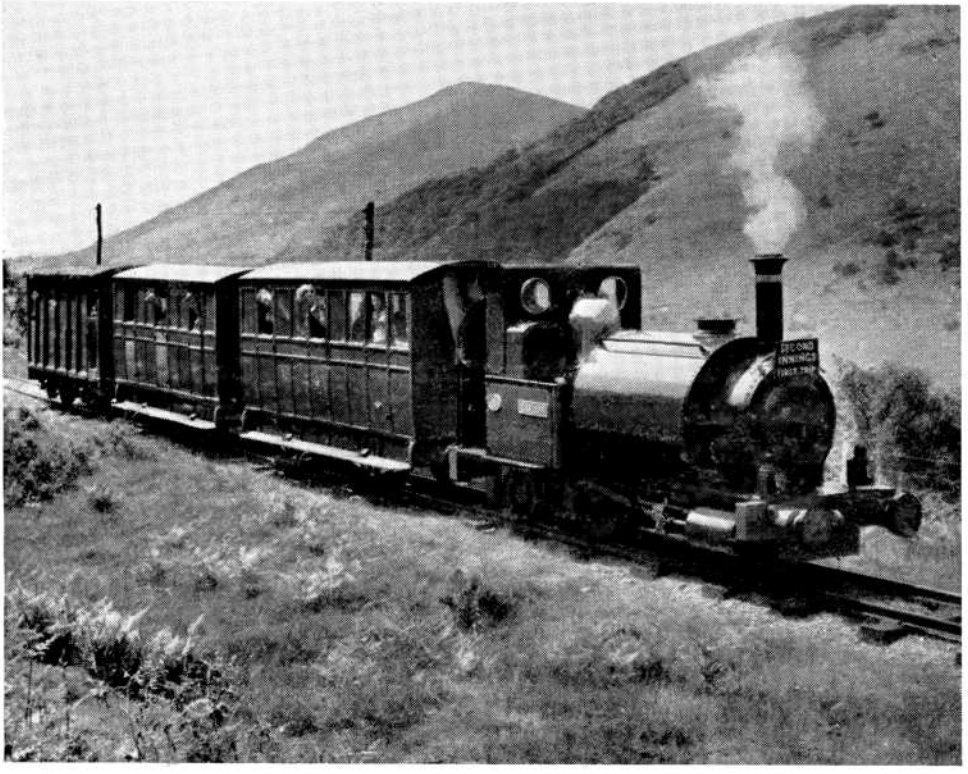
TALYLLYN NEWS

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. 19 — JULY, 1958.



HOME AGAIN.

No. 1, *Talyllyn*, herself in perfect order, samples the good track she has not known for many years.

(PHOTOGRAPH : JOHN ADAMS.)

No. 1



No. 1 is now complete and back at Towyn. Here is a picture of George Skelding who has been in charge of the repair work on the locomotive. Our Photograph was taken by the courtesy of Messrs. Gibbon Bros. Ltd. For Industrial photography contact :—

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SHUNTERING AROUND

by H.E.V.

It is often a cause of surprise that so much shunting is necessary on a small line like the Talyllyn, with its limited amount of rolling stock. The more voluable volunteers have special names for what goes on, but the portmanteau title of this article is probably as apt as any. At the height of the season shuntering occurs twice daily, when one train is marshalled in the morning and two in the afternoon, each made up according to the needs of the moment.

About three quarters of an hour before timetable departure a message comes through from Wharf, in Welsh, I think, "One,talyllyntwopenrhynstwobogiesandthecorrisvan" — or something like that. Luckily, volunteers don't need to be Welsh-speaking, as the permanent staff driver guides events himself. In fact, *pace Major Robinson*, one is probably better off without knowing Welsh. My ploy at this stage is to ask loudly, "Shall I take her out?" If the reply is not to the point I follow up with "On to the main?" Or, more cryptically, "The Bogies?" If things are proving difficult this theme can be spun out *ad lib*, with variations if desired, until the driver reaches a position in the yard which itself indicates the next move. If it is going to be a successful morning he will then be giving a positive signal and you comply at once.

The big problem is that there are three types of rolling stock, each with different functions. The Talyllyns in front collect the cinders from the engine, the bogies are kept close-coupled at the rear with the brake, leaving the Penrhyns in the middle. The four wheel vans are useful supplements, especially for prams and bikes, in front or rear, but the Talyllyn is usually one of the rear brakes in the afternoon. In the morning, however, anything may happen, and often does, although it is usual to draw out the bogies first from the carriage shed and sort out the rest as best one can afterwards. At the same time it is quite possible for an engine to be jogging obediently backwards and forwards for as long as half an hour before the fireman realises that it is only someone practising hand signals. At other times the fireman will be confidently anticipating a useful half hour when his optimism is shattered by an eruptive roar from across the yard and No. 5 emerges from its enveloping haze to do the shuntering. Apart from the racketing noise and the stink this is often a very good thing because it will leave the train engine at the proper end and avoid a run round at Wharf. In the afternoon, too, it can be a welcome opportunity to snatch some lunch and attend to the engine. If you have just forfeited your last chance of snatching a bite in order to clean a dirty grate, the engine not yet watered and Wharf on the phone asking where is the train for the 1-45 special, it is very trying to find yourself being ordered incessantly up and down the yard in between solitary digs at a layer of resistant clinker. The advantages of union membership then come forcibly to mind.

There are two further difficulties — the often large number of volunteers anxious to help, and those weighted "one-way" point levers. The latter are being replaced as opportunity offers but the former are with us to stay. In the meantime the train crew have to remember which points have not been replaced and which volun-

teers know about them, in addition to being familiar with the latter's signalling systems. On the Talyllyn everyone has their private system. Take a chance and you will have the doubtful pleasure of informing the General Manager what he can do with his train. A select number of volunteers (and, let it be whispered, some of the permanent staff) no longer discuss this subject. For tunately the carriages can usually be quickly re-railed by means of a spare rail placed under the headstock and over a fulcrum of sleepers, with volunteers applied to the other end. The Penrhyns and especially the Talyllyns always prove surprisingly heavy on these occasions. Locomotive No. 6 has responded to similar treatment with two rails, but No. 3 leaves the breakdown gang sheepishly holding two very bent rails. Experience has shown that it is best to remember all this before moving the train.

Perhaps the most trying and potentially dangerous situation of all occurs when all the helpers are old hands. There are umpteen ways of shunting a train, all equally good one at a time, but when you are ordered simultaneously to "Ease up," "Back away" and "Hold it," then something has gone wrong. Decisive action is called for, so you put the engine in mid gear and apply the handbrake firmly before taking a walk towards the other end. There you find the driver weighed down with festoons of spare links and poised precariously ready to drop a coupling into place as soon as you ease up. You must tip-toe smartly back to the engine and oblige.

In the end everything gets sorted out, and the loose couplings have been laboriously replaced by tight ones when another message comes through from Wharf, "Two more Penrhyns." For a moment there is the nearest thing to unanimity at Pendre, but the mood passes and you resume shuntering. With the additional Penrhyns in their proper place you back down to Wharf, banishing from your mind the rebellious thought that you will yet have to return to Pendre for another Talyllyn.

In due course No. 3 emerges from the Wharf bridge, shrugs off her mantle of steam and hits the grade with everything she's got. The guard writes "Dep. Wharf right time" and the Gen. Manager looks contentedly at the fares nestling in the till. Another trainload of happy passengers is on its way.

Editor's Note

However seriously you do or do not take the foregoing, it does emphasize the importance of knowing the proper hand signals. So please read on . . .

SOME NOTES ON HAND SIGNALLING AND SHUNTING.

by R. H. Coffin.

With the exception of what may be called "Wharf Down Home Signal" there are no fixed signals on the Talyllyn Railway. All other signals to authorise the movement of engines or trains whether on running lines or in shunting yards, must be given by hand. These hand signals may be supplemented by the use of the audible signal code, using whistles or horns in the appropriate circumstances.

The present Talyllyn Railway Rule Book does not lay down the method of giving, or description of, hand signals, although reference is made to hand signals in Rules 10, 16, 19, 20 and 28. This omission in the Rules is now being rectified, and as an interim measure the Rules dealing with hand signals will be posted at Wharf, and Pendre Shed, and posibly in the brake vans. These Rules will be illustrated, showing the correct arm movements to be used, and will describe signals to be given by flags and handlamps together with whistle code.

These should be carefully studied, and adhered to at all times. Like all railway signalling, hand and whistle signals are a specialised method of sending messages to the driver, and when given in the proper way clearly indicate in which direction to move, and at the speed appropriate to that movement. The signals adopted for the T.R. are the same as those used on British Railways, though not all the B.R. signals have been included, as many do not apply to Talyllyn conditions. Properly learnt, those selected will cover all likely needs, and result in more efficient working coupled with greater safety, particularly during the busy time in August, when many extra trains have to run, and a fair amount of shunting has to be done, usually in the mid-day period in preparation for the afternoon "rush hour."

Although these new Rules will not be dealt with in detail in this article, one general point can be made here. All hand signals must be given, and held, by hand. It is incorrect to stick flags in the ground, or to hang handlamps on trees, etc. Only in the case of protecting obstructions are red flags or lamps allowed to be placed on the ground, together with the necessary detonators on the rails.

By day, hand signals may be given by red and green flags, but if using the hands only it is sometimes useful to hold a handkerchief or piece of white rag, or even paper, in one of them, and use that for signalling. It shows up so much better if the background is at all dark, or the weather is dull. Of course, "after sunset, during fog or falling snow," to use the phrase so common in the B.R. Rule book, a lighted handlamp, with red and green shades, is the thing to use.

Closely allied with hand signalling is the subject of shunting. This is quite an art; a good shunter can get the train made up or shunted in the least number of moves, and without wasting a lot of time. It all boils down to working to a system, and to one man's being in charge. This man, as laid down in Rule 16, must be the Guard whenever possible. Too many gaffers in shunting operations produce nothing but confusion, with all the possibilities of collision or derailment.

If sufficient competent volunteers are available the job is best performed with a gang of three. Number One (the Guard) is in charge, decides all movements, and gives the driver the necessary instructions. The driver must not move until he is siganlled to do so. Number Two sets the points, and holds them if necessary, and is also responsible for seeing that the shunted vehicle has gone clear of adjoining roads. He also relays signals to the driver if the latter's view is obstructed by curvature of the road or lineside struc-

tures. Number Three does the coupling and uncoupling, takes off or puts on brakes, and puts any necessary scotches under the wheels.

If less than three people are available the work must be divided, and a clear understanding arrived at as to who is in charge of operations.

Some points to be observed when engaged on shunting are :-

(1) Get clear instructions as to the make-up or disposal of the train.

(2) Having decided how to shunt the stock, come to a clear understanding with the engine crew, and any other assisting, as to the moves to be made.

(3 If the running line is to be used, the driver must have the staff for that section.

(4) Before moving vehicles out of, or in to, sheds, workshops, or sidings, see that no one is engaged on repairs, and that there are no obstructions likely to foul the roof or sides or the running gear of the vehicles to be moved.

(5) See that the points are correctly set. Those points which are weighted in one direction must be held securely when set against the weight. Note that the L.N.W.R. type levers now being fitted have catch handles, and points so fitted cannot be run through in the trailing direction unless correctly set, otherwise the connexions will be damaged, and the vehicle possibly derailed.

(6) Wait until vehicles have some to rest before going in between to attend to couplings.

(7) Always give the signal to stop in good time. The driver cannot pull up in a few feet, especially if the rails are greasy or wet.

(8) Always practice the Golden Rule — Safety First at all times.

Mention has already been made of Audible Signals. These are usually given by whistle and form a very simple and effective means of signalling in conditions of bad visibility. It is essential to give good clear blasts, as the footplate of an engine is surrounded by many other noises. The driver may have to pick up these signals against a background of injectors working or — shame on the fireman — safety valves blowing off steam. So here is the code :-

1 Blast	Forward
2 Blasts	Set Back
3 Blasts	Stop
4 Blasts	Ease Up (to couple or uncouple)

It is hoped that the foregoing will prove interesting and of value to all those who give a hand with the running of train services on the Talyllyn Railway. The writer will be pleased to give any assistance on these rules, when "on duty" at Towyn.

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HAMPTON COURT : : SURREY

WORKING - OUT DRESS.

by J. I. C. Boyd.

Every married man knows the impact of that old question . . . "Yes dear, but *what* shall I wear ?" In no less measure the Talyllyn has its own dress problems. I don't mean for those folks who cannot make up their minds whether to travel in the open or closed carriages, but for those who throughout the winter especially expose themselves to the elements with only the trees for shelter. Remember the rain on a recent A.G.M. Saturday ? Well, nothing can keep *that* sort of weather out but it's nice to know that the rain won't get into your boots during the first onslaughts of the storm.

There are doubtless many who have yet to experience a baptism of Talyllyn weather, so a few notes on working-out dress may be useful. Let's start with the feet and work upwards. Shoes or boots which keep out wet are essential — life is wan with damp feet, especially when they become cold. Boots are better than shoes because if any trackwork is being done the ballast drops down inside shoes. Around the quarry nailed boots are a distince advantage. I have been trying clogs recently — not the precise Lancashire mill type but something very near to them, sold by Seedsmen for garden use. They have a felt inner lining and fasten with straps — an advantage over laces, which come undone. They do not leak and, unlike nailed boots, their plain wooden soles do not slip on slimy slepers . Clogs are worth further experiment; what's more, they cost about a quarter the price of a pair of good boots. Wellington boots are hot, heavy and inclined to slip, though in a storm or snow, they cannot be bettered.

Above the feet, some of us have tried wearing gaiters. The short Army type help to stop grit going down inside your boots and they keep the bottoms of the trousers out of rain and mud. Then there is the long type coming below the knee. These keep the lower legs dry in rain and, as I know to my advantage, protect the shins from a slip off a wagon side or a glancing blow from a shovel. Gaiters, like Wellington boots, are inclined to be hot during summer, but as we don't do very much trackwork in summer this drawback is small.

Now about trousers. And this goes for the ladies too. Something with oil content in the cloth is best. Keep away from old flannel bags which have little warmth and are prone to wet. Next to boots, some "hairy-fabric" trouser, if you can stand the tickle from it, is the best.

Above the waist the choice is yours. Even during winter it is often warm and mild, and after starting in pullovers, clothes have a habit of piling up at the lineside as we strip down to bare essentials. An old jacket with big pockets, which does not mind being hung from a tree or kicked into a bush, is a good idea. As regards overalls, some of us don't bother at all. Others like the bib-and-brace with separate jacket, whilst the boiler suit is popular when digging because, unlike the bib-and-brace type, there are no braces to keep falling down ! A very old pair is best for trackwork and, working on different occasions on both engines and track, I keep a pair for each job quite separately.

Next, rainwear. It must be waterproof — many items are far from it. If in doubt, you can drop *all* your Talyllyn gear (except boots) into a bath of NEV or some such proofing solution. NEV is good stuff and will transform a leaky old mac into one with slate roof qualities. Trousers and that old jacket could usefully be treated too. Plastic macs will be torn easily, so avoid them. The same goes to a lesser extent for oilskin.

If the rain is extremely heavy it is quite impossible to work for long in any kind of rainwear, so that the drawbacks of oilskins, etc., are limited to the period during which you stay out in the rain. As there is so little shelter on the T.R., oilskin makes a good tent in which to stay put for the time being.

You will need a hat, oilskin or an old cap. The latter can be treated with proofing. Railwaymen's caps are alright but they let the water go right down your neck; The 'steaming type' *look* well on the footplate but not elsewhere.

There is one essential point with rainwear. If your coat really keeps off the rain the water will drop off the hem. Make sure, then, that your gaiters or boots come sufficiently high to prevent the rain off your coat dropping on to your trousers or down inside your Wellingtons. This is the first and most common failure of rainwear amongst our members. Waterproof boots are useless if the water is seeping down your legs, through your socks and into your boots from the inside!

Well, I hope that's been useful to someone. The wet weather been stressed purposely, but don't assume that it always rains at Towyn; in practice it seems to rain a good deal less on that coast, and never have we known a completely wet day or two days in succession. But it is better to be prepared.

Finally, you'll need some sort of dirt - and ballast - proof nosebag to hold your tea, sandwiches, cameras and extra pair of socks. After one or two trips you'll add another maxim for the newcomer — never be parted from that nosebag!

IN GENERAL.

Best Wishes.

From all Members to Dai Jones (Permanent Staff) for a speedy and complete recovery from a serious operation earlier in the year. He will have to have a long convalescence and is not likely to be back at work this season. Iechyd da, Dai!

T.R. Penetrates the Iron Curtain.

Thanks to the efforts of Mr. Gerald Druce of London, an illustrated article has appeared in the Slovak periodical *SMENA*, dated 25th January, 1958, stress being laid on the fact that we do it for pleasure rather than profit. Stand by Towyn, for visitors with snow on their boots!

— T.W.R.

The North West Wind.

Congratulations to the North West Area on the appearance of the first issue of their Area News-Letter. This duplicated publication

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LONGMANS

is intended to supplement the *News* by providing more detailed and timely local news as and when necessary.

National "Dolgoch" Raffle.

Despite a certain amount of eleemosynary assistance, the restoration of *Talyllyn* cost a great deal of money. That this was paid on the nail is a great achievement, and largely due to the success of the Raffle. Let us do the same for *Dolgoch*; you will have received a circular about the Raffle, so please support it to the utmost. Show no mercy in flogging tickets!

Far-flung T.R. Organisation.

A member who parked his car in an apparently free car park in Middlesborough recently returned to find a ticket under the Windscreen Wiper, which read "TALYLLYN RAILWAY. PARKING FEE 2/6d. COMPLAINTS TO P. B. WHITEHUOSE."

Calling Cambridge Area.

Mr. Tristram England, 5 Norwich Street, Cambridge, is prepared to act as transport organiser for members in this area. Anyone in the vicinity who can offer transport to Towyn, or who would take advantage of such offer, please contact Mr. England. Weekend and/or Bank Holiday Working Parties are envisaged, to the extent of about six a year.

Doing it in Style!

A ten-day "Railfan Tour" from 30th May to 8th June, organised by the Pacific Coast Chapter, Railway and Locomotive Historical Society covered six Railroads and six states, California, Nevada, Utah, Colorado, New Mexico and Wyoming. Top price (Drawing Room for Two) 365 dollars each.

Back Numbers.

The response to last issue's paragraph about back numbers was immediate and overwhelming. Orders were taken in strict rotation and some issues vanished in two days. Some of the earlier duplicated ones turned up and these were sent in lieu in some cases. If any Area Officials have spare copies of Nos. 11, 12, 14 or 15, would they please pass them to Mrs. Inkster, who has kept a list of members' requests and the issues required?

Siaradwch Cymraeg.

Major D. R. Robinson advises us that the B.B.C. will be broadcasting a further "Learning Welsh" series this Autumn. Final details are not yet available but it is hoped these will be ready for the next *News*, and that a supply of pamphlets will be on sale at the A.G.M. One is called "Learning Welsh" and the other is an English-Welsh vocabulary with all sorts of little grammatical points most interestingly presented.

Those unable to attend the A.G.M. will be able to get their pamphlets from B.B.C. Publications, 38 - 40, Park Place, Cardiff, at an estimated cost of 1/- each, post free. Other recommended reading is "Welsh made Easy" by A. S. D. Smith (Caradar), published in three parts by Hughes and Son of Cardiff. Each part costs 2/6 and initially Part One is all that is required. Once this and the broadcasts have been assimilated, quite a spirited conversation can be carried on.

Mr. Mason, of Wembley, has prepared a selection of railway phrases in Welsh which will be printed in the next *News*.

FROM THE HONORARY TREASURER

I hope all Members who have not yet done so will pay their 1958 Subscriptions to their appropriate Membership Secretary as soon as possible.

Notwithstanding many adverse circumstances there is no increase in the minimum rate payable, i.e. 10/- up to 18 years, and £1 thereafter, but please add by way of donation the very maximum you can afford, as the need for cash is as urgent as ever. Quite apart from expenditure commitments on the repair of Dolgoch (approx. £2,000) and on additional rolling stock (approx. £1,000), we shall have to meet the unforeseen cost of repairing the landslip (approx. £600) and the provision of the new Carriage Shed (approx. £500) is essential for the protection of the additional rolling stock.

To those Members who have already paid their basic annual subscriptions, may I express my warmest thanks and solicit their further support by way of donation towards the items referred to.

The address to which subscriptions and donations should be sent appears on the last page of text in this copy of the *News*.

I am entirely confident of your continued support in the attainment of our objectives.

PUBLICITY

All items referred to in the previous issue are now on sale and proving very popular. Calendars, reduced to 1/6d, are still selling, and the colour picture alone is worth the money.

The following new lines are in hand and should be on sale by the time this issue of the *News* is in circulation :

(1) Table mats, about six inches square, incorporating the series of coloured postcards on an attractive background, price 3/- each. All six cards are used.

(2) Sets of glass-mats, about four inches in diameter, with six views on the line, to be sold at 4/6d per set, in an attractive box. These are light, flexible little mats with a plastic finish, and should prove popular.

(3 Needle-cases, four inches by three inches, coloured finish under plastic, one side showing a view on the line at Abergynolwyn. Inside is a very good range of over sixty needles, and at 3/6 each these should provide a useful alternative to the Devon Leathercraft needle-case already on sale.

(4) Tiles, in green on a grey background, locomotives Nos. 2 & 3, about four and a quarter inches square, nine shillings per pair. these are excellent value and the design is very accurate.

For the Season, the above four items are on sale at the Wharf only, and application should be made there ; if by letter, please add postage.

Another item in hand is a folder showing a plan of the footpaths and falls in the Dolgoch Ravine, with suitable views, and stressing that the Talyllyn Railway provides the best means of getting there. This will be produced in collaboration with the Towyn Publicity Bureau, and will be sold for a small sum. It will probably also go out with the official Towyn Guide.

An attractive booklet is being produced in connexion with the British Empire Games, which will be held in Cardiff in July. We shall be represented by a short article, as well as an advertisement.

The May issue of "Coming Events in Britain" was a Welsh issue, publicising the Festival of Wales. This periodical, published by the British Travel Association, is circulated widely amongst tourists, and we are included in the form of a pleasing little coloured illustration (of which we expect to have the use for the needle-cases referred to earlier).

PUBLICITY ITEMS HANDLED BY LONDON AREA SECRETARY.

The following items are now available from Mr. T. W. Robertson, London Area Secretary: Stud or brooch lapel badges, 2/6d each, plus 3d. postage; Car badges at 32/6d post free; Silk/Rayon Scarves (few only left), 35/- each, post free; Old T.R. Tickets, packet of twelve, 1/- plus 3d. postage (N.B. not 6 for 2/- as announced in last issue, printer's error); Card Timetables, one penny, plus 2d. postage.

Terylene ties, at 15/- post free, are awaited from the makers, and embroidered blazer badges at about 10/- are under investigation. More news later.

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For particulars of membership of the R.C.T.S. and specimen of *The Railway Observer* send 6d. in stamps to the Hon. Secretary, Mr. A. E. Hurst, 295 Portswood Road, Southampton, Hants.

ENGINEERING NEWS

The major event recently was, of course, the return of No. 1, *Talyllyn*, to Towyn on 14th June. The official handing-over ceremony took place at Messrs. Gibbons Bros. Lenches Bridge Works. This was a very glittering occasion and a hot sun shone on a very large assembly, including very many T.R.P.S. members; car parking had become a problem long before the ceremony, spacious as the works are.

Col. Gibbons, in his formal speech, paid sincere tribute to the workmanship of the original engine, to the enthusiasm and skill with which his craftsmen had tackled the rebuilding job, and to the industrious way in which the T.R.P.S. Midland Area had gone about the job of raising funds. It was rare, he said, for work to be paid for before delivery these days. Should the engine require further small adjustments at the end of a second ninety years, he was sure the firm would be able to give the same satisfaction as at present.

The Earl of Northesk, replying on behalf of the T.R. and T.R.P.S., dwelt at some length on the wonderful transformation that had taken place, from a rusty pile of near-scrap to a shining and all but brand new locomotive. He too praised the work of Mr. Skelding and other Lenches Bridge craftsmen and the work of the Midland Area. He hoped that any minor repairs necessary in ninety years' time would not be the result of any of his shortcomings on the footplate.

Someone had thoughtfully put a little compressed air in the boiler and His Lordship's formal acceptance of the engine was greeted by the sound of the whistle.

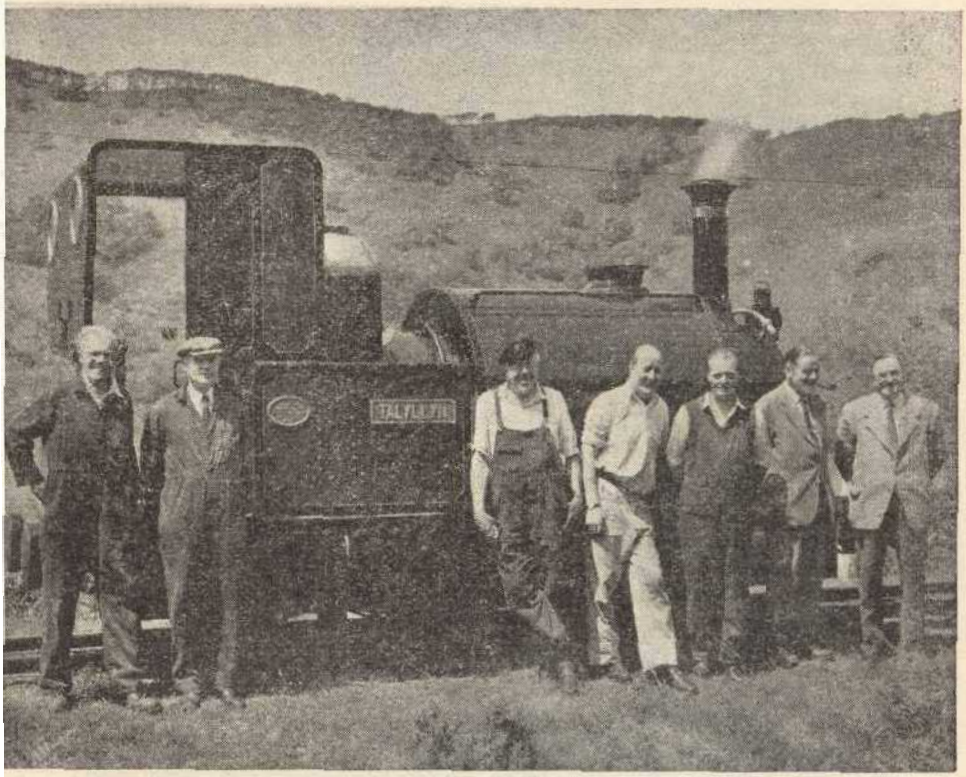
This was a turning point in the story of the Railway and the Society, and it was perhaps an emotional moment when the little engine, on its trailer, slowly moved forward out of the works entrance and gradually vanished from sight on the road to Wales; on each side was the inscription "YR WYFY MYND ADREF" (I am going home).

In the next issue we hope to give a detailed account of the work that has been done, including such interesting items as the fabrication in steel of new cylinders, the largest such in the country.

Dolgoch, of course, is still in England and there is no further news. No. 3 will be restricted to light duty this year, at a reduced boiler pressure. Nos. 3 and 4 have been lined out in black, edged with yellow, greatly improving their appearance.

Coaching Stock.

The Talyllyn first class coach, No. 1, has had much work done on it, including repairs to broken door, re-panelling of roof, and interior repaint. The Glyn Valley coach, No. 14, entered service on Whit Sunday. A supplementary fare of 1/- each way (children 6d) is charged for travelling in it. Penrhyn body "C" (coach No. 12) has been scrapped because of its bad condition, but the frame, new in 1955 is being fitted with a new open body and will retain the number 12. No. 6, the Corris van, is being stripped and rotten or damaged timbers are being replaced. Work is proceeding quickly on the rebuilding of the bodywork of G.V.T. coach No. 15. Horns have been delivered and it is hoped that the wheels and axles will be available shortly.



No. 1 *Talyllyn* rebuilt, left to right, George Skelding, foreman in charge of rebuilding. Albert Morris, Gibbons Bros. works manager, the Earl of Northesk, Tom Rolt, Bill Faulkner, Eric Gibbons, Ken Cope.

(*Photograph* — John Adams).

Carriage Shed.

A wedge-shaped piece of land on the north side of Pendre yard starting near the down end of the loop and widening towards the barn, has been purchased to permit a better layout of the approach tracks into the new shed. All this land had to be lowered by a couple of feet and the old, very tought, boundary hedge had to be pulled out with the aid of a Land Rover. A "muck train" took the spoil to be dumped near Ty Mawr. The framework of the shed itself is virtually complete and recognition must be made of the tremendous amount of work that has gone on here.

Permanent Way.

Progress continues with lifting of rail at Crich, and transport to Towyn has been put in the hands of British Railways. On the line, re-sleepering is now complete.

A further supply of weed killer liquid has been ordered, and although no official report has been received, the weed-killing wagon appears to have been rebuilt, albeit with only one tank instead of two.

A supply of traspass notices is being cast in iron.

Signal and Telegraph.

There was a good attendance of the Department both at Easter and Whitsun and a good deal of essential maintenance was carried out. Work is greatly hampered by lack of storage to house the stock of tools, stores and equipment now held. This will be remedied shortly when a hut is provided, but its location has not yet been decided. This and several other matters will be the subject of circulars to be sent out shortly. If not yet received, will S. & T. members intending to work this year please notify the dates of their holidays to Major D. R. Robinson, Royal Signals, 24, Oak Avenue, Romily, Cheshire. (Tel: WOOdley 2516).

The ex-L.N.W.R. lever frame from Islip has now been installed at Pendre, and the work of connecting up will be completed as soon as the necessary rodding, etc., arrives.

The Dolgoch Slip (by J. L. H. Bate).

Brief mention of the slip near Dolgoch has been made in the *News*, and a number of rumours have been in circulation, so it may be as well to present a factual report.

The slip occurred at 4 m. 30 ch. during mid-November, 1957, the exact date being uncertain, and it resulted in some 50 feet of embankment subsiding by about 25 feet, leaving the track standing at the edge of a near-vertical slope. The track itself was fortunately unaffected, although the slip reached to the sleeper ends, and it was possible to propel wagons by hand past the site of the slip.

The cause was immediately obvious in that it occurred where the railway is carried across a small gully on an earth embankment. A culvert through this bank had become choked and water was ponded back between the embankment and the hillside. Water seeping through the bank from this pond caused a softening of the material, which finally gave way after a period of heavy rain.

The slip apparently commenced in 1955, when a small subsidence occurred at this point. Repairs were then affected by constructing a low slate wall on the top of the slip, to retain the bank. The subsequent total failure was probably hastened by the added weight of this wall above the unstable bank. It is believed that trouble has been experienced at this point for many years, and crude buttresses of slate slabs were built up from convenient trees growing in the bank. Furthermore, the site was apparently used as a dump for domestic refuse, and it is likely that the blockage of the culvert was due to an accumulation of garbage.

As soon as possible after the slip was reported a survey was made and a number of trial holes dug to determine the extent of the ground movement. As a result of this survey, which revealed that no solid rock existed within easy reach of the surface below the slip, it was decided to design a reinforced concrete retaining wall

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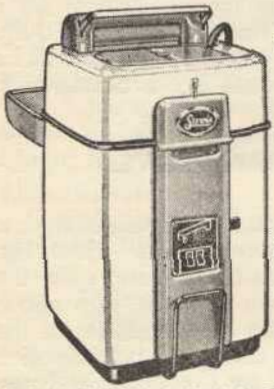
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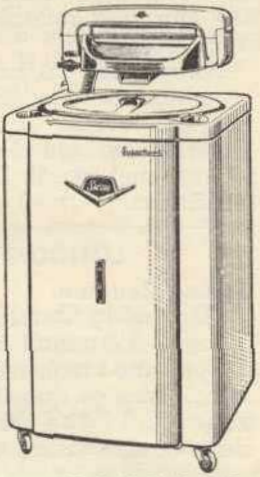
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carried on steel bearing piles formed of old rails driven at a rake of about 1 in 3 to the vertical. A search then commenced for a suitable small pile driver and one was eventually located in the area. This is a B.S.P. No. 'O' size Diesel Hammer belonging to the Gwynedd River Board. Whilst negotiations for the use of this machine were in hand, various other jobs were being tackled. First of all, the vegetation was cleared from the area below the slip and a trench was dug through the disturbed ground to form the bottom of the new wall. At the same time preparations were in hand for slewing the track away from the slip edge. This involved clearing vegetation from the embankment, terracing, and tipping some eighty wagon-loads of fill obtained from the ballast quarry to widen the bank by some 3' to 4' towards the hillside.

In order to allow the site to drain, the stream which normally passed through the culvert was intercepted and diverted into a new temporary channel to the east of the site of work. The upstream end of the culvert, which was completely buried, was then located and cleaned out. This involved removing some 6 ft. depth of foul-smelling refuse to reach the pipe. The culvert proved to be built partly of slate slabs and partly of 12" diameter stoneware pipes. The latter were removed, the culvert rodded as far as possible and a new length 15" pipe laid and surrounded with concrete. In order to prevent a recurrence of the trouble, a substantial catchpit is being constructed at the upstream end of the culvert.

Following the tipping of the additional fill material the track was slewed by 2' 6" away from the slip edge to permit locomotives to

pass over it again. It is anticipated that some settlement will occur in the newly placed material and the track is consequently subject to a speed restriction.

The pile driver arrived at Towyn on 5th February and certain modifications were made to suit it for the special conditions of the work. The piling was finished by May, and during June work commenced on the concreting. A speed limit of 5 m.p.h. remains past the slip, and suitable warning signs have been erected.

Wanted.

As we may be faced with the possibility of running three trains at a time on occasions this year, we will be rather short of head and tail lamps. A similar appeal in News No. 9 (Sept., 1955), apparently brought results, so if any member can help again will he please contact Mr. David Woodhouse, 17, South Road, Smethwick, 41, Staffs.

LONDON & HOME COUNTIES AREA NEWS.

Spring Reunion.

Decorating trouble at the Kingsley Hotel forced this meeting into a room too small for the increased number present. However, despite the crush an enjoyable time was had by all, and after the usual crop of questions, suggestions, etc., we had the film show. First of all "The Wrecker" was screened and this reminder of the days of silent films was the subject of much audience participation which added to the fun. This was followed by the "Titfield Thunderbolt," in which our Vice-President, Mr. Hugh Griffith, plays such an amusing part. Finally Mr. Davis showed his year's crop of colour slides.

Talyllyn — Festiniog.

During the Reunion the Area Secretary had to endure a good deal of fun poked at him as a result of his joining the Festiniog Railway Society. This action was, in fact, taken to express goodwill between the two organisations and followed the action of Mr. J. B. (Blanco) White, P.R.O., of the F.R., in joining the T.R.P.S. In both cases there is no likelihood of either person abandoning his 100% effort on behalf of his respective society, but the whole idea is to symbolise the friendly nature of the rivalry.

Exhibitions.

The Model Railway Club Exhibition was once again the big event in our year, and this was even more successful than before. Our promised working layout was not completed in time and a static display was put on. Whether this was responsible for the larger sales we do not yet know, but it has made us wonder whether the layouts have, in the past, attracted passers-by to look at the "model train" but not kept them long enough to make purchases. Certainly with nothing working the spread of postcards, guides, etc., become more looked at, and sales, etc., reached £153.

Our Exhibition Manager, Mr. J. F. Tonkyn, 195 Mitchley Avenue, Purley, Surrey, requires volunteers for T.R.P.S. Stand at Weymouth M.E.S., Exhibition, August 12th — 16th inclusive. This year we want to man our stand at this show and ask that any member near enough to attend, or on holiday in the vicinity, will offer to put in

a day (or more!). Setting up and dismantling will be done by members going down from London, but they cannot manage the whole period.

Help is also wanted at the Model Railway Hobby Exhibition, September 24th — 27th inclusive. This, the second large commitment of the year, will need several stewards, partcularly on the Saturday when so many of us will be at Towyn. We shall also want transport and labour for dismantling the stand and taking items away. If you can't go to Towyn for the A.G.M., then please help at this end.

Working Parties.

Official and unofficial parties have been at Towyn almost weekly since the last issue, and a great deal of work has been put in. The dates for future parties are shown in the Diary. Every extra volunteer will be more than welcome. Please contact Mr. J. N. Slater, 14, Castello Avenue, Putney, S.W.15.

Miscellaneous.

Our American Agent has sent back to us a Christmas Card, signed "Ellis" on which there is a reference to a tape being prepared: Will the writer please communicate with the London Area Sec. Thank you!

The Talks programme has slackened off a bit lately. Members having contact with any organisation which might be interested in an illustrated talk on the T.R. will help by sending the Secretary's name to Mr. Robertson.

The following films are now available for showing to suitable organisations :—

(1) The official Talyllyn film, up to about 1955. (2) The second Talyllyn film, bringing the story up to date. (3) Mr. Snell's film "Talyllyn Railway, 1953." (4) The story of Douglas (Loco No. 6).

SPECIAL TRAIN — 27th SEPTEMBER.

The A.G.M. Special Train from London to Towyn will run at approximately the same times as previous years, i.e. 8 a.m. Paddington, 10-40 Birmingham, 11-40 Shrewsbury, arriving Towyn 2-30 p.m. Return journey 11-30 p.m. from Towyn, arriving Shrewsbury 2 a.m. Sunday, Birmingham 3-15 a.m, and Paddington 6-50a.m. Stops for picking up and settling down are also made at Greenford and Beaconsfield. Locomotive power will be Midland-type (L.M.S.) Compound Paddington — Shrewsbury and two G.W.R. 90XX Shrewsbury to Towyn.

There will be a buffet car on the train and this year a new idea will be tried, i.e. a cooked "breakfast type" meal in addition to the usual packed and tray meals.

Fares : London 50/-; Birmingham 26/-; Shrewsbury 18/-. First-class accommodation will be available at 50% in excess of the above fares. Juvenile fares for those under 14 are at half the above figures, plus 1/-.

Booking form and details available on receipt of s.a.e. Apply to London Area Secretary.

FULL SUPPORT BY ALL MEMBERS AND FRIENDS IS WANTED.

MIDLAND AREA NEWS.

The Midland Area Raffle achieved great success in raising £235. Originally only £200-worth of tickets were printed, but the demand was so good that another £50-worth had to be issued. The first prize went to Mr. Pugh of Bryncrug, Towyn, and of the other twelve prizes, six were won by residents of Birmingham, two of Coventry and one each of Hagley, Worcester, Birkenhead and Croydon. The gentlemen from Croydon won the special train trip to Towyn. A full list of winners can be obtained from the Area Secretary.

A joint film show was held with the Festiniog Railway on 12th March, when Mr. Smallman, of the F.R., showed an excellent batch of slides to interested members of both Societies.

It is regretted that the original date for the return of *No. 1, Talyllyn*, had to be extended; the locomotive was handed over officially on 14th June.

Work on the Museum building at Wharf has proceeded vigorously, and there have been three large and two small parties on the job since publication of the last issue. This work has caused considerable interest in Towyn and on Sunday afternoons particularly, many wander down to the B.R. bridge and watch the volunteers. Suggestions have been made that we should augment the Society's funds by taking a plate round the spectators. Sometimes curiosity gets the better of a band of watchers and people come to ask the use of the building. Some have considered it to be a new loco shed, some a new passenger station, and some a covered waiting room for the type of weather which is regrettably associated with September A.G.M.'s. The Area is considering making the maintenance of Wharf Station a regular job.

Details of winter programmes will be given in the next issue of the "News."

EAST MIDLANDS & SOUTH YORKSHIRE AREA NEWS.

Work has now commenced on the lifting of rail on the site of the Clay Cross Company's line at Crich, near Ambergate, and this Area is making a special effort to provide maximum assistance in this task.

Parties have attended every week-end so far, sometimes on both Saturday and Sunday, and some parties have been arranged on a joint basis with other Areas. We are very favourably placed for Crich in this Area and wish to keep up our maximum effort for as long as possible. Travelling costs are very small, and it should be possible for many members, previously unable to join working parties at Towyn, to join us for a day. Full details have been sent out to Area supporters; others interested should contact Mr. M. Gillott, 12 Hoober Avenue, Sheffield, 11, who will also deal with transport enquiries.

An Area party is planned, to visit Towyn for the last week of the running season in September, staying over the week-end for the Annual General Meeting. Anyone interested should contact Mr. Gillott.

NORTH WEST AREA NEWS

Pressure of business has forced Mr. J. I. C. Boyd to relinquish the post of Area Representative on the General Committee, and this job is now being done by Mr. J. M. Lloyd. Mr. P. B. Bold has taken up the post of Area Chairman. The growth of Area activities may be attributed largely to Mr. Boyd's untiring efforts and members will be sorry to see him give up official work in the Area. He will, however, keep in close contact with all Area matters, and will continue to serve the General Committee.

Area working parties visited Towyn in January, March, at Easter and in May. Work on platform alterations at Dolgoch and on the landslip west of the station has proceeded, and at Easter the party joined forces with other Areas in performing a variety of tasks. Ballasting, painting and varnishing, clearing old sleepers, preparation of trackbed and provision of firemen and guards all figured in the duties undertaken that weekend. In May new station nameboards were erected at Wharf and Abergynolwyn.

No working parties will be held at Towyn until September. Instead, parties will make day or weekend trips to Crich, as and when possible. Volunteers for this rail lifting work are needed; please contact Mr. Alan Chorlton, 6, Sunny Bank Road, Longsight, Manchester, 13 (Tel; RUSholme 1863). The work will be carried out in collaboration with the Sheffield Area and it is essential that it be completed quickly.

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(Member Talyllyn Railway Preservation Society).

During May a party of some forty Area members and friends enjoyed a cruise on the Macclesfield Canal in the British Waterways narrow boat *Aries*. So successful was this that it is intended to arrange similar cruises in the future.

NEWS OF THE MUSEUM

Work on the new Museum building, which is being undertaken by the Midland Area, is now well advanced. The walls have been raised sufficiently high to accommodate the tallest locomotive ever likely to be acquired. If all goes well, the building will be ready for the 1959 Season.

The most recent acquisition is a 4-ton wagon from Pike Bros., Foyle & Co's 2ft. 8ins. gauge railway at Furzebrook in Dorset, now being dismantled. The wagon is worthy of preservation chiefly for the "sledge" brake with which it is fitted. As far as is known, this type of brake was used only on the Furzebrook line. It was secured for the Museum by the Narrow Gauge Railway Society, in collaboration with Messrs. Abelson & Co. (Engineers), Ltd.

The nameplates of *Quintus*, one of the locomotives at Furzebrook recently broken up,' have been acquired, together with some early rails and chairs.

GENERAL NEWS FROM TOWYN

Our contributor who uses the surprisingly subtle pen-name"X" has sent the following reports of recent goings-on at Towyn.

Easter, 1958.

The Good Friday morning train made most of its run in a snowstorm, but despite this there were more passengers on it than last year. After that the weather brightened up, but remained rather cold all week-end. Despite an extra day's running (Tuesday), however, traffic was not quite as heavy as in 1957, but in view of the weather it can be considered satisfactory. On Sunday and Monday afternoons, when the train had to be double-headed, more passengers would probably have meant using the open Penrhyns, which would have been very cold and uncomfortable.

Whitsuntide, 1958

About thirty volunteers were at Towyn over Whitsun. Particularly welcome was Mr. Alfred C. Prime, from Philadephia, U.S.A., spending the week-end at Towyn in the course of a holiday in Britain. Work was done on the carriage shed, the lever frame at Pendre, and the landslip.

Traffic over the week-end was quite heavy, but declined considerably after Tuesday, of course. The Season began on Saturday morning with a party special running on the times of the normal SX morning train. Two specials were run on Sunday afternoon, and on Whit Monday the heavy traffic necessitated trains from Wharf at 2-10 and 3-40, as well as the advertised 3-0 p.m., On Tuesday afternoon the train was double-headed and made up of eight four-wheelers and two bogies.

CORRESPONDENCE

Capt. S. A. Simmons, B.F.P.O. 36.

As I started the uproar about the extensions to Nant Gwernol and Talyllyn Lake, I thought I'd better close up the discussion, at least for the time being. I want to make it clear that I meant no reflection on the Committee — believe you me I wouldn't like their job and they do it extremely well. No, my intention was to provoke discussion and that I succeeded in doing.

Summarising the correspondence is difficult, but I think Mr. Bate has put paid to the Lake extension in his excellent article. I fear unless some generous member wins a football pool we shall never see it. The idea of a connecting 'bus is a good one and takes us back to the days of the Corris Grand Tour. I particularly liked the idea of Mr. Smith's stage-coach, though the purist may object. After all, we must attract passengers if the Railway is to survive. I don't altogether agree with the correspondent who cried "Remember the Welsh Highland" — the W.H.R. failed because it never got anywhere (i.e. Caernarvon) and you might say we are in the same position.

There were some rather acrid remarks about the repair of Nos. 1 & 2 — I personally feel it would be best to repair one of them now and the other could return to celebrate 1965. More coaches are needed and this is being met. We must help the Communications Dept., which has too long remained the Cinderella of the Railway. Finally, of course, the track requires more maintenance. Nevertheless I feel the extension in the near future to Nant Gwernol would pay dividends, and I must freely confess I think 1965 is a long way off. The Committee know best, however, and we must agree with them.

From a lady visitor.

I was recently taken to Towyn and was duly impressed, and have been asked to give my impressions as a member of the female sex with only a cursory interest in railways, so that some points might be considered and possibly remedied.

The whole time I was amused at the absolute disdain and disregard for the travelling public (particularly) the uneducated railway public). I was surprised that passengers were wanted, certainly they were not encouraged or invited. Please remember that enthusiasts may brave wind, rain, cold and a hard uncomfortable seat, but the diletanti and female companions will not suffer in silence and a description of one woman's woes may well change the venue of a family outing or prospective tour.

Firstly, waiting rooms. Wales has not a balmy dry climate and these are essential. Wharf, your main station, is without one; Pendre's was occupied by motorcycle, cycles, cement and stores, to the exclusion of all passengers. Here I appreciated that circumstances were exceptional, but do make a little corner on platform and waiting room where passengers can feel welcomed. Whilst waiting at Dolgoch I mused on the difference that could be made by a few hours' work each year, with a few minutes each week, say Saturday morning, for a quick dust and brush up. Parking for people only — no cement bags in corner or motorcycle

in the middle; a pinky-beige colour-wash to cover up the previous season's scribblings, lick of fresh paint on seat, and a good scrub with bass broom on the dirty slate floor — the spring is so handy — would improve matters. If the poster boards had bright posters thereon and the timetable could be read it would complete the picture.

On cold, wet days, why not tea and Nescafe tickets at Wharf? Telephone through, light the primus, even send the milk up by train — it's as easy as that, and would be very, very welcome. On the mid-Winter days we get in Spring and Summer why not a little brazier at Wharf and Aber? Pampered passengers would always remember the railway with joy.

I visited the Festiniog Railway and all in the carriage commented on the views and rhododendrons. Please continue with your hedge cutting and what about putting in some more rhododendrons? In fact why not a garden patch every so often along the line?

To whet the appetite for the official guide, why not a brief history of the line displayed in several places at Wharf and other stations? Also do have the train in as early as possible so that passengers may view same. A little notice typed with a new black ribbon, and with celophane cover to hang on the end of each coach, giving date, reason for colour of its paint, etc., etc. (Guard could remove before starting). To travel in some discomfort in an original 1865 coach may be quite exciting, but to the uninitiated it is merely hard, a very tight squeeze, and a very, very over-rated form of enjoyment. If your aims are obvious, they will be enlightened, welcomed and interested.

Your Museum. The name plate *Joan* means nothing to me. A coloured sketch of the engine that carried it, a few notes of where it worked, and perhaps an anecdote, would make it come to life. What about an enormous map of narrow gauge railways with little pictures of the famous engines shown thereon? Some seats? Some posters of foreign narrow gauge railways? A working penny-in-slot model for children of all ages?

My questions were answered and I thoroughly enjoyed my visit, but please welcome the stanger passenger. In this you compare unfavourably with Festiniog who let you into the fun of it all.

Wishing you a very successful season,

Yours, etc., *Kentish Maid.*

Any Comments? — Ed.

Mr. H. B. H. Mason, Wembley.

In the March issue Mr. Read suggests that the T.R. should spend money on other projects, rather than " . . . on the rehabilitation of both *Dolgoch* and *Talyllyn, one being sufficient at the moment.*

Surely nothing is further from the truth. In *Talyllyn* we have a first-class locomotive giving every promise of being the best on the line and therefore in grave danger of being overworked by virtue of her power and popularity.

The appeal for funds to accelerate the early restoration of *Dolgoch* should be supported to the utmost in order that we may have a worthy second string to No. 1. In this way both locomo-

tives will last the longer and provide better chance to give attention to the remaining members of the loco stud.

Admirable though extensions may be — and we all want to see the Alltwyllt extension in time — the first aim is to make the existing railroad complete and adequate. No traffic Manager can attain success without adequate support from P.Way and Motive Power Departments, and the latter must have a hard core of sound locomotives on hand to function efficiently and be free from the enxieties of borderline power units.

Felly mae'n rhaid ini gael injian ychwanegol mewn safle newydd ac mae'n pwysig iawn mai *Dolgoch* yw bod yn ôl mor fuan ac sy'n bosible.

Mr. J. Herbert Roberts, Rhyl.

In the article "Abergynolwyn in the Year 2033" quoted from "Wythnos yng Nghymru Fydd" by Islwyn Ffowc Elis, I think it should be explained to readers that your contributor only quoted from the second vision of Wales in 2033, which was the gloomy one of No Future for Wales. I read the book as a result of his article and read that the other vision was of a vigorous Wales, enjoying to the full the Welsh way of life, with the language and culture in a stronger position than ever.

The final chapter is where the visionary is brought back to the present day and tells the Doctor of his experiences. He is then assured that the gloomy picture could only occur if the Welsh people ceased to take interest in their own country, but that so long as there are those who are prepared to safeguard the Welsh way of life then the future is assured.

As I read the book it seems that it is a message to all who love and respect Wales; the saving of some of the interesting Narrow Gauge Railways is but an example of saving something characteristically Welsh, for which we are indeed grateful.

Mr. A. J. Pike, Camberley.

In view of the sad news of the death of our General Manager last January, how about naming one of our bogie coaches after him, in the manner of Pullman cars ? The name *Marrian* neatly applied on the lower panels would, I feel, be a suitable memorial to a notable character.

Mr. James I. C. Boyd, Manchester.

The acquisition of a balcony-ended carriage by Kerr Stuart makes us possessors of a truly representative coach of the narrow gauge era. Have we realised this ? We cannot truthfully say that even our vintage Talyllyn coaches or the delightfully restored Glyn carriage are really representative.

It is too wide; the body is so weathered that it will have to be scrapped; we shall be the possessors of an underframe, that is all. Is the body too far gone to make, say, an unusual waiting room, particularly if some of the more unpilferable but smaller objects from the museum were housed in it ?

Perhaps through the News, we may be allowed an expression of opinion before some well-meaning but unrealistic members hack the coach to pieces for the sake of its underframe.

Editor's note :— Too late, too late. We have seen it, hacked to pieces, with our own Editorial eyes.

SOCIETY DIARY.

Aug. 12/16. Weymouth M.E.S. Exhibition. (See London Area Notes).

Sep. 20/27.—East Midlands Area Party to Towyn. See Area Notes.

Sep. 24/27—Model Railway Hobby Exhibition. See London Area Notes.

Sep. 27. —Annual General Meeting, Towyn. Special Train.

London Area Working Parties :—
Aug. 2/4 (Bank Holiday); Sep. 27/28 (A.G.M.); Nov. 1/2.

Closing date for material for September *News* : 23rd August.

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 :
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Mr. David Chatfield, 27, Lynwood Grove, Sale, Cheshire.

East Midlands & South Yorks. Area Secretary :
Mr. J. M. Davis, 58, Struan Road, Sheffield, 7.

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Publicity :
Mr. R. K. Cope, "Brynglas" Beckman Road, Pedmore, Stourbridge, Worcs.

Membership & Subscriptions :
Members A — L : Mr. Eric Lees, 143, Balden Road, Birmingham, 32.
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Press Relations :
Mr. J. M. Lloyd, 53, Norwood Road, Stretford, Manchester.

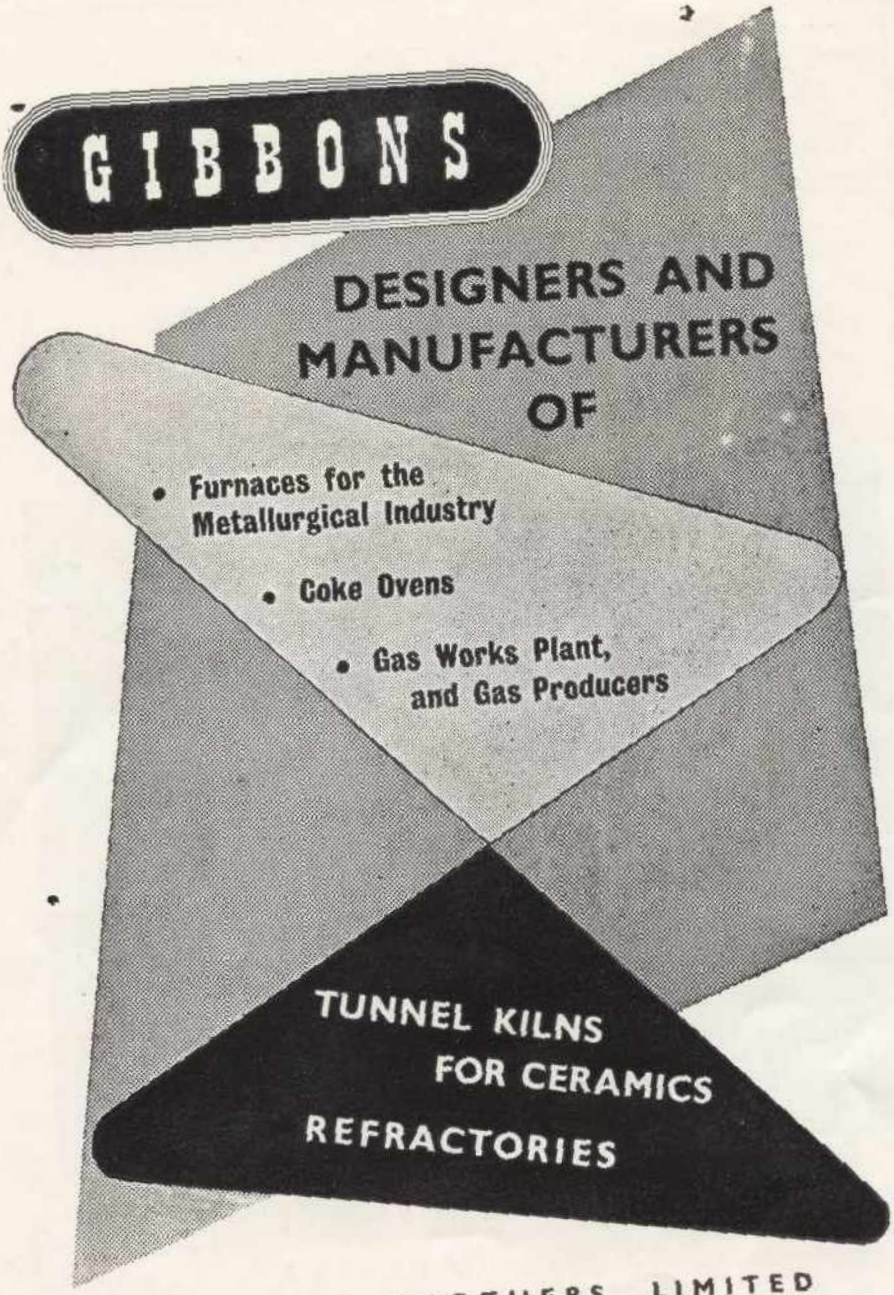
"News" Distribution :
Mrs. Jean D. Inkster, "Fearnhead" Winton Road, Bowdon, Altrincham. Cheshire.

"News" Editor :
Mr. R. W. Inkster, — ditto —

"News" Advertising :
Mrs. Jennifer Knight, "Greensand" Parkgate Road, Reigate, Surrey.

Published for the T.R.P.S. by R. W. Inkster, "Fearnhead" Winton Road, Bowdon, Cheshire, (Altrincham 2528).

Printed by C. H. Stubbs (Printers) Ltd., 552, Hyde Road, Gorton, Manchester, 18.



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