TALYLLYN NEWS

Number 67 September, 1970



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TALYLLYN NEWS

The Journal of the

TALYLLYN RAILWAY PRESERVATION SOCIETY

Number 67 September, 1970

President : Viscount Garnock

WILL O' THE WISP

As long ago as December, 1964 we optimistically published an editorial entitled "Nant Gwernol at Last" and, in view of the dismal non-fulfilment of that pious hope during the last five years, we have since viewed the prospects of the Nant Gwernol Extension with cynicism, varied by occasional bouts of frustrated exasperation. Way back in December, 1951, the society issued a Christmas card bearing a stylised diagram of the railway which ended in the starry-eyed caption: "Bryn Eglwys: site for future passenger terminus". Ever since then the Nant Gwernol Extension has remained just out of reach; there was always something more urgent to be done first, and it seemed that there always would be. However, the shadowy goal is now a little nearer, though we will not be so incautious as to say that it is all settled. At its meeting on June 4, the council appointed a Nant Gwernol Extension Project Group, and secured the services of a consultant to it (see pages 7 and 9), and what better place to appoint it than in the new station at Abergynolwyn, within a stone's throw of the site? The project group has held its first meeting, and work will be inaugurated by two ceremonies at Abergynolwyn on A.G.M. day, October 3, the first for press and television, and the second in the afternoon for members attending the annual general meeting. Our founder, Tom Rolt, has agreed to inaugurate the work, and to ensure its continuation we would urge all members who have always believed in the extension (starting perhaps with those who wrote so passionately to the "News" about it?) to read the article on page 9 and then to write and offer their services in the prosecution of the work. It is hoped that this positive start will attract hitherto untapped sources of society labour and enthusiasm, without withdrawing labour from oher work in hand nearer Towyn. At the same time, we would stress that we do not wish the extension team to regard itself as another society, as such division is not, we feel, in the best interests of the railway.

J.N.S.

THE COVER PICTURE

No. 6, "Douglas", slakes her thirst at Dolgoch Falls Station under the watchful eye of her fireman, while another photographer takes a more conventional shot from in front. Photo: C. M. Whitehouse.

ENGINEERING REPORT

July 23, 1970

Steam locomotives

Four steam locomotives; No. 2, "Dolgoch", No. 3, "Sir Haydn", No. 4, "Edward Thomas", and No. 6, "Douglas" are available for service and sharing the duties.

The major rebuilding work on No. 1, "Talyllyn", continues to make steady if not spectacular progress. The principal components of the chassis have been reassembled and most of the valve motion parts have been reconditioned, and the cylinders attached to the frames. The boiler has been brought into the works for attention to the smokebox.

Having spent some time getting the valve setting of No. 2, "Dolgoch", "just so", the first trial revealed such a fierce blast that the firebars suffered from the extreme heat of the fire and the blastpipe nozzle had to be enlarged to soften the blast. After a period of trial and error a reasonable compromise seems to have been reached and the performance is satisfactory. Some minor difficulties also occured with the valve motion, the inadequate clearances of Fletchers Patent Motion requiring some easing to enable it to function as intended.

A new set of pony truck springs of increased stiffness was fitted to No. 3, "Sir Haydn", early in the season. These springs proved unsatisfactory, all having failed in service within a short time. Replacements have since been obtained and the locomotive is running satisfactorily.

No. 4, "Edward Thomas" is running satisfactorily and there is nothing to report.

After some delay in waiting for a contractor to undertake the work, the painting and lining out of No. 6, "Douglas", were eventually tackled by volunteers and staff and the locomotive has returned to traffic looking very smart. It is running quite well but it is probable that new pistons and rings will be required before next season. The materials for this work are already on hand.

Diesel locomotives

No. 5, "Midlander". The trouble forecast in the last issue materialised on June 6, and was ultimately traced to a bearing failure in the forward-reverse gearbox, caused at least in part by loss of oil through a faulty joint under the gearbox. Replacement parts were available from the spare locomotive purchased in 1963, apart from one large ball bearing which had to be obtained new. Repairs were completed and the locomotive returned to traffic on June 18.

"Parkgate Diesels". The wheelsets for one of the Ruston L.F.T. locomotives have been regauged by the Hunslet Engine Co. and should have arrived at Towyn before this issue of the "News". Once the wheels are to hand the locomotive will be moved up to Pendre for attention before going into service.

Rolling stock

In recent weeks most of the effort has been devoted to finishing off No. 20 carriage. The wheels having arrived from Hunslets after regauging on July 8, the bogies were completed and the carriage went out on trial ten days later, entering service on July 19. No. 20 is a six

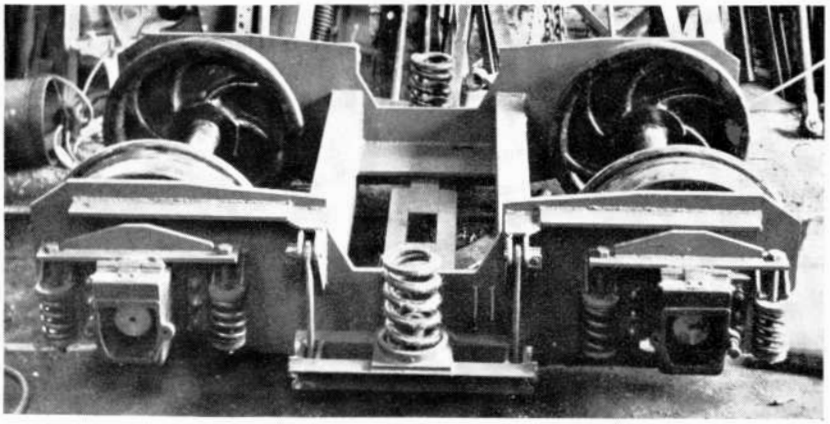


Photo: John Bate

One of the bogies for No. 20 carriage at Pendre Works before the bolster was fitted. The axleboxes are from Welshpool & Llanfair Railway goods vehicles and were bought many years ago from a scrap merchant. The wheels are from Bowaters Railway in Kent, fitted to new axles

compartment, 48-seat, third-class carriage, the interior being open from end to end. The bogies are of the standard T.R. Mk. 2 design, being virtually identical with those on No. 19, apart from the axleboxes and wheelsets. Owing to delays in obtaining Timken roller bearings we have been unable to use the ex-Welshpool & Llanfair Railway 22 in. diameter wheels which had already been obtained and re-gauged for this purpose. Instead, we have made use of some old plain bearing axleboxes also of W. & L. Railway origin whilst the 20 in. diameter wheels are from Bowaters Railway at Sittingbourne. Ultimately, roller bearing axleboxes will be fitted.

The underframe and body shell of No. 21 carriage arrived by road from Kenilworth on May 30 and after being unloaded at Wharf in the usual manner was lowered onto a pair of temporary bogies—Hudson tip wagon chassis being used for the purpose—and transferred to Pendre for completion. When No. 20 was completed, No. 21 took its place and it now stands on trestles undergoing painting. Work will be continued as the number of volunteers permits and it is hoped to have the bulk of the painting and varnishing completed by the end of the summer as it is preferable to carry out this work in warm weather.

In 1962, a set of Spencer Moulton rubber springs was fitted to Glyn Valley carriage No. 14. These have not been very successful and standard coil springs have been substituted.

The fitting of doors and footboards to all the open carriages has been completed.

There has been no development recently on the wagon stock but some maintenance is programmed for the summer.

Permanent way

Work on the track has been limited to routine maintenance; after a long delay a further supply of sleepers arrived in July enabling further spot resleepering to be undertaken, but in general the effort has been on packing and lining. The resetting of rail joint expansion gaps has also been continued and appears to have been effective in eliminating track movement in hot weather.

Buildings and civil engineering

The new drainage work at Pendre, reported in the last issue, now commonly known as the "Great Little Drain" has made steady if not rapid progress westwards along the yard, some 96 yards having been completed, together with four manholes, by mid-July. Recent work involved two awkward crossings under tracks but the route is now clear all the way to the bridge and the trench becomes shallower as the drain advances.

Erection of the cabin over the Quarry Loop Ground Frame has been completed.

A third smoke trough has been erected in the engine shed and the two older hoods are to be modified in due course.

S. & T.

The appointment for the first time of a seasonal assistant to work primarily on the telephone system has resulted in considerable progress being made in this department. Erection of new poles between Pendre and Rhydyronen is well advanced, including several which required excavation in solid rock. Buried cables are being installed under overhead H.T. electric cables.

A supply of multicore cable has been obtained second-hand from British Railways, to enable the M.E.T.S. circuit to be extended initially to Brynglas. Erection of this cable will inevitably take some time.

Due to persistent trouble with the telephone wires through the woods near Abergynolwyn Station a temporary cable has had to be strung to maintain communication. Several new telephone instruments have been obtained and installed and sufficient spare instruments are now available to permit immediate replacements in the event of a fault occuring.

Another 36 poles have been obtained from the Forestry Commission and are in course of preparation.

On the Signals side there is little to report, with the completion of the F.P.L. connexion at Fach Goch siding still pending.

Workshops

Our latest acquisition is a 5-ton hand operated chain lifting tackle together with a geared travelling trolley for an overhead beam. This was obtained, via the Festiniog Railway, from an auction sale near Caernarvon as also was an 8 h.p. electric motor, all at bargain prices. The tackle, once it has been tested and installed, will greatly ease the handling of boilers and other heavy equipment whilst the motor is intended to drive a small air compressor which we obtained last year.

Additional machine tools are being sought; our prime need is a

substantial vertical milling machine with a table size of at least 36 in. and an accurate centre lathe not less than 11 in. centre height by 54 in between centres, able to swing 3 ft. diameter in the gap.

Staff notes

The outdoor labour force has been somewhat depleted recently with the departure on May 15 of D. Alsop, and subsequently, on July 10, M. C. Rickard left our employment. At the time of preparing this report, no replacements had yet been engaged.

TRAFFIC REPORT

After the poor start to the season detailed in the last issue, it is now pleasing to report that at the time of writing (week ending July 18) the passenger journey figure stood at 50,838, an increase of 11.6 per cent. compared with the same period for last year. Traffic receipts are also substantially up for the same period. Traffic over the Spring Bank Holiday period was at a record level with an increase of 2,701 compared with 1969. The increase in traffic since the Spring Bank Holiday has been particularly welcome as it has come at a time when we can cater for it without undue difficulties and the passengers can be carried in greater comfort. It is again pleasing to note a large number of school parties using the railway and there is possibly scope for encouraging more of this type of traffic in the future.

Coach traffic is now virtually nil for the reasons already reported, but British Railways excursions have provided some additional traffic on Sundays, and on Saturday, June 6, there was an excursion from Manchester with inclusive bookings on to the T.R., whilst on Sunday, July 19, we received some traffic from two Mystery Excursions from Bristol to Barmouth. Evening traffic is in general better than last year and the indications are that the reduced fare facility will have the desired effect. The operation of the Sunday morning train has certainly been worthwhile.

Although we were again short of some volunteers during May and June we are now up to strength for the peak period. For personal reasons it has not been possible for Nick Ward to join us as Seasonal Assistant and his place has been taken by Richard Martindale who kindly came at very short notice.

Locomotives 2, 3, 4 and 6 are all in general running order and all passenger rolling stock (including No. 20) was used on July 19 when a special three-train service was operated during the afternoon. This was the first revenue-earning trip of No. 20, but it was returned to shops for a few days afterwards for final attention before three-train operation.

Wharf Booking Office is now selling B.R. Area Runabout Rover tickets and any member visiting Towyn on holiday and travelling round the area may like to note this.

IN COUNCIL

Minutes of the council meeting held on May 2 are now available, and highlights are given below.

Chairman of the A.GM..

A letter had been received by the Hon. Secretary from Viscount Garnock indicating his concern at his annual failure to attend the A.G.M. and asking for comments. It was agreed that as a first step the Hon. Secretary should write to Mr. P. B. Whitehouse inviting him to be Chairman of the meeting in the event of Viscount Garnock being unable to attend.

Items of capital or exceptional expenditure

The Traffic Manager asked for council's approval of expenditure in connexion with the Narrow Gauge Railways of Wales Joint Marketing Panel; £400 (of which the Talyllyn's share was £72) would be required as an honorarium to, and the expenses of, the Secretary of the Panel, and £500 (of which the Talyllyn's share was £90) for advertising required approval. It was proposed by Mr. Heath, seconded, and agreed that this be approved. The Traffic Manager was of the opinion that the Panel would be reviewed in two to three years time; one year was too short a period in which to assess its success or otherwise.

Nant Gwernol Extension

After lengthy discussion of the Nant Gwernol Extension, with particular regard to the following points put by the Hon. Secretary:

(i) Do we pursue the scheme for building the extension? and if so,
(ii) Where is the terminal site to be?
(iii) When is the first sod to be turned?
(iv) Should we appoint a committee to be responsible for the project?

the three resolutions below were then moved:

Mr. Glazebrook proposed, and the Editor seconded that the extension of the railway beyond Abergynolwyn Station be proceeded with. This was carried without dissent

Mr. Adams proposed, and Mr. Boyd seconded that the line be extended to the foot of the Alltwyllt Incline in two phases over a maximum period of ten years. This was carried without dissent.

Mr. Glazebrook proposed, and the Hon. Secretary seconded that there should be formed a Nant Gwernol Project Committee at the Council meeting on July 4, and that by that date, the Engineer and Traffic Manager be requested to formulate their reports on the proposals. This too was carried without dissent.

[Since then, a Project Group Committee has been set up, as noted on page 7—Ed.]

Volunteer position

Mr. Boyd queried how far the council had given thought to the many aspects of the volunteer position. He felt that there was need for an inculcation of the pioneering spirit into the member of today. This would need a careful assessment of the thoughts and reactions

of the modern volunteer. It seemed desireable to encourage a band of supporters which would help the engineering side in the same way as the T. & O. C. successfully operated. New and enthusiastic leaders were required to generate a new spirit. The Engineer recounted the difficulties he experienced with engineering volunteers.

The Hon. Secretary said that (i) a steady flow of new volunteer labour was essential, (ii) services needed to be provided by the Company to improve the environment, as, for example, the development of mutual improvement classes, and (iii) there was a need for a subsidy to be paid to help a small number of worthwhile volunteers who could not afford to attend regularly.

It was proposed by Mr. Garland, seconded and carried that the Finance & General Purposes Committee consider this matter with a view to arresting further deterioration and suggest selective subsidies where necessary.

Staff and volunteer tea

The Hon. Treasurer reminded members that it had been agreed that tea and sandwiches would be supplied to staff and volunteers at reduced prices. He then proposed, and Mr. Glazebrook seconded, that tea be supplied without charge to those on duty, and this was agreed.

[This was noted in the June "News", but we thought it worth repeating—Ed.]

Engineering Committee

Prices quoted by three manufacturers for frames for locomotive No. 7 were given. It was pointed out that it would be much cheaper to build them ourselves, but it would take longer, and the locomotive could not enter service until 1972.

Since then, the council met at Abergynolwyn Station on June 4, and important points from this meeting follow.

Nant Gwernol

With reference to the minutes of the Finance & General Purposes Committee, it was disclosed that Mr. R. I. Gunn had agreed to head the Nant Gwernol Project Group. The Chief Engineer considered Mr. Gunn to be very competent. Chief Engineer added that Mr. Gunn had mentioned a target period of four years as approximately right, and added an approximate figure for the estimated expenditure in the first year, which the Treasurer said he felt was sound. In view of the movement of events, it was felt that an engineering report from the Chief Engineer would not now be necessary, and the Traffic Manager agreed that his report on the traffic side of the project would be available to the project group, should such be appointed, at its first meeting. Mr. Boyd then proposed, and Mr. Parker seconded a motion setting out the membership of the project group (see page 9), and the appointment of Mr. Gunn as consultant thereto. This was agreed.

Volunteers

Mr. Boyd stated a case for arrangements designed to encourage volunteers and suggested that the Engineering Committee might like to propose how this might be effected by a sub-committee under its jurisdiction, but without its being inflicted with additional work. Chief Engineer listed the problems associated with volunteers which were not easily solved, but expressed the hope that Mr. R. Lee

might do much to resolve the problems. It was agreed, on the proposal of Mr. Wilson, seconded by Mr. Howitt, that the Engineering Committee be asked to comment on the substance of this discussion.

The Traffic Manager reminded members that from the start it had been policy not to allow volunteers to drive steam locomotives on passenger trains. This had to be set aside last year, and there existed a serious risk that we would continue to be short of drivers in the future. He had the agreement of those responsible for suggesting to the council that each year, the Locomotive Foreman should be allowed to nominate a limited number of suitable volunteers for training as drivers. This was agreed without dissent.

Traffic & Operating Committee Constitution

Subject to one alteration, on the proposition of the Hon. Secretary, seconded by the Editor, it was carried unanimously that the proposed Constitution for the Traffic & Operating Committee be accepted (for details, see page 19).

Engineering Committee

Mr. Bold reported that it had been agreed that we should manufacture the frames for locomotive No. 7 at Pendre Works.

Mr. Wilson reported that land on the East side of the Pendre level crossing was scheduled for industrial use in the long-term plan for Towyn, and suggested that if this was so, we should be prepared to purchase land for future workshop development.

Next meeting

The next council meeting had been agreed for September 5 at Towyn.

NAMING No. 7
by Richard Hope

Following the announcement in the March issue, a total of 23 different name was suggested for our new locomotive. It was felt that six names was about the right number to have on the ballot form at the A.G.M., so the Finance & General Purposes Committee, in its role of administrative dogsbody, settled down on June 17 to prepare a short list.

To start with, there was considerable overlapping. For example, the late Earl of Northesk was put forward in four different forms of which only the most popular was chosen. Two names ("Volunteer and "Owain Glyndwr") were eliminated on the grounds that other locomotives with these names existed already in the area. The names finally selected were:-

"Cader Idris"	"James Swinton Spooner"
"Earl of Northesk"	"Meirion"
"Irish Pete"	"Tom Rolt"

Before the vote is taken at the A.G.M. there will be plenty of opportunity to debate the merits of the six names on the short list. No self-respecting enthusiast can fail to hold strong views on such a crucial issue as this, so book your seat on the special (if there's any space left by the time this appears) and come along to tell us all about it.



Photo: John Bate

The lorry which has just delivered No. 21 carriage pulls out of Wharf Station, leaving the new carriage to be lowered, one end at a time, onto temporary bogies for its journey to Pendre, where it is now on trestles in the North Carriage Shed

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FORWARD TO NANT GWERNOL

Nant Gwernol Extension came a substantial step nearer on July 4 when the Council set up a Project Group, and decided to retain the services of Bob Gunn as Project Engineer on a part-time basis starting on August 1. Although Bob will work under the direction of our Chief Engineer, John Bate, he will see the Nant Gwernol Extension right through from its present form as parliamentary plans to completion. Richard Hope is Chairman of the Project Group, and Jeremy Wilkinson is Secretary (3 Old Orchard, Hawthorn Lane, Wilmslow, Cheshire).

Our first concern is to recruit a strong workforce of keen volunteers imbued with the pioneering spirit, because we want if possible to complete the extension without drawing off the regulars from the vital job of maintaining the railway. Tom Rolt has agreed to inaugurate the work on the Extension with a suitable ceremony on A.G.M. day, when the members' train from London arrives at Abergynolwyn. Working parties will be wanted right away after that date, so write to Bob Gunn now if you want to join in and help in a practical way. His address is London House, Maengwyn Street, Towyn, Merioneth.

TALYLLYN FILMS

We have been asked by the Films Officer to mention the current availability of official Talyllyn Railway films. There are two films, both being 16mm. with optical sound.

"Railway with a heart of Gold" runs for 18 minutes and was made in 1953 - 4 by Carson Davidson, an American, who spent several months working on the line. His observations, recorded in this prize-winning film, are often humourous, but sometimes a little "tongue in cheek". With occasional slight touches of artistic licence, and a haunting sound track this is a captivating record of the railway as it was in the early days of the society.

"Talyllyn Holiday" runs for 18 minutes, was made during the Summer of 1969, and tells the story of a member of the society who spends many week-ends in the winter working on track maintenance and so on, and during the summer comes for his annual holiday with his wife, and nephew and niece, and shows them the railway and all the work which has been done on it. This film corrects some of the misconceptions that may arise from seeing "Railway with a Heart of Gold", and shows the railway as it is to-day.

As the number of copies of each film is limited, intending borrowers are asked to contact the Films Officer (address shown inside back cover) giving as much notice as possible.

There are no official 8 mm. films available at the present time.

WHY THE SECRECY ?
by the Editor

We have in front of us an imposing and well thought-out document, the "Talyllyn Railway Working Timetable, Daily Service, Summer 1970, May 16 to Oct. 2 inc." It is headed, for some reason we cannot fathom, but suspect is lost in the mists of time: "Private. For Staff and T.R.P.S. information only." Why, oh why ? It is nothing to be ashamed of and kept hidden away, very much the reverse. Agreed, at one time the early railway companies demurred to tell Mr. William Bradshaw details of their train services on the grounds that the public might sue them if they did not run to time, but surely this could be dealt with by the usual disclaimer about not issuing a warranty as to the running of any train. Agreed again, that Working Timetables were regarded by their companies as state secrets, but is the fact that such documents were traditionally secret any justification for restricting ours ? In these days when money can be made out of most things railway, even the most ephemeral, and adroit operators are raking in the cash by issuing copies of pre-grouping railway luggage labels, it seems a pity to deny ourselves the chance of helping to pay for the production of this document by offering it for sale to enthusiasts at an enhanced price.

As to the timetable itself, I am safe to tell you about it as this magazine only goes to members, and I would like to say here that it is very well laid out, and admirably clear, using the 24-hour clock,

of which I heartily approve, and can only express the hope that this enlightenment will spread to the public timetable at the earliest opportunity. Trains are numbered, with odd numbers for up trains and even for down. Crossing times are shown in red, and the next working of each train is shown by a number at the foot of the arrival column. All in all, a most workmanlike document, and we would again plead that it be made more readily available.

RAILWAY SHOP REPORT

With this issue will be found a mail order form for calendars, Christmas cards and other goods, and we do hope that members will do their best to support the undertaking by purchasing these as much as possible. The calendars will be of the same general makeup as the last two years which proved popular, and it will be particularly noted that this year we have introduced a cheaper Christmas card selling at 6s. per dozen including postage. They are very attractive cards by Judges, each packet containing two varieties.

There are also on the list a number of articles which appear very suitable for Christmas presents. The Mail Order section is the only one which has been declining of late and we do hope that members will support it really well this autumn so as to recover the lost ground.

At the time of writing this Report we are just closing the intermediate six train service and await our busiest period of the year. The result so far, excluding areas which, by the sporadic nature of their shows, rallies, and so on, can only be truthfully compared annually, are as follows:-

	1969 (to July 25)	1970 (to July 24)	Variant per cent.
Refreshments	£2,203	£2,580	+17
Shop ...	£5,825	£6,550	+12.5
Mail Orders	£2,231	£1,406	−37
Total	£10,259	£10,536	+2.8

"MOVIE MAKER" FILM COMPETITION

August issue of the monthly magazine "Movie Maker" (Fountain Press Limited, 46 Chancery Lane, London, W.C.2: 3s. 6d.) contains details of a film competition organised jointly by "Movie Maker" and the Talyllyn Railway Company for the best amateur film made about the railway. Entries are preferably to have been made in 1969, but older film will be considered, provided some work has been done on it in 1970. A prize of £50 will be awarded to the winner, plus a reproduction fee of a further £50 for any film which the railway company may wish to use for publicity purposes.

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THOSE SUNDAY TRAINS

by the Editor

"Use them—or lose them", I said in the June issue, and, believing in practising what I preach, I have been making use of the weekend Volunteer Return ticket from Euston to Towyn, including use of the British Railway Sunday services on the Cambrian lines.

At first, it was extremely difficult to obtain any information about the Sunday trains from Euston; later the enquiry office produced a photo-copy of a timetable sheet which had been ammended to the point of illegibility, and assured me that there were no connexions to London—the trains only went to Shrewsbury and Birmingham. "Travel if you dare" seemed to be their challenge, and if I was not so stubborn, I might have given up there and then. I have heard since of another member who, with an eye to next year's holidays, asked Euston if these trains would be running in 1971. The answer was that they doubted it, as the line was going to close. Charming!

Eventually, the great day dawned, and on July 5 I returned to Euston from Towyn, using the Sunday service. Weather had been bad in the morning, clearing in the afternoon, and the Towyn-Machynlleth two-car train was nearly empty. At Machynlleth it reverses, and goes on to Aberystwyth, leaving the Shrewsbury passengers to cool their heels on a seatless platform (the seats are all on the down side, under the canopy) from 16.41 to 17.53. I left my luggage in the care of the station staff and strolled into the town, where not only were there at least four cafes open (one selling Sunday papers), in one of which I had a coffee, but also a fruit shop, where I bought food supplies for the journey, returning to the station for the 17.53, a five-car set which was well filled, partly due to a large press party celebrating its introduction. At Shrewsbury there was fun and games, as although a second three-car set was shunted onto the one from Chester to Wolverhampton, its doors were at first resolutely locked, and only opened after some remonstrance.

As one got nearer London the trains became more crowded, and the 20.48 from Wolverhampton, which originates in Manchester, was no exception. However, several hundred people got off at Birmingham, which enabled me to get a seat before the throng on the platform came in. Arrival in Euston was on time at 23.01, and here one must express gratitude to the Divisional General Manager, who not only said that his permanent way gangs would be off the line after 16.00 on Sundays, but seems to have enforced this edict.

Sunday, July 12 and 19 produced a similar pattern of travel, it being noted that the Towyn - Machynlleth trains were much less heavily loaded than those from Aberystwyth. Introduction, on July 19, of the through train from Aberystwyth to Birmingham greatly improved things, but I still found it prudent to change at Wolverhampton, to ensure securing a seat at Birmingham.

One can only hope that in view of the popularity of this line, these Sunday trains will run again next year, in spite of the gloom of Euston, and that if they do, they will be properly advertised well in advance, by which I mean included in the timetable.

PERSONAL

BIRTH

Farr. To Pauline and Michael Farr, of Bristol, a son, Graham John, arrived at 10.54 on June 6, weighing 7 lb. 10 oz. A brother for Andrew, now three, and future member of the Farr family working party.

ILLNESS

Our sympathy and best wishes to railway company Director, **Bill Faulkner,** who has just spent four weeks in Towyn Hospital, and is now having to take things quietly, though this did not prevent him from calling at Wharf the day after his discharge from hospital!

Bill came out of hospital at about the same time that **John Jones,** a member of the permanent staff, went in. We wish him a speedy recovery, and hope he will soon be back keeping the hedges and lineside undergrowth in order.

DEATH

Mowat. We regret to record the death on June 23 of our member Professor C. L. Mowat, M.A., Ph.D., Head of the Department of History, University College of North Wales, Bangor. The passing of such a distinguished member is a great loss to the society.

FAREWELL

To Mr. David Rayner, formerly B.R. Area Manager, who left Machynlleth early in August on his promotion to another position in the London Midland Region. As one of the instigators of the Narrow Gauge Marketing Panel, Mr. Rayner has been closely associated with the work of the Panel—not only as representative of British Railways but also representing narrow-gauge railway interests on the Mid-Wales Tourism Council of the Wales Tourist Board.

Mr. Rayner has been a good friend of the Talyllyn and all of the Welsh Narrow Gauge Railways and we wish him well in his new appointment.

APPEAL

Roy Smith and David Ratcliffe, who drove locomotives Nos. 6, "Douglas", and 2, "Dolgoch", respectively on the double-headed train of A.G.M. day last year (October 4), would very much like prints of any photographs of this train (for which they are prepared to pay). Several were taken, but neither of them has so far seen one. Any prints forthcoming could be delivered to them on A.G.M. day (October 3) at Towyn, or, if anyone has such prints but is not visiting Towyn this year, would they kindly send them, together with the account, to the Editor (address inside back cover) who will forward them on.

BIRDS AT PENDRE by the Editor

Any member misled by this title had better understand, from the start, that we refer to the flying sort of bird. Your Editor is no ornithologist, but has noticed on his visits to Towyn that the bird life in and around Pendre Works is quite prolific, and this being European Conservation Year seems as good a peg as any on which to hang this article.

First, there are the sparrows. They live on food dropped by volunteers lunching on the platform seats, and it is no uncommon thing at lunch time to see them hopping up and down the platform, literally shouting for food, which is usually freely given to them. When the bench is deserted, they have the rather anti-social habit of climbing into the litter bin and throwing the rubbish in it out onto the platform in their search for food. When we first installed nut and bolt bins in the stores, the sparrows thought this was for their especial benefit; we were constantly having to clear half-built nests out of bins required for other purposes. Undeterred, they moved to the inside of the ridge of the North Carriage Shed roof, where a large number of them now nest, to the detriment of carriage roofs below.

Blackbirds come next, nesting happily in the workshop and carriage sheds, often in close proximity to machines, and it was fascinating to watch one nest some years ago, where the hen sat tight in the midst of a coil of line-shaft belting on a shelf over the lathe, while the driving belt flailed round within inches of her beak. It did not seem to affect the broods; at least three families of blackbirds have been reared in Pendre this year: one in the joiners' shop of the North Carriage Shed, one in the engine shed, and one in the workshop, in spite of the chicks from the engine shed nest constantly ending up in the pit when learning to fly, from where they had to be rescued by whoever was around, while the parent birds flew up and down the engine shed and workshop, ticking like clocks.

At least one family of house martens has been raised in th workshop this year, but these birds are more shy than the others, and whilst one hears the chicks chirping, they are rarely seen.

MUSEUM REPORT

In response to a request by a Society member, the Management Committee has looked into the possibility of saving another T.R. goods vehicle in addition to the slate wagon which stands outside the Museum entrance. It was decided that one of the waste wagon bodies lying at Wharf was suitable for preservation and this has been brought into the Museum to enable a start to be made on the reconstruction of the chassis. Whilst on the subject of Talyllyn items the Giesl ejector from "Edward Thomas" has been taken into store for restoration and eventual display.

Work has progressed steadily over the past few months on "Rough Pup" and she now looks very smart in her red livery in contrast to her dismal appearance when she came down from Dinorwic a couple of years ago. During Spring Bank Holiday, two of the new display boards were completed, and part of an old shop fitting has been rebuilt in order to provide a showcase for Museum sales items.

MIDLAND AREA RAILWAY FETE

Following last year's successful Fete at Hilton, near Bridgnorth, home of our member Mr. Michael Lloyd and the now famous 7¼ in. gauge Hilton Valley Railway, we arranged a repeat performance on Saturday, June 6.

We again had music from Mr. D. D. Price's Fair Organ, supported by the brothers Millward of Halesowen with their Garrett Showman's Engine "Rob Roy". Considerable effort went into producing many new and better side shows. Mr. Lloyd and his volunteer staff maintained a high density rail service with four steam locomotives and four trains, some with coaches new since last year. The weather was kind and visitors came considerable distances, though unfortunately not enough of them. Those who did come clearly enjoyed it, patronising the stalls and the railway well.

Our grateful thanks are due to Mr. Lloyd for his hospitality and to the staff of the Hilton Valley Railway for providing for our visitors the most intensive service on 7¼ in gauge in the world—and steam hauled at that.

CALLING ALL CINE FILMERS

The Yorkshire Area has for some time been attempting to make a film depicting the engineering side of working parties. This has all been taken on colour using Super 8 film. The film team would like to hear from any other members who, on visiting Towyn, have filmed some aspect of the engineering department's work. If any members, on reading this article, would be interested in assisting the team or have film that may be suitable for the subject; would they please contact J. D. Jealous, 33 Woodbridge Lawn, Leeds LS6 3LU. Please write in the first instance with details of available film, not actual film please, or assistance that may be useful. All letters will be answered.

HEARD AT WHARF

Observant passenger, indicating train alarm connexions between carriages: "I see you have fitted continuous brakes." Volunteer: "No sir, that's the hot water for the guard's tea." D.L.S.

Traffic Manager: "Would you mind taking your dog off the seat, please Madam ?" Passenger—"Why should I ? He has paid you know".

Guard: "I don't know why they are called Cleaners—the ones I have seen were all dirty" (Ah, but the engines were clean—Ed.)

And at Pendre

Visitor (disractedly): "Can you help me ? Do you do outside work ? You see my boat is stuck on the sand and the tide is coming in !" (His boat trailer was repaired in the works in ample time to prevent a shipwreck).

THOUGHTS ON PUBLIC RELATIONS

by J. M. Lloyd

Following the discussions about volunteers in the council, and at the Finance & General Purposes Committee, I decided during the first weekend in June that I would see what happened as a result of organising a working party from a number of youngsters at school who were mildly, but not excessively, interested in railways. This was a logical follow-on from one or two working parties which I have organised at Haworth but, whereas Haworth was a one-day stand and the journey was short, a working party at Towyn represented a whole weekend away from home, a journey of more than three hours in each direction, and the expense of two nights' bed and breakfast.

There was no difficulty in getting a small party together. Mrs. Jones at Glantywodwyn was most helpful, and the Treasurer, who was visiting Towyn that weekend, agreed to ferry two boys in his car, leaving me to take three.

On the Saturday morning we reported to the Chief Engineer who welcomed the party, and asked us to carry on with the "Great Little Drain of Wales"—from the number of school parties which have worked on it so far, it might well be known as the "Great Little Brain Drain"—handed out tools, and introduced us to the site. Two other members already at work soon decided that they could well leave the trenching to us and went and found some more profitable work to do elsewhere. During the course of the morning a youngster, obviously on his first working visit to Towyn, appeared from the direction of Wharf. I shouted: "Hello", and the welcome seemed to please him. He came across and said that he had been told to report for carriage cleaning, so I conducted him into the South Carriage Shed, found the gang, and introduced him to them. I saw them later sheltering from a short sharp shower, and obviously getting on well together.

In the afternoon, I had cause to go in search of a bottle of water for the workers. On the platform at Pendre were two visitors to whom I addressed a cheery: "Good afternoon, can I help you?" Apparently I could, and did—in the form of a short conducted tour of Pendre, eliciting an assurance that they found it very pleasant at Towyn, and would collect membership application forms at Wharf.

The arrangement with the working party was that they would work until midday on Sunday and then return to Glantywodwyn, change, have their midday meal and have a trip on the railway in the afternoon, before returning home. As I had no wish to chaperone them everywhere, I suggested to the Traffic Manager that I should, with his agreement, conduct a public relations experiment. It so happened that there was an excursion train on British Railways from Birmingham, and an extra Talyllyn working was arranged to cater for what traffic offered as as a result. It so happened that the excursion was not successful, and few passengers alighted at Towyn (the excursion went on to Barmouth). In view of the inclement weather it seemed likely that those who did visit Towyn and intended to ride on

the Talyllyn caught the earlier train, so that the 13.45 was very lightly loaded.

However, I collected a supply of access maps (which was the only appropriate material available), and a copy of the working timetable, and worked my way down the train. Wherever there were passengers I introduced myself with a line of patter which went something like: "Good afternoon, ladies and gentlemen. I will be travelling in the train with you and will be ready to answer any questions which you may wish to ask; please consider me at your disposal. This map will enable you to keep a check on where you are."

As the train proceeded, I used each stop to move from coach to coach, and had a chat with as many groups as I could. I told them who we were, what the railway was, and pointed out any features that we passed. I filled in something of the background, and told the odd story (like the explanation of why the doors are on one side only) in lighter vein.

I gave guidance on whether to visit Dolgoch Falls or carry on to Abergynolwyn, according to what the passengers told me of their likes. On the return journey I was thanked for my advice to visit Dolgoch by several people, and when the train stopped at Brynglas to pass the up train, I dropped off and was thanked by a considerable number as I walked along the track on my way back to Brynglas platform.

On the second train I found it more difficult to assume the mantle of adviser, which indicated clearly the value of the personal introduction at Wharf before the start of the journey. However, it seemed to be sensed that I was ready to help, for at both Dolgoch and Abergynolwyn Stations I was engaged in continuous conversation by members of the public who came to ask about this or that. I left the down train at Pendre and again received an encouraging number of smiles and waves as the train drew away.

The end of this weekend really was on Monday morning, when I was greeted at school with a demand from two members of 4B who had not been with the party of: "When are you going again?" and "Can we come next time?" The five members of the party have all asked for membership application forms but, on my suggestion, as the school holidays will prevent another party being held at least until September, they are deferring their applications until the "cheap rate" is operative.

From the experiences of this weekend, I would draw the following conclusions:

1. It seems that there is in young people a pool of labour and potential members which is virtually untapped, but it is important to remember that:
   (a) Groups of schoolboys (and youth clubs and the like, I suggest) require a leader **who they know**, and who **will work with them.**
   (b) Such labour must be used with discretion—young people are more discerning than most adults realise, and quickly sense that they are being used for rough dirty work whilst the glamour goes elsewhere. They are prepared to undertake

their share, but will quickly react against being imposed on.

(c) Adult members must be prepared to make transport available —it is not sufficient to agree if approached. Generosity in not demanding the cost of transport to Towyn (being mindful of the fact that the youngsters are paying their own board and lodging) would help considerably, while not imposing any financial burden on the provider of transport who would otherwise be travelling in a partly loaded car.

(d) The goodwill of certain landladies must be assured. Discipline in the house must be demanded, but otherwise personal freedom must be respected. This combining of benevolent discipline with encouragement is all-important.

2. The public loves to be petted. Pin a label on your coat which says:

> **THE TALYLLYN RAILWAY COMPANY**
>
> **Mr. Jim Lloyd**

and talk to the passenger sensibly, and they will adore you. It is to be hoped that the new leaflets which we are to give to passengers will be freely distributed, and further, it seems to me that certain members who have the knowledge and ability would be doing a far more useful job if they were taken off mundane duties once in a while, and used when necessary as couriers. A courier on a train should be almost as important as a guard, and a roster for special occasions would be sensible. Special occasions, for example when a special party is booked, should be covered whenever possible.

It would seem, ideally, that most of our difficulties with volunteers would be solved and our public image infinitely enhanced if a suitable person (retired on pension, with a small subsistence allowance ?) was used to combine the duties of public liaison, volunteer liaison, personal guide, and, when not so employed, could do other light jobs.

The number of times that members of the public comment on "friendliness" makes it clear to me that this is a certain way to further our standing and encourage new membership.

TRAFFIC AND OPERATING COMMITTEE REPORT
by Donald L. Heath

In the June issue of the "News", it was noted that proposals had been submitted to the Council concerning the adoption of a new Constitution for this Committee. These proposals were considered at the Council meeting held on July 4 and were adopted—with one exception—in full. The details are listed below:

(i) The number of specifically appointed Council members is restricted to a maximum of four.

(ii) The "Co-opted members" will be appointed by an election to be held from amongst the registered grade card holders.

(iii) The election of the Committee's Officers will be carried out by the complete Committee, viz. Council nominated members and elected members—and, not, as is the practice with the other Council Sub-Committees, by the Council members only.

The full Constitution is:

1. Composition of Committee

(a) Number of Council appointed members: not to exceed four.

(b) Number of Co-opted members: not to exceed eight.

(c) Status of members eligible for co-option: Society members who are current T. & O. Grade card holders (including junior members) in other than the two lowest grades.

(d) Proportion of representation of Co-opted members. The total number of co-opted members to be made up equally each from representatives of the guards grades from which members are eligible for co-option and from representatives of the firemans grades similarly.

(e) Number and status of non-Council members appointed to the T. & O. Committee to attend meetings in a voting capacity:

1. Traffic Manager
2. Locomotive Foreman
3. Chief Engineer

2. Election of co-opted members

(a) Status of members eligible to be nominated for election—See 1 (c) above.

(b) Status of members eligible to act as proposers: Society members who are T. & O. grade card holders (including junior members).

(c) Status of members eligible to vote: As per 2 (b) above.

(d) Method of election of co-opted members: To be by ballot taken of eligible members by postal vote only.

(e) Date and venue of election: The Society's A.G.M. day at Towyn.

(f) Closing date for nominations: to be 1st August.

(g) Election procedure to be as follows:

1. Nominations to be requested so as to coincide with the issuing of the May edition of T.O.C. News.
2. List of candidates to be despatched so as to coincide with the issue of the August edition of the T.O.C. News with the requirement that the ballot papers be returned to Wharf before the Society's A.G.M. day. Result to be announced at the Society's A.G.M. and published in the November edition of the T.O.C. News and the December edition of the "Talyllyn News".

(h) Each grade card holder permitted to vote for up to a maximum of four candidates in each group (of guards and firemen). If not more than four candidates have been proposed in one group, an election will not be held in that group.

3. Election of Committee Officers

This to be carried out by the whole Committee, in Committee, not in the Council, and any members of the Committee (as defined in 1 (a), 1 (c) and 1 (f) above) being eligible to fulfil any of the offices.

It is hoped that this new and considerably more democratic form of membership of the Committee will result in all of the registered grade card holders feeling that they are being adequately and fairly represented, in the deliberation of the society's affairs as far as T. & O. C. matters are concerned. To this end, it is earnestly requested that all those who are eligible make use of their "right" to nominate candidates for election and to vote in the ensuing election.

As the code of this new constitution was not approved until July 4, it was not possible to make the arrangements for the 1970 election according to the timetable outlined above. To cover this particular contingency, I arranged to send a personal letter to all the registered grade card holders explaining the situation and inviting them to let me have their nominations for candidates to stand in the election. If, for any reason, there is any registered grade card holder who has not received a copy of this letter, would he please communicate with me directly—my home address is on the inside of the back cover of the edition—in order that I can ensure that he has the necessary ballot papers.

Mention was made in the June "News" of the possibility of being able to acquire some second-hand cable in order that the M.E.T.S. system of single line working could be extended up to Brynglas in time for this year's peak working. In the event it was not possible because the cable was not obtained until the end of July. However, it is now in stock and it is hoped that during this coming winter it will be possible to make the necessary installation in order that the system can be extended in time for next year's working. To this end, arrangements are in hand for holding a number of winter working parties: these will be of the usual form of carriage painting and repair work and, in addition, it is intended to run a limited number with the specific objective of, firstly, assisting Mr. Herbert Jones with locomotive maintenance work, and, secondly, with the preparation work and the laying of this newly acquired multi-core cable. The first two dates have been provisionally fixed for the week ends of November 7 and 8 and December 5 and 6, and the support of as many locomotive and train crew volunteers as is possible is earnestly requested. A further item which it is hoped to complete during the coming winter is the installation of the new ground frames at the West End of the Wharf loop and at both ends of the loop at Rhydyronen.

The remaining item of interest is in the form of advance notice for two events to be held next Spring: although, as yet, undated, John Gott is proposing to hold traffic seminars in London and Liverpool. In connexion with the preparation of the material for these seminars and also for use in connexion with the mutual improvement classes, he has made an appeal for ideas for new deliberate mistakes. Any member who has a particular bent in this direction is asked to contact Mr. Gott direct, c/o Wharf Station, Towyn.

SOUTHERN AREA

Area Business Meeting

The Area Annual Business Meeting will be held on Monday, November 2, at "Keen House", Calshot Street, Kings Cross, London, N.1, to commence at 19.00. The agenda is as follows:

1. Apologies for absence.
2. Minutes of Meeting of November 3, 1969.
3. Matters arising from Minutes.
4. Election of four members of Area Committee.
5. Brief reports from Society Officials present.
6. Reports from Area and Group Officials.
7. Any Other Business.

This year Messrs. Hatherill, Warman, Reidy and Killip fall due for re-election and it is understood that all four are willing to serve again. Please send nominations (signed by the nominee as an indication of willingness to serve if elected) to the Area Secretary by October 17—nominations arriving after that date must be disqualified.

If any member wishes any specific item to be discussed under Item 7 please notify the Area Secretary by October 17. If you wish to raise any matter but are prevented from attending the meeting, send all the information to the Area Secretary, and he will send you as full a report on the discussion as possible (limited only by his ability to write down legibly all that is said at the speed at which it is said) after the meeting.

It is the intention that the formal business shall be concluded before the tea interval, so that an informal question time can be held afterwards. Remember that this is the only formal area meeting at which the views and wishes of the area can be formally and officially put to council. It is your chance to put your point of view and stimulate the interest of the area in the object of our existence—running and maintaining our fascinating and historic railway. Remember we are the pioneers of railway preservation.

Talk

On Wednesday, November 18, Mr. David Woodhouse will give an illustrated talk to the Stephenson Locomotive Society at Caxton Hall, Caxton Street, London S.W.1, at 18.45 (for 19.00). The subject is: "Present-day and future operation on the Talyllyn Railway", and a cordial invitation to attend is extended by the S.L.S. to all T.R.P.S. members.

Exhibitions

Autumn seems to be the time for exhibitions and reference to Society Diary will reveal a number of shows already booked. If you can help at any of these events your services will be much appreciated. Once again we are at Clapham Open Day on Sunday, October 18, when we shall be in charge of "Mallard", the cinema and our own stand. A staff of 20 is required if we are to do the job properly and I shall be pleased to hear from our "regulars" and other members who can help

at this event. More events could be attended if we had a keen member to the west of London—Reading area—willing to take on exhibitions and so on in that area. Please contact Mr. J. F. Tonkyn, "Russells", 23, East Hill, Oxted, Surrey.

Railwayania

This scheme is not restricted to this area and in fact we recently organised the collection of a large quantity of magazines from Cardiff so if you are able to donate any second-hand transport books, magazines, tickets, pre-war catalogues, models, and so on, we shall be pleased to hear from you. Distance no trouble! Alternatively, books and magazines can be sent to Mr. D. G. Ware, 20, Morton Road, East Grinstead, Sussex; other items to Mr. J. F. Tonkyn—address above. A list of model magazines for sale will be found elsewhere in this "News".

Foreign Coins

May we remind members that Eire will decimalise at the same time as the U.K. and if you have any coins left over from holidays there or elsewhere we shall be pleased to receive donations for conversion to sterling for T.R. funds. All kinds of demonetised coin and bank-notes have a value, albeit sometimes very small. Please send to Mr. Tonkyn—address above.

MAGAZINES FOR SALE

Price 1/1d. each, including postage.

MODEL RAILWAY CONSTRUCTOR :
8/59, 2/60 to 12/60, 1/4 to 12/61, all 1962 exc. May, 1963/1964 complete, 2/3/5/11/12/65, 1966 exc. Sept., 1967 complete, 1/2/3/68, 5/6/70.

MODEL RAILWAY NEWS :
1961 complete, 5/10/65, 3/66.

RAILWAY MODELLER :
3/58, 5/11/12/59, 1/2/3/4/5/8/61, 2/5/6/7/10/12/66, 5/6/67.

SHIP ILLUSTRATED :
4/5/6/66.

Send remittance payable to "T.R.P.S." to Mr. D. G. WARE, 20, Morton Road, East Grinstead, Sussex.

Trading Stamps/British Commemoratives

The new item to be obtained with Green Shield stamps has not been finally decided but it is anticipated that we shall require at least 40 books to make a worthwhile exchange. About half this number is already in hand and further donations should be sent to Mr. R. J. E. Dawson, 56 The Knoll, London, W1.3. Small but steady sums are raised from the sale of British Commemorative stamps and if you are able to send such used stamps to Mr. J. F. Tonkyn—address above —you will be helping our finances.

Working Parties

Working parties will continue to be run every third weekend of the month, with extras as required by members notifying the organiser (address on back page). A successful running season leaves much maintenance to be done in winter, so why not get out to Towyn, away from the smoke of big towns, to clean, fresh country air? A stamped addressed envelope to Derek Norman will bring the latest working party information straight to you.

EAST ANGLIAN GROUP

The Group has so far this season managed to attend the Bury St. Edmunds Model Railway Club's exhibition, traction engine rallies at Braintree and Weeting, and a Historical Commercial Vehicle Club Rally at Ipswich, although strangely enough several of the exhibits at the latter event were not dissimilar from the public service vehicles operating from some of our local garages. One outstanding commitment is a traction engine rally at Hauxton, Cambridge on September 12/13 at which help is still required.

The total income so far this season shows a considerable reduction upon that compared with the same period last year, which was not unexpected in view of the record established at Sudbury in 1969, but virtually the same band of stalwarts, aided by one or two recent recruits, are bearing the brunt of the work. Unfortunately we were again unable this year, due to lack of support, to exhibit at the Norfolk Traction Engine Club's rally over the Spring Bank Holiday weekend, much to the satisfaction of our closest rivals who apparently netted more than £150 at this one event.

The next group meeting has been arranged for Tuesday, October 20, at the County Hotel, Chelmsford, at 19.00. The subject and speaker will be announced at a later date in the railway press.

SWINDON GROUP

Up to the time of writing the Group's sales stand has been in action at three traction engine rallies. Two of these (Hungerford and Tormarton) were new rallies and proved to be surprisingly good sales venues. On the other hand Appleford rally, which we attended last weekend, was poorly attended and the takings were slightly down on last year. Peter Fuller and Clive Baker make up our sales team for Woodcote and Clive is covering Knowle Hill, Reading, whilst Peter is doing his stint at Towyn.

We have had an extremely busy week commencing August 22 with two sales stands in operation that day (one at Swindon Works Open Day, the other at Fairford Traction Engine Rally) with a second day at Fairford on the Sunday, and four days at the Somerset & Dorset Exhibition at Bristol from Wednesday to Saturday inclusive.

MIDLAND AREA

The main activity within the area during the past three months has been the Railway Fete held at Hilton on Saturday, June 6, 1970. The overall result was disappointing when comparison is made with the 1969 event and one can only assume that we did not publicise the event sufficiently in order to attract the public in general. I will not elaborate on this any further as a report should appear elsewhere in this issue of the "News".

As a result of the financial "flop" of the Railway Fete (we only made a small surplus) we are hoping that the Midland Area 1970 Raffle will produce a record income. First indications show that the raffle tickets are selling very well but please do not allow this to influence your own efforts. We want a complete sellout this year in order to make a valuable financial contribution to the main Society in addition to keeping the Midland Area in funds. If you cannot sell your tickets please return them to your Secretary and if you are able to sell more please do so.

Working parties again have been quite active and we have finished the construction of the Quarry Ground Frame Cabin just in time for the peak running period. This was constructed in the Midlands and transported in sections to be erected on site.

On the subject of working parties, thanks are due to all members who assisted at Hilton as I am sure all who were present will agree that it was very hard work organising the event.

Finally, as most members within the Birmingham Area are aware, we have an annual meeting with the Festiniog. This year the meeting should have been by their invitation but to date your Secretary has not received any indication of the date. It can only be assumed that they are not able to hold the event this year but if a late notification should be received interested members will be contacted.

EAST MIDLANDS GROUP

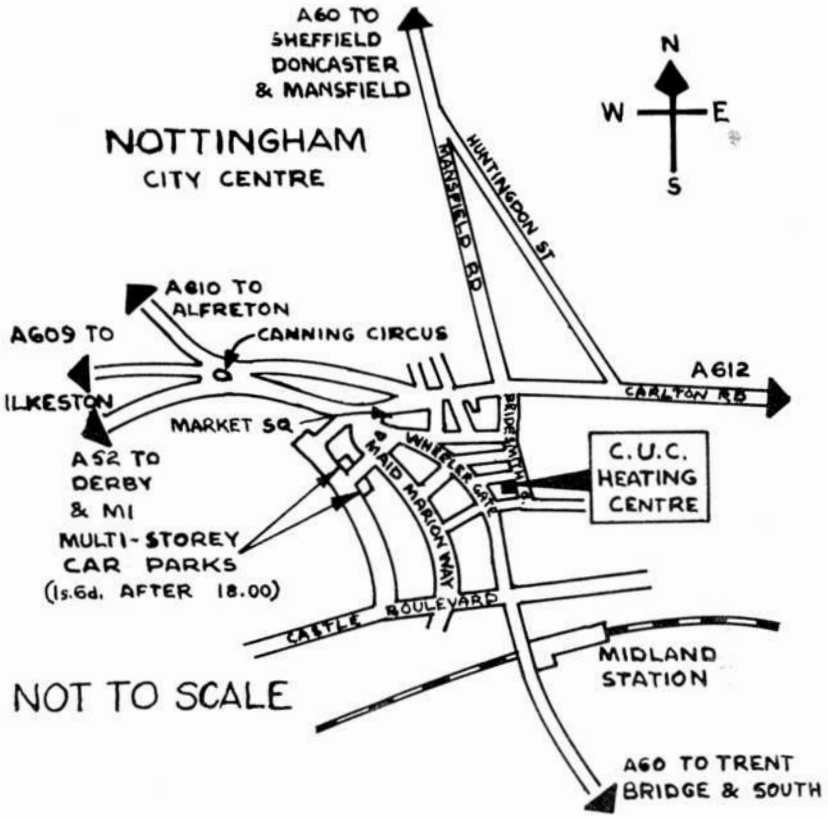
As part of the drive to improve local publicity, arrangements were made for publicity displays to be held in the public library at Beeston and in the main window of the Derby Branch of the Co-operative Building Society—the first ran for three weeks in July and the second ran for two weeks at the beginning of August. Judging by the enquiries that resulted from these two displays they would appear to have been very successful. Arrangements are in hand for further displays at Burton-on-Trent public library in June, 1971 and—at a date as yet unfixed—in the foyer of the Nottingham Film Theatre. At the same time, this has been backed by a number of talks being given to local societies and so on, and, in particular, mention must be made of the efforts of Mr. M. Bond (Langley Mill, Notts.) who, besides delivering a large number of such talks, has kindly donated the lecturers' pro-

ceeds to the society's funds. If any of you know a society who would like someone to talk to it about the railway, please contact the Group Secretary—address on the inside of the back cover—who will be very pleased to arrange for Mr. Bond or another member, suitably equipped, to go along and give a talk at an appropriate moment. This type of publicity is always extremely valuable as it often results in societies organising day outings to the railway, and it is incumbent upon every member not to let any sort of opportunity of this type pass.

At the end of May the group held a very successful jumble sale in the outskirts of Nottingham. Over £21 were raised for the funds and our sincere thanks go to Michael Powell on whose initiative this was organised.It is hoped that this might become an annual event, and—even at this early stage—an appeal is sent to members to ask them to keep this in mind with a view to supplying jumble for contributing to the sale next year: the only thing that prevented us from raising more money was a lack of useful articles to sell ! On June 7, the group ran its summer outing to Bressingham near Diss in Norfolk. As an experiment, two coaches were laid on—unfortunately, this proved to be a little too optimistic and there were a large number of unfilled seats, resulting in a small loss being made. However, everybody who went had a very enjoyable day. The presence of the East Anglian Group Secretary acting as a driver on one of the woodland railway trains made an added attraction. The date and venue for the next year's outing will be decided upon at the group meeting in October—if you wish to have any influence in this matter, come along and make yourself heard then. On July 4, the last working party of the season was held—the inspection of the structures was completed and some work was done towards extending the "great little drain of Wales".

The main activity of the summer season has been attendance at various rallies and works shows in the area. They have not been as rewarding as in past years—for two main reasons: on the one hand there has been a distinct falling off in support given by the members running the publicity stall, and on the other hand, there has been a distinct fall in the amount of buying being done by the visitors to these shows. Comparison with other organisations running similar stalls would indicate our products are not, in the main, dear or over-priced—there has been a general reluctance to spend as much cash as in the past on tourist type bric à bac. If our activity in this direction is to be more successful next year, it is essential that we have more members coming forward to help man the stall and that these members are prepared to be more aggressive in their selling techniques.

Turning now to coming events, the two main items are the group's Annual General Meeting, October 17, in the Coal Utilisation Council's Heating Centre, Nottingham, and the first part of the Winter working party session. Full details of the meeting will be sent to all East Midlands members on an insert in with this copy of the "News", but any other member wishing to attend is cordially welcomed and asked to write to the Secretary if he requires further details. The location is shown on the accompanying street plan. The main attractions of this meeting are a talk by railway director Pat Garland, and, it is hoped, a showing of the new Society film "Talyllyn Holiday". In



Principal streets in the city centre of Nottingham, showing the Coal Utilisation Council Heating Centre, where the East Midlands Group meeting will be held on October 17

addition, there will be a short report on the Society's A.G.M. and an election for half of the Committee for the next two years. It is also intended to discuss a venue and date for the 1971 summer outing—your suggestions for this would be most welcome. Winter working parties will be held on Saturday, October 21, and December 5—further details of arrangements and so on will be available from the Group Secretary, either by correspondence or at the A.G.M.

Finally, on behalf of both the East Midlands Group and the Traffic & Operating Committee, I would like to thank Barrie Sheard for his assistance with the typing of Minutes and Circulars. Without this, neither of the two groups would function nearly as smoothly as they do.

YORKSHIRE AREA

The area has not been very active during the last quarter of this year due to everyone's holidays but we have managed four film shows. These were during May and being just before the main holiday season attracted great interest. We have told you before but would like to

remind you that we are willing to give a film show to any interested society or club at any time. If anyone does know of someone who would be interested would you please contact the secretary with details.

To progress on to events of the future we would like you to make a note of the following dates. Saturday, October 3. Society A.G.M. at Towyn. This area will again be providing Stewards and Tellers for the meeting which is being incorporated into a working party weekend. Any offers of assistance to the working party organiser please (address on the back page). Saturday 17 and Sunday 18, October. We shall be present at the Skipton & District Railway Society exhibition in the Town Hall, Skipton. Offers of help to staff the stand to the secretary please. Saturday, October 24. We will be present at the West Riding Transport Society exhibition being held at the Fraternity Hall, Alfred Street, Huddersfield (behind the Co-op). The main attraction at this event will be a 4 mm. scale P.S.V. rally. This will be in the form of a competition for 4 mm. scale models of public service vehicles and it is hoped to present suitable cups to the winners. If any members are P.S.V. modellers and would like further details would they please contact the W.R.T.S. secretary, J. P. Moxton, 16 Spring Street, Marsden, Huddersfield and mention the "News" in their letter. Again any offers of help for the area sales stand to the secretary please.

Saturday, November 14. This is the date of the area A.G.M. being held, once more, at the Midland Hotel, Bradford at 19.00 hours. We hope that the guest speakers will include J. L. H. Bate, our Chief Engineer, and T. England from the Commercial Dept. The evenings entertainment will also include the sound cine films of the society and the new film entitled "Talyllyn Holiday" which was made in 1969.

NORTH WEST AREA

The working party season will soon be with us again. The dates we have arranged will be found on a later page of this issue of the "News", under the heading "Working Parties". Please make a note of the dates in your diary, and decide to come on at least one or two. We do particularly wish to see new faces at Towyn. The work is very rewarding, and it is not all heavy, there is plenty of light work always available, and we can arrange accommodation if you wish.

The Area Annual General Meeting will take place this year on Tuesday, October 20, at the Chartered Accountants Hall, Fountain Street, Manchester at 19.00. In the June issue of the "Talyllyn News", we asked for suggestions as to venue, but as not one idea was received, your committee has chosen the hall and town for you. Further details will be found on the duplicated sheet inserted in this issue.

During the summer months, although no official working parties have taken place, many area members have spent holidays at Towyn, and various tasks have been undertaken, from painting every metal gate on the line, working in the Railway Shop at Wharf, in the workshop at Pendre, and taking part in the various Traffic and Operating activities.

We do wish to emphasise that every member is welcome at Towyn. If you need any information, do not hesitate to write to the Area Secretary on any subject with the T.R.P.S.

Talyllyn Railway Preservation Society

SALE OF

OBSOLETE TICKETS

We have, for sale a LIMITED number of pre-1950 tickets covering various journeys from Wharf and Towyn (now Pendre) and Abergynolwyn, also some Dolgoch to Wharf singles.

These are made up into sets as follows:

Set A	approximately 20 tickets	£1	0s. 0d.
Set B	approximately 16 tickets		16s. 0d.
Set C	comprising 3 tickets		2s. 3d.
Set D	comprising 4 tickets		3s. 0d.
Set E	comprising 8 tickets		6s. 0d.

We also have available many pre-1968 tickets, replaced by the new tickets now on issue.

These are offered for sale as under:

Set Z	approximately 70 assorted tickets	£1	6s. 0d.
Set X	comprising 12 assorted tickets		4s. 0d.

All these tickets are being offered for sale subject to availability and all orders will be dealt with in strict rotation.

Please send remittance with order and a stamped addressed FOOLSCAP envelope to:

T.R.P.S.,
D. E. Gledhill, Esq.
11 Roslyn Avenue,
South Crosland,
HUDDERSFIELD, HD4 7EW.

Cheques, postal orders, etc. should be made payable to the Talyllyn Railway Preservation Society and crossed

ON THE BOIL

Those members who have been to Wharf recently will notice that a new incinerator has been constructed, in order to enable Mr. Parry to burn the considerable arisings of litter and so on during the day. This incinerator is situated behind the water column and a rather tall chimney is provided in order to clear the smoke away from the station and bungalow. The top of this chimney protrudes for a few feet above the water tank.

A few days ago Mr. Parry was burning some rubbish after the last departure of the day and a small boy and his father were waiting to watch one of the return trains arriving in the station. A considerable amount of rubbish was being burned and the chimney was pouring forth in fine manner. Seeing this, the little boy remarked to his father: "'Look, daddy, there must be a train due, they are boiling the water for the engine".

THE NEW TRAIN STAFFS — A FIREMAN'S VIEW

by M. J. Wilson

My first encounter with the new train staffs [described on page 24 of the June "News", and illustrated herewith—Ed.] was not very encouraging; for the 14.30 Thursday afternoon train the full set was carried, i.e. Pendre - Brynglas,Brynglas - Quarry, and Quarry - Abergynolwyn, quite a weight of metal now. With two up and two down tickets on each staff, they take a considerable amount of room in the cab, so much so that apparently on No. 3, "Sir Haydn", they can only be accommodated on the floor.

Examination of this bulk was deferred until we arrived at Wharf, with an hour to spare before working the train. Whereas these new instruments were originally intended to be virtually foolproof, much to my horror it was discovered that the up and down tickets had been incorrectly replaced at diagonally opposite ends of the staff, and it is even possible to attach tickets to incorrect staffs.

It remains to be seen what happens during the height of the peak season: certainly the new staffs are far from satisfactory, not only from the reliability point of view but also for their clumsiness, and it would seem that safety above Pendre cannot be guaranteed until we have miniature electric train staffs throughout the system.
(Extracted from Newsletter No. 25 of the East Anglian Group)

Since the above was written, the new staffs have been weighed in the balance of the peak season and found wanting. They have been withdrawn and replaced by the earlier type of divisible staff, as used last year, with Annetts keys braised onto the Quarry Siding to Abergynolwyn tickets to allow access to the ground frame at Abergynolwyn. Frames at Pendre, Brynglas, and Quarry Siding are locked by keys carried by the blockmen at those places.

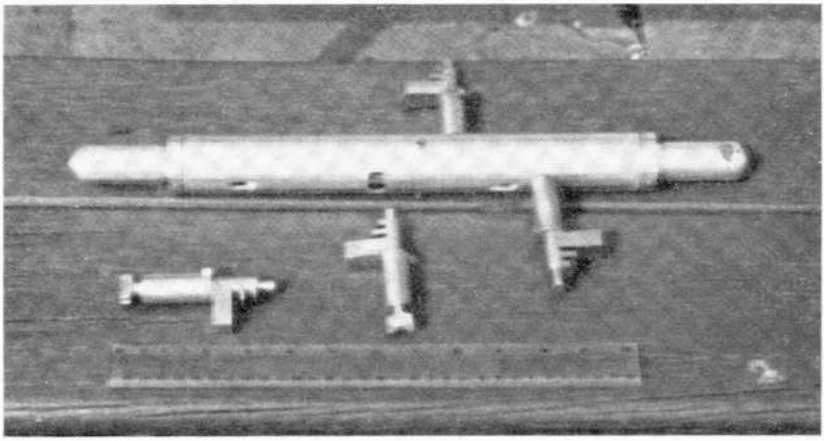


Photo: H. Dalston

One of the "defoliated Christmas tree" train staffs, with two tickets detached. The rule underneath is just over 12 in. long.

CORRESPONDENCE

Messrs. D. E. Pugh, K. Morris and L. C. King, Swansea

Having seen locomotives Nos. 3, 4, and 6 already painted in the new standard locomotive green, we would like to know if it is intended eventually to paint Nos. 1 and 2 in this dubious hue? Such a step would surely be even more radical than the suggested Corris colour scheme for No. 3. Do we have to have change just for its own sake? What is wrong with the original T.R. green that has been so familiar for so long? One can well imagine the howls of protest if a preserved G.W.R. locomotive was painted in any colour other than "Swindon" green, yet this change has taken place on our railway with hardly a murmur of protest. We would have thought that the traditionalists among our members would have raised the roof by now .

The Secretary of the Engineering Committee comments as follows:

The shade of green adopted for the locomotives of the Talyllyn Railway has been chosen due to it being the nearest British Standard colour to the original green. This should ensure that all the T.R. locomotives will in future be the same colour, subject of course to weathering, and also the cost of repainting will in some measure be kept at a lower figure than if we use a specially prepared shade.

Mr. Fred L. Smith, Cheadle, Cheshire

The Council's wish to bring down the age limit for junior members from 21 to 18 I regard as a retrograde and short-sighted step. While I would agree that costs are continually rising and I would not quarrel with the wish to increase the junior subscription to 15s., I

think lowering the age limit by three years in one fell swoop may drive away many promising youngsters to the many other preservation societies in the field at present clamouring for members.

Let us not forget that many of our juniors are sixth-formers or students at colleges or universities who have no incomes of their own, and this increase, together with the heavy costs of time spent at Towyn, is not very encouraging for them. For 18-year-olds it means a 300 per cent. increase.

The apparent reason for this change is the quite feeble one of regarding 18 as the age of majority—just because some government, in its infinite wisdom, so decreed it. True, 18-year-olds now vote, can obtain mortgages, contract debts, get married, and so on, but that does not give them financial independence at that age.

We are constantly receiving appeals for volunteers for maintenance of the line, engineering work, and now for work on the Nant Gwernol extension, but where are the younger members who should be taking over from we who are not so young? At Keighley, perhaps, or on the Severn Valley?

As the proposed change of Rule 18 at the A.G.M. links the subscription increase with the change of age limit for junior members I will have no alternative but to vote against it, and I hope others will do the same.

Mr. M. D. Reilly, Barnard Castle, Co. Durham

It is with concern that I view the proposal to increase the junior subscription rates (June "News", p. 11). Whilst I agree with lowering the full membership age to 18, I think that the junior members may join other societies if their subscription rates are increased. For instance I am a junior member living some 240 miles from Towyn. While I would like to visit Towyn regularly, I am unable to do so because I have no transport of my own, because I am unfortunate enough to go to school on Saturday mornings and because a weekend in Towyn costs me about £6, and I am thus unable to afford to go more than once or twice a year. If the subscription to the T.R.P.S. is raised, my natural reaction would be to join another society, nearer at hand, performing the same function as the T.R.P.S. Nevertheless, I see the council's point of view in having to raise subscriptions, and I feel that if the subscription rate must be raised, then some sort of accommodation should be provided for junior members visiting Towyn. All that is required is somewhere to put a sleeping bag and even 10s. a night for somewhere run on youth hostel lines, this is only one-third of the average cost of normal accommodation. At the same time, there is need for more Area Groups to organise the provision of transport to Towyn. As junior members are unable to vote at the annual general meeting it is up to the ordinary members to ask for accommodation for juniors (primarily) at Towyn, in return for increased junior membership fees.

"Commentator"—name and address supplied

Could there be a connexion between the complaints of the Chief Engineer (June "News", p. 9) about the lack of sufficient volunteers,

and the remarks of Mr. J. R. Andrews (page 36) who seems to think that the "top brass" of the society do not appreciate the basic needs of many volunteers ?

Mr. M. J. Wilson, Clacton-on-Sea, Essex

I was rather surprised at the contents of Mr. Andrew's letter in the last issue and, whilst we are all entitled to our opinions, I feel that I must comment upon one or two of the points which he has raised.

The simile which he has drawn suggests that it is in fact he who is completely out of touch, for there are at least two of the society's officers who are working on the railway more or less every other weekend, and there are quite a few council members who put in an appearance every month or so. On the whole pretty close touch is maintained with the regular volunteers.

I appreciate that it is difficult to maintain close liaison with all the occasional volunteers and whilst I am one of the first to admit that there may be occasions when we may be slightly out of touch with the wishes of the members, from my discussions with quite a selective number of the regular workers at Towyn, it seemed that the general body of opinion was opposed to the suggestion of hostel accommodation. Few of the members relished the thought of having to care for themselves after a hard days work.

The erection of a hostel would not only have involved quite a substantial sum of money providing it, at a time when so much is required to finance projects which have already been approved, but would also have resulted in additional liabilities for maintenance and supervision. The condition of the facilities on some of the other preserved railways will emphasise how difficult the latter task might become. An extension to "Railway View" would have sterilised any further enlargement of the workshop or shed in the distant future, and a building would have taken up space which is already extremely limited.

My personal view was that if it was proved that a need did exist, then the new station building at Abergynolwyn, which is disused during the winter months and has certain basic amenities and facilities provided, might possibly be used for a trial period, particularly as much of the donkey work in the near future is likely to take place on the Nant Gwernol extension. The overall view, however, was that, contrary to Mr. Andrew's beliefs, the disadvantages outweighed the benefits that were likely to accrue.

The council members are well aware that the duration of any visit, whether it be to Towyn or elsewhere, can be expensive, both as regards travelling and accommodation. It was partly for this reason that the question of the volunteer position was subsequently debated by the council, which recognised that there may be a need for a subsidy to be paid to help a small number of worthwhile volunteers, particularly on the engineering side, who could not afford to attend Towyn regularly, and referred the matter to the Finance & General Purposes Committee. That Committee's recommendation that the principle of selective subsidies should be accepted to cover minimum out of pocket

expenses at the discretion of the officers was adopted at the last council meeting, and will I am sure prove a far more satisfactory solution to the problem than the construction and maintenance of a hostel. It will, however, very much depend upon whether the labourer is worthy of his hire.

Mr. D. Woodhouse, Traffic Manager, Towyn

I would like to comment on the letter from Mr. Morley (June issue) with regard to the first-class supplementary fare which is charged for riding in the ex-Glyn Valley coaches. Whilst it is certainly true that a proportion of passengers involved in the Traffic Census did comment adversely on the supplementary fare, it is equally true that a number of passengers commented the other way and suggested that we should in fact issue first-class tickets from the Booking Offices. Anyone who has worked in Wharf Booking Office will know:-

(a) that a proportion of passengers ask for first class;

(b) that even more, having booked ordinary tickets, come back and ask for them to be changed to first class (we realise that there is a lesson to be learnt here and the whole question of first class accommodation is under constant review); and

(c) the receipts from the supplementary charges more than justify this operation.

Had Mr. Morley been at Towyn during June of this year he would have seen hardly any four wheelers in use as present Traffic Dept. policy is indeed to use the original T.R. vehicles and the the Glyn Valley coaches for peak periods and special occasions only. No. 19 now, of course, provides the regular off-peak first class accommodation and when both No. 20 and No. 21 are in service the need to use the four-wheel vehicles outside July and August will diminish even further.

One final point: our friends on the Festiniog Railway have found that first class accommodation is not only very popular, but also a paying proposition.

REVIEWS

The Fairlie Locomotive. By Rowland A. S. Abbott. David & Charles Limited, Railway Station, Newton Abbot, Devon. 10 in. x 7½ in. 103 pp. Illustrated. Price 50s.—To those who dismiss the Fairlie as an unsuccessful experiment surviving only as an anachronism on the Festiniog Railway, this book will come as quite a suprise. In its day, the Fairlie was one of the most controversial and successful designs, and its reputation, both real and imagined, was broadcast at every opportunity by its publicity-minded patentee, Robert Fairlie, who did not shrink from rushing into print to pour scorn and defiance on the many denigrators of his brainchild. Mr. Abbott describes the Fairlies and Modified Fairlies constructed by eleven British and three Continental builders, and devotes chapters to the Mason-Fairlie developed and built in the United States between 1871 and 1914, and to the

Péchot-Bourdon articulated locomotives of the French military light railways. The text is enlivened and explained by a large number of illustrations, including a rare photograph of a design of 1874, found in the home of a former railwayman in Montevideo in 1959.

J.N.S.

Go Great Western: A History of G.W.R. Publicity. By Roger Burdett Wilson. David & Charles Limited, Railway Station, Newton Abbot, Devon. 9 in. x 5¾ in. 198 pp. inc. 16 pp. half-tone illustrations and coloured frontispiece. Price 50s.—To one who, like your reviewer, is a member of the T.R.P.S. Publicity Committee, this account of the origin and growth of the Publicity Department of the Great Western Railway makes fascinating reading. From a staff of two Bill Inspectors, an advertising clerk, and a youth, the undertaking grew to a huge self-contained department responsible for books, posters, luggage labels, jig-saw puzzles, and all classes of press publicity. At times there were signs of complacency—some pictorial posters in the early 1920s were deplorable, and the title page of "Holiday Haunts" remained unchanged from 1911 to 1931, by when it looked distinctly archaic—but there was then a resurgence, and the department imprinted its character and that of the line on all advertising matter, with a standard type face for all publicity material, and the familiar G.W.R. roundel monogram. A pity however, that Mr. Wilson could not pick another title for his book, which will inevitably become confused with the work of the same name by T. W. E. Roche on Great Western lines in Devon, published in 1966 by West Country Handbooks.

J.N.S.

Railway Enthusiasts' Handbook 1970 - 71. Edited by Geoffrey Body. David & Charles Limited, Railway Station, Newton Abbot, Devon. 8¾ in. x 5½ in. 192 pp. inc. 20 pp. half-tone illustrations. Price 30s.—The complete guide to organised railway enthusiasm in Britain, the current handbook has been revised and enlarged since the 1969 - 70 edition, though there are some curious omissions. For example, the British Railways diesel locomotive classification code is given, but not that for electric locomotives, and in the diesel code the important sub-division of some classes is not noted; there is also a certain arbitrary quality about the "Railway Terms and Expressions". None the less, this is a most useful book for anyone enquiring about railway enthusiasts in Britain.

J.N.S.

Reduced Size Cuneo Colour Print. Illustrated on the back cover of the June issue, this reproduction of the original Cuneo poster of 1961, showing No. 1, "Talyllyn" at Dolgoch Falls Station, is 12 in. x 9½ in. (14½ in. x 11¼ in over margins), and suitable for framing. A pity however, that the printing in the margin is so close to the picture—had it been on the outer edge of the paper, a more pleasing picture would have resulted. Supplied post free in a strong tube for 12s., or to callers for 10s., from Colourviews Limited, 59 Cambridge Road, Birmingham 14.

J.N.S.

SOCIEY DIARY

Sep. 12/13 (Sat./Sun.)	Traction Engine Rally, Barrow Hill (E. Midlands Group).
Sep. 12/13 (Sat./Sun.)	Traction Engine Rally, Hauxton, Cambridge (E. Anglian Group).
Sep. 12/13 (Sat./Sun.)	Traction Engine Rally, Andover, Hants. (Swindon Group).
Sep. 19 (Sat.)	Hemel Hempstead Model Railway Society Exhibition. Dacorum College, Hemel Hempstead, Herts. (Southern Area).
Sep. 19 (Sat.)	Great Western Society Limited. Open Day. Didcot Depot, Berks. (Swindon Group).
Sep 26 (Sat.)	Orpington Model Railway Club Exhibition. St. Johns Hall, Sidcup, Kent (Southern Area).
Sep 26 (Sat.)	Great Western Society Limited. Exhibition at Reading, Berks. (Swindon Group).
Sep. 26/27 (Sat./Sun.)	Traction Engine Rally, Great Bookham, Leatherhead, Surrey (Southern Area). Subject to confirmation.
Sep. 27 (Sun.)	Traction Engine Rally, Mickleover, Derbys. (E. Midlands Group).
Oct. 3 (Sat.)	Society A.G.M. Neuadd Pendre Society Centre, Towyn, Merioneth. 15.20. SPECIAL TRAIN FROM LONDON.
Oct. 10 (Sat.)	Croydon Model Railway Society Exhibition. St. Augtines Hall, St. Augustines Ave., S. Croydon, Surrey (Southern Area).
Oct. 17 (Sat.)	British Railways, Western Region, Open Day. Bristol Bath Road Shed (Swindon Group).
Oct. 17 (Sat.)	E. Midlands Group. Coal Utilisation Council Heating Centre, Bridesmith Gate, Nottingham. Group annual general meeting.
Oct. 17/18 (Sat./Sun.)	Skipton & District Railway Society Exhibition. Town Hall, Skipton (Yorkshire Area).
Oct. 18 (Sun.)	Museum of British Transport, Clapham, London S.W.4. Special Sunday opening (Southern Area).
Oct. 20 (Tue.)	North West Area. Chartered Accountants Hall, Fountain Street, Manchester. 19.00. Area annual general meeting.
Oct. 20 (Tue.)	E. Anglian Group. County Hotel, Chelmsford, Essex. 19.00 Group meeting.
Oct. 24 (Sat.)	West Riding Transport Society Exhibition. Fraternity Hall, Alfred Street, Huddersfield (Yorks. Area).
Oct. 29/31 (Thu./Sat.)	Ilford Model Railway Club Exhibition. Town Hall, Ilford, Essex (Southern Area).
Nov. 2 (Mon.)	Southern Area. Keen House, Calshot Street, London N.1. 19.00. Area annual business meeting.
Nov. 14 (Sat.)	Yorkshire Area. Midland Hotel, Bradford, Yorks. Area annual general meeting.
Nov. 18 (Wed.)	Stephenson Locomotive Society. Caxton Hall, Caxton Street, London S.W.1. 18.45 "Present-day and future operation on the Talyllyn Railway" (illus.): W. Woodhouse.

WORKING PARTIES

September 12/13	Yorkshire.
September 19/20	Southern.
October 3/4	Museum, Yorkshire, North West.
October 17/18	Southern, Yorkshire.
October 21	East Midlands.
Oct. 31/Nov. 1	Yorkshire, North West.
November 7/8	Traffic & Operating, Museum.
November 14/15	Yorkshire.
November 21/22	Yorkshire.
November 28/29	Yorkshire, North West
December 5	East Midlands.
December 5/6	Traffic & Operating.
December 12/13	Southern.

For working party information please contact the following:

General :	Mr. D. Woodhouse, Traffic Manager, Talyllyn Railway Company, Wharf Station, Towyn, Merioneth. Tel. Towyn 472.
Museum :	Mr. R. M. Palk, 5 Bradene Close, Wootton Bassett, Swindon, Wilts.
Midlands :	Mr. J. Smith, 31 Gorge Road, Sedgeley, Dudley, Worcestershire.
Yorkshire :	Mr. I. Howitt, 52 Lulworth Crescent, Leeds 15.
North West :	Mr. H. J. M. Stephenson, 539A Southport Road, Scarisbrick, Lancs.
Southern :	Mr. D. G. Norman, 14 Mount Park Avenue, S. Croydon, Surrey.
Bristol & West :	Mr. M. S. Hynd, Brooklands, Metherell, Callington, Cornwall.
Traffic & Operating :	Mr. A. C. White, The Manse, Enderby, Leicester, LE9 5NE.
N. Gwernol Extension :	Mr. R. I. Gunn, London House, Maengwyn Street, Towyn, Merioneth.

SOCIETY OFFICIALS

Secretary :
Mr. R. A. HOPE, Olinda, 78 Bridgewater Road, Berkhamsted, Hertfordshire.

Treasurer :
Mr. C. D. ROOBOTTOM, c/o Wharf Station, Towyn, Merioneth.

Membership Subscriptions and change of address :
Mr. J. F. PARKER, Netherton Fields, Elmley Castle, Pershore, Worcs. WR10 3JE.

Press Officer :
Mr. R. L. ORCHARD, 27 Smithy Close, Brindle, Chorley, Lancashire.
Tel. : Hoghton 701.

Films Officer :
Mr. J. T. GARSED, 5 Southbank Road, Kenilworth, Warwicks, CV8, 1LA.
Tel. : Kenilworth 52703.

Museum Trust Secretary :
Mr. R. M. PALK, 5, Bradene Close, Wootton Bassett, Swindon, Wilts.

" News " Editor :
Mr. J. N. SLATER, 14 Castello Avenue, Putney, London, S.W.15.

" News " Advertising :
Mr. C. M. BUSHELL, 141, Grove Lane, London, S.E.5

COUNCIL COMMITTEE SECRETARIES :

Engineering :
Mr. D. L. SOUTHGATE, 2 Tyersal Crescent, Bradford, BD4 8HA.

Publicity :
Mr. I. D. HOWITT, 52 Lulworth Crescent, Leeds, 15.

Finance & General Purposes :
Mr. J. M. LLOYD, 53 Norwood Road, Stretford, Manchester.

Traffic & Operating :
Mr. D. L. HEATH, The Cottage, Upperwood, Matlock Bath, Matlock,
Derbyshire, DE4 3PE.

Shop Management :
Mrs. AUDREY HOPE, Olinda, 78 Bridgewater Road, Berkhamsted, Hertfordshire.

Abergynolwyn :
Mr. D. WOODHOUSE, Traffic Manager, Talyllyn Railway Company,
Wharf Station, Towyn, Merioneth.

Nant Gwernol Extension Project :
Mr. J. S. WILKINSON, 3, Old Orchard, Hawthorn Lane, Wilmslow, Cheshire.

AREA & GROUP SECRETARIES :

Southern :
Mr. G. H. BROWN, 24 Bridge Road, Wickford, Essex.

East Anglia :
Mr. M. J. WILSON, 56, London Road, Clacton-on-Sea, Essex.

Swindon :
Mr. R. M. PALK, 5 Bradene Close, Wootton Basset, Swindon, Wilts.

Bristol & West :
Mr. M. S. HYND, Brooklands, Metherell, Callington, Cornwall.

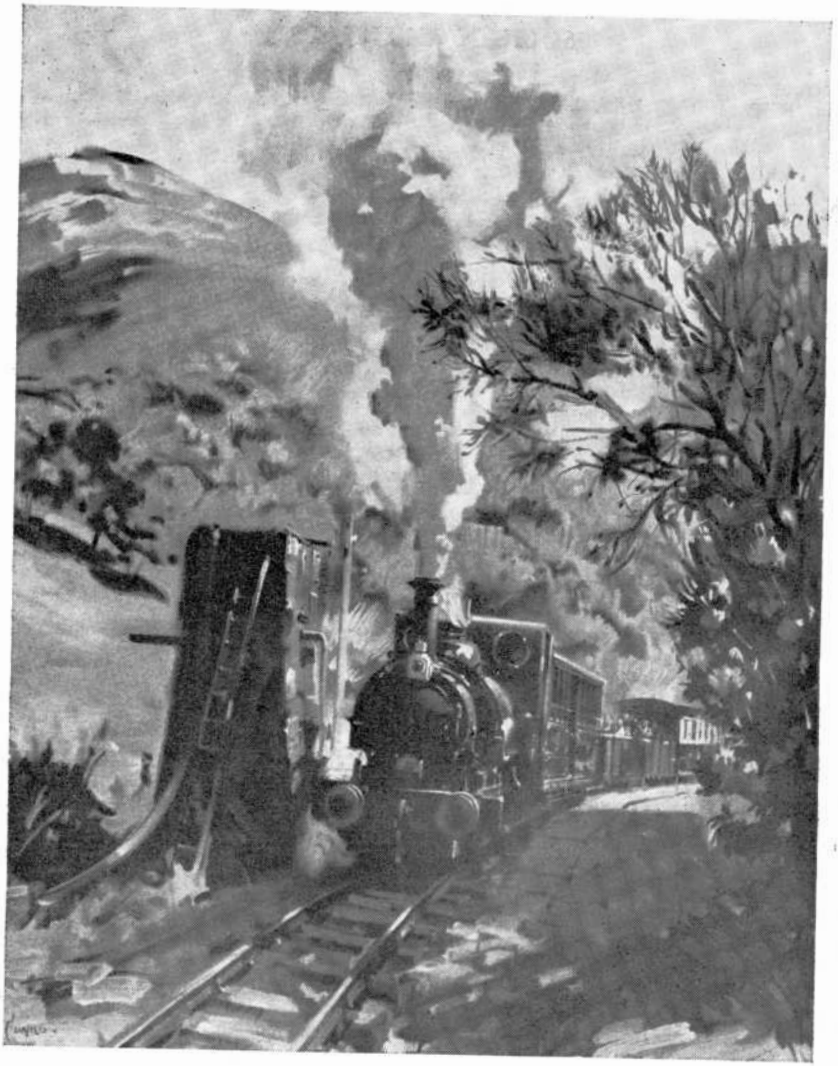
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