TALYLLYN NEWS

Number 68

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TALYLLYN NEWS

The Journal of the

TALYLLYN RAILWAY PRESERVATION SOCIETY

President : Viscount Garnock

Number 68 **December, 1970**

"IRISH PETE"

Speaking purely personally, your Editor was delighted at the outcome of the ballot for a name for locomotive No. 7 on October 3, at which "Irish Pete" was chosen by the proper process of a secret ballot. We do, however, recognise that some members are disturbed by this choice, feeling that it was too flippant, and even liable to bring the railway into disrepute. Whilst respecting their right to voice their disquiet, both at the meeting and afterwards, we hope that they in turn will respect the result of a properly conducted secret ballot. It is hardly flippant or disreputable to accord the same serious process of ballot to choosing the name of No. 7 as is devoted to the equally serious business of choosing members of the council. If the result was a surprise to some and a disappointment to others, well, that is how democracy works.

For our part, we joined the T.R.P.S. and its working parties all those years ago because it seemed worthwhile, and looked like fun. "Model railroading is fun", we quoted, adding: "But real railroading is funnier!" And so it was. Agreed, this was in the bad old days some 20 years ago and, whatever the railway was like then, it is a serious business now, and a means of livlihood to many. However, never forget, that if it had not been for the first members, who did it for fun, there would now be no railway. Speaking in all seriousness, we consider it would be a sad day for all of us, and for your Editor in particular, if the Talyllyn Railway Preservation Society ever lost its sense of fun. As the Hon. Secretary put it at the annual general meeting, the choice of "Irish Pete" as the name for No. 7 shows that the T.R.P.S. has not yet lost its sense of humour. Long may it be retained.

J.N.S.

THE COVER PICTURE

A snow scene for Christmas. No. 4, "Edward Thomas", shunting in Dolgoch wood last winter, with materials and equipment for the repair of the viaduct.

SEEN ON THE MAIL ORDER FORM

"Tea Towel with Operating Narrow Gauge Locos."—quite a bargain at 8s., especially if they puff, too. The mind boggles at the ingenuity.

J.A.V.S.



Photo : J. F. Rimmer

Tom Rolt, supported by Eric Gibbons, both apparently standing up to their knees in water, addresses invited guests and press at Abergynolwyn on October 3, before detonating the first charge inaugurating the Nant Gwernol Extension.

BANGS AT ABERGYNOLWYN

by the Editor

It was a fine day, and No. 2, "Dolgoch", looked magnificent as she steamed out of Wharf Station at 10.30 on October 3, with a "Vintage Special", comprising the Corris coach, No. 17, and the four original T.R. four-wheelers and brake van, Nos. 1 - 5. The train conveyed invited guests and the press, who were on their way to Abergynolwyn to witness the official inauguration of the Nant Gwernol Extension. Where ninteenth-century railways "turned the first sod" of such works with a silver spade, shovelled it into a ceremonial carved wheelbarrow, wheeled this to the tip, and tipped it out, then retiring to an all-day banquet, after which the barrow and spade were presented to the inaugurator, in this twentieth century, the Talyllyn Railway "detonated the first charge" of its work, symbolic of the heavy blasting to be done removing rock outcrops on the extension, and of the fact that the Assistant to the Chief Engineer, who has principal responsibility for the Nant Gwernol Extension, is a mining engineer.

Tom Rolt had been specially invited to press the button, and this he did from a platform built on top of the water tank opposite the station, which looked for all the world as if he was stood up to his knees in water. He was assisted in the morning by Eric Gibbons, Chairman of the railway company. After a satisfying bang, the company retired to buffet refreshments at Abergynolwyn Station, and returned to Towyn in the same rolling stock in which they had come, hauled this time by No. 6, "Douglas", the special train having returned earlier e.c.s. to Towyn to form the 12.05 up, leaving Abergynolwyn at 12.55.



Photo : J. F. Rimmer

Young Stephen Gunn stands appalled at the mess Tom Rolt and his daddy have made of the Nant Gwernol Extension after detonation of the first two charges starting the work.

In the afternoon a second explosion was detonated, for the benefit of members who had travelled on the special train from London and Birmingham for the annual general meeting. The platform party was again Tom Rolt, assisted this time by retiring Council Chairman John Halliday. Tom Rolt regretted that he had been "done out" of his silver spade and carved wheelbarrow by the advance of progress, but displayed a no less treasured trophy, a certificate, issued under the provisions of the Explosives Act, authorising him to handle and use explosives in connexion with the Nant Gwernol Extension of the Talyllyn Railway. He then pressed the button, and was rewarded with a most satisfactory explosion from higher up the valley: "That was a lovely bang!" exclaimed the newly-authorised shotfirer. Opinion of those who heard both was that the second was even better than the first, and Tom Rolt was congratulated on "improving with practice". Now we want plenty of volunteers to help clear up the "arisings".

DEAD SCROLLS

A hitherto unpublished extract from the first book of Smodrac the Scribe.

Now it came to pass in the last month of the reign of Hal-i-day that the Council of the Tribe sent forth a message bidding all the Tribe to assemble before the King.

And on the chosen day did they come, yea, even they who had not

made the pilgrimage to Tow-yn for many moons. Even these, with their children and their children's children came they on foot, by ox-cart, and even by special train.

Then did the Elders of the Council of the Tribe, together with the men of the Press and of the demi-god TV, adjourn privily to the other end of the line where an orgy of feasting was prepared, even beef medium-rare with Coca-Cola, Double Diamond and other luxuries from the cellars of Aber-gyn-ol-wyn.

And for their entertainment did Tom, son of Rolt, detonate his largest out-door firework with, lo and behold, a matinee performance in the afternoon for the faithful.

At conclusion of these jun-ket-ings the whole populace were gathered together in one place.

And before the assembled multitude did the King and his myrmidons and his Great Officers of State propound many subjects of great interest (with many and unwanted summaries interjected by one serf whose name shall be marked with a small cross).

Yet did the Tribe find their greatest fulfilment in naming an engine which was yet not an engine for all of it was out of gauge.

So they cast lots among themselves saying: "This will be one locomotive with an easy name", and with a quaint twist of Anglo-Saxon humour did they bestow on this still un-built engine the name of "Irish Pete", which is not fitting, for it made public what was until now their best private joke.

Nevertheless, the Tribe went on their way rejoicing, thinking that they had had their way.

E.R.

NANT GWERNOL REPORT

Work on the Nant Gwernol Extension started on A.G.M. day (October 3) with two suitable bangs (see page 2), but since then, the area has been rather quiet. Before October 3, a certain amount of work had been done on site preparation, such as erection of a hut for a store and workshop, and setting out a siding for materials at Abergynolwyn. At present, this siding also forms a spoil dump from which to fill pits in the yard to be formed here. Some excavation has been carried out to widen the first two cuttings, and a considerable amount of undergrowth has been cleared. The "arisings" from this latter work were carried by rail to Brynglas in a series of "boskage trains" to be burnt, as burning on site would make our extensive neighbours, the Forestry Commission, nervous.

Volunteers are the vital prerequisite to enable the work to proceed. Our advertisements in the railway and model railway press have brought forth a fair number of replies, but it will be some time before these new recruits start coming in any numbers. It is surprising how those of us who have known the railway for a long time can take its fame for granted. One enquirer to our advertisment wished to know whether the extension was to connect us with the Festiniog Railway, so our publicity obviously still has some fields to conquer.

It is preferable to keep the work going as continuously as possible

with smaller squads frequently, rather than large occasional groups, as the front for attack is rather narrow. Naturally, weekends are when most volunteers can get here in winter, so intending volunteers, with or without transport, are asked to co-operate with the existing area working party organisers (see back page) wherever possible. If you prefer to come at a time other than a weekend however, there is always work to be done, but please let the Nant Gwernol Organiser (address on back page) know you are coming.

The next jobs to be tackled are to finish the cuttings as far as the old 1865 engine shed site at Ty Dwr, to erect a retaining wall at the Forestry Commission crossing in conjunction with the Commission, and to renew the bridge by the boundary gate. This will put the first stretch well on the way to relaying, with attention to drainage and fences as well. Generally, this first half is the "easiest" stretch, the heavy work starts from the Abergynolwyn Incline winding house site onwards.

All enquiries to Mr. R. J. Gunn, address on back page.

TRAFFIC REPORT

The season ended on Sunday, October 18, when the 14.30 train left Wharf with 96 passengers on board. The passenger journey figure up to this date was 147,060, an increase of 15,825 compared with the same period last year. The number of trains operated rose from 754 in 1969 to 798 this year and traffic receipts are up by approximately 30 per cent, due to increased fares, coupled with the increase in traffic. The above mentioned passenger journey figure is not the final one as through bookings with British Railways and the accounts for several special trains and parties have yet to be finalised. Two interesting points have emerged from the weekly traffic figures :-

(a) that the peak period is tending to start one week earlier, and,
(b) that the very busy weeks have been in the early part of August this year rather than later in the month as in previous years.

Operation has again been successful, with few delays to trains. There have been a few locomotive difficulties but these have not caused any serious delays and, thanks to the excellent work put in by the Locomotive Foreman, the faults have been rectified. By the last week of the peak operation almost every locomotive was showing signs of intensive use and it is hoped that the return to service of No. 1. "Talyllyn", will help to ease matters slightly for next season. Coach No. 20 has been of the utmost assistance in helping to cater for the additional traffic, although the absence of roller bearings has certainly been noticed by engine crews ! It is pleasing to note that the council has recently authorised construction of a further two new bogie carriages over the next two years, with a further two provisionally planned to follow.

Although volunteer help was again up to its usual strength and standard for the peak service, we would point out that there is still a need for additional help at all times, especially in May and June.

Provision of the ground frame cabin at Quarry Siding was welcomed by all who worked there and the Midland Area has certainly done an excellent job of work. After an extended trial it was decided that the new divisible staff/tickets were not suitable for Talyllyn service and

they were replaced by reverting to the old ones. All operating staff hope that it will prove possible to extend E.T.S. working to Brynglas in time for peak operation next season.

Introduction of reduced fares on the evening trains was certainly a success and loading improved considerably—almost to the point of embarrassment on one or two occasions! The timetable for 1971 will be very similar to that for this year, except that the peak (three-train) period will start one week earlier.

It has also been agreed that a winter service shall be provided between Pendre and Rhydyronen on Fridays only, in order to meet the requirements of local residents. This service has, in fact, been operated on the last two Fridays of the running season but full introduction will have to wait for vital track relaying work between Pendre and Rhydyronen to be completed before it can commence on a regular basis.

A meeting was held recently between British Railways and some of the Welsh narrow-gauge lines in order to discuss plans for 1971, and it seems likely that there will be a good programme of excursions to the Cambrian Coast area and that the summer Sunday service along the coast line will again run next summer.

A note about volunteers appears elsewhere in this issue—please plan your working holiday at Towyn now, as we need your help.

ENGINEERING REPORT

October 27, 1970

Steam locomotives

Once again we have enjoyed a relatively trouble-free season with four locomotives in daily service throughout the peak traffic period.

Locomotive mileages in traffic for the year are as follows:

No. 2, "Dolgoch", 1,339 — No. 6, "Douglas", 2,109½

No. 4, "Edward Thomas", 3,044 — No. 3, "Sir Haydn", 3,572½

Breakdowns have been infrequent, but towards the end of the season No. 6 suffered two broken springs and, our stock of spares being exhausted, it was necessary to make up a replacement at Pendre using spare leaves from a spring of a different pattern. A replacement screw and nut for the handbrake on No. 6 was also made and fitted.

Work has continued on No. "Talyllyn", throughout the summer and although there has been little visible progress, a great deal of important work has been completed. The principal task has been setting up the cylinders with the pistons, rods, crossheads and slidebars in accurate alignment. The valve spindles have also been refitted with new gland bushes and the motion is ready for assembly. It has been found necessary to renew certain of the rod end brasses and patterns for these bearings have been prepared. The eccentric straps are to be bored out and white-metalled. A new bottom mounting ring has been fitted to the smoke-box and the boiler will soon be ready for mounting on the frames.

The winter maintenance programme has commenced with the preparation of new pistons and piston rods for No. 6. It is also intended to examine and repair the pony truck on No. 4 and to check the trailing



Photo : John Bate

Former Parkgate Iron & Steel Co. Ltd. Ruston & Hornsby diesel with hydrostatic transmission, now T.R. No. 8, "Merseysider", goes out for one of its first airings under its own power on 2 ft. 3 in. gauge tracks at Pendre. Standard T.R. buffers and draw gear have since been fitted.

axle on No. 2. At present the boilers are being prepared for the annual insurance examination.

Diesel locomotives

No. 5, "Midlander". This locomotive has been in regular use throughout the summer, its duties including several trips onto the Nant Gwernol Extension and some heavy trains of loaded soil tippers from Pendre to Fach Goch siding. A set of new (second-hand) wheels has been regauged by Hunslet and is on hand awaiting fitting in due course.

No. 8, "Merseysider". The re-gauged wheelsets were collected from Hunslet's works by the Festiniog Railway Co.'s lorry and left at Minffordd during August. On August 25 the wheels reached Towyn (on a borrowed trailer) and shortly afterwards the locomotive was mounted on its wheels and towed from Wharf up to Pendre Works.

A thorough examination was carried out, the engine being lifted out and stripped down to replace a broken cam follower. It was found in generally good order, a set of new piston rings and one replacement injector being the only other parts needed. All the electrical equipment had been removed whilst the locomotive lay at Parkgate Steelworks and it has all had to be replaced. A suitable second-hand starter motor and dynamo were acquired some time ago but a different pinion had to be obtained for the starter. Other electrical equipment fitted includes a set of tractor headlamps—one each end—windscreen wipers and a horn.

The cab has been raised by inserting a 15 in. section, to permit the

driver to stand upright in comfort and ultimately it will probably be fitted with sliding doors on both sides. The controls are to be re-located for more convenient operation.

The Hydrostatic transmission required no attention other than topping up with oil and the locomotive will be ready for work as soon as the buffer beams are modified to carry standard T.R. side buffers and drawgear. The steel channels for this purpose have recently arrived.

Our Diesel drivers will find the technique required with No. 8 is very different from the accustomed manner of handling No. 5. The main hydraulic control is very sensitive and gives positive control of speed so that in normal usage there is no need to use the brakes at all.

Rolling Stock

As soon as No. 20 carriage went into service in July, work commenced on No. 21 on which the paintwork is now almost complete.

Orders for additional vehicles are being placed; No. 22, Brake-Third, for delivery next year and No. 23, All-Third, in 1972.

As usual, there is a lot of maintenance work programmed for the winter months but its completion is entirely dependent on the amount of volunteer support. Amongst other work listed is the fitting of a new timber headstock to No. 2 carriage, a set of doors to No. 4, extra handrails on Van No. 5, complete repainting of Van No. 6, attention to paintwork on Nos. 10 and 18, bodywork repairs and new wheels on No. 12 and new wheels and axleboxes on No. 14.

Following some difficulty with the droplights on the new standard stock, chiefly caused by rough handling in normal usage, a modified bottom stop has been produced; this, the "Mark 3" version, appears to have overcome the trouble and has gone into mass production.

Some alterations have occured to the wagon stock. Ex-Corris wagon No. 5 received a new timber frame and both this vehicle and No. 7 have been fitted with tipper bodies in place of their steel box bodies. There are thus sixteen tippers now in service, 10 "Low Tippers", Nos. 40 - 49, and six "High Tippers", Nos. 5, 6, 7, 9, 11 and 13. The former are normal "Jubilee" type wagons running on 12 in. dia. wheels with central buffing on the frame ends and three-link chain couplings whilst the latter are "Jubilee" bodies and frames mounted on a standard Talyllyn timber wagon frame.

Various wagon repairs were carried out during the summer and buffers and brakes received attention as found necessary.

Permanent way

Perhaps the most important news is the placing of an initial order for 1,000 new Jarrah sleepers. Jarrah is a very durable Australian hard-wood which is widely used for sleepers in many parts of the world and although expensive, in the long term it will show substantial savings in maintenance costs. Supplies of ex-B.R. softwood sleepers have become very erratic and we have had difficulty in obtaining sleepers of satis-factory quality. The price has also risen substantially, making the alternative of new Jarrah sleepers more attractive. We shall still need to buy a limited quantity of softwood for casual replacements because we do not want to mix Jarrah and softwood sleepers in the same track length.

Through the peak traffic season, permanent way work has been

limited to routine maintenance and even this is becoming more difficult with the increasing number of trains and the reduction of time when track occupation is possible. An innovation this season was the use of an off-tracking device for the Diesel generator to allow it to be used by the track gang chiefly for operating ballast tampers, without needing line occupation.

During September and October a great deal of work was done in reconditioning salvaged rails for relaying. Having accumulated a quantity of B.S. 45 lb. per yard rails from various sources these have been sorted for wear, length and camber and matched pairs prepared. Damaged rail ends were sawn off and redrilled, hogged or bent pieces put through the 50-ton hydraulic press for straightening and curved rails pulled straight with the Jim Crow. Thirty-two pairs are being laid between Cynfal and Rhydyronen and another ten pairs to complete a section of this type of rail near Hendy Halt. The latter are chiefly 12-yd. lengths and the balance mostly 10 yards long. New fishplates for these rails are being made at Pendre, as it is no longer possible to obtain plates ready rolled for this section of rail.

In the course of relaying the Cynfal - Rhydyronen section the west end points will disappear from Rhydyronen loop, being little used and in need of renewal. The loop will thus again become a dead-end siding.

Building and civil engineering

Progress on the new drainage work at Pendre has been minimal in recent weeks but if we have enough volunteers we hope to complete it during the winter.

Excavation on the south side of Pendre yard into the bank on the site of the proposed new West carriage shed kept the volunteers busy during August and has yielded some interesting speciments of Talyllyn archaeology including a set of wagon axleboxes of a type previously unknown at Towyn. The outer part of the bank in fact proved to be made-up ground, chiefly cinders and rubbish. With the aid of the portable belt conveyor and an air compressor about 120 cubic yards was excavated and loaded into tip wagons. Spoil trains were run as required, usually as an evening or early morning trip to the dump at Fach Goch, occasionally as many as fifteen loaded tippers to a train.

An annexe to the main Stores at Pendre for the accommodation of permanent way tools and materials was finished off during September some five years after work was started on the scheme. Little else has been done apart from some preliminary work towards the modifications to the two original smoke hoods in the engine shed.

One of the level crossing gates at Pendre had to be taken in for repairs after being slightly damaged by a car.

At Abergynolwyn over a hundred feet of timber paling fence was prepared and erected at the rear of the platform, but this still requires final painting.

Signals & telecommunications

Excellent progress was maintained on the telephone line improvements throughout the summer. The Pendre - Rhydyronen section has been almost entirely re-poled with creosoted larch poles and four-spindle cross-arms. This has eliminated a prolific source of trouble around

Hendy, where slack wires used to become entangled, bringing communications to a halt. A length of buried cable in ducting has been provided under a 33kV overhead electricity line near Pendre and a span of insulated cable has been strung beneath an 11kV line nearby. Several of our new glassfibre moulded termination boxes have been mounted on poles for these and other cable connexions.

Having received fourteen drums of 20-core "cottage loaf" aerial cable we are currently in search of suitable suspension fittings so that we can erect it on the pole route. It is now intended to make use of this cable on the wooded stretches of line between Brynglas and Abergynolwyn where tree branches often cause trouble with the open copper wires now in use.

An additional telephone circuit was provided with instruments at Wharf control and Pendre west ground frame. A pair of ships' telephones having a loud and distinctive ringing "howl" were used on this circuit.

Preparations are being made to extend the Electric Train Staff installation to include the Pendre - Brynglas section. A pair of M.E.T.S. instruments, already on hand, is to be reconditioned and certain other work will also be necessary, including stringing another pair of overhead wires.

The "throwover" lever controlling the locomotive points adjacent to the Wharf buffer stop is being replaced by a more convenient arrangement to obviate the need for enginemen to grovel under the locomotive to release the padlock before changing the points.

A "continental" type point indicator has been installed at the Brynglas loop west points and we may instal more of these indicators at other points in due course.

Workshops

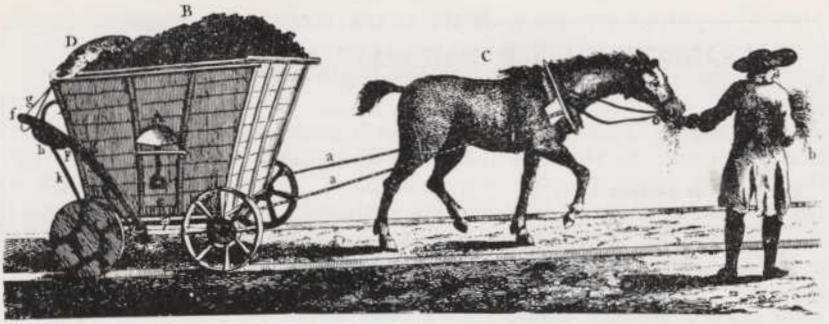
There have been no new developments to report but it is intended to erect a second runway beam across the workshop to enable heavy parts to be brought to the Radial Drill. This will be of particular value in dealing with the re-building of No. 7 locomotive, which should be starting shortly.

Staff notes

We have recently been fortunate in securing the services of two local men to reinforce our depleted labour force. John Edwards joined us in September as a hedger/platelayer, having spent many years in farm work, and David Donald Jones started at the end of October, also on permanent way work. He was formerly with the local Electricity Board.

During September we engaged for a short time H. W. Jones, a local lad. Another temporary recruit in September was I. D. Howitt who spent a month on the workshop staff "between jobs". We also had R. N. Lee who spent the summer months in our employment as Telephone Linesman and Volunteer Supervisor.

Finally, we welcome to the permanent staff R. I. (Bob) Gunn, who originally joined us on a part-time consulting basis to supervise the Nant Gwernol Extension. In his new post as Assistant to the Engineer he will continue in charge of the Nant Gwernol scheme and will also be particularly concerned with outdoor work on the remainder of the railway.



Early Wooden Railways

M. J. T. LEWIS Staff Tutor in Industrial Archaeology.
Department of Adult Education, University of Hull

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SPECIAL TRAIN PRACTICE AND RUNNING

(with acknowledgements to two authors)

Hearts sank at Euston at a few minutes to 07.50 on October 3: there was the special train on Platform 12; but only 11 coaches instead of the 12 ordered, and no locomotive. The missing coach was an FO intended for 42 dining seats, but we did have an RB instead of the RKB on the working sheet, so had 23 extra seats in that, though a smaller kitchen, which was a serious disadvantage. Eventually, as class "86" Bo-Bo electric locomotive No. E3133 backed on, we were promised an extra coach at Birmingham, with the two diesel locomotives. We left some 7 min. late, and breakfast began at once. Here another snag arose, only 12 people had booked breakfast in advance, which looked so niggardly the organisers doubled it, telling B.R. there were 25 advance bookings. The dining car staff had interpreted this to mean they had only 25 breakfasts to prepare: in the event, the total was about 65! Another lesson learned the hard way: all meals to be booked in advance in future.

As can be seen from Table 1, we kept within schedule to Coventry, but had to wait 11 min. there for the connecting train from Northampton, which eventually came in behind us on the same platform, and passengers from the rear part, which was not on the platform, were assisted onto the track and hurried forward to the special. By Birmingham, we were only 2 min. 43sec. behind schedule, and, with the late start, were now some 10 min. late.

However, changing locomotives and giving us our missing coach

TABLE VI
T.R.P.S. Special, October 3, 1970.
Birmingham—Watford Junc.
Locomotive: Class "86" No. E3133
Load: 12 coaches

Dist.		Sch.	Actual	Speeds
Miles		min.	m. s.	m.p.h.
0	B'HAM NEW ST. ...	0	0 00	—
1¾	Adderley Park ...		4 40	55
3¾	Stetchford		6 20	74
4¾	Lea Hall		7 13	81
6¼	Marston Green ...		8 17	94
10	Hampton-in-Arden ...		10 39	91
13¼	Berkswell		11 25	95
15¼	Tile Hill		14 14	85
17¼	Canley		15 55	—
18¾	COVENTRY ...	18½	18 20	—
—		20	19 30	—
23¾	Brandon & Woolston		24 35	92
30¼	Rugby	32	29 57	—
37¼	Welton		35 18	92
43	Weedon	41	39 15	80*
48¼	*Banbury La. Signalbox*		42 58	88
50	Blisworth		44 06	88
—			(sigs.)	25
53	Roade	48	47 45	70
58	Castlethorpe		51 21	90
60¼	Wolverton		53 04	85*
66	Bletchley	57	57 00	93
72¼	Leighton Buzzard ...		61 25	80*/86
76¾	Cheddington		64 11	92
81	Tring	67½	67 00	92
84¾	Berkhamsted ...		69 23	90*
88¼	Hemel Hempstead ...		71 35	94
89¾	Apsley		72 28	95
91¾	Kings Langley ...		73 54	90
95¼	WATFORD JUNC. ...	77½	77 52	—

* Speed restrictions

TABLE I
T.R.P.S. Special, Watford Junc.—Birmingham.
October 3, 1970
Locomotive: Class "86" No. E3133
Load: 11 coaches

Dist.		Sch.	Actual	Speed
Miles		min.	m. s.	m.p.h.
0	WATFORD JUNC. ...	0	0 00	—
3½	Kings Langley ...		3 42	82
7	Hemel Hempstead ...		5 59	95
10½	Berkhamsted		8 17	90*
14¼	Tring	11½	10 43	95
18½	Cheddington		13 27	98
22¾	Leighton Buzzard ...		16 13	80*
29¼	Bletchley	21½	20 31	96
35	Wolverton		24 19	80*
37¼	Castlethorpe		26 01	87
42¼	Roade	30½	29 18	93
45¼	Blisworth		31 11	95
47	*Banbury La. Signalbox*		32 14	98/100
52½	Weedon	37	35 35	70*
57¼	Welton		39 34	91
65	Rugby	47½	46 25	20*/53
71½	Brandon & Woolston		51 18	95
76½	COVENTRY	56½	55 52	—
—		62	64 59	—
78	Canley		67 25	66
80	Tile Hill		69 08	77
82	Berkswell		70 41	81
85½	Hampton-in-Arden ...		73 00	91
88¾	Marston Green ...		75 15	93
90½	Lea Hall		76 15	96
91½	Stetchford		76 57	93
95¼	B'HAM NEW ST. ...	80	82 43	—

* Speed restrictions
Dep. Euston 08.14 (7 min. late)

took their toll, and we left Birmingham behind two class "24/2" Bo-Bo diesel-electrics, Nos. 5080 and 5085, some 19 min. late, and behind a stopping train to Wolverhampton. As can be noted from Table 11, we dropped behind schedule as a result, being 6½ min. down at Abbey Foregate, making us a total of 25½ min. late at this point. Fortunately, the lax schedule from there to Towyn stood us in good stead and we consistently gained on the official timings, whilst observing all the many speed restrictions. As a result, we were only 14 min. late. A smart interchange between Towyn B.R. and Wharf Stations had everyone seated in the T.R. train by official departure time and, had it not been

TABLE V
T.R.P.S. Special, October 3, 1970.
Towyn—Birmingham
Locomotives: Class "24/2" Nos. 5080 & 5085
Load: 12 coaches

Dist.		Sch.	Actual	Speeds
Miles		min.	m. s.	m.p.h.
0	TOWYN	0	0 00	—
3½	Aberdovey		6 56	30*
8	Gogarth		16 06	26*/32
9½	Dovey Junc.	21½	19 32	15*/45
13½	MACHYLNNETH ...	28	26 01	—
—		30	29 56	52½/47
19	*Cemmes Road* ...	39	38 39	13*
20½	*Commins Coch* ...		41 58	36/33/ 42/36
24	*Llanbrynmair*		47 21	39½/ 22½
27¼	*Talerddig*	63½	55 52	9*/48/ 33*
29¾	*Carno*		59 04	44/52½ 47*/50
34¼	*Pontdolgoch*		64 02	46*
—			68 00	sig. stop
—			77 12	
35¼	Caersws	74		
			79 00	*
—		76		
36¾	*Moat Lane*		82 03	45/57
41	Newtown	84½	88 44	15*/46
44½	*Abermule*		94 09	32*/ 52½/ 50½
48¼	*Montgomery*		98 12	57/64
50¼	*Forden*		100 09	63
54¾	Welshpool	105	106 00	9*
57½	*Buttington Crossing* ...		109 16	56
60½	*Breidden*		114 16	41
63½	*Westbury*	120½	118 53	16*
67	*Yockleton*		123 15	68½
69½	*Hanwood*		125 40	57
—	*Hookagate*	130½	128 35	20*/41
74¼	*Sutton Bridge Junc.* ...	134	132 43	16½*
74¼	ABBEY FOREGATE	139	136 38	—
—		141	138 45	—
84½	Wellington	153½	50 40	—
104¼	W'TON HIGH LEVEL	177	173 37	—
			184 30	
109¾	Dudley Port	183½	92 17	—
—	*Galton Junc.*	186½	195 42	—
—	*Soho S. Junc.*	191	199 25	sig. stop
117¼	B'HAM NEW ST. ...	195	205 19	—

* Speed restrictions
Dep. Towyn 18.10 (on time)

TABLE II
T.R.P.S. Special, October 3, 1970.
Birmingham—Towyn
Locomotives: Class "24/2" Nos. 5080 & 5085
Load: 12 coaches

Dist.		Sch.	Actual	Speeds
Miles		min.	m. s.	m.p.h.
0	B'HAM NEW ST. ...	0	0 00	—
—	*Soho Junc.*	5½	4 55	—
3½	Smethwick Rolfe St.		6 28	52
—	*Galton Junc.*	7	6 58	56
5½	Oldbury		8 30	42½*
7½	Dudley Port	10	11 06	10 (sigs.)
8¼	Tipton		14 00	20 (sigs.)
—	*Deepfields*		16 54	36½/54
13	W'TON HIGH LEVEL	16	22 10	15*/64
17½	Codsall		28 13	61½
20½	Albrighton		30 54	70
22	Cosford	27	32 04	71½
25½	Shifnal		34 58	60
—	*Madeley Junc.* ...		37 30	37*
—	*Hollinswood*		39 56	20 (p.w.s.)
29½	Oakengates		41 33	49/65½
32½	Wellington	37	44 35	44*
—	*Admaston*		46 38	59
—	*Walcot*		48 40	69/75
—	*Upton Magna*		50 44	64
42¾	ABBEY FOREGATE ...	50	55 48	—
—		52	58 36	—
43	*Sutton Bridge Junc.* ...	57	62 45	27*/34
—	*Hookagate*	62	67 05	20*
47¾	*Hanwood*		70 11	46/53
50½	*Yockleton*		73 07	50½/ 40½
53¾	*Westbury*	74½	78 44	25*
57	*Breidden*		82 57	58½/ 48*
59¾	*Buttington Crossing* ...		87 18	51½/54
62½	Welshpool	87	89 58	24*/49
67	*Forden*		95 28	48/54
69	*Montgomery*		97 57	40*/52
72¾	*Abermule*		102 30	45½/47
76½	Newtown	107½	108 10	20½*/ 57
80½	*Moat Lane*		114 10	43*
82	Caersws	118	116 06	30*
83	*Pontdolgoch*		118 40	39/40½ /39½
87½	*Carno*		124 35	44/46½
90	*Talerddig*	134½	127 48	22*/ 50*/57
93½	*Llanbrynmair*		131 50	54½*/ 57/32*
96¾	*Commins Coch* ...		136 18	36/38*
98½	*Cemmes Road* ...	147	139 33	22*/60
103¾	MACHYNLLETH ...	154	147 05	—
—		156	149 04	49
107½	Dovey Junc.	164	156 20	16*/38
109½	Gogarth		159 38	23*
113½	Aberdovey		169 24	22½*/ 50
117½	TOWYN	180	175 25	—

* Speed restrictions
Dep. Birmingham 09.54 (19 min. late)

thought necessary to check all tickets, we would have left on time. As it was, we were 9½ min. late.

From Table III it will be noted that B.R. was not to have a monopoly of bettering schedules that day. The crews of "Edward Thomas" and "Sir Haydn" wrought manfully with a heavy train and, by only watering one locomotive at Dolgoch Falls, and the other at Abergynolwyn, got us to the top at 13.48, where we hurried the day tourists into their motor coaches for the drive to Tan-y-Bwlch.

Here another snag arose. Somehow, word had got locally to one of the coach operators that we would be 25 min. late (it will be recalled that at Shrewsbury, we were later than that). As a result, we had to pack six coach-loads of passengers into five coaches and some of them had to stand. When the late coach eventually arrived, it was packed off "e.c.s." to Tan-y-Bwlch to help bring back the other part of the tour to Abergynolwyn in more comfort. This tour however, suffered from over-crowding on the T.R.; although the number of passengers allowed on the 15.15 up from Wharf was limited, several "day trippers" had stayed behind at Abergynolwyn, and the 17.00 down was bursting at the seams.

Your reporter and his timekeepers came down with Tour "C", the running of which is given in Table IV — again, the T.R. proved that schedules are made to be bettered, whilst still keeping within prescribed speed limits.

Unfortunately, B.R. did not maintain the promise of the down journey in the opposite direction, as will be seen from Table V. We were further delayed by a wait of nearly 11 min. at Wolverhamption High Level, for the crew, who should have been relieved at Abbey Foregate, to be replaced by a spare crewe, who did not, at first, know where we were going.

Luckily for us, no such rest was taken by our indefatiguable restaurant car staff under their most efficient Chief Steward. Because of the reduced number of dining seats (we were still plagued by the loss of that

TABLE III

TALYLLYN RAILWAY, October 3, 1970
13.40 Wharf—Abergynolwyn
Locomotives: No. 4, *Edward Thomas*, No. 3, *Sir Haydn*
Load: Coaches 16, 13, 12, 20, 8, 9, 18, 19, 10

Dist.		Sch.	Actual	Speeds
Miles		min.	m. s.	m.p.h.
0	TOWYN WHARF ...	0	0 00	—
¼	*Milepost ¼*		2 05	—
½	TOWYN PENDRE ...		4 08	—
—			5 21	—
¾	*Milepost ¼*		7 15	12
—	*Hendy Bridge*		8 35	10½
—	Fach Goch		10 40	12½
—	Cynfal		12 37	12
2¼	Rhydyronen		14 07	*
2½	*Milepost 2½*		15 39	13½
3	*Milepost 2*		17 41	14
3¼	Brynglas	20	18 53	*
3½	*Milepost 3½*		20 31	12
4	*Milepost 4*		22 45	13
4½	*Milepost 4½*		24 58	13
5	DOLGOCH FALLS ...	28	27 18	—
—		36	28 42	10½
—	Quarry Siding ...		31 28	*
6	*Milepost 6*		35 01	11/11½
6¾	ABERGYNOLWYN	46	38 32	—

* Speed restrictions
Towyn Wharf Dep. 13.09½ (9½ min. late)

TABLE IV

TALYLLYN RAILWAY
14.10 Abergynolwyn—Pendre. October 3, 1970
Locomotives: No. 3, *Sir Haydn* and No. 4, *Edward Thomas*
Load: Coaches 10, 19, 18, 9, 8, 20, 12, 13, 16

Dist.		Sch.	Actual	Speeds
Miles		min.	m. s.	m.p.h.
0	ABERGYNOLWYN	0	0 00	—
¾	*Milepost 6*		3 09	12½/12
—	Quarry Siding ...		6 20	*/10½
1¾	DOLGOCH FALLS ...		8 58	—
2¼	*Milepost 4½*		11 00	13
2¾	*Milepost 4*		13 17	13
3¼	*Milepost 3½*		15 37	11½
3½	Brynglas		17 20	*
4	*Milepost 2¾*		19 29	14½
4¼	*Milepost 2½*		21 36	13½
4½	Rhydyronen		22 22	*
—	Cynfal		23 53	13½
—	Fach Goch		25 45	11
—	*Hendy Bridge*		27 49	—
6	*Milepost ¾*		28 59	12½
6¼	TOWYN PENDRE ...	33	31 21	—

* Speed restrictions
Abergynolwyn Dep. 14.20 (10 min. late)

FO and the smaller kitchen), high tea was scrapped, and dinner served in three sittings instead of the booked two. Those who had booked high tea were given a scratch meal in the RB. Certainly, that dining car crew contributed enormously to the acknowledged success of the trip.

Birmingham New Street was reached 10 min. 19 sec. late, and an allowance of 8 min. for changing locomotives was exceeded, resulting in a 14 min. late departure for the south, behind our motive power of the morning, No. E3133, which was rumoured to have "shadowed" us from Wolverhampton. The Northampton connexion was held at Coventry, and we kept just within schedule, as shown in Table V1, but were hampered by a 90m.p.h. coach put on at Birmingham in the morning, so were not able to repeat the higher speeds of the down journey.

A few more statistics. This was the most successful Southern Area Special yet, carrying just short of 500 passengers. There is no doubt that the day trip formula, at a reasonable price, is the right one. We could have filled a second train with the late bookings, but there was no path, so this could not be done. There is also a lesson for those members who were disappointed by booking too late — we did warn you in the June "News" to book early, in case the train was full by the end of August. In the event, it almost was.

Acknowledgement is made to Mr. S. E. Chandler and Mr. R. M. Whitehouse, without whose timekeeping efforts this article could not have been written. Now for next year.

J.N.S.

IN COUNCIL

At the meeting held on September 5, the Chief Engineer suggested that the time had come to cease using ex-B.R. sleepers and recommended a switch to Jarrah, an Australian hardwood. The purchase of 1,000 sleepers at a cost of £1,500 was approved; this will suffice for about ½-mile of track. While Jarrah sleepers cost about three times as much as ex-B.R. softwood, their life was estimated as five times longer.

Purchase of a small secondhand mechanical excavator for about £400 was approved. It will be used initially for the West Carriage Shed site and Nant Gwernol Extension.

Present programme of carriage building will end when No. 21 enters service in 1971. Two further carriages were authorised for entry into service in 1972 and 1973 if possible.

The Membership Secretary reported that 400 members had been "pruned" from the records in August because they had not renewed their subscriptions; almost half were Juniors. A personal letter to those lapsed members who had been in the society five or more years had brought a good response last year, and it was agreed that this should be done again.

When the newly-elected Council met on October 14, it decided to meet on the following dates in 1971: February 24, May 1, July 3, September 4, October 29 and December 4.

The Officers of the Company expressed disquiet at the way parents had

taken to turning young children loose on the railway where they could be both a danger to themselves and a nuisance to those working on the line. It was agreed that in future the minimum age of volunteers will be 14 years unless in the charge of a responsible person. It was emphasised that this rule was not intended to discourage keen and well-behaved youngsters from coming to work, but it will enable some measure of control to be exercised.

A suggestion from the Chief Engineer that a low-level siding and loading dock be constructed at Wharf so that ballast brought in by lorry could be tipped direct into wagons was approved. Mr. Bate also said that some Hunslet 65-h.p. diesels of 27-in. gauge had been located in Manchester. Approval was given to purchase one of these, and scrap the incomplete Hunslet purchased from Rotherham last year, if the condition and price of the Manchester diesel was satisfactory.

MEET THE COUNCIL

Our full Council, including the 12 members elected on October 3, is now composed of the following:

J. I. C. Boyd (Chairman), J. H. L. Adams (Vice-Chairman), R. A. Hope (Secretary), C. D. Roobottom (Treasurer), D. G. Morgan (Minutes Secretary), P. B. Bold, B. E. Bushell, W. H. D. Faulkner, P. J. Garland, E. B. Gibbons, P. C. Glazebrook, D. L. Heath, I. D. Howitt, M. S. Hynd, J. M. Lloyd, T. Noble, J. F. Parker, J. N. Slater, J. S. Wilkinson, M. J. Wilson.

In attendance: J. L. H. Bate, D. Woodhouse.

VOLUNTEERS

First of all, a word of thanks to everyone who has helped in any way at Towyn during the past season. With regard to next year there is not a lot to say as the enclosed letter/booking form should tell everyone almost all there is to know (we hope). Please help us by completing and returning the form as soon as possible, but if any member (particularly newcomers) has any query concerning work on the railway, please let us know and we will do what we can to help.

FAMILY ACCOMMODATION

Mr. and Mrs. Chris. White are willing to let their modern Towyn house to T.R.P.S. families. It is near the centre of Towyn and provides accommodation for a family of four. The house is available for weekends or longer in the winter, and for complete weeks in the summer.

For details please write to Mr. and Mrs. A. C. White, The Manse, Enderby, Leicester LE9 5NE, enclosing a s.a.e.

COUNCIL APPOINTMENTS

In accordance with Rule 9, the council made the following appointments at its meeting on October 15:

Talyllyn Railway Preservation Society

Chairman of council ...	J. I. C. Boyd
Vice-Chairman of council	J. H. L. Adams

Talyllyn Holdings Limited

Chairman of directors ...	E. B. Gibbons
Directors	W. H. D. Faulkner, P. J. Garland
Secretary	R. A. Hope
Accountant	C. D. Roobottom

Talyllyn Railway Company

Chairman of directors ...	E. B. Gibbons
Directors	W. H. D. Faulkner, P. J. Garland
Secretary	R. A. Hope
Accountant	C. D. Roobottom
Solicitor	J. S. Wilkinson
Commercial Manager ...	E. B. Gibbons
Traffic Manager	D. Woodhouse
Chief Engineer	J. L. H. Bate

In accordance with Rule 13. the following council members were appointed to sub-committees :

Traffic & Operating: Council nominees: M. S. Hynd, C. D. Roobottom. Elected: Fireman: D. L. Heath, D. Ratcliff, R. Smith, M. J. Wilson.

Guards: B. E. Bushell, J. Gott, A. MacDonald, J. A. Smallwood. (Messrs. Bushell, Heath, and Wilson are also council members). ex-officio: J. L. H. Bate, D. Woodhouse, H. R. Jones.

Nant Gwernol Committee
E. B. Gibbons, R. A. Hope, J. S. Wilkinson; ex-officio: J. L. H. Bate, D. Woodhouse; co-opted: R. I. Gunn, R. L. Orchard.

Finance & General Purposes Committee
W. H. D. Faulkner, P. J. Garland, E. G. Gibbons, R. A. Hope, J. M. Lloyd, J. F. Parker, C. D. Roobottom, J. S. Wilkinson.

Engineering Committee
P. B. Bold, W. H. D. Faulkner, P. C. Glazebrook, D. L. Heath, I. D. Howitt, M. S. Hynd, D. G. Morgan; ex-officio J. L. H. Bate, D. Woodhouse; co-opted: D. L. Southgate, H. R. Jones.

Publicity Committee
J. H. L. Adams, B. E. Bushell, W. H. D. Faulkner, P. C. Glazebrook, I. D. Howitt, J. M. Lloyd; ex-officio: D. Woodhouse; co-opted: R. L. Orchard, J. M. Kimber.

Shop Committee
J. H. L. Adams, B. E. Bushell, E. B. Gibbons, P. C. Glazebrook, J. M. Lloyd, C. D. Roobottom. Co-opted: T. England, Mrs. A. Hope, Mrs. O. Bate, Mrs. P. Faulkner, Mrs. S. Rolt.

The Abergynolwyn Committee was dissolved.

In addition, the Chairman of council and the Editor of the "Talyllyn News" are entitled to attend any sub-committee meeting ex-officio.

LOUD AND CLEAR

Thoughts aroused by the suggestion that a public address system should be fitted to our trains.

As No. 18 rumbled out of Pendre Station and over the crossing, the Tannoys abandoned their rendering of "Sospan Fach", crackled into silence, and then crackled again: "Attention please ! Ladies and gentlemen, this is Hugh Jones your Captain speaking. We will shortly be coming to an area of subsidence, so will you please fasten your seat-belts. Those who are prone to mal-de-train will find that a 'Narrow Gauge Telegraph' will fold into a suitable receptacle. If you will look out on the right-hand side, you will catch a glimpse of what is now known as the Aberdovey Branch — actually a very convenient tip for spoil from the ninth carriage shed at Pendre, and the arisings from the Trafman's ashtray".

More seriously, I wonder how many trips we would make before the passengers started sticking pins into the p.a. system wiring. Just as well the a.g.m. threw out the suggestion almost before it had been made.

E.R.

APPEALS FOR HELP

Mr. N. K. Wardleworth, of Woodstock, Marlborough Road, Sale, Cheshire, is anxious to complete his collection of copies of the "Talyllyn News", from which No. 4, June, 1954, is missing. Would any member with a spare copy of this issue for sale, exchange, or disposal, please contact him at the above address.

Mr. Philip Mason, of 120 Chatsworth Avenue, Tuffley, Gloucester GL40SB, would like to hear from any members in the Gloucester and Cheltenham area interested in forming a Gloucester and Cheltenham Group of the T.R.P.S. In connexion with this, it is essential to find a suitable place to hold an initial meeting to decide on local publicity, exhibiting at rallies and fairs and so on, and suggestions on a suitable venue would also be welcomed by Mr. Mason.

STORES OFFICER (VOLUNTARY) WANTED

The Engineering Committee would be pleased to hear from any volunteer member able to visit Towyn regularly, who has an interest in engineering and some knowledge of the subject generally, and who would be prepared to keep a record of the engineering stores and maintain a check on stock levels, location, and so on, in liaison with the Chief Engineer.

This would probably interest a member who has an interest in engineering but is unable for medical or physical reasons to take an active part in our operations.

For further details, please contact the Secretary of the Engineering Committee, Mr. D. L. Southgate, 2 Tyersal Crescent, Bradford BD4 8HA.

PERSONAL

BIRTHS

Jones. To Margaret and Herbert Jones of Towyn, a daughter, Sian Elizabeth, who weighed in on May 9 at 6 lb. 10 oz. The Editor apologises for not getting this into an earlier issue.

Green. To Estelle and Bryan Green, a daughter, Elizabeth Mary, born on September 16, weighing 8 lb.

MARRIAGES

White—Poor. Congratulations to East Midlands Group member Chris. White, who married Miss Lorraine Poor at Enderby, Leics., on September 5. Fellow-member John Gott was best man.

Wilson-Healey. Guard John Wilson was married to member Barbara Healey, also on September 5, at St. Thomas's Church, Moorside, Oldham, Lancs. Congratulations all round.

DEATH

Willox. We regret to record the death, on July 29, at the age of 79, of Mr. William Arthur Willox, a member of the society from the early days. Mr. Willox was trained as a civil engineer, and joined the L.B.S.C.R. after service in the Royal Engineers during the First World War. He left the Southern Railway in 1931, and was Editor of "The Railway Magazine" from 1932 to 1942, when he was attached to the War Office with the rank of Major. After the Second World War he was engaged on civil engineering projects in Europe. Retiring in 1949, he founded the Enstone Nature Cure Resort at Wootton Wawen, Worcs., having been very impressed by natural cure methods which relieved a severe bout of Malaria after the First World War. He was Director of the Enstone Clinic at the time of his death.

GREAT LITTLE TRAINS OF WALES

It has been noted that we have not reported much of late but the Narrow Gauge Marketing Panel continues to meet regularly and has a full programme to deal with. The folder, produced in conjunction with the Wales Tourist Board, has been a great success and attention is being given to a more simple and cheaper version for a wider distribution. The Quad Royal poster made its appearance during early summer and has met with universal approval. A reprint already seems likely and a smaller version is planned to meet a demand as a sales item. Please note that regrettably, copies of the full sized poster are **not** available for sale. The provision of Narrow Gauge Railway road signs and a continued effort on joint advertising are among the other items receiving attention and the Panel continues to work in close conjunction with the Wales Tourist Board. The Panel is at present on a budget of £900 per annum for advertising, administration and secretarial work and this cost is shared by each railway on a basis related to traffic carried.

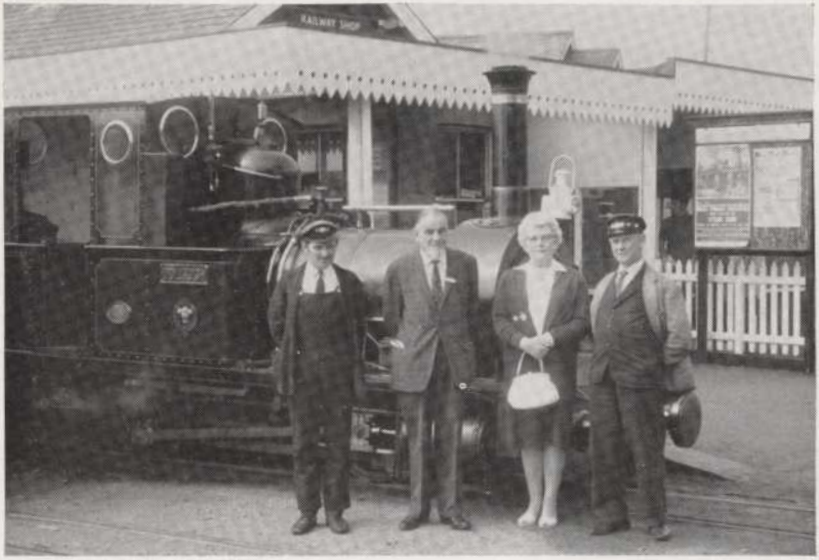


Photo : Matthews

MORE LINKS WITH THE PAST

Vintage line-up for the Vintage Train of No. 2, "Dolgoch", and the four T.R. four-wheel carriages, Nos. 1 - 4, and brake van No. 5 on September 19. Front row, left to right: Herbert Jones (Locomotive Foreman, fireman), Eric Gibbons (Chairman, T.R.Co.), Mrs. Mathias (retired Director, T.R. Co.), Hugh Jones (Foreman Platelayer, driver). Back row: "Dolgoch".

Now for the links. Mrs. Mathias is the daughter of the late Sir H. Haydn Jones, former owner of the railway, and was succeeded on the Board by her son, Sir Haydn's grandson. Hugh and Herbert Jones are, as all who have been to Towyn know, father and son, and Hugh's father, David Jones, was in charge of the track, not only in the time of Sir Haydn, but in the days of the McConnel family, who owned the line before him. Eric Gibbons provides, with "Dolgoch" a link with the present, as it was Gibbons Bros. Limited who overhauled "Dolgoch" between 1961 and 1963. This picture is probably unique in showing so well the Talyllyn Railway's precious links with past and present.

TALYLLYN RAILWAY INN

Permission has been given by Mr. Newman, of the Railway Inn, Abergynolwyn, for the society to feature the Talyllyn Railway in the decor of the lounge. In this connexion, old photographs of the railway in Abergynolwyn Village are required. Please send details of available material to our Press Officer, Mr. R. L. Orchard (address inside back cover).

MINUTES OF THE TWENTIETH ANNUAL GENERAL MEETING OF THE TALYLLYN RAILWAY PRESERVATION SOCIETY

Held at the Neuadd Pendre Social Centre, Towyn, Merioneth, on October 3, 1970, at 15.20.

PRESENT: Mr. P. B. Whitehouse, Vice-President (in the Chair), Mr. W. G. Trinder (Vice-President), Mr. J. C. W. Halliday (Chairman of the Council), Mr. R. A. Hope (Hon. Secretary), Mr. C. D. Roobottom (Hon. Treasurer), Mr. P. J. Garland and about 229 ordinary members.

Opening the meeting at 15.20 **the Chairman** said how nice it was to be back, how well the railway was running, and how nice it had been to have Mr. Rolt to inaugurate work on the Nant Gwernol extension.

1. The **Chairman** then called on the Hon. Secretary to read the notice convening the meeting, and this was done.

2. The **Hon. Secretary** reported that apologies for non-attendance had been received from our President, Lord Garnock (who had sent a telegram from Canada), Lady Hamer, and eight other members.

3. Before asking for proposer and seconders to approve the minutes of the nineteenth annual general meeting, held at Towyn on September 27, 1969, **the Chairman** pointed out that there was a correction to Item 7 of these minutes, where the phrase: "The diesel engines at Wharf would cost about £750 to refurbish" should have read: "The total cost of the diesel engines and the Irish steam locomotive at Wharf had been about £750." Approval of these minutes, as amended, was proposed by **Mr. Russell**, seconded by **Mr. Lloyd**, and passed by the meeting.

4. **Mr. Halliday** took the chair, and the Secretary read the council's nominations for the offices of President and Vice-Presidents, which were: President, the Rt. Hon. Viscount Garnock Vice-Presidents, Hugh Griffith, L. T. C. Rolt, W. G. Trinder, P. B. Whitehouse, O.B.E., and Col. J. F. Williams-Wynne, D.S.O., J.P. It was proposed, seconded, and agreed that these names be accepted. **Mr. Whitehouse** resumed the chair, and asked his fellow Vice-President, Mr. W. G. Trinder, to thank the members on their behalf for confirming their nomination.

5. There being no other nominations for the office of Hon. Secretary of the Society, it was proposed by **Mr. Dalston** and seconded by **Mr. J. F. Parker** that **Mr. R. A. Hope** be declared elected, and to this the meeting assented. **The Hon. Secretary** thanked the members for their continued confidence in him.

6. At the request of **the Chairman**, the **Hon. Secretary** read out the names of each of the 17 candidates for council election, and the notes relating to them printed in the annual report. Each candidate stood as his name was called. The ballot papers were then collected and, after the votes had been counted, **Mr. E. S. Russell** gave his report as "returning officer", which was that 227 ballot papers had been collected, none were spoilt, but one was completely blank. A total of 2,414 votes had been cast, as follows: J. F. Parker (183), J. I. C. Boyd (182), W. H. D. Faulkner (180), P. C. Glazebrook (168), M. J. Wilson (165), D. L. Heath (158), J. S. Wilkinson (152), J. M. Lloyd (147), I. D. Howitt (145), D. G. Morgan (144), B. E. Bushell (135), M. S. Hynd (127), R. Smith (126), C. S. M. Griffiths (121), N. R. Killip (121), J. G. Vincent (95), T. C. Wilkinson (65). Messrs. Parker, Boyd, Faulkner, Glazebrook, Wilson, Heath, J. S. Wilkinson, Lloyd, Howitt, Morgan, Bushell and Hynd were therefore declared elected.

7. **The Chairman** called on the **Hon. Treasurer** to submit the financial report for the year ended January 31, 1970. The **Hon. Treasurer** said everyone had received, and he hoped read, his report, and he proposed to give some figures for this season's operations. It had again been a record, with 145,812 passenger journeys booked up to and including October 2. Traffic receipts were £18,887, and shop and area sales £23,041. The takings at Abergynolwyn were nearer to target than last year, but mail order sales were down, largely because of a tremendous sale of Investiture first-day covers last year. Society income and donations showed an increase of £400 on last year. As to expenditure, repairs to Dolgoch Viaduct carried out by contractor had cost £4,240, to which must be added several hundred pounds for materials. Completion of carriage No. 20 and construction of No. 21 had cost about £2,000. A Ruston diesel, No. 8, "Merseysider", would soon enter service, regauging its wheels cost £200. All these projects required money, a further two carriages (Nos. 22 and 23) were to be built, the Irish locomotive must be rebuilt, and Pendre West Carriage shed excavated and constructed. There was also Nant Gwernol, so the need for more money and more labour was as great as ever.

The Chairman invited questions on the financial report. Mr. Marsden enquired whether the cost of rebuilding Dolgoch Viaduct would be spread over this year and last.

The Hon. Treasurer replied that the bulk of the cost would fall in the 1970 accounts, and about £800 in those for 1969.

Mr. Griffiths noted that rates and insurance were lower for 1969 than 1968, and enquired whether we had adequate insurance cover, particularly in respect of fire and public liability.

The Hon. Secretary said this was due to a rationalisation of insurances in the period covered by these accounts. Our public liability policy covered us up to £100,000. [After the meeting, the Hon. Secretary recalled that cover had recently been increased to £500,000].

The acceptance of the financial report and financial statement for the year ended January 31, 1970 was proposed by **Mr. Griffiths**, seconded by **Mr. Heath** and agreed by the meeting. **The Chairman** thanked the **Hon. Treasurer** for his greatly appreciated efforts.

8. **The Chairman** then called on Mr. Halliday, Chairman of the T.R.P.S. Council, to present the report of the Council.

Mr. Halliday said he too would concentrate on this year, rather than the printed report. He was sure the Nant Gwernol project would not only be a valuable addition to the railway when complete, but had considerable publicity value during construction. Bob Gunn had accepted the appointment of Assistant to the Chief Engineer, and would be a valuable addition to the permanent staff. Two new coaches had been authorised out of a provisional programme of four, it was hoped they would come out at the rate of one a year.

Great publicity had been obtained through the Narrow Gauge Railways of Wales Joint Marketing Panel, whose poster "The Great Little Trains of Wales" was most striking and had been widely displayed. It was also his privilege to thank the members of the permanent staff for their hard work and loyal service, and also thank all volunteers, both seen and unseen, and his colleagues on the council, of which he had now been a member

for ten years. He was resigning from the council, not, he stressed, because of any disagreement with his friends, but because he felt it time to let others attend the committees and do the office work, enabling him to get outside again and wield a shovel.

The Chairman moved a vote of thanks to Mr. Halliday, which the meeting applauded.

Reception, approval, and adoption of the Report of the council was proposed by **Mr. Wilson,** seconded by **Mr. Tonkyn,** and agreed by the meeting.

9. In proposing **Mr. E. S. Russell** for the post of Auditor to the society, **the Chairman** expressed his appreciation of Mr. Russell's work for the society. His appointment was seconded by **Mr. Dalston** and approved by the meeting. **The Chairman** requested the **Hon. Secretary** to write to Mr. Russell expressing the thanks of the society for all his efforts.

10. The Chairman called on the **Hon. Secretary** to explain the proposed alterations to Rules 18 and 19 of the Constitution & Rules of the society. **The Chairman** then invited observations from members on the proposals.

Mr. Bushell pointed out that junior members between the ages of 18 and 21 made up a large part of the traffic volunteers, and these people would face a subscription increase, under the amended rule, of from 10s. to 30s.

Mr. Maudslay enquired how many junior members we had. **Mr. J. F. Parker** said the figure was about 800. **Mr. Maudslay** said the proposed increase would only bring in an extra £200, and this was not worth the ill-feeling that would be caused.

Mr. Andrews said we would not even get £200 as several junior members would not renew their subscriptions. He was opposed to the increase and hoped members would vote against it.

Mr. Wood said that 18-21 year-old members in full-time education would be quite unable to afford the increase.

Mr. Scott-Archer said the figure of £200 was misleading, taking into the account the members now paying 10s. who would be called upon to pay 30s., a figure of £500 would be more accurate.

Mr. Allen regretted that it was now too late to amend the proposed alteration; he thought that alternative choices should be available.

Mr. Griffiths said that whilst he agreed that casual junior members, signed on merely to get free travel during their holidays were a dead loss, if we had some sort of a "runabout" ticket, as he had suggested at a previous a.g.m., this would take care of the problem of these casuals.

Mr. Greiffenhagen said the answer would have been to divide Rule 18 into two parts, one for increasing the junior subscription from 10s. to 15s., and one setting forth the proposed change in the junior age limit, the meeting could have passed the first and rejected the second.

Mr. Marsden enquired whether it was only open to accept or reject the proposed alterations, and was told it was.

Mr. Hynd suggested the meeting should approve the alterations, but recommend to the council that members in full-time education should receive a rebate.

Mr. Marchant enquired how long the junior subscription had been 10s. **The Chairman** replied ever since 1951. **Mr. Marchant** observed that this must be the best railway enthusiasts' bargain ever.

Mr. Cobb said he was a full member, his wife an Associate and his young son a Junior, but if this alteration was approved, he doubted if his son would renew when he reached the age of 18.

Mr. Keedwell expressed concern that a large number of active and useful volunteers between the ages of 18 and 21 would face a three-fold increase—from 10s to 30. He urged members to reject the resolution and recommend to the council that the junior subscription be raised from 10s. to 15s., but that 18-21 year-olds should continue to pay junior rates.

Mr. Cross said he was attending his first a.g.m. The council had courage in proposing this alteration, which he thought was necessary. 10s. twenty years ago was worth only about 6s. now. The resolution should be passed.

Mr. Tonkyn said that whilst he agreed with Mr. Cross that the junior subscription should be increased, he felt that students should be considered.

Mr. Griffiths said he agreed with Mr. Cross on inflation, but this increase was aimed at those who could least afford it.

Mr. Scott-Archer said he was sure the young people concerned could afford the 6d. a week required for a subscription of 30s.

Mr. Bushell said it was the custom in society for older people to support youngsters, and he felt that senior members should subsidise juniors.

Mr. Brown, referring to Mr. Scott-Archer's point, said that juniors didn't pay at 6d. per week, they would be called upon to pay their subscriptions in one lump.

Mr. Ross said we were in competition with others, could anyone say what other similar organisations charged ?

Mr. Greave said charges for the National Trust were £2 for full membership, £1 for Associates, and, at present, £1 extra per child for family membership. This was to be altered to £2, £1 and £1 to cover the whole family.

Mr. Smith said that the proposed alteration would drive members away.

Mr. Fletcher said the junior subscription should go up to 15s., but the age of majority be kept at 21.

Mr. Davis enquired whether there was anything in the rules which allowed the council to remit all or part of a subscription.

The Hon. Secretary replied that whilst there was nothing in the rules to say the council could not do this, nor was there anything to say they could. Such a course would present certain difficulties.

Mr. Green pointed out that junior members made up a large part of the operating and traffic volunteers, and we would discourage them at our peril. Calling the meeting to order, the **Chairman** called for a seconder, the rules alteration having alrealy been proposed by the council. **Mr. Cross** seconded, but when put to the vote, only 59 members were in favour, and the proposal to alter Rules 18 and 19 was therefore lost.

11. Drawing attention to the six suggested names on the ballot form for choosing a name for locomotive No. 7, the **Chairman** called for speakers on the suggested names.

Mr. Marsden said he did not think much of the name "Irish Pete". Locomotives should have proper names, and this was a mere nickname. If it was chosen, we would be thought a lot of lunatics playing trains. However, one name stood out a mile, and that was "Earl of Northesk." He hoped it would be chosen.

Mr. Hale, speaking for "Tom Rolt", said that but for this name, we would none of us be there.

Mr. Lee said he feared **Mr. Marsden** took life too seriously; whatever name we chose for the engine, it would be known as "Irish Pete". Most of us enjoyed working at Towyn and found it fun, it was only right that this sense of fun should be reflected in the name of one of our locomotives. Besides which, it would be no tribute if we gave the locomotive one name, but always referred to it by another.

Mr. Sylvester suggested that the name expressing tribute to a society personality should be on the side of the engine seen by the public, and "Irish Pete" carried on the other side.

Mr. Beardlaw urged members to vote for "Tom Rolt", founder of this, and all other railway preservation societies.

Mr. Gibbons said he felt the name should be Welsh, and of the two Welsh names on the list he he favoured "Cader Idris".

Mr. Griffiths said that as a guard, he liked to see the firemen and cleaners work, and he would therefore like to see them with "James Swinton Spooner" to polish.

Mr. Woodhouse said that with respect to the names of the existing locomotives, our junior passengers got them wrong anyway, giving them the names of their sisters in the books by the Rev. Wilbert Audrey.

Mr. Vincent said whatever name we chose, it would only be referred to by our traffic and operating side by its number.

Called on by the **Chairman** to wind up the debate, the **Hon. Secretary** spoke in favour of "Irish Pete", saying he hoped it would be chosen, as this would show that the Society had not lost its sense of humour.

The locomotive ballot forms were then collected and, just before the meeting closed, **Mr. Russell** gave the result of the vote 250 votes had been cast, the result being: "Irish Pete" (96), "Earl of Northesk" (71), "Cader Idris" (39), "Tom Rolt" (25), "Meirion" (13), "James Swinton Spooner" (6). "Irish Pete" was therefore declared elected as the name for locomotive No. 7.

Before going on to the last item on the agenda, the **Chairman** called on **Mr. Gibbons** to declare the result of the election for four guards' representatives for the Traffic & Operating Committee. Votes cast had been as follows: B. E. Bushell (91), J. Gott (90), J. A. V. Smallwood (84), A. MacDonald (63), R. M. Whitehouse (53), Messrs. Bushell, Gott, Smallwood and MacDonald were declared elected.

The draw for the raffle of a 4 lb. box of chocolates, tickets for which had been sold on the special train from London, was held, and the winner declared. **The Chairman** then called on **Mr. Garland** to auction an old headboard from the first special trains which could no longer be used as it was fitted for a G.W.R. lamp bracket. It was knocked down to Mr. P. Lamb for £10.

12. Introducing "other relevant business", **the Chairman** invited the railway Company's Traffic Manager and Engineer to join him on the platform. He then called on Mr. **Ray,** who had submitted a written question.

Mr. Ray said traffic was up again, there were now five new coaches "in the pipeline" and the Nant Gwernol extension had been started, but there was an ominous silence about locomotives. He urged the council to give serious consideration to accelerating repairs to "Talyllyn", and taking on paid assistance for completing the Irish locomotive. The need for a further steam locomotive should also be considered. **The Chairman** assured him that these three points would be considered by the council.

Mr. Milner enquired whether the council had any declared policy with regard to the proposal by Merioneth County Council to build its own narrow-gauge line from Bala to Llanwehlyn and possibly Morfa Mawddach. **Mr. Halliday** said the plan was in such embryo form that there was not much the council could say about it at this stage. **The Hon. Secretary** said the council was watching this scheme, it had not yet committed itself on the subject, but he doubted if it would be in favour. **Mr. Kendwell,** reverting to the discussion under **10,** suggested a resolution be submitted to council that the age limit for junior members should be kept at 21. He also thought it a pity that amendments to proposed rules alterations could not be accepted at an a.g.m.

The Chairman urged members to write to the Hon. Secretary setting out their suggestions for this and similar problems.

Mr. Andrews, referring to the suggestion for a publicity courier to travel on the trains, outlined in the September "Talyllyn News" (pages 17 - 19), said passengers did ask simple questions, and could we not have some form of public address, with a recorded commentary, which could be broadcast to passengers on the trains (the meeting did not think much of this idea, which was greeted with groans).

Mr. Brown pointed out you could not amend a rule alteration at an a.g.m., as so many rules were interdependent, and no single rule could be taken in isolation. He pointed out also that there was machinery for amending proposed rules alteratons contained in Rule 26 and 27.

A member (name not given) expressed disapproval of the lighter green paint used on "Sir Haydn", "Edward Thomas" and "Douglas", and expressed the hope that the older, darker green would remain on "Dolgoch" and be applied to "Talyllyn" when rebuilding was complete. **The Chairman** called for a show of hands in favour of the two shades of green, which showed a substantial majority in favour of the darker shade.

Mr. Cross called for a large board carrying a large-scale map of the railway, and information about it and the society, to be displayed at Wharf Station. He also suggested the Council should investigate the possibility of having the Prince of Wales officiate at any naming ceremony for the Irish locomotive.

The Traffic Manager said that leaflets were to be distributed in their thousands to passengers next season, and information boards would also be displayed at all stations.

Mr. Marchant observed that now that we were going through to Nant Gwernol, should the council not consider just where the destination of the railway was, and why people went there.

The Chairman pointed out that most of our passengers came for the ride, rather than the journey.

Mr. Griffiths expressed his doubts as to the desirability of extending the frames of "Talyllyn" by cutting them, and welding in extra pieces of steel. He had also heard similar work might be necessary on "Dolgoch" and wondered whether it might not be best to see how "Talyllyn" ran before altering "Dolgoch" in this way.

The Chief Engineer replied that he was quite satisfied that the welding on the frames of "Talyllyn", which he had done personally, was quite satisfactory. It was not proposed to extend the frames of "Dolgoch" in this way, but the fixing of the cylinders to the frames would be looked into, with a view to improving it.

Mr. Allen, referring to Mr. Andrews' suggestion for a commentary for passengers, said he thought it would be better to sell guides to passengers, who would not then need a commentary.

Closing the meeting at 17.35, **the Chairman** expressed his appreciation to members, particularly the juniors, for their attendance.

FIRE AND EXPLOSION AT WHARF

by a Survivor

On Saturday, September 12, the calm which sometimes descends on Wharf between trains was shattered by a cry for help from Mrs. Wheatley, our refreshment lady, and those of us patiently awaiting our afternoon cup of tea were alarmed to find our nostrils assailed by the smell of burning wood and plastic. On investigating, we were even more alarmed to discover that the control valve had fallen off the tea-making machine, and that the escaping gas had ignited forming, in effect, a small but quite potent flame thrower. In the ensuing conflagration a stack of plastic cups, an area of wall paint, an electric socket and the tea dispenser with its precious contents were destroyed. To make matters worse, just as Mr. Gibbons turned the gas off at the main an aerosol can exploded, and Mrs. Wheatley came perilously close to being the first member of the T.R. permanent staff to win a posthumous decoration for gallantry under fire. As the can in question contained our only supply of a particularly lethal insecticide, sabotage by six-legged guerrillas is suspected (possibly WASPS—members of the Workers Ants Self-Preservation Society). It seems that even the most innocent-looking pieces of equipment on the T.R. can have their hidden perils. Volunteers beware !

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NOT IN THE WORKING TIMETABLE

by Maurice (Tug) Wilson

For the best part of seven months each year, the trains trundle up the valley adhering more or less to their allotted times in the working timetable. To the casual observer, more often than not everything has been as smooth as clockwork. It is only on the occasion of special workings or a mishap that occurs to disturb the routine.

Some notes of unusal events this season may be of general interest, and what better place to start than the mention of the Council meeting on July 4. Accommodation in Towyn is always a problem for a meeting of some 20 people in mid-season and it was therefore arranged that this meeting would be held at Abergynolwyn Station, and a special train was laid on for the members, leaving Pendre at 19.30. The view had originally been expressed that we could muster a train crew from the Council members, but Bill Faulkner's absence at the time apparently prevented this.

The train consisted of Locomotive No. 3, "Sir Haydn", and coaches Nos. 19 and 10; David Woodhouse officiated as guard and Herbert and I manned the locomotive. Only one intermediate stop was made at Rhydyronen on the way up to pick up the Chairman and Secretary, but quite a number of members, other than Council members, had obtained permission to travel from Pendre with a view to spending the evening at the "Railway Inn" at Abergynolwyn.

It had been optimistically assumed that the Council meeting would finish at about the same time as chucking out time at the local and it was shortly after 22.45 that the special started its descent from Abergynolwyn. In the knowledge that several sheep had strayed onto the track earlier in the day, the journey in the darkness had to be made cautiously, but fortunately nothing was seen of them. As we approached Pendre, the platform lights went on, the gates were opened, and a fair-sized crowd greeted our return. The fire was left in the locomotive and she was able to shunt the stock at 0.700 next morning.

On Monday, August 10, the injectors had been giving trouble on No. 6, "Douglas", before she left the shed and though they picked up after some effort, when she brought her train (11.15 Up) into Pendre they had both failed again. Rather than trust to luck that they might pick up, it was decided to substitute No. 2 "Dolgoch", which was being prepared for the 12.15, although she had little more than half working pressure of the gauge when she took over the train. The effects of this were to become apparent later in the day.

On Thursday, August 13, No. 6, "Douglas", collided with a car on Brynglas crossing as she came down with the last train. There had been several near misses previously from motorists who completely ignore the warning signs. Fortunately only slight damage was sustained to the rear of the car and Herbert jokingly remarked to his father that "Douglas" might be better with a bumper in place of the buffers!

On Tuesday, September 1, a hot-box on the pony truck of No. 4, "Edward Thomas", was detected as the 12.15 came down from Abergyynolwyn. It was liberally dosed with oil both at Brynglas and Rhydyronen, and Control had been advised of the defect so that the locomotive which was laying over at Wharf could follow the 12.45 Up, which we were due to cross at Pendre, and relieve us there. Smart work

at Pendre involving the crossing of the Up train and a quick change of locomotives, No. 6, "Douglas", taking over our train, was favourably commented upon by one of our friends from Sheffield Park.

"Edward Thomas" went on shed, was jacked up, the boxes cleaned out and fortunately no damage found. The pads were renewed and we would have been in a position to have taken our next working, the 14.15 Up, but No. 2 "Dolgoch" had been prepared for a quick turn-round when she arrived at Wharf with the 13.59. So we were able to work down light, and had plenty of time to partake of our delayed lunch, before working the 14.45.

When we arrived back on shed that night, it was found that No. 6, "Douglas", had not only broken another spring (one having suffered a similar fate a week or so earlier), but that she had also run a hot-box on the left-hand rear driving wheel. A temporary spring was fabricated but when the locomotive was lifted and the boxes examined, it was found that the white metal had gone in the bearing and in the end a new brass was fitted. It was not until the Friday, September 4, that No. 6 came off the shed, when she was run in between Wharf and Pendre and finally double-headed with No. 3, "Sir Haydn", on the 14.15 Up, returning with the 15.45 Down.

In the meantime, No. 3 had blown a steam joint on the Thursday whilst working the last train Up above Dolgoch, and returned wheezing like an old grandmother. The defect had to be cured so that three locomotives were available for service the following day, but it meant working inside the intense heat of No. 3's smokebox that evening. And so the final week of three-train operation came to a close.

Some days later, as No. 3, "Sir Haydn", returned with the 15.45 Down, we were stopped at the Wharf signal for quite a while before "Trafman" appeared walking up the cutting, only to inform us that it had been reported from Pendre that the brake gear on No. 10 van was hanging down and fouling the points as it crossed them. It was found that a split pin had sheared and the gear was re-assembled and straightened over the pit the following morning.

Friday, October 2, witnessed the commencement of the Rhydyronen winter service train, and as No. 6, "Douglas", was working the regular service, it was also used to inaugurate this venture. It propelled No. 10 carriage only from Pendre at 11.40, returned at 11.55 with the half dozen or so passengers from Rhydyronen, picking up also at Cynfal and Fach Goch, and on arrival at Pendre shunted into the loop to attach one more coach, thus forming a two-coach train for the advertised afternoon service.

The first train on A.G.M. day (October 3) was the 10.30 Up hauled by No. 2, "Dolgoch", consisisting of the Corris and all five T.R. coaches virtually a vintage special. It conveyed the party attending the initial "Blast off" at Abergynolwyn and immediately after arrival there returned as empty stock. A broken rail on the main line at Pendre was detected immediately afterwards, and attended to.

No. 6 then worked this same set up at 12.05, conveying normal traffic, and returned at 12.55 from Abergynolwyn with the guests and officials. At Brynglas it was to cross the Up special, but as we came down Tadpole cutting, a horse was standing astride the crossing and the blockman was hastily trying to unlock his box. It certainly had every indication of being a horseborne blockman.

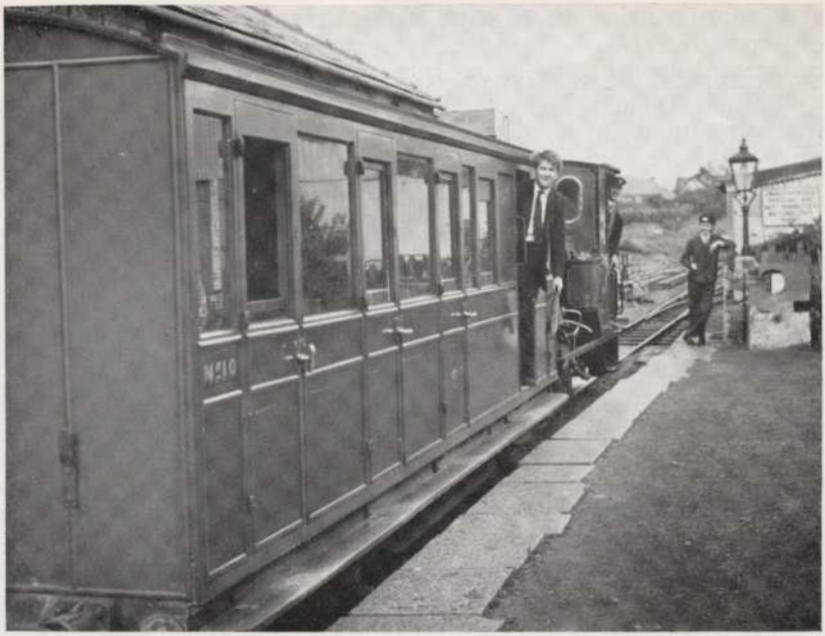


Photo : John Bate

No. 6, "Douglas", and bogie brake van No. 10, forming the first T.R. winter train since 1964, prepared to propel up to Rhydyronen on October 2, its first day of operation. Hope the guard found time to fit a head lamp, and to close that end door !

The 13.00 Up, double-headed by No. 4 and 3, hauling the five bogies, three opens and the "Stanton" van, and conveying some 300 passengers off the B.R. special train, was running about ten minutes late and in view of the time factor, particularly the connexion with the Festiniog, the water stop at Dolgoch was curtailed. Returning at 14.10 from Abergynolwyn, it detached two opens and the van at Pendre, in addition to the pilot engine, before working down to Wharf where the stock formed the 15.15 and 17.00 Down, the latter conveying the tour passengers returning from Minffordd, hauled by locomotive No. 2, "Dolgoch".

"NARROW GAUGE TELEGRAPH", 1971

Following the success of this year's "Narrow Gauge Telegraph", the editorial team of Phil Glazebrook, Keith Bristow, and Joe Lock is working on the 1971 edition, which, it is hoped, will be a sell-out, like its predecessor. All Welsh narrow-gauge railways have indicated their wish to participate.

Photographs (both black and white, and colour) and articles for consideration by the Editors for the 1971 edition are wanted now, and should be submitted to Mr. P. C. Glazebrook, 26 Fairmead Crescent, Edgware, Middlesex, as soon as possible, and in any event, before January 31. Publication date is May 1, and the paper will be offered for sale at the slightly increased price of 3p (approximately 7.2d.)

MIDLAND AREA ACTIVITIES IN 1970

Area Annual General Meeting

Held on Saturday, February 28, at Dr. Johnson House, Colmore Circus, Birmingham, the area annual general meeting was a pleasant event which interested everyone, and we entertained as guests Tom Rolt and our speaker John Halliday. We all enjoyed this annual "get-together", and the excellent film show by John Adams.

Area Raffle

Raffle organisation started at an early date, and really good returns rewarded the very hard work which went on behind the scenes. A Leicester man received the first prize of £10—and the last ticket sold won a prize! Old 1968 tickets turned up, but fortunately with up-to-date money, and we do not mind what is sent in next year, provided it arrives with 1971 decimal currency!

Railway fete

Our annual Hilton Valley Railway Fete was held on Sunday, June 6, in glorious weather. We had showman's engine "Rob Roy" bright with coloured lighting, and Price's fair organ providing lively music, and over ten sideshows made by our members. We are very grateful to our host Michael Lloyd, whose Hilton Valley Railway ran a superb steam four-train service all day for the enjoyment of the many folk who attended this social occasion.

Exhibitions, rallies and publicity

Sales stands have been in action on average every third weekend, making some 30 days throughout the year. New members have been enrolled, and sales have totalled nearly £600—ranging from £90 at Salop Traction Engine Rally to 8s. at Birmingham Cyclorama Festival! Sales money is free from deductions as we have paid about £33 direct from area funds for the various stand fees and charges. Another £230 has been added by the sales efforts of the East Midlands Group, and thanks must go to the small band of regular helpers who have made these fine results possible.

Publicity has been boosted by our exhibition appearances and by sundry advertisements, talks and film shows in the area.

Work on the railway

Quarry Siding Ground Frame Cabin donated by the area—was made in the Midlands and then dismantled and loaded one Friday evening for transport to site. Delivery was made to time at Abergynolwyn, where a special train awaited on the Saturday morning to take the cabin parts down the line to Quarry Siding. By 18.00 that day the concrete block base was completed, floor laid, sections bolted and all ready for the roof. This was fitted and felted on Sunday, the door hung and windows fitted. The following weekend saw the sliding end window fitted and much other detail work done to put the cabin to use. Only careful planning and a lot of hard work by an enthusiastic team made this result possible.

Working parties have done all sorts of other jobs, including attention to Wharf Station awning guttering, fixing mirrors in the shop, making good floors and ceiling in the stores, and clearing ivy off the old stores

roof. Ballast has been levelled on Dolgoch Viaduct, and work done at Quarry Siding.

Abergynolwyn Station fence timber was already cut and primed when we made a rough jig to point the tops of the palings on the old circular saw at Pendre. A work train delivered all materials to the station, where thirteen posts made of old rails were already set in the platform retaining wall. A couple of days was thought to be enough to fix the plates provided, bolt the wood rails, and nail some 240 palings—but Talyllyn gremlins had been busy, and the job took twice as long.

Volunteers are urgently wanted for 1971 activities, and having read about the wide variety of jobs done this year by members of the area, we do hope you will try your very best to come and join us whenever possible. Without this concerted effort it will be difficult to carry out the various projects and obtain the good results which we plan—and so we look to you to **please do your best** and **help**.

NARROW GAUGE "GET-TOGETHER"

This annual event was this year held on the Romney, Hythe and Dymchurch Railway on October 19 and 20, when representatives from the Talyllyn joined contingents from the Festiniog and the Ravenglas and Eskdale Railways at New Romney. A fine programme had been arranged for us and our thanks are due to the Management and Staff of the R.H. and D.R. for their hospitality and for providing a most interesting two days.

OPERATING RULE BOOK

Stocks of the existing book are now very low and sales are being restricted to members actually working at Towyn. A new issue is in the pipeline and further details will be advised in due course.

A CHRISTMAS TALE

by "George"

Home was more than 200 miles away in London, and the rest of the working party had returned to their lodgings in Towyn, as the journey there the previous night had been a long one, though uneventful, and tomorrow another long journey home was to be undertaken. The workshop lights were all out, except those over the vice where George was at work, and over the worshop door. The forge fire was low and dying gently. A wind blew across the countryside causing a low moaning noise from the rafters.

George felt a sudden chill. He straightened up from the bench, cursing the careless fellow who had left the door open. He turned to see a tall man dressed in curiously old-fashioned clothes standing by "Archibald", the radial drill.

"Good evening: can I help you?" George asked helpfully, in the style he always adopted to visitors, whatever the hour.

"Good evening," answered the stranger, "My name is John Jones; I see you have altered this place since I was here last. That door was not there before," pointing to the left-hand side of the forge. "Surely, that is the cottage through there ?"

"Yes, we cut that through to provide volunteer members and staff somewhere to eat, and to change their clothes," George replied, warming to the business of being the current public relations officer of the railway. "A pit that was there," pointing to near the workshop door, "was filled in, whilst two years ago we bricked up the archway to the old carriage shed."

"I see," said the tall stranger, turning and moving with a curious floating motion, "that door is new, too," he said, looking at the double doors to the back road of the workshop.

"Oh, yes", said George, "that was done this year. Before that, a lot of this machinery was brought in. This lathe here will do nearly all our larger turning, and that smaller one over there is ideal for our smaller jobs."

"I see the forge is still in the same place," said the visitor, "where are the bellows to give it a draught ?"

"Ah," replied George, "they were full of holes, and the leather had rotted, so we replaced them with a blower."

"A what ?" asked the old man. "An electric motor driving a fan" answered George, after a pause to sort out some words so the old man would understand. "It gives us more heat, too. Here, I'll show you how it works." He moved over to the forge and turned on the switch, the old man following, and seeming to glide between the radial drill and the anvil. There was a gentle roar from the motor and fan, and a shower of sparks from the dying fire. "Wonderful," said the old man, gazing into the spreading red glow.

George switched off, and the noise of the blower died slowly away. "Mind the pit" he said, as the visitor moved towards where "Talyllyn" stood, partly re-assembled. "This is our oldest locomotive, built in 1865," said George, resuming his role as guide, "It has worked most of the time since, but we are giving it a heavy overhaul, which has involved some rebuilding. I suppose you can remember her working in the old days, when the quarry was open ?" he asked.

"Well, no," was the answer. "You see I was not around then. I died in 1835, and come back here every few years to see my tombstone. It's in the floor, there." As he pointed at the shaping machine, and George stood rooted to the spot, the visitor suddenly vanished.

George felt a cold sweat running down his back. He thought he had better pack up for the night, so turned out the lights, locked up, and hurried to his lodgings.

Next day he related his experience to a group of sceptical members, who laughed at him, and one told him it served him right for working so late on his own, when he was already tired. "You must have dropped off and had a nightmare," he was told. Another member stood up for him. "No," he said, "I remember in an old 'News', about the end of 1962, I think, that a tombstone with an inscription about a John Jones on it had been found when we were digging a hole for the shaping machine."

George will not work in the evenings now, not even in summer.

SUNDAY TRAINS ON B.R. AGAIN

Following the success of the Cambrian Lines' Sunday trains this summer, which necessitated relief trains in both directions between Aberystwyth and Shrewsbury, comes the welcome news that British Railways is confident that a similar but improved Sunday service will be run next year, to operate between June 20 and September 19 inclusive. We do not propose to go into full details of the proposals here but briefly, timings are being arranged to cut out the long waits at Machynlleth for passengers to and from Portmadoc and Pwllheli. Whereas this year one could spend nearly five hours in Aberystwyth on the day trip from Birmingham, but only five minutes in Barmouth, the corresponding times next year would be approximately five hours in Aberystwyth and 3¼ hours in Barmouth. Two Talyllyn Railway trains affected by the British Railways alterations from last year, have been retimed to give connexions.

T.R.P.S. members using the B.R. Sunday service to return from Towyn to the Midlands or London would have to leave Towyn at about 17.00 and would have only an 18-min. wait at Machynlleth for a train to Shrewsbury, from where they could get connexions to their destinations. Unfortunately, there is not much opportunity to provide day services from the North of England because of engineering possessions for electrification work between Weaver Junction and Motherwell, and the fact that the Crewe - Shrewsbury line is not normally open on Sundays before about 12.00.

Finally, the debit side. Although special "Volunteers' Weekend Return" tickets were offered for sale by the Festiniog Railway Booking Agency to T.R.P.S. and F.R.S. members, only six and a half were sold from Birmingham and seven from London, and of the latter, your Editor accounted for five ! He is fervently hoping that British Railways will renew this useful concession next year, but would like a few more members to travel with him during the long summer evenings.

J.N.S.

MUSEUM REPORT

As many society members may have noticed, the "Press the button first" ticket machine at the Museum entrance has now been replaced by an improved machine which up to the present seems to be working quite satisfactorily without the constant attention necessary with the old machine. When the machine was changed the opportunity was taken to obtain one which accepted 1s. (5p) instead of 6d. for the previous machine. This will save us having to have it modified when the 6d. is dropped in a year or so's time. Society members are reminded that they are permitted free entry to the Musum.

Permission has been given for the frames of the ex-Fairbourne locomotive "Katie" to be displayed in the Museum and it is hoped to move them from Fairbourne during the December working party weekend.

TRAFFIC & OPERATING COMMITTEE

Membership of this committee for the twelve months until the 1971 annual general meeting is given on page 18.

This is the first time that the active operating volunteers have had an opportunity of making a positive choice in the composition of the committee. The extent of the participation of these volunteers was very encouraging—104 ballot papers were returned out of 192 issued, very good for a postal vote, and completely vindicating the decision to enable the registered grade card holders to participate in the selection of their committee. We welcome Alistair MacDonald to our ranks, and look forward to hearing the Scottish viewpoint. At press date the officers for the new session had not yet been elected—details will be given in the March "News".

Immediately after another successful season there is little to report in the way of new items. This success was due to the co-operation and hard work of volunteers attending at Towyn, and the committee acknowledges this support. At the same time, it draws attention to the importance of training in preparing of volunteers for further work, and solicits support for the programme which John Gott has arranged for next year. Full details will be given in the March issue.

Matters arising from the last meeting include the following:

Quarry Siding Ground Frame Cabin. Committee members expressed their appreciation to the Midland Area for providing this structure.

Brake Trials. Mr. Bushell undertook to prepare an article on these for the "News". [At press date this had not been received—March issue, perhaps ?—Ed.]

Training Films. Two films illustrating the elements of firing had been obtained and, subject to provision of projection facilities, these would be used as training aids.

Point Indicator. Following a request by Mr. H. E. Jones, it was agreed to provide a point indicator at the West end of Brynglas loop, and this was fitted before the end of the peak season.

Coach Lighting. All future new carriages will be equipped with a simple electric lighting system, powered from batteries in brake vans.

Wharf Approach Warning Treadle. The existing treadle will be replaced with a device which will only ring the bell in the office for down trains.

Working parties form a practical way of renewing acquaintances and preparing for the next season. The carriage gang ("Bodgers' Corner") will meet on the dates given below. However, there will be special opportunities for the locomotive volunteers to assist Herbert Jones on January 23/24 and March 27/28. David Ratcliff will be in Towyn to co-ordinate activities on these dates, so please make a special effort to attend.

"TOC news"

All traffic volunteers, both from front and rear of the trains, are reminded that this excellent publication, second only to the "Talyllyn News" [thank you—Ed.], is available for the modest annual subscription

of 5s. (25p) for four issues packed with material both instructive and in lighter vein. Send now to John Smallwood, Flat, 79 Lawrie Park Road, London S.E.26.

Working parties

On the following dates, we will be going to Towyn to prepare our rolling stock for next season. On all dates we expect to have transport available from the London area and the South Midlands. Out Friday evening, back Sunday evening. If you are in difficulty, we will even fix accommodation for you. So you have **no** excuse for not joining us for a very enjoyable series of weekends. Just contact John Smallwood (address above) stating requirements and/or any transport you may be able to offer. It couldn't be easier, so let's be seeing you on one or more of these dates: January 2/3, February 13/14, March 27/28, April 10/11 (Easter), and May 8/9.

RAILWAY SHOP

With this issue there will be found a second order form for Christmas goods, for those who have not yet ordered or who may have mislaid their original form. This does not cover the full range of goods sent out with the last form, copies of which can be obtained on request (s.a.e., please). It does, however, show some posters, two of which are by Cuneo, which were not on the last form. These are excellent prints and we are very fortunate to have these additional copies of the original Cuneo.

With the end of the running season the sales figures, except for Areas which, as mentioned before, are only given annually, are as follows: -

	1969	1970
Refreshments ...	£5,254	£5,977
Shop	£13,477	£14,489
Mail Order ...	£3,633	£1,843
	£22,364	£22,309

The 1969 mail orders were, of course, inflated by the Investiture First Day Covers; even so, mail orders generally, although improving are not yet up to last year's. There is still time to help in this respect.

E.B.G.

PAPER, SIR ?

The Railway Shop is proposing to act as wholesaler for the periodicals "Railway Magazine" and "Railway World". Would members be prepared to buy either through the shop and so help the railway. Please write in to The Railway Shop, Wharf Station, Towyn, Merioneth.

YORKSHIRE AREA

There is little to report from Yorkshire this quarter, except for some changes in area officials. After several years service, Neal Chapman has relinquished the area secretaryship, and we would like to express our thanks to him for his hard work in this important post. His successor is Mrs. Gillian Windsor, sister of our new area Chairman, Don Southgate, and her address will be found on the inside back cover. Don Southgate has also taken over organisation of area working parties from Ian Howitt, who is temporarily out of the area at Wolverhampton.

NORTH WEST AREA

After another successful summer season during which many of our members played their parts in traffic operation, the area is now pressing on with winter maintenance work. In addition the Nant Gwernol project is now under way and clamouring for our support. We have been pleased to see more junior members joining in our activities of late and now that they have been spared a subscription increase, what better use to put the money than a weekend at Towyn ? Transport can be arranged from most parts of Lancashire and Cheshire. A line to our Transport Officer, Mr. Stephenson should do the trick. (Address on the back page of this issue).

During the summer we also attended traction engine rallies at Burtonwood and Chelford where despite the dreadful weather which drove other societies away and threatened at times to sink us, we held out and profited with rich pickings from the wealthy farmers !

At our A.G.M. on October 20 we were pleased to welcome back one of our area founder-members and present society Chairman Mr. J. I. C. Boyd from the backwoods of Herefordshire. Viewing things from his present position, he said that to him the areas appear to be losing their influence on society matters and decisions seemed to be made largely by prominent people on sub-committees. In the 21st Anniversary year Mr. Boyd called for more North West area efforts to let the public know that the Talyllyn Railway was started by Manchester men and Manchester money.

During the formal business of the meeting our secretary, Mr. H. D. Chappell, tendered his resignation after five years' service. A vote of thanks was passed to Bert for the hard work he had put into the job. Mr. A. Chorlton was re-elected chairman and Mr. H. J. M. Stephenson transport officer. Mr. F. L. Smith became the new secretary and Mr. R. J. Ashdown, Mr. A. J. Ridyard, and Mr. Chappell were elected to the area committee.

Our chairman, Mr. Chorlton, then presented a selection of T.R.

slides from the society and members' own collections which illustrated the progress we have made over the years on the railway.

Don't forget to look us up at the Manchester Model Railway Society Christmas Exhibition at the Corn Exchange, Hanging Ditch, Manchester, on December, 18, 19 and 20.

MIDLAND AREA

On this occasion these notes will be even shorter than usual due to the fact that there appears in another section of the magazine a comprehensive summary of Midland Area activities during the past few months. I will therefore confine the report on "matters past", to merely thanking all who have helped to make the Annual Raffle a success in 1970.

Future events are not numerous at this time of year but I would ask everyone to note the date of the Area Annual General Meeting, which is being held on Saturday, 20th March, 1971 at Dr. Johnson House, Colmore Circus, Birmingham. The usual timetable is being adhered to but all Midland Area members will be notified nearer to the date.

Winter working parties are in the process of being organised and all members who have intimated that they wish to participate will be contacted by the Area Organiser.

EAST MIDLANDS GROUP

The 1970 rally season was disappointing, although trading results of £232 were only just below the 1969 figure of £240. The main reasons were: marked lack of stewards; failure of the group to attend three rallies because of domestic problems of committee members; last-minute failure of three other rallies to run; customer resistance to goods and prices of our stock; and lack of suitable sales items for children. Analysis of sales shows that the only events really worth attending are the local B.R. Depot and Works Open Days. These four events (two of which are only single afternoons) provided more than half the sales and, unlike many of the rallies, did not involve excessive travelling. Additionally, there is little difficulty in finding stewards for them. It is probable that next year's programme will be severely curtailed with a view to concentrating on the most rewarding events.

The October group meeting at Nottingham was a most enjoyable evening attended by just under 40 members and friends. Twin attractions were an illustrated talk by one of the Railway Company Directors, Pat Garland, and the new society film: "Talyllyn Holiday". Pat's talk provided a fascinating insight into more unusual features of the railways of Wales and the West Country, and many of those present were left wondering whether there was a single signal, bridge, or station with an oddity which he had not seen and photographed. The film is a masterpiece of advertising and should be "pushed" at as many local societies, church groups, and so on as it possibly can be.

Also discussed was the venue for our 1971 outing, by popular vote it was decided to have a day trip some time in late June or early July to the Severn Valley Railway—full details in the March "News". The retiring committee members were re-elected en bloc, so that the com-

RAFFLE RESULTS

Prize No.	Ticket No.	Winner's Name and Address	Prize
1	15514	R. R. Causer, 175 Hinckley Rd., Leicester	£10 0 0d.
2	16563	Janet Thomas, Bronhall, Carno, Montgomeryshire.	1 lb. Box Chocolates
3	18143	Rachel Jones, 4 Cleveland Avenue, Towyn.	Bottle of Whisky
4	06773	E. G. Gardiner, 2 Belgrave Rd., Wyken, Coventry	£1 Book Token
5	05528	Brown, 14 Mansy Hill Rd., Sutton Coldfield, Warwick	Tin of Biscuits
6	16658	B. Evans, c/o Tan Llwyn, Arthog, Merioneth	£2 2 0d. Book Token
7	16559	R. I. Gunn, London House, Maengwyn St., Towyn	Bottle of Sherry
8	2780	Mrs. Nettleton, 30 Cranmere Ave., Northampton	Kitchen Scales
9	5890	Mr J. Smith, 7 Coles Lane, Sutton Coldfield	2 35mm. 36 exp. Films
10	9773	I. Hunter, 48 Dudley Road East, Tividale, Warley	Record Token
11	19428	Mr. Warnett, 104 Long Meadow Dr., Sedgley, Near Dudley, Worcestershire.	Dec. China Tea Service
12	16590	D. A. Warren-Hastings, Daylesford, Trefaes, Rhoslefain, Near Towyn	100 Cigarettes
13	5896	Mrs. S. M. Byrne, West Farthing, 3 The Terrace, The Green, Snitterfield, Stratford on Avon	Wall Can Opener
14	5303	K. Bromley, 84 Oaston Road, Nuneaton, Warwicks.	Bottle of Sherry
15	6728	J. T. Drury, 135 Dillotford Ave., Coventry	Lady's Umbrella
16	9406	Mrs. Riley, 4 The Rookery, Birchley Heath, Near Nuneaton, Warwickshire	Glass Bowl
17	5793	Mr. J. H. Carr, 181 Clopton Rd., Stratford on Avon	Bottle of Whisky
18	5391	Jane Fletcher, 5 Blackley Close, Watford	£2 Gift Token
19	16646	L. J. Vaughton, Brynhyfryd, Arthog, Merioneth	1 lb. Box Chocolates
20	19268	J. Rhodes, c/o Radio Therapy Dept., North Staffs. Royal Infirmary, Stoke on Trent	Chrome plated Bottle Opener
21	05188	R. Smith, 29 Barbon Road, Rugby, Warwickshire	Year's Subscription to "Railway Magazine."
22	10001	Mrs. E. E. Chettle, Thatchers, Swaffham Bulbeck, Cambridge	6 Wine Glasses
23	10892	C. R. Hibbitt, 59 Mason Road, Birmingham 24	£1 Book Token
24	5771	C. J. Bush, 39 Greenhill St., Stratford on Avon	Compact
25	10872	Ald. Harry Weston, 6 Styvechale Ave., Coventry	Bottle of Hock
26	15191	Mrs. C. M. Wells, 38 Church Rd., Whitchurch, Cardiff, CF 2EA	£1 Gift Token
27	16562	Mrs. C. J. Thomas, Bronhaul, Carno, Montgomery.	Manicure Set
28	11678	Mrs. B. M. Boyde, Glenwood, Upper Colwall, Malvern	Premium Bond Voucher
29	3630	Mrs. Sharpe, 6 Burton St., Heanor, Derbys. BEJ 7PJ	£1 Gardening Voucher

mittee is, as before, Messrs. White (Chaiman), Sheppard (Vice Chairman), Heath (Secretary), Cushway (Treasurer), Pratt, Powell and Wood. It was also reported that—for the first time in the group's history—a donation had been made to main society funds.

Following the successful exhibition in Beeston Library, a three-week display was held during August in the window of the Derby branch of the Nationwide Building Society, and a two-week display at Swadlincote Library during September. The same display will be mounted in Burton Library next June, and also in the foyer of the Nottingham National Film Theatre. The manager of the building society was so impressed in the interest shown by the public that he has offered to contact other branches in the East Midlands to provide similar facilities. It is intended to follow this up early next spring.

It has always been the group's practice to send a personal letter of welcome to new members. However, because of delay in the issuing of membership lists it is now six months since any advice of new members has been received. To all of those who have joined us in this

period we offer our apologies and regrets. As soon as we know who you are and where you live, the group secretary will contact you. In the meantime, we ask your indulgence whilst the new system sorts itself out and finally comes to the surface with the required information.

Lastly, winter working parties: these are programmed for Saturdays December 5, January 9, March 27, and May 1. As usual, they will be day trips starting from Derby at about 06.00 and returning by 21.30. A cordial welcome is extended to new and old members— especially those who have cars. Full details from the group secretary—address inside back cover.

D.L.H.

SOUTHERN AREA

Exhibitions

It looks like a quiet time ahead as only one exhibition is booked at Barnet on February 13. This will be the last time T.R. goods are sold for £ s. d. and we would like two volunteers to do just that. We can however advise readers that the next Clapham Open Day will be on Sunday, March 28, 1971, and thank all those members who helped the society and the museum on October 18 last. Other exhibitions may come along and volunteers are asked to contact Mr. J. F. Tonkyn, "Russells", 23, East Hill, Oxted, Surrey.

Foreign coins

The sum raised so far under this scheme is £150 and whilst contributions continue to come in I shall try and increase T.R. funds. Please remember that any coin is worth something including farthings and halfpennies. Please send securely packed to Mr. J. F. Tonkyn—address above—or bring to any T.R. meeting or to Towyn.

British commemorative and trading stamps

There will be an issue of Christmas stamps this year and by saving those you receive you can help the railway. Small quantities should be handed in at T.R. meetings, exhibition stands, or Towyn, but larger numbers of 100 or more may be sent to Mr. Tonkyn.

Trading stamps are now all worth cash and Mr. R. J. E. Dawson, 56 The Knoll, London, W.13 will be pleased to receive any donation of these. Please note that no acknowledgement will be sent for any stamps unless a s.a.e. is enclosed.

Railwayana

As a result of good sales at recent exhibitions we have only a small stock of books and magazines currently in hand. Your old transport books, magazines, tickets, catalogues, models and so on have so far raised over £650 for the T.R., so please do not throw them in the dustbin but save up for a year and let us have them. If your collection is too big to post, then drop us a line and we will try and arrange transport for it. Please write to Mr. Tonkyn—address above.

Meetings

The area annual business meeting was held on November 2, when we were pleased to hear of another successful season at Towyn, and

of the bumper bookings for the A.G.M. special train.

Successful contestants for seats on the area committee were K. Grover, G. R. Hatherill, R. D. K. Reidy, and C. W. Warman. Condolences, and thanks for giving us a contest, to D. Coleman and J. F. Rimmer, who were narrowly defeated at the polls. N. R. Killip had to withdraw his nomination for personal reasons, and we offer him our thanks for his past service to the area, and hope he will soon be restored to full health.

It was a great pleasure to welcome to the platform our society Chairman, Mr. Boyd, and to hear his report. The meeting ended with a showing of members slides and films.

The area spring re-union is booked for Saturday, April 3, 1971, at "Keen House", Calshot Street, London N.1. Doors open 14.30, start 15.00. The occasion will probably follow the usual pattern—full details in the March "News", so book the date now and let us have a record attendance.

Working Parties

With Nant Gwernol at last under way and the winter on us, there is now a choice of inside or outside work. After our most successful running season yet, there is more work, a new carriage, the Pendre West Shed in which to put it, and more to come. Why not help out by sending a s.a.e. to Derek Norman (address on back page) for the latest working party information. Dates on back page.

SWINDON GROUP

British Railways Open Day at Bristol Bath Road on October 17 brought the Swindon Group's very successful 1970 sales season to a close. Many thanks to those members who turned up to do their stint on the stand during the afternoon.

We have been very lucky throughout the year as far as open-air events are concerned but unfortunately our last Traction Engine Rally at Andover on September 12 - 13 proved an absolute wash-out (literally), due to torrential rain, but this was followed by a very successful attendance and good weather on the following Saturday at the Great Western Society's Didcot Works Open Day.

In conclusion, we should like to thank all those members who have contributed both time and energy to our sales efforts this year.

EAST ANGLIAN GROUP

The season has wound up with a traction engine rally at Hauxton (a most disastrous event both financially and weather-wise) and the Cambridge Model Railway Society's exhibition. The latter was a new event for us and it is hoped that it will become an annual occasion.

Unfortunately the takings of around £175 again show a considerable reduction on previous years' figures and it would seem that not only are there are fewer events in the region but there is markedly less money in circulation and an ever increasing number of counter-attractions to scoop off the cream. In view of the long distances that are travelled to cover these events, it may well be that the days of the traction engine rallies are coming to a close, for the expense of supporting these

is not worthwhile if only a few pounds income materialises. Certainly it would seem that with only a handful of regular volunteers, there is justification for being selective as to what events we cover.

Advance notice has been received of an exhibition to be held in Norwich from April 15 - 17, 1971 by the Norwich & District Society of Model Engineers. It is hoped that we can muster sufficient support to man a stand for the three days, and it is therefore essential that the Group Secretary should have the names of volunteers, indicating what times they are available, as soon as possible. Let us get off to a good start in 1971 and try and recapture some of the ground lost in the past two years. Address inside back cover.

CORRESPONDENCE

Mr. T. S. Taylor, Clapton, London E5 0R7.

I agree completely with Messrs. Pugh, Morris and King's letter in the September "News" (p. 31). As a new member, I was not aware that a change of engine liveries was taking place. In answer to these gentlemen's letter, the Secretary of the Enginering Committee wrote: "The cost of repainting will in some measure be kept at a lower figure than if we use a specially prepared shade." It does not seem to me that anything but an insignicant saving is being made. Other preservation societies with less money than us seem to manage to keep their engines in the correct shades, why not us? If everybody used the nearest to correct British Standard colour for their locomotives, just to save a few bob, just think where we would be. Members have spent a lot of time and money on our locomotives since 1950; is it not worth spending just a tiny bit more to make sure our engines, particularly No. 1, "Talyllyn", and No. 2, "Dolgoch", appear in the old livery of the railway? I hope this question of liveries will be reconsidered and that anyone who has the same views on the subject will make themselves known before Talyllyn green disappears for ever.

[Mr. Taylor will be delighted to know that this subject was raised at the annual general meeting on October 3, and an overwhelming number of members present indicated their preference for the old, dark green —Ed.]

Mr. and Mrs. W. N. Newell, Acocks Green, Birmingham B27 6EH.

Your article "Those Sunday Trains" in the September issue of the "News" (p.13) interested my wife and I as, inspired by your Editorial "Use Them—or Lose Them" in the June issue (p.1), we decided not "to just stand by the lineside and cheer", and booked with the F.R. Agency for volunteer weekend return tickets, Birmingham to Towyn and back, at 50s. each. As one can obtain a "Fair Deal" period return ticket for the same sum, travelling after 09.30, no one has yet explained to us how T.R. and F.R. members are favoured!

Travelling outward, we changed at Wolverhampton, Shrewsbury and Machynlleth. On the return journey we likewise cooled our heels at Machynlleth, where we found only one cafe open, near the "Rendezvous" Cafe, which latter was closed. What you and we had to wait for there was the Birmingham Day Excursion from Aberystwyth at 20s. a time, and the hundreds who baled out at Birmingham were those

same excursionists! We later did this excursion to Aberystwyth and found fast schedules, no changing, and compassion for the benighted waiting at Machynlleth on the return journey.

We consider that volunteer weekend tickets will have to be more attractive to compete with 20s. Cheap Day, plus the cost of board residence in Towyn. Many more T.R. members must be similarly affected.

We have since joined another railway preservation society, more accessible by public transport (we have no car), and not so costly to pay our respects from time to time. In conversation with officials of this other society, we were informed that quite a number of T.R. and F.R. members had joined them for the foregoing reasons. We realise that this does split funds, and voluntary labour, to various societies and is unfortunate. Nevertheless, our support of the Talyllyn Railway remains the same.

[We invited comments on the points concerning British Railways in this letter from the Stoke Division of B.R., who requested us to add to it that ministerial advice of the approval for the Sunday services this year was received far too late for their inclusion in the public timetable, and as a result, the publicity was not as far-ranging as they would have liked. However, the whole question for next year has been raised at the present time, and they are confident that they will run two trains in each direction on the Shrewsbury - Aberystwyth line; connexions will be improved at Machynlleth to avoid the lengthy waits that were noticeable this year, and the whole question of fares is again being looked at in the light of experience this year—Ed.]

Mr. E. B. Gibbons, Chairman & Commercial Manager, Talyllyn Railway Company

I was most interested in Mr. Lloyd's excellent article on public relations appearing in the September issue (page 17), and this can really be divided into two:-

(a) Good relations with volunteer workers;
(b) Good relations with the public.

The majority of volunteers work under either the Chief Engineer or on Locomotive or Traffic duties and, beyond greeting those I know and seeing that they get at least as good attention in the Railway Shop as anyone else, the responsibility for their occupation and happiness falls on other shoulders.

With the public the matter is entirely different as I probably see more of them and am in a better position to have a talk than the others, although it will be remembered that frequently, particularly when there are volunteers helping in the Shop, I am in the back office on paper work and the sales and interviewing are done by others. When working in the Shop one can divide the passengers into three categories:-

(a) Those who, on leaving the train, walk immediately and purposefully out of the shop and whose reactions to the railway itself are quite impossible to judge. It may be that they are in a hurry to get home, to get a meal, to get a connexion (especially on our train arriving 16.28), for the toilet, or for some other reason. It may be that they have come for the ride only and are not interested in seeing the museum or buying anything in the shop. They may well have budgeted on the cost of the ride only, or it may be that they have tired

children to look after, or it is possible that they get fed up on the trip and want to get away from the premises. They are usually the first off.

(b) Those who stop to buy in the shop when it is very crowded and there is a crush around the counters and, beyond wrapping their goods and giving them their change, it is only possible to add such a remark as: "Enjoyed your trip, Madam ?" to which the reply nearly always is "Yes, very nice thanks", or similar.

(c) Those who stop when the crowds from a particular train have left, or at less crowded times, and with whom it is possible to have a talk, but nearly always their reactions to the railway are extremely favourable, the things on which they have commented on being:-

(1) The cleanliness of the rolling stock;
(2) The friendliness of the staff;
(3) The volunteer effort which has been made in keeping the railway running. On several occasions in the last two years we have been able to inform them that the train crew was volunteer.
(4) The new Abergynolwyn Station;
(5) The class of goods available in the Shop;
(6) Sometimes the smartness of the guards and the station staff. Everyone who comes to the Talyllyn will agree what a difference it makes to the whole set-up to see the guard and the station staff nicely turned out. Late in the season two people on the same day remarked on the courtesy and smartness of the Abergynolwyn Station Master, who was described as "Beautifully Attired, Blazer Badge Shining."

One does hear the occasional complaint such as: "Fancy having to push through this crush," or: "They want more room here", but I think all who have worked in the Wharf Shop will agree that the general reaction to our railway is very favourable.

Mr. J. N. Eden, Lechlade, Gloucestershire

I note with alarm the statement made by Mr. Woodhouse in the September "News" (page 34) that, to quote: "...the need to use the four-wheel vehicles.....will diminish even further". I believe that one of the great attractions of the Talyllyn Railway has been its varied collection of coaching stock. Until very recently the trains have been made up of coaches of all shapes and sizes and to a certain extent, colours. This year, however, the trains have lost their individual look and have become very standardised. From the passengers' point of view the railway does not enjoy the best scenery or the best position, and we must therefore try and create an interest in the trains themselves. I do not think that a train made up of four or five large coaches of similar shape and size is the best way to do this.

Mr. D. G. Morgan, Llwyngwril, Merioneth

Although the result of the ballot for a name for locomotive No. 7 was received with acclamation by the majority of those present at the recent annual general meeting, I am sure that I am far from being alone when

I say that I find the name "Irish Pete" not only inappropriate, but also downright degrading for what will be the largest and most modern locomotive on the Talyllyn Railway.

If a name was being considered for a toy engine, one could have got away with "Irish Pete" as being a bit of a joke, and quite a clever pun, but this was not the situation. A name was being chosen for a locomotive which will serve an important narrow-gauge railway and will be constantly in the public eye. Surely a reasonable degree of decorum should have prevailed at the ballot, and one of the other names, any of which would have been appropriate, selected.

I feel most strongly about this result, and the society may well regret the name which has been chosen. I am sure that future passengers will think it very odd indeed.

Mr. J. R. Brooks, Ffynnongroew, Flints. CH8 9JY.

Now that locomotive No. 7 has been named "Irish Pete", may I suggest that the nameplates be lettered in Irish Gaelic. I am sure that this would meet with the approval of many members.

REVIEWS

Scale model locomotive cut-out. Harris & Edge Publications Limited. Obtainable from Vale of Rheidol Railway shop at Devils Bridge, and at Machynlleth. Price 2s.—The locomotive depicted is one of the 2-6-2 Vale of Rheidol tanks, and nameplates and numberplates are included on each card for all three. The card size, folded, is 9½ in. x 4¾ in. and on the front is printed: "A present from the Vale of Rheidol", an outline of one of the locomotives, and space to write the address, for sending the card through the post. On the back is a potted history of the Vale of Rheidol and space for a message. The folded card is held together by a method of crimping, which is not very successful. Inside are instructions, an exploded diagram of the locomotive, and all the parts, each individually numbered.

D.G.N.

4 mm. to 1 ft. (9 mm. gauge) scale model construction kits of Talyllyn Railway Brown Marshalls coach and slate wagon. Available from the Railway Shop, Wharf Station, Towyn, Merioneth, Supplied without wheels or couplings. Prices—coach 12s., wagons 6s. Postage extra—The coach kit is in brown plastic, with black plasticard for floor and footboards, and white for roof, and white metal buffers. The wagon kit is entirely in white metal. Both kits are simple to assemble, though care must be exercised when drilling out the axle bearings on the coach. Typewritten instruction sheets were available when we made up the models, though we understand these are now in short supply. We would not have fancied putting either of the kits together without them, and feel sorry for anyone else who tries.

J.N.S.

The Picture History of the Somerset & Dorset Railway. By Robin Atthill. David & Charles Limited, Railway Station, Newton Abbot, Devon. 9½ in. x 7½ in. 112 pp. Price 50s.—The S. & D. richly deserves

its own picture history, and this album makes an excellent companion to Mr. Atthill's definitive history, "The Somerset & Dorset Railway". It is refreshing to see such a new collection of illustrations, for hardly any of these have appeared in print before. Luckily, the result is quite well-balanced, though there are understandably some gaps in the earlier years, while the quality of even the oldest shots is superb. To your reviewer, who awoke to the sound of the first Evercreech Junction-bound branch train for five years, the book has already provided hours of pleasure.

C.M.B.

The G.W.R. Stars, Castles & Kings. Part 2 : 1930 - 1965. By O. S. Nock. David & Charles Limited, Railway Station, Newton Abbot, Devon. 9⅞ in. x 7½ in. 160 pp. Illustrated. Price 60s.—The second part of this locomotive monograph takes the story of this famous family forward from 1930 to its extinction in 1965. Mr. Nock has taken his usual meticulous care in co-ordinating the wealth of technical and general information available into readable form, and his own personal experience of some of the work carried out at Swindon makes very interesting reading. Many of the illustrations and logs of test runs were hitherto unpublished. Both the serious student of steam traction matters and the general reader will be fascinated by the full "inside" story of these deservedly well-loved classes.

C.M.B.

SOCIETY DIARY

Dec. 18/20 (Fri./Sun.)	Manchester Model Railway Society Exhibition, Corn Exchange, Hanging Ditch, Manchester (N.W. Area).
Feb. 13 (Sat.)	Stephenson Locomotive Society Exhibition, Lyonsdown Church Hall, Lyonsdown Road, New Barnet, Herts. (Southern Area).
Mar. 20 (Sat.)	Midland Area Annual General Meeting, Dr. Johnson House, Colmore Circus, Birmingham. 15.00.

WORKING PARTIES

December 5	East Midlands.
December 19/20	Southern.
January 2/3	Traffic & Operating.
January 9	East Midlands.
January 9/10	Museum.
January 16/17	North-West, Southern.
January 23/24	Traffic & Operating.
February 6/7	Museum.
February 13/14	North-West, Traffic & Operating.
February 20/21	Southern.
March 13/14	North-West, Museum.
March 20/21	Southern.
March 27	East Midlands.
March 27/28	Traffic & Operating.
Apr. 9/12 (Easter)	Southern, Museum, Traffic & Operating.
May 1	East Midlands.
May 8/9	Traffic & Operating.

For working party information please contact the following:

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Yorkshire .	Mr. D. L. Southgate, 2 Tyersal Crescent, Bradford BD4 8HA.
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CLOSING DATE FOR MARCH "NEWS"—THURSDAY, JANUARY 28, 1971



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