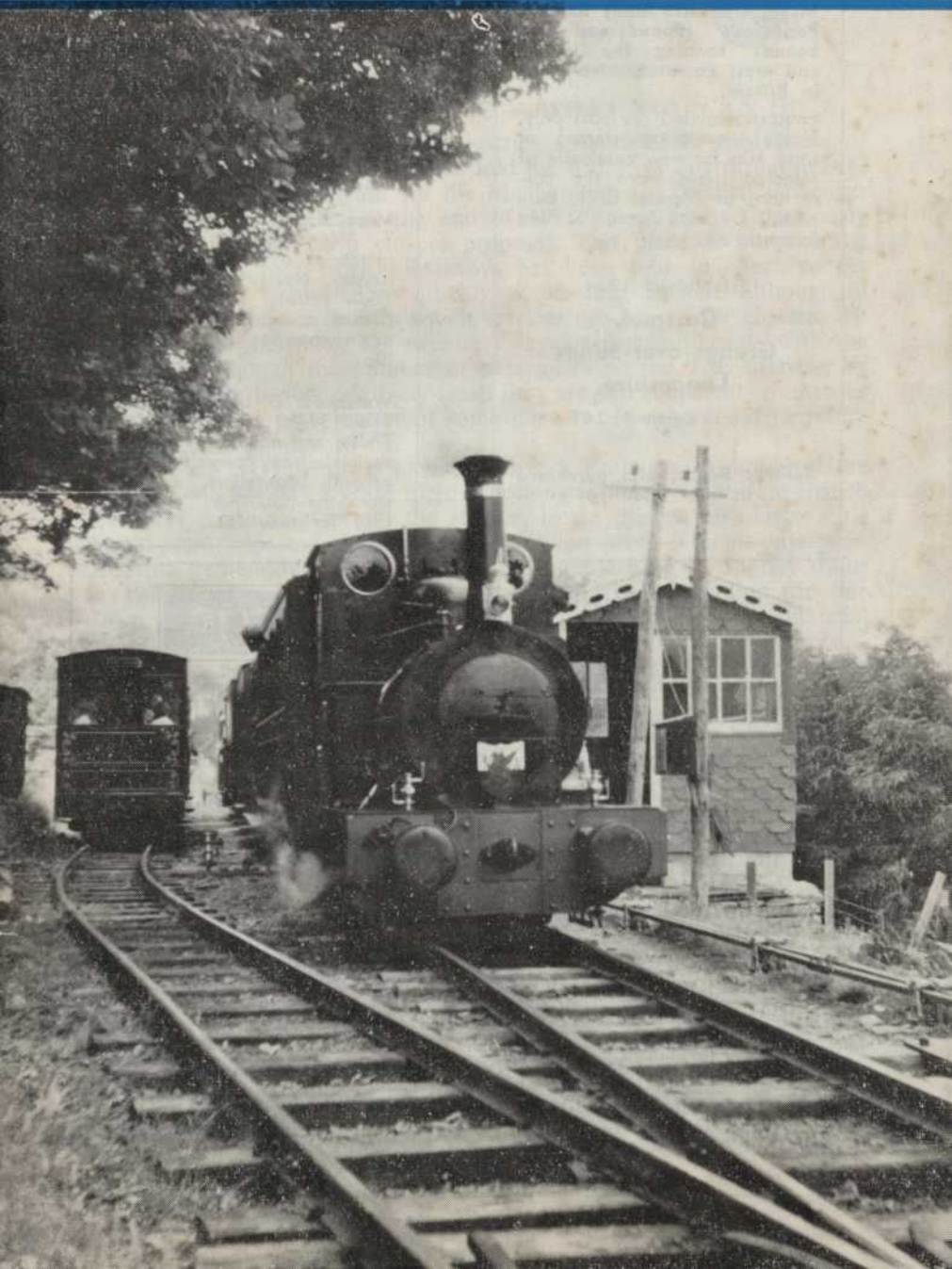
TALYLLYN NEWS

Number 69

March, 1971



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TALYLLYN NEWS

The Journal of the
TALYLLYN RAILWAY PRESERVATION SOCIETY

President : Viscount Garnock

Number 69 **March 1971**

THE CAMBRIAN CLOSURE — WHAT YOU CAN DO

The Minister for Transport Industries announced in the House of Commons in December that he had told the Railways Board that he was unlikely to renew the grant for the Machynlleth — Pwllheli passenger service when it expires at the end of 1971 unless he had previously refused his consent to a closure proposal. This piece of bureaucratic English means that British Railways has been told, in effect, to get closure notices published as quickly as possible, because although in practice the Minister decides which services are put up for closure, the initiative for publishing the necessary legal notices still rests with the railways. Although the number of passengers on the T.R. arriving by main line train is now relatively small they are still sufficiently numerous for their loss to be a matter of some concern. Members will therefore wish to consider what to do.

The thing **NOT** to do is to blame British Railways. Although if the Minister will not pay a grant there is nothing in theory to prevent British Railways continuing to run the service, to do this on any large scale would soon wipe out the modest £10 million profit it made last year. And the tremendous effort B.R. put into popularising its Sunday trains in 1970 should scotch the usual complaints about "running the line down to get it closed." In any case this is no longer in B.R.'s financial interest. ...

The only useful thing members can do at this stage is to lodge objections when the formal closure proposal is published, which is expected to be a week or two before these words appear in print. Objections must be lodged within six weeks of the publication of the formal notice, which means that this is something to be done **NOW** if it is to be of any use. It is most important that members should realise that the T.U.C.C.'s are only empowered to listen to objections based on hardship which would be caused if the passenger service were withdrawn. Other matters, no matter how relevant they may be to the closure of the line, are completely outside the scope of the T.U.C.C., and objectors will be told this if they try to object on irrelevant grounds. The system may be crazy, but it exists. The address to which objections should be sent is the Secretary, Transport Users Consultative Committee for Wales and Monmouthshire, 22, The Chambers, 68, St. Mary Street, Cardiff.

Those who object will be sent details of the public hearing which the T.U.C.C. will undoubtedly hold in the area affected by the closure proposal. It is important that as many objectors as possible should attend and put their cases in person though again these must be confined to hardship matters.

In the next issue we hope to give some advice on the next stages of

objection, including political lobbying and other forms of pressure which are not confined to hardship matters, but where any relevant matter may be raised. But this can be done at relative leisure, whereas the objections must be lodged within the time limit laid down by law. The number of railway enthusiasts with an interest in this line should ensure that this proposal produces a record number of objections. However, for this to happen, each member must write his own individual letter, and not rely on the other members.

Finally, let those that think that the cause is already lost remember the Central Wales line, which has far fewer passengers than the Coast line, has no seaside resorts and costs more in grant. Not only has this line survived two attempts at closure, but after the last one its train service was increased by 50 per cent., and "Rail News" states that the 15-man "pressure-group" set up by local authorities along the line claims the number of passengers carried has increased by more than 100 per cent. Let us see if we can do even better for the Coast Line !

THE COVER PICTURE

No. 2, "Dolgoch", starts away from Quarry Siding Block Post last August, after crossing a down train. Photo: Editor.

IN COUNCIL

During the Council Meeting held on December 4 it was announced that a news sheet for the permanent staff of the Railway would appear from time to time. The object of this was to keep the staff informed of Council decisions of which they should have knowledge, and thus improve communications.

With regard to the Nant Gwernol Extension it was learnt that the Forestry Commission had agreed to improve their roadway where it crosses the railway with a view to easing the gradient on the north side and generally reducing the potential dangers associated with heavy road vehicles at this level-crossing.

It was also determined that a passing loop at the old winding house site would not be necessary, and that trains would instead cross at Abergynolwyn where the platform would be increased in length westwards to accomodate two trains at a time, the loop line converging with the platform line approximately half way along. Such an arrangement would probably be more convenient to both passengers and operating department.

Due to the activities of vandals at Rhydyronen last summer, it was decided that it would be necessary to provide a lock-up building to house the portable generator and engine-driven platelayers' trolley. Care was to be taken not to spoil the picturesque appearance of the station area. D.M.

ANYONE FOR A SAIL ?

A short while ago we received an Invoice from one of our suppliers which read as follows :- "3/4 in. length black waterproof Boats." After a moment or two we realised that the goods supplied had been; Three-quarter-length black oilskin Coats. J.L.H.B.

TROPHY FOR "GREAT LITTLE TRAINS"

At a ceremony at Euston Station on March 19, the Festival of Wales Trophy for 1970 was awarded to the Narrow Gauge Railways of Wales Joint Marketing Panel. The trophy, a silver rose bowl, was the gift of the London Welsh Association to the Wales Tourist Board for annual presentation to the organisation or individual which has done most to enhance the prestige of Wales among the nations.

Presentation was made by the Rt. Hon. Peter Thomas, Q.C., M.P., Secretary of State for Wales, and received on behalf of the "Great Little Trains of Wales" by Mr. A. G. W. Garraway, Chairman of the Marketing Panel and General Manager of the Festiniog Railway. Mr. Garraway in turn handed the trophy to Mr. R. L. E. Lawrence, Chairman & General Manager, British Railways, London Midland Region, to display in the lounge at Euston on behalf of the Vale of Rheidol Railway. Representatives of all six "Great Little Trains" were present, those for the Talyllyn being Mr. W. H. D. Faulkner (Director) and Mr. D. Woodhouse (Traffic Manager).

After the second presentation, Mr. Lawrence was supposed to reply on behalf of British Railways and joint tourism, but the whole second presentation was done very discreetly, away from the microphones, doubtless inhibited by the recent publication of advance notice of intent to close the Machynlleth - Pwllheli line. Nevertheless, it is somewhat ironic that B.R. has shared in an award for services to tourism by running steam trains !

J.N.S.

ENGINEERING REPORT

January 25th, 1971

Steam locomotives

Maintenance and repairs are being carried out following the satisfactory outcome of the annual boiler examinations. The bulk of the work is of a routine nature and no particular difficulties are forseen.

No. 2, "Dolgoch", has been lifted and the rear axle removed for examination. The bearings are being refitted and opportunity has been taken to clean and paint the interior of the water tanks.

No. 3, "Sir Haydn", has required only minor attention and has already had a steam trial. It is now stored pending re-opening to traffic at Easter.

No. 4, "Edward Thomas", has undergone periodic boiler hydraulic test and various minor repairs are being done.
a new water gauge.

No. 6, "Douglas", has received new pistons, piston rings, and piston rods. Two spring mounting bolts have been renewed and the old ashpan has been replaced by a hopper bottom ashpan similar to that on No. 4.

The major overhaul of No. 1, "Talyllyn", continues, and re-assembly of the locomotive is in progress. The boiler has been mounted and the lagging and cladding sheets fitted. Work on the cab and bunkers is in hand. The valve gear has been re-assembled with the eccentric straps satisfactorily white-metalled, and new castings for the main rod bearings have been received and are being machined.

The steel plates for the frames for No. 7, "Irish Pete", have arrived.

Dismantling of Barclay locomotive No. 2263 at Wharf to yield parts for this engine has made rapid progress since the railway acquired a crane and it has been reduced to its bare essentials in two weekends work. We are planning to make a start on No. 7 as soon as we have completed work on No. 1.

A member has offered a supply of paint for the locomotives, the colour being a Brunswick Green not unlike the colour in which No. 2 is now painted.

Diesel locomotives

With the appearance of No. 8, our "old faithful" No. 5 has been relegated to the reserve list and is now used by the track gang and for Nant Gwernol Extension works trains. For everyday shunting duies No. 8 has proved most satisfactory and it is also handling the Fridays only passenger service. Whilst it is still incomplete as regards paintwork and lacks cab doors and other refinements, much useful experience is being gained in its operation. Manufacture of a set of dual controls to enable the locomotive to be driven from either side is in progress.

With its electric starter the diesel engine starts easily even in frosty weather and being an air-cooled unit there are no draining-off or anti-freeze worries. Smooth and very rapid acceleration from a standing start to full speed is a feature of the hydrostatic transmission when carefully handled.

The availability of two diesel locomotives is of great benefit to the engineering department. On many occasions in the past the departure of a works train has been delayed by interminable shunting at Pendre for other purposes. Now both can proceed at once, with a consequent saving of many valuable volunteer hours of working time.

During November, a unique opportunity occured to acquire two Diesel locomotives of 27 in. gauge. These machines were built by Hunslet for the National Coal Board in 1950, and were used at Huncoat Colliery near Burnley, Lancs, until the pit closed down a few years ago. They have since lain derelict, first at the pit and latterly in a Manchester scrapyard. They have Gardner "4LW" engines, mechanical two-speed transmission and jackshaft final drive with wheels coupled by side rods. In view of their being of the correct gauge and having a type of engine which is known for long life and reliability we decided to purchase both units, one for eventual use and the other for spares. Until an opportunity arises to start work on them they will stand sheeted down in the sidings at Wharf.

In consequence of this purchase the incomplete 3 ft. gauge Hunslet locomotive No. 6292, obtained from Parkgate Steelworks, is available for sale.

Rolling stock

The carriage building programme is being maintained at a rate of one new vehicle per annum. The carriage at present being built at Pendre is No. 21 (six compartment, third class). The exterior paintwork is virtually complete and the glazing partly done. The fibreglass roof covering is also well advanced. Work is expected to start soon on the assembly of the seating and other interior details.

In the workshops most of the component parts for the bogies have been cut out and assembly of the bogies will be commenced soon. Castings for the Timken roller-bearing axleboxes are being made and machined in the midlands from a pattern produced by one of our members. Wheels and axles for No. 21 are already on hand.

It is intended in due course to provide electric lighting in a limited number of vehicles for occasional use on evening trains and late season special workings. Details of a suitable scheme are being worked out at the moment.

The carriage painting gang has been busy on Nos. 10 and 14 carriages, both having been largely repainted externally. General maintenance work however has been somewhat restricted by the shortage of skilled volunteers and, apart from some work put out to contract, little will be done before the 1971 season. The rolling stock remains in reasonable condition but there are numerous matters which await skilled attention.

Orders have been placed for the body and underframe for No. 22 carriage and delivery is programmed for May. We have already made a start on the bogie parts for this vehicle, concurrently with those for No. 21, thus achieving a measure of mass production.

No. 7 Van, formerly in use as the Abergynolwyn Tea Van, is being fitted with brake gear and converted for use as a Brake and Tool Van.

The four Winchburgh hopper wagons are proving useful for handling stone ballast and have been overhauled and repaired for this purpose.

Permanent way

Our consignment of new Jarrah sleepers from Australia was due to reach Liverpool on January 10th aboard the s.s. "Hauraki." Perhaps optimistically we hope to see them in Towyn about the end of January. Meanwhile, efforts have been concentrated on other maintenance work. Pulling back and adjusting rail expansion gaps has been virtually completed between mileposts 1 and 2 where, as usual, the North side rail had crept down the line by as much as 18 in. in places. Curiously, the South side rail shows much less tendency to creep, the greatest movement being only about 4 in. After resetting the expansion gaps to the normal allowance of $\frac{1}{4}$ in. we are providing Macbeth spring spikes on two or three sleepers to each rail length. This reduces the tendency to rail creep. We have also received a trial quantity of "Fair T" Rail Anchors. These take the form of a spring steel clip which grips the foot of the rail and by wedging against the side of the sleeper prevents rail creep. Unfortunately these anchors are only made for certain sections of rail in current use and many of our rails are of obsolete sections for which anchors are not available.

Relaying with reconditioned O.B.S. 45 lb per yard rails has been completed on two sections of the line; 356 yards between Cynfal and Rhydyronen and 120 yards near Hendy. All this track has been laid on new crushed stone ballast. For about 250 yards west of Rhydyronen station the line runs through a narrow cutting where the open drainage ditch has been replaced by 6 in diameter concrete pipes to provide a better formation for the relaid track. Additional ballast has been placed to lift the track level by several inches so as to ease the gradient through the station.

The first site to receive Jarrah sleepers will be a 220 yard length between $4\frac{1}{4}$ and $4\frac{1}{2}$ mileposts. This section is being prepared for relaying and B.S. 60R section rail from the Bowaters Railway, chiefly in 40 ft. lengths, are being overhauled in readiness. If time permits it is also hoped to relay a further 150 yards east of milepost $5\frac{3}{4}$ with O.B.S 50 rails, also on Jarrah sleepers.

A major task that is being planned for the latter part of March is the lowering of the track through Hendy Bridge which has always been a notoriously tight spot. This will entail excavation in solid rock.



Photo: John Adams

Latest addition to the "off-railway" equipment of the T.R. is this Ruston-Bucyrus "10-RB" crane, obtained complete with a kit of parts for conversion to a mechanical shovel, or ditch digger. Here seen at Wharf, soon after its arrival, and still carrying the name of its former owner, it has since been at work assisting to dismantle No. 7, "Irish Pete", and unloading baled bundles of Jarrah sleepers.

Building and civil engineering

The new drainage scheme at Pendre is still unfinished but has made some little progress recently. A short branch pipe has been laid under the south carriage shed to drain the area outside the workshops and prevent flooding there at times of heavy rain.

The concrete floor in the west end of the Wharf shop, which had become rather rough in places, was ripped out and a new floor laid, including a dampcourse. The former sheet vinyl floor covering will be replaced by vinyl tiles.

In the workshops a second overhead runway beam has been installed. This is sited over the Radial Drill and has a working load of 1 ton. It was first used to handle the cast iron ballast weights for No. 8 diesel locomotive.

Fluorescent lighting is being provided throughout the locomotive shed and should be completed before Easter.

Signals and telephones

After the satisfactory report in the last issue it comes as a disappointment to have to record that work in this department has since been virtually at a standstill for lack of volunteers. We are hoping that the position will improve shortly but in any event new works will have to be deferred until arrears of maintenance have been overtaken.

As part of the Nant Gwernol works a new siding is being laid immediately west of Abergynolwyn Station and the former two-lever ground frame is being replaced by a similar three-lever unit to control the siding points in addition.

Plant and equipment

The most important acquisition recently has been a Ruston-Bucyrus 10 R.B. Excavator. This was obtained primarily with the West Carriage

Shed excavations and the Extension in view. The machine arrived complete with crane, shovel and backacter (trencher) equipments and is at present rigged as a crane with a 35 ft. jib, having a capacity of approximately 2 tons at 15 ft. radius. It has already been used to dismantle the ex-Bord na Mona locomotive at Wharf and to shift numerous other heavy articles about the yard. It now awaits the arrival of 34 bundles of Jarrah sleepers, each weighing about 1¼ tons.

The machine has a three-cylinder Ruston "VRH" diesel engine, which is generally similar to that on locomotive No. 5. Upon arrival the travelling gearing was found to be deranged and required emergency repairs before the machine could be induced to leave the low-loader in the right direction. It has since been repaired and now works properly. New wire ropes have been provided and the "Wylie" safe-load indicator overhauled. The machine stands at Wharf, where it was delivered. For transport up the line a transporter wagon will be built and it will be necessary to cut down the cab height to clear the bridges.

A small horizontal milling machine has been lent to us until the acquisition of a more suitable unit. Installation is in progress at the time of preparing this report.

Our portable diesel generator, quite apart from its usual function of supplying power for the permanent way department portable tools, has also found other uses. During September it was hired out to supply power to the Merioneth County Agricultural Show held at Towyn and later in December it acted as stand-by power for the workshops during the period of electricity power cuts. Being only a single-phase unit it kept the works lighting and small power tools going (and heated the electric kettle for brewing tea) but the larger three-phase machines of course could not be operated. However, it effectively prevented the works coming to a standstill.

EXTENSION REPORT

Sweltering in January sunshine is not the most common discomfort for volunteers, but such was the weather on the first working party this year the extensionists found it really warm going. By turning out the majority of weekends since the start, project workers have brought the first quarter mile well on the way to being ready for re-laying. The first bridge has been rebuilt by a unit of army cadets, and the regular hands have done much of the excavation in the cuttings. Unfortunately it has become necessary to suspend blasting temporarily because of insurance difficulties, so further excavation will be by the less spectacular and more arduous pneumatic drill, for the time being.

Early in December, 120 yards of old track were lifted at Hendre level crossing so that the Forestry Commission could make improvements and clear the spoil which had encroached on the line when the road was made a few years ago. The Commision is undertaking all the work here except track laying, which will be a great help towards dealing with the mess made in the past. Unfortunately, the huge plant working here makes our manual efforts look rather meagre—but then ours is a rather different type of job. Some concern is felt by both the railway and the Commission about traffic control on this crossing, which is steeply graded and has bad visibility. Some kind of colour light system is the probable solution.

Ancilliary work done includes levelling a site for a turnout for a spoil siding immediately west of Abergynolwyn loop, this work being mainly

in solid rock. Also a new west ground frame has been provided here with an extra lever for the turnout.

We have adequate supplies of materials for the job, rails, tools, and the sleepers are expected soon, so that what we need now is the people to put them in place. The response from the Society's advertising has been encouraging, but from inside the organisation it has tended to be the same few soldiering on. We hope that new faces from the society will join us to further the project which has been its ambition for years. The time to come is now, as there will be more people in the summer, and if that first working party this year was anything to go by, the weather can be just as pleasant out of season.

For information and working party dates see back page.

TRAFFIC NOTES

The only thing to report about current operations is to say that the winter service continues to operate satisfactorily between Pendre and Rhydyronen on Fridays. During the period from November 13th to December 31st the service accounted for 96 passenger journeys and the regular loadings of seven to eight passengers on the 12.45 ex-Rhydyronen and the 15.15 ex-Pendre have continued in to the New Year.

The passenger journey figure up to the end of the season was 148,360 — this is near enough the final figure, although a few Minirail weekend bookings still have to be confirmed by British Railways. Passenger train mileage amounted to 10,619, with an additional 280 miles for empty stock workings.

Plans for the 1971 season are well in hand and all timetable publicity was produced by early in January. Although clouds of closure are gathering on the Coast Line horizon, it will not affect the weekend B.R. excursion programme and we have the promise of a fair amount of traffic from this source on both Saturdays and Sundays from May to September. The B.R. Sunday service will again be operating during July and August and this year full details will be published in the new edition of the London Midland timetable which is effective from May onwards.

Mini-Rail Weekend Tickets and Volunteers Weekend Tickets will again be issued and details are given elsewhere in this issue. Although there will be no appreciable change in the position regarding day coach tours to the railway (it should be about the same level as 1970) it is pleasing to record patronage from a new (to the Talyllyn) extended tours operator who will be sending us a coach load once a fortnight from mid-May to mid-September.

Another innovation this season will be the introduction of a Corris Circular Tour which will operate on Wednesdays only from July 21st to August 25th, with departures from Towyn at 11.15 and 13.15. Passengers will travel by train to Abergynolwyn where they will join a special Crosville coach for a road tour via Tal-y-Llyn Lake and Corris to Machynlleth from whence they return to Towyn by means of British Railways. This is, of course, a modern version in reverse of the "Grand Tour" operated by the Cambrian, Corris and Talyllyn Railways many years ago. Due to limited accommodation and the special ticketing arrangements, it should be noted that free travel on the T.R. **cannot** be granted to any member who may like to go on this tour. Special tickets will, however, be issued to holders of the new British Rail Runabout tickets which are valid for travel on the Talyllyn (see notice elsewhere) in order to cover the road portion of this tour.

TRAFFIC SEMINARS, 1971

Traffic Seminars will be held this year at London on Saturday, April 24; and at Liverpool on Saturday, May 22. Both meetings will start at 14.30, and last about four hours. That in London is aimed at existing traffic volunteers and members who are thinking of working on the railway. It will differ from previous seminars held in London, as there will be two guest speakers, one from the Festiniog Railway, who will compare the working methods of the two lines from the point of view of the guard; and the other a steam engine expert, who will cover a technical aspect of interest to all locomotive volunteers. In addition, the new decimal fares scale will be covered.

The Liverpool Seminar is open to members of the public, and will be more of an introduction to the Talyllyn, although it is hoped that less-experienced volunteers will also find it of interest. This meeting will be held at The Merseyside Film Institute Society Cinema, Door E, Room 45, Bluecoat Chambers, School Lane, Liverpool 1 (about 5 min. from Lime Street Station). As at London, refreshments will be provided.

Any member who would like to come to either meeting, or who can persuade their friends to come to Liverpool, please write as soon as possible to Mr. John Gott, 2 Rowan Avenue, Northampton NN3 1JF.

PUBLICITY ITEMS

Members are reminded that the undermentioned publicity items are available from Wharf Station, as indicated. There is no charge for these items, but a contribution towards postage would be appreciated.

(a) **Timetable Folders.** As per copy enclosed with this "News." Available for distribution as required.

(b) **Timetable Display Cards.** These are high quality and expensive production, intended mainly for use within our part of Wales. A **limited number may** be made available for use elsewhere, but please do not ask for them unless you can put them to really good use.

(c) **Railway Posters.** A black and white poster measuring 20 in. x 30 in. designed to encourage traffic for the railway. Ideal for coach firms, travel agents and so on.

(d) **Society Posters.** Again a black and white poster measuring 20 in. x 30 in. Aimed at attracting new members to join and work on the railway, this poster is ideal for display in model railway clubrooms and similar places.

(e) **Society Membership Leaflet/Folders.** These come in two versions — a six page more expensive folder for serious enquiries, and a cheaper "give away" single sheet leaflet.

Notes

(1) Railway timetable posters are limited in number and are not generally available for distribution.

(2) Please give some indication as to where posters are going to be displayed. (This information is required to avoid duplication).

(3) If timetables are required on a regular basis please indicate, and details will be added to our mailing list.

D.W.

ANORAKS AND SO ON

During a discussion at a Mutual Improvement Class last season a very valid point was raised regarding volunteers wearing anoraks or donkey jackets with a **red** lining as these can cause confusion and can be mistaken for a danger signal either from the trackside or from a train. The wearing of such clothing is banned on B.R. — we have no wish to impose any restriction, but we would ask volunteers to bear this matter in mind and exercise common-sense.

SOME VOLUNTEER WORK STATISTICS

by J. L. H. Bate, Chief Engineer.

During 1970 I decided that is would be interesting and useful to abstract from my diary the figures of volunteer working time and the nature of the work done. Many rather vague statements have been made in the past but they have never been substantiated by actual detailed records, apart from an attempt made about ten years ago by Richard Hope. The figures set out here relate to the year 1969 (those for 1970 must yet be produced) and relate only to Engineering work. Thus all work for the Operating and Shop Departments is specifically excluded.

The basic unit is the Man-Day and it has been computed that the average volunteer works just about 7 hours per day. If you want the figures in Man-Hours multiply them by seven. The time worked has been reckoned to the nearest quarter of a day so that totals are accumulated from many fractional days of work.

During 1969 a total of 259 individuals put in 1,516 man-days on Engineering work giving an average of 5.85 days per person. Naturally, the individual contributions varied widely, from a maximum of 69 days by one person to forty-four people who put in one day or less during the year. The extent to which we are dependent on the efforts of a small number of dedicated enthusiasts may be measured by the fact that no less than 344 man-days (22.7 per cent of the total) was contributed by ten volunteers, and a further 300 man-days by another twenty-two, leaving 227 to make up the remainder, at an average of 3.84 days each.

The type of work done was classified under various headings and the figures are summarised below;

Maintenance.	
Building and Civil Engineering.	88
Locomotives, steam and diesel.	111
Rolling stock.	165
Permanent Way.	286
Signalling and Telephones.	175
Dolgoch Viaduct Repairs.	36
Electrical and Mechanical.	99
New Works	
No. 19 Carriage.	71
No. 20 Carriage.	44
Abergynolwyn Station.	175
Quarry Siding Loop.	187
Locomotive No. 7.	4
General Duties.	75
Total.	1,516

Most of these figures are self-explanatory but a few notes may be helpful in certain cases.

Repairs to Dolgoch Viaduct being a major project was separated from the general Civil Engineering Maintenance. Electrical and Mechanical work includes time spent on repairs and maintenance to the lathes and other machine tools, on the Diesel and Petrol Generators and on electrical wiring work at Pendre.

General Duties may be justly described as "Everything Else"; it includes such tasks as sorting bolts in the stores, sweeping the works floor, stoking the heating stoves and unloading stores from delivery lorries.

Some idea of the contribution to the railway that is represented by this volunteer work may be assessed by taking approximately 250 man-days as equivalent of one full-time employee. Thus the total volunteer effort represent roughly six men on a full-time basis. Because there are now on average ten full-time employees on this class of work, the volunteer share of the total is around 40 per cent.

PERSONAL

BIRTH

Hatherill. Congratulations to Ann and Gordon Hatherill on the birth of Mary Ann, who was born just in time for Christmas on December 23, tipping the scale at 7 lb. 9 oz.

ENGAGEMENT

Stebbing—Brewer. Congratulations to Hazel Stebbing and David Brewer, who announced their engagement on Pendre level crossing on January 30.

MARRIAGES

Ransom—Greig. Best wishes for the future to member John Ransom, a Director of the Festiniog Railway Company, who was married in September to Miss Elizabeth Greig.

Sampson—Martin. Congratulations and best wishes to Captain Brian Sampson, Church Army, and Captain Jill Martin, Salvation Army, who were married on November 21, and spent their honeymoon in Wales. The bridegroom is a former Secretary of the East Anglian Group, and, in a letter to the current holder of that office, he mentioned that he can no doubt impress upon his wife that the Associate Membership fee is as essential to proper married life as the fee for the licence.

DEATH

Tucker. We regret to record the death, on November 6, of member Mr. A. W. G. Tucker. An octogenarian, he served his apprenticeship in the shipbuilding industry, eventually retiring from the position of Manager of the Transformer Department of Ferranti Limited, at Moston, Manchester. He built a large number of models, and was twice awarded the Duke of Edinburgh's Trophy at the Model Engineer Exhibition. His speciality was Beyer-Garratts, the last a 3½ in. gauge version of No. 1, the Tasmanian narrow-gauge engine, albeit somewhat modified and modernised. At the time of his death he was still an active model engineer and had almost completed a 3½ in. gauge North Eastern Decapod. He had a remarkable gift of being able to implement complicated designs from a few rough sketches, literally in some cases, on the backs of used envelopes. G.N.

THE DOROTHEA QUARRY AUCTION SALE

There is an old saying: "It's an ill wind that blows nobody any good"; and this is certainly true of the current misfortunes of the slate industry which have greatly benefitted various narrow-gauge railways in Wales.

Last year the Dinorwic Quarry closed down, the equipment being sold piecemeal at a succession of auctions, and recently the long-established Dorothea Quarry at Nantlle, near Caernarvon has followed suit.

On the day prior to the sale a party from the T.R. went over to view the Quarry and its equipment. Apart from the items listed to be sold there were many other interesting relics, including a Cornish pumping engine which is being preserved on the site.

The sale was held on September 23 and the Festiniog, the Talyllyn and the newly-formed Llanberis Lake Railway were all represented at the Auction where, as relatively few others were bidding, many bargains were to be had.

The sale was held in the old Quarry sheds where a large crowd of perhaps 200 assembled, probably including many former employees and their families. The machinery, tools, vehicles and other items were divided up into 350 lots. Various lots of scrap were sold first, followed by the Office Equipment, some of it being sought by Antique collectors! Then followed the contents of the Stores, much of it laid out in old wooden dynamite boxes containing a useful selection of bolts and other small fittings. This was followed by a variety of electrical equipment,

"NARROW GAUGE RAILWAYS IN MID-WALES"
J. I. C. BOYD
New revised and enlarged edition, £3.75, post 10p
"Miniature Railways Vol. 1—15-inch"
by H. Clayton, R. Butterell and M. Jacot, £2.00, post 7½p

The Festiniog Railway. (Vol. 1) (1836-1889) £2.0 post 10p.
The Festiniog Railway. (Vol. 2) (1890-1962) £2.0 post 10p.
The Isle of Man Railway. £2.25 post 10p.

The Lynton & Barnstaple Railway. 60p post 4p.
The Glyn Valley Tramway. 75p post 4p.
The Schull & Skibbereen Tramway. 50p post 3p.
The Ashover Railway. £1.05 post 5p.
The Listowel & Ballybunion Railway. 50p post 4p.
The Romney, Hythe & Dymchurch Railway. 50p post 3p.
The Ravenglass & Eskdale Railway. 45p post 3p.
The Cork & Muskerry Light Railway. 60p post 3p.
The Davington Light Railway. 30p post 2p.

Twenty-Four Inches Apart. (the 2-ft. gauge Railways of Cape Province) £2.0 post 10p.

Namib Narrow Gauge (ng. railways of German S. W. Africa). £2.25 post 8p.

The Cork, Blackrock & Passage Rly. 75p post 3p.

The Malta Railway. 90p post 4p.

The Leighton Buzzard Light Railway. 90p post 4 p.

The Campbeltown & Machrihanish Railway. 75p post 4p.

The Duffield Bank & Eaton Railways by Howard Clayton. £1.50 post 7p.

LIGHT RAILWAY HANDBOOKS

No. 1. Standard Gauge Light Railways. 45p post 3p.

No. 2 Narrow Gauge Railways of Wales 30p post 3p.

No. 3 English Narrow Gauge Railways. 38p post 3p.

No. 5 Mineral Railways. 25p post 3p.

From Towyn Shop or from :

The Oakwood Press,
Tandridge Lane,
Lingfield, Surrey.

both the F.R. and ourselves having a fair share of this. Some rather battered and elderly lorries were sold off followed by several modern slate cutting machines—such is the state of the slate trade that these went at virtually scrap price. One of the final lots was an elderly Ruston Diesel crane "as and where lying".

The Dorothea Quarry is an open pit with almost vertical sides roughly 1,000 ft. across the top and over 300 ft. deep. The crane was standing on a ledge halfway to the bottom and we thought that the successful bidder (at £25) was welcome to the job of getting it out—whole or in bits.

As soon as the sale was over we settled our accounts with the Auctioneer's clerk and then set to work collecting all the smaller and more valuable purchases for removal to safety. The F.R. and T.R. worked in close co-operation and an hour or so later there was a general sorting out on the platform at Boston Lodge Halt before the T.R. items continued on their way to Towyn.

A few days later the Festiniog gang returned to Dorothea with their articulated lorry and such was the extent of our bargain hunting that they were unable to get everything onto the lorry, a few oddments of little value we discarded on the site.

The foregoing was prepared for the December issue of the "News" and was written towards the end of October. Shortly afterwards a member appeared at Towyn with a Ford Transit Van and perhaps unwisely asked whether there was anything useful he could do. The reply was that he could take the van to the Festiniog Railway and collect the T.R. share of the Dorothea spoils. Being single-handed he had to appeal to the F.R. for help in handling the heavier items but later that day the van was returned to Pendre laden with a remarkable assortment of goods. The heaviest and most awkward item was a large Flypress weighing perhaps six hundredweight and with a large flywheel on top which made it most unstable. It was quite a struggle to get it out of the van. The only lots not collected were an Atlas Copco Loading Shovel and a large Oil Cabinet. These will require a larger vehicle or trailer and remain at Minffordd for the moment.

During the last few months yet another slate quarry has had to close down, the latest casualty being the well-known Oakley Quarry at Blaenau Ffestiniog. In this case there was no auction, but the machinery tools and stores were being sold direct to interested persons. We lately have paid a visit and returned with a well laden Land-Rover.

Once again, most of the articles are stowed in old Dynamite boxes, and we have benefited by a large assortment of very large nuts, up to 1½ in. diameter, split pins, steam packing, pipe fittings, belt fasteners, piston rings to suit the new Ruston locomotive, a pneumatic rotary drill and a Holman rock drill. A couple of new shovels, some wire rope and clips and a grinding wheel dresser were among the other items acquired, and all for £22. **J.L.H.B.**

VOLUNTEERS

Just a reminder about the note in the last issue of "News" and the Volunteer Booking Form which was included. There are still some gaps on both the locomotive and Traffic charts and any volunteer who has not yet notified Towyn regarding his (or her) working visit to Towyn is asked to do so as soon as possible.

NEW YEAR JUNKETING

Christopher White

The last passenger journeys of 1970 were made on Thursday December 31, when the Fridays Only passenger service ran on New Year's Eve: the first passenger journeys of 1971 when two returns were booked from Pendre to Brynglas on a "New Year's Day Excursion."

These were only two of the strange happenings during the Traffic and Operating Committee's traditional New Year Working Party. The Thursday got off to a good start with a volunteer guard on the morning passenger train and the Traffic Manager in charge in person in the afternoon. The train was running that day because Towyn shops regard New Years Day as a holiday and the whole purpose of the train is to take people shopping and back again. Thursday afternoon saw two locomotive volunteers at work on the roof of No. 10 carriage covering the soot they had helped to deposit there with a liberal layer of white lead paint. Others were at work on modifications and repairs in the first-class compartment of No. 19 and on the new carriage No. 21. Work continued into the evening.

In anticipation of a passenger service on New Year's Day several people had planned to travel and so an "Excursion" was arranged to Brynglas at lunch time, entirely crewed by volunteers and, according to the last count, staffed by five guards (of various grades), three fire-men (ditto), three other volunteers and two passengers. For most of us this was our first trip with No. 8 and we found it an enjoyable experience, with a stop at Fach Goch to set down rubbish and a stop at Rhydyronen to pick up empty waggons. The shunting and the lunching at Brynglas should have been seen to be believed, but work was started again in the carriage shed by 14.30.

Considerable work was done during the day mainly on repairs to No. 19 and construction of No. 21 as the weather was too cold to attempt much exterior painting — three volunteers must have spent their time drillling and counter-sinking about 300 holes in various pieces of wood and metal for No. 19. Work ceased in the evening and members retired to a well-known rendezvous for coffee and slides — several preserved locomotives in the U.S.A. were featured, with shots of the Isle of Man (Victorian Steam) Railway for contrast but the highlight of the evening was a series of slides of a journey from Buckingham Palace to Nant Gwernol in which we seemed to be continually speeding through the countryside.

Saturday and the shops open again but out of brass screws, brought the discovery that $\frac{3}{4}$ in. screws could do the work of $\frac{1}{2}$ in. screws and a production team was set up to make droplights for No. 21. Congestion continued unabated round the work-benches as various members tried to get various parts of various carriages to the correct shape and size. The quickening tempo of the work was brought to a complete halt by lunch and departure time.

So ended another working party with plenty of work done, seats modified and notices fixed in No. 20, alterations and repairs in No. 19 practically finished, roofs painted on 10, 14 and 15, droplights replaced after painting in No. 10, the glass-fixing started in No. 21, progress in rubbing down and priming the cab of locomotive No. 1, and preparation of No. 14 for painting: the very essential job of stock-taking and listing materials to be ordered also took up much time. By the time you are reading this most of the materials should have arrived and be waiting for someone to do something with them. Hint! Hint!

PARDON MY SLIP

by Brian Bushell

On Saturday, May 8, 1970, a T.R. train steamed out of Pendre and up the Afon Fathew towards Abergynolwyn; apart from the fact that there was no scheduled service that day, you may well think that to have been a fairly common place occurrence, certainly not worthy of reporting in this journal. On this occasion, however, an observant onlooker watching from the opposite side of the valley the progress of this train as it headed east, might well have had his attention drawn by the somewhat unusual formation of the coaching stock. His interest would no doubt have been further aroused on seeing the train grind to a halt below milepost two, between Cynfal and Rhydyronen, and the entire complement of "passengers" and crew de-train and go into a huddle round the locomotive. Interest would have turned to intrigue as the party reboarded the train, which then set off back towards Towyn, the locomotive still at the east end, and intrigue would have quickly changed to alarm as the train disappeared into Cynfal cutting, only to reappear minus locomotive! The sight of a lone rake of coaches trundling speedily down Cynfal Bank must have conjured up in our spectator's mind thoughts of disaster and impending holocaust. Such thought would have been entirely groundless; this was the day of the Great Brake Trials, and the events described so far were all pre-planned activities in a programme which produced for the participants a rather splendid and memorable day out.

The staging of these brake trials took place directly as a result of instructions received from the Traffic and Operating Committee. That commitee had in turn been motivated by the concern expressed by members regarding several incidents which had occurred during the preceding years. The worst such incident happened one morning when a rake of empty stock was being propelled from Pendre down to Wharf; the stock parted company with the locomotive in Wharf cutting, and despite it being a dry day, the van brakes were unable to prevent the rake hitting Wharf buffers with considerable force, causing serious damage to several coaches. This and other less serious incidents gave most of the guards on the railway grounds for worry, and demands for remedial action, such as limiting train weights or fitting continuous brakes, were made to management. The question of fitting continuous brakes is complicated by cost, the amount of work involved, and not least of all, ethics. It became obvious, therefore, that limits on train sizes would have to be introduced as at least an interim measure. The T.O.C. decided that before laying down limits, we ought to establish exactly what is our present braking capability, and hence the braking trials were ordered.

Cynfal Bank was the obvious choice as a location for the trials, and the T.O.C.'s hard-working secretary, Donald Heath, drew up a plan for fifteen "runs" down the bank. That plan would have involved runs at various speeds, with different combinations of stock and vans, and for that day, with the amount of shunting involved, Rhydyronen would have resembled Temple Mills! Apart from the fact that the Foreman Shunter was not in residence at his Towyn counting-house that weekend, that particular Heath plan would have given us little opportunity to stand on our own two feet for more than a few seconds at a time! It was therefore decided that it would suffice to hold, with each van, a run simulating the worst possible condition, namely a representatively heavy train going "over the top" at the normal maxi-

mum service speed of 15 m.p.h. Suggestions to safeguard against the trials proving that our brakes were utterly useless included fastening across the line at Hendy bridge a certain item of hosiery from a well-known local landlady's wardrobe, this serving the double function of not only stopping the train, but also giving it sufficient return momentum as to avoid the locomotive having to go too far down the line to retrieve the stock!

The train that eventually set out that May afternoon was headed by No. 4, with Bill Faulkner and Roy Smith performing as required to shift a somewhat lengthy rake of stock, comprised of the Corris coach, all four T.R.'s, one Glyn Valley, and two bogies, No.'s 9 and 18, brought up in the rear by the three vans, 5, 10 and 16. The Corris van, No. 6, was not taken, as it is generally accepted that it is incapable of stopping itself, let alone a train that size! John Bate, David Woodhouse, Bob Lee, Gordon Rhodes and yours truly formed the remainder.

On arrival at milepost two, various preliminary arrangements were made. Two fence posts either side of the line below Cynfal Bridge were marked with chalk and had bricks placed on top of them, to indicate the point at which the brakes were to be applied; David positioned himself at the lineside at this point. John, armed with a tape measure, continued further down the bank and stood at the foot of the straight part of the bank, at a point approximating to where he thought the train would come to rest. The remainder of the party agreed on appropriate signals between locomotive crew and brakemen, the train was detached from the locomotive, and the guards returned to their assigned vans—Gordon to 16, I to 10 and Bob to 5. We signalled to Bill that our brakes were off, and the first run—to test van 16 was under way.

With years of experience on the T.R., Bill knows what it "feels" like on the locomotive when running at 15 m.p.h. As an extra check, Roy timed us from starting to reaching Cynfal Bridge; this time was virtually the same for each run, which meant that, even if we did not know exactly at what speed we went over Cynfal summit, at least we knew that it was constant!

A blast on No. 4's whistle indicated that we had parted company with the locomotive, which stopped at Cynfal Halt. The figure of the Traffic Manager flashed by at about 15 m.p.h., and we were now by the marked fenceposts. Gordon, smiling as usual, applied the "Stanton's" brakes, a feat which takes a few seconds due to the narrow thread of the brake screw. It was only a matter of moments before we passed John, also at close on 15 m.p.h.; the brakes were having little, if any, effect! This was despite it being a dry day, the brakes being full on, and the wheels not having locked! (On dry days, you can hear the friction between rails and wheels if the wheels lock; on wet days, it is very difficult to detect if that condition has arisen, as there is no audible indication, very litle sensation in the brake handle, and of course it is not possible to see the van wheels, unlike the situation on the locomotive). Gordon knew full well the feeling of applying brakes to no avail—he and van 10 were the co-stars of the Wharf incident mentioned earlier—and his smiles soon gave way to expressions of concern and ultimately alarm. As we approached milepost 1½, still doing little less than our original speed, Bob and I decided to apply our brakes, which eventually brought the train to rest just by Fach Goch Halt.

Earlier, it had been agreed that when we were ready for the locomotive to come down and collect us, Bob would wave a green flag;

he had to climb on to No. 18's roof to make this signal visible to the locomotive crew ! By the time the locomotive reached us, John and David had also rejoined us, and everybody seemed a little concerned about the results of this first test. Amid muttering of "I told you so !", the party (except for John) re-boarded the train and returned to milepost 2 for the second run, which was to test van 10's brakes.

David accompanied me in van 10 for this trip; he commented that on the first trip it had been most eerie watching a silent rake of coaches glide past. Brakes off, a brief exchange of signals, and we were off.

Van 10's wheels soon locked, but I was able to keep this fairly well under control by alternately winding the brake on and off about one turn of the screw. Speed was well reduced by the foot of the bank, and the train came to rest about half-way round the first curve below the bank (Tro Fach-Goch Uchaf, for the connoisseurs !) A repeat of the collection and return procedure, and we were ready to start van 5's test. Van 5 is the original 1866 van, and David was looking forward to this run with interest; he reckoned 5 would stop anything in next to no time. He was in for a disappointment ! The wheels locked, and despite Bob's most valiant efforts, they stayed locked for almost the whole run. We came to rest a few yards beyond our stopping place on the previous run.

We had all been giving some thought to van 16, and it was realised that since she had last been fitted with new brake blocks, they had probably not been used for anything other than parking, Hoping that the first run might have 'bedded them in', we decided to give her another try, and returned to the summit once more. Gordon braced himself again, and produced for us the best run of the day. We stopped at almost the same point as with van 10, and except for one brief moment just before stopping, the wheels never locked; everybody heaved a sigh of relief. Back to the summit once more, this time to test the locomotive. Down we went again, coming to rest about two-thirds of the way down the bank. How much extra inertia the weight of the locomotive gave us, and by how much the free-running or otherwise of the locomotive affected the rollability of the whole entity, it was impossible to tell, and the test was a bit pointless. But success was going to our heads, and we went back up once more for a final fling, namely a gravity run back to Pendre, with only the van brakes being used. Unfortunately, we had to brake so fiercely for the 5 m.p.h. restriction over the newly-laid Happy Valley Junction at Fach Goch, that we ran out of "go" to get up the 1 in 555 at the bottom of Fach Goch straight, and Bill had to turn the steam on again. It was a high-spirited party which arrived back at Pendre that evening.

At the Novmber meeting of the T.O.C., John Bate opened the report of the trial by stating that he would like further trials to cover one or two omissions in the previous session; we had, for instance, done no tests on wet rail. From the tests that had taken place, however, John concluded that a "mixed" train of both four-wheel and bogie stock can be stopped effectively on any part of the line on a dry day; this was not necessarily so with a train of all roller-bearing stock. A mixed train will run, without accelerating, on a 1 in 230 grade, but a grade of only 1 in 450 will keep a train of roller-bearing stock running without accelerating. The test trains, under an applied brake force of about 1,000 lb., had decelerated from 17 m.p.h. to 13 m.ph. at the foot of the 1 in 80 section, and had come to rest 460 feet later on the 1 in 310. One obvious point that came out of the tests was that the van brakes ought to be used more often to keep them bedded in, and arrangements for this to happen are already in hand.

BRITISH RAIL RUNABOUT TICKETS

Members may like to know that in addition to the ordinary British Rail Runabout tickets for the Cambrian Coast area there will be some new special Runabout Tickets on issue which will cover some of the Narrow Gauge lines. Details are as under :-

"Runabout Mawr" (unofficial title): This will cover the B.R. lines from Aberystwyth and Pwllheli and will include travel on the Welshpool and Llanfair (including a connecting bus link from Welshpool). The Vale of Rheidol, Talyllyn, Fairbourne and the Festiniog railways. This ticket (unlimited travel for seven days) will cost £4.75 for adults and £2.40 for children and they may be obtained from Wharf Booking Office in addition to Britsh Railway stations.

"Runabout Bach" (unofficial title): This will cover the B.R. Coast Line, Aberystwyth to Pwllheli, and will be inclusive of travel on the Vale of Rhidol, Talyllyn, Fairbourne and Fesiniog. Again available for unlimited travel for seven days. This will cost £3.50 for adults and £1.25 for children and tickets can be obtained from Wharf Booking Office.

Both of the above tickets will be obtainable for the approximate period from mid-May to the end of September and will be valid for travel on the B.R. ordinary Sunday services during the relevant period.

BRITISH RAILWAYS MINI-RAIL WEEKEND TICKETS AND VOLUNTEER WEEKEND TICKETS

Minirail Weekend Tickets will be issued from London Euston (£6.50), Birmingham New Street (£4.50), Manchester Piccadilly (£4.50) and Shrewsbury (4.00) during the period from July 2 until September 3. Travel will be outward to Aberystwyth at any time on Friday (overnight stay in Aberystwyth); the ticket then covers travel on the Vale of Rheidol, British Railways to Towyn, a return journey on the Talyllyn and B.R. journey to Portmadoc on the Saturday. Saturday night is spent in Portmadoc and a return trip on the Festiniog and the return homeward journey is made on the Sunday. Overnight accommodation is **not** included and passengers must make their own arrangements, but accommodation lists for Aberystwyth and Portmadoc will be supplied by the Festiniog Railway (see below) on request. These tickets must be obtained in advance from the Festiniog Railway Co. (B.R. agency), Harbour Station, Portmadoc, Caerns., who will also be able to quote an inclusive Mini-Rail Weekend fare from other stations for travel via Shrewsbury. Passengers travelling from London may also obtain tickets in advance from the B.R. Travel Centres at Regent Street and Euston and also by post from Ian Allan Travel Ltd., Terminal House, Shepperton, Middlesex.

Volunteers' Weekend Tickets will be available for issue to T.R.P.S. members and will cover travel to Towyn on Fridays, returning home on Sunday afternoons during the period from July 2 to September 3. It should be noted that these tickets are obtainable **in advance** from the Festiniog Railway (address above) — they are not obtainable from any other source. Bookings apply to London (£4.65), Birmingham (£2.65), Manchester (£2.65) and Shrewsbury (£2.15).

Further details may be obtained from the Festiniog Railway Co.

RAILWAY LETTER STAMPS

Rates for Railway Letters were increased by British Railways in September to 2s. (10p) for "Inland" letters. For a short time it was cheaper to send "Irish" letters than "Inland" as the rate for letters to Ireland and the Isle of Man remained at 1s. 7d. This situation was

remedied when a new "Miscellaneous Charges" scale was introduced by B.R. in October, and the Talyllyn charges were brought into line with the new scale on November 25. As all rates on this scale had exact decimal conversions, and there was a shortage of Railway Letter Stamps suitable to build up the new fees, the new 10p stamp was introduced before "D day" (February 15), and used as a 2s. stamp. The new price is not a conversion of the old value, and the use of the stamps has been reversed. The "red" stamp is now the normal inland fee (10p) and the "blue" one is for the "Irish" and "Isle of Man" traffic at 15p.

First-day cover of the 2s. rate (using four 6d. stamps), 10p stamp and 15p stamp are available from the Railway Shop at 24p, 24p and 30p respectively, as are unused stamps. The shilling and (old) pence stamps were withdrawn from use on February 14, but may still be bought at face value by collectors.

Rail only first-day decimal covers (February 15), including the G.P.O. 3p stamps, but without G.P.O. cancellations, are available from the Railway Shop at 27p.

An up-to-date list of covers available can be obtained from the Railway Shop, Wharf Station, Towyn, Merioneth, on application, enclosing a stamped addressed envelope. T.E.

MAGAZINES BY POST FROM TOWYN

There has been a modest response to the notice in the December "News", and we now have a number of subscribers to "Railway World." The scheme includes all the popular enthusiast magazines, from Ian Allan, and M.A.P., with "The Railway Magazine" and "Railway Modeller" as well. Subscriptions for twelve months are taken at the publishers prices and magazines will be posted each month (unless it is known that the subscriber is due to appear for work very near publication day). We had a trial period of counter sales of some magazines and in high summer our standing order would sell out within an hour or so of delivery. We hope the postal subscriptions will meet the same sort of demand and that a member may feel that the accounts and envelope preparation for the subscription service can be a practical way of assisting the railway.

UNSOLICITATED TESTIMONIAL

The Wales Tourist Board has forwarded us the letter quoted below, which was received from one of our junior passengers last year:

> "Dear Sirs,—I liked the Talyllyn Railway because I saw sheep and cows from it. Yours faithfully, Alexander."

FROM THE HON. TREASURER

At the time of going to press we are in the middle of the postal strike and the resulting delays are affecting us like everyone else. Members who have had to wait for membership cards and other correspondence will, we hope, forgive us, whatever they may think about the postal workers. Unfortunately the strike occurred during the peak period for payment of subscriptions, and I hope that every member who was about to pay his 1971 subscription, and then found he couldn't, has done so by the time he reads this. If you haven't, please do it now, partly to reduce administrative work in issuing reminders and partly because we are heavily committed financially and the money will be much more welcome now than in several months' time.

RAILWAY SHOP

Our first message must be an apology; the December "News" stated that a second Christmas order form was enclosed. Owing to the delay in sending out the "News", reported elsewhere, this form was excluded.

Council has decided on a major change in Area and Group sales; with effect from January 1, 1971, the shop will invoice the goods to the Areas less a discount and the Areas will trade independently. It is hoped that this will create more general interest in the Areas instead of, as has happened in some cases, all the sales work being left to one person.

We shall need a lady assistant to help on Wharf refreshments during July/August. Would anyone free during that time who would like the job please contact the Commercial Manager.

Junior members under 14 will have noted the item on the top of page 17 of the December "News." We shall, however, still be glad of their help in selling "Narrow Gauge Telegraphs" and certain other duties.

It will be noted with great regret that owing to his work taking him away from home so much Mr. Wilson has had to relinquish the sales in East Anglia. This group used to be top of the "League," and we do hope that someone will volunteer to do at least some rallies.

PHOTOGRAPHS FOR PUBLICITY

Publicity plays a very necessary part of the campaign to attract visitors to your railway. We supply copies of slides, both black and white as well as coloured, to members giving talks to various organisations. As well, we receive enquiries from magazines, in addition to our own needs for posters, postcards, and publicity material. If you take any photographs which you think might be suitable, please send them (or copies, we may want to keep them) to Mr. D. Woodhouse, Traffic Manager, Talyllyn Railway Company, Wharf Station, Towyn, Merioneth, who will be very pleased to prepare them for review, for inclusion in our photographic library. Black and white prints should be clear and sharp, on glossy paper, and the larger the size the better. Colour transparencies should be at least 2¼ in. x 2¼ in. size, though 35mm. transparencies, if exceptionally sharp and clear, will be considered. With these last, colour quality is also most important.

PRE-RAILWAY TOWYN

Member Mrs. T. J. Hudson has sent us the following extract from "England and Wales Delineated," by "Thomas Dugdale, Antiquarian," known to have been published before 1856. A map in the book shows no "railroads" except for an isolated line running from the shore of Traeth Bach (Portmadoc is not shown at all) to the road at Tan-y-Bwlch.

"TOWYN, or TYWYN, is a small town situated on the mouth of the river from which it derives its apellation. It is much frequented in the bathing season, the shore being delightful for either riding or bathing, and some good specimens of conchology are to be met with on the beach. The inhabitants are chiefly employed in the herring fisheries; and a small coasting trade is carried on. A valuable slate quarry has lately been opened, and there are also several lead and copper mines in the vicinity. The church is a small neat structure. Here are chapels for dissenters; and a free-school and some almshouses, endowed for charitable individuals. St. Cadvan's well here is held in estimation for its medicinal properties; and the streams in the neighbourhood afford good sport to

the angler. In many respects Towyn presents attraction to the visitor; the surrounding country is beautiful, and embellished with many seats of the gentry of the country.

"Fairs, March 16th, May 14th, Easter Monday, September 14th, and November 18th."

From an accompanying table we find that Towyn is 10 miles from Barmouth. 12 miles from Machynlleth. 16 miles from Dolgelley (sic), and 227 miles from London; and has a population of 2,694.

WHARF IN THE OLD DAYS—1

We are indebted to the Curator of the Narrow Gauge Railway Museum, Mr. John Parry, for making available the original of the illustration above. It shows a train at Wharf, hauled by No. 2, "Dolgoch", with, from left to right in front of the train: Bob Thomas (Fireman), John Rowlands (Driver), Jacob Rowlands (Guard), Edward Thomas (Clerk), unknown, and Hugh Thomas (Manager). The two Rowlands were brothers, while Mr. Hugh Thomas was father of Edward. Points of interest are the wooden "top" bridge carrying the Aberdovey Road over the railway, and the external wooden bracing on the end of the second

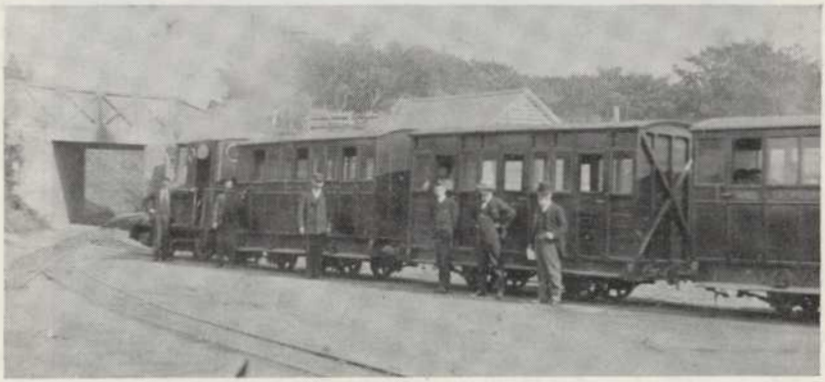


Photo: Collection John Parry

carriage, which is our present No. 4 (Lancaster Wagon Co. Ltd.) Mr. Parry is not sure of the date of this photograph, but believes it to be contemporary with the one of Hugh and Edward Thomas and Jacob Rowlands outside the Wharf office, used on the cover of "News" No. 59 (September 1968), which we then thought to be about 1897.

Curiously enough, further prints of both these pictures, and a few others, have appeared in a small collection sent to us by Mr. H. S. Bristowe of Exeter. Mr. Bristowe states that they were taken by his grandfather, who was in the habit of visiting Towyn every summer for a six-week holiday, his family being so numerous that he would book Neptune Hall for the holiday. Mr. Bristowe's grandfather died in 1895, which would indicate that these pictures were taken prior to that date.

We hope to reproduce some of Mr. Bristowe's other pictures in a later issue.

WHARF IN THE OLD DAYS—2

Another picture from the collection of Mr. John Parry, Curator of the Narrow Gauge Railway Museum. The subject here is unloading coal (or rather, loading it into a T.R. wagon) at Wharf in the early years of this century. The principals (left to right) are J. R. Williams, one time headmaster of the National School at Towyn, and a quarryman, Thomas



Photo: Collection John Parry

Jones. For many years, these two were engaged on a casual basis to transfer coal from Ocean Colliery wagons on the Cambrian Railways to the T.R. Some of our firemen will look with envy on those giant lumps of coal, but they might well give our electrically-driven conveyor indigestion if loaded onto it nowadays.

YOUR QUESTIONS ANSWERED

What other narrow-gauge locomotive carries the name "Volunteer", resulting in this name not being included in the ballot on October 3 for naming locomotive No. 7?

This was the name chosen, many years ago, for the Peckett 0-6-0 from Harrogate Gas Works, now on the Festiniog Railway. Agreed, it has not yet entered traffic, but as far as we know, it is still on the F.R. rebuilding programme, and its name is still to be "Volunteer".

OVERSEAS TOURS—1

In conjunction with W. E. Holidays (Gravesend), the "Railways" courses at Bournemouth and Kings Heath Institutes of Further Education propose to run a rail tour to Germany using steam-hauled trains and the Harwich to Hamburg ferry service, returning from Bremerhaven to Harwich. The tour starts from Harwich (connecting train from London) at 13.00 on August 28, and ends at Harwich at 09.00 on August 31. Trains in Germany will be hauled by the following classes of steam locomotives: "012" oil-burning Pacific, "50" 2-10-0, "086" 2-8-2 tank, "001" Pacific. The tour will visit the locomotive works at Braunschweig, where oil-burning steam locomotives are maintained. Approximate fare is expected to be £18.50, but the tour will not run unless a minimum of 300 bookings is made. For details, send s.a.e. to Mr. J. G. McEwan, 89 Arosa Drive, Harborne, Birmingham B17 0SD.

OVERSEAS TOURS—2

Austrian travel agent Phönix-Reisen is arranging a series of three 14-day "Photo-Safaris Through Austria", travelling the route Salzburg, St. Wolfgang, Gmunden, Linz, Steyr, Ybbstal, Donawitz, Mariazell, Vienna, Schneeberg, Gloggnitz, Murau, Villach, Zell-am-Zee, Zillertal, Innsbruck. Dates are: June 12 - 25; July 24 - August 6; September 4 - 17. Each "Safari" will include steam on narrow and standard-gauge, electric tramways and local railways, steam locomotives more than 100 years old, and the most modern trains in Austria, locomotive and rolling stock depots, and, highlight of each trip, a trip by yourself on a narrow-gauge steam locomotive. Inclusive price is 5,600 Austrian schillings (approx. £170), but this is within Austria only. For details, write to Phönix-Reisen, A-1171 Wien, Hernalser Hauptstrasse 168, Austria.

RHEIDOL SUMMER SERVICE

Members who want to visit the British Railways Vale of Rheidol line this year might like to note that its first train for 1971 will be the 14.30 from Aberystwyth to Devils Bridge on April 10, returning from there at 16.40, and similar trains will operate daily until April 13, from when weekend services will operate until October 3. The weekday service starts on May 24, and runs until October 2. Arrangements are being made for two trains to leave Aberystwyth at 10.00 and 10.45, and 13.45 and 14.30. Sunday services will connect with the Sunday trains from Birmingham and Shrewsbury to Aberystwyth.

RHEIDOL BARBECUE

On Saturday, May 8, Aberystwyth Railway Society is running a special train on the Vale of Rheidol Railway, in conjunction with the "Rheidol Folk Barbecue". The train will depart from Aberystwyth at 19.00, and will return at approx. 01.00. Fare: 65p, including barbecue and folk concert. Any profits will be given to charity. Tickets and further details can be obtained from Mr. B. Donkin, 34 High Street, Aberystwyth, Cards. Please send a s.a.e.

FESTINIOG SPECIAL

In connextion with its annual general meeting at Portmadoc on April 24, the Festiniog Railway is organising a special train from Euston to Bangor, and additional passengers, to help make it a worthwhile proposition, will be most welcome. The train leaves Euston at 08.50 on Saturday, calling at Watford Junction (09.10), Birmingham (10.34), Wolverhampton (10.52), and Crewe (11.43), arriving at Bangor at 13.13, from where road coaches will convey passengers from and to Portmadoc. Details of the arrangements at Portmadoc are not yet to hand. On the return journey, the train leaves Bangor at 00.30 on Sunday, calling at Crewe (01.57), Wolverhampton (02.49), Birmingham (03.13), Watford Junction (04.57), and arriving at Euston at 05.25. All passengers may stay on the train until 08.00. For full details and booking form, please send s.a.e. to: Wg. Cdr. R. D. I. Scott, 61 Edgar Street, Hereford.

NARROW GAUGE HOLIDAYS

For that third week's holiday this year why not try a guest-house type holiday especially catering for railway enthusiasts in North Wales. The C.H.A. (Countryside Holidays Association) and the Holiday Fellowship are both offering holiday weeks for railfans, which also include reduced fares for those travelling by rail.

The C.H.A. guest house is at Barmouth, a big white house overlooking the railway swing bridge over the Mawddach Estuary and with glorious views of the Cader range. The week beginning July 3 offers facilities for guests to "ride on the Festiniog line with its curious horseshoe bends, visit workshops at Portmadoc, and journey to Towyn to see the first and best preserved of all narrow-gauge railways in first-class condition" (quote from brochure). "During the week we combine coach and train journeys to Aberystwyth and Devil's Bridge and visit a preservation society near Welshpool for rides in an Austrian coach. Extra excursions to the Vale of Rheidol or the Snowdon Mountain Railway can be arranged." During the evening talks and slide shows of railway interest are provided at the house. The charge for this week is £19 and details may be obtained from the C.H.A., Birch Heys, Cromwell Range, Manchester, M14 6HU, mentioning "Railway Enthusiasts' Week."

The Holiday Fellowship centre is, of course, as many members are aware, in our own Towyn, on the promenade in fact, and goes by the name of Trem Enlli. The facilities offered are very similar and the charge here is £18.75 for the Railway Enthusiasts' Week, beginning June 5. Write to Holiday Fellowship, 142 Great North Way, London, NW4 1EG.

In both cases a host or leader is in charge of the railway fans and early application is desirable as the popularity of these holidays is growing yearly. For anyone dependent on public transport these are good opportunities to travel round the lines of Wales in comfort, as anyone will know who has tried to visit the Rheidol at Aberystwyth from Towyn and back in a day by bus or train...without missing out on breakfast or evening meal!

POST HASTE

Although it is hoped that the postal services will be back to normal by March, at the time this issue was in preparation the Postal Workers' dispute was seriously disrupting arrangements for the collection of material which is normally posted to us, and our supply of material to the printers. Most "copy" was sent to Towyn by working parties, and picked up there by the Editor, who also arranged some "letter drops" in the London area. Unfortunately, the December issue was held up by postal troubles also: although proofs were posted on schedule, the day after they were sent from London to our Manchester printers, staff at the Manchester sorting office staged a one-day strike, which meant that the printers were unable to comply with our rather tight schedule because of receiving the material more than two days late. The schedule was extended a week, but although the copies were "stuffed" and ready to post by December 16, delay in sending a cheque to cover postage (which was further delayed in the post) meant that they could not be sent until after the final date for posting Christmas mail.

J.N.S.

COMMERCIAL MANAGER'S REPORT

Disappointment is expressed by the Commercial Manager in his Report for 1970 at the level of sales at Wharf, though to your non-commercial Editor a percentage increase of 6.9 over 1969 seems no cause for recrimination, even if it is thought to compare unfavourably with the 16.6 per cent. increase at Abergynolwyn.

Another reason for expressing caution in the report is the drop in gross margins, though here again, we feel that the Commercial Manager is unduly pessimistic. Whilst area bankings are up only £18 on 1969, they have risen from £1,803 in 1966 to £2,640 in 1970; a steady and useful addition to the resources of the railway.

TRAFFIC AND OPERATING COMMITTEE

Following the press date of the December "News", the following have been elected as officers of the committee: Chairman: M. J. Wilson, Vice-Chairman: B. E. Bushell, Secretary: D. L. Heath, Editor, T.O.C. News: J. A. V. Smallwood, Training Officer: no appointment, but John Gott has agreed to carry out these duties.

The committee met at the beginning of November, and the end of January, and will meet on the following dates: March 27, May 29, August 7, and October 30. If members have any problems or suggestions to make concerning traffic and operating matters, please do not hesitate to contact any of the members of the committee (names listed on page 18 of the December, 1970 issue—Ed.) who will see that it is raised at the next meeting.

Working parties continue as before—the carriage gang, led by "Bodger-in-Chief" John Smallwood, is very active on the coaches—for details of future dates, see back page. Although only enjoying limited support, the locomotive parties have done some interesting and useful

J.N.S.

work, and are now sufficiently well-established as to be part of the scene. The last party for this winter is on March 27/28, and for those of you who have not yet done your bit to help Herbert this is your last chance this year—please do not let it slip by.

Points of interest arising from recent committee meetings include the following:

(i) new carriages will be equipped with electric lighting—a prototype installation might be available for this summer;

(ii) the carriage cleaning equipment store will be extended, an additional locker is already in use;

(iii) following consideration of an incident last summer at Brynglas, extra road signs will be provided at the level crossing there;

(iv) new ground frames will be provided at Wharf West, Pendre West (possibly ex-Aberdovey), Rhydyronen, and Abergynolwyn West (to control the new tipping siding);

(v) extension of the M.E.T.S. to Brynglas will be carried out with open wire on the existing pole route: the "cottage loaf" cable will be used for the section from Brynglas to Quarry Siding;

(vi) track layout at Rhydyronen will be remodelled—the loop points will be removed and a new crossover connexion will be laid (in the main line, facing west) at the end of the straight. The siding formed from the remainder of the loop will be extended behind the station building, where a shed for the permanent way trolley and generator will be built. An "intermediate" instrument will be installed on the M.E.T.S. system so that works trains may be locked in;

(vii) when the M.E.T.S. is extended, the sections from Brynglas to Quarry Siding and Quarry Siding to Abergynolwyn will—other than in winter—be worked as separate "short sections" and when Quarry Siding Block Post is not manned, the staffs will be carried over;

(viii) the four new carriages authorised by council last September will be brake/third No. 22; third No. 23; first/third composite No. 24; and brake/third No. 25;

(ix) two training seminars will be held this spring—for full details see page 9.

(x) Operating Rule Books will be revised for re-issue during the 1972 season, and the Appendices to the Working Timetable will be revised and reprinted in a new format, with stiff covers and size reduced to 100 mm. x 150 mm. as soon as is practicable;

(xi) the 1972 timetables—public and working—will be in the 12-hour clock and, contrary to last year, the main timings will be identical;

(xii) until it is possible to provide a member of staff who is competent to maintain telephones; staff instruments, and so on, arrangements are being made to have these services available on an "on call" basis from another railway;

(xiii) another supply of transfers for coaches and locomotives is being obtained and the long-term position is being re-examined;

(xiv) a new supply of cap badges has been ordered;

(xv) a small booking office will be provided in the station building at Rhydyronen for manning during the peak season;

(xvi) to enhance safety, Caution Orders will be issued to warn train crews of special circumstances. D.L.H.

WHERE WAS THAT ?

Apologies to Mr. J. A. V. Smallwood, organiser of T.O.C. working parties, whose address was incomplete on pages 34 and 44 of the December "News", though those readers perspicatious enough to compare both pages would have got it right between them. This time it appears once only—on the back page.

MUSEUM REPORT

The T.R. waste wagon body has received a coat of red lead during the winter, and the rear wall of the Museum extension has been cleared in preparation for plastering.

The frames of the ex-Fairbourne locomotive "Katie" were collected from Fairbourne during the December working party weekend and brought to the Museum for eventual display. "Katie" was not a very successful locomotive, this could be largely attributed to the poor steaming of her marine type boiler. She was built in 1896 for the Eaton Railway and passed from there to the Eskdale Railway, then to Southport, and eventually to the Fairbourne Railway where she was dismantled in 1926. The frames were converted into a spare coach and then a tool wagon before being finally set aside.

NORTH WEST AREA

A most successful and enjoyable joint meeting was held with the Festiniog Railway Society in December when our new film "Talyllyn Holiday" was the hit of the evening. In addition was "Welcome to Wales" and an award-winning film of 1948, "The Blaenau Ffestiniog Line," which showed the line in L.M.S. days and must surely be a rare museum piece by now.

We met many old and new friends at the Manchester Model Railway Society's Christmas Exhibition and the stand takings were 50 per cent. up on last year. We had many new lines on offer and were cleared out of many items. Thanks are due to the many stewards who held the customers at bay.

Last year proved most successful sales wise, total takings amounting to over £400, and the area's thanks are due mainly to Mr. Jim Ridyard for the terrific amount of time and effort which he has expended. While on this subject we mustn't forget last year's foray into new territory at an exhibition at the University in Bangor, where Messrs. Chappell and Ashdown almost alone held the fort over the Bank Holiday weekend. Modest though the takings were, the contacts with members and friends in the town promise to prove of value in the future. And we shall really have to learn Welsh for the next one as the visitors expect it !

Forthcoming events in the area where we hope to be represented are at the Barrow-in-Furness Model Railway Society's Exhibition at Easter (more new ground where some of our far-flung members are assisting), and at British Railways Open Day at Chester Station on Sunday, April 25, 10.30 to 17.30. The main exhibits will be in the Coal Yard but we shall be in the Wagon Shops which will house not only small exhibits and miscellaneous equipment, but trade and society stands.

Working parties so far this winter have been well attended, and have been mainly on the track. Starting from above Cynfal we have been

correcting rail creep and should be soon approaching Pendre, weather permitting. Volunteers to help will be made welcome, especially at Easter.

The Area proposes to run a day trip on the Llangollen canal, including the Pontcysyllte aqueduct, one weekend in mid-May. Anyone interested please contact the Area Secretary as soon as possible (address inside back cover).

MIDLAND AREA

It is at this time of the year that your committee spends a lot of time planning for the summer months when outdoor publicity activities are at a peak. Our proposals for 1971 run along similar lines to previous years, when we think we have been reasonably successful in raising funds for the area and society, in addition to publicising the railway.

It is the intention to hold once again a Railway Fete at Hilton. Please make a note of the date, June 12th, and try to come along and bring as many of your friends as possible — we want to make 1971 a bumper year.

Also repeating previous years successful format we intend to hold a raffle within the area. Ted Lloyd, who devoted a substantial amount of time running the 1970 venture, has kindly volunteered to look after the organisation in 1971 and you will be hearing more about this presently. Any members in other areas who wish to distribute tickets should contact the Midland Area Secretary.

Exhibitions and Rallies play a very important part of T.R. pub-



Sketch plan of the city centre of Leicester, showing the City Museum, venue of the East Midlands Group Spring Meeting on March 13.

licity and income, therefore more volunteers are always needed. Please contact: Mr. R. J. Pearce, 9, Whitehouse Crescent, Sutton Coldfield, Warwickshire for details.

As most members are probably aware, the Area A.G.M. is to be held on March 20th at Dr. Johnson House, Colmore Circus, Birmingham. The Guest Speaker is Mr. J. I. C. Boyd and it is hoped that this reminder will encourage members to turn up in force. A seperate circular gives full details to Midland Area Members, but other Area Members will be made most welcome at what is usually a very good meeting.

Finally, a word regarding working parties. Jack Smith, who for many years has organised area efforts has handed over the reins to Mr. Brian Walker. (Address appears under Working Party Organiser list on the back page) This is an appropriate point to thank Jack Smith for all the time and energy he has put into Midland Area projects over the years and look forward to his continued assistance whenever possible.

EAST MIDLANDS GROUP

Next event in the group calendar is the spring meeting at the City Museum, New Walk, Leicester. Full details of the programme are contained in an insert which will be in those copies of this issue sent to East Midlands members. Any other member wanting to join us will be very welcome, and can obtain details direct from the Group Secretary, address inside the back cover. A sketch map showing the location of the City Museum appears opposite. The meeting will be open—members, relatives and friends are all welcome. The main speaker will be former society Chairman John Halliday, and current Chairman James Boyd will be present to give a short talk and to answer questions. After refreshments, Malcolm Bond will be showing some more of his own cine films. The date is March 13.

Summer outing for the group will be on June 19, and will be a visit to the Severn Valley Railway. Arrangements have not yet been finalised, but it is proposed to run a coach from Chesterfield (approx. 08.30) and Derby (09.15) to Bridgnorth (12.30), spend the afternoon at and on the Severn Valley line, and return by about 19.30. If there is sufficient demand, a second vehicle will be run from Leicester, Loughborough, and Long Eaton. The cost should be under £1.00. To make the venture a success, please book now, sending 50p per seat deposit to Richard Wood, 132 Allestree Lane, Derby.

Following the success last year, another jumble sale will be held at Christ Church Hall, Lime Grove Walk, Chilwell, Beeston, Notts. on Saturday, May 22. All offers of jumble will be gratefully received—please contact the Group Treasurer, Arthur Cushway, at Chellaston 2619, to arrange collection.

Last winter was not a successful one as far as working parties were concerned. Out of four programmed, only one was actually run. To redress the balance, please support those that are still to be held—Saturdays March 27, May 1, and July 3. As usual, depart Derby approx. 06.00, returning by 21.30. Full details from, and in particular, offers of seats in cars, to the Group Secretary.

Preparations are in hand for the summer rally season. As forecast last year, there will be a drastic reduction in the number of events to be attended this year, which will be: Toton Diesel Depot Open Day (date not yet to hand); July 3, Rempstone; August 7, Wellingborough; August 14, Derby Carriage Works Open Day; Augst 28, Derby Loco-

motive Works Open Day; August 29/30, Crich Transport Extravaganza; mid-September, Barrow Hill Diesel Depot Open Day. Your support as stewards at one or more of these events is earnestly requested. Please fill in the pro-forma on the bottom of the insert in the "News" (East Midlands members only), and return it so that we can ensure you receive your entry passes, car park passes, and so on in good time. With the new-found commercial freedom—we hope to be able to make a large increase in our own sales, even though we are reducing the number of events attended.

SOUTHERN AREA

Exhibitions

You have had about three months or more to prepare for the next season and we start off with Clapham Open Day on Sunday, March 28, when we would like 20 volunteers to help on our stand and the museum authorities. It is only by helping with museum stewarding that we have a stand so please do your best to help. We next have a stand at the National Model Railway Exhibition from Tuesday, April 13 until Saturday, April 17 and we require two day stewards and three evening stewards for each of those days. It would be of considerable help if members would notify the organiser as early as they can, particularly for the long Easter show. He can then obtain and despatch tickets without last minute rushes to cover blank spaces on the roster (contact Mr. J. F. Tonkyn, address below).

Traction Engine Rallies

Although no invitations have yet been received, apart from one at Acrise, Folkestone, Kent on July 3 and 4, we hope we shall be invited to one or two more which we have attended over the past year or so and would like to hear from volunteers willing to assist at rallies in Kent, Surrey, Sussex and Hampshire. As public transport to these events is often somewhat sparse your own vehicle is a great help. However, we can always try and arrange for members to be picked up at some mutually convenient point.

Volunteers are asked to write to Mr. J. F. Tonkyn, "Russells", 23, East Hill, Oxted, Surrey. Whilst not essential, a s.a.e. for a reply would help to reduce administrative costs.

Railwayania

Thanks to the generosity of two or three members we now have a fair stock of model magazines but this is selling quite fast and we would welcome further donations of second hand transport books, magazines, tickets, catalogues and so on, for sale on behalf of funds. Items can always be handed in exhibition stands, Towyn or sent to Mr. Tonkyn—address above.

Foreign coins

If you have any odd foreign coins tucked away and which are of no further interest to you remember they can be converted into £p to the benefit of the railway. Age does not matter as all demonetised coins, including farthings and old half-pennies have a value. Donations should be sent securely packed, preferably in a small box or similar, to Mr. Tonkyn—address above—or handed in at any exhibition stand, meeting, or at Towyn.

British Commemorative and trading stamps

Donations of commemorative stamps received since Christmas have brought in over £3 at the time of going to press and further donations

may be sent to Mr. Tonkyn—address above. Please do not send less than 100 of the low values as it is then hardly worth your postage.

Our stock of Green Shield stamps is steadily mounting and it is hoped that we shall be able to negotiate for a new piece of workshop equipment in the near future. In the meantime, Mr. R. J. E. Dawson, 56 The Knoll, London, W.13, will be pleased to receive any trading stamps members have to offer.

Working parties

Summer is coming, and so is the running season. There are numerous jobs still to be done, so our labour will be useful at Towyn. Working parties continue to go out on the third weekend of every month, ghosts permitting. Whether passengers or car driver, why not contact Derek Norman, the area working party organiser (address on back page). You will find the dates for the next few weekends under "Working Parties" on the back page.

Area Spring Reunion

As already reported this will be held at our usual location, "Keen House," Calshot Sreet, London, N1. (not far from Kings Cross), on Saturday, April 3. Starting time 15.00, but doors will be open from about 14.30. There will be a break for tea at about 16.45, and the evening session will commence at 18.15. The afternoon will be an informal meeting, with, it is hoped, plenty of opportunity for members to meet each other and the Area officials, and, dare we hope, some of the public. There will however be a short talk on the subject of life in the (T.R.) Guards, and we will have a discussion on the long-term future of our railway,—Council has asked for Area opinion on this, and before making any reply, your Area Committee would like to have your views. In the evening we are to have a talk by Messrs. Boreham and Garner on the Listowel & Ballybunion Railway. This will be illustrated by slides and there will be a working model of this ingenious line.

EAST ANGLIAN GROUP

The next group meeting will be on Tuesday, March 16, 1971, at the County Hotel, Chelmsford, at 19.00, at which the society Chairman, Mr. J. I. C. Boyd, will deliver an illustrated talk on the early days of the narrow-gauge railways in Wales.

It is now just two years ago that the Group Secretary first announced that the time had arrived for him to seek a successor, but unfortunately, there was no response at that time and despite all his efforts in the meantime he has been unable to persuade or coerce any volunteers to take on the duties. Regretably, the time has now arrived when he can no longer assume responsibility for the rally and exhibition work in the area, nor can he continue as stockholder. This situation has arisen because, as many members are aware, much of his time is occupied in making regular excursions to various parts of England and Wales in the course of his official duties, not to mention other commitments, and he as no time to spare.

It is important therefore, that if any member is prepared to take on either the duties of the Group Secretary combining all the functions, or failing that as stockholer assuming responsibility for all rally and exhibition work, he should contact the Group Secretary (address inside back cover) as quickly as possible. It is quite clear that the existing

situation cannot continue and in the absence of any volunteers, there will be no alternative but to return all the group stock to Wharf, with the result that either we cease to exhibit at these functions or anyone wishing to appear on our behalf will have to collect all their stock for the occasion from Wharf or elsewhere. In the meantime, it is not certain whether we will be exhibiting at the Norwich & District Society of Model Engineers exhibition on April 15 - 17, but members who have indicated their willingness to help for part of the time will be notified if any arrangements are made . Similarly, notification has been received of traction engine rallies at Uiting, near Maldon on June 12/13; Euston, near Thetford on July 17/18; and Haddenham on September 4/5; but whether or not we attend these will depend on whether anyone will assume responsibility.

SWINDON GROUP

In mid-December the Group Secretary was invited to present an evening's programme on the Talyllyn Railway to the Fairford Traction Engine Club. The two Talyllyn publicity films were shown, followed by slides. The sales stand was in operation, and the Abergynolwyn station model was on show together with a drawing of Nant Gwernol Extension. The evening proved to be very successful with over 50 people in attendance.

Up to the time of writing this report we have received several invitations for the sales stand for the 1971 season and it looks as though we shall be in for another very busy season, 1970 being our most successful so far. Will anyone who feels they would like to give a hand on sales, even for the odd hour or so, at any of the events we cover, please contact the Group Secretary who will be pleased to give them full details (address inside back cover).

Difficulties have been experienced over duplicating the instruction sheets for the 4mm. scale wagon and coach kits. As an interim measure, some photostats are available and anyone wishing to have a copy should write to Swindon Group Secretary, address inside back cover.

On the weekend of January 23/24 the Group made a trip to Towyn as a working party, Messrs. Michael Woodroffe, Howard and Baker attending. Their job was erecting telegraph poles on Hendy Bank and some between Cynfal and Rhydyronen station.

CORRESPONDENCE

Mr. D. Woodhouse, Traffic Manager, Talyllyn Railway Company.

From fairly close contact with both passengers and members who are in contact with passengers, I would assure Mr. Eden (December "News") that the varied collection of coaches on some of our trains is certainly **not** an attraction with the majority of passengers and, in fact, during the last year we have received many complimentary remarks regarding trains composed entirely of standard bogie coaches. It is true that there are some passengers (members, enthusiasts or some who at least know something about the railway) who particularly like to travel in the original carriages and we have tried to cater for these by running out-of-peak Special Vintage trains. During the peak weeks, of course, all of the coaching stock is made up into three sets and each of these sets is a fairly representative one. Out-of-peak we will always give consideration

to advance requests for a particular type of coach on a particular train providing that this is practicable.

There are, however, other factors to take into account when considering the formation of trains outside the period of two or three train operation and these are as under:

1. The older vehicles are, in general, heaver than the modern bogies in relation to the seating capacity involved.
2. The standard bogie coaches have the obvious advantage of roller bearings.
3. The modern vehicles are easier to clean and do not require axlebox oiling. These are two very important points at the time of year when traffic volunteers are few in number and, for some weeks, even non-existent.
4. Parties (especially school parties) are much easier to deal with in the larger capacity vehicles, both from the point point of view of the allocation of seats (most parties much prefer to travel together) and the actual control of the party.
5. It is council policy to reduce the intensive wear and tear on the older vehicles as much as possible and to use them more and more for special occasions (such as Vintage Trains and Enthusiast Specials), when the passengers concerned can reasonably be asked to pay a little extra in order to contribute to the upkeep of the vehicles.

Mr. T. B. Taylor, Clapton, London E5 ORZ.

The December "Talyllyn News" reported that No. 6, "Douglas", collided with a car on Brynglas level crossing, and that there had been several near misses previously from motorists who completely ignore the warning signs. In my opinion, it is about time crossing gates were erected at Brynglas to protect passengers and our irreplaceable locomotives and rolling stock from these stupid, ignorant, and dangerous motorists.

Mr. G. E. Hughes, Eynesbury, St. Neots, Hunts.

Reading the December "Talyllyn News" I have just learned for the first time that locomtive No. 7 is to be named "Irish Pete". I am appalled at the irresponsibility of those members who voted for this name, which is far too frivolous and inappropriate for an important locomotive on a very important narrow-gauge railway., which is helping to do a wonderful and very worthwhile job of bringing joy and happiness to numbers of people each summer. I therefore agree entirely with every word which Mr. D. G. Morgan has written in his letter, December, page 42, and I also agree with what was said by Mr. Marsden on the subject at the a.g.m. Mr. Lee, I see, accused this gentleman of taking life too seriously; well, I think that was a stupid and unkind remark to make. Thank God, I say, that some members at least have a sense of responsibility and do take life more seriously than some—there are far too many people about these days who treat life as though it was a huge joke, and it looks to me as though the T.R.P.S. has some of these amongst its members, which is a great pity. After all, running a railway is a serious business and should be taken seriously, even if it is only a narrow-gauge holiday line.

In any case, I cannot understand why this locomotive is looked on as an Irish one; after all, it was built in Scotland by Scotsmen and should therefore have been given a Scottish name if none of those listed was considered acceptable. I know that it was owned in Ireland by Irishmen for some years, but much of the time it was idle and in

store. I consider a Welsh name would have been best, and far more appropriate than an Irish one. "Cader Idris", "Towyn", "Tywyn", or even "Abergynolwyn" would all have been suitable. Apart from this, the best names undoubtedly would have been "Tom Rolt", or "Earl of Northesk": "James Swinton Spooner", though a fine name, would be far more appropriate to a Festiniog engine.

I think it is scandalous that the name of this engine should have been chosen by a mere handful of members, when the total membership runs into four figures. Every member, whether at the a.g.m. or not, should have the right to vote, ballot forms or voting papers should have been sent to each member and they could have been sent with the "News" so there would have been no extra cost to the society for postage.

I am certain that, as Mr. Morgan has said, the society will live to regret the day when it allowed a handful of members to treat an important matter with such irresponsibility and so bring ridicule to the T.R., as undoubtedly it will in course of time. I have already said in a previous letter that this engine should be No. 6, and that "Douglas" (incidentally, another Scottish engine) should be renumbered No. 5 as, in my opinion, the diesels should be excluded and numbered in a different series. I cannot recall ever receiving a reply to this suggestion which makes me wonder if all members' suggestions are treated with similar disregard and soon forgotten; perhaps this is part of the fun referred to by Mr. Lee. I once more express the hope that the management will give this matter more serious consideration than they evidently thought necessary in the matter of choosing a name for this locomotive.

Mr. B. L. Thompson, Bisley, Surrey.

With reference to Mr. Morgan's letter in the December "News" concerning the result of the locomotive name ballot, I would like to correct his statement that the name "Irish Pete" was "received with acclamation by the majority of those present at the recent annual general meeting". This was not true. It should be noted that at the a.g.m. six names were put to a secret ballot and whilst the name "Irish Pete" had a simple majority over each of the other names, it by no means had an overall majority. The majority of members present at the a.g.m. voted for alternative names.

This brings me to the point that contrary to the Editorial comment on this subject, the correct and democratic procedure should have been for eliminating ballots on the names and thereby selecting a name acceptable to the majority of members. I think that all we can say after this ballot is that the majority of members oppose the name "Irish Pete". Perhaps the council should now reconsider the naming of locomotive No. 7 along the lines that I have suggested.

Mr. M. Watts, Sale, Cheshire.

There are two points I would like to make. The first is the choice of "Irish Pete" as a name for No. 7. In the December "News" you said that this was a democratic result; this is not so, 250 people out of about 2,500 T.R.P.S. members were present at the a.g.m. Such an important subject as choosing the name of a locomotive should have been voted on by all T.R.P.S. members. Surely, a postal ballot could have been held? I am sure many members wanted to vote, but could not attend the a.g.m. Also, the name itself will mean nothing to the general public and, if anything, will appear to be comical to them.

However, a name like "Cader Idris" would perhaps be better known to them, and is at least Welsh. Let the T.R.P.S. keep its sense of fun on working parties by all means, but please, not on a locomotive.

My second point is that now that the extension to Nant Gwernol is under way, by 1973, Abergynolwyn will surely be superseded by Nant Gwernol as a terminus? I have walked along the extension and the sound of running water and the sylvan surroundings will attract people to Nant Gwernol as they are now attracted to Dolgoch Falls. Abergynolwyn has virtually nothing in comparison except the large station. Surely a similar station will have to be provided at Nant Gwernol? I do not think the T.R. would take kindly to people walking back to Abergynolwyn for refreshments.

[A simple structure is all that is evisaged for Nant Gwernol at this stage, so as not to detract from the takings at Abergynolwyn. We are negotiating with the Forestry Commission for foopath access between the two stations, without the need for passengers to trespass on the railway—Ed.]

Mr. F. H. Beynon, Torquay, Devon TJ 2JL.

May I raise my voice in protest about the choice of the name "Irish Pete" for locomotive No. 7? I consider that a graceful compliment should have been paid to Mr. Rolt for his untiring and unstinting work for the railway in its early days. Beyond being purchased from Ireland this Talyllyn Railway locomotive has no connexion with that country. The T.R.P.S. should think again about this name, and think right this time.

Mr. C. E. A. Buckle, Larsbo, Sweden.

So No. 7 has got its name. If that is the best democracy can do, give me dictatorship. What a horrible official name, "Irish Pete"! It puts me in mind of a locomotive on a seaside resort miniature line, probably diesel with steam outline. Although we members understand the pun, most of our visitors will not, and to them it will be on the level of "Whippitquick" and the like. We can have dignity without losing our sense of humour, and as senior preserved line we should show some dignity.

Leaving out all the more suitable names, those who voted in favour of "Irish Pete", and particularly those who spoke for this name, showed little regard for the memory of our much-loved last President, the Earl of Northesk. Like Mr. Morgan, I think the society will regret the chosen name in the future.

Mr. D. G. Norman, Croydon, Surrey.

I must confess I am not surprised that some members object to the name "Irish Pete" for our new locomotive. I trust that all those who do object were present at the a.g.m., if so, they saw that the election was pretty fairly conducted. I, for one, was firmly settled on "Irish Pete" as the name before I entered the hall. At least it was better than "Spud", "Murphy", or "Bog", which rank with the name "Primrose" (used on another line), and more suitable for a cow. In any case, I believe I was the first person to chalk the name "Irish Pete" on the locomotive, as a leg pull for a visiting locomotive society, just after No. 7, bearing its Irish number of 1, was delivered to Wharf. It was done after some other members had coined the name and passed comment on it. I altered the fleet number to "1A" also. Perhaps, if the Welsh language will permit, could we have "Irish Pete" in Welsh?

"RAILWAY ADVENTURE" and "TALYLLYN ADVENTURE"

For some years there has been a demand for "Railway Adventure" which could not be satisfied but now it is available again — in two versions! First to be available is "Talyllyn Adventure." which is one hard back book containing "Railway Adventure" and "Talyllyn Century" with a new introduction by L. T. C. Rolt, some variations in in the illustrations, a colour jacket and frontispiece. This edition sells at £2.50., a slight increase on the price of the two parts in their original hardback form. In early April "Railway Adventure" is to be published as a paperback by Pan at 35p. It is remarkable that 18 years after it first appeared the same text will now be available at one third of the original price, and we are sure many members will feel that this book can be used as very economical publicity for the Talyllyn.

REVIEWS

Narrow Gauge Railways in Mid-Wales by J. I. C. Boyd. Second (Revised) Edition. 8¾ in. x 5¾ in. 300 pp. plus 92 pp. illustrations. Maps in end papers and numerous maps and drawings in text. price £3.75— Originally published in 1952, a new and revised edition of this classic work is now out, comprising detailed studies of the Corris, Talyllyn, Glyn Valley, Fairbourne, Vale of Rheidol and Welshpool and Llanfair railways with shorter articles on several other tramways and industrial systems including the Plynlimon and Hafan, Hendre and Kerry tramways. There is a new Appendix in which are briefly noted some 26 other mining and quarry systems.

The subject is particularly inexhaustable and there is still room for more research into many subjects. The full story of the Corris coaching stock has yet to be revealed — and what really did happen to the Hafan and Talybont wagons on the Rheidol line?

The Talyllyn chapter is comprehensive in detail but, whilst generally correct contains some unfortunate minor errors which have escaped the revision. The rolling stock tables are somewhat confusing and on p. 110 the story of the open carriages is incorrect. Despite these minor imperfections it can be thoroughly recommended to all who seek a wider knowledge and understanding of the "narrow gauge era."

J.L.H.B.

The Railway Clearing House Handbook of Stations, 1904. Published by David and Charles Limited. 10 in. x 8 in. 600 pp. Obtainable from the Railway Shop, Wharf Station. Price £6.30. This is a further publication in the David and Charles historical reprint series and it includes a most informative introduction by the well-known railway historian Mr. C. R. Clinker.

To those who have not come across a Station Handbook before it should perhaps be explained that the Handbook of Stations was published by the Railway Clearing House at varying periods up to and after nationalisation for private circulation within railway companies. The book lists every passenger and goods station (including Ireland) and indicates the classes of traffic that they were able to deal with in-

cluding a note of the crane power available. Private sidings and junctions are also included and the edition now reprinted gives a comprehensive survey of British railways when the system was almost at its peak. No serious student of British railway history or geography can afford to be without this book, and the publishers are to be congratulated on their continuing policy of making such publications available. The cost is perhaps a little on the high side, but not unduly so when one considers the size and value of the book. D.W.

Record Review. "Railways in Aspic." A survey of preserved railways as chronicled by the B.B.C. for radio and television programmes. Obtainable from the Railway Shop, price £1.87½. Compiled and introduced by our member Mr. R. A. Symes — Schutzmann, this long-playing record makes an interesting tour of some preserved railways with material taken from that recorded by the B.B.C. for various programmes. The Talyllyn is given its rightful first place, and our Vice President gives a brief description of the start of things. Other sections deal with the Festiniog, the "Flying Scotsman," and the Welshpool and Llanfair, Bluebell, Keighley and Worth Valley and Dart Valley railways. There is also a very short section on the Blonay — Chamby line. The section on the Bluebell line is too short to be of any real value and at some places the sounds are a bit vague with some long gaps. Nevertheless, the record provides an interesting survey — in our view the section dealing with the Keighley and Worth Valley Rly. is by far the best. D.W.

Locomotives of the L.N.E.R. Part 8A. Published by the R.C.T.S. 8 in. x 6 in. 102 pp. plus 39 pp. half-tone illustrations. Obtainable from the Railway, Shop, Wharf Station, price £1.30. Continuing the series dealing with L.N.E.R. locomotives this particular section deals with part of the stock of 0-6-0 tank engines. It is perhaps an indication of the amount of detail included that this particular section has had to be divided into two parts and this particular part (8A) deals with classes "J50" to "J70" inclusive which covers the former G.N.R., G.C.R., G.E.R. and the Mid-Suffolk Joint Railway. The remainder of this type of locomotive will be dealt with in Part 8B due to be published later this year.. When the series is complete there will be ten parts covering L.N.E.R. locomotives and in line with the other series already published (G.W.R., L.B.S.C.R. and L.S.W.R.) it is likely to become the standard work of reference on the subject for all time. An amazing amount of detail has been incorporated in Part 8A which is well up to the usual R.C.T.S. standard. Those concerned obviously find it a labour of love, but the serious student of British locomotives will be eternally grateful to them. **D.W.**

Red for Danger. By L. T. C. Rolt. David & Charles Limited, Railway Station, Newton Abbot, Devon. 8¾ in. x 5¾ in. 287 pp. plus 12 pp. half-tone illustrations. Price £2.50—Railway accidents always make compelling reading, and this book of Mr. Rolt's, first published in 1955, has rightly come to be regarded as the standard work on British railway accidents. A new and extended edition was produced by the present publishers in 1966, and this book is the second impression of that edition. The main book is devoted to British accidents in the century from 1840 to 1940, whilst a final chapter brings the story up to 1957. Every accident has causes and effects, and the author does not confine himself to the mishap alone, but to the steps taken down the years to meet changing

circumstances—in the early years to prevent the accident occurring, later as safety devices became more complex and trains heavier and faster, it was recognised that accidents would occur, and the inspecting officers were more concerned to devise means to lessen their effects. Appendices give a copy of a letter from George Stephenson to the President of the Board of Trade, written in 1841, but with an astonishingly enlightened and modern ring; and a copy of a memorandum of 1858 from the Board of Trade to the secretaries of 79 railway companies, giving the first requirements of the inspecting officers of railways, most of which apply as strongly now as when the note was first written. There is an index, in the form of a chronological list of accidents mentioned in the text.

J.N.S.

The Severn Valley Railway. By D. J. Smith. Town & Country Press Limited, 42 Rectory Lane, Bracknell, Berks. (Second Edition). 10 in. x 7 in. 64 pp. Illustrated. Paper covers. Price 60p—Built in high hopes of restoring the once lucrative trade of the Severn Valley, which had been borne up and down the river until drained off by the opening of the Staffordshire & Worcestershire Canal, the Severn Valley Railway never fulfilled the optimistic forecasts of its promoters, and in later years its main object was to serve the pits of the Severn Valley coalfield. Mr. Smith tells the story of the promotion, building, opening, and dwindling prospects of the line, until the Bridgnorth to Hampton Loade section was rescued by preservationists, who hope soon to add another eight miles, from Hampton Loade to Foley Park, to their tourist line, open at weekends. The story is clearly told, and the map, station layout diagrams and gradient profile add clarity to the text.

J.N.S.

The Lincolnshire Coast Light Railway. By K. E. Hartley. Published by the Lincolnshire Coast Light Railway, and obtainable from Mr. P. Balderson, 46 Cromwell Road, Cleethorpes, Lincs. 8 in. x 5 in. 28pp. plus 4 pp. illustrations. Paper covers. Price 12½p, post free—Although founded, and supported, by a small band of railway enthusiasts, the L.C.L.R. can claim to be one of the first of the "commercial"—as opposed to "preserved" light railways, in the same class as the proposed Llanberis Lake Light Railway, and the Merioneth County Council line put forward to run from Bala to Llanuwchlyn. Mr. Hartley's book tells not only the history of this line, now entering its eleventh year, but also gives an outline of the histories of the Nocton Estate Light Railways, and War Department Light Railways, from which most of the L.C.L.R. equipment originated. J.N.S.

The West Somerset Mineral Railway and the Story of the Brendon Hill Iron Mines. By R. J. Sellick, with J. R. Hamilton and M. H. Jones. Second (Revised) Edition, 1970. David and Charles Limited, Railway Station, Newton Abbot, Devon. 8¾ in. x 5¾ in. 128 pp. plus 12 pp. illustrations. Folding maps in end papers, and numerous diagrams and line illustrations in text. Price 1.75. This book first appeared in 1962 and set a standard which has seldom been reached in railway histories published since that time. Although a statutory railway company, the W.S.M.R. was virtually a private mineral line handling the output of the Brendon Hills iron ore mines for its owners the Ebbw Vale Co., a situation similar to that prevailing upon the Talyllyn at the same period.

The W.S.M.R. might indeed be said to be a forerunner to the recent iron ore railways in Australia, Africa and Canada. The authors have produced a clear and concise account of the development of the iron mining industry on the Brendon Hills and of the railway which was provided to convey the ore to the port of Watchet. Unfortunately for the proprietors, the iron ore deposits proved small and irregular and following a recession in the steel industry the mines closed in 1883. The railway struggled on for several years and was not finally dismantled until the first world war. All this is fully chronicled and in an Appendix nine pages of notes give details of the numerous references to the records consulted in the preparation of this book. The text is supported by a good selection of maps and illustrations and apart from two minor additions is identical with the original edition but the Notes have been considerably amplified. The quality of the paper is also much improved and all in all it is good value for money. J.L.H.B.

Railway History Pictures — Wales and the Welsh Border Counties. By H. C. Casserley. David & Charles Limited, Railway Station, Newton Abbot, Devon. 9½ in. x 7½ in. 111pp.—Many of the illustrations in this book will evoke memories for those who have travelled widely in Wales. It is a very good collection of photographs, covering narrow-gauge subjects as well as many of the lesser-known standard-gauge lines. The captions are often quite lengthy, helping to build up background information on the subjects, and also sketching briefly the history of railways in the areas described. A book like this has no bias towards any particular railway company and it would be at home on the shelves of everyone who loves the principality. What a pity that almost all the lines depicted are now closed, and stations like Three Cocks Junction, Pentir Rhiw, and Crymmych Arms are gone forever. C.M.B.

The Man From Steamtown. By James R. Adair. Moody Press, 820 North La Salle Street, Chicago, Illinois 6060-0, U.S.A. 7 in. x 4¼ in. 207 pp. plus 16 pp. half-tone illustrations. Paper covers. Obtainable from the Railway Shop, Towyn, Merioneth. Price 45p—Steamtown, U.S.A., is the world's largest repository of steam locomotives, with more than 100 on display. The museum is at Riverside, Vermont, and visitors can also travel 13 miles to Chester behind steam along tracks formerly owned by the now-defunct Rutland Railroad. The "Monadnock Northern", as it is now called, does not actually own the line. Ownership is vested in another company, the "Green Mountain Railroad", which operates a flourishing freight service with occasional mixed trains. Steamtown contains many famous exhibits, pride of place being taken by a "Big Boy" ex-Union Pacific 4-8-8-4. Locomotives from many countries rub shoulders with their American and Canadian cousins. The museum will eventually feature a whole town built in the style of the 1890's, with electric tramcars and other attractions. All three enterprises have one thing in common: they owe their origin to one man, the late F. Nelson Blount, a millionaire who realised his boyhood ambition of owning and running his own railroad. The story of Nelson Blount and how his dream came true form the subject of this book. Many amusing and tense moments are recounted—as on the occasion when the entire stock had to be moved under cover of darkness across the tracks of the hostile Boston & Maine Railroad. However, the book is primarily about a man—something that gives it an extra dimension to the usual railway books. How Nelson Blount remained restless, despite the

establishment of Steamtown, and how he found peace eventually, is a story that will delight many, challenge other, and infuriate some— but it will bore nobody.

B.W.A.

SOCIETY DIARY

Mar. 13 (Sat.)	East Midlands Group Spring Meeting. City Museum, New Walk, Leicester. Talks by J. C. W. Halliday and J. I. C. Boyd, followed by film show.
Mar. 16 (Tue.)	East Anglian Group meeting. County Hotel, Chelmsford. 19.00. "The early days on the narrow-gauge railways of Wales": J. I. C. Boyd.
Mar. 20 (Sat.)	Midland Area A.G.M. Dr. Johnson House, Colmore Circus, Birmingham. 15.00.
Mar. 23 (Sun.)	Special Sunday Opening, Museum of British Transport, Clapham, London, SW4. 10.00-17.30. (Southern Area).
Apr. 3 (Sat.)	Southern Area Spring Re-union. Keen House, Calshot Street, London, N1. 15.00.
Apr. 10-12 (Sat.-Mon.)	Barrow-in-Furness Easter Model Railway Exhibtion (N. West Area).
Apr. 13-17 (Tue.-Sat.)	National Model Railway Exhibition. Central Hall, Westminster, London, SW1. (Southern Area).
Apr. 15-17 (Thu.-Sat.)	Norwich & District Society of Model Engineers Exhibition (East Anglian Group—subject to arrangements).
Apr. 24 (Sat.)	London Traffic Seminar. Details. J. Gott, 2 Rowan Avenue, Northampton, NN3 1JF.
Apr. 25 (Sun.)	British Railways Open Day at Chester Station. 10.30-17.30 (North West Area).
May 22 (Sat.)	East Midlands Group Jumble Sale. Christ Church Hall, Lime Grove Walk, Chilwell, Beeston, Notts. Offers of jumble to: A. Cushway (Chellaston 2619).
May 22 (Sat.)	British Railways Open Day at Toton Diesel Depot (E. Midlands). Liverpool Traffic Seminar. Merseyside Film Institute Society Cinema, Door E, Room 45, Bluecoat Chambers, School Lane, Liverpool 1. Details: J. Gott (address above).
Jun. 12 (Sat.)	Midland Area Railway Fete. Hilton Valley Railway, Hilton, Nr. Bridgnorth, Shropshire. 14.30.
Jun. 12-13 (Sat.-Sun.)	East Anglian Traction Engine Rally, Uiting, Nr. Maldon (E. Anglian Group—subject to arrangements).
Jun. 19 (Sat.)	East Midlands Group Spring Outing to Severn Valley Railway. Details: R. Wood, 132 Allestree Lane, Derby.
July 3 (Sat.)	Traction Engine Rally, Rempstone (E. Midlands).

WORKING PARTIES

Mar. 13-14	North West; Museum.
Mar. 20-21	Southern.
Mar. 27	East Midlands.
Mar. 27-28	Traffic & Operating.
Apr. 9-12 (Easter)	North West; Southern; Traffic & Operating; Museum
Apr. 17-18	Southern.
May 1	East Midlands.
May 1-2	North West.
May 8-9	Traffic & Operating.
May 15-16	Southern.
May 29-30	Traffic & Operating.
May 29-31	North West; Southern.
Jun. 19-20	Traffic & Operating; Southern.
July 3	East Midlands.
July 10-11	Traffic & Operating.

For working party information please contact the following:

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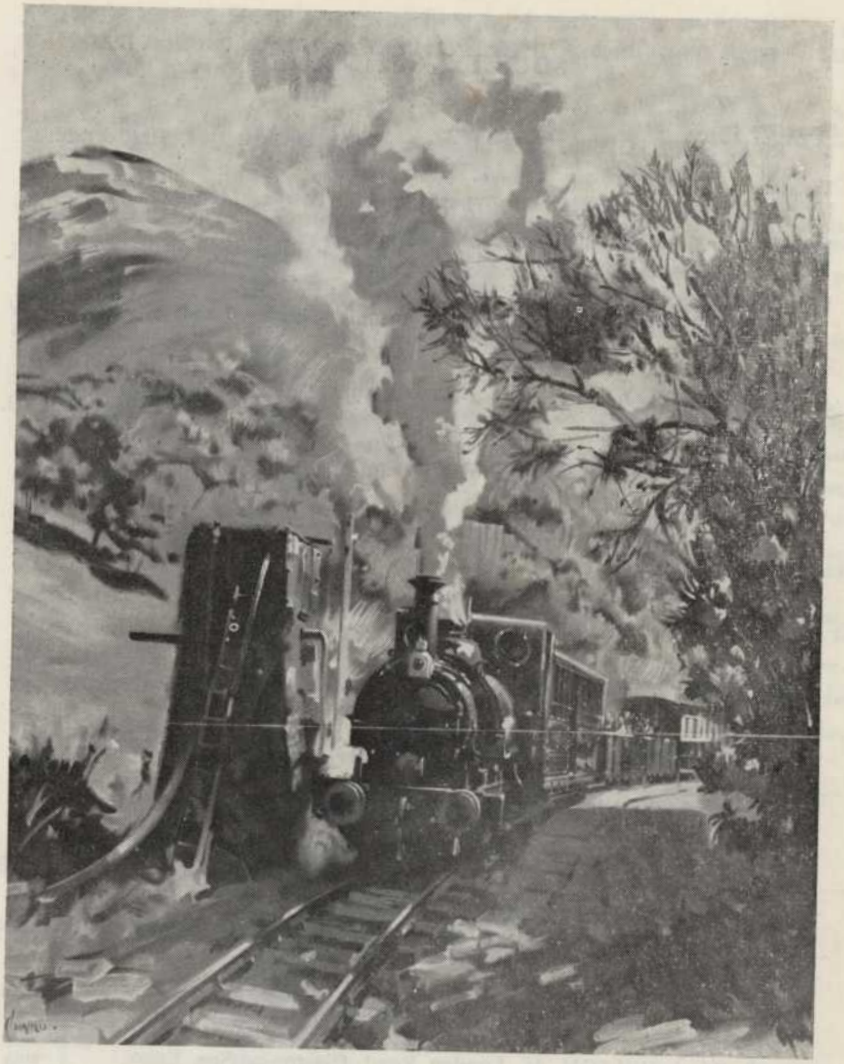
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