hope you will consider it in relation to the increased costs with which we are faced as compared with those ruling in 1951 when the subscription was fixed at £1. Would you also please consider the increase I am asking in relation to other expenditure which you may make. For example, car owners may well be saving very much more than £1 due to conditions which are being forced upon them from outside this country. On the other hand, smokers may perhaps be able to forego about 200 cigarettes in the next twelve months.

I hope you will respond to my suggestion so that we in the Society can show that we also can increase our revenue to the extent that the Railway has increased its earnings.

Please send your subscriptions or additional donations to the relevant membership Secretary. If your surname begins with the initial A — L you should send it to Mr. Eric Lees, 143, Balden Road, Birmingham, 32 If your surname begins with the initial M — Z you should send your money to Mr. R. W. Tippetts, 255, Warwick Road, Olton, Solihull, Warwks. If you normally pay your subscription to Mr. Boyd-Carpenter you should send your subscription to him at The Ridge, Eaton Hill, Baslow, Derbyshire.

I am confident that your responses will be worthy of our cause.

SOCIETY DIARY

Dec. 21 — 23. Manchester Model Railway Exhibition. T.R.P.S. Stand.
Dec. 31 — Jan. 5. S.L.S. Exhibition, Birmingham. T.R.P.S. Stand.
Jan. 26. Midland Area Annual General Meeting.
Feb....6. North - west Area Reunion.
Apr....6. London Area Spring Reunion.
Sep. 28. Annual General Meeting, Towyn.
London Area Working Parties :
Jan. 5 — 6: Mar. 16 — 17: Apr. 19 — 22 (Easter)
June 8 — 10 (Whitsun): Aug. 3 — 5 (inc. Aug. Bank Holiday):
Sep. 28 — 29 (A.G.M.): Oct. 25 — 26. Please keep in contact with organiser, see Area News.
North-west Area Working Parties have been cancelled for the time being.
Closing date for material for next "Talyllyn News" — 25th February.

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