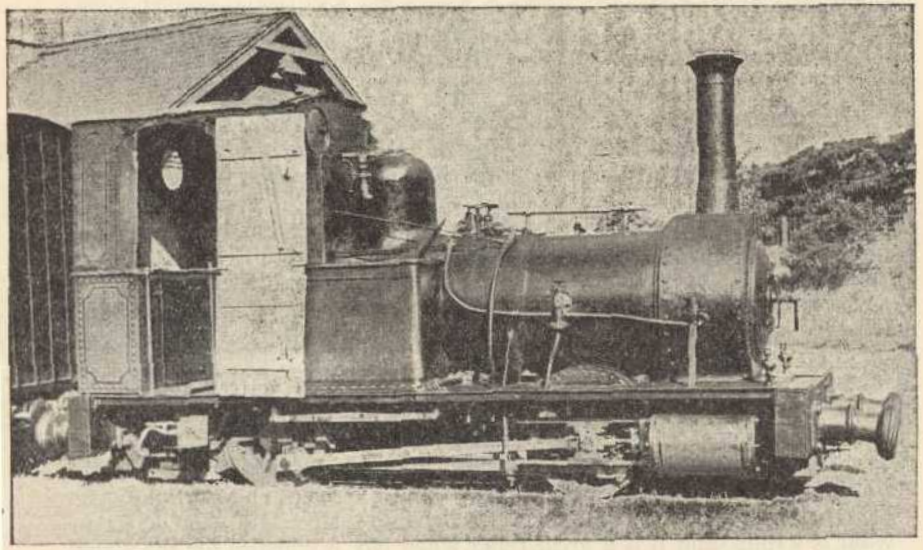
TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION SOCIETY

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No. 14 - MARCH, 1957.



Almost a Stranger ! No. 2. *Dolgoch*, in
PRE - SOCIETY DAYS.
(*Block courtesy J. I. C. Boyd*).

HIGH SUMMER
by H.E.V.

The visible mood of those working on the Talyllyn Railway is both lighthearted and friendly. Beneath this is a serious sense of purpose which is essential if a train service is to be maintained when the equipment, in spite of all the progress that has been made, is still not all that it might be. This serious side is best seen at the height of the August rush, which this year saw only two engines able to steam. With care and good fortune we carried well over thirty thousand passengers up to the end of the full timetable period, with only two minor delays to trains, and no cancellations.

A busy day, selected and synthesized for the *"NEWS"* starts at the early hour of 7-0 a.m., when a fireman gropes his way through half-closed eyes to Pendre, to find that there is no firewood ready. He nearly removes his foot with the axe before he decides he had better wake up and take the job more seriously. He checks the water level in No. 4 collects odd bits of cotton waste, puts them in the shovel and soaks them in paraffin. Lighting the heap, he quickly tips it into the grate, noting by the light of the flames that the grate has not been properly cleaned out. Very annoyed, he swears to himself, and puts the matter to rights, to find that the ashpan has not been cleaned for three or four days. Further unjustified imprecations are curtailed by the timely arrival of Bill Faulkner, and the two of them, with surprisingly little effort, "pinch" and push No. 4 out into the open. Here the next hour and a half are spent cleaning, polishing, oiling and preparing. The pressure is beginning to rise when the fireman checks the now red fire, and goes for breakfast and a shave.

He returns at 9-30, visibly tidier, to find all in order, and 60lbs. on the clock. Bill is already back, champing to get the train shunted. This will need what little steam there is, so the fireman postpones filling the now half-empty glass. Someone says they want to have "Limping Lulu" over the pit, and the shunting is accordingly prolonged until after ten o'clock before the train is ready, with the pressure only 65lbs. This is still not enough to fill the boiler and get the train to Wharf, so the former is again postponed, this time with some apprehension. Later, at Wharf, there is rather a serious situation. Filling the boiler has dropped the pressure to 40lbs., and there is only ten minutes to go. At 10-20 the pressure is only 50lbs., and the glass is beginning to empty again. An S.O.S. to Pendre reveals that Dai has lit up No. 6 earlier than usual, so he is told to stand by to take the train over with all haste. At 10-35, it is obvious that No. 4 has a radical defect and she declines to steam sufficiently to keep the boiler full, let alone pull a train. The fire may even have to be dropped. The passengers become restive and want to know what is wrong, and it is a great relief when No. 6 whistles for the signal and comes down the slope at 10-50. She leaves five minutes later, still with only 80lbs. pressure, but she's a good steamer and has an experienced fireman, so all will be well.

Feeling as small as he can, the fireman of No. 4 climbs back to his footplate and slinks back to Pendre. He knows the grate was clean and the tubes swept, but with Bill anxiously checking, walking round the engine to the office, then back again for another check, again and again, plus the passengers' awkward questions, he feels under a black cloud.

Back at Pendre, the boiler can just be filled with the remaining steam, and Herbert, hastily summoned from up the line, opens the smokebox and demonstrates a large leak in the blower pipe. It has been worn thin by the abrasive ashes from the smoke tubes, and all the steam is blowing backwards into them instead of up the chimney. Before he can turn round, Bill, knowing that everything is now under control, has disappeared on other pressing business. Herbert, in his inimitable and deliberate way, sets about getting the repair organised, making it obvious that a little thing like this is nothing at all. In fact, life hooks up again. The train is safely on its way, the trouble is located, and it was not our fireman's fault.

By midday the defective section of pipe has been cut out, and a new piece brazed in by the blacksmith across the road. A few minutes later the repaired blower is back in place and tested successfully. In the meantime No. 4 out of sheer cussedness, has drawn herself up to full pressure on her own. The boiler is topped up, our fireman goes off to an early lunch, Herbert back up the line.

Returning at 1-30 p.m., the orders are to proceed as soon as possible to Wharf, as the passengers are queueing up already. The full train leaves at 1-55. The fireman feels fine and settles himself on his seat, the master of the job. The boiler is full to the top of the chimney and carries them to the top of Cynval without attention. But what's this? His cocky confidence is shattered in a moment as his injector clack sticks and blows back with a roar. Confusion is increased as the safety valves blow like a grampus. A hectic search for a spanner, and he manages to screw down the clack. Then a precarious climb along the outside of the cab to open the isolating cock for the large injector and quiet is restored as they are passing Rhydyronen. Our fireman resolves not for the first time, that he will never, never, again show contempt for a steam engine, especially on the Talyllyn Railway.

On they go, with Bill claiming all the speed he can from every inch of track. Before Brynglas the fireman feeds the fire, almost burning himself on the one hand and getting hurled backwards out of the cab on the other in the cacaphony of sound and movement. He reflects that they must be doing a good 14.9 m.p.h. A quick fill up at Dolgoch and then quickly on to Aber. He takes the engine round whilst Bill confirms on the telephone that they are to go straight back, No. 6 having already left with a full complement, and still more left behind. The fire has been kept up and pressure too, so they run straight back to Brynglas, arriving believe it or not, at the same time as No. 6 for the third time that week. A quick exchange of tokens and confirmation of running orders, points re-locked behind us, then on again. It's good to know that No. 6 is behaving herself. Yesterday her injectors nearly failed at Rhydyronen and No. 4 was called back from Aber in the torrential rain to stand by, but today, thank goodness, all is well. Descending Cynfal the clinker is broken up by vigorous use of the pricker whilst the regulator is shut and the fire "cool," but even so the hands have to be shielded by a wrapping of cotton waste. There will be trouble on the way up if the job is not done properly. Bit by bit the fire is built up again, until by the time Bill is whistling for Pendre gates all is ready for the second trip, needing only a few final lumps as we leave Wharf.

A few bins of coal into the bunker before running round "just in case" and they get the Right Away at 3-40 as advertised. Will they

stop for water? "We'll chance it," Bill shouts, "it's over the top of the boiler." They run non-stop to destination without further trouble, pulling right into the dead end beyond the station. No. 6 at once backs her train behind them, waiting only to exchange destination boards and tokens before leaving as the booked 4-40. Some shunting, a most welcome short rest and refreshments, and No. 4 is off again as the 5 o'clock, full to the roof with everyone aboard.

At Dolgoch Bill has to go down to the public telephone, the Railway one being out of order, to tell Wharf that No. 6 will have to return to Dolgoch for another load. There's no hurry now as she will have to go to Wharf and back to Brynglas before our train can cross her, which is just as well, for the long-suffering and aged rolling stock is grumbling audibly under its load. The Talyllyn van in particular is holding innumerable people, including a working party picked up en route. A longish wait at Brynglas, followed by yet another quick exchange of tokens and badinage, before No. 4 goes on again, leaving No. 6 to run round her empty train and push it up to Dolgoch. Her crew will want to speed her up, but legs tired by constant bumping will also remind them that the short wheelbase prevents any such thing. So as she plods on, No. 4 enters Wharf for the last time that day.

Whilst the fireman coals up for tomorrow Bill waits in the office, to hear that receipts for fares alone are all but £60 for the day — an all time record. Back on the platform he crosses to an open Penrhyn and shouts back "Take her up when your ready" before slumping with fatigue into the nearest seat. The fireman climbs over the lighting-up coal now stacked on the footplate, puts her into full gear, releases the brake, whistles and obediently opens the regulator. Later with, fire and ashpan emptied, tank and boiler filled, he waits thoughtfully for No. 6 to come down and return to stable her train before preceding him into the shed. It's nearly twelve hours since he lit up, and No. 4 has travelled about thirty miles that afternoon with very little rest, whilst No 6 has travelled about forty during the day. Suddenly he feels extremely tired and irritable, realising with a flush of annoyance that this Railway business is a bit much day after day. Next year he will go somewhere far away for a holiday, such as the North of Scotland. In the meantime he will insist on having tomorrow to himself, no matter what anyone says.

Next morning a fireman gropes his way through half-closed eyes to Pendre. After all Towyn is such a good holiday centre, especially for the family . . .

MY INTRODUCTION TO THE T.R.

by G. E. Baddeley.

My interest in narrow-gauge railways was first aroused on landing in France with the B.L.A. and viewing the then recently defunct remains of the Chemin de Fer du Calvados. This was a 1′ 11½″ gauge line which once owned 134 miles of roadside track, reduced to 8 miles by D-Day, when its existence was peremptorily cut short. A train comprising a 4-6-0 T locomotive and some bogie saloon coaches remained forlornly at Luc-sur-Mer terminus.

In the early spring of 1945, after we had sampled steam operation on some of the remoter lines of the metre-gauge Belgian Vicinal system, the Military authorities decided that my education would not be complete until I had mastered the art of driving a "DUKW" both on land

and at sea. In the circumstances I was posted "Home" to a place called Towyn, of which I had not heard before, but at which I was assured there was the Army School of Amphibious Vehicles. On arrival at that place after a long and tortuous journey, we found that the Headquarters of the School and billets, were located in the small group of hotels on the sea front, whilst a collection of DUKWs and other amphibious vehicles, some of which defy description, was lined up along the promenade.

The next morning, so that we might learn the capabilities of DUKWs on land, we were taken for an inland ride. Strange to relate, it was pouring with rain and we huddled under a tarpaulin in the back of the vehicle, peeping out at the countryside as we passed. I recall passing through Machynlleth, and winding our way up the Corris Valley, hoping the while to catch a glimpse of a Corris train, but it was evidently too wet for one to appear. Eventually we reached the head of the valley, and turning north-west, soon reached a village called Aber-something-or-other. Here I spotted some narrow-gauge rails coming from an incline on the left, crossing the road and disappearing behind some cottages on the right. Such was may ignorance at the time that I assumed this must be a branch of the Corris or Festiniog Railways, and that the line led from the incline on the left to a main line somewhere away on the right. Consequently, for the rest of the journey back to Towyn, which might be described as the "Grand Tour" of Victorian days made in a somewhat unorthodox type of conveyance, I was looking for a railway on our right.

The next day was fine, and on the way out for another ride I caught a glimpse of the Wharf Station, complete with a number of loaded slate trucks. It then dawned on me that I had once heard of something called the "Talyllyn Railway." One evening later in the week, whilst making some purchases in the village, I happened to come upon the station at Pendre (then "Pendref"). After taking a quick look at the carriage shed which only concealed the dark red carriages, with green lining, down to the waist, I decided to take a short cut to camp by walking down the cutting.

I had nearly reached the bottom when my ears were assailed by a loud clanking and puffing noise. I only just had time to climb the bank to safety when "Talyllyn" emerged from under the bridge, issuing steam from every conceivable joint. Luckily, I had my camera in my pocket and succeeded in taking a passable photograph. (*Unfortunately not quite up to reproduction — Ed*). The driver evidently assumed that I had been walking up the cutting, and that he had caught me up, and very kindly offered me a lift on the footplate to Pendre, to which he was returning light.

This was certainly not an experience to be missed, and without revealing my original intentions I gladly accepted. Riding was, to say the least, rough and bumpy, as we squelched our way up the water-logged cutting, and I remember that the off-side of the cab was closed by a wooden home-made door. Before taking my leave I enquired the times and days of passenger trains. Although I found that I would not be free to make a trip I made up my mind to extend a lunch tour, so that I could photograph the departure of the afternoon train. Alas! When the appointed day came round and I dashed, camera in hand, down to Wharf, I found the now famous rain-spattered notice "NO TRAIN TODAY."

I did, however, walk the line to the foot of the inclines on the Sunday afternoon, saw the track held together in some places by the moss, and saw some broken wagons in the torrent below the Aber. incline.

Came the Ardennes push, and I found myself overseas again more quickly than expected and I did not visit Towyn again until after the T.R.P.S. had taken over, and many changes had taken place.

FURTHER HISTORICAL NOTE

by Rev. H. R. Harvey, M.A.

Whilst we are all proud of our old Railway, we ought also to be proud of the fact that the earliest example of Welsh on stone is to be seen in the Parish Church of Towyn. Its date is in all probability about 750 A.D.

A full account of the Presidential Address about the "Towyn Inscribed Stone," by Professor Sir Ifor Williams, F.B.A., is given in *Archaeologia Cambrensis*, 1949, together with a fine drawing to scale of the inscriptions on the Cadfan Stone.

Very briefly, Sir Ifor Williams concludes that the inscriptions mean : "Ceinwry, wife of Addian (*lies here*) close to Bud and Meirchiaw. Cun, Wife of Celyn: Grief and Loss remain." Also there are two "Footnotes" inscribed, which supplement one another, and the later helps to explain the earlier. The first means : "A Memorial of the Three." The second means : "A Memorial of Four."

ENGINEERING NEWS

Locomotives

Members will learn with satisfaction that Mr. Morris Jones has again been engaged on maintenance work during the winter months, ably assisted by Mr. Herbert Jones.

Repairs to the firebox of No. 3, "Sir Haydn", are now complete and the necessary approval has been obtained from the boiler Inspector. Repairs to the broken spring pocket are in hand and it is hoped that this engine will be ready for service by Easter. The general condition of No. 4, "Edward Thomas," is excellent. All the motion was removed and sent away for overhaul; reassembly is now in progress. A new blower pipe has been fitted.

Last season, considerable trouble was experienced with both injectors on No. 6, "Douglas,". Check valves and globe valves have been overhauled and re-fitted, and this seems to have cured the trouble. In addition the motion has had attention. It is hoped to repaint this loco before the season commences.

Coaching Stock

Apart from routine maintenance work the major item of interest is the generous donation of a Glyn Valley Coach, more details of which are given in the Midland Area News. This vehicle has wandered a bit since it left its native surroundings and it is hoped to give some details of its history in a future issue. The Editor will be glad to receive any information that Members may have on the subject.

Wagons

The first pair of ex-Festiniog Railway 3-ton bolster wagons has been out since January, and they seem to be running satisfactorily.

Permanent Way

Messrs. Hugh, Dai and Herbert Jones have continued their excellent work on the permanent way and considerable progress has been made on re-laying in spite of the very wet weather at Towyn. A further 475 yards have been re-laid with Nuneaton rail near Abergynolwyn and about 250 yards between Dolgoch and Brynglas. As a result there is now less than half a mile of track that has not been re-sleepered. It is hoped that a fair proportion of this will receive attention before the season commences. Such working parties as have been able to get to Towyn have helped greatly in this work.

A further supply of weed-killer has been obtained, and there is a possibility of our acquiring a considerable quantity of spent B.R. ballast during the next few months.

Messrs. William Jones and Thomas have given considerable attention to the hedges, and as a result many fine views of the valley have been opened up.

Buildings,etc.

At Wharf, the lavatory accommodation provided by the Council is now nearly complete. A pathway giving direct access to the falls from Dolgoch Station has been finished and a footbridge across the cutting is being erected to connect the path with the Dolgoch platform.

The foot-way bridge over the stream at Brynglas has been reconstructed. This was necessary as one of the supports was showing signs of weakness.

THE NEW NUMBER FIVE

Technically, the Midland Area's gift to the railway is a Ruston Oil-engined locomotive, 44/48 h.p. It is of the 0-4-0 wheel type.

It is the largest of the locos that remain at the quarry where we have been carrying out "Operation Jee" since 1954, dismantling the track and sending the best rail to Towyn. There is very little of the track left now and the locos have stood useless in the shed for many months. As they were to be sold for scrap an offer was made in September, 1956, for the one which suited us best. It was viewed in early October by Pat Whitehouse, Pat Garland and Bill Faulkner, who gave their blessing to the project. The price was not agreed with the quarry officials until mid-December and £100 deposit was paid through the generosity of two Midland Area members. The quarry company gave permission for the T.R.P.S. to use the loco shed to make the conversion and were also generous in installing electric light. Since Christmas we have worked a full day each week-end until about 7 o'clock and the light has been a great help.

Technical contact was made with Ruston-Hornsbys, who have been very helpful. The first job was to jack up the loco about 18 inches on to sleepers at either end. The wheels and axles were then dismantled, together with the brake gear. After the preparation of suitable sketches the parts for modification were sent to a large Midland engineering factory, where the gauge was altered from 2 ft. 6½ ins. In the meantime the superstructure was scraped, wirebrushed and given a coat of red oxide paint. Mechanical adjustments were made where necessary and the loco rapidly lost its dirty, rusty and dejected appearance, as the first coat of green was applied.

The loco was known to the quarry management as "Matron" but the

suggestion by the wife of a leading member to call it "Midlander" was adopted, after rejecting "Nuneaton" and "Lady Godiva." A drawing for the nameplate was prepared and a pattern made by a local handicrafts teacher. A Midlands foundry offered the castings free of charge.

The wheels and axles, together with the brake cross shafts, were received back duly modified. New axlebox seals and oiling pads had been obtained from Rustons and all was ready for re-assembly. The brake shoe hanger brackets had to be moved inboard and it took us a whole day to drill eight $\frac{3}{4}$" diameter holes through the frame, drilling upwards by hand.

This is the state of affairs at the end of February, and it is hoped to ship the loco to Towyn in March.

The full cost of the loco is to be borne by the Midland Area, including repayment of the initial loan for the deposit, and it is hoped that our money-raising efforts, such as the current raffle, will produce the necessary amount. It is intended that the loco shall be used for permanent way work, and it will not be used for passenger hauling, excepting in an emergency.

— D. Gardiner.

VOLUNTEERS WANTED

The efficient operation of the Railway during the Summer season depends to a large extent upon the number of Members who volunteer their services as Guards, Firemen, Track Workers, etc. Members are therefore, asked to consider spending at least a part of their holidays at Towyn, to help in the operation and maintenance of their own railway.

Suitable volunteers will be instructed in the duties of Guard, and a certain number are needed to swell the ranks of fireman. In addition, an extra pair of hands is always useful on track work and there are numerous other jobs to be done.

Offers of help, giving dates available and details of any qualifications, should be made to Mr. D. Woodhouse, 17, South Road, Smethwick, 41, Staffs. Mr. Woodhouse can supply copies of the Accommodation List, etc., on request.

PUBLICITY

Photographic Competition.

We received a total of 68 prints for this competition, 42 from members 26 from non-members, also eight colour transparencies. The judges, all photographic experts, therefore had a lot of material to go through, and eventually decided that the winners were :

Black & White Prints (Members) — Mr. E. Ware, of Woodbury, Exeter.

Black & White Prints (Non-members) — F. C. Gilbert, of Petts Wood.

Colour Transparencies (Open) — P. A. B. Wright, of Newmarket

Our President kindly undertook to write personally in sending the prizes.

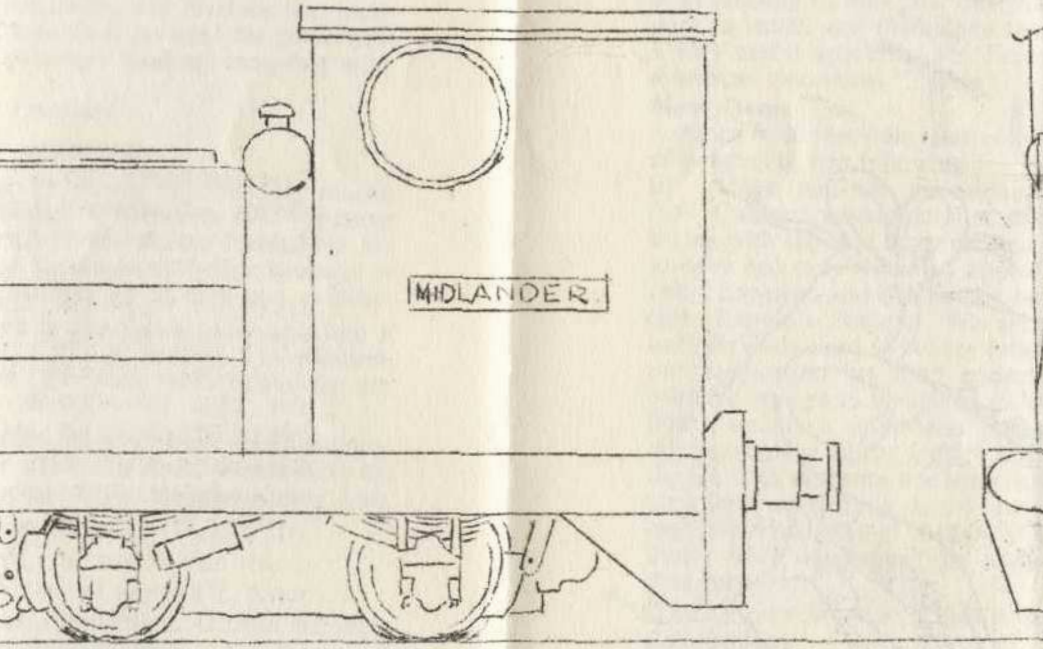
It is hoped to hold a similar competition this season, and details will be announced later. In the meantime we hope that the unsuccessful entrants will accept the advice given when their entries were returned,

STOP PRESS.

21st March.

Locomotive No. 1 'Talyllyn' is now down at Wharf Station, awaiting transport to Birmingham, where efforts are to be made to repair her and put her in working order. She is to travel on Sunday 24th March, on the road vehicle which brings the new No.5. on the previous day.
This is a Midland Area project, as in the case of the acquisition of No.5, and does not prejudice the position of No.2 'Dolgoch' which will be repaired as soon as circumstances and finances permit.

S. – MIDLAND AREA.



HP RUSTON & HORNSBY OI

(ex JEE'S QUARRY)

AS CONVERTED FOR TALYLLYN

Excuse us — BUT



Have you paid your Subscription ?

and not be deterred from entering again. Unusual scenes, asked for when the competition was announced, came in good numbers, but we can do with more.

Publicity Items.

We shall continue with the present items, except that a few of the photo-cards which have become out-of-date (e.g., locomotive since fitted with buffers) will be allowed to lapse when stocks run out. Stocks of coloured cards are good, in spite of big sales at Towyn last season. With only two locomotives available in 1956 it was not considered good policy to go ahead with a second set of six, but this season we hope to do so and they should be on sale early in 1958.

We still have a number of 1956 Guides, but a new edition is in hand and should be available about Easter. All other items are still in stock, including some Calendars (in case anyone has forgotten to order one). It is pleasing to note that our friends abroad have sent for their Calendars as usual, and there have been some fresh customers as a result of a very useful article by Mr. Freeman Allen in the January issue of the American periodical "Trains."

New Items

Apart from renewals referred to above, we are exploring the possibility of producing the following :

(i) Mugs (pint-size, please) and Ash-trays in pottery, with crest.

(ii) Colour transparencies of scenes on the line. Whilst we have been toying with the idea for some time they would have been so expensive as to have had only a limited appeal. We think we have solved this difficulty, however, and details will be given in the next issue.

(iii) Extra-fee Stamps. We are applying to have the Railway added to those authorised to convey letters at an extra fee. If the G.P.O. grant our application we shall endeavour to produce an attractive set of coloured stamps to be affixed to letters sent by Talyllyn trains. Although this is mainly a commercial matter, we do feel that many people will take advantage of the facility and this all means additional revenue, as the fee is elevenpence per letter, all of which is retained by the Company for a letter originating on the line. In addition we think that people may buy individual sets of stamps at face value as souvenirs or for collections. Full details will be announced if and when the arrangement goes through.

ITEMS DEALT WITH BY LONDON AREA SECRETARY.

Car Badges

These are now to hand and several members who promised to support the re-order have yet to send in their 32/6's. Come on chaps; there are badges available even if you didn't order them earlier.

Society Ties

These have been suggested many times in the past and have now been investigated. Final details aren't yet available but it appears that a terylene tie bearing the badge motif repeated over it (similar to Army Divisional ties now available) can be made to sell at about 15/- providing the initial order is covered. We are taking the same course as we did with the car badges and asking you to send in your promise first. When numbers justify it the order will be placed and then you will be requested to settle up.

Timetable.

A new folded card type timetable is now ready and can be obtained

from Messrs. Cope or Robertson with other publicity items. If ordered separately please send to Mr. Robertson. Price is one penny and orders for single cards should have a penny stamp *and* a 2d. stamped and addressed envelope enclosed.

Enquiries and orders for the last three items should be sent to London Area Secretary, Mr. T. W. Robertson, 23, Portway, Ewell, Surrey, except where indicated otherwise.

Envelope Labels.

These have proved so popular that the first issue is now out of print. Fresh supplies are being obtained, and in addition a set of six new designs is in course of preparation. The price is eightpence per dozen sheets (72 labels) or one penny per sheet and they will be obtainable 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.

Midland Area News

The first Annual General Meeting of the Midland Area was held on January 26th, 1957, at the Imperial Hotel, Birmingham, in the very room, as Mr. P. B. Whitehouse said, in which the Society was founded six and a half years ago. The Meeting was followed by tea and a show of T.R.P.S. films.

The Area Chairman, Major C. S. N. Walker, presided over about fifty members, and his big news for the Area's first year was the purchase for the Society, as a service locomotive, of a 44/48 h.p. Ruston Hornsby Diesel Locomotive, built about 1940. This loco was found by a Midland Area Committee member and is being altered to gauge, repaired and repainted locally. It will be ready in the Spring. The Midland Area is raising the money for the loco, which will be named " MIDLANDER " and given the number 5. The existing No. 5 is understood to be initiating the duplicate list !

Other news from the Chairman was of the removal to Towyn and imminent repair by Midland members of an ex-Glyn Valley coach which has been lying at Chirk for years until generously purchased for the Society by a member from Kent. This, the only first-class coach owned by the G.V.T., has two compartments and will probably seat, with some discomfort, sixteen people of 38 inch hip or under. It is to be repainted in Glyn Valley colours.

The Midland Area also agreed to support the Festiniog A.G.M. trip on 30th March.

The next Area film show will be at the Engineering Centre, Birmingham, on Wednesday, 20th March, when Mr. P. B. Whitehouse will show his films on Narrow Gauge Railways.

Our next Working Party at Towyn will be on 23/24th March, 1957, and help would also be greatly appreciated during Easter Week on repairing the Glyn Valley coach. The Nuneaton rails are now all lifted but ten tons are still to be loaded. This will make a final total of nearly 250 tons.

Our appeal for help in the raffle to pay for the " MIDLANDER " met with generous response both in prizes and offers to sell tickets There are still tickets for sale, however, at 5/- per book of eleven for a really good raffle. Please apply to Area Secretary.

Committee

At the first Area Committee following the Area Business Meeting Mr. J. F. Tonkyn, of Purley, was elected Area Chairman for the ensuing two years.

Exhibitions

The Model Railway Club Exhibition at the Central Hall, Westminster 23rd to 27th April, will again require the services of stewards to man our stand, particularly during the daytime. Manning of the stand by a full complement of members makes all the difference to the results, both in sales and in numbers of new members enrolled. Names of all volunteers to Mr. Tonkyn, please.

We will have a small stand of photos, posters, etc., at the Exhibition of the Weymouth Model Engineering Society, from 13th to 18th August next. At past shows so far from H.Q. we have been unable to man the stand, but this time we hope that with the ample notice given we may have names from local members and members on holiday in the district. This way we will give the personal touch and so strengthen our representation to visitors who might otherwise pass by an unattended stand.

At the time of going to press we have hopes of a stand at an exhibition in Southend towards the end of August, and the remarks of the previous paragraph apply here too.

In all these cases, and in others where local members can get us representation at a local Exhibition, please communicate with the Area Exhibition Manager, Mr. J. F. Tonkyn, at 195, Mitchley Avenue, Purley, Surrey. He can only make his job fully effective if he has the full co-operation of all. We make the point that *any* member can help in this way, even if he is debarred by distance or other factor from helping actively at Towyn. Instead of being "back-room boys" why not try being "behind-counter" members ?

Sprechen Sie Deutsch ?

The Area Chairman (Mr. Tonkyn, as above) would like to contact a member who would be willing to translate letters and short notes from English into German, with a view to publication in railway magazines. It is intended to be reasonably topical, so time will be an essential factor. Volunteer(s) please.

Spring Reunion.

We are hoping to see all members within reach of London at our Reunion on 6th April at the Kingsley Hotel, Bloomsbury Way, W.C.1., from 3 p.m. onwards. Programme will be much as in previous years, i.e. informal meeting, with reports on Society activities and progress on the Railway. After tea and discussion, a film show which, this year, will stretch its lens outside the scope of the Talyllyn for part of the time. Mr. Flemons, our retiring Chairman, has several extremely interesting railway films lined up for your entertainment. Those requiring dinner in the hotel are asked to advise the Area Secretary in plenty of time. Tea will be laid on as usual.

Special Train.

A few more details of the trip on 28th September are now available. The locomotive for part of the trip, if not the whole of it, will be the famous "City of Truro" and it is also hoped to have an observation car at the rear of the train. What about another record — if not for speed then in the number of passengers carried ? Full details later.

Working Parties.

These are still getting to Towyn in good numbers (but not good enough !) and petrol rationing has failed to drepress our members. Why not join them and so actively help the railway? Mr. J. N. Slater, 14, Castello Avenue, Putney, London, S.W.15, is waiting to hear from you.

Holidaying in Switzerland this Year?

In a letter, our member Mr. C. Cator, of Chalet de la Bolliettaz, Fontanivent-sur-Clarens, Vaud, Switzerland, says he will be pleased to see any member going near Montreux who likes to call on him. His car sports one of our badges, by the way, so when in the neighbourhood keep your eyes open!

Book another Date—

11th November, for the next Area Business Meeting.

North West Area News

Our stand at the Manchester Model Railway Society's Christmas Exhibition was its usual success, a total of over £36 being raised by various means.

Over one hundred members and friends attended the Area Re-Union in Manchester on 6th February, when Mr. Boyd reviewed the progress made on the Railway during 1956. This was followed by refreshments and then a show of films and coloured slides. It was agreed by everyone present that these annual meetings are always enjoyable and it is expected that a similar function will be held again next year.

The Area has been fortunate in obtaining a 15 h.p. Coventry Climax engine for power generation. When a suitable generator is available it is intended that the set shall be mounted on the chassis of old No. 5. This work will be carried out at a well-known local establishment and costs will be borne by Area funds.

On 2nd March, about thirty members, families, friends, etc., were present at a hot-pot supper in Lymm. An auction of surplus items donated by members, and a lengthy film show completed the proceedings. A good time was had by all and Area funds were swelled by over £37.

The next working party will be at Easter and it is hoped to arrange further parties before long. Anyone interested is asked to contact Mr. Alan Chorlton at 6, Sunny Bank Road, Longsight, Manchester, 13, (Tel. : RUSholme 1863), as early as possible.

On Sunday, 7th July, North West Area members and friends will have the opportunity of visiting the Railway and travelling over the line by special train. For this purpose the party will travel to and from Towyn in reserved coaches attached to a British Railways half-day excursion from Manchester to Barmouth, proceeding separately from Barmouth Junction. Approximate departure and return arrival times, Manchester (Exchange) will be 9-30 a.m. and 10-45 p.m. The total cost, exclusive of meals, is not expected to exceed £1. There will be a cafeteria car on the excursion train.

In view of the limited accommodation on the T.R. train, the party will be restricted to 150, and the number of half-fare tickets for children under 14 years will be small. Early application for tickets is therefore essential. Enquiries (with s.a.e.) should be made of Mr. Alan Chorlton, at the address shown above.

East Midlands and South Yorkshire Area News

By the time you read this issue of the "News" the first local Meeting of this Area will have been held, supporting members having been informed in the Area newsletter. In future we hope to give details of meetings much earlier, in the "Talyllyn News," but it was unfortunately not possible to do so on this occasion.

Working Parties.

The petrol situation has caused all working parties from this area to be cancelled for the winter. The first one of the new season will be held over the Easter week-end, and we are hoping for a really good turnout from this Area, and to see some new faces amongst us.

Members who have already requested transport for Easter are assured of their seats. A further limited number is still available, mostly travelling to Towyn on Friday evening. Further offers of seats, and requests for same, are still required, and should be sent to Mr. M. Gillott, 12, Hoober Avenue, Sheffield, 11.

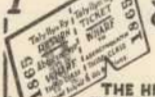
NEXT ISSUE

Unavoidably held over until the June *News* are a Press description of a Talyllyn trip sixty years ago, discovered by Mr. S. H. P. Higgins, and a second article on Welsh pronunciation. We have already run into differences of opinion on the latter and hope to get things straightened out by then !

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SOCIETY DIARY

Apr. 6 — London Area Spring Reunion. (See Area News).
Apr. 23/27 — M.R.C. Exhibition. (See London Area News).
May 11 — Norwood M.R.C. Exhibition, St. Luke's Hall, S.E. 27. (T.R. Stand).
May 25 — West Wickham M.R.C. Exhibition, St. George's Hall, Beckenham, Kent.
July 7 — N.W. Area Rail Excursion to Towyn.
Aug. 13/18 — Weymouth M.E.S. Exhibition. (See London Area Notes).
Working Parties :-
Apr. 19/22 (Easter), N.W. London, East Midlands Areas.
Jun. 8/10 — (Whitsun), Aug. 3/5, Sep. 28/29, Oct. 25/26, London Area.

Closing date for material for next Talyllyn News — 27th May.

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Treasurer :
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London Area Secretary :
Mr. T. W. Robertson, 23, Portway, Ewell, Surrey.
North-west Area Secretary :
Mr. David Chatfield, 27, Lynwood Grove, Sale, Cheshire.
East Midlands & South Yorks. Area Secretary :
Mr. J. M. Davis, 58, Struan Road, Sheffield, 7.
Birmingham & Midland Area Secretary :
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Members M — Z: Mr. R. W. Tippetts, 255, Warwick Road, Olton, Birmingham.
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