TALYLLYN NEWS

Number 66

June, 1970



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TALYLLYN NEWS

The Journal of the

TALYLLYN RAILWAY PRESERVATION SOCIETY

Number 66 June, 1970

President : Viscount Garnock

USE THEM—OR LOSE THEM

Once upon a time, when steam still ruled the Cambrian Coast, there was one train each way on the coast line on Sundays, run more for the benefit of the Post Office than the passenger, though we do recall our present Hon. Secretary rebuking a visiting enthusiast who dared enquire about buses, by informing him that the last down train on the Talyllyn Railway made connexions to London daily via British Railways, including Sundays. Alas, you will say, those days are gone, never to return. We are happy to inform you that they are coming back. London Midland Region, anxious not to neglect any chance of taking money on a subsidised line, is to restore scheduled Sunday trains to the Cambrian Coast (and to Aberystwyth) between July 5 and September 6, and details will be found on pages 3 and 4. Whilst rejoicing at British Railways belated realisation that people would travel on Sundays if only there were trains, we will not be helping them in the least if we just stand by the lineside and cheer. Not only must our own members use these trains, we must persuade as many other people as possible to use them also, though it would have been easier had they been published in the timetable. Nevertheless, let us see the "Club Notes" and "Coming Events" columns of the railway enthusiasts' magazines sprouting with a perfect forest of "Mini Rail Weekends" visiting the "Great Little Trains of Wales" by means of these services. Make no mistake about it, if these Sunday services are not made use of by the public and the enthusiasts, it may well mean the end, not only of Sunday services on the Cambrian Coast, but also of weekday services. So please, support British Railways in this worthwhile endeavour and, who knows, we may get trains on Good Friday as well—or even steam!

J.N.S.

THE COVER PICTURE

Some idea of the magnitude of the work involved on Dolgoch Viaduct is given by this photograph, taken during the first week in January, before the dismantled spandrel walls had been rebuilt. Work on the viaduct is now all but complete, and the scaffolding has been removed.

SEEN AT PENDRE

Seen chalked on the door of the North Carriage Shed at Easter, above an enormous hole for the new yard drains:

"One of the great little drains of Wales"

TRAFFIC REPORT

A combination of an early holiday and foul weather meant that Easter traffic was rather poor and the advertised service was able to cope with all traffic without the need for any relief trains. The passenger journey figure for Easter Week was 2,836—a decrease of 1,011 compared with the previous year. In contrast, the daily afternoon service for the week after Easter was fully justified and produced 1,266 passenger journeys for the week. Loadings on the three day a week service since then have varied depending on the weather and at the time of going to press (week ending April 24) the total passenger journey figure stood at 4,503 a decrease of 520 compared with the same period for 1969.

The train service so far has needed only coaches 9, 10, 18 and 19 in daily service with Nos. 2 and 3 available as spares. This has meant that the painting gang has been able to deal with finishing off work on some of the others, although No. 17 was brought out for a couple of trips on Thursday, April 9. In the morning, it formed part of a train which took the Ministry of Transport Inspecting Officer up the line for the official inspection of new works at Pendre, Fach Goch and Quarry Siding, and in the afternoon it was attached to the front of the service train in order to convey a party of travel agents from Israel who were being given a conducted tour of Wales by the Wales Tourist Board.

As reported in the last issue there will be a considerable drop in day tour coach traffic during the coming season as the new regulations regarding coach drivers' hours make it impossible for many of our regular operators to run tours to Towyn.

Bookings from volunteers are reasonably up to strength, although there are still some gaps on the Traffic Roster (particularly May and June) which we would like to fill in. There are also a few gaps to be filled on the locomotive side, but this department is now fully booked for July and August. Any regular volunteer who has not yet booked his dates is asked to do so now, as soon as possible, and advice on suitable dates will gladly be given from Wharf. Newcomers are also welcome but it should be noted that there are now no vacancies for Learner Guards or Engine Cleaners during July or August, although other work can be found.

Although full details have not yet been settled, members may like to know that it is proposed to run a special "vintage" train on three Saturdays in September by using either locomotives Nos. 1 or 2 with the four original carriages and the Talyllyn van. These trains will be run mainly to attract enthusiasts from outside the society, but members will be welcome provided that they are prepared to pay the special fare which will be charged. It is hoped that a "run-past" facility will be provided for photographers and that special tickets with advanced bookings and reserved seats will be available. Special "vintage" trains will also be made available for party bookings from enthusiasts and other interested organisations outside the peak months of July and August when the stock concerned will be required for the normal service trains. Any member who is interested in the above is invited to send an s.a.e. to Wharf and full details will be forwarded as soon as they are available.

As mentioned in a previous issue, a reduced fare facility will be available from Towyn to Dolgoch and Abergynolwyn on all evening trains in July and August, and it is hoped that this facility will help to slightly ease the load on busy afternoons during the peak weeks.

BRITISH RAILWAYS SUNDAY SERVICES

We have been advised by the London Midland Region of British Railways that a public passenger service will be provided between Shrewsbury and Aberystwyth and also between Aberystwyth and Pwllheli on Sundays during the period July 5 to September 6, both dates inclusive.

At the time of going to press exact details of the timing are not available, but it is likely that the main line service will consist of a train leaving Shrewsbury for Aberystwyth at approximately 11.00, with a return journey leaving Aberystwyth at about 17.00. Along the coast there will be basically two trains in both directions, leaving both Aberystwyth and Pwllheli at about 09.30 and 14.30, and these trains will stop at all principal stations and also at halts where there is any likelihood of traffic from adjacent caravan sites, and so on. An additional train will also leave Aberystwyth at 18.00 for Barmouth and this will return to Machynlleth.

This is the first time for many years that any effort has been made to develop Sunday traffic on the former Cambrian lines and we feel sure that members will join with us in congratulating the London Midland Region on this experiment and we sincerely hope that it will bring the results it deserves.

We have been asked by British Railways to seek co-operation from all members in doing what they can to promote traffic on these services which will not only enable people in the area to visit our own railway, but also the Vale of Rheidol and the Festiniog. Members may also like to note that the service along the main line will provide a reasonable facility for a day visit to the Vale of Rheidol at Aberystwyth and also as the train will call at Welshpool, a day visit to the Welshpool & Llanfair. We have been promised detailed timings as soon as these have been finalised and any member who is interested to receive these is invited to send a s.a.e. to the Traffic Manager at Wharf Station.

These advertised public services will be in addition to several excursion trains which are planned to operate on various Sundays throughout the summer period.

SUNDAY TRAINS ON THE CAMBRIAN

In connexion with the British Railways Sunday services mentioned in the preceding article, provisional arrangements have been made between B.R., the Festiniog and Talyllyn Railways for a "Mini Rail Weekend Excursion" facility to be available from London (£6), Birmingham (£4), and Manchester (£4) during the period from July 5 to September 6. Travel would be outward on Fridays, returning on Sunday afternoons, and the fares detailed above are inclusive of

rail fare to and from Aberystwyth/Portmadoc and return, together with one return trip on the Vale of Rheidol, Talyllyn, and Festiniog Railways. It does NOT include overnight accommodation, which must be arranged on an individual basis.

Separate cheap weekend returns to Towyn or Portmadoc for T.R.P.S. or F.R.S. members only will be available from London (90s.), Birmingham (50s.), and Manchester (70s.) Two trains will be run each way on Sundays between Aberystwyth and Pwllheli, with additional workings from Aberystwyth to Shrewsbury, and Abeystwyth to Barmouth and from Shrewsbury to Aberystwyth, and Barmouth to Machynlleth. From the point of view of a member returning to London Birmingham, or Manchester on a Sunday, the service is Towyn dep. 16.27, Machynlleth arr. 16.55/dep. 18.09 (time for a meal), Shrewsbury arr. 19.46 (Euston 23.01).

Further details of these special arrangements can be obtained from Wharf Station on receipt of a stamped addressed envelope. **All bookings MUST be made in advance, and it is IMPORTANT to note that tickets will only be available from the Festiniog Railway Company (B.R. Agency), Harbour Station Portmadoc, Caernarvonshire.** Tickets will NOT be available from B.R. stations or other agencies. Please send a stamped addressed envelope when booking.

IN COUNCIL

Since the last issue, the council has met once, on May 2, but as this meeting did not take place until after "press date", we cannot give a report on it here. However, minutes of the preceding meeting, on February 25, are now to hand, and points of interest from these are noted below:

Abergynolwyn

The Traffic Manager reported that the County Council now proposes to construct public conveniences during 1970/71. No grant will therefore be forthcoming to the railway from the Countryside Commission for similar facilities here. Council agreed to postpone any further action regarding the proposed building of our own facilities. It was agreed that existing facilities should be used in emergency cases only during the coming season.

Dinorwic auction

Chief Engineer reported having spent £94 10s. for nine items at the Dinorwic Quarry auction sale, which included a chimney suitable for the ex-Irish Turf Board locomotive, when rebuilt.

"Narrow Gauge Telegraph"

Mr. Glazebrook reported that the total number of copies of the "Narrow Gauge Telegraph" to be printed was in the region of 40,000 to 45,000, requiring an extra £200 to cover this increased order. This was agreed.

Traffic & Operating Committee constitution

At the request of the Chairman, Mr. Heath outlined the reason for requesting a full discussion of the constitution of the Traffic & Operating Committee. Considerable dissatisfaction had been expressed by various committee members, and proposals had been put forward in a report to council, though these were not acceptable. After a lengthy discussion, the following resolutions were agreed:

(a) That Minute 680.1 of 3.1.68 be re-affirmed adopting the proposed terms of reference of the committee.

(b) That the restriction on the ratio of council members to co-opted members be withdrawn.
(c) That the Traffic & Operating Committee be asked for proposals as to how best to co-opt its members.

Publicity Committee

Council did not recommend that the society should join the Association of Railway Preservation Societies, but saw no reason why the railway company should not join the Association of Minor Railway Companies, if it thought that this would be useful.

Any other business

Traffic Manager suggested the purchase of four guards' hand lamps with the money donated by the widow of the late Dr. Roy Coates. Agreed.

Traffic Manager reported inspection of the loops at Pendre and Quarry Siding by the Ministry of Transport was to take place in April. He also reported preliminary talks with Mr. Thorpe for improving accommodation at Wharf. Reference was also made to the considerable reduction in day coach tours this summer because of the provisions relating to drivers' hours in the Transport Act, 1968, and that British Railways was to re-open the Coast Line on Sundays during the summer season (see page 3).

Chief Engineer said that the cost of vacuum brake parts would be £8,000 excluding the fitting; Westinghouse air brake equipment would cost considerably more. He also reported taking delivery of 48 pairs of wheels and two flat wagons from Bowaters.

Hon. Treasurer reported that the Museum Trust had repaid £200 of the loan to it.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Talyllyn Railway Preservation Society will be held at the Neuadd Pendre Social Centre, Towyn, at 15.20 on October 3, 1970. Members are reminded that nominations for council membership must reach me (address inside back cover) by July 31, and even earlier notice would be appreciated as the annual report is at the proof stage by the end of July.

Richard Hope, Honorary Secretary

CORRESPONDENCE TO TOWYN

All letters for officials and staff on the railway are delivered to Wharf Station and then passed on accordingly. However, if a particular person is likely to be away for more than a few days (e.g. holidays or illness) there is an arrangement whereby their letters will be opened in their absence **unless** the enevlope is marked private, confidential or similar. This procedure ensures that urgent and important matters are dealt with without undue delay.

Members writing to Towyn are asked to note this arrangement and if they are writing on a private matter, they should mark the envelope accordingly. One further point; if you have need to telephone the railway for any reason please consult your timetable and try to avoid phoning just prior to train departure or arrival times. Thank you.

D.W.

ENGINEERING REPORT

April 24, 1970

Steam locomotives

The season opened at Easter with locomotives Nos. 3 and 4 in service and No. 6 complete apart from paintwork. No. 2 should also be ready for service shortly, but No. 1 is unlikely to be in operation for some time.

No. 1, "Talyllyn"

The new front end framing has been completed and welded into place. A very thorough overhaul of the valve motion is in progress including provision of one new eccentric and a complete set of new pins uniform to size. New ends are being welded into some of the rods as the holes have worn beyond the limit for re-use. Further work is in progress on the rear end of the frames to provide proper clearance for boiler expansion which was not previously allowed for.

No. 2, "Dolgoch"

Little has been done to this engine until recently. A smaller injector (No. 4 size) has been fitted to the fireman's side and some minor alterations made to the cab. Valve setting is now in progress and the locomotive should be in service during May.

No. 3, "Sir Haydn"

New springs have been fitted to the pony truck, resulting in improved riding. A small deflector plate has been welded inside the bunker to prevent spillage of coal on to the footplate. The fireman's side injector has been reduced from a No. 5 to No. 4 size. This has somewhat reduced the steam consumption and should ease the fireman's task. The locomotive has been in service since mid-March.

No. 4, "Edward Thomas"

Delivery of a new water gauge is awaited but otherwise the locomotive is available for service.

No. 6, "Douglas"

In addition to the repairs reported in the last issue a new, stronger rear spring mounting has been fabricated from ¾ in. and 1 in. plate to a modified design ,to permit easier access for spring changing. The locomotive is complete apart from the lining out of the paintwork, for which we are hoping to engage a local craftsman.

No. 7

The wheelsets have been sent away for regauging but there is no other material progress to report at this date.

Diesel locomotives

We last reported No. 5, "Midlander", to be much in need of overhaul. This proved all too true as it has since suffered several breakdowns and spent a fair amount of time under repair. The rear axle chain sprocket was the first failure. This was salvaged by welding new tips onto all the teeth, pending the fitting of replacement wheels and sprockets, which are at present away being re-gauged.

On March 2, the linkage between the governor and the fuel injection pump broke, resulting in the diesel engine speeding out of control and suffering serious internal damage before seizing up. One piston and liner were cracked, four cam followers were damaged and several valve rockers and valves bent due to the valves bouncing and

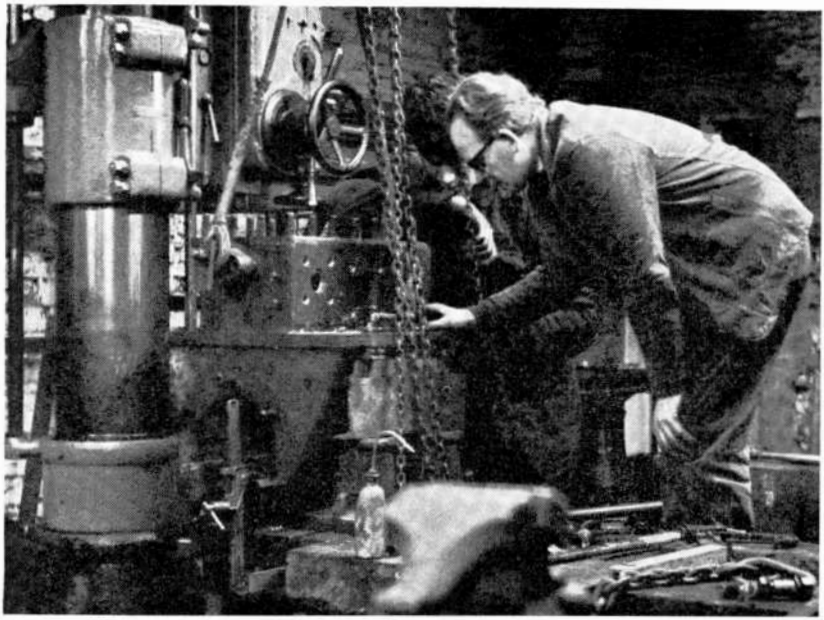


Photo: J. L. H. Bate

Setting up the right-hand cylinder of No. 1, "Talyllyn", on the radial drill, "Archibald", in Pendre Works on January 10

striking the pistons. Fortunately, the original (discarded) engine for this locomotive was available as a source of parts, so repairs could be effected fairly quickly. New piston rings and cylinder head gaskets were also fitted and the locomotive returned to service on March 24. The transmission continues to make ominous noises from time to time and further trouble is not unlikely.

As it is desirable to get one of the Parkgate diesel locomotives running as soon as reasonably practicable, the wheelsets for one Ruston and the Hunslet have been sent to the Hunslet Engine Works for regauging. No other work has yet been possible owing to an acute shortage of volunteers.

Rolling stock

Progress on the latest standard bogies carriage (No. 20) has until recently been at a virtual standstill due to pressure of other work and shortage of hands. With the completion of the winter maintenance programme, work on No. 20 has lately been resumed. It is hoped to have No. 20 in traffic in time for the peak season.

Mention was made in the last issue of the difficulty in securing suitable wheels for the new bogie carriages. We had been hoping to obtain some very good wheelsets complete with Timken axleboxes from the 2 ft. 6 in.-gauge Bowater Railway at Sittingbourne. However, the vehicles concerned were all retained for the Sittingbourne-Kemsley preservation scheme and we have had to accept some older wheelsets having plain bearing journals. We have taken delivery of 48 pairs of 20 in. diameter wheels, of which twelve pairs have been sent for re-

gauging. Four pairs will be used under No. 20 carriage and the remainder are for use with two ten-ton capacity flat wagons which have been obtained from the Bowater line. After certain modifications to the bogies in order to lower the floor height, these wagons will be put into service on general engineering duties. The lack of any such heavy-duty wagons has been felt for some time and purchase of these two wagons should help the ever increasing maintenance programme.

Footboards, doors and guard rails on the offside have been fitted on open carriages 11, 12 and 13 and work is at present in progress on No. 8. New door locks and an offside guard rail have also been provided on No. 16. Repainting and varnishing on No. 17 (Corris) has been completed. Delivery of No. 21 carriage has been delayed and it is not expected to arrive until June.

One of the Winchburgh hopper wagons, No. 23, which has lain upside down awaiting attention for the past eight years was overhauled and put into service for the ballast workings up to Dolgoch Viaduct in March. Two more small tipping wagons, Nos. 44 and 45 have been regauged. Ten of these wagons are now available for use.

Permanent Way

General maintenance has been in progress at various points along the line, particularly east of Brynglas where extensive re-sleepering has been carried out. The relaid track near milepost 5¾ was partly ballasted at Easter but still awaits packing and lining. Rail joint gaps have been adjusted on the half mile east of Brynglas and Macbeth spring spikes are being provided on this length to control rail creep.

At Quarry Siding, the connexion to the ballast siding with trap points has been completed. Pendre and Quarry Siding passing loops were both examined by the Ministry of Transport Inspector on April 9.

Wharf coal siding points have been relaid and the siding slewed to improve the alignment. A new siding is being provided at Fach Goch near milepost 1¼ for disposal of surplus spoil arising from works at Pendre.

Supplies of good quality relayable sleepers are becoming very difficult to secure; our last load came from Dunphail Station in the north of Scotland.

Some members have lately commented on the mention of B.S.60 lb. per yd. "N" section rails in the last issue. Since the original British Standard for flat bottom rails was issued in 1904 there have been a number of alterations. The original pattern is now known as old B.S. (O.B.S.); in 1922 a revised standard was prepared known as R.B.S. and subsequently the 60 lb. per yd. section was again revised as the "N" section. Finally, in 1958, the "A" section was published. There are thus four different British Standards for rails weighing 60 lb. per yd., differing slightly in height and width and requiring different fishplates. Not all these rail sections are now rolled, but OBS 50 lb., RBS 60 lb., and the "A" sections from 60 lb. upwards are currently available. Lighter rails up to 30 lb. per yd. are also made but 40 and 45 lb. sections are now obsolete.

Building and Civil Engineering

New double doors for the workshops have been made and hung and the base for the Quarry Siding Loop Ground Frame Cabin has been commenced. A major operation at Pendre, recently commenced,

is a new surface water drain from the Pendre road overbridge down to the outfall into the Council drain in the road north of Pendre, a distance of about 200 yd. The lower section of the drain has been laid, involving a trench up to 6 ft. in depth which runs through the centre of the North Carriage Shed. Some 50 yd. of 6 in. pipes have so far been laid. The purpose of this work is to provide proper drainage at the bridge which at present is subject to flooding of the formation, and also divert the drain clear of the site of the proposed new carriage shed.

The major repairs to Dolgoch Viaduct reported in the last issue were completed on time and after a busy weekend of ballasting on March 14/15, when some 50 tons of Tonfanau granite was loaded into wagons at Wharf and dumped at the site, using hoppers and side tipping wagons, the viaduct was ready for the permanent way to be restored. Trackwork was completed on March 26, and the line reopened to traffic the following day (Good Friday).

The viaduct handrails were re-erected during the Easter week-end by a volunteer gang and by the end of April the work was virtually complete.

In all, some 42 trips were worked between Towyn and the Viaduct during the winter. Materials for the contractors required 27 trips, totalling over 150 wagon loads and the remainder were permanent way workings for dismantling the track, laying temporary sidings, and later restoring the track and lifting the temporary pointwork. Five ballast trains were steam hauled by No. 3 and 4 as the diesel locomotive was laid up for repairs during March, but No. 5 worked the remainder of the trips—usually about twice a week—conveying bricks, sand, gravel, cement and all other materials used in the work and also the contractors huts and concrete mixer.

S. & T.

There has been little progress in this section since the last report. Routine maintenance to the telephone system has been carried out and a further batch of new poles is being prepared for erection. On the signalling side, a ground frame has been prepared for use at Fach Goch siding, and rodding and facing point lock fitting will be undertaken there in due course. The installation at Quarry Siding was completed, including for the first time a set of trap points on the siding, operated from the frame.

General

A regularly recurring feature in these reports is the lack of sufficient volunteer help to carry out all the work which ought to be done to maintain the railway in good order. This is becoming increasingly obvious and in recent months we should not have been able to achieve as much as we have done but for the very welcome offer of help during March from the Outward Bound School at Aberdovey. On three weekends we had parties of about ten lads working on the line and their assistance was much appreciated, in particular the ballasting of Dolgoch Viaduct without their aid would have taken considerably longer to finish. They were also largely responsible for the digging of the new drain at Pendre.

Easter is usually a very good weekend for volunteer support but this year our numbers reached an all-time low and Easter Saturday was little better supported than an ordinary working weekend. True,

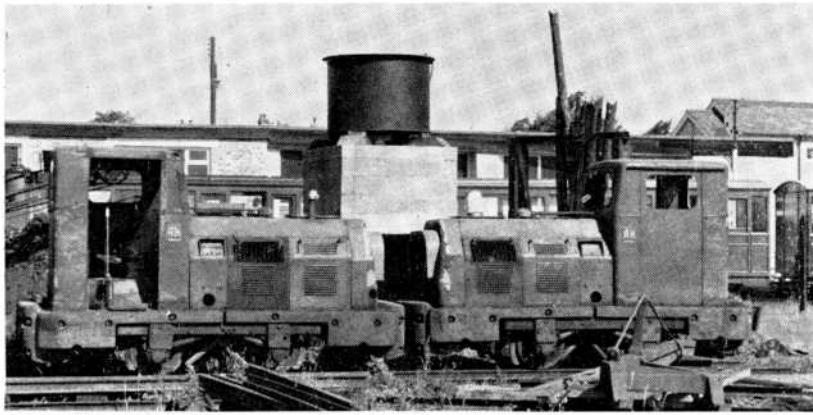


Photo: T. J. Hudson

Former Parkgate Iron & Steel Co. Ltd., 3 ft.-gauge Ruston & Hornsby diesel locomotives Nos. 5 (right) and 6 (left) at Wharf Station in June last year. Parkgate No. 5 will become Talyllyn Railway No. 8, "Merseysider", and its wheelsets have already been removed for regauging, Parkgate No. 6 will be cannibalised for spares

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the weather was poor, but that should not have had a significant effect upon the number of workers. If the railway is to be maintained in decent condition an extra effort will be needed through the coming months and with this in view it is intended to organise evening working parties for those present during the summer. Further details of this scheme will be found elsewhere in this issue.

RAILWAY STAFF CHANGES

David Morgan has now retired from the permanent staff, from April 3. However, we are pleased to learn that he will continue to be occupied full-time at Pendre as a volunteer (unpaid), and he has indicated that his main interest lies in work on locomotives. We are confident that there is sufficient work in this section to keep him well and truly occupied for a considerable length of time.

W.H.D.F

TEA UP

At its meeting on May 2, the council voted, without a dissentient voice, that, from that date, cups of tea supplied to volunteers and staff on duty would be free of charge.

FROM THE MEMBERSHIP SECRETARY

Many places in Britain are being labelled with postal codes, the omission of which may give the postal authorities reason for delay. Will all members therefore please advise me (address inside back cover) of any new code they may receive. This applies especially to life members, and those who pay by Banker's Order, as they may not realise that we do not receive the codes unless they tell us.

BODGERS' CORNER

Perhaps we should not reduce a winter's toil (I hesitate to say sweat, as the freezing conditions in the North Carriage Shed in January hardly permitted such luxuries!) to this level, but I am sure professional carriage builders would be horrified at our very amateur methods.

Despite our limited skills and facilities, though, a fair amount of carriage work has again been undertaken throughout the winter months by a small group of members. To give you an idea of what has to be done in the ever-shortening off-season, a list of all passenger-carrying vehicles attended to follows:

No. 1—Damaged west end completely rebuilt and whole coach repainted.
No. 4—Doors and locks attended to.
No. 5—Floor repainted.
No. 8—Doors under construction, footboard to be fitted.
Nos. 9 and 10—Window stops in doors modified. Brake floor repainted.
Nos. 11, 12 and 13—Doors refitted and paintwork touched up, foot boards fitted.
Nos. 14 and 15—Cushions repaired.
No. 16—Locks changed, paintwork touched up and revarnished.
No. 17—Paintwork extensively touched up, transfers attended to and whole vehicle revarnished.
No. 19—Window stops modified. First Class improved.
No. 20—Much remained to be done as this issue went to press.
No. 21—May well have arrived by the time you read this.

Of the above work, Nos. 1 and 17 have been the most time-consuming, No. 1 having been started in October and barely finished in time for Easter. No. 17 was started about the same time and was just completed in mid-April, and we hardly had the opportunity to touch No. 20. If anyone is interested in helping in this field, a line to John Smallwood at Flat 2, 79 Lawrie Park Road, London S.E.26, stating skills, experience, interests or just enthusiasm, all of which can be made use of, will be much appreciated.

JUNIOR MEMBERS

Like everything else, the cost of providing Society members with copies of the "Talyllyn News" and other items creeps up year by year. We don't really expect to make a profit on our junior members, but the Council does feel that the Society should not be out of pocket and the position has now been reached where it costs as much to service a junior member as he pays in subscriptions. The Council also wishes to bring the age limit for junior members in line with the general move towards regarding 18 as the age of majority.

The Council wishes to amend the Constitution and Rules at the next A.G.M. in accordance with Rules 26 and 27. The following revised versions of Rules 18 and 19 are therefore proposed for approval by the members attending the A.G.M.:-

18. The minimum annual subscriptions entitling subscribers to membership of the Society shall be £1 10s. (£1.50) for full members, £1 for associate members and 15s. (75p) for junior members.

Full members shall be 18 years of age or over; junior members shall be under 18 years of age on 1st February. Associate membership shall only be open to the spouse of a full or life member. Such subscriptions will fall due for renewal annually on 1st February, and if after a reminder from the Hon. Treasurer members fail to renew their subscriptions within three months following the issue of this reminder their membership will lapse. Subscriptions from new members received on or after 1st September will be held to cover membership until 31st January of the second year following. The minimum subscription shall be £15 for full Life Membership of the Society, or £10 for associate Life Membership, which shall be open only to the spouse of a full Life Member.

19. Each member, other than an Associate Member, shall receive such reports, notices and other information as the Council may issue from time to time. Each member shall receive a membership card in return for his subscription. Production of this card will entitle the member to admission to any General Meeting of the Society and to free travel upon the Railway, subject to the Rules and Regulations of the Company applicable to ordinary fare-paying passengers. A membership card does not entitle the holder to any special privileges with regard to the Talyllyn Railway other than the right of free travel as defined above. Each member aged 18 years or more shall be entitled to vote at General Meetings of the Society.

MUSEUM REPORT

The front of the Museum was given its annual face-lift at Easter with the re-varnishing of the panelling. During this weekend, an opportunity was taken to lift the front end of "Cambrai", which had been showing a pronounced list towards the B.R. line for some time. On examining the locomotive it was discovered that serious deterioration is taking place, mainly due to the exposed siting. As it is highly unlikely that funds will be available to provide covered accommodation, its deterioration is of great concern to the Management Committee and it is hoped that some solution to the problem will be reached in the near future.

It is intended to instal extra display boards on the wall behind the Museum Store within the next few moths in order to provide badly needed display space.

It is hoped that before this report appears in print the frames of the Fairbourne locomotive "Katie" will have been transported to Towyn for restoration and eventual display in the Museum.

R.M.P.

ENGINEERING COMMITTEE

Best wishes to Engineering Committee Secretary Geoffrey Naylor, who is departing these shores for North America. The pen is taken up by Don Southgate, whose address will be found on the inside back cover.

SHOP REPORT

We have a number of new lines for the 1970 season, including waterproof P.V.C. aprons with a silhouette of Dolgoch, (made by a member); a set of three slides with portraits of locomotives 2, 3 and 4; a range of good quality toys to start children on the railway hobby, from "Child Guidance" railways and simple jigsaws through to Liliput, Eggerbahn and Minitrains narrow-gauge models. The wooden train of Talyllyn prototypes has been completed with a fine model of the Talyllyn brake van (though the first supply are a mirror image of the real van). There are now ample supplies of the 4-colour Talyllyn Tea Towel but due to the purchase tax changes in the 1969 budget all our Linen tea towels are priced at 7s. 6d.

There have been a number of changes and additions to the equipment in the various parts of the shop, including a neat model of "Dolyronen" Station made from GEM kits and plasticard which now graces the window at Wharf, a machine to serve fizzy drinks from draught at Wharf and a "Whirlcool" fresh milk dispenser at Abergynolwyn.

To improve our service to postal customers the shop has a National Giro account (No. 448 2158) and this can be used as an extension of the "Bankers Order" purchase scheme by those members who want to make use of the regular payment and credit scheme that we run.

THE RAILWAY SHOP

ITEMS AVAILABLE TO MEMBERS ONLY

Lapel Badges (Pin or Stud type)	3s. 9d.
Blazer Badge (English wording)	16s. 0d.
Car Badge	£1. 17s. 6d.
Tie Clip	5s. 9d.
Old Pattern, Broad Blade Green Tie ...	16s. 0d.
New Pattern Tie	£1. 1s. 0d.
(choice of green, maroon, royal blue, navy blue or black)	
Easibinders for Talyllyn News (Vol. I, II, III, IV)	16s. 6d.
Operating Rule Book (with amendments) ...	2s. 6d.

(All these prices include postage)

Order from

The Railway Shop, Wharf Station, Towyn, Merioneth

MIDLAND AREA RAILWAY FETE

Just a reminder about our Fete on Saturday, June 6, at the Hilton Valley Railway, opening at 14.00 in Hilton on the A454 Wolverhampton -Bridgnorth road, by kind invitation of Mr. Michael Lloyd.

Do please tell as many folk as you can all about it—and bring as many friends as you can on the day. Souvenir T.R. tickets issued at entrance, rides on Mr. Lloyd's very extensive 7¼ in.-gauge steam railway for you and the children. Plenty of sideshows, a Garrett Showman's Engine and a Fair Organ will be there together with a large marquee with cake and produce stalls and refreshments. We rely on your maximum support so—

ROLL ALONG FOR A GRAND TRIP BEHIND STEAM AT HILTON VALLEY on JUNE 6!

JUST ONE OF THE BRANCHES

by M. J. Wilson,

Little did I realise when I took over the secretaryship of the East Anglian Group several years ago that I was to become virtually a manager of one of the branches of the Railway Shop, for that is really the main function of the appointment.

The Group had been founded a few years earlier by Tris. England, who realised that the traction engine rallies which were beginning to flourish in East Anglia were a potential source of wealth to the railway, and thanks to his efforts a friendly relationship with the principal societies in the area was established. At that time Tris. was more than satisfied, after spending a weekend on a rally field and sleeping in his van, if he had taken a few pounds, for the efforts were measured not only in terms of monetary gain but also the valuable publicity that resulted.

The Areas, of course, had been exhibiting at model railway exhibitions and other similar functions since the early days of the society, and it is no small measure of their success and that of the various stockholders that their income last year amounted to more than £2,600, or nearly 15 per cent. of the total income of the Railway Shop.

Whilst there is a dearth of exhibitions in East Anglia, this is compensated by the number of traction engine rallies in the region, although all within the short summer season. This occasionally results in more than one function on the same dates in different localities.

So far as the Group Secretary is concerned, having spent the winter months trying to obtain details of all the rallies, exhibitions and other functions which are likely to be held in the course of the year, and in the meantime trying to keep up with the quarterly returns and indents for stock to Wharf, and arranging for helpers at the events, the time eventually arrives to prepare the stand and other equipment in readiness for the first rally.

The Group's "Mk. 1" stand is made of aluminium angles which slot together and was never intended for one-man assembly, for it is a veritable giant-sized Meccano kit. It suffers from a lack of a weatherproof roof, which is the main reason why it is seldom covered over, is unstable during severe gales, and takes at least an hour to erect. Hence, we have, in the past year or so, occasionally



East Anglian Group stand, Haverhill Traction Engine Rally, May 1968

Photo: the late Dr. Roy Coates

relied on a pair of decorator's folding tables which can be erected in a minute or so, and when adorned with poster boards provides a suitable substitute. Protection of the stock during inclement weather can usually be achieved by covering the whole table with a plastic sheet suitably weighted with off-cuts of T.R. rail, provided that all pencil points and other articles likely to puncture the sheeting are first removed.

Standard uniform for the rally operator should preferably include mackintosh, gumboots, sunglasses, and such other protective clothing as is deemed necessary to cope with extremities of the weather.

Early arrival on the rally field on the first day is essential (my aim is always 09.00 at the latest and this involves an early start if you are travelling upwards of 100 miles), for by being ahead of your competitors, of which there are now so many, including not only trade and business concerns, but also recognised and often unrecognised, preservation societies, enables you to search for the most suitable site if they have not already been pegged out.

The ideal position in my experience is close to the beer tent, preferably on a route leading from the main entrance to the toilets, and of course in a conspicuous situation. Assessment of the ideal location can be a very tricky business, for it can make many pounds difference to the overall takings. The leeward side of the engine park should always be avoided, for not only do smuts cause damage to stock but keep the customers away. Low-lying and softish ground should also be avoided for should you be blessed with heavy rain, for which rallies are occasionally renowned, there might well be some difficulty in recovering the stand and the stock at the end of the event.

Should the site have already been marked out, early arrival often enables you to bargain with the rally secretary for a more

favourable location if the original has a number of drawbacks.

Friendly relationship with the enginemen and the travelling showmen is advisable, for the latter are in it for business, and they can be of great assistance in many ways.

At the earliest opportunity it is as well to have a look round the competitors stands and mentally note any items on which there is any substantial price variation from your own stocks. This can often avoid you later being accused of being cheats, crooks, or other similar epithets if someone else is disposing of an item a few coppers cheaper. It is always helpful to make the acquaintance of the commentator, for this can result in the railway being "plugged" on the loudspeaker throughout the event, even if it does cost a glass of beer.

Trade can fluctuate alarmingly; one moment you can be slack and having dispatched one of the lads for a walk round the site or to bring back ice-creams, you may suddenly find yourself overwhelmed. There is a tendency on rally fields for crowds to flock around like sheep and often a small group gathering around will lead to an onslaught. The busiest time often co-incides with the Church service if one is held on the Sunday afternoon.

The selection of stock to take to a rally requires the judgement of Solomon, for not only is space limited on the stand, but every vehicle has its limitations, not to mention storage space at home. Demand can vary enormously and whereas some items may go well in certain districts, in others you cannot shift them at all.

There are many tales to be told of events on the rally fields, for there is hardly a day goes by without some amusing incident. On the whole, it is an enjoyable way of spending a day or weekend, and when the time comes to cash up and recheck the stock, you can usually look back with some degree of satisfaction. Not only will there have been a contribution to the income of the railway, but you will also have publicised the railway and society, the measure of which it is impossible to assess. Many a passenger has turned up at Towyn as a result of a leaflet which he acquired by chance at a rally or exhibition.

There are few counties in England which are devoid of such events, but the number which the society is able to attend falls short of the total. So, if there are any more aspiring shopkeepers or branch managers who would like to try their hands at manning a stand at a rally or exhibition, your Area or Group Secretary, or failing that the Commercial Manager of the railway, would very much like to hear from you. Your efforts would be very much appreciated.

MAN-DAYS AT EASTER

Two errors must be corrected in the article "What about some work at Easter?" on page 2 of the March issue. Firstly, the figures given are for man-days, not man-hours, and secondly, the table covers the years 1964 - 1969, not 1954 - 1969 as stated in the text. Unfortunately, the appeal fell on deaf ears and, from the point of view of work done Easter 1970 was disappointing, the man-days being as follows: Good Friday 14; Saturday 32; Easter Sunday 33; Easter Monday 16; Tuesday 11; total for five days 106; date of Easter Sunday March 29.

I.N.S.

PERSONAL

BIRTH

Killip. To Christine and Neil Killip, of North Harrow, a son, Jonathan, born on March 24, at 16.14, weighing 8 lb. 3 oz.

WEDDING

Benford-Mitchell. Congratulations to Miss Lynda Benford, who was married to Yorkshire Area T.R.P.S. member Robert Mitchell on March 28. She has secured a real catch, but we hope she will not only allow him to continue to visit Towyn but will come with him.

DEATH

Child. We regret to announce the death, in early April, of Mr. M. M. Child, F.S.A., of Guildford. For long a member of the T.R.P.S., and a staunch supporter of the Guildford Society of Model Engineers, he will best be remembered for his careful and meticulous work on an early version of our train alarm device, for which he manufactured beautifully polished boxes of electrical relays and horns. Well into his eighties at the time of his death, his charm and courtesy made an impression on all who met him.

PENDRE WORKS

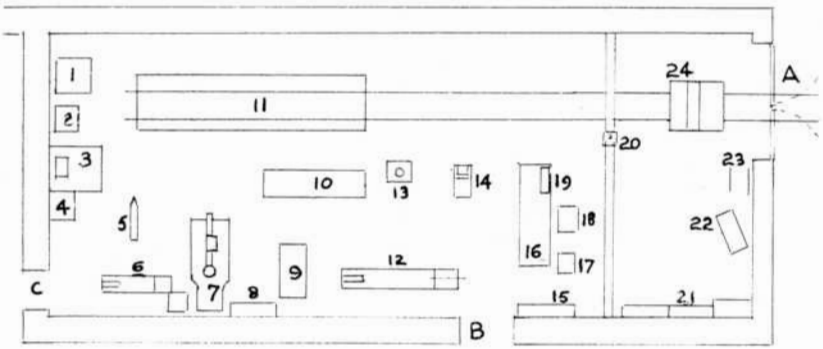
by John Bate, Chief Engineer, T.R. Co.

The great majority of T.R.P.S. members seldom or never visit Towyn and it may therefore not be appreciated by many of our members just how extensive are the workshop facilities necessary to maintain the locomotives, rolling stock and other equipment in good working order. To avoid a lengthy description, a drawing and index to the workshop and its equipment has been prepared. It will be seen that the main workshop contains machine, welding and erection bays whilst a further fitting shop has been provided at the end of the locomotive shed alongside the works. Woodworking and carriage repairs are undertaken in the North Carriage Shed and its adjoining joiners shop across the running line.

In the main workshop the machining facilities are fairly comprehensive, but for very heavy work we are still dependent on outside help. Wheel profiling is usually undertaken on the large wheel lathe at the Boston Lodge Works of the Festiniog Railway by our own labour. On occasions their 9 ft. planing machine has also been used.

Our own facilities are sufficient for work on axleboxes, valve motion work, piston turning and boiler fittings. The Willson lathe is slow but adequate for the heavier items, although not very precise, whilst the smaller I.X.L. lathe is chiefly used for pins, bushes and brasswork.

The shaping machine sees less use than the lathes but is invaluable for flat surface work, for example slide valves and axlebox guides. The radial drill is capable of handling any drilling job we are likely to encounter; drills up to 2 in. diameter are available and for larger diameters a boring tool can be used. Having 7½ horsepower available



PENDRE WORKSHOPS.

Index to Diagram showing workshop machinery and fittings.

1. "Progress" Sensitive Drill, ½ in. capacity, ⅓ h.p. ... ... (1969)
2. Black and Decker 8 in. Bench Grinder ... ... (1957)
3. Forge ... ... (1866)
4. Blower, Keith Blackman, 1 h.p. ... ... (1961)
5. Anvil ... ... (?)
6. I.X.L. Lathe, 6 in. x 36 in., 3 h.p. ... ... (1966)
7. Radial Drill, 4 ft. arm, 10 speeds, 7½ h.p. ... ... (1968)
8. Drill Rack and Tool Cupboard.
9. Shaping Machine,, American Tool Co. 3 h.p. ... ... (1963)
10. Bench, 8 ft. x 2 ft. with 2 vices and pipe vice ... ... (1967)
11. Inspection Pit and Track ... ... (1866)
12. Willson, 8⅜ in. x 54 in. Lathe. 3 h.p. ... ... (1963)
13. Heating Stove ... ... (1969)
14. Screwing Machine, hand ... ... (?)
15. Main Switchboard, 415 volts, 60 amps ... ... (1961)
16. Welding Bench
17. 130 amp. Portable Welding Set ... ... (1952)
18. 250 amp. Welding Set. Cytringan ... ... (1968)
19. Bench Guillotine ... ... (1965)
20. Runway Beam and 30 cwt. Travelling Chain Block .. ... (1968)
21. Storage Cupboard, and so on
22. Screwing Machine, power ... ... (1970)
23. 12 in. Pedestal Grinder ... ... (1969)
24. Hacksaw Machine on Trolley 1 h.p. ... ... (1961)

A. Main Entrance Doors
B. Door to Loco Shed
C. Door to Fitting shop and Mess Room

Items not shown on Diagram :

Portable Electric Drills, ¼ in., ⅜ in., and 5/16 in. capacity
Grinders, 6 in. wheel and 9 in. disc
Oxy-Acetylene cutting and welding equipment, 2 sets
Pul-lift tackle, 20 cwt. and 30 cwt. chain blocks
Hydraulic Jacks, 25, 20, 15, and 8 tons capacity

Diagram of Pendre Works, showing workshop machinery and fittings. Dates in brackets indicate the date of installation

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it makes short work of even the heaviest jobs, and is certainly the most used machine in the works. For smaller work under ½ in. diameter the sensitive drill is used.

The 12 in. pedestal grinder serves well for heavy grinding chiefly in preparation of parts for welding, whilst the smaller 8 in. machine is chiefly used for tool grinding and has one silicon carbide wheel for use with tungsten carbide tipped tools.

For screw thread cutting there is the old hand operated machine, a relic of pre-society days, and a more recent power driven machine.

These are used for making special bolts and screwing pipe ends.

Two welding sets are available; the 250 amp. being normally in use whilst the smaller portable set is used on occasions when two welders are working. A wide range of welding electrodes from 4 gauge down to 12 gauge is stocked for general purpose welding and special electrodes are also stocked for vertical welding, alloy steels, cast iron, hard surfacing, and other specialised applications.

Oxy-acetylene welding is preferable for thin gauge work and is essential for non-ferrous work. Materials are kept for aluminium and cast iron welding, and for brazing and silver soldering.

Oxy-acetylene flame cutting is much used both by hand torch and by means of a "Pug" straight line cutting machine. The "Pug" is used for most heavy plate cutting, being far more accurate and economical than a hand torch cut. It is also used with a jig for making fishplates which require bevelled edges and can when required be used with a radius bar for cutting out circular work.

An overhead runway beam carrying a 30 cwt. travelling chain block spans the welding bay allowing heavy items to be handled without trouble. Portable electric tools are available for drilling and grinding where it is not possible to take the work to the fixed machines. The grinders are chiefly used for weld preparation and finishing.

A Hilmor tube bender is available for handling the large sizes of copper tube used on steam locomotive pipework and there is a small sheet bending roll suitable for forming cladding sheets and other similar work up to about ⅛ in. thick. For heaver bending work we have to rely on the Festiniog Railway facilities.

Outside the workshop is held a stock of steel plates and bars of over a hundred different sections. Plates from ⅛ in. thickness, flat bars up to 3½ in. x ¾ in. and 6 in. x ½ in. and round bar to 1½ in. diameter are usually stocked. In the workshop there is a small stock of bright steel round and hexagon bar both in mild and in medium tensile (EN8 grade) steel, for making bolts and pins.

Steel from stock is sawn to length on the trolley mounted power hacksaw which usually stands near the workshop doors. It normally carries 14 in. blades but can take 20 in. blades for dealing with exceptionally large work, girder cutting, and so on. The hacksaw can also be taken outside the works for rail cutting and other work of that nature.

A small hydraulic press, provided originally for fitting Timken roller bearings to wheelsets, is also used for wagon wheels and other work within its 50 ton capacity. It is inadequate for dealing with locomotive or carriage wheels for which a 200 ton press would be needed.

Finally, there is a forge and anvil with the usual range of blacksmiths' tools. The forge is original but has been converted from hand bellows to electric blowing. A wide variety of work both for the railway and for outside customers is undertaken here including the sharpening of picks and other tools, making hinges for field gates, straps, brackets and miscellaneuos items of many descriptions, even including ornamental ironwork and the occasional set of horseshoes.

Throughout the winter months on Mondays to Fridays there are usually about four members of the staff at work in the shops and up to perhaps a dozen volunteers on many weekends. In the summer only one or two staff will be found in the workshop assisted by volunteers as may be available from time to time.

EVENING WORK

Members who visited Pendre last summer may have noticed an unaccustomed tidiness in the yard where previously chaos had seemed to prevail. They may have assumed that "the light has been seen at last", but it should be clear as to how Pendre came to be partially tidied up. As with all things on the T.R., it did not just happen, rather it came about as a continuation of the clearance operation carried out in the early spring and at Easter to provide the site required for the extension to the loop.

The completion of the process at the far end of the yard was the most visible result of the regular evening work carried out by volunteers during the first three weeks of July last year. Many of the volunteers then working at Towyn came each evening to do about an hour's work before resorting to the hostelries of the town for liquid refreshment. As far as possible, volunteers were given tasks which were completely different to what they are normally engaged on. Work undertaken included ballasting, trackwork at Pendre and Quarry, a wide range of S. & T. Dept. work, carriage repairs, and just tidying up the arisings of previous major projects.

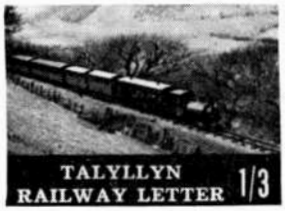
Numbers of volunteers involved varied from one to 27, and in all about 40 took part at one time or another. Unfortunately, the commencement of the three train service brought about the virtual abandonment of evening work, as the organiser's duties elsewhere on the railway prevented him from starting work until too late to use the remaining daylight and enthusiasm of volunteers. On the other hand, many who had attended expressed regret that they had to be terminated, and it was fairly clear that the longer working day for traffic and locomotive volunteers during three train operation would not damp their enthusiasm for evening work, provided they had a task completely different from the one they had done all day.

This summer, to ensure that not one ounce of energy is wasted, and no one disappointed, evening work will be regularly available throughout the summer season, as the organiser has changed departments on the railway to ensure his regular availability. Work will be available most evenings for an hour or so after 19.30, and the meeting point will normally be at Pendre. Notices will be posted at Pendre and in the Guards' room at Wharf to advise volunteers of the detailed programme as it is arranged. Volunteers who helped last year will, it is hoped, tell others about what happens and whether they found it as enjoyable and worthwhile as they appeared to at the time. The work programme will be co-ordinated with the Mutual Improvement Classes and Training Trains to ensure that there is no conflict.

An even wider variety of work will be offered, with, as far as possible, a choice of type of work each evening. We have several major jobs lined up if the labour is available, and at least one of these is a particularly worthy cause close to the hearts of many members, the tidiness of stations. We noticed a shortage of diesel drivers during evening work last year, so they will be particularly welcome for the occasions when the diesel is required.

One word of warning however—please do not undertake tidying up on your own, but ensure that what you are doing is known to the organisers of this work. Otherwise, someone else may have to spend more time moving what you moved a second time.





Two new Railway Letter Stamps issued this year: (above) 1s. 7d., introduced on April 7, and (below) 1s. 3d., introduced on May 18. Both are printed in four colours

Photo: John Adams

PUBLICITY REPORT

Although this report has been missing for the last few issues, this does not mean that the Publicity Committee has been doing nothing. One of the most important events in recent months has been the formation of the "Narrow Gauge Railways of Wales Joint Marketing Panel". This consists of representatives from each of the six narrow-gauge railways in Wales. The aim is to co-ordinate publicity where possible and to save effort with regard to advertising.

Two new Railway Letter Stamps have been issued, a 1s. 7d. on April 7, and a 1s. 3d. on May 18. Also new is the latest edition of the "Narrow Gauge Telegraph", which is very good value at 6d. Both the stamps, and the "Narrow Gauge Telegraph" can be obtained from The Railway Shop, Towyn, Merioneth.

The new film, "Talyllyn Holiday", has had one or two public showings, and has been well received. It should be available to members in the near future. Also with regard to films, we are running a film competition in conjunction with "Movie Maker" magazine. Full details will be published in "Movie Maker" (they may already have been by the time you read this), but, provisionally the prizes are first £50, and second £25, plus a reproduction fee of £75 for any film we decide to use for publicity.

Finally, any member who has any ideas on publicity which they consider worthwhile are urged to contact the Publicity Secretary, address inside back cover.

I.H.

CLOSING DATE FOR THE SEPTEMBER ISSUE

Contributors who are conditioned to our closing date always being on a Saturday are asked to note that, because of Editorial holidays, the closing date for material for the September issue will be Thursday, July 23, 1970, some three days earlier than usual. Material not in our hands by that date will miss the September issue altogether, so please ensure that your contributions are sent in good time.

MARKETING THE A.G.M. SPECIAL
by Richard Hope, Hon. Secretary

For 17 years without a break, the T.R.P.S. has run a special train to Towyn for the Annual General Meeting. During this time, four distinct phases can be observed. In 1953 - 54 diesel railcars were used, attracting mostly members and their friends rather than outsiders; the train was regarded strictly a means of transport. In 1955, we decided to spread our wings and run a full length train, which clearly would need support from the general body of railway enthusiasts—hence a "T9" was worked up from the Southern Region to Shrewsbury for the run to Towyn.

This phase lasted as long as steam was available, until 1966 in fact, and each year we strove for novel steam power to attract the enthusiast; in 1962 - 64 we travelled via Bala for the same reason, despite the longer journey time. Then, in 1967, we tried to run the same type of train without steam and disaster struck. The enthusiasts deserted us, and we were left with the prospect of £500 revenue for a train costing more than twice as much. At the last moment, a d.m.u. was laid on from Birmingham with London connexions.

Wiser in 1968, we made similar arrangements for the stalwart 100 or so members prepared to sit up all night in a d.m.u. for the homeward journey, but the economics were still precarious and clearly there was no future in this third phase because there just were not enough members wanting to use the special train at the prices now being charged for this kind of service.

The fourth phase started in 1969, when once again a full-length locomotive-hauled train ran through from London. This time, we were out to catch the day-trip public as well as the enthusiast, and so the A.G.M. was held in the afternoon to allow arrival back in London before the Underground finished on Saturday night. Non-members were offered a tour taking in the Welshpool & Llanfair and T.R. for the same price as members going to Towyn. But the train was still not viable because the price asked by B.R. pushed the fare from London above £5. This is more than the public wants to pay for a day out. However, with our charter-compartment scheme (£24 for up to eight people) we did promote some group travel by non-railway organisations.

Discussions with B.R. on the 1970 train began as soon as the 1969 train had run. This time, we are going in with B.R. on a profit-sharing basis which we hope will prove beneficial to both parties. Because it is sharing the profit, B.R. can quote a lower guarantee figure, and hence we can charge only 70s. from London. Nevertheless, we still hope to gross considerably more than in 1969 because B.R. and ourselves are going to promote the train vigorously in Northwest London (around the Watford stop) as a day excursion.

To be successful, the day-trip public must be charged the lowest possible fare from Watford. By comparison, the demand for travel by members is inelastic—that is, not many more will come simply because the fare is lower, if past experience is a guide. Obviously, we cannot charge members more to go just to Towyn than the public is paying to ride on both the F.R. and T.R., but to keep the public fare down we are asking members to pay just as much. For similar reasons,

the reduction offered to those joining in Birmingham is fairly modest.

This may appear inequitable, but it is not. This year we shall have a 12-coach train of Inter-City stock with full catering because the public is sharing the cost, and the fares selected are those which we think will produce the maximum revenue. Even those members who will pay £3 to travel from Birmingham to Towyn and back are paying less than last year, as well as travelling in greater comfort.

On this basis, we hope to continue the A.G.M. special at least as long as there is a railway to run it on, but times change and in the future we may well have to look for some other marketing device. In the meantime, we must not lose sight of the fact that the real purpose of the train is to get members to Towyn, and if it loses your support it cannot continue. So fill in the booking form enclosed and get it away today in case some miracle occurs and we sell out in August for the first time ever!

FILMS OFFICER

Mr. Peter Halket has now relinquished the job of Films Officer, and has been succeeded by Mr. John Garsed, of 5 Southbank Road, Kenilworth, Warwickshire CV8 1LA. We owe our thanks to Mr. Halket for the excellent way in which he has handled this, at times, difficult job.

We would here ask all members who borrow T.R. films to let the Films Officer have them back, in good condition, as soon as possible after your show, as others are waiting for the film. Whatever you do, please do not pass the film on to someone other than the Films Officer, however importunate they are, and however well you know them. We have had cases where other members who have booked films in good time have been disappointed at the last minute because of this practice, so please help us to help you.

TRAVEL RESTRICTIONS ON THE F.R.

To relieve overcrowding on the Festiniog Railway on the afternoons of busy days in the peak season the Boards of the Festiniog Railway and Society have decided to restrict free and reduced travel on certain trains from July 20 to September 4, Mondays to Fridays only. These restrictions will affect T.R.P.S. members seeking free travel on the F.R. on the following trains during this period:

Departures from Portmadoc: 13.25, 14.15, 15.00

Departures from Ddugallt: 14.39, 15.24, 16.09

It is not intended to apply similar restrictions on members' free travel on the Talyllyn Railway, but members are urged, wherever possible, to use lightly loaded trains at off-peak periods.

HEARD IN THE SHOP

(During the Commercial Manager's holiday)

Council member to active junior member brandishing vacuum cleaner brush: "And when are you taking over from Mr. Gibbons?"

THE NEW TRAIN STAFFS
by Donald L. Heath

These cumbersome and somewhat Orwellian looking devices belatedly entered service at Easter and, for the benefit of those who have not yet been introduced to them, a few notes might be of interest.

The Chief Engineer has described them as resembling a defoliated Christmas tree—perhaps a little unfair to the Norwegian Spruce: in essence each one consists of a cylindrical core with two cross arms. The cross arms are staggered so as to provide four separate half arms. At each end of the core is a small handle so that the whole assembly is reminiscent of a rolling pin with four (large) bristles on it. Each half cross arm consists of an Annetts Key fixed on the end of a small shaft and this sub-assembly is designated a "ticket".

Tickets are paired—those having a square shaft fitting into one end of the staff and those having a round shaft fitting into the other end. As in the former system, square tickets are for the "up direction". Inside the centre cylinder of the staff is a complex mechanism which only permits a ticket for one direction of travel to be released if both of those for the opposite direction of travel are in position on the staff.

To extract a ticket from the staff, first check that both of the tickets for the opposite direction of travel are in position. Holding the staff by one of its end handles, rotate the body of the staff until the ticket it is desired to extract is positioned centrally within the aperture in the outer casing of the staff. Now rotate the ticket through 90 deg. and then remove. To replace the ticket onto the staff, offer the opposite end to that of the key into the empty aperture, with the key at right angles to the direction of the staff, and then turn through 90 deg., so that the key's teeth point to the nearest end of the staff.

To unlock a ground frame it is necessary to use the key on the end of a ticket to actuate the Annetts Lock. For ease of working it is suggested that whenever possible the ticket to be used is removed from the staff. Because some of the locks are rather stiff with certain keys each ticket has been provided with a small hole in the end opposite to the key and a number of tommy bars are available for the purpose of providing additional turning power. The locks at Wharf East, Pendre West, Pendre East, and Brynglas unlock by turning the key clockwise and those at Quarry Siding, Abergynolwyn, Fach Goch, and Wharf West (the latter two are not yet fitted) unlock by turning the key anti-clockwise.

At the time of writing the staffs have not been stamped with the section names but each key has a number on it. The following table relates numbers with sections:- (1) Wharf-Pendre (Miniature Electric Train Staff); (2) Pendre-Brynglas; (3) Brynglas-Quarry Siding (a); (4) Brynglas-Abergynolwyn (a); (5) Quarry-Abergynolwyn (a); (6) Abergynolwyn-Nant Gwernol (b).

Finally, the best thing every fireman can do, as soon as possible after arrival at Towyn, is to examine the new devices and, if necessary, get somebody already in the know to show how they actually work.

NOTES

(a) Either 3 and 5 or 4 will be in use at any one time.

(b) Not in use — ready for the completion of the extension !

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TRAFFIC & OPERATING COMMITTEE

by Donald L. Heath

In order to ensure that the committee fulfils its prime aim—namely that of providing a communication medium between the "establishment" and traffic volunteers—a lot of thought has been put into the question of the Committee's constitution. To this end, certain proposals have now been submitted to the council for consideration at its July meeting. If these proposals are accepted, a system will then exist which, amongst other points, will enable each traffic volunteer to have a direct say in the selection of the members to serve on the Committee. In this event a special letter will be sent to all registered grade card holders informing them of the situation as soon as is possible after the council meeting.

Other work carried out has been very routine. As ever, the accent has been on safety, training and the upgrading of facilities available. Amongst the items considered the following are of interest:

(i) Council has approved the provision of a shower, Belfast sink and a small cooking stove in "Railway View". On the Hon. Secretary's proposal the heating for the hot water will be free and we specially urge all of you who will use these facilities to ensure that this generosity is not abused. (In short, don't leave the hot tap running to waste as we just can't afford it).

(ii) Because of the great advantage in flexibility of control, and thus in overall safety, a very diligent search is being mounted in an attempt to provide the extension of the miniature electric train staff system of control up the valley on a temporary basis in advance of the main provision by the Engineering Department. At the time of going to press it might be possible to get to Brynglas before this year's peak season for a capital cost just in excess of £100, two weekends of Mike Hynd's time and a special cable laying party, we are all hoping that it will.

(iii) Special trials have been organised to obtain quantitative information on the performance of the various brake vehicles in the carriage fleet. This should end much speculation and provide some realistic data for use in design calculations.

This is the second year of a three-train service. The success of its operation depends very much on the standards of the traffic volunteers. After last year's high standard there is no room for complacency—please ensure that, if anything, the standard is even higher than before.

WHAT, NO COLOUR?

Recent publicity work in connexion with the "Great Little Trains of Wales" has highlighted a severe shortage of good colour pictures of the railway. Many excellent black and white photographs exist, but the limited number of really good (and up to date) colour pictures

that we know of have already been used in one way or another, and modern publicity work requires a fairly rapid changeover.

The demand for these colour pictures often arises very quickly and there is bound to be some delay whilst we contact our two "official" photographers to enquire if they have anything suitable. In order to try and alleviate this problem it is proposed to start a small colour picture library at Wharf and it is suggested that members might like to help in this vital publicity work. Members who take colour pictures are therefore asked if they would be good enough to send suitable pictures in for review so that we can start forming the basis of a library. It is appreciated that members will not want to part with their original slides for too long so it is suggested that a small colour print or duplicate slide be supplied with each slide that is lent. These duplicates can then be retained for reference purposes.

Please do what you can to help, but also please be selective in sending pictures. What we usually want is views of complete trains with a good scenic background and preferably with some human interest. A group of admirers around an engine is better than a posed shot with no human interest involved. Unless otherwise agreed it will be assumed that members sending pictures will allow them to be used for railway publicity purposes without payment or acknowledgement, although the latter will be given whenever possible. Copies of good black and white pictures are also welcome (preferably half plate size) for publicity use—you never know, your picture may appear on the calendar! Pictures to the Traffic Manager at Wharf Station, please.

D.W.

STANDARD GAUGE STEAM TRUST

Following the driving of the first peg of its depot extension at Tyseley, Birmingham, on March 22 by Mr. Gerard Fiennes, the Standard Gauge Steam Trust has a further important event to announce.

On Saturday, June 13, from 14.30 onwards, there will be a membership day for enthusiasts, when the locomotives will be in steam. This will enable those who are interested in the trust to find out what is being done, and how much more needs to be done. The site and the existing workshop will be open for inspection. The wheel-drop is in place, and the new shed will be erected around it, to house additional locomotives which have been offered on loan to the trust. There will be additional workshop facilities in the new shed. There will be access to footplates and run-pasts for photographers.

The first meeting of S.G. Steam will be held at 17.00 at the Social Club adjoining the site (by courtesy of British Railways Staff Association). S.G. Steam is to be the membership side of the trust through which members and the Management Committee can communicate. Already, the first edition of its magazine has been produced—awaiting only a name to be proposed by the members. Members will have a steam open day in the summer, and free admission to the museum once a month at a weekend, and the opportunity for volunteer assistance in all sections of the work of the trust in restoration of

accommodation and maintenance of locomotives. Membership costs £2 single, or £5 family, per annum. An important role to be played by members will be that of guides when the new shed is open to visitors.

Admission on June 13 will be free to existing trust members, and 7s. 6d. to others, though this will be refunded gladly if the trust is joined.

For further information, please send a stamped addressed envelope to Mr. D. H. Ray, 10 Byron Drive, Wickham Bishops, Witham, Essex.

NORTH WEST AREA

Track relaying work east of Quarry Siding has now been virtually completed, with ballasting done at Easter.

We are very disappointed with the response to the mention in the last issue of our visit to the Tramway Museum at Crich. But for friends (not members) rallying round it would have to have been cancelled. We can only draw two conclusions, either you do not read the "News", or we are not providing the type of social event you want. If you have any ideas, send them to the Area Secretary, and the committee will do its best to arrange a function to suit you.

In the next issue we shall be giving the date and venue of the Area Annual General meeting. In past years we have held this in Manchester, Liverpool, Chester and Warrington. The area covers the counties of Lancashire, Cheshire, Cumberland, Westmorland, Flint, Denbigh, Caernarvon and Anglesey, so we could hold the meeting in either Carlisle or Portmadoc, and we are quite prepared to do so, if you will guarantee an attendance of at least 50 members. Any suggestions sent to the Area Secretary as to possible venues for this meeting will be given serious consideration.

Please do give the Area your support. It is very disheartening to arrange events, only to find that just the faithful few attend.

YORKSHIRE AREA

The main past event to report in this news is the great success of our area exhibition held in Dewsbury in May. The two-day event raised approximately £95 profit for the area, the majority of which will be donated to the society. Although this is not our largest profit we consider it a good result when we bear in mind the rising cost of living. All those who assisted at the exhibition have the sincere thanks of the organiser and the area committee and especially to the wifes, sisters, girl friends, and so so, who kept up a constant flow of refreshments to cater for our hunger and thirst.

Our sales stand was at the York Model Railway Exhibition over Easter where the flag was kept flying by members not able to visit Towyn over the holidays. Many old friends were seen as well as some new ones and the overall attendance was reflected happily in our sales.

A large labour force was in evidence at Towyn over the Easter period and carried out a variety of work from re-gauging wagons to laying a new drain for the speedy extraction of water from Pendre yard. We were however understaffed by the absence of Robert Mitchell, who, on Easter Saturday was married to Miss Lynda Benford.

We wish them both all happiness for the future and hope this happy event is not a member lost through marriage but a member gained.

Let me ask you a question. How does this "News" reach you? Have you ever asked yourself this question, maybe not, or may be you have and do not know the answer. Let me tell you. Four times a year this publication is delivered from the the printers in Manchester to an address in Morley, near Leeds. Four times a year a group of people meet and prepare this book for distribution by the Post Office. These envelopes are printed in Towyn by some of this same group when they are there on a working party. This group are members of the Yorkshire Area and spend four evenings per year working very hard in this house in Morley to bring you the latest publication of the "News". You will have noticed that we are now using sealed envelopes for added security and the safe delivery of these publications to you. There were a total of 2,500 envelopes posted at the beginning of March and each "News" was inserted in each envelope with any loose papers, timetables, notices, or advertisements that may be required with the issue. Each envelope is sealed and packed up for delivery to the Post Office for distribution. This job is not easy nor is it enjoyable in itself. It is a necessary part of the society's running and must be done. The Yorkshire area do this task as their contribution to the efficient running of the society and would like more people to join the willing group. The event has for some time been known as "the stuffiing session", and takes place on the first Monday of the month of publication; March, June September and December. The next issue will be September which is the largest of the year owing to the Society Annual Report. If you would like to witness this packing and distribution first hand we would be pleased to show you all the intricacies of an evening. The mysterious address in Morley is 55 Reedsdale Gardens, Gildersome, Morley, and is connected to the telephone by dialing Morley 7347, and the person who allows his house to be overun is Jim Pitchforth. If you are, or even may be, interested, give Jim a ring before September and see what happens. If you have transport we will welcome you, if you have not, leave your name and address and we will come and knock on your door on the Monday evening and transport you there and back.

MIDLAND AREA

Since the last report, the Area A.G.M. has been held in Birmingham. It was disappointing to note that fewer members attended this year, but all who did turn up enjoyed an interesting talk by J. C. W. Halliday on "T.R. in the Seventies", and an excellent film show organised by John Adams.

Working parties have been quite active in the past few months. March brought the construction of footings for the Quarry Siding Ground Frame Cabin and the structure itself should by now be completed in the Midlands and ready for transport to Towyn. One significant response to our appeals for volunteers resulted in the majority of the ballast for Dolgoch Viaduct being moved in one weekend, which was quite an effort. However, volunteers are always welcome, therefore please contact your Area Secretary (Phone Dudley 55837) for future working party dates.

After a break of a year, we are again organising a raffle in the Area. It is hoped that tickets will be distributed by early June and

we appeal to all members to try and sell as many as possible. If any non-Midland T.R. members read these notes and would like to help by selling tickets please write to the Area Secretary.

Exhibitions attended at the time of writing are—Rugby Society of Model and Experimental Craftsmen and Stafford Railway Circle. In both cases the publicity derived from the stand was felt to be good, even though income was only marginally better than in previous years. Offers of stewards are always very welcome and should be addressed to R. J. Pearce, 9 Whitehouse Crescent, Sutton Coldfield, Warwickshire.

Finally, elsewhere in this issue of the "News" there should be an article giving full details of the Midland Area Railway Fete. Please come and bring your friends to what we hope will be a very successful project. But of course it depends on your support.

EAST MIDLANDS

Graham Vincent—one of the Narrow Gauge Museum Trustees and a member of the parent Area Committee—was the guest speaker at the Group's March Meeting. Not only did he very successfully sell the cause of preservation in the course of his 90 min. talk, but he provided first class entertainment and left the assembled company very much wanting more. Of the very interesting facts which emerged two are worthy of note—it would appear that the lawns of certain trustees form an extension to the museum and, secondly, that the toilet problem at Abergynolwyn might well be solved by rebuilding a certain edifice which currently graces the quayside at Port Penrhyn (perhaps next winter's task for Jack Smith and his lads?) The meeting was completed by Mr. Bond showing two very interesting and unusual cine films of the T.R.—one circa 1948 with Hugh Jones firing on No. 2, and one shot last year.

Plans are already being made for next winter's programme—in October Railway Director Pat Garland will present a talk at Nottingham on Saturday 17 and in March, 1971, Society Chairman John Halliday will be our main speaker at Leicester on March 13. Full details will be published in due course but, in the meantime, please book these dates now for both of these gentlemen are very interesting and entertaining speakers.

The next event in the Group's calendar will be the summer outing to Bressingham Hall near Diss in Norfolk on Sunday, June 7. If you haven't yet booked a seat on this trip contact Mr. Richard Wood at 132 Allestree Lane, Derby (Derby 59700), who will be able to make any last minute arrangements. Mr. Wood will be also be very pleased to hear from any member who has any views as to the venue for next year's trip.

The rest of the summer's activities will be devoted to attending traction engine rallies, works open days and so on. The latest list is as follows:-

Draycott in the Clay June 27/28 (date to be confirmed); Rempstone July 4/5; Plumtree July 12; Alrewas July 18/19 (date to be confirmed); Kegworth July 25/26; Wellingborough Aug. 8/9; Caenby Corner Aug. 15/16; Derby C. & W. Works Aug. 15; Market Bosworth Aug. 22/23; Derby Loco. Works Aug. 30; Crich Aug. 29, 30, and 31; Hinckley Sept. 6/7 (date to be confirmed); Mickleover Sept. 12/13; Barrow Hill Sept. 27.

As before, I unashamedly appeal for volunteers to steward on the stand. Please write to Mr. David Pratt at 28 Blenheim Drive, Chilwell, Beeston, Notts. who will be only too pleased to forward you the necessary details. As mentioned in the March issue if, having said that you will help, you suddenly find that you cannot make it, please let the organiser know—you will receive his telephone number as part of the "details" for each rally.

A working party was held on March 21—eight people attending, and a further one on April 25. Work carried out including final fitting work on Annetts locks, assisting with the rebuilding of "Talyllyn", inspection of structures, concreting the base for the ground frame and laying 20 yd. of siding at Fach Goch, and help in the shop. It is intended to hold another party on July 4, and then to have a break until the autumn.

SOUTHERN AREA

Railwayania

Sales of these items continue at a steady pace and raise about £8 per month for our funds, thanks to the generosity of members who turn out their old magazines from time to time. "Want" lists are always welcome and we recently cleared an order placed in 1968. Further donations of magazines, books, pre-war catalogues, tickets, and so on, concerned with all forms of transport will be welcomed. Books to Mr. D. G. Ware, 20, Morton Road, East Grinstead, Sussex, all other items to Mr. J. F. Tonkyn, "Russells", 23 East Hill, Oxted, Surrey.

Exhibitions

Thanks to good support we have already sold £200 of T.R. goods this year and have five more shows before you read these notes. The society has been invited to an exhibition at Bishopsgate Institute from August 4 - 8, but before accepting, it is essential that someone comes forward to take charge of the show except for delivery and collection of stock, and sufficient people are willing to help as stewards. Unless we get an immediate response to this appeal, then the society will not be represented. Similarly, we might be able to attend more traction engine rallies south of the Thames if we had volunteeers with transport willing to help at week-ends. Please contact J. F. Tonkyn—address above.

Foreign Coins and Trading Stamps

Donations of all de-monetised U.K. coins and any foreign coins from Roman times on will help to swell funds. U.K. commemorative stamps in large and small quantities together with foreign stamps are also a source of revenue and will be welcomed. All the above should be sent to Mr. J. F. Tonkyn—address above. Any trading stamps, even from apparently defunct companies, can usually be sold on behalf of the railway by Mr. R. J. E. Dawson, 56 The Knoll, London, W.13.

Herts. & Beds. Group

We are seeking a volunteer to take over as secretary of this Group, as the former secretary, Mr. Cordner, must relinquish the

office owing to pressure of work. He combined the office of secretary with that of organiser of our sales stand at traction engine rallies in the locality, and it would be convenient if the new secretary could do likewise. However, this is not essential, so perhaps a few explanatory notes would be in order.

The work involved in the office of Group Secretary depends to some extent on the individual. The secretary is the local society representative, arranges local meetings (the type and frequency will depend on the number of members within reach), and arranges working parties to Towyn. This last relies on the local car owning members to provide transport. A Group Secretary is, ex-officio, a member of the Southern Area committee, and should his location make it difficult to attend committee meetings regularly he still receives the minutes and can send in reports to the Area Secretary for inclusion in the committee business.

There is rather more involved in the sales organiser's job. He holds a stock of sales goods and deals direct with the Railway Shop at Wharf for paying in receipts and replenishing his stock. He also deals direct with the organisers of the events to be attended, and arranges stewards to man the stand. Unfortunately, the use of a car is necessary to transport the goods to and from the rally field, so the extent of the events that can be covered will depend on the number of motoring members who volunteer to help the sales organisers! I'm sure that Mr. Cordner (or Mr. Wilson of the East Anglian Group —an expert salesman) will be only too pleased to give advice to anyone willing to take on this job. Consideration of the profit and publicity gained for the society in this way will indicate the importance of this work (see page 14).

Volunteers for either or both of these jobs are asked to get in touch with the Southern Area Secretary—address inside back cover.

Finally a word of thanks to Mr. Cordner for his work both in getting the Group under way, and also as salesman.

Area Spring Re-union

On March 21 a most successful spring re-union was held, in spite of the various gremlins which threatened the proceedings. Not the least was a booking error on the part of the hall proprietors which came to light after all the publicity had gone out! However, they were able to let us have a somewhat smaller room for the afternoon which saved the day, but it was not possible to arrange the meeting in the way put forward by one of our members. However, there is always next year, and we would like to thank him for his help and suggestions. In the event, the afternoon proved a lively affair. Wielding a nifty duster and chalk, "Prof." Reidy led us skilfully through the Dolgoch Viaduct saga, making the London Bridge job seem an ordinary affair, while our worthy "News" Editor elucidated for us the intricacies of the cure for Talyllyn's shortness of breath, due to shortness of sight of the original designers.

After the tea break we were able to have our usual larger room for the evening which commenced with an excellent slide show by Mr. Barlow of the Romney, Hythe, & Dymchurch Railway. This was enjoyed by all, and judging from the questions which followed, most people would have been quite happy to continue well after chucking

out time! We concluded by showing "Talyllyn Holiday" and Derek Norman's "Euston—Abergynolwyn in Eight Minutes",—a hilarious account of last year's A.G.M. run. (Isn't it remarkable how **still** people stand?!) The showing of "Talyllyn Holiday" was made possible only by the combined efforts of a number of people which enabled a certain notoriety to collect a copy of the film almost literally out of the hypo!

Finally, we would like to thank Mr. Barlow for coming to present his show so close to the start of his own running season, the members who raised £5 by running a raffle, the Traffic Manager, the Films Officer, and all those who by their help made it "alright on the night".

Area Business Meeting

This is arranged for Monday, November 2, 1970, at 19.15, at our usual location—"Keen House", Calshot Street, London N.1., near Kings Cross. Full information in the September "News", but reserve the date now!

SWINDON GROUP REPORT

The sales stand is due for its first outing of the Rally season on June 13/14, when we shall be attending the new Rally at Hungerford. Other rallies on the list include Tormarton, July 11/12, Appleford, July 18/19, and Andover. Peter Fuller has kindly volunteered to cover Woodcote, thus giving the Group Secretary a much needed day off. At the time of writing we have had to turn down the Bath Lions Rally which took place in May and we are unable to field a sales team for the Rally at Knowle Hill, Reading on August 15/16, so if any member is interested in covering this rally we should be pleased to hear from him. We are also desperately short of sales staff for all the other rallies on the list, so if any local members would like to try their hand, even for an hour or so, they will be most welcome.

It is hoped that a weekend meeting can be arranged sometime in the autumn, the place of meeting to suit the majority of those wishing to attend, so will any members living in the Wiltshire/Berkshire/Oxfordshire or Hampshire districts contact the Group Secretary if they are interested (address inside back cover).

EAST ANGLIAN GROUP

Those who turned up at the eleventh hour on Tuesday, March 10, for the Group's meeting at the County Hotel, Chelmsford, found that standing room only was left, and most of that was in the lobby outside the meeting room. A packed house was entertained to a most interesting selection of films featuring narrow-gauge railways on the continent, presented by John Adams. Many of the visitors that evening had doubtless been influenced by the magnetism of his reputation. Highlight of the evening was our new publicity film "Talyllyn Holiday", which, thanks to splendid work behind the scenes, had been rushed down specially from Euston that evening, where it was currently being shown in connexion with a Wales Tourist Board exhibition.

Several members have already indicated their willingness to assist at traction engine rallies this season, and the Group Secretary

will be communicating with them as soon as all arrangements have been confirmed. At the time of going to press, rallies have been provisionally arranged at Weeting, near Brandon, Suffolk on July 18/19 and Hauxton, Cambridge on September 12/13, and offers of assistance will always be welcomed.

ROMNEY, HYTHE, & DYMCHURCH HISTORY

The Romney, Hythe & Dymchurch Light Railway Company has commissioned Mr. W. J. K. Davies to write its official history—as many of our members will know, Mr. Davies has recently completed a similar history of the Ravenglass & Eskdale Railway.

Wishing this history to be as complete and comprehensive as possible, the company is already in possession of all the hitherto published articles in "The Railway Magazine" and "The Locomotive Magazine", but appeals for any unpublished information, or details of notes and articles in the lesser-known specialist journals. Any such information could be of the greatest value and will be most gratefully received. Any material or photographs sent will be treated with the greatest care, and returned as soon as possible.

If you have anything that would help, please write direct to: Mr. P. C. Hawkins, General Manager, Romney, Hythe, & Dymchurch Light Railway Company, New Romney, Kent.

CORRESPONDENCE

Mr. J. G. Berry, West Kirby, Cheshire

As a fellow economist I have been appalled by the ill-conceived criticisms levelled at Mr. Mansfield's excellent review of the the recent commercial performance of the Talyllyn Railway (December "News", page 32). The following points should be made:

I am quite sure that Mr. Mansfield (whom I have had the pleasure of meeting) is fully aware that we are not in the preservation game for financial gain: indeed, this is one of the few points in T.R.P.S. policy from which I have never found a dissenter; however, a willingness to forego profits in pursuit of some higher goal does not excuse commercial recklessness for its own sake.

Mr. Mansfield works on the assumption that our primary objective is to preserve the T.R. for posterity, and that increasing our passenger figures is only a secondary aim. He suggests that the line may have reached the point where each extra passenger is adding more to the costs of the line than he is to its revenue (I apologise to Mr. Mansfield for radically oversimplifying his argument). Clearly, as there are limits to the losses which even the most enthusiastic preservation society can absorb, the implications of such a situation are potentially serious. Present policy, far from helping the railway, may be tending to push it towards the bankruptcy courts.

I do not believe that Mr. Mansfield would claim that his article amounts to a ready-made commercial policy. It is, at most, a factual analysis of certain aspects of the recent economic performance of the T.R. As such, it deserves serious consideration in the context of the wider aims of the society and its objectives: indeed, if the council has not looked at some of Mr. Mansfield's points, the membership ought to be demanding to know why.

Most of us, I suspect, joined the T.R.P.S. from sentimental motives, but we should not allow this to blind us to the role which rational analysis and appraisal can play in securing the survival of the line. The facts are the facts, however unwelcome they may be, and they should be faced as such.

[The interest aroused among our economists by Mr. Mansfield's article caused us to ask the Hon. Treasurer for his comments and he writes as follows—Ed.]

I was very interested to read Mr. N. W. Mansfield's article published in the December, 1969 "News", but I did not make any detailed comments for publication as I thought these might be more wearisome than interesting to members. However, it now seems desirable to comment from the point of view of the Railway's Accountant.

I am afraid Mr. Mansfield has some of his figures wrong. The £1,055 spent on improvements to Wharf and Pendre in 1966 was added to the fixed asset Expenditure on Line, not as he says charged to the Maintenance of Ways and Works, while the cost of rebuilding No. 10 carriage charged to Maintenance of Rolling Stock in 1967 amounted to £1,060, not £1,600. I think he has included £600 spent on rejlacement wheels and axles for other carriages, a revenue expense if ever there was one, although perhaps rather a heavy charge in one year.

Mr. Mansfield apears to assume that increasing expenses over the years under review necessarily relate to the increasing traffic in those years. In fact, to quite a large extent but not of course entirely, they reflect the fact that there was more money available to spend, enabling us to catch up on items which would otherwise have been longer deferred. We have also been able to raise our standards in recent years, due to more funds being available than previously.

It is a feature of our kind of business that costs rise more or less steadily each year while income goes up with a jump when we increase fares every few years, but remains fairly stable in between unless there is a large increase in the number of passengers. It would obviously be very bad public relations to put the fares up each year, although one could undoubtedly produce figures to support each action.

I do not consider one can reach the kind of conclusions drawn by Mr. Mansfield regarding additional costs incurred in carrying extra passengers—I must admit I cannot see how he arrives at his figures, and in any case these presumably need to be altered to allow for the points made in the second paragraph above—but I am far from convinced of their validity in principle.

Mr. L. Nightingale, Redditch, Worcs.

While reading through a chapter dealing with railway accidents caused by breakaways and runaways on inclines in Mr. Rolt's excellent book "Red for Danger", I realised what a possible candidate the Talyllyn could be.

With the increasing weight of the trains, so does the effectiveness of the brake vans decrease. As has happened elsewhere, a sudden jolt or bump can overcome or break a screw brake, and send an apparently secured rake of coaches running away into a section which might be

occupied by a following train, and it needs no imagination to envisage the terrible conclusion of such a mishap.

Snapped couplings could also result in collisions with following trains, with very nasty possibilities. Might it not be prudent for the management to consider what steps might be taken, such as catch points, adversely graded diversion sidings, or even vacuum brakes on new vehicles, to guard against such a terrible event.

[One can do little without information, and to obtain this a series of braking trials is to be held this summer, with a train of roller-bearing carriages being tested with each brake van. We hope to give the results in a future issue—Ed.]

Mr. John R. Andrews, Exhall, Coventry CV7 9HG

I see that the unanimous recommendation No. 4 of the Working Party Study Group has been rejected by the council (March "News", pages 8 and 9). It appears to me that the higher up in an organisation one climbs, the more out of touch with reality one gets (it is like the general not knowing what the private soldier does); or are the council members that well off that they do not know that a weekend at Towyn can be very expensive?

Travelling expenses, I know, can usually be shared, but accommodation costs and meal prices are rising all the time, and two nights' bed and breakfast is about £2, plus other meals. This may not seem much to some, but to the younger members it is a lot of money. Surely, all that most volunteers require is a place to put a sleeping bag and cook a few meals, for most of the time they will be working, and what spare time they have can be spent together discussing their common interest, the Talyllyn Railway.

I appreciate that there are a great many difficulties to be overcome in providing such a scheme, the greatest possibly being money, but I am sure that the benefits gained will far outweight the disadvantages.

Mr. T. J. Hudson, Lincoln

May I congratulate those responsible for the fine job they have made of the 1970 timetable folder? It is little things like this which create a good impression with our visitors and I am sure that the new folders will do just that. They are certainly better than the flimsy sheets which were used before.

Mr. Donald Heath, Matlock, Derbyshire

Through a combination of wishful thinking and knowledge of a previous scheme, I regret to say that I misread the Chief Engineer's drawing detailing the proposals for the new carriage shed and, arising from this, I made an erroneous statement in the March Traffic & Operating Committee report. Unfortunately (in my opinion) the shed will not have even one through road but will, in fact, be at two separate levels. The west, or high end, will have two roads, the far ends of which will be capable of being sealed off in the winter months to form a painting bay. The east, or low end, will be a general constructional working area for new items and, presumably major repairs and repaints. My apologies to anybody who was misled and my thanks to the Chief Engineer for drawing my attention to the error.

This new shed will eventually have to be named—in memory of Bill Faulkner's horticultural efforts I would like to suggest that it be called the "Garden Shed".

[We thought it was already "Pendre West"—Ed.]

Mr. J. Morley, Rayleigh, Essex SS6 9NT

During two weeks holiday at Towyn in June last year it was noticeable that very few passengers were riding in the Glyn Valley coach, one of which was included in the make up of each train. I was not surprised to read in the "Traffic Census, 1969" article in the March "News" that: "Another item which caused considerable comment was our class system" and I would suggest that the extra fare for riding in the Glyn Valley coaches be withdrawn. The two Glyn Valley coaches should, like the original T.R. ones, be regarded as museum pieces and only be used at times of heavy traffic. Without the need to include one of them in every train, the trains in the slack periods would be that much shorter in keeping with the suggestion made by Mr. White in his article in the December 1968 issue of the "News".

It was encouraging to read the letter from Mr. J. Arrivetz in the March "News" acknowledging the help that the success of the T.R. and F.R. had given the C.F.T.M. in its successful efforts to take over part of the Vivarais. It is good to learn that followers of the pioneer efforts of the T.R.P.S. in railway preservation are now so widespread, and if this French scheme is as successful as it deserves to be, can we be given up to date reports of its progress in the "News"? Can I hope that the generous offer to T.R.P.S. members by the C.F.T.M. will encourage the society to follow the plea made by Mr. Cross in the March "News" to associate with other railway preservationists through membership of the A.R.P.S.?

Mrs. E. M. Parrott, Rugby, Warwicks.

Are the "preservationists" quite sure what they really want to preserve? The Talyllyn Railway came in to being to carry slate from Bryneglwys Quarries to the coast. Slate is no longer being quarried there and that traffic finally ceased in 1948, so to preserve a slate carrying railway is impossible. By that date, however, slate was no longer the prime reason for running the railway and passengers were becoming important. With lack of funds, the railway was rapidly deteriorating and surely no one would wish to preserve the dilapidated locomotives and overgrown and badly worn track that were to be seen in 1950.

Between 1865 and 1950 many changes took place on the railway to meet the particular needs of the time and the people using the railway. The locomotives as originally supplied had no cabs, but these were added later, presumably for the greater comfort of the crews—a precedent for providing more comfortable carriages for the passengers perhaps. When the engine driver lived at Abergynolwyn, the engine shed was sited at that end of the line. The Towyn terminus was originally called Kings but the name was changed to Wharf. Passenger trains originally terminated at Pendre but when tourism became important and connexions were advertised with the Cambrian Railways, trains ran through to Wharf for the convenience of the passengers. The original building at Towyn Kings was little more

than an office for weighing slate wagon loads but in 1903, when traffic warranted it, a new building was erected. Stations at Brynglas and Dolgoch were not included in the original plan but were added in 1873 when the need for them arose. In early days tickets were sold at each station by the guard when he had unlocked the office there, but in 1920 the travelling booking office was "invented".

It seems to me that if we can continue to run a steam-hauled narrow-gauge railway from somewhere in Towyn to somewhere near Abergynolwyn, satisfying the needs of the moment to the best of our ability then we are preserving the true spirit of the Talyllyn Railway.

A.M.L. (name and address supplied)

There are several "obvious" persons who could be commemorated by the naming of Andrew Barclay No. 2263, as well as the eminent individual suggested by Mr. Stretch in the March "News" (page 39), and I have previously referred to how controversial an "obvious" name may become when discussing locomotive names in the March, 1969 issue (page 17). Notwithstanding the fleet of additional diesel locomotives, it seems unlikely that there will be sufficient engines for all the "Obvious" names to be applied.

The 1969 Traffic Census indicated that more Welsh should be used on the railway, and any name chosen for this locomotive should be bilingual. Whatever names are submitted to the Hon. Secretary, I hope that an "official entry form", consisting of a Talyllyn Railway postcard, will be used, to help the funds.

Mr. Andrew Wilson, Carlton, Nottingham, NG4 1BU

Do I detect a hint of a plot to dispose of locomotive No. 5, "Midlander", to the next scrap merchant to call at Pendre? It sounds more like a bit of leg pulling at the expense of Mr. Berry but, seriously I would second him in wishing that this machine be assured of a better fate. Its record of T.R. service since 1957, and no doubt for years to come, should be recommendation enough.

BOOK REVIEWS

Isle of Man Tramways. By F. K. Pearson, David & Charles Limited, Railway Station, Newton Abbot, Devon. 8¾ in. x 5¾ in. 379 pp. inc. 32 pp. half-tone illustrations, and 136 line illustrations, maps and diagrams in text. Price: 84s. Though this book deals with all the tramways on the Isle of Man, horse, cable, and electric, the greater part is devoted to the Manx Electric Railway, a line which, as this reviewer has admitted before, holds a firm place in his affections. Its history is as fascinating as the line itself; a pioneer electric railway, it served as a proving ground for equipment from all over Europe, as well as suffering the penalty of pioneering—that of installing the wrong system (in this case, d.c. generating equipment) because it seemed right at the time. In the late 'nineties it formed part of the huge empire of the Isle of Man Tramways & Electric Power Co. Ltd., the initials of which can still be found on lineside equipment, a colossus which ran the horse and cable trams, and the electric railway, and

came within an ace of taking over and electrifying the Manx Northern Railway from Ramsey to St. Johns. Forestalled by the quick action of the Isle of Man Railway, and by a financial crash brought on by shady business methods, the I.O.M.T.E.P.Co. Ltd. bubble burst, and the Douglas - Laxey - Ramsey line was taken over by the newly formed Manx Electric Railway. Thereafter, the story is one of a desperate struggle to keep up with ever-increasing costs, financial stability being reached twice, on the eves of the two world wars, the results of which soon pushed the undertaking back into the red. However, the M.E.R. never gave up, and is now nationalised, and recognised as an important attraction to the Island's main industry, visitors. Horse, cable and Marine Drive tramways are also dealt with in detail, and the numerous line illustrations help the reader to understand such lost arts as driving a cable tram. Some may think this book expensive; your reviewer contends it is well worth the price, and recommends all who have an affection for the "popular open and closed cars" (to quote from M.E.R. publicity) to buy a copy—from the Railway Shop, please, then the T.R.P.S. will benefit also. **J.N.S.**

Light Railway Timetables & Guide 1970. Edited by Geoffrey Body. David & Charles Limited, Railway Station, Newton Abbot, Devon. 8½ in. x 5½ in. 16 pp. editorial, plus 16 pp. timetables, plus 40 pp. advertisements. Illustrated. Paper covers. Price: 3s. — This useful annual guide lists operating and narrow-gauge lines, miniature railways, preservation societies, transport museums, locations of special interest, and a selection of news and photographs of the "light railway scene", In addition there are the timetables of all the lines listed, single journey times ranging from 75 min. on the Manx Electric, through 70 min. on the Romney Hythe & Dymchurch, 50 min. on the Festiniog, and 45 min. on the Talyllyn, to 7 min. on the Lochty Private Railway, and 2 min. on the Wilsthorpe Light Railway, a 300 ft. long, 2ft. gauge line with diesel locomotives in West Park, Long Eaton, Notts. **J.N.S.**

The Railway Letter Service of the Talyllyn Railway. Talyllyn Railway Company, Railway Shop, Wharf Station, Towyn, Merioneth. 8 in. x 4¾ in. Six sheets (three-fold). Illustrated. Price 5d. (post extra). A brief and informative leaflet giving the history to date of the T.R. railway letter service and its stamps, several of which are illustrated, together with frankings and covers, some of them, particularly the first definitive issue of 1957, now very rare.

J.N.S.

Bradshaw's April, 1910 Railway Guide. By William Bradshaw, with new introduction by David St. John Thomas. Reprinted by David & Charles Limited, Railway Station, Newton Abbot, Devon. 8½ in. x 5½ in. (x 2 in. thick!). 1,190 pp. with 28 in. x 20 in. folding map in endpapers. Paper covers. Price: 45s.—First edition of this reprint was published in April, 1968, and a second impression followed that August. Both had hard covers. This, the first paperback reprint of an old "Bradshaw" brings the price lower, though for a work of reference which may be frequently consulted, some might prefer to pay more for hard covers. The railways of Britain and Ireland were in their heyday

in the period covered, and already writers and dreamers have produced, or reproduced the dream journeys of a past generation of railway enthusiasts, debated which British or Continental boarding school they would have sent their children to, or which hotel would have been best for their seaside weekend. The Talyllyn timetable, fitted in, with the Corris, on a page of L.N.W.R. branches, shows an April service of two trains each way Mon.-Sat., with Pendre as the Towyn Station ("½ mile to Cambrian Station"), though Slate Wharf Station is mentioned. Abergynolwyn is dignified as the "Station for Cader Idris (six miles) and Tal-y-Lyn Lake (3¼ miles)." We doubt if even today's Trade Descriptions Act could fault this for accuracy.

J.N.S.

SOCIETY DIARY

Jun. 6 (Sat.)	Railway Fete, Hilton, near Bridgnorth (Midlands area).
Jun. 7 (Sun.)	E. Midlands Group outing. By coach to Bressingham Gardens, Diss, Norfolk. Details R. Wood, 132 Allestree Lane, Derby.
Jun. 13/14 (Sat./Sun.)	Traction engine rally, Hungerford (Swindon Group).
*Jun. 27/28 (Sat./Sun.)	Traction engine rally, Draycott-in-theClay (E. Midland Group).
July 4/5 (Sat./Sun.)	Traction engine rally, Rempstone (E. Mid'ands Group)
July 11/12 (Sat./Sun.)	Traction engine rally, Tormarton (Swindon Group).
July 12 (Sun.)	Traction engine rally, Plumtree (E. Midlands Group).
July 18/19 (Sat./Sun.)	Traction engine rally, Weeting, near Brandon, Suffolk, (E. Anglian Group).
July 18/19 (Sat./Sun.)	Traction engine rally, Appleford (Swindon Group).
*July 18/19 (Sat./Sun.)	Traction engine rally, Alrewas (E. Midlands Group).
July 25/26 (Sat./Sun.)	Traction engine rally, Kegworth (E. Midlands Group).
Aug. 8/9 (Sat./Sun.)	Traction engine rally, Wellingborough (E. Midlands Group).
Aug. 15 (Sat.)	Derby C. & W. Works Show (E. Midlands Group).
Aug. 15/16 (Sat./Sun.)	Traction engine rally, Caenby Corner (E. Midlands Group).
Aug. 15/16 (Sat./Sun.)	Traction engine rally, Knowle Hill, Reading (Swindon Group).
Aug. 22/23 (Sat./Sun.)	Traction engine rally, Market Bosworth (E. Midlands Group).
Aug. 29/31 (Sat./Mon.)	Grand Transport Extravaganza, Crich Tramway Museum, (E. Midlands Group).
Aug. 30 (Sun.)	Derby Locomotive Works Show (E. Midlands Group).
*Sep. 5/6 (Sat./Sun.)	Traction engine rally, Hinckley (E. Midlands Group).
Sep. 12/13 (Sat./Sun.)	Traction engine rally, Hauxton, Cambridge (E. Anglian Group).
Sep. 12/13 (Sat./Sun.)	Traction engine rally, Barrow Hill (E. Midlands Group).
Sep. 27 (Sun.)	Traction engine rally, Mickleover (E. Midlands Group).
Oct. 3 (Sat.)	Society A.G.M., Neuadd Pendre Social Centre, Towyn. 15.20 SPECIAL TRAIN FROM LONDON.

* Dates to be confirmed. Check with E. Midlands Group Secretary

WORKING PARTIES

June 13/14	Yorkshire.
June 20/21	Southern.
June 27/28	Museum, Yorkshire.
July 4	E. Midlands.
July 11/12	Yorkshire.
July 18/19	Southern.
July 25/26	Yorkshire.
August 8/9	Yorkshire.
August 15/16	Southern.
August 22/23	Yorkshire.
August 29/31	Southern.
September 5/6	Yorkshire.
September 12/13	Yorkshire.
September 19/20	Southern.

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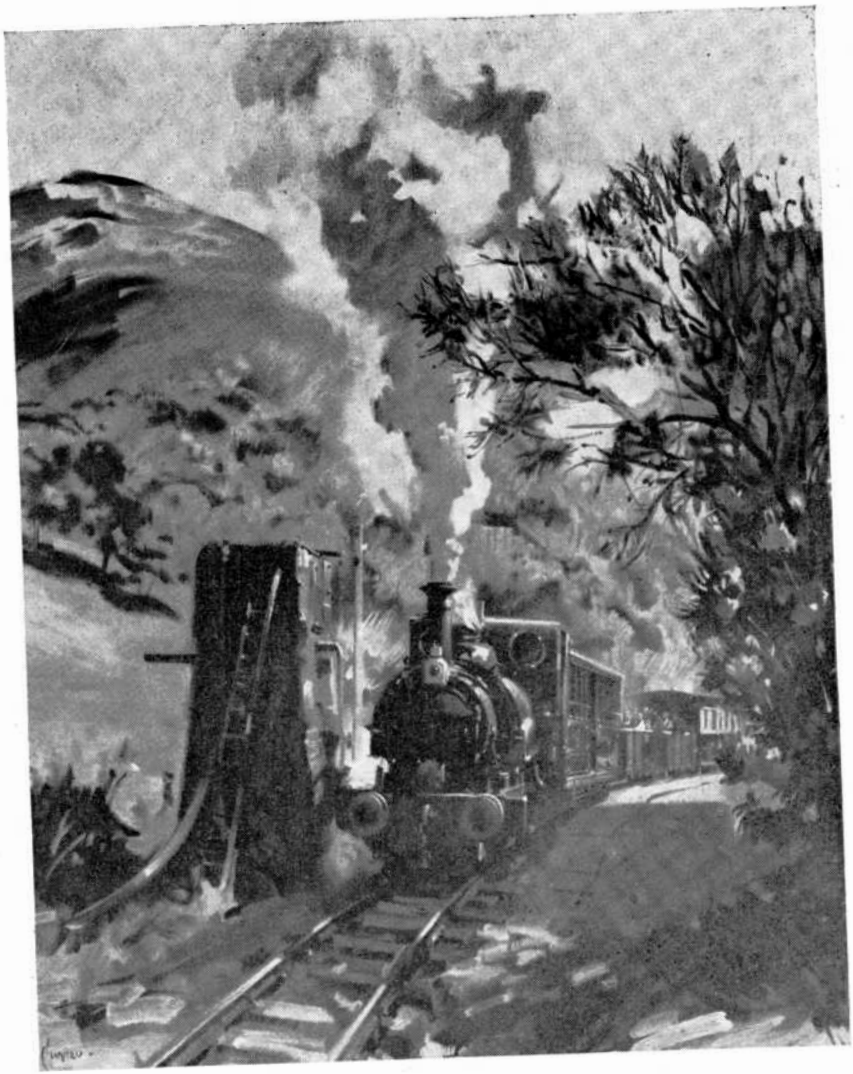
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CLOSING DATE FOR SEPTEMBER " NEWS " — THURSDAY, JULY 23.



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