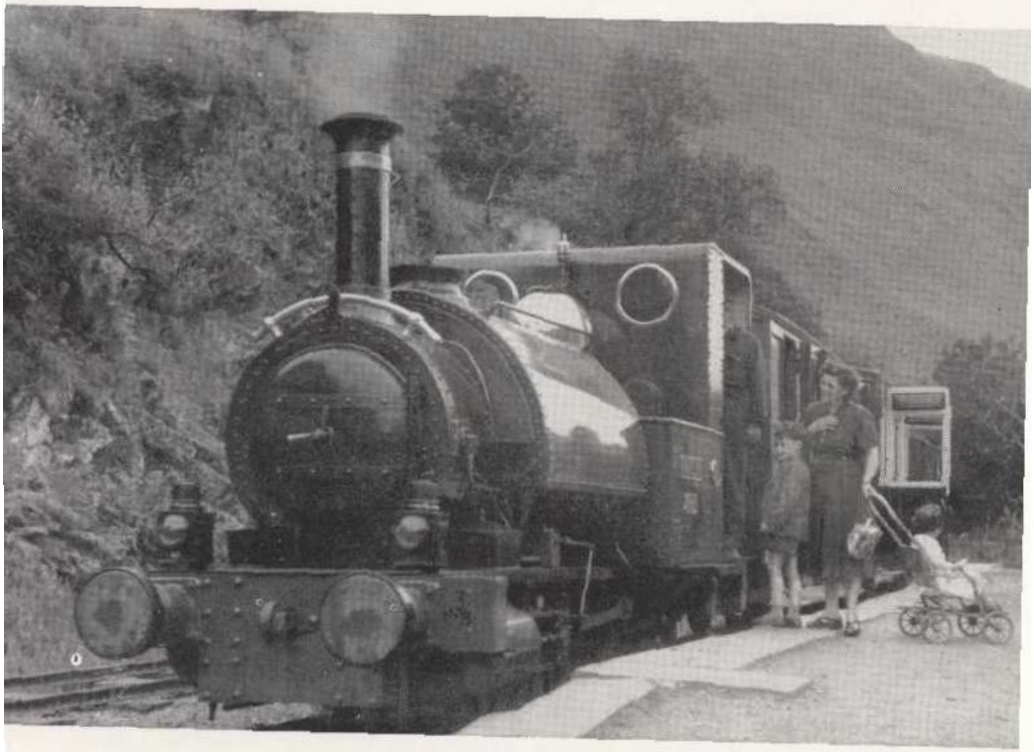
TALYLLYN NEWS

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. 20 - SEPTEMBER, 1958.



A familiar view — with a difference.

No. 1 *Talyllyn* at Abergynolwyn.
(*Note Glyn Valley Coach on train*).

INDUSTRIAL & COMMERCIAL PHOTOGRAPHY

Only the very best photography is good enough to illustrate your products, plant and machinery.

Why not consult

JOHN ADAMS A.I.B.P.

OFFICIAL PHOTOGRAPHER
TO
THE TALYLLYN RAILWAY

Write or Telephone to :

JOHN ADAMS A.I.B.P.

JOHN ADAMS (Publicity) LTD.

59, CAMBRIDGE ROAD,

Birmingham 14. Telephone : HIGhbury 2907

Distance no object !

The G.V.T. Coaches now at Towyn.

by W. J. K. Davies.

Since my notes on the G.V.T. First Class coach appeared in this magazine, much has happened. That coach has been completely rebuilt by master craftsmen and, provided with new running gear, is in daily use on the Talyllyn Railway. It has, moreover, been joined by another G.V.T. coach, a Third Class, two compartment coach from a farm near Glyn, and some notes on this may be of interest.

Its history is rather more vague than that of the First Class one. I believe it to be one of the two ordered in 1901, but there is no definite evidence for or against this. A number of clues, however, when taken together, support my contention. They mainly concern details of appearance and dimensions and are too tedious to set out in full here. Be that as it may, the history of the coach whilst the line was running is similar to that of the First Class, and the livery details given for the latter apply to this coach as well. The number is not known with certainty, but then the G.V.T. numbering system is rather confused and appears to have been changed at least once during the life of the line.

When the G.V.T. closed the coach was sold at the auction and for the next twenty years or so travelled from farm to farm. Before it finally reached Glyn it was on a farm at Ty-Isaf. It was bought by the T.R.P.S. in early 1958 and taken to Hunts of Birmingham for rebuilding before entering service on the Talyllyn.

The actual reconstruction of both coaches was undertaken very thoroughly and a really first-class job has been done. Many people have commented on the fact that they are as good as when they first left the makers, and surely all concerned must be heartily congratulated. It was decided originally to restore the coaches to their G.V.T. condition as far as possible, but certain modifications have had to be made to suit T.R. operating conditions, and these, together with present slight inaccuracies in the livery, have led to some divergence from historical accuracy. I must add here that in no way do I wish to criticise those responsible for doing the work, for most of the modifications were essential. I would merely like to put on record what divergencies there are, so that future historians may not be misled. Taking the former First Class coach, this has been quite accurately restored. The main differences are: the absence of steps (one side only of course); the removal of the lamp housing because it fouled the loading gauge; the substitution of a low partition for the former three quarter height one between the compartments; the absence of luggage racks; the difference in upholstery necessitated by using foam rubber covered with leathercloth instead of the original sprung, horsehair-stuffed seats covered

in corded cloth; the substitution of beige paper for white lincrusta wax-cloth on the interior of the panels.

I understand that there may be some dispute as to the correct height of the partition. All I can say is that the makers' drawings, all available photographs, and the memories of old G.V.T. employees confirm the three-quarter height, and, before rebuilding, a groove for the partition could clearly be seen on the interior walls of the coach. The livery is at present unfinished, as the crest and door lettering are not yet applied.

The former Third Class coach, however, has been more radically altered to suit T.R. operating conditions, which require the two to be similar. As a consequence the interior is now identical to the restored First Class coach, and bears no resemblance to its original condition. For the record a description of the former interior follows.

There were two compartments with a three-quarter height partition panelled in brown-varnished wood, and upholstered, rather more sparsely than the First Class, in a buttoned-in maroon material. The interior of the ends, above the seat back, were of plain boarding without mirrors or luggage racks. The normal lamp globe was fitted in the centre of the coach and the roof interior was finished in white. At one time curtains were fitted.

The exterior of the coach is now painted in an attempt to simulate

TICKETS

The entire stocks of tickets of the Sligo, Leitrim and Northern Counties Railway Company, Ireland, were purchased upon closure of this line, and are now available in sets of over 400 (all different) at £1 per set post free from :—

LENS OF SUTTON,
50, Carshalton Road,
Sutton,
Surrey.

5,000

railway and locomotive books, timetables, maps, etc., and large stocks of bound and unbound railway periodicals.
All new railway books stocked including Beebe & Clegg: "Narrow-Gauge in the Rockies" £3 3s. Bucknall: "Boat Trains and Channel Packets," 35s. Nock: "Branch Lines," 25s. Whitehouse: "Narrow-Gauge Album," 25s. Bett & Gilham: "Great British Tramway Networks." 30s. Stamp brings latest catalogues of new railway books and scarce old volumes. (Now ready — Jones: "British Narrow-Gauge Railways," 18s. Tuplin: "Great Western Steam," 25s.)

Coming shortly, Allen: "On the Old Lines", 2nd edition, enlarged 25s. Shaw: "Little Railways of the World." 200 illus., 10 scale loco. drawings, 250pp. £2 5s.
(postage extra under £3)

NORMAN KERR,
Bookseller,
CARTMEL, LANCASHIRE.

the early livery and this is, at present, rather inaccurate. The correct livery for this period, confirmed by photographs and the memories of those who knew it, would be as follows :

Ends. All green as at present.

Sides. Basic colour a creamy white; all beaded panels, the ventilators and door droplights a medium green. Elaborate lining-out in thick gold leaf — ¼ or ½ inch wide I should guess, with a plain gold monogram* on the centre panel but no class indication on the doors. Coach number in black at the right hand end of each side below the bottom panel.

Roof. Grey or white — varied between coaches.

As at present painted, all below the waist is green, whilst the three small panels between the windows which should be lined green are cream. The lining, although correct in shape and position is a thin anæmic-looking yellow paint — though I appreciate the probable reason for this. The green, too, from all accounts is a little dark.

I trust that these notes may be of interest and are intended purely to record historical facts, and will, I hope, be taken in the spirit in which they are given.

* *This can be a trap for the unwary for the monograms on open and closed coaches differed from each other.*

The Giesl Ejector

L. T. C. Rolt

Readers of the *News* may have read the brief note to the effect that a 'Giesl Ejector' was to be fitted experimentally to our locomotive No. 4 and wondered what is was all about. To begin with, the term 'ejector' is misleading, suggesting as it does to us something to do with the vacuum brake which No. 4 does not possess. In fact the Giesl Ejector is a patent blast pipe and chimney which has been evolved by Doctor Adolph Giesl, Professor of Steam Locomotive Engineering at the University of Vienna. One envies his students, for Dr. Giesl is a keen railway and locomotive enthusiast.

It is Dr. Giesl's contention that in locomotive design and development far too little scientific attention has been given to what goes on inside a locomotive smoke-box, and that such lack of attention helps to explain the failure of the steam locomotive to hold its own against the diesel invasion. After all, when you come to think of it, the simple blast pipe which dates from Stephenson's days is a crude device, achieving its effect at the expense of very considerable exhaust back pressure. The now familiar arrangement of double blast pipe and chimney was designed to mitigate the disadvantage of the single blast pipe, and does so to some extent, but Dr. Giesl's Ejector, which has now been fitted to many locomotives of all types and sizes in Europe is said to show a substantial improvement in both power and economy over the double blast pipe. In the Giesl arrangement there is no blast pipe in the true sense of

the term at all. Instead, the exhaust pipe fans out into a series of nozzles which eject the steam into a venturi-shaped chimney, the narrow portion of which is extended well down into the smokebox.

Dr. Giesl was naturally anxious to try out his Ejector under operating conditions in this country but failed to rouse any interest in the project as far as the British Transport Commission was concerned. Although it will be many years yet before the faithful steam locomotive finally disappears from B.R. metals, having decided upon its ultimate abandonment the Commission are presumably no longer interested in developments of this kind which are designed to enable the steam locomotive to compete effectively with the 'stink machine.'

Through a mutual friend in London Dr. Giesl was then put in communication with me, the implication being that there was at least one railway left in the country which had no intention of abandoning its steam locomotives and might well agree to give the Ejector a trial. The outcome of this was that Dr. Giesl most kindly agreed to supply an Ejector and ship it to Wales free of all charge, for fitting experimentally to our locomotive No. 4. The only stipulation made on our part has been that the installation must involve no permanent modification so that the original chimney and blast pipe can be restored to No. 4 if desired, after a fair trial period. Drawings of the installation which have now been received show that this stipulation has been duly observed, and members who may be critical of the odd appearance of the special chimney when fitted are asked to bear this fact in mind.

Why was locomotive No. 4 chosen for this experiment? There were two good reasons. Firstly, it was felt that it would be wrong to tamper, even temporarily, with old and historical locomotives such as Nos. 1 and 2, or even No. 3. Moreover, it would be fairer to the Ejector to give it a trial on a locomotive comparatively modern and standardised design. Secondly, No. 4 is the only locomotive on our list from which detail drawings were readily available Copies of these drawings were made by the Hunslet Engine Company and sent out to Vienna so that a suitable Ejector could be designed.

The Ejector has been built by Messrs. Schöller Bleckmann of Vienna, the largest steel and engineering works in Austria, and is due to be delivered to Towyn during August. It is planned to fit the Ejector at the end of the second week in September, and Dr. Giesl is planning to visit Towyn at this time. If all goes well it should therefore be possible to try out the device in service during the last two weeks of the running season. Meanwhile, for purposes of comparison, a careful check has been made of No. 4's present coal consumption.

This experiment will be awaited with keen interest by all steam locomotive enthusiasts, and no matter what the result may be, all T.R.P.S. members must agree that it is bound to attract interest and publicity to our efforts. Certainly it is to the credit of the Talyllyn Railway Company that it has taken the initiative in sponsoring such a trial when British Railways failed to do so.

TRAINS ILLUSTRATED

Britain's most widely - read railway journal.

BEAUTIFUL COLOUR PLATE IN EACH ISSUE.

2/- monthly

or by direct subscription 26/- per year.

TRAINS ILLUSTRATED ANNUAL

Formerly Trains Annual.

The railway - lover's favourite annual.

96 pages
114 photographs.
plus
3 FULL COLOUR PLATES.

From All Good Bookshops.

10/6 NOW READY

Bound railway books of distinction

Twenty Locomotive Men

C. HAMILTON ELLIS

The Locomotive Superintendent was one of the most distinctive products of the Railway Age. Of this tough, now vanished, breed of men the twenty Mr. Ellis has selected as subjects for his essays were as diverse in character as can be imagined. They are racily portrayed in a collection which ranges over the 140 years from that of the birth of William Bridges Adams in 1797 to the death of Sir John Aspinall in the coronation year of George the Sixth.
9¼" × 6¾", 216 pages,
32 pages of illustrations. **25/-**

AN OUTLINE OF

Great Western Locomotive Practice

1837 — 1947 **H. HOLCROFT**

Alone among the railways of Britain the Great Western kept its identity for 110 years, and for half this period it was a wholly or partly broad-gauge system. No one is better qualified to chronicle its development than Mr. Holcroft, who was trained in the traditions of Wolverhampton and Swindon Works and therefore brings first-hand knowledge to his subject.
9" × 6", 168 pages,
32 pages of illustrations **25/-**

Southern Electric

G. T. MOODY

For the first time a comprehensive history and survey of the world's largest suburban electric railway system has been written and published. From its earliest beginnings in L.S.W.R. and L.B.S.C.R. days the progress of this mammoth undertaking is described to the present day of "EPB" and express corridor stock.
9" × 6", 176 pages,
32 pages of illustrations **25/-**

Ian Allan Ltd HAMPTON COURT, SURREY

Public Service, Public Relations and So On

by R. K. Cope (*Publicity Officer, T.R.*)

I have had very many years' professional experience of public relations and publicity in transport, and the invitation to comment on the very pertinent letter from "Kentish Maid" is too good an opportunity to miss. These are personal views but I have no hesitation in putting them forward at meetings of the Board, Committee and Society when possible.

Having undoubtedly saved the railway and brought it from the category of almost unknown to being automatically referred to as "the famous Talyllyn Railway", our main job now is to run a public passenger service that is comfortable, quiet, punctual and efficient. Think of a picturesque country cottage with thatched roof. Every passer-by admires it, but if you stick up a sign "Guest House" people will not stay if they have to put up with candles, dirty well-water and an E.C. at the bottom of the garden. We want to send our passengers away fully satisfied and anxious to urge their friends to visit us. They like to see the trains, as rather quaint survivals. But they also want a comfortable ride; they want to see the beautiful scenery of which we boast; they want a quiet ride and they want punctuality, particularly those with main line or bus connexions to make.

All this means careful attention to our rolling stock, track, and general running. It is not enough to be efficient — we must be *obviously* efficient, and there should be no messing about over shunting, no shouting and discussing the Company's matters and problems before the public. There is not much of this but it does occur on occasion.

The ride is a somewhat lengthy one, particularly the down journey, where the same ground is traversed again. Stations and line-side should, therefore, be attractive. The Wharf, in particular, is now being taken in hand, I am glad to say. This is the first view of the line for most people and it is important to create a good impression at once. As regards Pendre, is it too much to hope that the platform will be barred to the delivery of material when constructional work is finished? Rhydyronen appears to be an ideal site for a rock-and-water garden and I think it would pay us to obtain a suggested lay-out from one of the firms who specialise in that sort of thing. They might also suggest means of beautifying Bryn-glas, which could be furnished with rose pergolas, shrubs and so on. Nature has done most of the required work at Dolgoch and it would be a pity to spoil it, but we could easily keep it trim and tidy. Beyond doing the same at Abergynolwyn we should not waste much effort here, as we want to extend.

I should like to see the names of the stations put up on the gables facing the trains, so that passengers could see which station they were approaching.

Our charges must always be reasonable and we must provide good value. It is better for people to have some money over to

WASHING Servis MACHINES

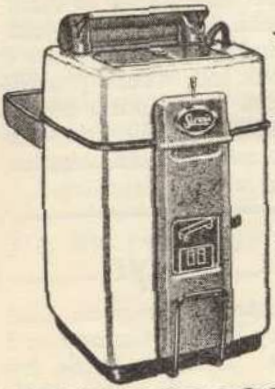
★ 'Gaytone' Colours

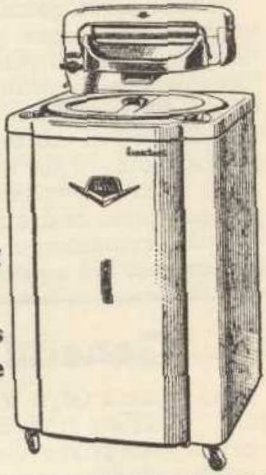
★ Heater or non-Heater

★ Hand or Power Wringing

★ Complete After-Sales Service

MODELS
from £47 0 0 tax paid





buy post cards and other items which they show or send on to their friends, thereby inducing further patronage. Money is getting a little tighter and this season people are taking time to decide what they will buy, especially the family parties. Remember that two-thirds of our sales are made at Towyn.

Dealing now with extensions, to go to Nant Gwernol would automatically increase our traffic revenue at very little extra cost, and I should like to see this extension pushed ahead. Before we took over, about two thirds of the traffic was for Dolgoch and one third for Abergynolwyn — ignoring small intermediate traffic. We have reversed this and now two thirds of our passengers book "all the way," not much caring where the terminus is. If we go further, they will still go "all the way" and pay a higher fare. We must not forget Dolgoch traffic, however, as this is "bread and butter" revenue. We are a recognised means of getting to the increasingly-popular Dolgoch Falls, and most of our coach parties go there. Properly fostered, this traffic will remain with us, even if the romance of the Society-operation of the line shows signs of waning.

As regards Talyllyn Lake, remember that we are now sending from 50 to 100 people to Abergynolwyn at a time during the height of the season. Any proposal to use a road vehicle on to the Lake would mean an application for a Road Service Licence — even for a horse drawn vehicle — and this would be liable to objection from the Crosville, as the existing operator (and quiet rightly so, as they

run daily all the year.) Even if we could get the Crossville, say, to provide a facility under contract to us, we should be dumping much more than one bus load at Abergwynolwyn for much of the season, and there would be serious delays if the passengers were booked through and had to be shuttled to and from the lake. To take a train load on really requires a train, but the cost of a new railway to the lake would be prohibitive.

Whilst not forgetting the Lake as a destination for our passengers (and we have done such wonders during the last seven years that nothing would surprise me!) I think we should push ahead and get "somewhere" instead of the present "nowhere" (apologies to Abergynolwyn!) by going on to Nant Gwernol, with a new Abergynolwyn Station at the top of the incline, connected to the village by a zig-zag path. This would not be a tremendous job, would provide relief from the upleasant jobs which still have to be done on the present track, and would bring us still more to the public notice as actually *extending* a public narrow-gauge railway, amid a welter of closures.

General News from Towyn

The second Glyn Valley Coach, No. 15, entered service on 23rd July. It differs from No. 14 in having ordinary brass bearings and normal axle-boxes instead of roller bearings. It also retains the handle which worked the brake gear, on one end. Both G.V. coaches are now lettered "FIRST" on the doors, and have the G.V.T. gold monogram, in a red garter, on the centre panels. No. 15 is also lined out in yellow.

The rebuilt Corris van was hurriedly pressed into service in its grey undercoat, for the August rush.

Thursday, 31st July, was an all-time record day, with traffic receipts of £102, over £15 up on the busiest day of 1957. Trains left Wharf at 9-0 a.m. and 10-25 a.m., and at 1-30 p.m., 2-10 p.m., 3-10 p.m., 4-0 p.m., 4-45 p.m., and 5-50 p.m. — eight in all.

On 14th July, Hugh Jones met with an unfortunate accident which resulted in his being knocked from the footplate of a Light Engine, sustaining a broken collar bone and injury to his ankle. The good wishes of all members will be extended to him for a speedy recovery.

Many thanks are due to our old friend Gareth Jones, who gave up a week of spare time to enable us to man the 2-10 train commencing 23rd July. This enabled us to avoid cancelling the train with consequent loss of revenue.

Engineering News.

We have no Engineering News, as such, this month, apart from what has appeared under other headings, and the latest report on Locomotive No. 2. This is simply that work is in progress on the boiler, and it has been agreed that the working pressure of this boiler should be 120lb. per square inch.

Ticket Collector's Corner

Mr. Farr, in his article "Tickets" in the December *News* omitted to mention one peculiarity of Talyllyn tickets, that the series begin at 0001 and end at 10,000, in contrast to other railways, who begin at 0000 and end at 9999. However, presumably due to a printer's error, the current series of Wharf-Abergynolwyn returns has been extended to 15,000.

The "First-class Supplementary" tickets for the Glyn Valley coaches were printed as 6d. green and 3d. red, but it was then decided to charge 1/- for adults and 6d. for children. The 6d. tickets were used first, each adult passenger being issued with two, and then the 3d. tickets were altered by hand to 6d. and 1/-. Tickets properly printed for the correct fare are now in use, however — 6d. green and 1/- blue.

— and Stamp Collectors . . .

Remaining stocks of the Railway Letter Stamps have now been overprinted 1/- because of the increased rate, so the un-overprinted 11d. stamps are now becoming rarities.

Publicity

Photo-cards Nos. 36 & 37 were rushed through and put on sale at the Wharf on 10th July, the day before our Official Guest Day. They show No. 1 and the normal T.R. train, and No. 1 alone, respectively. The price is 4d each and bulk supplies are available.

All the items referred to in the last issue have now been put on sale at the Wharf and have been so popular that re-ordering has been necessary. The five dozen needle-cases ordered on trial, were sold within a few weeks. In addition, an attractive plywood jig-saw puzzle is now selling at five shillings.

A special six-page leaflet has been printed to attract people to Dolgoch Falls. There is a two-page plan of the estate, showing the footpaths, also descriptions and two views of the railway, which is referred to in terms . . . "there is no finer way of getting to Dolgoch." The leaflet sells at 3d, and in collaboration with the Towyn Publicity Bureau is displayed in various shops in the town. It is also on sale at Dolgoch Hotel.

The Railway Letter Stamps are now surcharged to the value of 1/- each and no more are available at 11d.

Ash trays are being produced for sale at 4/- each, bearing a view of No. 1 and a border of Welsh emblems. They will take some little time to prepare as the drawing has to be made and approved.

The producers are working on a design for tiles bearing a drawing of No. 1, to supplement those of Nos. 2 & 4 already on sale. They are also considering preparation of a tray, three locomotive

tiles and three Welsh emblem tiles alternately, in a frame. We have suggested that these be put up as a constructional kit.

The producers of the coloured postcards have had to increase their charges because of an alteration in purchase tax, but to offset this a little they have agreed to produce two subjects at a time instead of a minimum of six. It has been decided, therefore, to produce two more cards for next season and repeat this as necessary.

The present coloured Calendar has been popular, but we have not been able to clear our stock, whilst many requests have been received for the previous style, with six views in monochrome. For 1959, therefore, we are issuing a six-sheet calendar, 2/6d post free, and re-issuing the coloured calendar, 2/6d post free, or 3/6d with glazed print. The six-sheet calendar will include views of No. 1.

The 1958 issue of the official Guide has been so popular that it has been necessary to reprint, making 1,000 more than last year. To get the letterpress into the present issue, however, has meant some squeezing,, and we have lost two pages of views. For the 1959 issue we shall insert more pages, spreading the matter out and putting in more views and advertisements. The cover will bear the coloured view which has already appeared on the *Meccano Magazine* (see *News* for March, 1958).

PUBLICITY ITEMS HANDLED BY LONDON AREA SECRETARY.

Car Badges.

There are only one or two left at 32/6d and once they are gone we shall again collect orders and/or names until a fresh batch is justified.

Old T.R. Tickets.

These are now getting short and the largest packet is the "12 for 1/-." We have a large number of four of the tickets and these are included in every packet, but the remaining eight vary from packet to packet. This course will ensure the largest number of packets being available for sale. In addition the four tickets are put on sale at exhibitions at one penny each. For post orders, please enclose postage with order.

Blazer Badges.

These have now been ordered and are of an embroidered design on a dark blue background and will sell at 12/6d post free. It may be a month or two before they are available, but if members like to send in their orders now we can not only form some estimate of the demand, but also ensure the badges are despatched at the earliest possible moment. All orders will be acknowledged.

Lapel Badges.

Stocks of the stud type are ample, but the brooch type are running out. When all the latter are gone the stud type will be sent in lieu unless instructions are given otherwise. Price 2/9d post free.

Books.

Narrow Gauge Album at 25/- and *Tralee & Dingle Railway* at 6/- are still available. Please include 1/- postage in each case — balance, if any, will be refunded in Envelope Seals.

Christmas Cards.

Full details are unfortunately not available at the time of going to press, but the cost is expected to be six to eight shillings per dozen, with envelopes, as previously. To avoid delay may we suggest that members who require cards should either send s.a.e. for details later, or send remittance at the rate of 8/- per dozen, and any balance will be refunded with order.

COACHING STOCK

by "X"

The following list of our passenger rolling stock may be found of interest. A similar list appeared in the *News* as long ago as 1954 (in that list Nos. 2 & 3 were transposed). This list was compiled at the beginning of the season and, as will be seen, is already beginning to date — e.g. No. 15 is now in service. Unless otherwise stated, coaches are four-wheeled, and where seating capacity is given as 18, it is in fact possible to accommodate 24 passengers in time of stress.

No.1 First Class, Brown Marshall. Original Stock. 18 seats

No.2 Third Class, Brown Marshall. Original Stock. 18 Seats.

No.3 Composite (3rd-3rd-1st). Brown Marshall. Original Stock. 18 Seats

No.4 Third Class. Lancaster Wagon Co. Original Stock. 18 Seats.

No.5 Brake,with Booking Office compartment. Brown Marshall. Original Stock.

No.6 Brake, ex-Corris Railway. G.W.R. No. 8754.

No.7 Open-coach. ex-Penrhyn Railway 1953. Roof fitted 1953, removed 1955. 18 Seats.

No.8 Open-coach. ex-Penrhyn Railway 1953. Penrhyn "P" 18 Seats.

No.9 Six compartment bogie. Frame Allens of Tipton 1954, body Pendre 1955 (Ran during 1954 with Penrhyn open bodies "C" & "D" 48 Seats.

No.10 Bogie. Five compartments & Guard. Frame Allens of Tipton 1954, body Pendre. 40 Seats.

No.11 Open coach, frame new 1955, Pendre. Body ex-Penrhyn "D" 18 Seats.

No.12 Open coach, frame new 1955, Pendre. Body ex-Penrhyn "C" 18 Seats.

No.13 Open coach. New 1957, Pendre. 24 Seats.

No.14 Two compartment, First Class. ex Glyn Valley Tramway. In service 1958. 16 Seats.

New open bodies of the larger type as fitted to No. 13 are now (Easter) at Pendre for fitting on to 11 and 12 in place of their ex-Penrhyn bodies, which are now in a very poor state.

Numbers provisionally allocated to coaches not yet in service are: No.15 Glyn Valley coach. No.16 Kerr Stuart Bogie coach. No.17 Corris Bogie coach.

London and Home County News.

Area Business Meeting.

This will again be held at the Fred Tallant Hall, Drummond Street, N.W.1. (near Hampstead Road and five minutes from Euston Station). The date is 11th November, and the time 7-15 p.m. The Bookstall will be open from 6-45 p.m. We hope to see as many members as possible and will also welcome would-be members, providing they undertake not to vote on any matter put to the meeting. The agenda includes Area, Society and Railway Reports, and the election of half the Area Committee. The expression "Home Counties" is widely interpreted, so if you are within reach of London on 11th November we shall be pleased to see you.

Exhibitions.

It is regretted that the delayed appearance of the last *News* made it impossible to cover the Weymouth M.E.S. Show completely, but a display was organised and assistance was gratefully received from friends in B.R. (S.R.).

Numerous one-day stands have been manned at Railway Club shows in the suburbs and our band of stalwart stewards has done well to cover them all, taking up so much of their spare time as it does.

This is a suitable opportunity to state that, such spare time being limited, we will regretfully have to limit our activities to such exhibitions as will be attended by a reasonable number of railway-minded persons, or at least limit our participation in bazaars, etc., to a display of posters and the like. So, whilst we welcome invitations to exhibit layouts, etc., at Railway Clubs, etc., we trust members will understand if we cannot always follow up their suggestions.

The Model Railway Hobby Show will soon be over and we shall know just how much we owe to the stewards who have undertaken duty, particularly those who stood in whilst the rest of us were at Towyn. Thanks are also due to the member whose generosity enabled us to have the stand, and to all others involved.

The limitations on exhibitions mentioned in the previous paragraph does not apply to talks and the address of *any* organisation willing to give us a date in their programme will be welcomed by the Area Secretary. Preferably, the organisation should have the use of a 2" × 2" slide projector and, if possible, a 16m.m. silent film projector.

Correspondence.

Please note that correspondence about exhibitions should be addressed to Mr. J. F. Tonkyn, 195, Mitchley Avenue, Purley, Surrey and this applies to volunteers for stewarding duties. Working parties are dealt with by Mr. J. N. Slater, 14, Castello Avenue, Putney, S.W.15, who will always be glad to hear from new volunteers. Other matters are dealt with by the Area Secretary (see last page of text). In all cases where a reply is desired the inclusion of

a stamped addressed envelope will materially assist the various officers in their work.

Looking Ahead.

1959 Spring Re-union. This will be held on 11th April, 1959, at the Kingsley Hotel, Bloomsbury Way, W.C.1. Book the date.

North West Area News

Three North-west parties have now visited Crich for rail lifting. Good progress has ben made, working in conjunction with Sheffield Area members. Provided no urgent jobs arise at Towyn it is hoped to continue with further parties.

A special one-day working party to Towyn was arranged at short notice on 9th August. The object of this was to unload about six tons of asbestos cement sheeting, etc., for the new carriage shed at Pendre. The material arrived by lorry in the morning and was unloaded far more quickly than had been anticipated. During the afternoon further work was done on the track-bed inside the carriage shed, spoil being unloaded from wagons a short distance up the line from Pendre.

As announced in the last *News*, the Area has now launched its own news sheet, *The North-West Wind*, which will appear at regular intervals. It is intended to keep all North-west members in touch with Area activities, in particular those unable to attend working parties.

A new P.W. trolley has recently been completed and delivered to Towyn by one of our members. This should prove very useful as an addition to the two existing trolleys.

Working parties will be held at Towyn on 27/28 September (A.G.M.), 25/26 October and 29/30 November. Members who would like to join these parties should contact Mr. Alan Chorlton, at 6, Sunny Bank Road, Longsight, Manchester, 13. (Telephone : RUSholme 1863).

The Museum

Recent acquisitions include a very early wagon with flangeless wheels from a 4ft. 2in. gauge plateway in the Forest of Dean, and a wagon from the 3ft. 6 in. gauge Nantlle Tramway, which has double flanged wheels. Smaller items given by members include a train staff from the Londonderry and Lough Swilly Railway.

The new building at Wharf is now nearly finished. Windows still need to be glazed, doors hung and paint applied. These jobs, and the transfer of most of the exhibits from the present building will be done during the winter, in readiness for the 1959 season.

MIDLAND AREA NEWS

Since our last *News* work on the new Museum building has proceeded vigorously, and the shell has been completed and handed over to the Museum Committee, who will undertake the painting, glazing, etc. Construction has taken ten week-ends plus one Saturday to replace a Sunday lost through rain — one on site clearance, one plus on foundations, six on brickwork and fixing of window frames, and two on the roof. The brickwork was carried out by skilled tradesmen, all of whom, although not members, kindly gave their work for nothing, and who were recruited by, and under the supervision of, a highly qualified member. The unskilled labour was provided by Midland Area members. Altogether this must be one of the largest projects so far undertaken.

Our next season's work at Towyn will be the tidying and beautification of Wharf Station and parties have been arranged for 25/26 October and 22/23 November. Any help will be most welcome and any member desiring or wishing to offer transport should contact Mr. John Burman, 85, Tamworth Road, Sutton Coldfield. The Midland Area will also be helping at Crich and volunteers who wish to arrange dates, etc., should contact Mr. Donald Gardiner, 2, Belgrave Road, Wyken, Coventry.

Indoor activities have been negligible during the summer, but talks will be held at the Engineering Centre, Stephenson Place, Birmingham, at 7p.m. on Wednesday, 15th October — "Re-building No. 1", by Mr. A. E. Morris — and 7 p.m. on Wednesday, 19th November — "Voie et roite and narrow gauge" by Mr. Keyse.

The Midland Area Annual General Meeting will be held on Saturday, 24th January, 1959.

UNITED STATES NEWS

A very cheery letter comes from Mrs. Al. Chamberlain, of 332 West 79th Street, Seattle, 7, Washington, with a request for copies of *Talyllyn News* back numbers. At the head of the letter is a block of a delightful old Maine Central 4-4-0 in the traditional style.

Our member Frederic Shaw, A.I.A., of 4, Third Street, Sausalito, California, is the author of a new book "Little Railways of the World," to be published in late September by Howell-North Co., 1050 Parker Street, Berkley, Calif., at 6 dollars. This book, with chapters on such diverse railways as the Darjeeling, Talyllyn, R.H. & D., the first railway in China, Festiniog, Walt Disney's Disneyland R.R., San Francisco Exposition 19" Gauge, 1915, the Otavi, Vale of Rheidol, Ravenglass & Eskdale, and various American narrow gauge railways must be a monumental work, with 250 pp. 250 illustrations, 10 maps, 10 locomotive drawings, and 60,000 words.

Mr. Shaw writes: 'May I tell you how much I enjoy reading the *News* and only regret that nearer residence doesn't provide me an opportunity to participate in the organization's activities. Despite my 75 years I could put in some useful licks in track rehabilitation. Please convey to my fellow members my great interest in the Society's progress and the hope it will live to a long and useful life in the preservation of narrow gauge railroadiana.

RAILWAY SOUNDS ON GRAMOPHONE RECORDS

It is our eventual aim to make available on records a comprehensive sound picture of railway operation in the days of steam. This is a big undertaking, the success of which depends very much on the support received from other enthusiasts. Although we already have an enormous amount of recorded material the rate of issue of new records is necessarily slow because of the high costs involved. Nine long playing records, priced at 22s 6d., plus 2s 6d. postage, are available now and others are in preparation for future issue. For further details of this series of records, please write to the address below enclosing a 2d. stamp.

TRANSACORD LTD.,
BLEDLOW ROAD.
PRINCES RISBOROUGH
AYLESBURY, BUCKS.

FOR THE TICKET ENTHUSIAST.

A genuine Bell Punch machine, complete with clip, strap, ticket Box, ticket rack and tickets can be yours for only 25/- post free.

All items ex London Transport except the tickets.
Additional tickets available 4d. per 100.
From . . .

LENS OF SUTTON
50, Carshalton Road,
Sutton,
Surrey.

JUST PUBLISHED : British Narrow Gauge Rlys (Jones) 18s; Narrow Gauge in the Rockies (Beebe & Clegg) 68s; Lines of Pacific Electric: Western District 8s; Von Salzburg nach Bad Ischl (Slezak) 3s. 6d; Switzerland's Amazing Rlys (Allen) 2nd Edition, 25s; Expected shortly: Les Tramways Parisiens (Robert) 67s 6d.
SCIENTIFIC SUBSCRIPTION SERVICE, 47 & 50 Kynaston Avenue, Thornton Heath, Surrey.

AMERICAN RAILROAD BOOKS. "Narrow Gauge in the Rockies," 65s 6d. "Oil Lamps and Iron Ponies," 46s. "Redwood Railways," 36s 6d. "Treasury of Railroad Folklore," 39s. "Let's Operate a Railroad," 35s. 3d. "Off the Beaten Track," 8s. 3d. Postage included. Year's subscription "Trains", 46s. 6d., back numbers 3s. 6d. each. Send for complete catalogue. —
WILLEN LTD. (Dept. T.N.), 9, Drapers Gardens, London, E.C.2.

RAILWAY PHOTOGRAPHY: We specialise in the developing, printing and enlarging of railway photographs. Highest quality work. Satisfied customers in many parts of the British Isles. Post your requirements or call —
W. VAUGHAN - JENKINS, Templecombe, Somerset.

EUROPEAN RAILWAYS. The English every-other-month magazine on Continental railways, 11s. 6d. yearly. Send 2s. for specimen copy (May/June contains special narrow gauge features, pictures). We also offer many Continental railway books, magazines — ask for list. "Von Salzburg nach Bad Ischl" — an illustrated booklet in German on the famous — and now closed — Austrian Lokalbahn, 3s 9d. post paid.
ROBERT SPARK, 15, St. Stephen's House, Westminster, Landon, S.W.1.

GEM

RUN YOUR NARROW GAUGE MODELS ON

Gem Flexi-Trak

(16.5 m/m gauge)
AND

Gem

T.T. Flexible Track

(12 m/m gauge)

UNIVERSAL POINTWORK IN BOTH GAUGES

Send 1/6 for our latest Catalogue
Please mention the Talyllyn News

George E. Mellor
31a Rhos Rd. Rhos-on-Sea
NORTH WALES.
(Member Talyllyn Railway Preservation Society).

THE RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY

(Founded 1928)

MONTHLY MAGAZINE
"THE RAILWAY OBSERVER"

LOCOMOTIVE SHED & WORKS VISITS : LIBRARY : PHOTOGRAPHIC & TECHNICAL SECTIONS : RAIL TOURS : LECTURES : AFFILIATED TO OVERSEAS SOCIETIES : BRANCHES THROUGHOUT THE COUNTRY

Subscription for 1958 25/- (no entrance fee). Age limit 16, but applications from 14/15 age groups will be specially considered.

For Prospectus and specimen "*Railway Observer*" send 6d. stamps to the Hon. Secretary, Mr. A. E. Hurst, 295 Portswood Road, Southampton.

CALLING BRISTOL

Mr. Kenneth H. Rosewell, "Cross Elms," 43, Coombe Lane, Bristol, 9, (Tel: 682500), would like to call a meeting of all T.R.P.S. members in the Bristol Area. The idea of the meeting, or re-union, is to further the Society's interests in the Area. It will take place at the above address on Saturday, 25th October, at 3 p.m. and all members within reach are urged to attend.

Correspondence

Mr. G. Kingsley Belsten, Readington, Oxford.

I was interested to see a reference in the News to the installing at Pendre of the ex-L.N.W.R. lever frame from Islip. I take it this is the Islip near Oxford. I should be interested to hear — perhaps through the medium of the *News* — details of the transaction by which the T.R. obtained this frame from Islip, and possibly of the route by which it travelled from Islip, if by rail.

It occurs to me that T.R. now has in active use a great deal of material from other lines and sources. A sketch map of England and Wales showing the places where these items originated would be most interesting — e.g., Nuneaton, Corris, Crich, Islip and many others. The Museum items could be incorporated if thought desirable.

This is an excellent idea and such a map will be produced as soon as possible. In the meantime, to ensure as complete a record as possible , members knowing of any such items might care to drop a postcard to me. Some information will inevitably be received from many different sources, but that will be preferable to omission — Ed.

Mr. J. L. H. Bate, Reigate.

From correspondence which has apeared in recent issues of the *News* it is clear that many of our members do not appreciate the full implications of the preservation of historic relics. If the Talyllyn carriages were to be withdrawn from service today it would not arrest the deterioration which is now in progress. Unless all the detective timbers be cut out and replaced by sound material there will be little of these carriages remaining but a pile of rubbish within a few years — whether or not they are used in traffic. All timber structures are liable to rot and worm attack, and their proper maintenance is a constant battle against decay. The case of H.M.S. *Victory* could be quoted as a parallel example, where much timber has from time to time been renewed, but which in no way detracts from the historical value of this ship.

In any case the T.R. carriage are hardly as supplied in the 1860's since alteration and repairs have been carried out over the years, and there can be little point in preserving the vehicles in their 1951 state, which is what some members apparently have in mind.

If the old carriages are to be kept eventually as museum pieces, and let us hope that they will be so treated, then it is surely reasonable to ensure that they are in a thoroughly sound state when they go into retirement.

Mr. Joseph Tyrrell ,Clontarf, Dublin.

I give my fullest support to Mr. Mowat, who suggests lower quadrant semaphore signals. One could replace the stop board outside Wharf Station, thus giving a more railway-like appearance to the scene. My choice would be L.S.W.R., L.N.W.R., or G.W.R.

Now to brakes : for various reasons I suggest fitting the vacuum brake to each locomotive not already so fitted, and also the passenger rolling stock.

Permanent way : the necessity for getting this into first-class condition has been stressed quite often, and I thoroughly agree and would like to see ballasting completed as soon as possible.

In conclusion I take the opportunity of commending those responsible for the production of the *News*. My only regret is that it does not appear more often.

Mr. J. R. Love, Tarawa, Gilbert & Ellice Islands.

Whilst the heading above (T.R.P.S. Western Pacific Area) may not be one officially recognised by the Society, you will find that the address quoted is included in your records. Just in case you should compare it with the one given on the reverse side (San Fransisco) let me explain that we have a direct air mail service to Tarawa at present by courtesy of the United States Air Force. Unfortunately this will cease shortly and our normal postal routing via Australia will operate again. I have just received my *News* for March, 1958, by that route.

May I take this opportunity of paying the "farthest-flung" member's tribute to the *News*. As my only link with the Society at present, apart from my subscription, of course, it is to me worth "a guinea a box!" I really do enjoy reading it and I do hope that some day I shall have the opportunity of meeting some of the people I have so often read about. It is eleven years now since I was last in Towyn, and as that was in my Army days I couldn't visit the railway as often as I should have liked.

Do you think any member of the Society would like a "foreign correspondent?" This would help to keep me in touch with things in a way.

With kindest regards and best wishes to Mr. Inkster and yourself, and to all the officials and members of the Society.

(From a letter to Mrs. Inkster, *News* Distribution).

Any member wishing to write to Mr. Love should address to c/o Miss M. B. Rodger, 54, Bruce Road, Gallowhill, Paisley, Renfrew, Scotland, as he will shortly be coming on leave and may not return to Tarawa.

Mr. S. H. P. Higgins, Worcester.

I should have liked to support Mr. Boyd's plea for a thoughtful approach to the future of the Kerr, Stuart balcony carriage, which unhappily is now only a Kerr, Stuart underframe and bogies (of wider gauge than Talyllyn).

Historically the carriage was surely of considerable interest. Without these historical associations was the coach ever worth bringing to Towyn? If the Glyn Valley First Class coach could be restored for service, could not some form of restoration (e.g. for exhibition) have been considered for the Kerr Stuart carriage?

From "Kentish Man".

How true is Kentish Maid's letter concerning the untidy condition of T.R. waiting rooms. I have spent a week at Towyn this year, as in other years, and my courage failed me when I considered expressing my impressions in words. I would recommend that this part of the lady's letter be learnt by heart by every member.

Dr. R. V. Coates, Felixstowe.

I can agree with little written by "Kentish Maid." I found an atmosphere of friendship and help on my visit in late June, quite the reverse of her comparison with the Festiniog.

The Museum is excellently labelled. Her suggestion of a map of narrow-gauge railways is a good one, when more room is available in the new building. A waiting-room at Wharf would be desirable but is yet one more item on the already extensive building programme.

In late June the views were excellent, and the rhododendrons and foxgloves made a superb show at Dolgoch. I gather that improvement and beautification of Wharf are in fact underway.

With so much to be done in 1958, the present state is a credit to all concerned. Doubtless in time other amenities will follow, but the present lack in no way detracts from the high standard reached in 1958.

"Kentish Maid" says that *her* questions were answered; so are those of anyone who likes to ask, such is the enthusiasm of everyone on the line.

Just as amateur railway operators have to keep to certain basic rules, so amateur editors must, in self-defence, adopt various professional practices. One of these concerns readers' letters; please note that the writer's name and address should always be given, whether for publication or not, and anonymous letters, or letters under a pseudonym only, cannot be considered for publication.
— Ed.

BOOK REVIEW (Contributed)

" British Narrow Gauge Railways " by Richard Bagnold Jones. Adam and Charles Black, London. 18s.

During the last few years a great deal has been written on the subject of narrow gauge railways and this literature has obviously intrigued Mr. Jones, causing him to visit some of the lines. The book purports to be a factual study of the few narrow gauge lines that now remain open in England, Wales, the Isle of Man and Scotland, but somehow one or two others appear in the pages of this book, which is illustrated with 35 photographs.

" Jennie " by J. B. Snell, illustrated by G. K. Sewell. Thomas Nelson & Sons, Ltd., London & Edinburgh. 8s 6d.

Owen Roberts lived for the Gwernal Valley Railway, he also died for it, in an accident peculiarly reminiscent of that at Abermule. "Jennie" incidentally was Owen's favourite engine. This human story for all ages of enthusiasts follows the successes and failures, the triumphs and troubles of the G.V.R. over the fat and lean years of its existence. There are many incidents in the book which took place on other railways in times gone by, so they are not altogether out of place here and John Snell's story of life in the Welsh hills is fascinating to read. Owen's progress through life will be followed with no little interest by all who have a love for the charm of the narrow gauge, though the courting of Elizabeth is perhaps but an enthusiasts dream. There are many excellent line drawings by G. K. Sewell (including one of Elizabeth herself) which help to bring this pleasant little volume to life. There is, in addition a useful map of the Gwernal Valley and its railway.

ERRATA

Several unfortunate errors occured in the last *News*. The most unfortunate, which was corrected on the proofs and wrongly altered by the printer, was the inscription borne by No. 1 on her journey from Dudley to Towyn. This should have been " YR WYF YN MYND ADREF." Apologies to all Welsh and Welsh-speaking readers.

Complaints re the T.R. Middlesbrough parking ticket should of course be made to P. B. Whitehouse, not as spelt. Sorry, Pat ! Printer's error again.

"X" points out that the slip occurred at 4 miles 50 chains, not 4 miles 30 chains as stated in John Bate's article. He says he has checked up and it is definitely between the 4½ and 4¾ mile posts. Sorry, "X"!

The same contributor also corrects his own article, on the subject of lining out of locomotives. It is Nos. 4 and 6, not 3 and 4, which have been lined out. Editor's error. Sorry "X"!

SOCIETY DIARY

Sept. 27/29. Annual General Meeting Towyn.
Oct. 25. Bristol Area Meeting (see "Calling Bristol").
Nov. 11. London Area Business Meeting (see Area News).
Jan. 24. Midland Area Annual General Meeting.
Apr. 11. London Area Spring Re-union.
London Area Working Parties: Sep. 27/28. Nov. 1/2.
North West Area Working Parties: Sep. 27/28. Oct. 25/26. Nov. 29/30.
Midland Area Working Parties: Oct. 25/26. Nov. 22/23.
Closing date for material for December *News:* 21st November (Warning! This date will be rigidly adhered to in view of other Seasonal commitments).

SOCIETY OFFICIALS

Secretary :
Mr. P. B. Whitehouse, 344, Lordswood Road, Harborne, Birmingham 17

Treasurer :
Mr. P. J. Garland, 36, Waterloo Street, Birmingham, 2.

London Area Secretary :
Mr. T. W. Robertson, 23, Portway, Ewell, Surrey.

North-West Area Secretary :
Mr. David Chatfield, 27, Lynwood Grove, Sale, Cheshire.

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

Birmingham & Midland Area Secretary :
Councillor E. Gibbons, "Glynavon" Stream Road, Kingswinford, Brierley Hill, Staffs.

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

Membership & Subscriptions :
Members A — L : Mr. Eric Lees, 143, Balden Road, Birmingham, 32.
Members M — Z Mr. R. W. Tippetts, 255, Warwick Road, Olton, Solihull, Warwickshire.
(Mr. Boyd-Carpenter, The Ridge, Eaton Hill, Baslow, Derbyshire, for those members who normally pay subscriptions direct to him).

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).

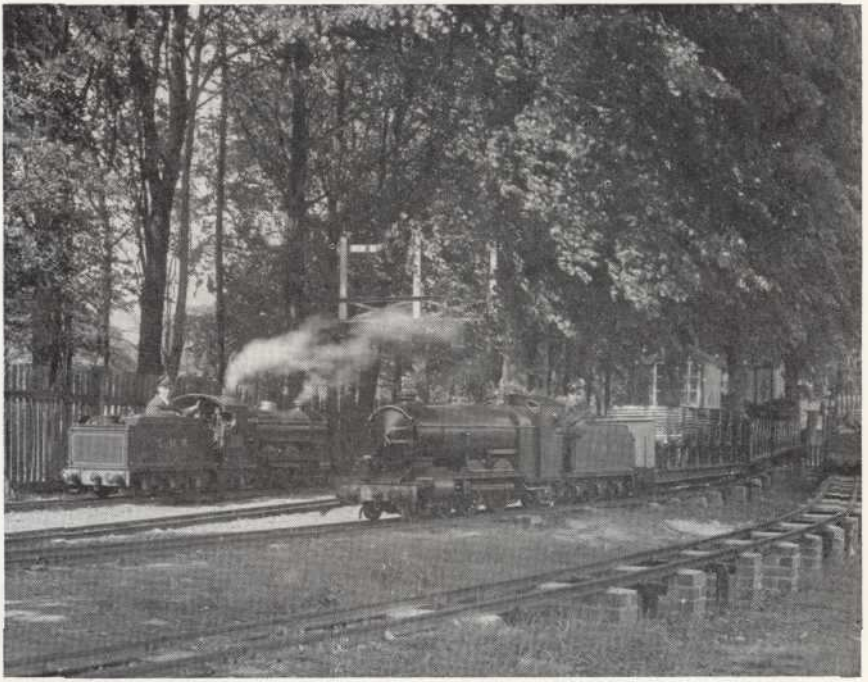
Printed by C. H. Stubbs (Printers) Ltd., 552, Hyde Road, Gorton, Manchester, 18.

VISITING THE MIDLANDS

— COME AND SEE —

The SUTTON

Miniature Railway

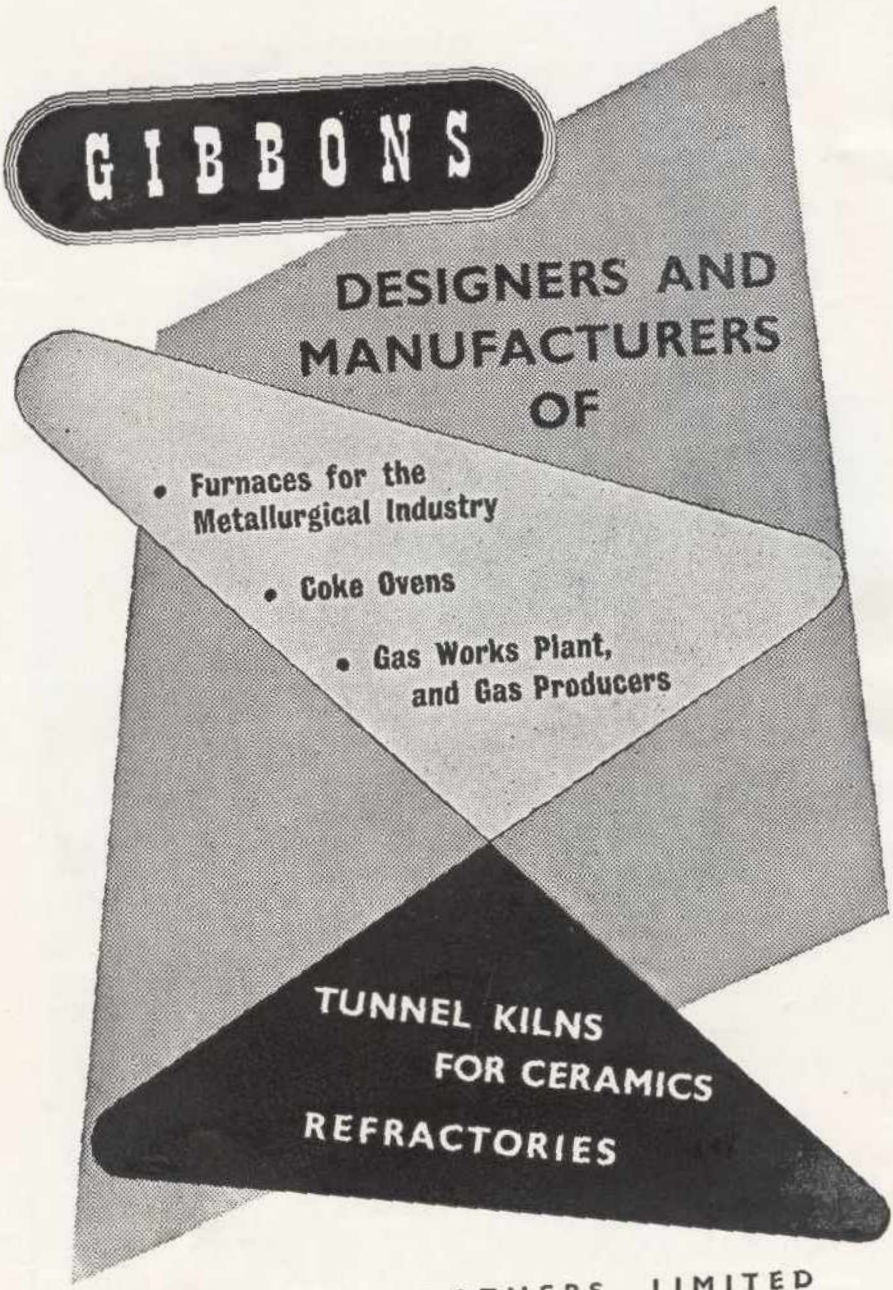


The finest 15" gauge Steam Railway

CRYSTAL PALACE

SUTTON COLDFIELD

Near Birmingham.



GIBBONS BROTHERS LIMITED

P.O. BOX 19, DIBDALE, DUDLEY, WORCS. Tel. DUDLEY 3141

EB