TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION SOCIETY

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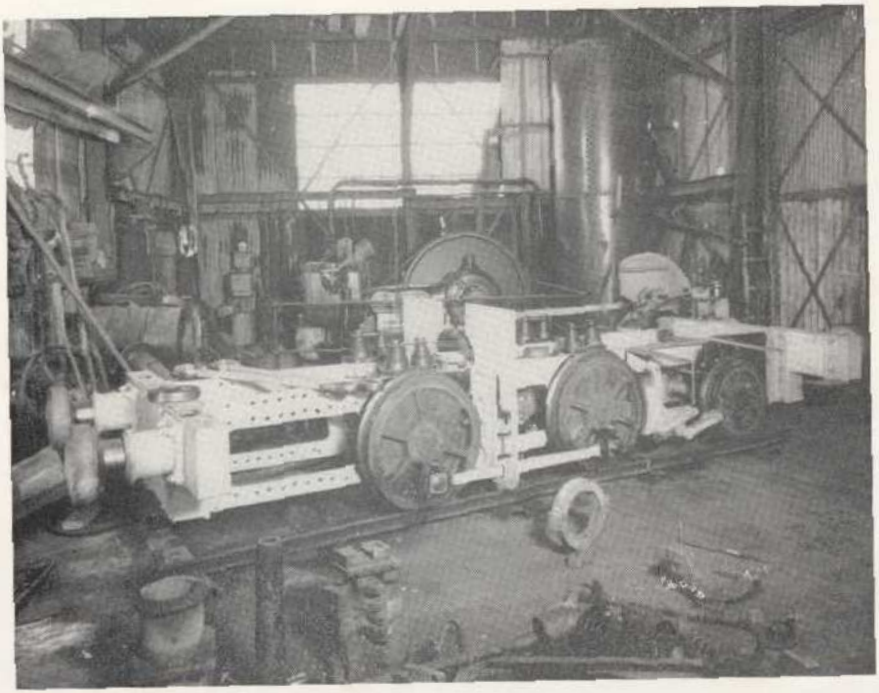


" That'll need watching "

Bill Faulkner seems to be thinking as, with others of an official party, he studies the frames of No. 1 ' Talyllyn ', during reconstruction at the Dudley works of Messrs. Gibbons Brothers.

(Photograph by courtesy of the " Birmingham Post & Mail).

No. 1 TALYLLYN



THIS month John Adams shows you an up to the minute picture of No. 1. taken at Lenches Bridge Works by the courtesy of Messrs. Gibbons Brothers Limited.

JOHN ADAMS A.I.B.P.

John Adams *(Publicity)* Ltd.

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THE COLOUR - LIGHT SIGNAL

by E. K. S.

All members will have heard of the colour-light signal at Wharf, but as many are not able to visit Towyn, and as many who have seen the signal have probably no idea how it really works, a description may be of interest.

For nearly ninety years, of course, the Talyllyn worked on the principle of "one engine in steam" and so no form of signalling was necessary. In the last few years of the old management there was only one engine which *would* steam. In 1952, however, when additional locomotive power became available, it was sometimes necessary in emergencies to have two locomotives on the line at once, and this became more common in 1953, when an additional afternoon train was run experimentally on several occasions. In 1954, this extra train was publicly advertised for the first time, to run for several weeks at the height of the season. This has continued ever since, with even more journeys being operated, though using only two engines and trains.

Although the staff system recently introduced would prevent head-on collisions (or "cornfield meets" to use a Transatlantic phrase), it was felt that additional protection was needed at the Wharf. Shunting of coaches, coaling of engines, and, of course, the train service, might often require one engine or train to approach Wharf when another was already there, and the approach, lying as it does in a deep cutting on a sharp curve with a falling gradient, and the road bridge just outside the station, combine to cut off completely all view of the station and the points until the last moment.

So in 1954, to indicate to the crews of approaching trains that the station was ready for them, and that another engine would not suddenly emerge from under the road bridge to carry out some shunting operation, a semaphore signal was erected a short distance up the cutting at the top of the reverse curve. This signal was of somewhat primitive appearance, as it had no spectacles or lamp, for it would not be used after dark. It was mounted on a short tubular post, formerly a "Belisha beacon" post, and was worked by wire from a lever alongside the point levers by the road bridge.

However, the Inspecting Officer suggested that this signal was unsuitable in certain ways: The lever could not be locked, and being out in the open some distance from the Office, though visible from the Office windows, it could be interfered with by unauthorised persons, and the signal itself could easily be left at Clear by mistake.

As a result of this, the present colour-light signal was developed and installed in time for the 1955 season. The signal consists of an ordinary signal lamp, electrically lit and with a green spectacle, mounted on a wooden signal post complete with spiked finial, which was obtained second-hand from British Railways. About half-way up the post, just above the lamp, is a red board lettered in white "STOP UNTIL CALLED FORWARD." The signal is worked from inside the Office at Wharf. The equipment presents a very complicated appearance and is mounted on a large board above the mantlepiece. A switch, which can only be turned on by a special key, is the first switch; a neon indicator lamp shows whether this is turned on. Next comes an ordinary electric light switch, but still the circuit is not completed, for lastly there is a

push-button switch which switches off automatically after one minute. A lamp on the switchboard is wired in series with the signal lamp so that any failure is immediately obvious.

It will be seen that this signal fulfils all the required safety regulations. Unauthorised persons cannot operate it as it is not accessible to them and can in any case be switched on only by the special key. It cannot be left on by mistake because of the automatic switch, and even if this went wrong no one could fail to see the bulb on the switchboard still burning brightly. Lastly, if the signal fails to light, the operator can see that immediately, and, most important of all, the signal itself presents the "danger" aspect as the "Stop" board must be passed only when the green lamp is lit.

During the winter, and during the slack period at the beginning and end of the Season, when there might well be no one in the Office to work the signal, the "Stop" board can be removed, and the signal is then out of use. To prevent confusing use of the signal,even by accident, when the "Stop" board is removed the circuit is broken, for it is a plug on the board which finally completes the circuit. Since, of course, there is then no longer any "Stop" notice, there is no need to show a green light as authority to pass the signal. Whenever the traffic requires two engines, however, the board is replaced and the signal brought into use again.

When a thunderstorm cut off the electricity supply on at least one occasion last summer, we were pleased to see correct hand signalling (with green flag) being carried out to call trains forward—Ed.

FILMING ON THE T. R.

by J. A.

The summer of 1956 was selected by various members of the cinematograph industry for their individual field days on the T.R. The first arrival was a man from a firm who were making a publicity film for the Midland Red Bus Company. His main object in life seemed to be to get a shot of the mobile booking office in action, especially the interior.

The T.R. van was placed on the road nearest Wharf Office and the offside window of the booking office was slid back. The camera was mounted on a tripod on the platform. "E.K.S." was allotted the task of issuing the ticket and the relative positions of camera, ticket rack and hatch compelled him to sit with his back to the camera, in a most uncomfortable position, so as not to obscure the view of a detached hand poking money through the ticket hatch. The camera was then moved to show the passengers receiving their tickets.

The next to arrive was a cameraman from the Rank Organisation, who was making a documentary to be called "Playing with Trains." This film also featured the Festiniog, Vale of Rheidol and Penrhyn Quarries Railways.

Filming was due to start after the departure of the 2-10 p.m.; this departed filled to maximum capacity, leaving quite a number of disgruntled would-be passengers. The first shot was to be of passengers spread across the platform and looking at Wharf bridge, as if expecting the train, and the suggestion that they might co-operate with this was

not received enthusiastically. However, after a bit of persuasion they decided that perhaps they could rotate through the 90 degrees required.

The next shot required them to vacate the platform and re-cross it to board the train when it arrived. This suggestion got an exceptionally frosty reception. They would definitely and most emphatically not move from the platform under any circumstances whatsoever. They had not the slightest intention of missing the second train, and to prove the point they crowded to the edge of the platform until in very real danger of spilling on to the track.

As we completed the task of moving them back far enough for their own safety, the train arrived, and they seized hold of the carriage doors and poured into the compartments as if each contained a five pound note. Before the train had come to a halt the cameraman and I had the platform to ourselves. The shot was taken successfully next morning, when the passengers were prepared to board the train much more sedately.

The third cameraman was from Pathe Gazette and was making a film in the series called "Beauties of Wales". Since I was in a number of the shots, I must have been one of the Beauties. He arrived at Pendre as I was giving a final rub to the brasswork of the rolling stock. He had heard that we oiled the locomotives from an old teapot and wished to feature this in his film. The teapot was found but as the light was not suitable we departed for Wharf at the early hour of 9-15 a.m. There, Herbert had to re-oil No. 4 with the teapot.

It was decided that I should pass Herbert as he oiled up and say a few words to him. The two official Guards' coats were in a very dilapidated condition, but official uniform it had to be. Some juggling with buttons was required to achieve this. I was also to be carrying a important-looking bag; an old satchel containing Herbert's lunch was pressed into service.

For the next scene I had to clip the tickets of some young ladies sitting in one of the open coaches. Through practice I had become very quick at punching a fistful of about ten tickets by fanning them out, but on this occasion the presence of the camera gave me ten thumbs. After blowing the whistle and waving the flag for him I went to check at the Office. On my return the camera had been erected on its tripod in an open coach. I pointed out that it was about two feet higher than the bridge. My point was taken, as the departure time was imminent it was quickly dismantled and the train at last got underway.

The final company to arrive was making a comedy film called "Dickie," in which the T.R. is prominently featured. Although it was a Sunday, by the time we had sorted their train out we decided to run it as a passenger train, with the most profitable result, since it was completely filled. They did not complete their shots, so the 1st class coach was placed by Pendre platform with spotlights to augment the failing light. To create the effect of movement the coach was rocked from side to side and two men waved huge chunks of hedge outside the windows. Bill Faulkner, who had expected a well-earned rest after a hectic week, did, in fact have a most strenuous day.

In conclusion, I can only say that I am more than willing to leave the entire business of being filmed to film stars.

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HAMPTON COURT : : SURREY

NANT GWERNOL P.G. ?

by A.J.P.

During a recent visit to the Railway in my capacity as a member of the Talyllyn Railway Brigade of Guards, I told a passenger that it was intended to extend the line to the foot of the first incline, so giving passengers a glimpse of some of the best scenery. He pointed out that the new station would be nearer the village of Abergynolwyn than the present terminus. "True, true," I commented, "but does that mean we alter Abergynolwyn to become Abergynolwyn West? Surely it would be better to think of a new name for the new terminus which would inform the discerning that it was really nearer to the village than the penultimate station."

There the matter rested, but I continued to think of it, and it seemed that the generally accepted name of Nant Gwernol is not really adequate for the designation of our inland terminus. British Railways might set up Clapham Junction bang in the middle of Battersea, but we are not British Railways, Talyllyn Region. So we need a name for Nant Gwernol which, in the true Welsh fashion, describes the location. It is the end of the Railway (as far as passengers are concerned, at any rate) and it is also the bottom of the first incline, which leads up to the quarries at Bryn Eglwys.

I consulted my landlady that evening, and Mrs. Rees produced the following : NANTGWERNOLDIWEDDYRHEILFFORDDAR PONTIAGOSAFIABERGYNOLWYNARGWAELODYRINCLINE - GYNTAFYRCHWARELIYNBRYNEGLWYS ! ! !

Just suppose that name were adopted ! Llanfairwhatevertherest-ofitis would be forced to shut down! A name of a hundred and one letters — why, not even the Russians could have one that length, and they've got some long ones. The station name board would tower high above the building, and would run to about nine lines. Train destination boards would take the form of a streamer along the roofs, whilst at Wharf and in the brake van we would have to instal ticket machines capable of issuing yard-long tickets. And as soon as any train left Aber., there would be a sign: YOU ARE NOW APPROACHING NANTGWER ..... (much further on) ..... EGLWYS. At six inches per letter it would run to well over fifty feet.

And there'd be no excuse for the passenger who has lost his ticket. He'd be able to tie it round his neck like a collar.

THE MECCANO MAGAZINE

In addition to the splendid coloured cover on the March issue and an excellent illustrated article inside, the Editor of the Meccano Magazine is offering small prizes to the M.M. readers who send in the best three Talyllyn Railway photographs. The closing date is 31st August, 1958.

All T.R.P.S. members will wish to join with us in recording the Society's thanks to the Editor for the whole Talyllyn flavour of the March issue. Such fine publicity is invaluable in every way.

THE 1958 SEASON

This year's season is a week longer than in 1957, being from 24th May to 27th September, as against 1st June to 28th September last year. The train services remain unaltered, with 10-25 a.m .Saturdays excepted 2-15 p.m. ,from 23rd July to 30th August), and 3-0 p.m. daily including Saturdays, with corresponding return workings. The 2-10 p.m. and return is the Dolgoch only 'express.' Timings en route are unaltered.

Prior to the official season, there will again be an Easter Service on Friday, Saturday, Monday & Tuesday, 4th, 5th, 7th & 8th April, 1958. Trains will run at 10-25 a.m., except Saturday, and 3-0 p.m. with normal return workings.

A special train will be run at 10-25 a.m. on Whit Saturday morning, 24th May.

VOLUNTEERS AT TOWYN

Volunteers are again required to assist in the operation of the Railway during the running season, from 24th May to 27th September. Members are therefore asked to help by spending at least part of their holidays at Towyn this year. Suitable volunteers will be instructed in the duties of Guard, and a small number of extra Firemen will be required. In addition there are numerous other jobs to be done, such as helping on the trackwork and acting as Stationmasters, when required.

Offers of help, giving dates available (with alternatives if possible) and details of any qualifications, should be made to Mr. David Woodhouse, 17 South Road, Smethwick, 41, Staffs. Mr. Woodhouse can also supply copies of the Accommodation List, Instructions to Volunteers, etc., on request.

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(Founded 1928)

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"THE RAILWAY OBSERVER"

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IN GENERAL

The death in January of our General Manager, Mr. K. C. Marrian, must be common knowledge amongst the majority of members by now, although it was not possible to convey the sad tidings through the medium of the *News*. In the five years during which he has been at Towyn he had really become part and parcel of the Talyllyn Railway; he will be missed very much by all, as a friend.

We regret very much to announce also the deaths of Mr. J. L. Daniels, of Nailsworth, Glos., Mr. R. O. Rowlands, of Towyn, Mr. J. S. Wilkes, of Berkhamsted, and Mr. G. D. Lyell, of Addington Park.

At the North-west Area Reunion it was suggested that the *News* should run a regular Editorial to formulate policy, after the manner of a certain quasi-national newspaper. We are grateful for the suggestion, but feel at the same time that emphasis should be on news, Society domestic matters, a little humour, and somewhere for members to air their views. We wouldn't imitate the newspaper named in any case. All the same, it does happen that at the moment there is a good THEME to put before members. This is the danger of complacency — not the first time the *News* has had to give warning of this particular wolf. The trouble is that things have been going apparently so well lately (sixty thousand passengers, a profit, both T.R. engines being rebuilt, nearly all the track re-laid, television, new coaches, talking of extending, television again, new carriage shed, etc., etc., etc.) that there is a distinct falling off in effort, if not in loyalty. This dangerous drift needs checking. Remember the track re-laid and not fully ballasted is becoming hogged for want of fettling, and pumping sleepers are to found everywhere. With our type of ballast this job can *never* be called finished. There's a limit to the powers of the permanent staff. The Corris engines, too, have been worked heavily for some years, and will need serious attention, the T.R. coaches will be "shot" soon if something isn't done about them. And so on. Therefore we appeal to all members to keep on giving your best, whether it be on working parties, or raising money, or finding material, or any of the many jobs that T.R.P.S. members do so superbly. Our President once publicly promised to let us all know when we could ease up! He hasn't given the word yet.

K. C. MARRIAN — AN APPRECIATION

Mr. P. B. Whitehouse writes :—

We first met Ken Marrian on what proved to be a lucky 13th March, 1953. He had applied for the post of General Manager of the Railway in succession to our Founder and Vice-President, Tom Rolt, and this was the day of his interview with the Board. It was a completely unanimous decision that he should be appointed to the office which he filled with such distinction until his death last January, after being in rather indifferent health for a period of twelve months. It is no exaggeration to say that he loved the Talyllyn Railway as much as he himself was loved by us all and it is a comforting thought that his years of retirement from the Main Line were filled doing the things that he enjoyed. Ken had that wonderful gift of making friends with everyone and during the five years it has been our privilege to have him with us the atmosphere he created has done more to help the Society and Railway than any words can say. His passing has left us bereft not only of a fine Railwayman, but a friend. Our sympathy goes to Mrs. Marrian and to his family.

ABERGYNOLWYN IN THE YEAR 2033

by W. J. Milner.

Last year, Islwyn Ffowc Elis, a brilliant Welsh author and broadcaster, published his latest novel "A Week in the Wales that is to be" (Wythnos yng Nghymru Fydd). In this book he describes what Wales *might* look like in the year 2033.

Placenames, so familiar to those who visit Towyn, such as the one-time Fairbourne, Abergynolwyn, Llanegryn, etc., are now all registered as "ruins." Over half Wales is covered with forests and lakes; Corwen and Trawsfynydd have become rocket stations; the Welsh language has died out; Wales is no longer Wales, but "Western England."

Can one bear to imagine the Talyllyn Railway perched in the centre of desolation, lost amidst two million acres of forests, in the land they used to call Wales? One can already see this transformation taking place around us, especially at Ffestiniog and Treweryn.

Can we hope that these disfigurations will not come about too quickly during our lifetimes?

FROM THE HONORARY SECRETARY

Members will have read elsewhere in this issue the news of the sad death of our friend and General Manager, Ken Marrian. Your Committee is certain that the decision of the Board of the Company to appoint Mr. Harold Parker as his successor will have unanimous approval. Mr. Parker has served what must have been a unique apprenticeship under K.C.M., and in wishing him well we know that he will carry forward the spirit of friendly service which has made the Talyllyn Railway so widely known. Mr. Parker's appointment means a change in policy of the Company in as much as it is a full-time one. An assistant for the Wharf Office will be appointed beofre the season opens on 24th May.

The Annual General Meeting this year will be held on the last day of the running season, Saturday, 27th September, 1958. This will be held in the Drill Hall, Towyn, probable time, 8 p.m. Further details will be available with the report of your Committee, during August.

The Society's four Areas have held what must have been their most successful Reunions during the winter months, and it is the wish of the General Committee that the hard work put in by these Area Committees shall be acknowledged, as this is a very vital part of the Society's work.

PUBLICITY

The four new Photo Cards should be available by Easter, or shortly after. These are : No. 32 — Loco No. 3 on train near Dolgoch. No. 33 — Loco No. 4 on train near Dolgoch. No. 34 — Loco No. 4 in latest style, with running plate, and No. 35 — Loco No. 3 on train at Abergynolwyn.

Cards Nos. 22, 23, 25, 27 and 31 are not being reprinted, though there are small stocks available in some areas. It is planned to produce several more cards as soon as No. 1 *Talyllyn* is completed and back in service.

The new edition of the Guide will be available at Easter. Whilst the appearance will be similar, the text has been re-written and most of the illustrations will be new. The price will remain at one shilling.

Plenty of calendars are still available, price 2/6d. each, post free.

The Talyllyn Railway in Pictures, No. 2.

We are accumulating blocks for this publication, but still have not quite enough. Anyone who has, or can borrow, a block considered to be suitable is invited to send it along.

Plans are in hand for a new coloured poster of a general nature, suitable for exhibitions, meetings, etc. Details will be available shortly.

Members are reminded that during the running season leather goods, silver charms and plaques of No. 2 (price 11/- this year) are on sale at the Wharf Office only, and applications for such items should be made to Towyn and not to the Publicity Officer.

It is worth recording that most of the Coach Companies are renewing their reservations for parties on Coach Tours. So far, sixty-three such tours have been arranged and more are pending.

The March issue of the *Meccano Magazine* contains an article on the Railway and an attractive coloured picture on the cover, showing No. 4 at Dolgoch. The Editor of the *Meccano Magazine* has kindly donated copies of the front cover plate for inclusion with this issue of the *News*.

PUBLICITY ITEMS HANDLED BY LONDON AREA SECRETARY

The following items have been out of circulation for a while but have now been re-ordered and should be available by the time this is in print : Car Badges — 32/6d post free (if ordered, send remittance now); Lapel Badges — 2/6d, post 3d. (state whether stud or brooch required); Ties — 15/- post free; Film Strips Nos. 1, 3 & 4 — 7/6d post free (black and white, with lecture notes); Film Strip No. 2 — 17/6 post free (full colour, with notes).

For the benefit of new members, the following commodities are available : "Narrow Gauge Album" — 25/- plus postage 1/1d.; T.R. Rulebooks — 1/-, post 2d; Old T.R. Tickets — 6 for 2/-, post 3d; T.R. card pocket Timetables — one penny, post twopence (ready May).

Some members have enquired for bow ties; it has been found impossible to produce these but we have had a few silk/rayon squares made which can either be used to make bow ties or used as scarves. Owing to the small number involved the cost is higher than we hoped — 35/- post free. Available only whilst stocks last.

Please Note In all cases, CASH WITH ORDER, unless prior arrangements have been made. Failure to enclose a remittance only causes extra work and delay.

THE FERROEQUINOLOGIST

We have received a copy of the above most interesting journal, published by the Central Coast Railway Club, Inc., of San Jose, California. Secretary Neil Vodden, P.O. Box 783, San Jose, is an enthusiastic T.R.P.S. member. All T.R.P.S. people will join with us in sending greetings to C.C.R.C. members.

ENGINEERING NEWS

Locomotives.

It is expected that No. 1 *Talyllyn* will be back in service for the middle of May. Some idea of the thoroughness with which the repairs are being carried out can be obtained from this month's comer picture. The new type of ejector to be fitted to No. 4 *Edward Thomas* is known as the "Geisl" and it is understood that Dr. Geisl himself is planning to come over during March or April.

Coaching Stock.

The 3 - foot gauge bogie coach from Stanton, in the Peak District, is now lying at Wharf. A great deal of work will have to be done to it as, amongst other things, it is some ten inches too wide for the T.R. loading gauge. As we go to press, Mr. Brian S. Lee writes that it bears a Kerr Stuart builder's plate. He also refers to the belief that it was used by the conrtactors who built the Highland Railway; have any other members any information on this, please ? An ex-Corris Railway coach has been located and purchased at Gobowen. The accompanying photograph shows our President and Secretary examining the interior. This coach is in quite reasonable condition. A further Glyn Valley coach is being restored in the Midlands.

Civil Engineering.

A tremendous amount of work has been done in connexion with the slip west of Dolgoch. By the time these notes appear it should have been completely dealt with. Down at Towyn end, a commencement has been made by the Midland Area with clearing the old compound preparatory to roofing it over for the Museum extension. Plans for this, and for the new Carriage Shed, have been passed; negotiations are complete for the purchase of land at Pendre for the latter.

Permanent Way.

A new source of rail has been found at the Clay Cross Company's Crich Quarries. In all, there are some 4,000 yards of 40/50 lb. rail available, and lifting is to done by the North West, Midland, Sheffield, and West Riding North Areas, plus assistance from the permanent staff.

Signal & Telegraph.

Major D. R. Robinson again begs the indulgence of S. & T. members for absence of reports, etc., but this has been beyond his control. He is, we are sorry to say, entering hospital again for a period, but he says he hopes to use this period to gather the threads together again. Anyway, we wish him a speedy and complete recovery.

John Slater's Newsletters have again provided much of our Engineering News this time, so it might not be an inopportune moment to offer congratulations to him and his screed on attaining "duplicated" status, commencing with the 51st edition.

We understand from the *Daily Telegraph* that the Glyn Valley coach, prior to acquisition by the Talyllyn Railway, was used as an oil stove. All the more reason why the fancy lamps should be put back in the roof !

VOL. XLIII. No. 3 MARCH 1958

MECCANO MAGAZINE



ON THE TAL-Y-LLYN

1/3

DINKY TOYS



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Supermarine Swift Fighter
Wing Span 2 in. Price 1/9



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'Dinky Toys'
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New **Ready during March**



More '00' Scale Miniatures

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They are ideal too, for use on road layouts — or for youngsters who prize and collect them for their detail and high finish.

No. 061 Ford Prefect Saloon

A fine model of the Ford Prefect family Saloon, in which the handsome lines of the real car are faithfully reproduced. Enamelled in stone. Length 2 $\frac{1}{8}$ in. **Price 1/9** (inc. tax)





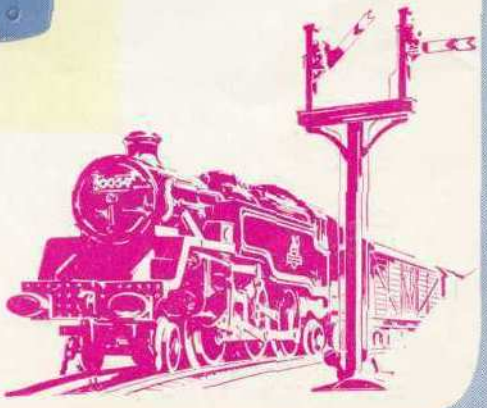
No. 062 Singer Roadster

The distinctive features of this famous sports car are accurately retained in this model which is finished in chrome yellow with red dashboard and upholstery.

Length 2 in. **Price 1/9** (inc. tax)

No. 063 Commer Van

A large capacity Van of smart appearance, designed for rapid delivery of parcels and other light loads. The model is in light blue with silver radiator and bumper. Length 2 $\frac{3}{8}$ in. **Price 1/9** (inc. tax)



Made in England by Meccano Ltd., Binns Road, Liverpool 13



The Hon. Secretary, Mr. P. B. Whitehouse (left), and Lord Northesk examine the interior of the ex-Corris Rly. coach acquired by the T.R.P.S.

(Photo courtesy BIRMINGHAM POST & MAIL).

MUSEUM NEWS

It has been decided to proceed with the second stage of the Museum programme, that of roofing the walled compound which lies between the Wharf Station Office and the standard gauge line. Work is due to begin in March, and the building, when finished, will accommodate the Guinness engine and one, or possibly two other large exhibits as well as providing more wall space for the display of smaller items.

The broken driving axle of *Russell* has now been repaired, and will be replaced shortly.

A portable display panel is being made for use at the Society's exhibition stands, to show some of the small exhibits of which there are duplicates. This panel measures 5′ × 3′ × 6″, and folds to 2′ 6″ × 3′ 6″ for easy carrying. Exhibition organisers in all areas please note. The panel can be borrowed on application to the Secretary of the Museum Committee.

London & Home Counties Area News.

Area Spring Reunion.

All members within reach of London are invited to the Spring Reunion on 19th April from 3 p.m. onwards. As usual, it will be at the Kingsley Hotel, Bloomsbury Way, W.C.1 — Tube Stations: Tottenham Court Road, or Holborn (Kingsway). After informal business meeting with reports on Society, Railway and Area matters, there will be time for questions and discussion, followed by a film show at which the main attraction will be the "Titfield Thunderbolt," well-known as based on the T.R. Conditions for showing this film make it necessary to ask that anyone bringing a guest should apply to the Area Secretary for an Invitation ticket. Tea will be laid on in the Hotel as usual and those requiring dinner should advise the Area Secretary at least four days beforehand.

Special Train.

Advance notice is given that arrangements are under way for the trip to Towyn for the A.G.M. on 27th September. Full details will be given as soon as known, but please keep the date clear as we want to improve on our previous trips.

Working Parties.

With the increased demand for labour caused by the slip near Dolgoch, the keen members of our volunteer band have put in some extra time at Towyn and would welcome reinforcements. Mr. Slater, 14 Castello Avenue, Putney, S.W.15, will be pleased to send a list of parties planned on receipt of an S.A.E., but anyone going to Towyn at any time to work on the line, particularly if going by car, should let Mr. Slater know whether he can take any passengers, and so provide more man-hours.

Exhibitions.

As these notes are written we are getting ready for the M.R.C. Easter Exhibition. A models sub-committee has been working on a new display which, though not in its final form for this show, will eventually consist of a double-sided display depicting Wharf and Abergynolwyn, at which stations the models will stop, run round and depart, all controlled automatically. According to space, it will be possible to show either station or both.

Midland Area News

The second Area A.G.M. was attended by nearly eighty members, under the chairmanship of Major C. S. N. Walker. After a summary of the highlights of the year a copy of "Railway Adventure" was presented to Mr. J. W. Thompson, of Oldbury, the fifty-thousandth passenger in 1957. Major Walker and the Area Secretary were re-elected to office and Messrs. Bedder and Hope have joined the Committee in place of Messrs. George Walker and B. R. Whitehouse.

Since the last *News* there have been several small-scale parties to Towyn, chiefly concerned with repairs to Nos. 5 & 7, the power units for which are being repaired in the Midlands. Larger-scale parties

Britain's Independent Railways

Two more railways which are outside the scope of the British Transport Commission are those owned and operated in London and at Tilbury by the Port of London Authority. The long and checkered history of their goods and passenger - carrying services, with an acount of their present - day working, is told in

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started on 15th and 22nd February on preliminary work for the new Museum building.

It is hoped to return No. 1 *Talyllyn* on 17th May. Will any member or friend who wishes to view the departure and/or arrival, please obtain confirmation of date and time from the Area Secretary.

Two appeals — firstly, there will be important exhibitions in Birmingham over Easter and Whitsuntide; we are still without an Exhibition Officer and do ask members for help in manning our stands. Secondly, our 1958 raffle is in full swing. Will Midland or any other members who can help please obtain tickets from the Area Secretary. These are in books of ten sixpenny tickets.

East Midlands & South Yorkshire Area News

The annual meeting in Sheffield was well attended, though support from local members could have been better. We welcomed representatives from Manchester and Birmingham who braved the journey despite the weather.

Working Parties.

As soon as the go-ahead is received for the lifting of rail at Crich, near Ambergate, Derbyshire, it is proposed to organise parties to assist in this task. It is felt that the Area's favourable location should enable us to put in a very good effort. Travelling costs will be very small and we shall be able to return each evening, so it should be possible for many members previously unable to join working parties, at Towyn, to join us for the day. Full details will be sent to Area supporters in due course, and others interested should contact Mr. M. Gillott, 12, Hoober Avenue, Sheffield, 11.

Area Day Excursion to Towyn.

A coach excursion to Wales is being arranged for members, families and friends on Sunday, 6th July, 1958. Subject to filling the coach the cost will be about 22/6d. per person. The coach will leave Sheffield about 7-15 a.m. and return about 11 p.m. Every effort will be made to make the trip a little less rushed than last time. Further details and bookings may be had from the Area Secretary.

Working Parties - Yorkshire West Riding North

Members in this district have been asked to help in the work of lifting the rails which are being purchased from the Clay Cross Company's line at Crich, near Ambergate. The site is within easy reach for day visits from the West Riding and we particularly hope that local members who can spare odd days at week-ends, but who are not able to come on our week-end visits to Towyn, will get in touch with Mr. John C. W. Halliday, The Plains, Calverley, Pudsey, Yorkshire (Tel.: Idle 1310-home, or Pudsey 3055-business), giving dates on which they may be able to assist in this work.

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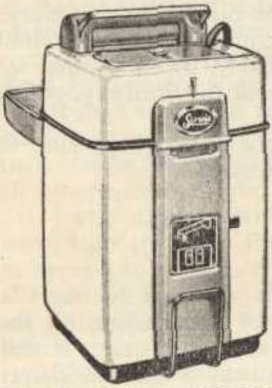
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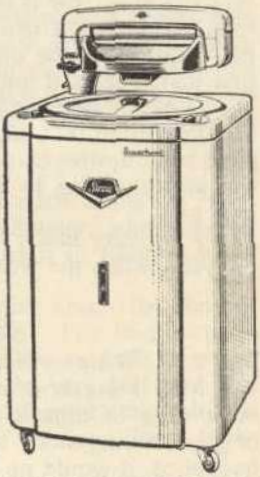
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Siaradwch Cymraeg

Sir,

It must be admitted that the main language of a Welsh railway should be Welsh, and I think that voluntary effort by the individual is the best way. A few Welsh signs might not come amiss, but there is no need to go the whole hog as do C.I.E.

Guards and others may find it useful to request tickets by saying "Toc y nau i gyd, os gwelwych yn dda" but I feel that normal textbooks may be rather uncommunicative on railway terms generally. I wonder whether any of our Welsh-speaking members and friends could be prevailed upon to contribute an article, with the Editor's approval, giving details of similar useful expressions, "All change here," "Keep your seats, please," or "This train is fast to Wharf; passengers for intermediate stations should travel on the following one."

This may sound lazy, asking someone else to do it, but my *Basis and Essentials of Welsh* runs out of railway vocabulary at the word "gorsaf," and Williams' *Beginners' Welsh* dismisses rail travel in some such sentence as "Gadawodd y tren Abertawe yn gynnar ond cyrhaeddodd Gaerdydd yn ddiweddar iawn." There is still room for improvement in the ranks of Welsh textbooks.

Yours etc.,

A. J. Pike.

Camberley, Surrey.

Correspondence

Mr. W. R. McConnel, Stow-on-the-Wold.

I feel I must write a short answer to Mr. Rolt's piece in the last *News*, partly to say how glad I am that the link has been re-established and partly to correct his somewhat misleading impression of my mothers' age. She was most amused to read the reference to her as "a very old lady" for if one knows that she was some thirty years younger than my father it can be seen that she isn't as old as all that ! The presentation of the dinner service marked the occasion of my father's first marriage, and not that of my mother to him.

Why my father didn't tell her more about the railway I don't know, and I'm afraid that any papers or records that he might have had, would have been destroyed on his death. It seems unlikely, therefore, that we can add anything to what is already known about the Railway, which is a pity.

I am very much looking forward to making a visit, I hope later in the year, when the weather is more suitable for travelling.

Mr. J. L. Whitworth, Wilmslow.

May I say how strongly I disagree with Mr. Olley (T.N. No. 17). According to him it would only be a matter of time before all the original rolling stock of the T.R. had been replaced with new. If that happened, it would no longer be the Talyllyn Railway which the Society was preserving.

Provided the original locomotives have new parts provided, when necessary, *of the same shapes and sizes* as before, they can last for ever, and still be the same locomotives. I am sure we can trust the T.R.P.S., to perpetrate no "rebuilding" or other vandalism. One of Mr. Lloyd's seals speaks of "a little bit of yesterday preserved for the pleasure of tomorrow," and surely the real pleasure is to see the old locos in steam and working, not as dead museum pieces.

Mr. G. A. Yeomans, Derby.

Mr. Olley's Statement that *Dolgoch* is no longer *Dolgoch* after receiving a general repair is incorrect. How many locomotives, irrespective of railway ownership, having reached the seventies and eighties, retain their original boilers, smokeboxes, fireboxes, cab fittings, injectors and even frames, after such a lifetime ? Few, if any. Wheels and motion are probably all that remain of the original engine. But as long as the locomotive is maintained and repaired with components manufactured to the original drawings, the locomotive is the same locomotive, and does not lose its historical value. The same applies equally to carriages and wagons.

*Mr. G. E. Baddeley, Anerley, S.E.*20.

I must say that I disagree with Mr. Olley, for if the vehicles are not brought to a workable condition and maintained thus, they will be nothing more than museum pieces. The Museum would be enriched, no doubt, but the character of the railway would die. I appreciate the difficulty of deciding which parts to replace or modify in order to keep them running efficiently, yet retaining their original character.

Good luck to those who are faithfully restoring the Glyn Valley coach, but it would seem one of the least difficulties to maintain the T.R. stock in its original livery. The yellow and black lining is being gradually eliminated from the locos, and *Douglas* is in a different green from the others. Similarly, the unique green lining is rapidly disappearing from the carriages, and the class numbers formerly shaded in brown, are now appearing in red.

Whilst on the subject of improving or maintaining a status quo, would it not be as well, whilst *Talyllyn* and *Dolgoch* are stripped down to fit them with the necessary ejectors and piping under the footplate, so that they could be fitted with the vacuum brake with the minimum of trouble if and when the Ministry of Transport insist, which I am sure they will in due course.

Peter J. Pharoah, Gillingham, Kent.

Rule 3 should be read again by Mr. Marr, who advocates the introduction of modern observation coaches, by Mr. Kugler, who suggests that *Midlander* should be used on the lake extension (if built), and by all other members who agree with their views.

I also disagree with Mr. Olley and Mr. Kugler about the renovation of coaches and the rebuilding of locomotives. The best form of preservation is to keep them in service; their looks are little, if at all altered, and their historical value is enhanced by the very fact that they are still in service. Alterations necessary to keep them running do not lessen their value, for all machines that are to be used have to be repaired from time to time.

Mr. E. D. Chambers, Kenton, Middlesex.

I have in my possession an old photograph showing *Talyllyn* and the front half of a carriage. The end compartment is marked SECOND and below TALYLLYN RAILWAY COMPANY is "No. 1" on the centre door. I cannot remember seeing any reference anywhere to the numbering of the carriages, and thought this might provoke a little discussion in the *News*. Also, I wonder how the compartments were arranged when classes were different.

Mr. D. G. Attwood, Reading.

I thoroughly approve of the Nant Gwernol Extension; I have been to Abergynolwyn Station several times, but only once, on a very hot day, to Abergynolwyn village. The effort cost me a good deal in the way of refreshment at Aber station when I got back there. I also agree with Mr. Reade (Sept. 1957 *News*) concerning freight traffic, re-laying the village incline and running a weekly mixed train right through to Abergynolwyn in the winter. If freight traffic is forthcoming in regular, though perhaps small, quantities, this is worthy of serious consideration.

An extension to Talyllyn Lake is a very different matter, and is surely a matter for the Company, and not the Society, whose aim is to preserve the railway in working order. Whilst we can finance work on existing route mileage, however derelict, we would not be justified in financing an entirely new extension of this kind. The Moelwyn devia-

tion of the Festiniog is a rather different case, as this will link two existing portions of railway.

Mr. E. E. Smith, Corbridge, Northumberland.

Nuts, I say, to the member who wants to put on a T.R.P.S. Bus service from Abergynolwyn Station to Talyllyn Lake; there are already far too many cluttering up the roads of the British Isles and, don't forget it was the bus that killed so many narrow-gauge lines in Britain and Ireland.

No, let us have some unusual form of road transport for such a service. I would suggest that nothing would attract the public like a horse-bus, stage coach, or perhaps an old single decker hotel bus, painted in the T.R. livery. There is a number of such vehicles preserved in various parts of the country and, I suspect, there are many more mouldering away in obscure places. If a public appeal were made, one could probably be obtained for a mere song. The provision of suitable "motive power" and their feeding and stabling would present rather a problem, but one of the local farmers might be willing to help in this matter.

Mr. R. E. G. Read, Kenilworth.

It is to be hoped that the cold douche from the Ministry of Transport will extinguish the pipe-dream of an extension for the present. The time is not yet ripe. One good thing, however, has been brought out for urgent consideration — the position of Aber Station. Why not a special bus connexion for the lake, etc ? If the worst occurred and outside contractors would not or could not operate, then the T.R. could do this with its own vehicles. I'd sooner see money spent on this, if the demand be known to exist, than on the rehabilitation of both *Dolgoch* and *Talyllyn, one being sufficient at the moment.*

Mr. A. R. Harris, Ratcliffe College, Leicester.

The aim of the Society is to preserve the Railway more or less in its original form; operating a passenger service along the Bryn Eglwys Tramway or even up to Talyllyn Lake would be changing the Railway too much. Re-opening to the Alltwyllt incline for special trains would be a fine idea, as would be the reinstatement of the goods service between Towyn and the Abergynolwyn incline, discontinued about 1950, I think.

The condition of some of the existing stations, e.g. Wharf, could be improved by the addition of a few flowers, plants, etc. If the Society has not yet got anyone to look after this side of affairs, I would be willing to do so.

Mr. Gerald Druce, Norbury, S.W.16.

Mr. Farr sums up the debate on extensions admirably when he writes " . . . we should get the line up to Vale of Rheidol standard first." It is pointless starting work on any extension, causing a drain of money, labour and material from the existing line until every inch is in first-class condition, until all the outstanding maintenance of locomotives has been completed, and until we have sufficient coaches to carry the peak summer traffic without overcrowding.

When all this has been achieved, and I am sure that it will be, we can consider an extension. Mr. Bate has shown that an extension to the lake would be prohibitively expensive. The alternative of a bus is also open to objection. The Railway might not be given the appropriate

licence and it is doubtful whether bus operation comes within the terms of reference of the Society.

Nant Gwernol would be much simpler and the scenery would be an attraction. But what else is there? If passengers seem lost at Abergynolwyn, what is there for them at the foot of the incline? To give some reason for using the Railway, apart from the ride, may I suggest a supplement to the Guide, giving directions, and, if necessary, maps, for walks which can be started from the stations, allowing for full-day excursions, and for the shorter interval between trains.

Mr. J. Francis Parker, Prestwood, Stourbridge.

The outstanding fact in all the work of the T.R.P.S. is the great flow of enthusiasm, voluntary hard work, and quite astonishing sums of money raised. All this in aid of a small, comparatively unknown, Welsh railway. The stimulus must be maintained and Mr. Simmons' suggestion merits careful investigation. Would it not be remarkable if the Talyllyn were the only steam railway actually extending its line ! It is also desirable, in the long view, to have something at the terminus to see, i.e. Talyllyn Lake, also hotels for good meals, etc. On a recent walk to the old quarries my wife and I were charmed with the scenery, and an extension to the first incline would be attractive on that account alone.

Extensions apart, would it be worth considering running a slip coach, say to Dolgoch, as a further attraction to the public ?

Wanted.

Mr. C. J. Martin, Huntingford Farm, Charfield, Wotton-under-Edge. Glos., is anxious to acquire a copy of "Talyllyn Railway" by Cozens. If any member has a copy he is willing to sell, would he please contact Mr. Martin ?

BACK NUMBERS

There is a small but steady demand for back numbers, and for the benefit of newer members the position is summed up as follows :

Nos. 1 to 10 (the duplicated issues) are right out of print.

No. 15 is also out of print.

We have small quantities of Nos. 11, 12 & 14, and plenty of Nos. 13 & 16.

No charge is made for copies supplied, but it would be appreciated if the requisite postage could be sent. Postage on a single copy is 3d., on two or three 4½d, on four or five 6d. and on six 7½d, and so on.

Jean D. Inkster, *Distribution.*

FUTURE NUMBERS

Our stock of material for the *News* is beginning to snowball, and there is enough to keep us going for quite a few issues, so may I ask members to hold back for a while with purely descriptive articles unless technical or historical. It is hoped to publish all the articles outstanding but I am not allowed to make the *News* as fat as I could! We'll have to take our time. A few letters on the subjects of extensions and restoration arrived too late for this issue and will appear next time. I really would like to thank members for their interest in the various subjects that have cropped up. The extension topic has just about run itself out, but the others are still going strong. R. W. I.

SOCIETY DIARY

Apr. 4/8 — Easter Train Services.
Apr. 8/12 — Model Railway Exhibition, Central Hall, Westminster. T.R.P.S. Stand.
Apr. 19 — London Area Spring Re-union (see Area Notes).
May 24 — Commencement of Running Season.
July 6 — E. Midlands & S. Yorks Area Day Excursion to Towyn.
Sept. 27 — Annual General Meeting.

Working Parties.

London Area: Apr. 4/7 (Easter). May 24/26 (Whit)., Aug. 2/4 (Bank Holiday), Sept. 27/28 (A.G.M.), Nov. 1/2.

North West Area : Activities transferred to Crich. Please contact Mr. Alan Chorlton, 6, Sunny Bank Road, Longsight, Manchester 13 (Tel.: RUSholme 1863).

Midland Area : Apr. 19/20, May 17/18.

Closing date for material for June Talyllyn News — 23rd May.

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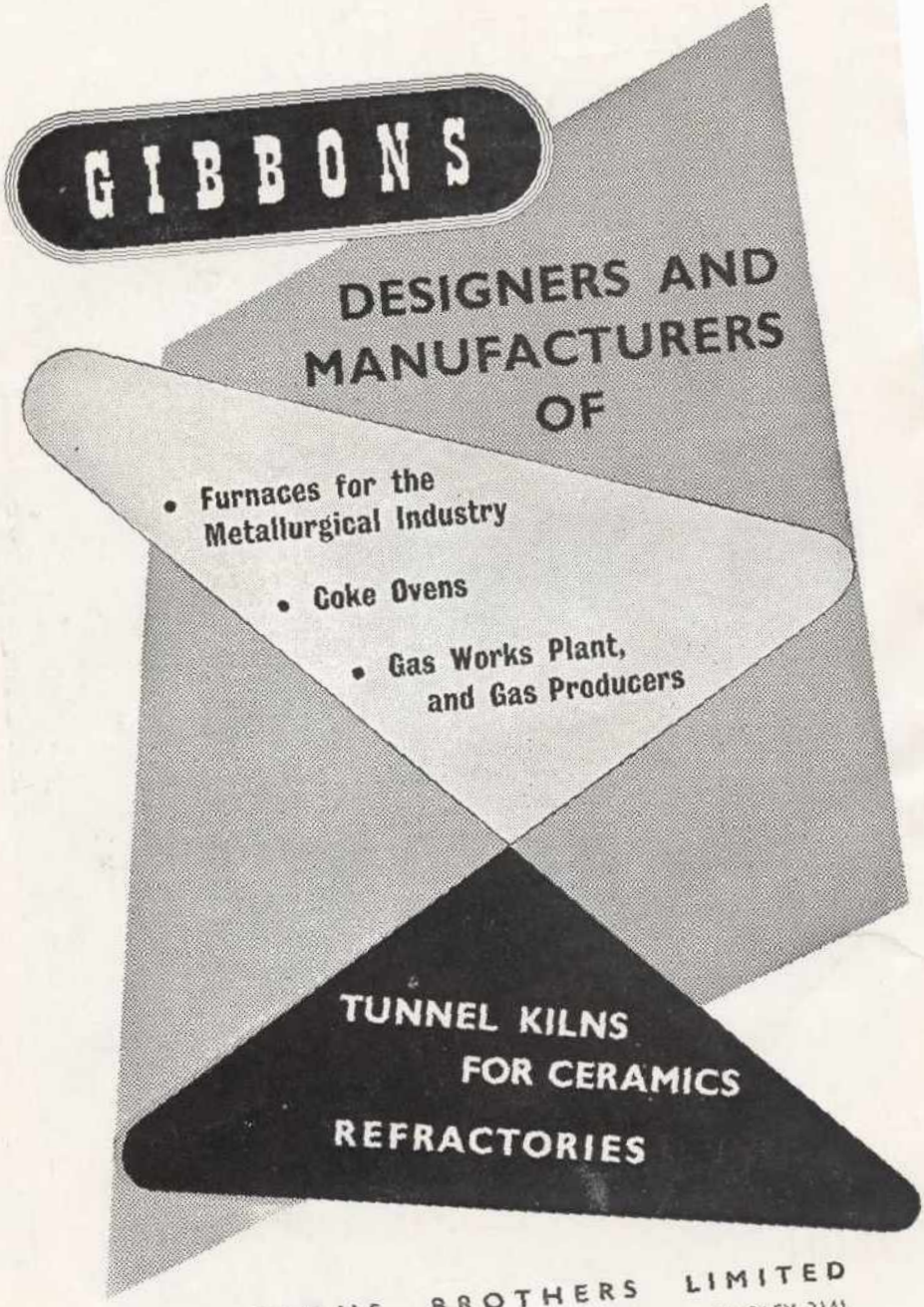


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