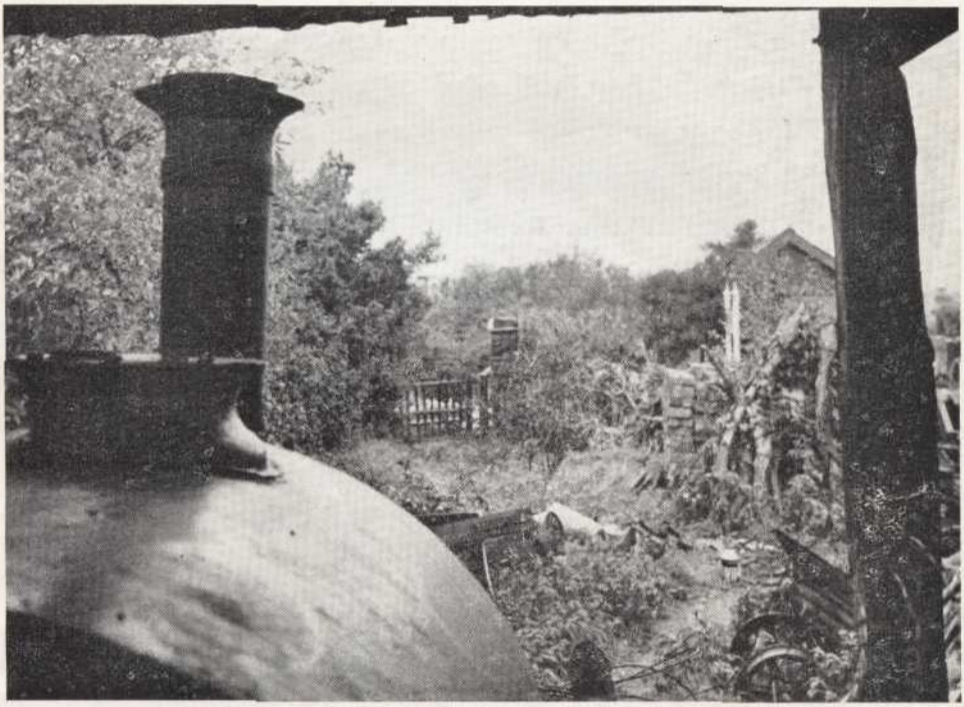
TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION SOCIETY

President :
The Rt. Hon.
The Earl of Northesk.

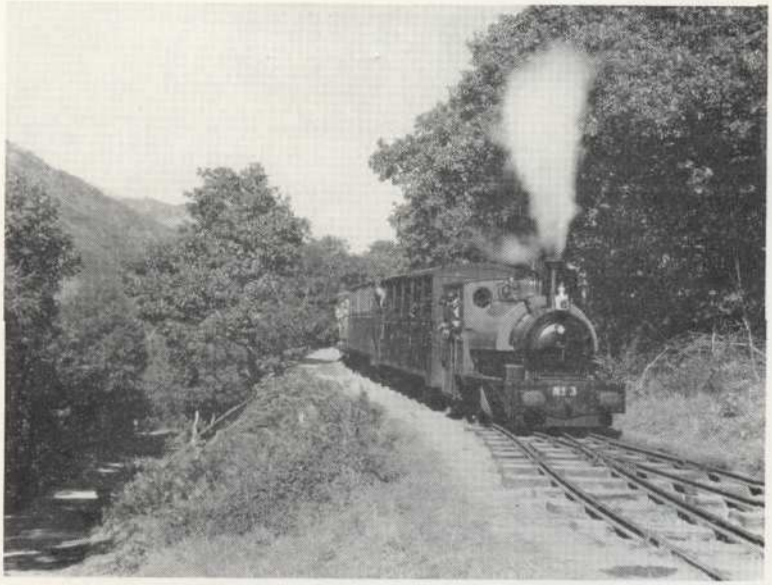
Secretary :
P. B. Whitehouse,
344, Lordswood Road,
Harborne, Birmingham, 17.
Telephone : Bearwood 2791.

No. 17 — DECEMBER, 1957.



Another Route to Tal-y-Llyn ?

An unusual view from the footplate of No. 1. taken by Geoffrey D. Braithwaite before the locomotive's departure for rebuilding.



This photograph in colour, size "9 x 7" is on the Talyllyn Railway Calendar for 1958, the four-colour blocks were made for the Society by Birmingham Engravers Limited from an original colour photograph by JOHN ADAMS.

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TALYLLYN RAILWAY TICKETS

by M. G. D. Farr.

My quest for T.R. tickets was, unfortunately, too late to procure any of the really old issues mentioned by Mr. L. T. C. Rolt in "Railway Adventure". However, with a great deal of help from Mr. R. K. Cope, I have a complete set of each of the three most recent issues, i.e. pre-Society; 1951 — 1954; 1955 onwards.

Naturally, the "pre-Society" issues are the most interesting, and the "prize" is probably the first class single from Wharf to Abergynolwyn, fare 1/9d., which were the only first class tickets taken over in 1950. Many of these old tickets have different colours for otherwise identical issues. For instance, I have mauve singles to Wharf from all stations except Pendre, but in addition there are tickets from Rhydyronen on brown card, and a half-single from Brynglas on white.

The latter ticket is interesting also, as the fare is 3¼d. There is one other case of farthings being used (the Rhydyronen to Wharf child single), and I can only presume that the printers ran out of "¼'s" since the adult fare at that time from Brynglas to Wharf was 7d. The mauve issue for the same journey shows the correct fare 3½d.

In this set of tickets, Pendre is always called Towyn, and the adult singles have the destination repeated in small type in the centre at the bottom. This would have enabled the booking clerk to punch a piece out of the adult ticket when printed stock for children was not available. This method was used on the L.M.S. Railway and the County Donegal Railways. There was printed stock for many shorter and less-used journeys than at present. For instance, I have singles from Brynglas to Rhydyronen, as well as a child single, fare 1d. for the former journey.

Before the Society took over, some issues from Wharf, Pendre and Abergynolwyn had been reprinted with the correct fare. In cases where up-to-date tickets were wanting, the important ones were reprinted, and these more modern cards have "Subject to Co's Regulations" printed at the bottom. When a stock of tickets is exhausted, as happens when there is an unexpected run on a certain issue, blank cards are used. These are "blank to blank" and there are four types; single, half-single, return, half-return. An instance of these being used was when the R.E.'s were relaying beyond Brynglas, and all passenger trains terminated there. There are in addition, at Wharf only, blank Privilege returns, adult and child; in all other cases the books of paper tickets are used when there is no printed stock.

When the Society took over, members were given free orange tickets with a green cross, and on Coronation Day 1953, special free tickets were issued to all children. These were printed on red, white and blue card, and were available between any stations on that day. In 1954, adult and child singles were printed for Wharf to Pendre and vice versa; these cost 2d. and 1d., and were only passenger fares which were not increased in 1955. At the same time tickets were printed for dogs, cycles, prams and tandems. The 6d. (for dogs and small prams) is light green with a dark green diagonal stripe; the 1/- (large prams and cycles) is cream with a yellow and diagonal stripe. For a tandem, both a 6d. and 1/- ticket are issued.

In 1955, Market Return Tickets were introduced on Friday mornings, available from Brynglas and Rhydyronen to Pendre at the fares in force

until September 1954. The obsolete Brynglas to Pendre ordinary returns were rubber stamped "M", and for the three other issues (one adult, two children), new stock was printed on which the return half is overprinted with an open M.

All new tickets are colour coded, i.e., each station has a particular colour for the overprinted lines on the issues FROM it, and the destinations are indicated by the colour of the ground of the ticket, thus :-

Station	*From (Optd).*	*To Ground*
Wharf	Pink	Pink
Pendre	Orange	Orange
Rhydyronen	Buff or Yellow	Buff
Brynglas	Salmon or Red	Salmon
Dolgoch	Blue	Blue
Abergynolwyn	Green	Green

At first the Printers were not always able to use the correct colour card, and there are variations from these colours, but eventually all issues will be coded by the method described above. Brynglas and Rhydyronen have alternative colours for the overprinting because buff and salmon do not show up on many dark colours. The code is particularly useful with the tickets carried on the vans, as the guard can check his issues by colour, and can make use of this system when examining tickets on the train. The code also helps very much with stock-taking and renewal of stocks in the vans.

AN OLD LINK RE-ESTABLISHED.

by L. T. C. Rolt.

I recently put an appeal for donations to the *Dolgoch* boiler fund in the Bulletin of the Vintage Sports Car Club. Among the donations I have received as a result of this was one from a Mr. W. R. McConnel, who, in his covering letter, said he believed his family had something to do with the railway.

As a result of our subsequent correspondence it transpires that he is the son of W. H. McConnel, who was Chairman of the T.R.Co., before Sir Henry Haydn Jones. Apparently W. H. McConnel married secondly very late in life and W. R. McConnel was the issue of that marriage. He seems to have told neither his wife nor his son about the family's long connexion with the railway, nor that it was responsible for the railway's inception, and they have been most interested to learn the facts from me.

Mr. W. R. McConnel has now become a member of the Society, whilst his mother, Mrs. M. E. McConnel, has sent a donation to the Boiler Fund. Mrs. McConnel informs me that she still uses the dinner service which was presented to her late husband by the quarrymen at Bryn Eglwys on the occasion of his marriage. It is evident from her letter that she is a very old lady, as indeed she must be when you consider that Sir Haydn succeeded W. H. McConnel in 1911.

It will be of great interest to members to know that the connexion between the railway and the McConnel family, which began in 1865, has now, after an interval of forty-six years, been re-established in this fortuitous way.

RAILWAY BOOKS COMING SHORTLY

"SECTIONAL MAPS OF PRE-GROUPING RAILWAYS"
(in colour) 22/4 post free.

JAN. 1958 —
"LOCOS. of BRITISH RAILWAYS" (Casserley & Asher)
Vol. 4, EASTERN SECTION. 9/3 post free.

"UNUSUAL RAILWAYS" (Wilson & Day)
22/3 post free.

"TRAINS & TRACTORS" (C. Hamilton Ellis)
(but definitely for the younger enthusiast!)
5/6d. probably, post free.

Later in 1958 —
Re-issues of **"OUR RAILWAY HISTORY"** and **"RAILWAY MEMORIES"**, by Rixon Bucknall.
Probably 21/- each.

Please Order from :-

PANTILES BOOKSHOP
(Kenneth E. Bull)

TUNBRIDGE WELLS : : KENT

(where books are not published, please do not send cash with order).

PUBLICITY

Guides.

A new issue has been put in hand and the opportunity has been taken of revising and re-writing the letterpress, to bring it right up to date. It is hoped the new issue will be available early in the new year.

Calendars.

The 1958 Calendar consists of one large coloured view, and the price is 2/6d. per copy, post free. We have been able to keep the price down to this figure because a Birmingham firm is using the same view for its own Calendar. Since the price was announced, however, postage rates have risen considerably, and whilst we shall be able to despatch, say, two or three post free without loss, it would be appreciated if anyone ordering greater quantities would add a little for postage.

Photo Cards.

Several of these are out of date and are being allowed to lapse. In particular, we are nearly out of stock of Nos. 22, 25 and 31, and are not offering these for sale except to make up sets. To replace them we are putting in hand four or five new cards, including a good view of No. 4 in latest style, with running plates. Members will be advised when these are available.

Silver Charms.

These were put on sale at the Wharf late in the season and sold well. The remaining stock has now been passed over to the Publicity Officer, from whom individual charms (13/6d.) or the set of three (£2) can be obtained.

GENERAL COMMITTEE NOTES.

At the Committee Meeting in Birmingham on 17th October, 1957, it was unanimously agreed that the Right Honorable the Earl of Northesk become Chairman of the Committee for the ensuing twelve months, his Lordship having previously kindly agreed to this. It was also unanimously agreed that Mr. W. H. D. Faulkner be Vice Chairman for the ensuing year.

Lord Northesk, Mr. R. K. Cope and Mr. W. H. D. Faulkner were unanimously elected as the Society's nominees to the Boards of Talyllyn Holdings and The Talyllyn Railway Company.

Mr. P. J. Garland and Mr. P. B. Whitehouse were unanimously elected as Chief Accountant and Company Secretary respectively.

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* *His Lordship's statement at the A.G.M. that he would be prepared to relinquish the Presidency of the Society in favour of anyone else was received with alarm by many, if not all, members present. Anxious Editorial enquiry, however, reveals that there was no sinister implication in this, and his Lordship assures us that he will be glad to serve in this capacity for as long as it is desired. This news will, we feel sure, be received with great relief. — Ed.*

FROM THE HONORARY TREASURER

I have recently received the proceeds of the Raffle, the organisation of which was undertaken by the Midland Area. The net surplus arising from this venture is slightly over £380 and I should like to take this opportunity of thanking all those Members and friends who did so much to produce this excellent result.

The time is rapidly approaching when Subscriptions fall due for renewal and in order to keep down costs to a minimum, I am hoping that Members will renew their subscriptions without waiting for an official prod. You will find the name and address of your appropriate Membership Secretary at the back of this issue.

Although we have had an excellent season, an enormous amount of expenditure has yet to be faced and I hope you will all continue to support the Society to the limit of your means.

Cheques Act, 1957.

It will greatly assist the Membership Secretaries if members will kindly make cheques for subscriptions payable to "TALYLLYN RAILWAY PRESERVATION SOCIETY." If this is done it will not be necessary for members' cheques to be endorsed.

P. J. Garland, *Hon. Treasurer.*

Mr. F. H. R. SISSONS

We regret to report the death on 21st November, 1957, of our member Mr. F. H. R. Sissons, Editor of the *Worksop Guardian*. The funeral took place at Worksop on Monday, 25th November, with the first part of the service at the Priory Church.

An Outline of
Great Western Locomotive Practice
1837 - 1947

by H. HOLCROFT

Alone among the railways of Britain the Great Western kept its identity for 110 years, and for half this period it was a wholly or partly broad-gauge system. These two factors stamp its locomotive history with particular interest. No one is better qualified to chronicle its development than Mr. Holcroft, who was trained in the traditions of Wolverhampton and Swindon Works and therefore brings first-hand knowledge to his subject. Numerous half-tone illustrations and diagrams complete a compendious work which will form a noteworthy addition to the locomotive student's library.

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NANT GWERNOL & TALYLLYN LAKE

by J. L. H. Bate.

I have now been able to prepare a covering estimate for the construction of the extension to Talyllyn Lake. The figures given can only be very approximate in the absence of a detailed survey, and serve only to show the scale of the work contemplated.

ESTIMATE FOR CONSTRCTION OF EXTENSION TO TALYLLYN RAILWAY TO TALYLLYN LAKE. LENGTH 2¾ MILES.

Item 1.

Excavation to Formation.
2.75 miles at 3 cubic yards per ft. run in soft material, 43,500 cu.yds. @ 3/- cu.yd. £6,600
(*Extra* If 50% of excavation is in rock which has to be removed with explosives, allow for 22,000 cu.yds. @ £1 15 0 per cu.yd. £38,000

Item 2.

Bridging.
(a) Nant Gwernol Bridge.
Constructional Details, 3 steel spans of 80 ft. on 2 piers of mass concrete from valley bottom, and 2 piers formed at approaches.
Main piers approx. 15′ x 15′ x 100′ high, including for all necessary work, foundations, concrete, steelwork, masonry, etc. £15,000
(b) Nant Iago Bridge of similar construction to Nant Gwernol Bridge, but main piers 50 ft. high and spans of 60 ft., allow £10,000

Item 3.

Tracklaying, etc.

Ballast (broken stone) 2,400 cu. yd. @ £1	£2,400
Rails (second hand) 200 tons 45lb/yd. @ £20 ton	£4,000
Sleepers 5,000 No. @ 5/6d. each.	£1,400
Fastening, say	£500
Culverts, 6 No. allowed for	£1,000
Fencing @ 2/6d. yd. run, erected.	£1,200
Cut-off drains, 15,000 ft. run	£500
	£45,000
Plus extra for rock excavation	£38,000

It is quite ridiculous to think that this work can be undertaken by volunteer labour, when it is realised that there is insufficient volunteer labour available to tackle even the regular maintenance work on the existing railway.

The idea that more support would be forthcoming for the extension than for our present works seems most improbable. Those who do not now wield a shovel in the T.R. cause are unlikely to do so if the extension were commenced. The work would be hard and the objective so remote that it would be difficult to maintain enthusiasm. The work outlined in the estimate would take some 10 — 20 years to accomplish by volunteer effort at its present rate, and in the long run would probably

cost as much as paying a contractor to do the work in about twelve months.

As a matter of interest, I can assure our members that the Festiniog Railway has no intention of constructing the Moelwyn deviation by volunteer effort.

CORRESPONDENCE

Mr. F. C. Olley (Historical M.R.S.), Hitchin.

Following on the letter from Mr. Kugler I would like to support the suggestion to leave *Dolgoch* alone. If she is restored or rebuilt, or even only titivated, then she is no longer *Dolgoch* nor an historical locomotive; she is just a hybrid with precious little meaning. Far better to leave her as she is, as a true museum piece and retire her honourably.

In similar strain I would disagree with Mr. J. M. Davis when he says the old Talyllyn coaches will soon need rebuilding. No Sir, retire them also and build new stock to the same pattern if more be needed. It would probably be as economical to build new as to try and patch up, and to pull these unique vehicles about in this unkind manner is near sacrilege. I am very sorry that the old Glyn Valley coach has been operated upon; of course I applaud the fact that preservation is taking place, but at what a cost !

I will remain silent on the problem of where to store a locomotive and several coaches, but I would suggest it is not insoluble.

Mr. C. L. Mowat, Bristol (lately of Chicago).

The note on Signals and Telecommunications in the September issue states that an ex-L.N.W.R. ground frame is being installed at Pendre yard. May I urge that in connexion with this, lower quadrant semaphore running signals be installed? When I made my only journey, so far, over the Talyllyn in 1956, I was disappointed (even though I expected it, having read of it) at the uninspiring Stop Boad, with electric lamp above it, outside Wharf Station. I understand that this was prescribed by the Ministry of Transport Inspector.

Surely, as the Railway's operations increase, and signals become necessary, the Inspector can be persuaded to take a more generous view of the kind of signals needed. I suggest signals of the old Cambrian pattern as the most appropriate — or any of the good pre-grouping patterns, such as the Midland, London & South Western, the somersault beloved of many South Wales lines, or even the sturdy L.&N.W. signal.

Mr. R. C. F. Overton, Mickleover, Derby.

I think it may be of interest to members and our committee to know the following, which I heard from a Towyn resident last September.

We have always, I believe, held the opinion that the Talyllyn Railway never appeared to use gravity working for any trains. This resident told me, amongst many other interesting stories of the T.R. and Towyn in general, that when he was a boy he remembered watching transhipment of slate going on at Wharf, and he asked one of the workmen what was the large open steel wagon which stood on one of the back sidings.

The workman, since deceased, told him that it was a dandy car which was used on down gravity slate trains, for carrying down the horse which

would haul the empties (and the dandy car) back to the Alltwyllt incline.

I suggested that maybe memories had faded, because we knew that these worked in the quarries and on the Corris Railway, but we thought not on the Talyllyn. He would not have that and was very definite that they worked on the Talyllyn. He hastened to add that he was not going to say that steam locomotives were not used from the beginning, but that horses most certainly were.

He also said that he knew quite well the man mentioned in "Railway Adventure", by L. T. C. Rolt, who was catapulted into the trees when the wagon broke away on one of the inclines. This man lives in either Towyn or Abergynolwyn, I believe.

Peter D. Robinson, Romiley.

In the March edition of the 'News' it was stated that Mr. Cator, of Vaud, Switzerland, would be pleased to see any member who was visiting in his area. I went to Zurich for my summer holidays but was unable to see him as it was too far to travel.

I sent him a T.R. postcard which I had with me and when I returned to England, there waiting for me was a letter from Mr. Cator saying how pleased he was to have received something from another member of the Society. He said how sorry he was that he could not come and work on the Railway but for him also, it was too far to travel, except very infrequently.

Mr. D. B. Lyall, Cheltenham.

Found in the telephone box at Dolgoch when replacing an old 'phone, scribbled on the back of a cigarette packet, were the following instructions for using the telephone :-

REMOVE WEIGHT BEFORE SPEAKING.
REPLACE ON HOOK AFTER SPEAKING.
RING LIKE BLAZES.

Mr. Michael Farr, Bristol.

I was most interested to read fellow members' ideas on the extensions of the Talyllyn. My own views are that we should get the line up to 'Vale of Rheidol' standard first.

It is suggested that modern coaching stock is a necessity, and I thoroughly agree. After seeing the professional coachwork on our neighbour, the Fairbourne Miniature Railway, I suggest that any funds are put towards one or two really modern observation coaches. As there are no turntables on the Talyllyn, it would be necessary for any coaches with end windows to have these duplicated, and I imagine that the seating would be one and two a side. In the centre there would be a brake compartment, and this would enable the guard to keep an eye on people moving into the "observation" portion after the train had started. We could use second-hand bus seats and have them all facing their respective end-window. By staggering them and having only one door per section, I should imagine one could seat 15+15 passengers per coach. I would recommend that the off-side windows be fitted with hinged frames so that in the event of accident the passengers would not be trapped.

Although the coach would have to be a brake, since it would be the last vehicle, it would be necessary to have a brake somewhere else in the train. This would be used when running round the observation coach at Abergynolwyn; otherwise this would be a very complicated process, with a lot of fly-shunting.

One last point: we could only collect extra fares from passengers in

the one half of the observation coach for each journey. We could not charge people for having an hour's look at the rear of the T.R. or Corris vans!

Mr. H. J. Turpin, Enfield.

May I add my little quota to the correspondence on the Talyllyn Railway Extension ?

It is easy to see how the desire for such came about. My impression on lighting at Abergynolwyn is that passengers appear to be at a loose end after being set down in the middle of a wood. In spite of being in beautiful surroundings they have nothing to do but wait for the return journey. Some walk aimlessly into the village for refreshment, and at present that is as far as anyone can walk in comfort. My suggestion is that a T.R.P.S. bus service could be run from Aber. (or Dolgoch) to the Lake. As opposed to what amounts to a major civil engineering job this would be easier and cheaper to maintain, and could be timed to run in conjunction with the trains. Supplementary tickets could be issued with the railway tickets at Wharf.

This would give passengers a longer period of time at the Lake than they could possibly get by a full distance train journey, but most important of all, it would give passengers a sense of fulfilment of a pleasant and purposeful journey.

Mr. E. K. Stretch, Newcastle, Staffs.

Where is the town at Tal-y-Llyn, which Mr. Tyrrell refers to in his letter in the September issue. As far as local traffic is concerned, Tal-y-Llyn is much more in the back of beyond than Abergynolwyn. One has only to look at the almost-empty buses.

Concerning Mr. Kugler's remark about the resuscitation of *Dolgoch* and *Talyllyn*, I understand that No. 3 will be worn out before very long and the restoration of the two original locomotives is therefore no mere sentiment, but necessity. I think this should be pointed out.

ENGINEERING NEWS.

Locomotives.

Good progress is reported on No. 1 *Talyllyn*, and drawings have been produced for nameplates. A new type of ejector is to be fitted experimentally to No. 4 *Edward Thomas*, as a result of a kind offer from Austria. This should effect a saving in fuel, etc. The diesel locomotive *Midlander* has been out of action due to stripping of the timing gears; the Midland Area have repairs in hand, and have also obtained a number of other spares for this engine. No. 7 has also been in trouble and requires re-boring and new big ends; this work is again being undertaken by the Midland Area.

Coaching Stock.

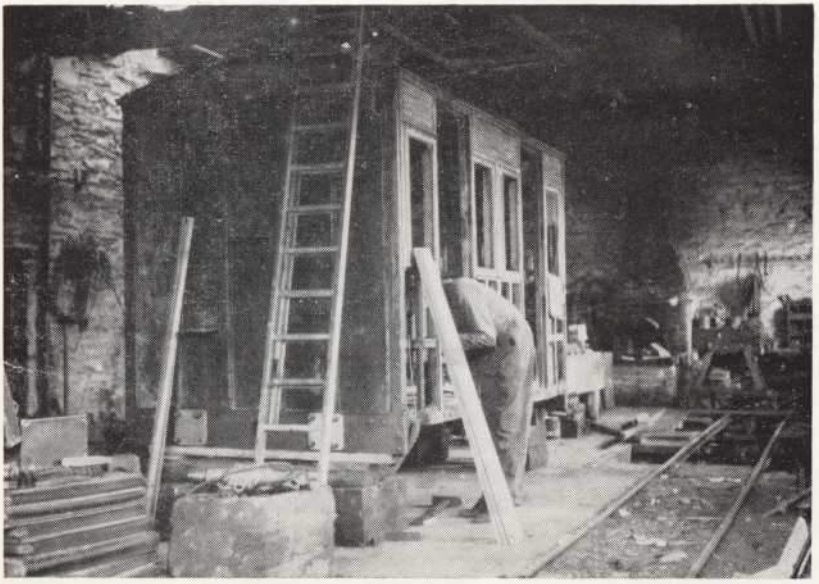
A further Glyn Valley coach body has been obtained and arrangements are in hand to transport this to Birmingham for reconstruction. A 3-foot gauge carriage on bogie underframe has been purchased in the Peak District, and will be transported to Towyn.

Civil Engineering.

A serious landslip has occurred at the place where we experienced this trouble about two years ago. As a result the wall then built has been carried away. Preliminary examination of the damage indicates that a considerable amount of the bank has slipped and it is feared that a fairly large wall will have to be built to prevent a recurrence. A

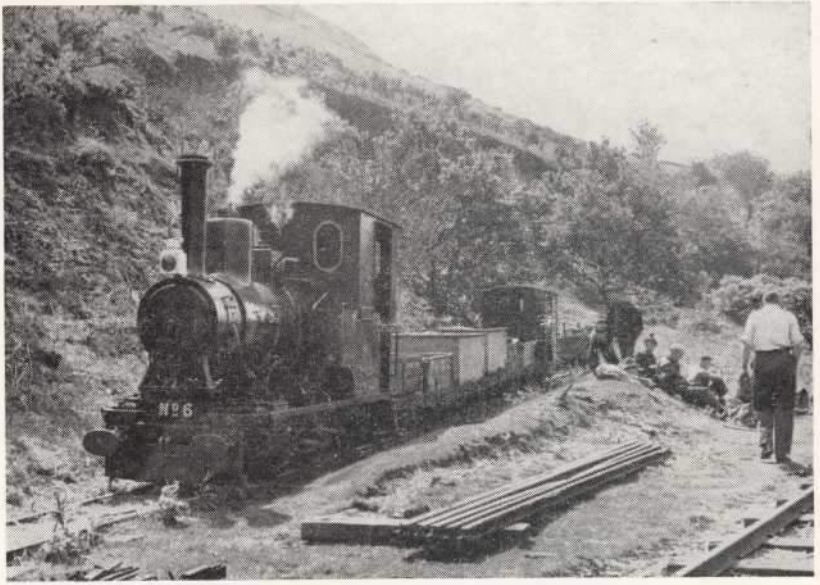


Easter, 1957.
No. 3 & No. 6
at
Abergynolwyn.



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.

epeated by
quest from
e September
issue.

Blocks donated by North West Area.

culverted stream is the cause of the trouble and this will have to be opened out at each end and a thorough examination will have to be made of the culvert. A large quantity of cement will be needed for the job and there may be some difficulty in locating sufficient slate to construct the wall.

Tracklaying has continued meanwhile on the Abergynolwyn stretch.

For the new carriage shed, work on dismantling roof trusses at Aberdovey is now nearly complete, and prefabrication of the new trusses has commenced. Necessary materials are being sent to Towyn and the site is being cleared (in the vicinity of the 'barn').

Signal & Telegraph Dept.

Major D. R. Robinson regrets that, owing to illness, no Reports have been issued since the A.G.M., however, he hopes to rectify matters shortly. A weekend working party from the Bradford Area has been to Towyn since publication of the last 'News.'

It is hoped to make several changes in arrangements in 1958, including provision of S. & T. Stores and Workshop in which to keep the now quite large stock of instruments, tools and equipment.

Although the S. & T. Section now numbers over one hundred, including families and friends, the spreadover of personnel throughout the running season remains a problem. Reliable communications are now absolutely essential and we can only overcome the pressure by an expanding and well-trained staff. Anyone with mechanical or electrical qualifications, or who is interested in telecommunications generally, is desperately needed to come along and help us to maintain and improve the service. If you can help, please get in touch with Major Robinson, at 24 Oak Avenue, Romiley, Cheshire. (Tel: WOOdley 2516).

THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY

(Founded 1928)

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(Member Talyllyn Railway Preservation Society).

"DOLGOCH" RAFFLE, 1957.

Financial Statement.

Receipts	£	s.	d.	*Payments*	£	s.	d.
Sale of Tickets ...	476	10	4	Cash Prizes ...	85	0	0
Donations	6	2	0	Printing, Tickets ...	17	12	0
				PROFIT	380	0	4
	482	12	4		482	12	4

List of Winners.

Prize.	*Winner.*
1.—£50.	Mrs. J. Ashdown, 20 Park Road, Hale, Cheshire.
2.—£25.	G. D. Yellowlees, 133 Lockerbie Road, Dumfries.
3.—£10.	E. J. Herring, 87 Roxeth Green Avenue, South Harrow.
4.—Whisky.	Mrs. D. E. Greig, 215 Brompton Road, London, S.W.3.
5.—Premium Bond.	J. H. N. Hicks, 18 Redbridge Lane West, Wanstead, London E.11.
6.—Whisky.	A. D. R. Williams, 4 Wendron Grove, Kings Heath, Birmingham, 14.
7.—Book Token.	M. Anderson, 62, West Wycombe Road, High Wycombe.
8.—Sherry.	D. T. Jones, Hilboro', Towyn.
9.—Box of Chocolates.	P. Bridger, 14 Vincent Avenue, Hornden on the Hill, Essex.
10.—Sherry.	5637888 A/C. Uncles, Hut Y6, 4 Squadron, R.A.F. Yatesbury, Calne, Wilts.
11.—Box of Chocolates.	D. W. Thompson, 30, Victoria Avenue, Harrogate.

"TALYLLYN NEWS" DISTRIBUTION

Whilst my appeal in the last issue for a "Graphotype" plate-making machine has not up to now been successful, it has brought forth as a sort of consolation prize a small hand-operated addressing machine, which takes our plates. This is proving invaluable for the day-to-day work connected with the Central Registry, as distinct from the mass envelope-addressing for each issue or for circulars, etc., when the big motorised "T.R. No. 8" swings into action. Our thanks are due to the member concerned, who is one of the Society's regular benefactors.

In the meantime we have devised a course of action which helps to minimise the effects of plate-making delay. All the same, if you *do* come across a surplus "Graphotype," throw it away in our direction, please !

I would point out that where we have an apparent duplication of membership, we will continue to send out two copies until confirmation is received, for obvious reasons.

Jean D. Inkster,
Hon. Distribution Officer.













This is the third set of Talyllyn Letter Seals designed by Mr. J. M. Lloyd. It is likely to be the last for the time being as Mr. Lloyd says, and we can well believe him, that the scope for inspiration is rather limited and he has run out of ideas.

These seals are deservedly popular and have tremendous publicity value for the Railway. They can be obtained at eightpence per dozen sheets (72 labels) or one penny per sheet, from Ian M. Lloyd, 53, Norwood Road, Stretford, Manchester. Please send a stamped and addressed envelope with order.

SIARADWCH CYMRAEG

Annwyl Syr,

Y mae Major D. R. Robinson wedi ysgrifennu y byddai'n dda ganddo weld yr aelodau i gyd yn dysgu Cymraeg. Y mae ef yn ei le.

Yr wyf innau'n Sais sy wedi dysgu Cymraeg ynghwrs y blynyddoedd; a byddai'n dda gennyf ddywedyd rhywbeth i galanogi'r rhai sy'n astudio'r hen iaith hon mor brydferth a phersain.

Ni fydd y tâsg yn hawdd iawn ond y bydd yn hollol werth yr ymgais. Fel ymwelwyr i Gymru byddant yn cael pleser deublyg — wedi'r cwbl, dwy iaith, dau fywyd, onid ê ?

Yr eiddoch yn ffyddlon,

R. J. Sowan.

London, S.W. 18.

(The above is the unaided work of Mr. Sowan, and shows that a reasonably accurate knowledge of Welsh is possible for the serious student Ed).

From Mr. J. B. Wright, Newmarket.

With reference to the question of learning Welsh, recently mentioned in the T.R. 'News,' I have written to the B.B.C. to ask whether there is any possibility of repeating from London in Network Three the Welsh lessons which were broadcast from Cardiff on Sunday mornings about two years ago.

These lessons were very good, as were the two handbooks issued at that time. The B.B.C. have said that they will bear the suggestion in mind when the present series of language broadcasts comes to an end, and I therefore think that this would be an appropriate time for readers of the 'News' to send a line to Broadcasting House to support the idea.

On the general view a knowledge of Welsh, however slight, can only be of advantage, for it would be very useful when in Wales, a great help with place-names, and a lot of fun amongst our friends in Wales (who are the best).

HISTORICAL NOTE

The Railway Rates and Charges No. 14 Order Confirmation Act (Midland & South Western Junction Railway, etc.) 1892.

by E. K. Stretch.

As is well known, the Talyllyn Railway was authorised, and the Company incorporated, by the Act of Parliament 28 and 29 Vict., cap. cccxv, of 5th July, 1865, entitled "An Act for making a Railway from the Aberystwyth and Welsh Coast Railway in the Parish of Towyn in the County of Merioneth to the Township of Maestrefant in the direction of Tal-y-llyn to be called *the Tal-y-llyn Railway*, and for other purposes."

However, if you care to look up "Talyllyn Railway" in the "Index to Private, Local and Personal Acts" published by the Stationery Office, you will find that there also appears a reference 55 and 56 Vinct., Cap.lii. This Act, passed on 20th June, 1892, is an "Act to confirm a Provisional Order made by the Board of Trade containing the Classification of Merchandise Traffic and the Schedule of Maximum Rates and Charges applicable thereto, of the Midland and South Western Junction Railway and certain other Railway Companies." This seems to have nothing to do with the Talyllyn, and the official "short title" quoted as the heading to this note is equally unenlightening. The Act consists mainly of lengthy lists classifying every conceivable class of merchandise from complete locomotives to nuts and bolts, and shorter lists giving the rates to be charged for each class of merchandise. If we examine it carefully enough, however, we will find a list of the "certain other railway companies" to which it applies. These are, (besides the Midland and South Western Junction) the Golden Valley, Liskeard and Looe, Liskeard and Caradon, Manchester and Milford, Neath and Brecon, Redruth and Chasewater, Snailbeach District, Talyllyn, and Wirral.

It is interesting to note that besides the Talyllyn, two of these are of narrow gauge, the Snailbeach (2 ft. 4 in.) and the Redruth and Chasewater (4 ft.).

Apart from the original Act of Incorporation, this 1892 Act is the only Act of Parliament in which the Talyllyn Railway is specifically mentioned.

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HEARD AT WHARF (TOO OFTEN)

by H. E. V.

Are you part of British Railways ?

What happens to the profit you make ?

Do I change for Tanybwlch ?

Do you use a rack rail ? (Heard by driver of No. 4 on a wet day).

Is that real coal ?

Cor! Look where he keeps it !

When are you going to use those engines ? (Russell, the de Winton and the Guiness).

I suppose you take it easy in the Winter ? (Asked of a member of the permanent staff).

Look Mum! There's anuvver of 'em we saw on the telley !

Why do you sometimes exchange bottles of pop instead of the train staff?

NORTH WEST AREA NEWS.

The A.G.M. weekend in September produced a large working party as usual. The bank at the west end of Dolgoch Station was dug away in order to provide a longer platform and dispense with the "one slab wide" section of the previous platform. Some spoil from this work was used to fill up the dip behind the station building, and to facilitate this operation a monorail was installed, consisting of a line of slate slabs on which the wheelbarrow could run.

The October weekend saw a continuation of this work, but in November it was necessary to attend to a landslip between Brynglas and Dolgoch, the site of previous toil some years ago.

Some forty-five members and friends attended a Dinner at the Wellgreen Hotel, Hale, on 7th December, and we were pleased to welcome a number of guests from well-known organisations in the district. Party games, with more or less valuable prizes, followed the Dinner, and a show of films and slides completed the evening.

That well-established Area function, the Re-union, will be held at the Memorial Hall, Albert Square, Manchester, 6-30 p.m. on Wednesday, 5th February, 1958. For the first time we shall be showing 16 mm. sound films, including the Television film made earlier this year. We hope to see all our friends and some new ones as well.

Working Parties (see Society Diary) will continue this Winter, and those interested in going to Towyn are invited to contact Mr. Alan Chorlton, 6, Sunny Bank Road, Longsight, Manchester, 13. (Tel.: RUSholme 1863).

LONDON & HOME COUNTIES AREA NEWS.

The Area Business Meeting on 11th November was the best attended yet, with over sixty members present. The presence of our General Secretary, representing H.Q., was much appreciated, and his report and the reports of those of the various Area Officials formed the main part of the business of the evening. The meeting opened with a showing of a number of unique slides taken by Mr. R. Sheppard during the war. These included hitherto unknown shots of the inclines in use, the goods yard at Abergynolwyn village in use, and other shots that are likely to be of inestimable value to the Museum and Publicity departments, and attempts are being made to obtain copies for our use.

Messrs. Lake, Slater, Tonkyn and Robertson were re-elected to the Committee. The meeting closed with a showing of this season's crop of colour transparencies. The collection totalled £7 16s., and the bookstall collected a further £35 in sales and subscriptions.

Working Parties.

Seven working parties were run in 1957, average attendance being eight or nine people for ordinary week ends, with larger attendances for Bank Holiday periods.

It is proposed to carry on the good work during 1958, and we are endeavouring to extend travel by members' private cars instead of hired vehicles. If you own a car, please consider seriously whether you can help us by taking members to Towyn. So far we have only five car-owning members "on our books" and this is a very small proportion of our membership to rely on. If you are interested, please contact Mr. J. N. Slater, 14, Castello Avenue, Putney, London, S.W.15. Working party dates will be found in the Society Diary at the end of this issue.

EAST MIDLANDS & SOUTH YORKSHIRE AREA NEWS

The arrangements for the Area Day excursion to Towyn, re-dated to 8th September, proved very satisfactory and this, together with the really excellent weather with which we were favoured, enabled everyone to see Wales and the Talyllyn at their very best.

The talk arranged by this Area to the local branch of the R.C.T.S. in Sheffield went off very well indeed and everyone appeared to have enjoyed both the filmstrips and the jocular remarks from the rear of the audience.

Local Fixtures.

The Annual Area Meeting will be held in the Victoria Hall, Norfolk Street, Sheffield, at 7-15 p.m. on Saturday, 22nd February, 1958. The programme will be similar to last year's, with the second half of the evening taken up by a film show.

Please try to attend, and bring your friends with you, and make this year's even better than before. Members particularly are advised that some aspects of Area policy which may affect them are to be discussed, and so their attendance is especially requested.

Full details of this and all other Area functions may be obtained from the Area Secretary.

Working Party

Arrangements are being made for an Area party to Towyn for the weekend 1st—2nd February, weather permitting, otherwise 1st—2nd March. This date has been chosen to coincide with the North West Area party in order that maximum effort can be obtained. There will also be cars going from the Area to Towyn at the Easter weekend, and some seats will be available. Full details from Mr. M. Gillott, 12, Hoober Avenue, Sheffield, 11.

MIDLAND AREA NEWS

Four working parties have been held since the last news. The first three in September and October were mainly occupied with the erection, painting and testing of the mechanical ballast-loading plant in the quarry. The party on 19th—20th October was a really big one as it was reinforced by nine very able-bodied Rover Scouts. Unfortunately Sunday, 20th, was spoilt by rain. A good deal of collection of sleepers etc., was also carried out.

It is hoped that the mechanical ballast-loading plant will give a big saving in time and labour. Preliminary trials showed that the elevator worked satisfactorily but that ballast tended to clog in the bunker, which may only be usable as a chute.

On 9th November, Mr. Gardiner and his Coventry gang went over to repair No. 5, which had stripped her timing gears. Unfortunately their car overturned a few miles out of Coventry on an icy patch, but happily no one was hurt. A party went over again on 16th November (this time with no misfortunes en route), stripped No. 5 and will re-commission her as soon as the gears are received. The remainder of the week end was spent with growing despondency on No. 7, which is in rather a bad way.

The Midland Area is most anxious for more help for their next

parties, which will be held on 22nd—23rd March, 19th—20th April and 17th—18th May. Will anyone who would like to come but is in difficulty with either transport or accommodation please contact Mr. John Burman, 85, Tamworth Road, Sutton Coldfield, Warwickshire.

About forty five Midland Area members and friends attended an interesting film show on 9th October, when British, American, French and Swedish railway films were shown.

It is hoped to fix another show in March, details of which will be circulated to Midland Area members when the Midland Annual Meeting circulars are sent out.

The Midland Area Annual General Meeting will be held on 8th February at the Midland Institute, Paradise Street, Birmingham. Please try to keep the date free and to come along. It will be a fine opportunity to hear the principal officers, visit the bookstall, meet your friends, and, after tea, to see some new films.

WORKING PARTIES — YORKSHIRE WEST RIDING NORTH

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. Anyone interested is invited to get in touch with with Mr. John C. W. Halliday, The Plains, Calverley, Pudsey, Yorkshire, (Tel.: Idle 1310 — home, or Pudsey 3055 — Business) who will be very pleased to keep them informed of dates and other details.

HUNSLET ENGINE CO., LTD.

The West Riding Branch of the Railway Correspondence and Travel Society warmly invite T.R.P.S. members to join them in a visit to the Hunslet Works, Jack Lane, Leeds, 10, commencing at 6-45 p.m. on Tuesday, 18th February. This visit has been arranged particularly on account of *Dolgoch*, or rather her boilers. Her old boiler is being specifically retained to be on view at that date. It is also expected that the Snowdon Mountain Railway engine *Enid* will be at an interesting stage of her general repair. The party size will be limited, so members wishing to participate should notify Mr. J. C. W. Halliday at the address shown in the previous paragraph, as soon as possible.

CALLING THE NORTH EAST AND IRELAND

Mr. J. E. Cordner, 2 Milton Terrace, North Shields, Northumberland, would be glad to contact members living in the Northumberland and Durham area, so that some Talyllyn activities might be arranged, and possibly an Area formed. Present committments unfortunately prevent Mr. Cordner's taking a leading part in forming an Area, but he is willing *to help anyone who can.*

From 52 Benson Street, Lisburn, Co. Antrim, (Tel: Lisburn 2326) Mr. J. Dibdin appeals for help in arranging a Society stand at an Exhibition in Belfast in May, 1958. Will anyone who can assist please contact him as soon as possible. Who knows? We may yet have an Irish Area.

SOCIETY DIARY

Feb. 5—North West Area Re-union.
Feb. 8—Midland Area Annual General Meeting.
Feb. 18—Visit to Hunslet Engine Co., Leeds (see text).
Feb. 22—E. Midlands & S. Yorks. Area Annual Meeting.

Working Parties :—
London Area: Jan. 11/12, Mar. 1/2, Apr. 4/7, (Easter), May 24/26 (Whitsun), Aug. 2/4 (Bank Holiday), Sep. 27/28 (or A.G.M. week-end if different), Nov. 1/2.

North West Area :
Jan. 4/5, Feb. 1/2, Mar. 1/2, Apr. 4/7 (Easter).

Midland Area: Mar. 22/23, Apr. 19/20, May 17/18.
E.M.S.Y. Area: Feb. 1/2.

Closing date for material for next Talyllyn News — 23rd February.

SOCIETY OFFICIALS

Secretary :
Mr. P. B. Whitehouse, 344, Lordswood Road, Harborne, Birmingham 17
Treasurer :
Mr. P. J. Garland, 36, Waterloo Street, Birmingham, 2.
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 :
Councillor E. Gibbons, "Glynavon" Stream Road, Kingswinford, Brierley Hill, Staffs.
Publicity :
Mr. R. K. Cope, "Brynglas" Beckman Road, Pedmore, Stourbridge, Worcs.
Membership & Subscriptions :
Members A — L : Mr. Eric Lees, 143, Balden Road, Birmingham, 32.
Members M — Z Mr. R. W. Tippetts, 255, Warwick Road, Olton, Solihull, Warwickshire.
(Mr. Boyd-Carpenter, The Ridge, Eaton Hill, Baslow, Derbyshire, for those members who normally pay subscriptions direct to him).
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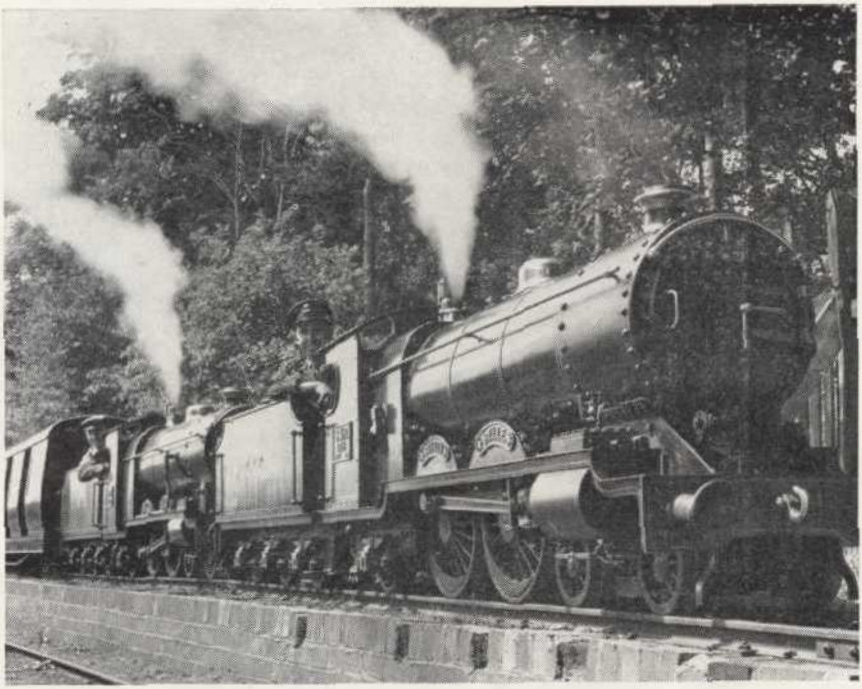
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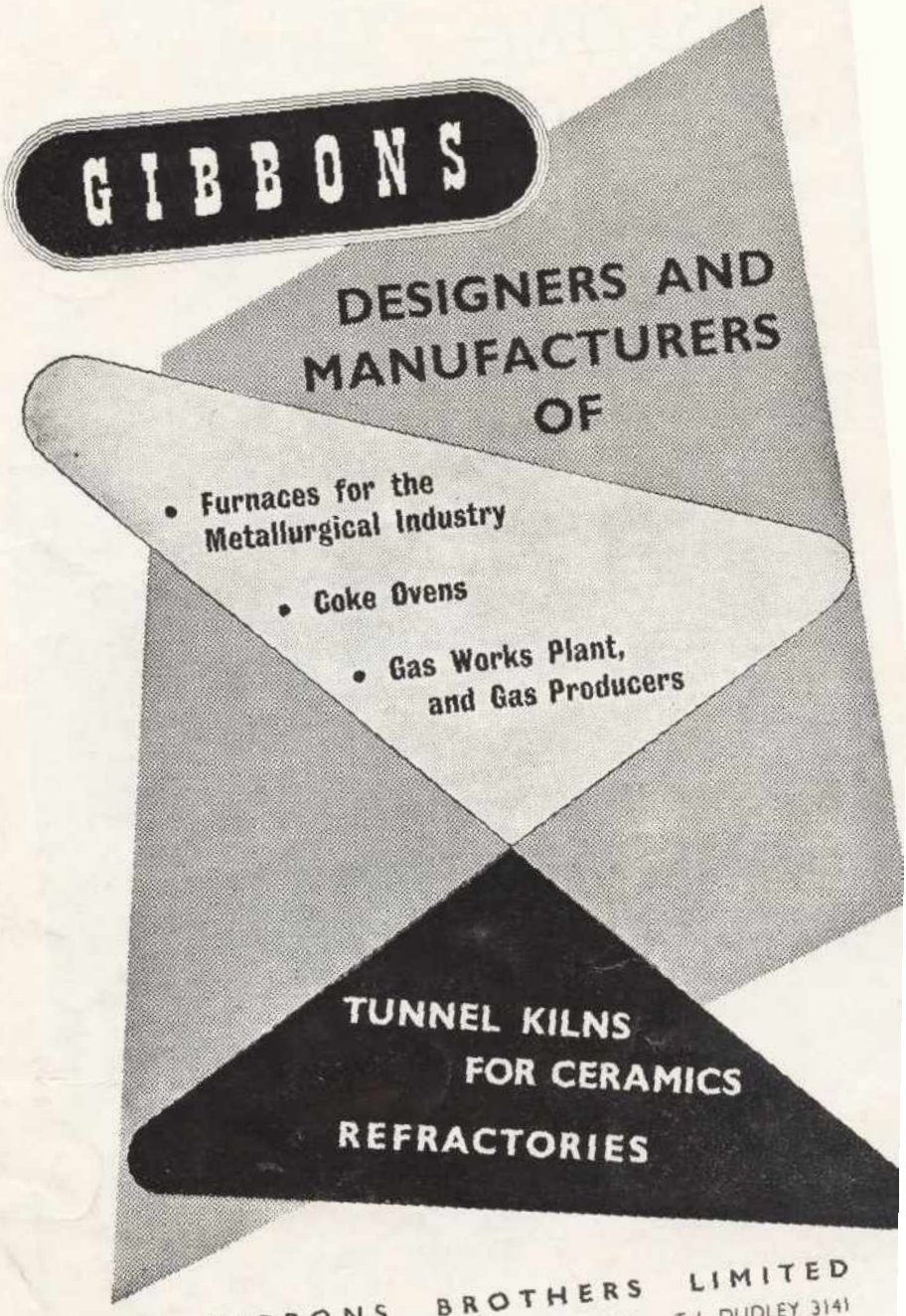


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