TAL-Y-LLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION SOCIETY

President—
The Rt. Hon. The Earl of Northesk

Secretary—
P. B. Whitehouse,
344, Lordswood Road,
Harborne. Birmingham, 17
Tel.: Bearwood 2791

No.2
November, 1953

NO NAMES, NO HYPHENS, NO PACKDRILL

THERE seems to be a majority opinion that it is not desirable to mention individual members' names in official reports in the "T.N." of work done for the Railway or the Society. We agree, as it is most difficult to collect the names and someone inevitably gets missed. It has also been pointed out that members who are able to do only a small amount of work are playing their part just as much as the more fortunately-placed, whose work is more spectacular. In future, therefore, "credit lists" as used in the last issue will, in the main not appear.

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Readers may have been puzzled by the hyphens in "Tal-y-llyn News" when everywhere else the spelling was "Talyllyn." This was caused by a rumour that purists in Welsh spelling were after us, and by the time the Committee decision to standardise the old original unhyphenated form reached us the cover stencil was already made. Hyphens will be dropped from the text in future, but the cover title will have to remain as it is until the stencil is life-expired - several more issues - as it was an expensive item and was privately donated.

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A spirited defence of "train-riding" members has come (like the first item on this page) from several hard-working types, who maintain that everyone has a

perfect right to spend his time at Towyn as he likes, within reason. We refuse to get drawn into an argument over this matter, which must, it seems, be left to individual consciences.

- The Editors

NO ROOM FOR COMPLACENCY!

by C.Uren

IN the first issue of the Talyllyn News was a brief description of the work carried out on the various locomotives belonging to the Railway. As most members will not realise what this amounts to, perhaps it would be a good thing to enlarge upon the subject, to show how near we were to closing down for about four weeks this year. I think all will agree that this would have nullified all the propaganda that has been put out on behalf of the Railway.

In September, 1952, "Dolgoch" was dismantled and the valves, clacks, connecting- and coupling-rods, and the eccentrics, were distributed to various members and firms for reconditioning or renewal.

Throughout most of the winter, locomotive No.4, "Edward Thomas," worked the weekly trains and many specials, and was run almost entirely on slack which had been placed on one side as useless.

In June, 1953, the bits and pieces of "Dolgoch" had been returned and the engine was reassembled. The Insurance Engineer passed the boiler and she was given steam trials. One of the axleboxes ran hot and this entailed lifting the locomotive to remove the offending box. The trouble was corrected and another trial took place. The axlebox appeared to be fairly satisfactory, but a weep of steam from the foundation ring of the firebox was encountered. On inspection it was found to come from a crack, which proved to be of quite considerable dimensions. This meant that the locomotive could not be used until a repair had been carried out. To enable the crack to be welded, it was again necessary to dismantle the moving parts of the engine.

We had, therefore, only one workable engine to run the passenger service, and when the Army arrived it would have meant the suspension of the service for a fortnight. This was unthinkable, so it was decided

to try to get No.3, "Sir Haydn," in a running condition. The Insurance Engineer was approached and he was satisfied that if certain work were carried out she would be serviceable as a standby engine. Examination then revealed that five of the boiler tubes were leaking very badly, so ten days were spent in plugging these tubes, and checking her over. Eventually she was tried out under steam with the boiler pressure reduced from 160 lbs to 100 lbs per sq.inch. She put up quite a good performance at this reduced pressure and we now had a reserve engine.

Meanwhile, No.2's boiler had been examined by welding experts and arrangements made to carry out this work in the near future.

When the Army arrived to work on the track No.4 was put to work continuously throughout the day and night, whilst No.3 worked the passenger service between Wharf and Brynglas.

Whilst working for the Army No.4 had a bad mishap, which seriously damaged the valve gear on one side of the engine. The position was now very serious as No.3, the lame dog, was the only workable locomotive and the provision of all services depended entirely on how long her boiler tubes would hold out. Something had to be done immediately.

No.4 was therefore dismantled and the driving wheels and valve mechanisms were sent off to the foundry at Portmadoc for repair. In the meantime the foundry sent a welder to deal with No.2's cracked firebox. This was repaired and she was erected one week-end; the Insurance Engineer came on the Monday to give a boiler test. The test was a failure!

"Dolgoch" was again dismantled and another attempt at welding the crack was made. The engine was again reassembled and this time the test proved satisfactory. She was steamed on the Saturday and put into service.

On the Friday, apparently just to be awkward, No.3 came completely off the rails, and it took from early afternoon until 11.30 at night to get her back on the road again. At that time we were still in the dark whether "Dolgoch's" boiler would stand up to the test, and we were working all out to get her running. From then No.2 and No.3 shared the work of running the trains.

At the end of July the foundry at Portmadoc had completed the repairs to No.4, and their fitters came to

Pendre and re-erected the locomotive. The Insurance Engineer came to test the boiler (after several people had spent two days under and in the engine removing ashpan, blowdown cock and inspection plugs!). This test was successful.

No.4 is now in much better fettle, and runs and behaves as if she were new.

We now had two workable engines, so No.3 was withdrawn from service and the work of re-tubing was put in hand, and is now completed.

There is no doubt that members owe a great deal to No.3, "Sir Haydn," which for two years has been more or less written off as useless for the Talyllyn Railway because of her continuous derailments when we first took over the line. It is proved that the track, and not the locomotive, was at fault, and that the various members, and the Army, who have spent many hours on track work have done a very good job indeed.

We shall end the season with two good locomotives, and "Dolgoch" can take it easy and be reserved for special occasions, to a large extent. There is no doubt that age is beginning to tell, and it is a long way still to the Centenary of the opening of the Railway!

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SECRETARY'S ANNOUNCEMENTS

Enclosed with this issue members will find full details of the Postal Ballot which is sent out on the instructions of the last Annual General Meeting. This concerns the venue of future Annual General Meetings, and it is most important that each member should cast his or her vote, bearing in mind the general good of the Society, and not his or her own personal preference. The result of this ballot will be presented to the next Annual General Meeting for guidance, and consequently a 100% poll is desired.

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Several members have requested further copies of the Society Rule Book and a previous shortage has left some members without a copy. These can now be obtained from Mr.E.J.Lees, 143, Balden Rd, Birmingham, 32.

\- P.B.Whitehouse, Hon.Sec.

PUBLICITY

Calendars It has been decided by the Committee that a Calendar should be issued for 1954. This will consist of six sheets, with two months on each, and with a typical Talyllyn view on each sheet. The price for single copies of this high-class Calendar will be 1/6d (1/8d post free), and one dozen or more will be sent post free at 1/6d per copy. The Calendars will be available early in December and orders should be sent to

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

Sepia Cards Nos.1 & 2 are practically out of print, but there are fair stocks of Nos.3 to 10, inclusive, at 4d each.

Photo Cards With the exception of No.2), of which additional stocks have now been received, Photo Cards are now nearly sold out and will not be renewed. They will be replaced by cards of the new style (similar to No.20) as soon as possible.

Working Drawings in 7 millimetre scale of locomotives Nos.1, 2 & 4 can also be obtained from the Hon.Publicity Officer at the above address, 2/6d each, 7/- the set.

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Christmas Cards A folded card bearing on the front a drawing of the scene at Dolgoch Station has been prepared and will be on sale at 6/- per dozen (including envelopes) post free, and for your convenience orders may be sent on the enclosed form. For orders received before 30th November the name and/or address of the sender can be overprinted on all or any part of the order at an extra charge of 6/- per order.

Orders should be sent as soon as possible to the address shown on the form, viz

Mr.T.W.Robertson,
23, Portway,
Ewell, Surrey.

These cards and calendars can save you a lot of time and trouble at Christmas and every one sent to a relative or friend is good Talyllyn publicity.

ENGINEERING

by L.T.C.Rolt

Locomotives The overall position in respect of locomotive power is considerably better than it was at the same time last year. Elsewhere in this issue will be found a detailed report of the varied work carried out up to the close of the 1953 Season. A pleasing item of news is that the Committee are arranging for the employment of a skilled fitter to carry out maintenance work at Pendre next Season.

The future of No.1, "Talyllyn", still seems to be uncertain and she lies, more or less protected from the elements, under the "barn" at Pendre, the subject of interminable arguments between Economics and Sentiment.

No.2, "Dolgoch", is in working order but is likely to be put on light duty and used only for special occasions. She is an old engine and will require careful nursing. A member has kindly offered to remove and replace the smokebox door and front, and to provide new brake blocks and firebars.

No.3, "Sir Haydn," and No.4, "Edward Thomas." These locomotives require only minor repairs and members have very kindly offered to supply new firebars, brake blocks, spring buffers and centre couplings.

No.6, "Douglas." Much added work has been done on this locomotive, such as new bearings, etc. It is proposed to withdraw a boiler tube to ascertain the condition. At the front end a buffer beam, or headstock will have to be constructed, and the provision of coupling gear and buffers is under consideration.

Coaching Stock A complete set of new couplings is in hand for the Talyllyn coaches, and other repair work and decoration will be carried out before next season.

Spring buffers and centre couplings are to be fitted to the Penrhyn coaches. A recent derailment of No.7, the roofed coach, was found to have been caused by a combination of bad track and non-parallelism of the axles. It is also proposed to fit somewhat softer springs on this coach. The frames of the open coach, No.8, are to be strengthened, as with No.7.

The Corris Van requires extensive repairs to the running gear, and it is also apparent that the van has been running with hot axle boxes. The axle box lids are missing and water, foreign matter, etc., have been allowed to enter, with consequent damage to the journals. It is hoped to have the journals re-turned and re-fitted, at the same time replacing the wheels. Centre couplings and buffers are to be provided.

A new carriage inspection pit has been constructed at the end of the carriage road. (Watch your step if youtre there in the dark!)

Wagons The general condition of wagons is extremely poor. It is not considered that repairs are justified on Nos.7, 10, 11, 12 & 36. Repairs urgently needed on Nos.25 & 26 (bolsters) are in hand.

The North West Area have prepared drawings for some new standard underframes to be constructed in Manchester, the timber being provided and machined in Birmingham. Useable metalwork is to be salvaged from the old wagons.

Permanent Way A general survey carried out in September revealed that the intensive traffic during 1953 has caused considerable deterioration of the track. A programme has been drawn up for winter work, but a very large volunteer labour force will be necessary to carry this out.

To ease the shortage of rail it is proposed to lift the track between the water tower at Abergynolwyn and the second incline and the question of obtaining an additional stock of replacement rail at a reasonable figure is at present being actively pursued. It is hoped shortly to locate a fresh supply.

Points at Rhydyronen and Brynglas are in very poor condition and the crossings at least will have to be rebuilt before next season. A member has offered to build points if we can supply the rail, but as our worn rail is not suitable it will be necessary to provide a better quality of second-hand rail.

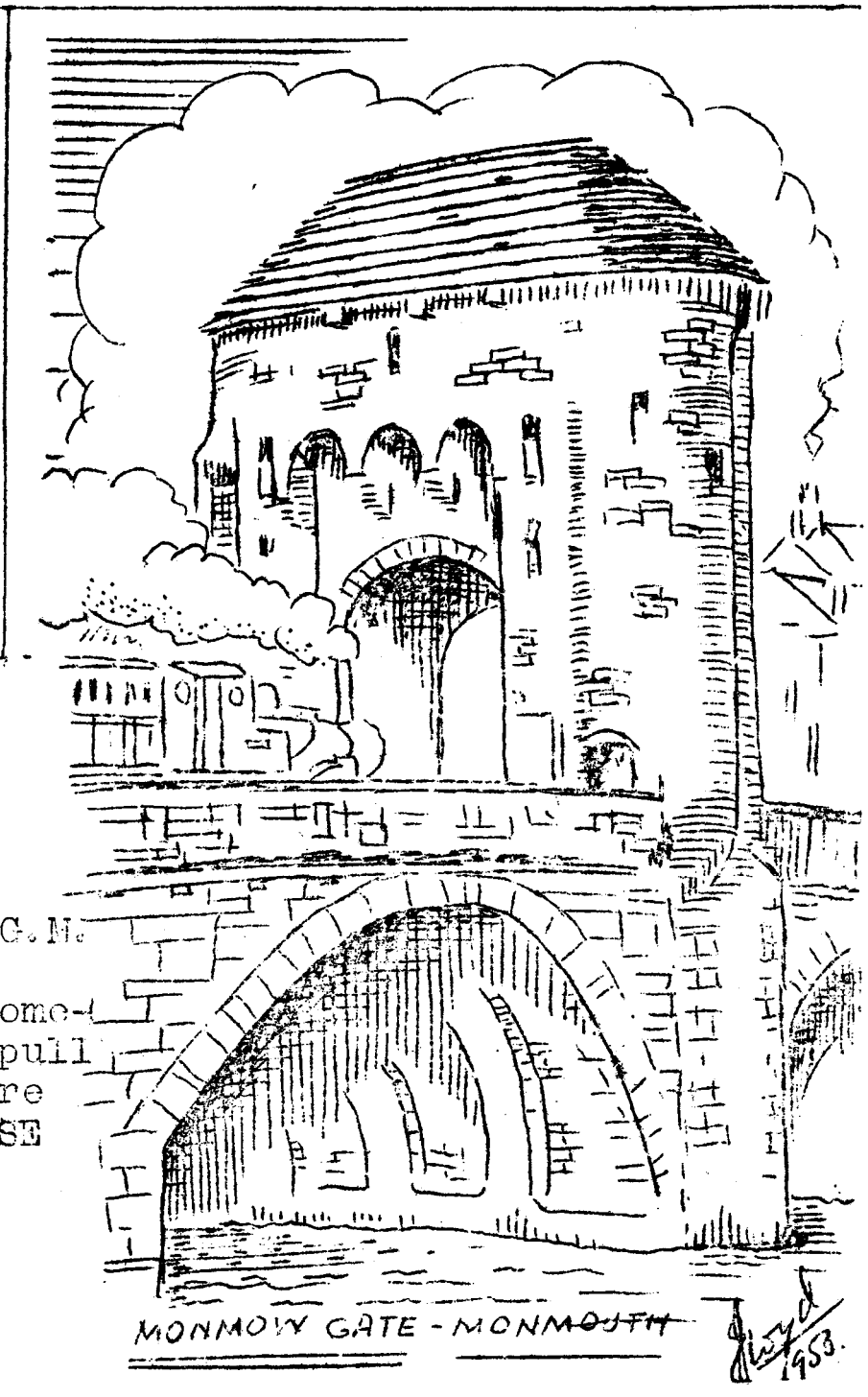
A new siding at the Quarry was laid in during the A.G.M. week-end. This will give easier access to the ballast and will also make for easier working of the ballast trains as the old siding was not in a fit condition to take the locomotives.

LIGHTER VEIN AT THE A.G.M.

A member who protested that as the Talyllyn Railway was not nationalised it should not be bound by the regulations of the Ministry of Transport, brought forth the classic reply from Col.Woodhouse, "I'm sorry; it's an Act of Parliament."

Another member revealed that on the day of the AGM the T.R.P.S. had achieved the remarkable distinction of appearing simultaneously in the correspondence columns of the "Times" and the Childrens' column of the Daily **Mirror.**

The display headline for the latter read "RAILWAYBOY GARETH FIRES OLD DOLGOCH!"



Headline of the Future ?

DOLGOCH REACHES ENGLAND.

Our President at the A.G.M. said of Dolgoch "...She should be put in steam sometimes and be allowed to pull her coaches between Pendre and Wharf or WHEREVER ELSE SHE LIKES....."

LONDON & HOME COUNTIES AREA NEWS

First of all the opportunity is taken of explaining the different organization in this area, as compared with the N.W.Area, dealt with in the last issue.

The London Area Committee consists of the Area Secretary, acting as Area Representative on the General Committee, together with a Chairman and five other members elected at an Annual Meeting of members in the Area. Members of the General Committee residing in the Area are invited to join the Area Committee for as long as they remain on the General Committee. Other members are co-opted for special purposes and for as long as occasion demands.

This year the Annual Meeting will be held on the 2nd December (see Diary) and all members are urged to attend. The present Committee offer themselves for re-election, but nominations will be accepted from the floor. It is hoped to show recent photographs of the line and also at least one film.

The main Area object is to spread news of the Railway and the Society as far as possible, to enrol new members and to collect as much cash as possible for the funds of the Society. The distance from Towyn hinders any full scale scheme for working parties, but it is hoped to arrange for parties and individuals to get to Towyn to work on the line as often as possible. In this connexion, the Transport Bureau (see last month's notes) still needs the support of both drivers and passengers. We have had cars going half empty to Towyn!

All suggestions for ways in which any of the above objects may be attained will be very welcome and, in particular, the Area Secretary will welcome names and addresses of Secretaries of any organization which might be interested in an illustrated talk (distance no bar), and also notification of any Exhibitions at which either a small wall display or a larger "stand" would bring the Society valuable publicity.

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Hon.Area Secretary: Mr.T.W.Robertson,
23, Portway,
Ewell, Surrey.
Phone: Ewell 1417 (most evenings).

SMALL PROFITS (FOR B.R.) AND QUICK RETURNS

An account of the London Area Diesel Railcar trip to Towyn, 26th-27th September, 1953

by John Slater

AS I got up at 4.45 am on the morning of the A.G.M., I reflected that all over London and the Home Counties there would be some sixty-nine or so others doing the same thing. After a hurried breakfast I set off in a light fog for Paddington, where, after buying half-a-crown's worth of packed meal from a slot machine, I joined the T.R.P.S. party.

Two minutes before departure time, our railcar, No.W13W rolled up, we were all hustled aboard, and at 6.45 am we left Paddington.

The trip was fairly fast, and uneventful; stops were made at Greenford and High Wycombe to pick up passengers, and at Leamington Spa we waited for half an hour or so whilst the car was refuelled. We were joined there by the Chairman of the T.R.P.S., Mr. Trinder.

Leamington Spa was left on time, but we were delayed at Wolverhampton by shunting. At Birmingham the refreshments were loaded aboard and we changed crew. The departing guard was rather upset about this and said he would have liked to continue and have a look at this Talyllyn Railway we were all talking about. We sold him a guide to the line.

At Machynlleth we changed crews again, but this time the "spare" Driver and Guard came on with us. We also had a pilot over the Cambrian section.

All these stops were welcome in another way, for as the railcar was a seventy seater it had no "mod.Con," and stops were necessary. Along with several others I had a tray meal, two cups of tea, a bottle of beer, two meat pies and an orange on the way down, to stave off the pangs of hunger.

We arrived at Towyn at about 2.20 pm; unfortunately they were not prepared to run our railcar into the Wharf, so we had to walk the short distance from the G.W. station to the T.R. station.

At 11 pm we returned to the station, boarded our railcar and left for London. Tea was taken aboard at Moat Lane, but just before we arrived at Lapworth disaster struck. We stopped just at the platform

edge, in a cloud of steam. It was believed that all our cooling water had run away because of a loose connexion. This was repaired and the radiator filled from the station fire buckets, but on trying to start up it was found that the engine had seized solid.

After an abortive attempt on our part to push it into a loop (it wouldn't budge) a GWR 2-8-0 loco was detached from its train on the down line, hauled the car into a loop, ran round it and hauled it back to where we were waiting. We had stopped at 3.30 am and at 4.15 am we continued on our way, hauled by a 2-8-0 freight loco, running tender first with Express headlamps, at a speed between 15 and 20 mph. Eight miles further on we stopped at Leamington Spa, only just in time, as something was very hot and the rear bogie was smoking heavily. Another railcar had been laid on for us here, and we boarded it, thanking the crew of the freight engine on our way past. The second car was but a 48-seater, so twenty or so people had to stand.

We got to Paddington without further incident, only an hour and a half late, but I reckon British Railways can write off any profit they may have hoped to make out of the trip.

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Extract from Log kept by Mr.J.J.Davis:

Miles		Schedule.	Actual
0	Paddington Dep	6.43 am	6.45
7.8	Greenford Dep	7.0	7.02
26.6	High Wycombe Dep	7.30	7.32
34.7	Princes Risborough	7.47	7.49
53.4	Bicester North		8.09
67.4	Banbury	8.35	8.45
87.3	Leamington Spa Dep	9.53	9.52
110.6	Birmingham (S.H)Dep	10.38	10.34
123.0	Wolverhampton Dep	11.03	11.09
142.6	Wellington	11.29	11.37
153.1	Coleham (Goods)	11.46/48	11.58
19¾	Welshpool Dep	12.24	12.41
33¾	Newtown	12.47	1.05
38¼	Moat Lane Jct Dep		1.17
61	Machynlleth Dep	1.45	2.09
65	Dovey Jct Dep	1.56	2.15
70¾	Aberdovey	2.10	2.28
74½	TOWYN Arr	2.16	2.34

NORTH WEST AREA NEWS

During August and September working parties cleared the stream bed under Cynfal Halt bridge to assist the rapid exit of flood waters. Several members who might otherwise have desired to remain anonymous were photographed in a semi-naked condition, standing in the flooded waters.

Working parties have cleared ditches and levelled an underbridge on the Army length east of Brynglas. We were pleased to have two London Area members to assist us with this work.

The Occupation Crossing at Quarry Siding, removed by the Army, has been replaced. The old Quarry Siding has been lifted and a new siding, on an old course, laid in. This involved clearing the site and digging a cutting. The work was done by a large party of almost 40 volunteers, including some from other Areas, who worked over the A.G.M. week-end. Part of a loading stage for the ballast has been erected.

A standard wagon frame has been designed and several are to be built during the winter. The timber is being obtained and machined through the kindness of a Birmingham member.

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The Annual Re-Union will take place at the Memorial Hall, Albert Square, Manchester, 2, on 10th February, 1954, 6 pm to 10 pm, and all members and friends will be welcome. Mr.Boyd will review the Area's work during the past year, illustrated by colour slides. Over 150 persons were present at the last "do" and we hope for a record attendance this time. N.W.Area members will receive a circular during January; members of other Areas are welcome, but please note the date.

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Working party volunteers are still required to extend our labour force. Whether you have a car or not please contact Mr.David Baxter, "Aucklands" Grey Road, Altrincham, Cheshire, (ALT.1039) at the earliest opportunity. Since the advent of the "News" Mr.Baxter will not issue working party circulars unless any members specifically request them.

With the exception of administrative matters, the Area Representative will be pleased to deal with all

enquiries relating to working parties. Members of other Areas who wish to join parties should contact Mr.Baxter before the due dates.

Working parties can be contacted whilst at Towyn by phoning Towyn 458 (Dolgoch Hotel). This will be the Working Party's Winter Headquarters.

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Area Representative: Mr.J.I.C.Boyd, 12 Alcester Road, Brooklands, Cheshire. Phone: SALe 3249

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"RAILWAY ADVENTURE" by L.T.C.Rolt

Mr.Rolt has a well-earned reputation for writing "readable" books, and this is no exception. Here we have a history of the Talyllyn Railway in miniature, and a history of the T.R.P.S. in fuller detail, together with a background of the beautiful country through which our railway runs. It is a story of the things that you and I do, of our problems, and of our aims and achievements. A T.R.P.S. member without this book would be like a politician without Hansard.

A descriptive leaflet and order form will be found with this issue. By courtesy of Messrs.Constable & Co. Mr.Robertson has obtained discount on the book, such discount to go to T.R.P.S. funds - to wit seven shillings. As "Robbie" puts it: "Just say 1 in 10 members buy the book - that's £35 in the kitty."

So if you decide to give yourself a spot of good reading for Christmas, please use the enclosed form.

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PERSONAL POINTS

We were sorry to hear of Bill Oliver's recent accident, and are glad that he is now progressing satisfactorily. His enforced absence from duty has, of course, had an adverse affect on the progress of work at Towyn.

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Readers will be glad to hear that Mr.K.C.Marrian, the popular General Manager during 1953, will again be taking up the position in 1954. He in turn was probably glad to hear that he will have an assistant at Pendre!

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NEXT ISSUE of the News will appear in February, 1954. Provisional closing date for copy will be the 1st February.

SOCIETY DIARY

29 Nov- 5 Dec. Cardiff & Dist. Federation of Model Clubs & Societies. Exhibition at Sophia Gardens Pavilion, Cardiff. TRPS Stand. Members able to assist as stewards write to Mr. Harvey Gray, 233 West Boulevard, Birmingham, 32.
2 Dec. London Area Annual Meeting, 2nd Floor, Railway Clearing House, 203, Eversholt St., N.W.1, 6.30 for 6.45 pm. Photo & Film Show to follow.
8 Dec. Talk - Norwood M.R.C.
18-20 Dec. Manchester Model Railway Society Exhibition, Corn Exchange, Manchester. TRPS Stand.
5 Jan, 1954. N.W. Area New Year Social & Working Party, at Towyn.
6 Jan. Talk - Round Table, Acton.
20 Jan. Talk - London University College Railway Soc.
21 Jan. Talk - Stephenson Locomotive Society, Russell Road, London, W.14.
6 Feb. Norwood M.R.C. Exhibition. TRPS Stand.
9 Feb. Talk - Imperial College Railway Society (London)
10 Feb. N.W. Area Re-Union. (see Area Notes).

N.W. Area Working Parties 21st November, 1st January, 20th February, 20th March, 16th April (Easter).

Please notify Mr. Harvey Gray (address above) if you know of any Model Exhibitions or other suitable functions, so that T.R.P.S. publicity can be arranged.

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FROM THE TREASURER Between now and 1st February, when subscriptions should come rolling in, considerable financial embarrassment is likely, as Army Re-laying Expenditure has exceeded Appeal Receipts by £400; may I appeal to members who have not contributed, or feel they can send more, to send me a donation as soon as possible.

To those who feel they cannot afford it may I say we quite understand, but perhaps you can ease the position by sending your 1954 subscription a little early. The payment of wages to our small and loyal Staff is entirely dependent on Members' response to this appeal, and I hope you will do your best to tide us over this difficult period. The address is: Patrick J. Garland, 36, Waterloo St., Birmingham, 2. Please rally round.

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