TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION SOCIETY

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No. 15 - JUNE, 1957.

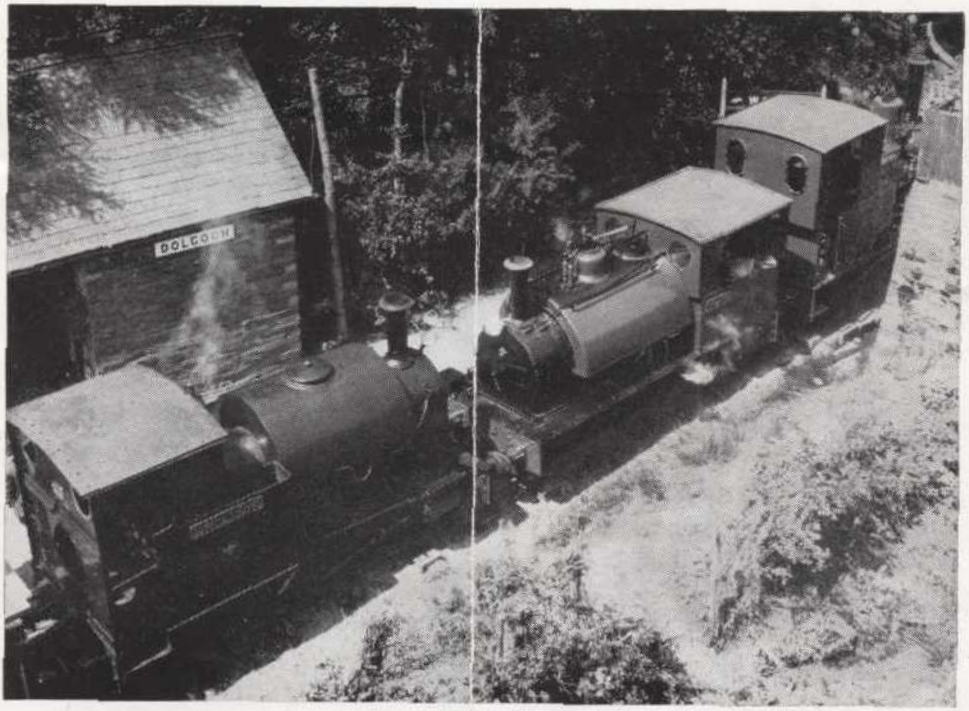


Photo *J. I. C. Boyd.*

Unusual gathering. Numbers 4, 3, and 6, at Dolgoch on the occasion of the Television broadcast.

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OFF SEASON SPECIAL

Would you care to join me on No. 4 for a day? She is being steamed for an out-of-season special and Bill Faulkner is coming over from Birmingham for the day to drive, bringing the General Manager with him to open the Wharf Office. I arrived on Shed at 9-30 and am cleaning and polishing No. 4. At 10 o'clock I check the water level in the boiler and light up with the wood which has been ready stacked the night before. Whilst I am building up the fire Hugh Jones arrives on the P.W. trolley to see that all is in order. He is a little anxious lest something break down in the arrangements, for Birmingham is a long way off and the road is not an easy one. He is going to wait until Bill arrives.

We retire from the shed which is now filled with smoke, and pass the time until it clears. By eleven the fire is burning well and I get down to oiling all round. By 11-30 the water is beginning to boil but no pressure shows on the glass — I have probably put too much coal on the fire too quickly, and anyway she was stone cold when we started. By 11-45, however, there is enough steam to work the blower, and after using it for a few minutes I turn it off again and go to lunch, leaving Hugh in charge. An hour later I return, just as Bill arrives, feeling stiff after his journey. He is obviously relieved to hear that all is under control, and takes Hugh off to lunch.

Back on the footplate there is a good 100 lbs. on the clock, so I check the injector and top the boiler up before cleaning the inevitable lighting-up debris from the cab. In twenty minutes or so all is clear and the brass is shining again, so I unscrew the handbrake on No. 6, which is parked in our way, and move gently to the water tank, with much noise from the cylinder drains. After topping the tank up we ease out on to the main, run round, and back No. 6 into the loop alongside No. 1, in solitary state in her hay barn. Handbrake on in No. 6, uncouple, and then back into the carriage road after setting the points carefully and wedging the levers with sleepers.

We are to take both bogies and two Talyllyns, but the bogies need coupling. It's a tight coupling and the other end of the rake is the Talyllyn brake under repair, so I have to scotch a wheel before gently easing up the bogie brake. Couple up, remove the scotch, and gently pull out on to the main, slipping slightly on the uneven track as we go. Walk back to the points, replace, re-lock, and then back to the footplate before backing into the station. Phew! It is heavy work shunting single-handed in the now hot sun. I reflect. It is a quarter to two, the special is due out at half past, and four of us have already put in about nine hours, travelling, standing by, and actually working, before the train has earned a penny.

Down at Wharf the special party arrives about twenty minutes after us. Yes, they would like to buy chocolates and sweets, so the General Manager opens up for refreshments. Three of us, Manager, Driver and Fireman, spend a hectic ten minutes selling Mars bars and the like as honestly as we can. The hubbub dies down. Mr. Marrian takes over the duties of Guard, gives the right-away, and at quarter to three we are off.

A short stop at Pendre to change an unsuitable coupling, and we are soon romping up Hendy with the firedoors open — No. 4 is in good

shape today. I cross over to Bill and shout, "Is that a stone on the line ?" but he has already seen it and eases up. I flick on the injector as I jump off to run ahead and kick the stone away, a large one too. "Juvenile Delinquents" we murmur as we gather speed again.

Another slack soon, Cynfal this time, where the permanent staff are re-sleepering the Glyn Valley stretch. Having helped them the previous week to remove the earth which alone appeared to hold the track to gauge, the sleepers having mostly rotted away, I am relieved as Bill goes very carefully. A bit more water in to keep No. 4 quiet in spite of the open fire doors, and we are running through the new points and Rhydyronen Station. Carefully through Brynglas crossing and then an unbooked stop beyond the station—recently-cut hedges have fouled the line. I run ahead and throw the branches clear and we are off again. More attention to the injector — this stopping and starting out of schedule play havoc with the usual habits. We are due to stop thirty minutes at Dolgoch whilst our party visits the falls, so I keep the fire low and allow the pressure to fall, so that we can enjoy a peaceful stay.

Pressure is up again by the time we leave and we accelerate quickly over the excellent new track which stretches beyond Quarry Siding. As we reduce speed for the remaining long stretch of original track we sight more obstructions, a gate closed across the line, if you please, and more blown-down hedge cuttings. More excercise for the fireman and I wait for the train to catch me up, jumping on as it passes, before we run on to the final length of new, and heavy, track. Abergynolwyn is a cold and depressing place today. The sun has gone and the leaves are not yet out, so we are glad when we get the right-away again. We are for Wharf non stop, through Dolgoch and Brynglas.

We keep a careful look out, but at Hendy it's dead against the sun and it is too late to stop when we recognise a fishplate lying along a rail. "Watch it!" one of us cries. We hold tight, there's a bang and a musical tinkling as the fishplate falls clear, and all is well.

"Non stop" did I say? I forgot, it is Sunday, so I have to get out once again and open Pendre gates before we can proceed.

At Wharf the party thanks us all round and we go back to Pendre at once; Messrs. Faulkner and Marrian want to get back to their firesides in Birmingham. "It's all yours" says Bill, and we change places. Gently with the regulator, a bit more, she protests and I ease it, and we are away. A bit more, and she falls over herself again. "Told you so" says Bill, so I leave her to it. Gently again, and I stop short of the points before walking forward to set the road, checking that the unattended points are still carefully wedged by the sleepers. All wheels run in smoothly, brake screwed on, uncouple, and back to fetch No. 6 into her place behind us. Draw the fire — it's beautifully judged to the nearest lump although you'd probably call it luck — empty the ashpan, fill up with water, and into the shed. A final check, handbrake on, regulator shut, mid gear, drain cocks open, gauge glass turned off, fire door shut, and I lock the shed.

It's half past six and I have put in eight hours. The General Manager and Driver will have put in twelve and half hours each before they reach home, and Hugh Jones three hours. That's thirty six hours from four people to run a special train for three hours. Who said that running a half-sized railway was easy ?

ENGINEERING NEWS

Locomotives.

We are very pleased to report that the Midland Area of the T.R.P.S. have offered to make themselves responsible for the rebuilding of locomotive No. 1 *Talyllyn*. This engine has now been safely transported to the works of a Midland member, who has very kindly arranged to undertake the task. This is a very wonderful offer of assistance, which is much appreciated, and all members will look forward to the day when No. 1 will once more be doing her share of the work. At the time of writing, the loco is completely stripped down.

News about No. 2 *Dolgoch* is still confined to the fact that it will be necessary to have a complete rebuild — when sufficient money is available.

Major repairs have now been completed on No. 3 *Sir Haydn*, and it is expected that this loco, together with No. 4 *Edward Thomas*, will work the majority of the passenger trains during this season.

No. 5 *Midlander* has now commenced her duties at Towyn, being used frequently on Permanent Way and Work Trains, and has been found particularly useful for the marshalling of passenger trains.

General maintenance work is being carried out on No. 6 *Douglas*, and it is expected that this will have been completed by the time these notes appear in print.

Coaching Stock.

A replacement headstock has been fitted to one of the T.R. coaches, and window frames have been repaired in others. New cushions have been fitted in the closed bogie, and arrangements are in hand to extend this work to the other vehicles.

Considerable time has been spent by two Midland Area members on the reconstruction of the Glyn Valley Tramway coach body (see illustration on page 12). Arrangements have been made to obtain the necessary running gear, and it is hoped to have this coach, which will be finished in G.V.T. livery, in service during the present season.

General News.

A footbridge has been erected over the track in the cutting west of Dolgoch Station. This bridge will provide an easier approach from the station to the Falls.

Weed-killer has been sprayed on about 80% of the track, and about fifty yards of track have been relaid beyond the points at Abergynolwyn to facilitate the turn-round of trains during the busy period.

At Pendre, a new lever frame is being constructed to group the point levers in one place. Repairs have been carried out to the roof of the Locomotive Shed, whilst in the workshop the motor has been wired up and it is hoped to have the machinery in good running order very shortly.

There is a proposal to erect an entirely new Carriage Shed, in the vicinity of the present 'Barn', but upon enquiry we are told that this is still too much in the "proposal" stage for any definite information to be forthcoming. The additional accommodation is, of course, badly needed.

Signal & Telegraph.

Authority has been given for the purchase of the various specialised tools normally used by this Department. Suitable safeguards will be introduced to ensure both their safety and their availability when required.

The Committee have purchased some seven miles of first-class G.P.O. - type cable advantageously, and Major Robinson makes a special appeal for every effort and co-ordination by the S. & T. Dept., so that full and speedy benefit may be obtained from this virtually unrepeatable purchase.

AS Mr. PUNCH SEES US

The rarity of the Festiniog Railway is admitted by all: even, out of their mouth-corners, with much anguished lip-gnawing, by the directors of Talyllyn, a rival rare railway beyond the mountains to the south. The Talyllyn directors and the Festiniog directors are known to make images of each other in plastic wood, hammer in carpet tacks, then run over them ceremonially by the light of gibbous moons while poison herbs brew on the footplate. Many an eldritch titter is heard at such times among the foothills.

When it comes to really fey and goosefleshy jobs, the Festiniogers undoubtedly have an edge on the Talyllynites. They own a Corpse Car. To this the Talyllynites have no answer.

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PUBLICITY

Photographic Competition, 1957.

This will be on the same lines as last year's, but the closing date has been moved to 30th November, 1957. Only views taken during this year will be accepted, and the classes are: Black and White prints by (a) Members, (b) Non-members; Colour transparencies, open to all. Entry forms can be obtained from Wharf Station or from the Hon. Publicity Officer; entries must be sent to the latter. The winning entry for 1956 (Members) is reproduced on page 11 of the new issue of the Guide.

New Items.

Production of Mugs and Ashtrays has proved difficult, the trouble being to get a suitable design at a reasonable price. This matter is being pursued and in the meantime we have placed a small order for saucers, bearing a sketch of No. 2, which will be on sale at Wharf. Orders can be taken there for winter delivery. The makers produce each piece individually and they are very attractive. Any additional orders have to be completed during the winter, as the makers are busy with local souvenirs during the summer.

Colour transparencies are now available in two pairs, price 5/6d. per pair. Series 101 has a view of No. 6 at Rhydyronen and of No. 3 at Dolgoch. Series 102 has a view of No. 3 on a train at the Wharf and a good view of Talyllyn Lake. They are obtainable from the London Area Secretary or (with other items) from the Hon. Publicity Officer.

The Railway Letter Stamps are now in circulation and the service was inaugurated at the time of the television broadcast. The fee for each letter is 11d. up to 2 oz., additional to the normal postage fee. For this, each letter is conveyed to the nearest local station, either to be called for or to be posted locally. The name of the local station, with Region or Railway, must be shown, with the addition of the words "To Be Called For" or "To Be Posted On Arrival" in brackets. The letter has to be handed to the Guard, or to the Booking Clerk at Wharf, who will cancel the postage stamp, add a T.R. stamp (collecting 11d. which will go to the funds), then cancel that also and take charge of the letter. Letters can also be sent between stations on the Talyllyn Railway only, in which case only the 11d. T.R. stamp need be affixed. The stamps are in sheets of six designs, either red and black or green and black; a second series has the colours reversed, so that there are twelve different stamps. Collectors can purchase complete sheets or individual stamps, and can also send letters under cover to the Wharf to be dealt with there, either enclosing the 11d. fee or adding the T.R. stamp if previously purchased. The normal postage stamp *must* be put on first, however, and of course must not be cancelled. Sheets or individual stamps can be obtained from the Hon. Publicity Officer, or at Towyn.

Postcards, Guides, etc.

Reprints of the popular postcards are now available but it is intended to let some of the earlier ones run out, as they are out of date. In particular, stocks of No. 25 are not large, and anyone wanting this particular one should apply at once. Colour cards 1 to 6 are available and a new issue of the Guide is on sale.

The preparation of the 1958 Calendar is under consideration, also the production of a new series of coloured cards, for which photographs will be taken during this season.

PUBLICITY ITEMS DEALT WITH BY LONDON AREA SECRETARY.

Society Ties.

The order has been placed for these ties so that they may be available during the season, and they are exepected to be delivered in about a month. They are in Terylene, of an engine green colour — or as near as the makers can get to it ! — and bear the T.R. crest repeated on it. Please send in your orders and remittances for 15/- now, and the ties will be sent off directly they come to hand from the makers.

Car Badges.

The last batch has now been sold out and further names are wanted before re-ordering so if you haven't obtained one yet, just send name and address at the moment. Remittance will be called in later.

"Narrow Gauge Album" by P. B. Whitehouse.

This splendid volume is a 'must' for all railway enthusiasts and, by buying through the Society the funds benefit — and you will too when you receive your volume !

Miscellaneous Items.

Card-type Timetables are available at 1d. each (send 1d. stamp and s.a.e. please), and Filmstrips and Lapel Badges are being re-ordered. A few packets of Londonderry & Lough Swilly Railway tickets are available at 2/6d., and supplies of out-of-date T.R. tickets are available in packets of 12 for 1/- or 30 for 2/6d. Colour Transparencies are now available, as detailed in the main Publicity notes above.

London Area Secretary:

Mr. T. W. Robertson, 23 Portway, Ewell, Surrey.

Have you read these?

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FAME AT LAST!

The Television Broadcasts

There is ample evidence that, such is the trend of present-day thought, a person, an institution or an enterprise can scarcely be said to have the seal finally set upon them until they have appeared on the television screen. It is rarely, however, that this is achieved as quietly and successfully as the Talyllyn Railway managed to do on 22nd & 23rd May. Despite erudite competition on the other T.V. service, in the form of a give-away programme, the first session in the programme 'Now' seems to have been very widely watched.

More surprisingly, every newspaper criticism seen by your contributor came to much the same conclusion. The programme was a refreshing change and the scenery was beautiful. Such unanimity is by no means common and is usually reserved for very great occasions — which, to us, I suppose it was.

The scene of the broadcast was necessarily confined to the Dolgoch-Abergynolwyn stretch, as the train carried its own transmitting apparatus involving a tall aerial array; there are no over-bridges between Dolgoch and Aber. From the train the signals were picked up on a tall tower erected near Dolgoch water tank (from which this month's cover picture was taken), thence by land line to another relay point near the Dolgoch Hotel, via another relay point down the valley to a receiver in Wharf Station yard, which one member describes as looking like a Martian space-port. From Wharf the programme was beamed to the B.B.C. station at Blaenplwy and from then on by normal channels.

The programme *was* delightful, everything seemed to work perfectly, locomotives included, and the two commentators, Mr. Wynford Vaughan-Thomas (who has since joined our ranks) and Mr. Huw Weldon treated the whole subject with dignity and sympathy. If there was a 'star', it was surely our President, Lord Northesk, affable as ever and radiating the spirit of the Railway and Society.

It was pleasant, too, to see some of our hard-worked officials sitting back, having a ride and enjoying themselves, watching other folk do the work! Treasurer Pat Garland, jovial as usual, Secretary Pat Whitehouse clutching a copy of the *Talyllyn News*, Manager Ken Marrian, obviously thinking of Postcard 32's, Tom Rolt in his distinctive hat and Ken Cope probably wondering how all this wonderful publicity could be used again in the future. There were plenty more in the open coaches but only those nearest the camera were easily identifiable.

Quite a goodly number of members managed to get over to populate the show; some even formed a ballast-digging party at the Quarry, complete with No. 6 and train.

The locomotives carried microphones in their headlamps, I am informed, in order to pick up the exhaust sound clearly.

The broadcast in the Children's Television programme the following day was thought by many to be the better of the two. Certainly it seemed to have more spontaneity and was notable for the most complete, comprehensible and concise description of the working of a steam locomotive I have ever heard — by Lord Northesk, of course. We were also treated to a fairly learned discourse on television itself. All of

this varied instruction was eagerly taken in by the train's complement, drawn from Towyn Grammar School.

Just as eagerly taken in, probably, was a vast consignment of buns and pop, kindly provided by the Dolgoch Hotel and distributed during a brief halt at Quarry Siding.

William Jones and Edward Thomas hedges featured more prominently in the second programme than they did the previous evening, when their apparent refusal to precipitate a *really* dangerous emergency caused some favourable Press comment.

The Talyllyn Railway can be proud to have made such an interesting and unusual programme, and one which we may hope will do us a tremendous amount of good, both in the way of recruits to the Society and of increased passenger traffic. Thank you, B.B.C., and everyone else involved.

" . . . NANT GWERNOL AND TALYLLYN LAKE "

During the so-called Summer of 1956 I spent a very wet week working on the Railway, the first time I had been able to do this since 1951. What a difference !

I had a feeling, however, that so much had been achieved that everyone was rather sitting back. With a Society like ours, this dangerous; we must go forward the whole time. I will, therefore, humbly suggest new fields to conquer.

What about the extension to Nant Gwernol ? The latest rumour for this is 1965. I would suggest 1958. At the moment the line ends near Abergynolwyn, half a mile from anywhere, so if the tourist comes he probably gets off at Dolgoch to see the Falls. If the line were extended he would stay on to see the best scenery on the line, and at Nant Gwernol there is a definite tourist attraction which is lacking at Abergynolwyn.

I don't think it would be very difficult to replace some track and clear the rest of bushes. There would be a severe speed restriction — all the better for passengers to see the view.

Up to now the Railway is an unusual attraction to the tourist; soon this will wear off and if he comes he will want actually to go somewhere in the train, not end up miles from anywhere.

Now what about the extension to Talyllyn, so that the line may at long last justify its name? Not only would the line become a major tourist attraction, as an unusual way of getting to the beautiful lake and Cader Idris, but there might even be some freight and local passenger traffic. The route I would suggest would cross the Nant Gwernol at the foot of the first incline and descend past Abergynolwyn to gain the main valley floor near Pont Iago. It would then follow the valley to terminate by the pumping station opposite the Pen-y-Bont Hotel. Gradients would not exceed 1 in 70 and the major engineering work would be the Nant Gwernol bridge.

The main expenses would be legal, constructional, and rails. I am certain that in the ranks of the Society there are surveyors to survey the

route, civil engineers to plan the work, and legal experts to advise us.

The Nant Gwernol bridge would be on a short curve, a single span on two piers connected with the hillside by embankments. Could we use one of the derelict Welsh Highland bridges or a Bailey Bridge ? Could volunteers pour the concrete for the piers ? Could the Royal Engineers erect the span as a training exercise ? The ledge on the hillside could be excavated by a solitary bulldozer.

A pipe dream ? I don't think so. I for one, even though my means are limited, would be quite prepared to give more towards the realisation of this dream. And what time I could get off would be spent giving a hand.

Well, there it is. I wonder whether anyone else has views.

S. A. Simmons.

(Although it must be stressed that the above article is purely conjectural, it would be interesting to hear other members' views — Ed).

WELSH AS SHE IS SPOKEN (Continued)

This time, instead of going on with a few more place-names, it is necessary to deal with queries which have arisen from the last article. Mr. R. K. Cope raises three points.

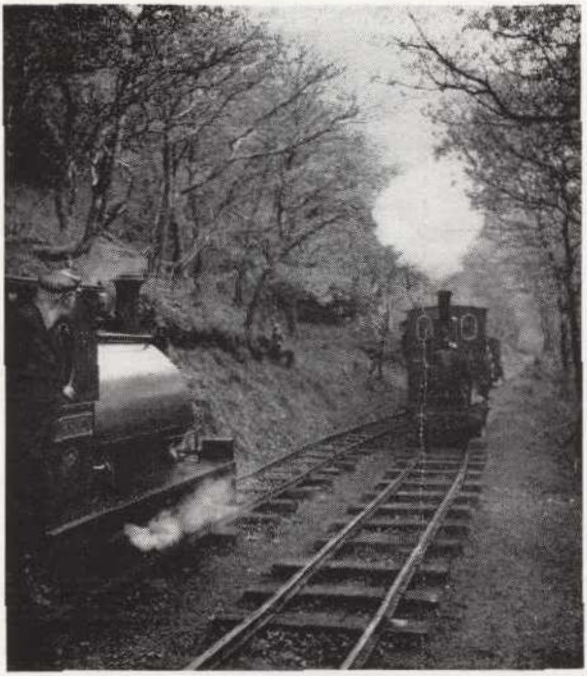
Firstly, he writes, the first 'y' in *Talyllyn* is pronounced as a short 'u' as in 'much'. Perhaps the best way of writing this phonetically is 'er', making it clear that the 'r' is not sounded. The name would thus be TAL-ER-HLIN, using 'HL' as a convenient way of showing the Welsh 'LL', although, as stated, it is almost impossible to devise a way of putting it phonetically.

Mr. Cope is correct in this elaboration, although we feel that the second 'y' would also repay investigation into its precise pronunciation.

Secondly, he says, *Dolgoch* is more nearly DOL-GAW-CCH, using 'CCH' for 'ch' as in 'loch.' The Welsh 'o' is more nearly 'aw' than any other sound and they do not rhyme it with 'toe' in any word I have heard; to pronounce it so, you have to put 'w' after it, as in the description of the pronunciation of *Towyn*. Authority for the above pronunciations : Mr. Edward Thomas !

Well, we did a bit of Editorial browsing in various erudite works on Welsh in the Manchester Central Library, and it seems that whilst the 'o' is generally pronounced as Mr. Cope says (in English words too), there is an arguable case for the pure round 'o' in the absence of a circumflex accent over it. There is, however, evidence that the accent has been used in the past over the second 'o' in *Dolgoch*; the first one, of course, is a normal short 'o' as in English. Perhaps the best we can do is to invite comment from other Welsh-speaking readers. Whilst the main purpose of the articles was to correct the grosser malpronunciations such as 'Dolgotch,' we may as well do the job properly, as Welsh is a pleasant and interesting language.

Mr. Cope finally pleads for a short 'o' in *Rhydyronen*. This will be correct, as there are two forms of the word 'ash' in Welsh, 'onen' and 'onnen.'

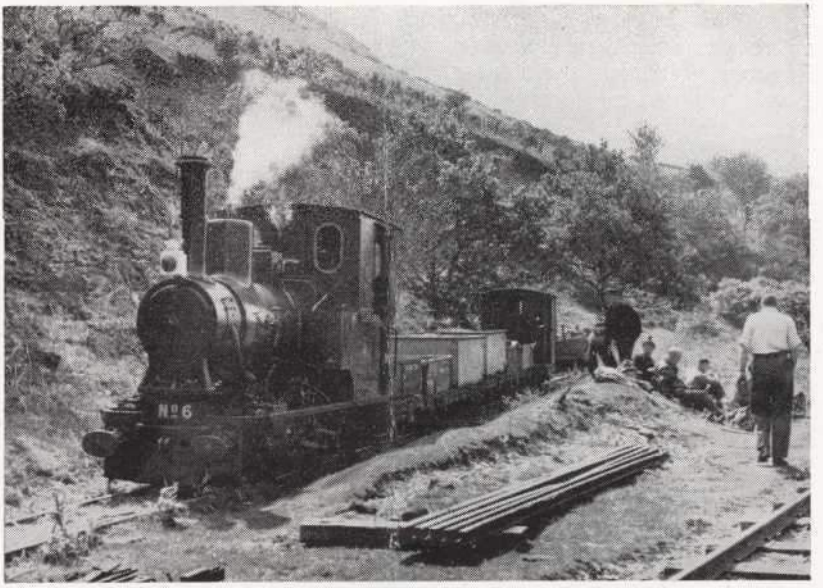


Easter, 1957.
No. 3 & No. 6
at
Abergynolwyn



Working on the Glyn Valley coach at Pendre

Photographs on these two pages by J. I. C. Boyd.



Television Ballast Train waiting in Quarry Siding

Easter, 1957.
Painting
Abergynolwyn
Station.

No. 4 and
two Penrhyns



Blocks donated by North West Area.

On the subject generally, Major D. R. Robinson writes, "I note that of late you have been including notes on Welsh pronunciation. I would like to suggest that a real effort should be made by all members, not merely to pronounce Welsh names correctly, but actually to learn Welsh.

Most Education Authorities in large towns and cities run Welsh classes in the winter. This is certainly so in London and Manchester, and is probably true of Birmingham also. I myself attend such classes and I find that they are made up of English people who, like us, take their holidays in Wales and love the country. There are, too, a few second-generation Welsh-exiles who have learned a smattering at home.

All in all, the classes are a lot of fun and I am convinced that anyone who takes them up seriously will get a lot of pleasure in Towyn later on."

HISTORICAL NOTE
A TRIP ON THE TALYLLYN RAILWAY SIXTY YEARS AGO

per S. H. P. Higgins.

(*From the Montgomery and Cardigan County Times, Saturday, 24th July,* 1897).

A TRIP TO TALYLLYN LAKE — On Friday, the Congregational Sunday School, numbering over 150, took a trip to the above lake. The weather being so fine many others availed themselves of the opportunity to visit that picturesque spot. At 9-30 a.m., the "Giant Coffee Pot" steamed into Pendre Station and in a short time the coaches were filled as well as about a dozen trams. A ride in a tram on such a lovely day was quite a treat, and the journey in the toy railway to Abergynolwyn was very pleasant. At the terminus, Mr. J. R. Pughe had provided conveyances, and a start was again made, and the lake was reached by 12. On arrival, refreshments were freely partaken of. After a little rest, all went to seek enjoyment such as hill climbing, boating, fishing, paddling, cycling, &c. At 2-30 p.m., close to the ancient church, tea was laid out on the grass, under fine shady trees. Sports were afterwards got up for the children. At 5-30 a start for home was made, Towyn being reached about 7-30 after a most enjoyable day. Great kindness was shown to the trippers by the Misses Jones (Tyn-y-cornel), Mr. and Mrs. D. M. Jones (Maesy-y-Pandy), and Mrs. and Miss Richards.
(*One presumes that the "trams" referred to were slate wagons — Ed*).

WORKING PARTIES——YORKSHIRE WEST RIDING

Members are reminded that, in addition to the East Midlands and South Yorkshire Area parties from Sheffield, working parties travel to Towyn from the Leeds and Bradford district approximately monthly throughout the year. Any members interested in joining these parties are invited to get in touch with Mr. John C. W. Halliday, The Plains, Calverley, Leeds. (Phone: Idle 1310, home, or Pudsey 3055, business). He will be very pleased to keep them informed of dates and other details.

TRAINS ILLUSTRATED

Summer Annual

CONTENTS

THE SUMMER RUSH TO THE KENT COAST
P. Ransome-Wallis

ISLE OF MAN RAILWAYS
C. R. L. Coles

ON THE FOOTPLATE OF THE "THAMES-CLYDE EXPRESS"
W. J. Alcock

CHIMNEY CORNER
R. S. McNaught

CAMERA ON THE CAMBRIAN
THE OTHER ROAD TO THE ISLES
G. Freeman Allen

NO CORPSES ON "EL CAPITAN"
J. N. Faulkner

A TOUR OF THE C.I.E. TODAY
L. Hylands and B. MacAongusa

THE CORNISH CHINA CLAY TRAFFIC
R. C. Riley

WHICH WAY TO THE CONTINENT?
Cecil J. Allen

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SECRETARY'S NOTES.

Although the report of the Committee, together with a formal Notice and Agenda for the Annual General Meeting will be going out to members by the middle of August, this is an advance notice that the date of this most important event is Saturday, 28th September.

The A.G.M. itself will be held at the Drill Hall, Towyn, which is close to Pendre Station, and will begin half an hour later than in previous years, namely 8 p.m., in order to allow members to obtain meals and refreshment after the return of the last Talyllyn train. There will be a coloured slide show and entertainment provided for non-members. This meeting will also begin at 8 p.m. Further details will be available with the formal Notice of the Meeting. Your Committee would like to ask every member to bring at least one visitor, for the 28th will be Open Day for all and give us the opportunity of showing others just what has been done and is still being done at Towyn. Please do make every effort to come along and listen to the Reports of your Society Officers, and to have your say in the working of your railway.

We also ask everyone possible to support our Special Train which will run from London, Birmingham and Shrewsbury as before. Full details of this will be found in the leaflet enclosed with this issue of the 'News'. There will be several V.I.P. visitors this year and, bearing this in mind, the Committee has authorised the provision of a limited amount of first-class accommodation. It is felt that there may well be some members who would like to make use of this accommodation; if so, early advice must be given to Mr. Robertson.

Please do your best to turn up, for we are looking forward to seeing you.

IN GENERAL.

Firstly, we would like to welcome Mrs. Jennifer Knight to the "News" staff, as Advertising Manager. Mrs. Knight was press-ganged into the job by her brother, Mr. John Bate, who is well known to most members already, and all members are indebted to her for taking on this tricky job so cheerfully and doing it so efficiently. Now that the "News" has a little income of its own it should be possible to give you a much better magazine, although we cannot promise that it will always be decorated with as many up-to-date photgraphs as this one!

A few other "thank-yous" are due at this juncture. The North West Area, who have generously supplied the blocks for the centre pages of this issue, also Mr. Boyd, who took the photographs and provided us with last month's cover block at very short notice. Mr. Lloyd is also liable to be called on at short notice for various artistic or duplicating jobs, and never grumbles. Our contributors are very tolerant, supplying excellent material and all too often hearing nothing until it appears in print, such are calls upon Editorial time. Sooner or later, however it all appears! Finally, we are very grateful to our printers, C. H. Stubbs, Ltd., who bear very patiently with all our amateurish foibles and treat us very well indeed.

As mentioned above, the N.W. Area provided the centre-spread for this issue, and there is nothing to prevent the other Areas from doing likewise. *Verb sap*!

MIDLAND AREA NEWS

On 23rd March, a beautifully sunny Saturday at Gee's Quarry, Hartshill, Nuneaton, the Midland Area Chairman, Major C. S. N. Walker, presented to Mr. Pat Garland on behalf of the Talyllyn Railway Company the Diesel Locomotive No. 5 *Midlander*. The Locomotive was conveyed to Towyn the same day, free of cost, on one of Messrs. Caudle's low loading lorries, which returned on the 24th bringing No. 1 back for repair. The reconditioning of this historic locomotive is the second major objective of the Midland area. *Talyllyn* is now stripped and machining is taking place.

The Area Spring Raffle was a great success, with 540 out of 545 books sold; it raised £141 5s. 6d. A copy of the list of winners has been sent to Area members, and the trip to Towyn for the A.G.M. was won this year by a gentleman from Epsom.

May 18th saw the clearance of the last rail from Nuneaton. Altogether 260 tons of rail have been lifted and sent to Towyn, which after making allowance for unusable sections is roughly enough to re-lay half the main line track.

Working parties were held in lovely weather on 23/24th March, and 18/19th May, and many Midland members were present at the television show on 22nd May. A most enjoyable evening was held on 20th March, seeing Mr. P. B. Whitehouse's films on Narrow Gauge Railways.

The Area Autumn and Winter programmes will be published in the next issue of the 'News.'

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UNITED STATES NEWS

Mr. C. E. Bruce, 732 East Edgeware Road, Los Angeles, California, reports that the Talyllyn Railway was well represented at an N.M.R.A., Convention in Long Beach, California, recently. Mr. Bruce put on a display of T.R. posters, etc., and also arranged an adjoining room for showing the T.R. filmstrips, with recorded commentaries. He reports 150 "sit-downers" and a similar number of "through-drifters." As in this country, the results of such publicity may take some time to show, but our Agent certainly Goes To Town. He holds stocks of most of the publicity items and our American friends are asked to contact Mr. Bruce in the first instance.

Also on the way over from America are many items of narrow-gauge interest destined for the Museum at Towyn. Thanks, Clarence.

LONDON & HOME COUNTIES AREA NEWS

Spring Reunion

This function, on 6th April, saw many familiar faces, together with a few new ones. After the various officials had had their say and reported on the activities of the Area, Society and Railway the usual crop of questions, suggestions and complaints was forthcoming. Tea was followed by a most varied programme of films, arranged by Mr. Flemons, together with coloured slides depicting developments on the T.R. The films ranged from the Continent to the Isle of Man and Ireland, and made a welcome change from our normal programme of purely T.R. interest.

Model Railway Club Exhibition

The T.R.P.S. enjoyed the amenities of a trade-type stand, which made things a lot easier in the way of security of stock, etc., but it did have the disadvantage of limiting sales to one end of the display as, otherwise, a steward outside the stand either obstructed the view of our own stand or that of our neighbour (hope we didn't bother you too much, Mr. Mellor!). Even so, our total takings including new and renewal subscriptions, came to about £120—a record. Thanks, everyone concerned.

Special Train to Towyn — 28th September

At the time these notes are written, full details are not available—if possible, a leaflet giving details will be enclosed with this issue—but information at the moment is that the cost of obtaining a Scottish engine for the train has proved prohibitive and alternatives are being investigated. Should it be impossible to include fuller details with this issue, will all members wishing to come with us (whether from London, Birmingham or Shrewsbury) please send a stamped, addressed envelope marked "*Special Train*" to the Area Secretary, when the leaflet will be sent as soon as published.

Exhibitions

Stewards are urgently required for the Southend and Weymouth shows (see note in the previous 'News' and Society Diary in this one), also for daytime work at the Hobby Show and on the Saturday which unfortunately clashes with the A.G.M. Names, please, with s.a.e. or p.c. to Mr. J. F. Tonkyn, 195, Mitchley Avenue, Purley, Surrey.

Overseas Liaison

Members will be interested to learn that, after the appeal in the last

'News', the latest Talyllyn developments are being sent out in French, German and Spanish to certain of the technical press in those countries. At the same time, thanks to all those who responded to the request for translators — all five !

Overseas Branches !

Dealing with the various publicity items he handles, the Area Secretary receives many interesting letters from overseas members and wonders whether the heading of these notes should be "London, Home Counties and Overseas Area News!". For example, Mr. Wilson, of Beirut, Lebanon, reports that, instead of being one half of a Baghdad Branch of two, he has now formed a lone-hand Beirut Branch. Carry on the good work — especially keeping the petrol flowing ! On the other hand Lt.-Col. Wilson, R.A., keeps the T.R. posters flying in Kalsos, Norway, where they are of some interest to visitors to his office.

Area Business Meeting.

A Reminder — don't forget to keep 11th November open for this function.

NORTH WEST AREA NEWS

A number of members from this Area helped to make up the sixty-strong Easter Working Party at Towyn. Everyone worked together with such a will that not only was the ballasting programme between Quarry Siding and Abergynolwyn completed, but it was possible to have a free day on the Monday and leave a loaded ballast train into the bargain. Painting was also undertaken at Dolgoch and Abergynolwyn stations. A working party scheduled for May was switched to provide support for the Television programme. Some ballasting was done on this occasion, however.

The generating equipment was brought to the Area in the Talyllyn lorry and is being overhauled, and some sixty hours' work has been put in overhauling the lorry itself, including valve grinding and adjustment of brakes. The chassis of the old No. 5 tractor has been overhauled and fitted with a removable floor. It has been returned to Towyn by the lorry.

No more working parties are planned during the Season; the next one will be at the A.G.M. week-end. The Area will, however, be visiting the Railway *en masse* on 7th July, by special excursion. This trip was fully booked within two days of opening and something over one hundred people have been disappointed.

Six members of the Area visited the Isle of Man recently and gained valuable experience in traffic promotion, in a negative sort of way.

EAST MIDLANDS AND SOUTH YORKSHIRE AREA NEWS

The first local meeting in this Area was held in the Victoria Hall, Sheffield, on 9th March, and an enjoyable evening was had by members and friends present. Several films were shown and it is hoped to repeat this function next year, with, of course, a variation in programme

The Easter working party was held in excellent weather, and a group of members from this Area was responsible for the provision and installation of the new lighting on Pendre Station. There were one or

two new faces over the weekend but not nearly enough, so come along all you others, and do your share !

Members considering travelling to Towyn at any time and who have spare seats, or those who require transport, should contact Mr. M. Gillott, 12, Hoober Avenue, Sheffield, 11.

Area Day Excursion to Towyn.

A coach excursion to the railway is being arranged for members, families and friends, on Sunday, 21st July, 1957. Subject to the coach being filled, the cost will be about £1 per head. The coach will leave Sheffield at 7-30 a.m., arriving back about 11-0 p.m. There will be ample time to spend at Towyn and the party will be able to travel on a special train leaving Wharf at 3 p.m. It is hoped to make a stop on the return journey for a meal, but a picnic lunch should be taken, whilst refreshments will be available at Wharf Station as usual.

We hope that as many members as possible will take advantage of this trip, to visit the railway, see what is being done, and at the same time have a very pleasant day out. Let your friends enjoy the trip too.

Booking arrangements are in the hands of Mr. T. I. Robinson, 481, Hastilar Road South, Sheffield, 13. We should be much obliged if members would forward a deposit of ten shillings, payable to him, when reserving seats.

BOOK REVIEW

Narrow Gauge Album. P. B. Whitehouse, F.R.S.A., A.R.P.S.
Ian Allan Ltd., London, 25/-.

It would almost seem that Talyllyn people are incapable of writing anything but good books. At all events I have yet to have it proved otherwise and this book gives formidable support to my theory.

Mr. Whitehouse is a great devotee of the narrow gauge and his innumerable wanderings and excursions over many years to study and enjoy them have been put to worthy use in 'Narrow Gauge Album.' Its 142 pages, with profuse illustration, leave little to be desired, either as an intensely readable book or as a work of reference.

Some thirty narrow gauge lines are described chapter by chapter and for each there is a brief, but surprisingly complete, history and description, together with sufficient in the way of anecdotes to give the atmosphere of the railway concerned, as no amount of plain facts and figures can do.

The jacket refers to "The finest collection of British light railway photographs yet presented in a single work" and I feel that this claim is fully justified; there are even non-usual photographs of the Talyllyn—surely an indication of the general standard of excellence.

The illustrations are all in the right places with regard to the text, always a laudable thing in a book, but not found as often as it might be.

The book itself is attractively bound and is printed throughout on art paper. The locations of all the railways mentioned are shown on clear maps on the endpapers. The text, too, is written in English, which is not as silly as it sounds because bad grammar always spoils a book for me. In fact, if on page 78 the word "loaned" were replaced by "borrowed," perfection would have been achieved. I can offer no higher praise.

Most definitely a book you will enjoy, and treasure.

Railway Books coming, July - December

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The Letter Seals.



Observant members who have already purchased some of the second Series of Talyllyn Letter Seals will have noticed that one of them bears the Railway's Company crest in a slightly different form from the ones normally used. This is Mr. J. M. Lloyd's interpretation of the original crest and it is not without interest to see how different artists impress their individuality on the same subject, without making any alterations. The new version is illustrated here.

As a matter of further interest, sheets of these seals purchased at, or up to the time of, the Model Railway Exhibition are "rarities." Present sheets have two of the blocks transposed and the bottom right-hand one (the one in Welsh) has been re-positioned.

Press-Cutting Archives

Mr. J. M. Lloyd, of 53, Norwood Road, Stretford, Manchester, has taken charge of the official Talyllyn Press-cutting books, which contain a very large selection of cuttings dating back to pre-Society days. In order to keep these records as complete as possible Mr. Lloyd will be grateful if members will send him any cuttings they come across locally, or let him have details of the newspaper or periodical concerned.

SOCIETY DIARY.

July 7—N.W. Area Rail Excursion to Towyn.
July 21—E. Midlands & S. Yorks. Area Excursion to Towyn.
Aug. 13/18—Weymouth M.E.S. Exhibition.
Sept. 14—Northolt M.R.C. Exhibition.
Sept. 21—Orpington M.R.C. Exhibition.
Sept. 26
to Model Railway Hobby Show, Central Hall, Westminster.
Oct. 2
Sept. 28—Annual General Meeting, Towyn.
Oct. 13—Joint West Wickham & Croydon M.R.C's. Exhibition, Selsdon.

Working Parties :—
Aug. 3/5 (London Area), Sept. 28/29 (All Areas),
Oct. 25/26 (London Area).

Nov. 30—Closing date for Photographic Competition.

Closing date for material for next Talyllyn News — 17th August.

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Birmingham & Midland Area Secretary :
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Members M — Z: Mr. R. W. Tippetts, 255, Warwick Road, Olton, Birmingham.
(Mr. Boyd-Carpenter, The Ridge, Eaton Hill, Baslow, Derbyshire, for those members who normally pay subscriptions direct to him).
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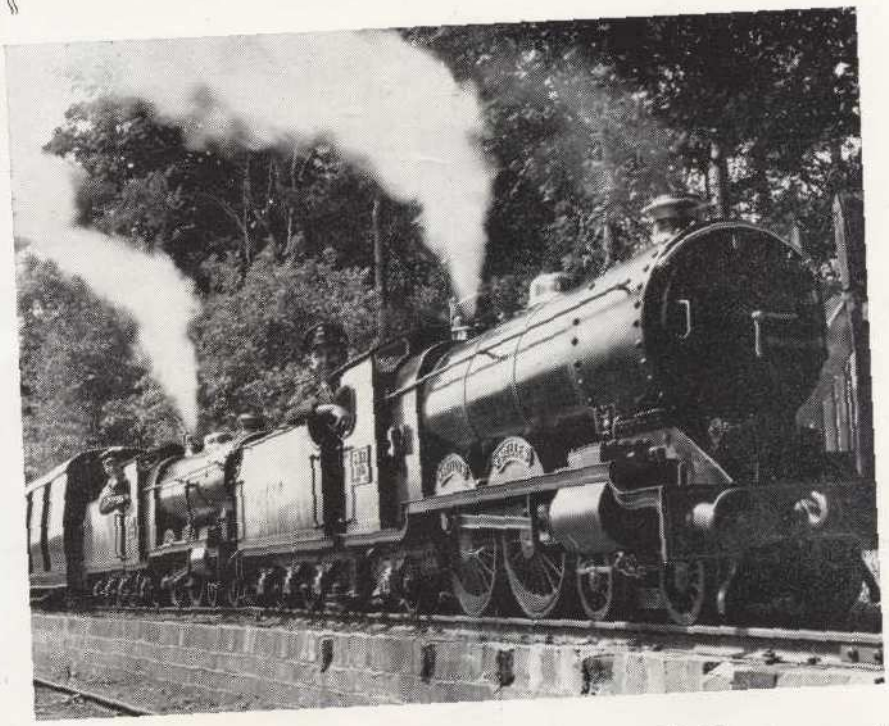
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VISITING THE MIDLANDS

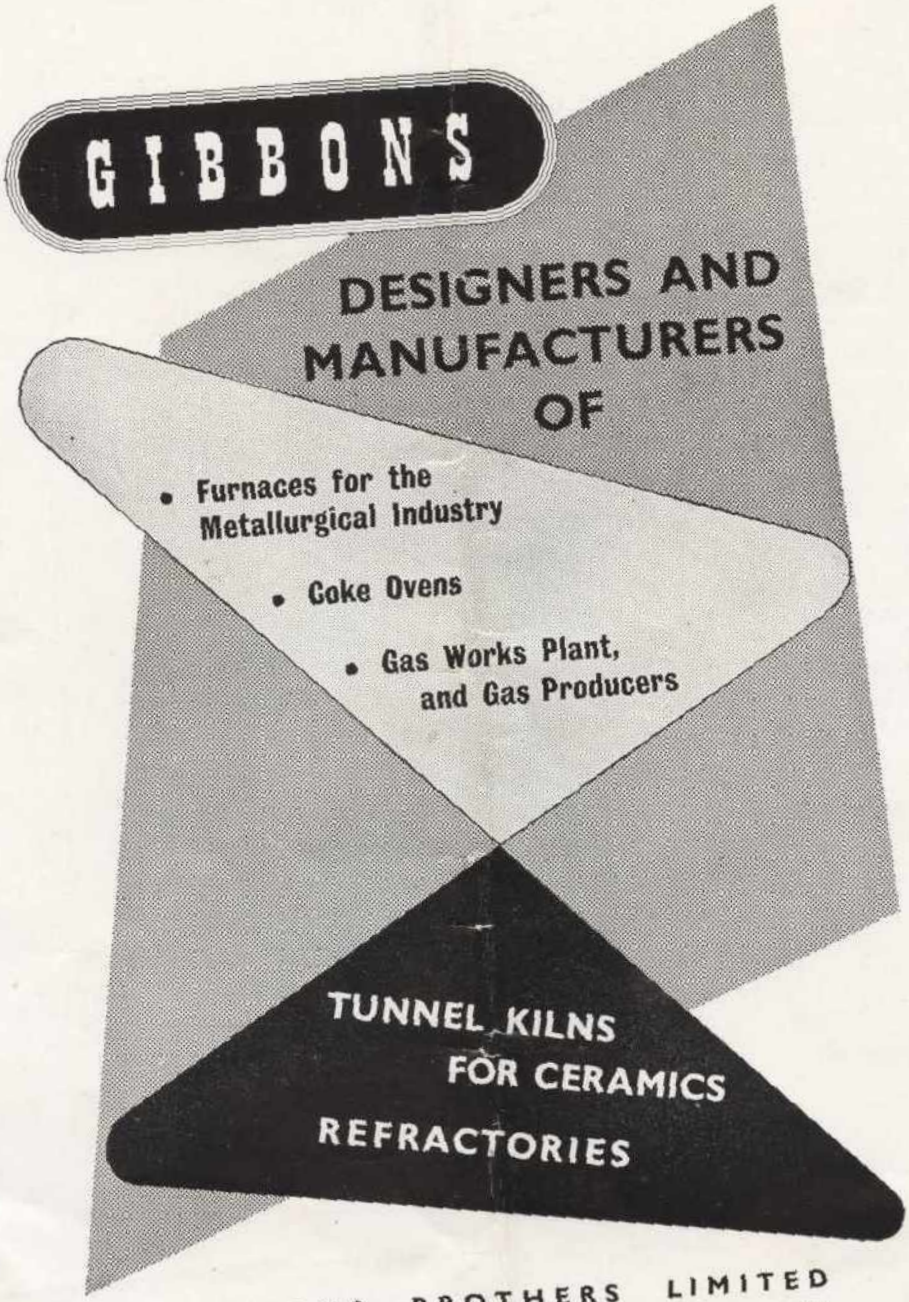
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