TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION
SOCIETY

No. 4 - JUNE, 1954.

President:
The Rt. Hon.
The Earl of Northesk.

Secretary:
P. B. Whitehouse,
344, Lordswood Road,
Harborne, Birmingham, 17.
Telephone; Bearwood 2791.

HISTORY IN THE MAKING

AT 7.3 pm on Sunday, 30th May, 1954, Major D.R.Robinson sat on the platform of Abergynolwyn Station and held the first telephone conversation with the Wharf Station.

On Saturday, 29th May, at 8.30 am, with the worst weather possible for the occasion, Maj.D.R.Robinson, O/C 96 AG, RA(AA) Signal Squadron, Atherton, Lancs, and 12 of his men, arrived in a lorry with all the gear necessary to lay and complete the telephone line from the Wharf to Abergynolwyn. By 9.15 am all the gear had been transferred to a special train of trucks, and a start was made up the line.

It was found that the existing wires beyond Hendy Bridge were useless, so it was decided to commence laying from that point and recover the old wire later. Communication between Wharf and Brynglas was obtained by lunch time. As a special train was running on the Saturday afternoon it was decided to start after lunch from Abergynolwyn and lay towards Brynglas. The men finished work at tea time.

The weather on Sunday, 30th May, was all that could be desired, and the wire-laying special train left the Wharf Station at 9.30 am to complete the work. At present the wire is in the hedges, but on Sunday, the 13th June, and each weekend following, Major Robinson and his men will be working on the erection of poles, and placing the line on insulators, so that we shall have first-class communication from all stations. It is no small task, as some 300 poles have to be prepared and planted. Due to the generosity of two firms, this material has already been delivered at the Wharf.

- C.M.Uren.

AN ANALYSIS OF TALYLLYN LOCOMOTIVE PERFORMANCE

by "Steady Stoker"

IN the last issue Mr.J.B.Snell gave us an insight into the performance of the T.R.locomotives. This article is an attempt to explain the reasons for the particular performance of each individual engine.

Beginning with "Dolgoch," her performance, both favourable and unfavourable, is caused by two things, viz - (1) her condition and (2) her proportions.

Her condition at present leaves much to be desired, and, as a result, she takes more steam than she normally would.

In my opinion, the design is chiefly responsible for her heavy coal consumption and tricky steaming. The performance of a locomotive depends on the ability of the boiler to boil water, and this ability is dependent to a large extent on the blast arrangements and the size of the grate. "Dolgoch" combines large cylinders (8in x 16in) and a very small grate (2 sq. feet). The blast is ample - if the leaks in the smokebox have been stopped up with cement - as the cascade of cinders when working hard testifies. Unfortunately the good effect of this blast is to a large degree nullified by the ancient design of the front end, which results in excessive back pressure and consequent wastage of steam, as a large proportion of power is used up to drive the engine. The inadequacy of her exhaust ways is obvious to the experienced ear when listening to her.

All this means that a great strain is put upon the firegrate to generate enough steam when working a heavy train. Indeed, if one attempts to force the pace up the banks the demand of the cylinders is so great that it is quite impossible to maintain steam pressure and water level. Meticulous firing and use of the injector, together with a perfect knowledge of the road, is the only way to obtain a reliable performance from the "Old Lady."

No.3, as already stated by Mr.Snell, is a very competent locomotive. She combines a fairly large grate (3·1 sq.feet), a tremendous blast, and 7in x 12in cylinders, with the result that she is an extremely good steamer. Her coal consumption (and here I must

disagree with Mr.Snell) is reasonable, and would probably be further improved if the front end arrangements were better. The amount, for equal work, lies about half way between "Dolgoch" and No.4. The plentiful supply of steam, together with a phenomenal factor of adhesion (7·44) makes her, in practice, the "strongest" of the engines, although her low tractive effort makes her a little slow off the mark with the heavier trains.

In my experience, which is considerable, with all three engines, she is the easiest to drive and fire. On the driver's side there is little slipping trouble and one can slog along almost with impunity. On the fireman's side everything goes smoothly if one knows the road and uses one's loaf. Even on the heaviest trains, where full regulator and - according to the notch - 57% cut-off is necessary up Hendy and Cynfal banks, there is no cause for the fireman to be distressed. Even though the water level is a little down at Rhydyronen it will be back to normal by the time Brynglas is reached.

No.4 is the most modern engine and has a large grate (4 sq.feet), an excellent blast, and 7in x 12in cylinders. The front end arrangements and valve events are excellent. Somewhat naturally - and here again I differ from Mr.Snell - she is the most economical engine, provided that the fireman exercises due care and attention. She has two disadvantages; firstly the factor of adhesion is very low (3·69) and secondly the settling of the springs upsets the valve setting, a fact which is very apparent at the present time. It is hoped that this unevenness will be cured by modifying the suspension arrangements, an operation which it is hoped will also improve the weight distribution.

I feel, however, that her propensity for slipping is not wholly due to her design. She is the unfortunate possessor of a sanding gear which up to now no one has succeeded in making to work reliably. Any engine will slip on a greasy rail, and without sand, stalling is bound to occur if long stretches of track are greasy. In my opinion the main cause of No.4's slipping is the condition of the track, which, on the un-relaid portions is a profusion of grass and sagging joints. The grass is often plastered on the rails in wet weather, so that the engine runs on grass instead of steel, and

on "soft" days moisture is retained excellently, so that the rails continue to be greasy long after the sun has reappeared.

My own theory is that sagging joints are the worst offenders, the dip in some cases being so great that the drivers are momentarily relieved of their weight, making the engine in effect a single driver, which results in a slip. I have personally investigated this theory when No.4 has been troublesome and I have found that she would trot nicely along the rail length, and then slip furiously when the drivers came over the joint. On entering a stretch of relaid track she would usually pick up her skirts and race away in fine style. The steady improvement which is being made in the track should also result in an improved performance from No.4. As an 0-6-0 she would be a most wonderful little engine, for even in her present state, given a dry rail, she would climb the side of a house.

It is interesting at this point to consider my disagreement with Mr.Snell about the coal consumption of Numbers 3 and 4. I am sure Mr.Snell will agree with me that No.3 is the easiest engine to fire. The reason for this is the deep, narrow firebox. If the fireman is inexperienced and throws the coal into the firebox rather haphazardly, a goodly portion of the coal is bound to rest against the firebox plates, because the lumps will roll there by gravity. No.4, however, is a different matter, as the firebox is wide and shallow, and one does in fact fire UP. The gravitational force has no effect and the coal remains where it is put until it has burnt away. It is therefore imperative that each shovelful should be placed carefully, exactly where it is required, otherwise holes will be formed in the fire bed, causing the surrounding fire to burn away rapidly, which means that bigger holes are formed. To counteract the loss of heat caused by the inrush of cold air, more coal has to be added to the fire, whereas with an even fire bed no further addition would be necessary, as the whole grate is generating heat.

Many firemen are misled by the shallowness of the firebox and fail to make up a good fire at the start, with the result that a lot of the fire is thrown out of the chimney when climbing the gradient out of

Wharf station. Holes develop, causing too rapid a rate of burning of the surrounding areas, and an inrush of cold air, and more coal has to be put on, as explained above. If the fire-throwing occurs at every start, and up every bank, then the coal consumption can be really tremendous, which is what Mr.Snell has probably observed.

RAIL

by John L.H.Bate

I REGRET that I cannot agree with the calculations on page 15 of the March issue of the "News," and below are appended my corresponding figures on the matter of rails.

	m.	ch.
Route mileage open to traffic	6	51
Add for second track:		
Wharf loop	0	3
Pendre loop	0	3
Brynglas loop.	0	3
Abergynolwyn loop.	0	3
Total running line	6	63
Rails:		
Glyn Valley rail at Cynfal	0	13
Corris rail, Wharf - Pendre	0	36
Corris rail, Wharf loop	0	3
Corris rail, Cynfal bank	0	19
Corris rail near 2 M.P.	0	10
	1	1
Talyllyn rail salvaged from inclines in good condition:		
Village Incline, 2 x 121 yards	0	11
Alltwyllt Incline, 2 x 211 yards	0	19
	0	30
= Total rail in fair condition	1	31

Therefore total which may need re-laying
= 6m 63ch - 1m 31ch = 5m 32ch = 8904 yards.

No account has been taken of sidings (1000ft approx) or of the section between Abergynolwyn Station and the foot of Alltwyllt incline (59 chains), most of which is being dismantled.

SECRETARY'S ANNOUNCEMENTS

There will be a General Meeting and Social at Towyn on the last day of running, ie Saturday, 25th September. Your Committee hopes that we shall have a good turn out, and that the day will prove to be as enjoyable as previous events.

* * *

Members are reminded that the Company cannot allow caravans to be permanently sited on their land. Any member who has in mind the temporary siting of a caravan must contact me before permission can be granted.

* * *

Although the catering facilities will be improved during the coming season, it is hoped that members and the general public will endeavour to keep both the rolling stock and the site of the railway as free from litter as possible. Please help by directing the attention of members of the public to the litter bins provided.

* * *

Attention should also be given to the fact that all volunteer guards must in future be tidily dressed, as members of the Society working on the railway are always in full view of the public, and the Society will be judged by them.

P.B.Whitehouse,
Hon.Secretary.

PERSONAL POINTS The Chairmanship of the Society and Company has now been taken over by our President, Lord Northesk, as Mr.Trinder now feels that he is unable to carry on longer.

* * *

In recognition of the work done by both Mr.Trinder and Mr.Rolt in their various capacities, and as they were jointly concerned with the calling of the first public meeting to discuss the founding of the Society, the Committee has bestowed upon them the office of Vice President.

PUBLICITY

GUIDES The new edition is selling like hot cakes at Towyn. It has been increased by the inclusion of four new photographs, the letterpress has been brought up to date, and the whole is now printed on art paper. This is a very good shillingsworth, and those who have bought previous editions (now sold out) should not be deterred from purchasing the new one — the new photographs alone are worth having!

POST-CARDS The remaining sepia cards are still selling well at 2d each. There have been no additions to the series of six photo-cards (at 4d each), but when No.6 is delivered at Towyn we expect to extend the series by adding views of this locomotive, Numbers 3 and 4 when fitted with buffers, and also the new carriages, which are now in use.

FILM STRIP No.2 (COLOUR) Orders can now be accepted for this, which will contain about 36 views in colour, and will include lecture notes. Price 17/6 per copy; delivery in a few weeks.

CALENDAR FOR 1955 Orders can also be accepted for the 1955 Calendar, delivery early in December. This will be similar to the 1954 Calendar, each sheet (for two months) headed by a new view. Those ordering now will be advised when to send cash.

Publicity: Mr.R.K.Cope, "Brynglas," Beckman Road, Pedmore, Stourbridge, Worcestershire.

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TALYLLYN BADGES In response to many requests a Society badge has been designed and will be available shortly. It is of gilt metal and enamel, and is about the size of the badge printed on the cover of this magazine. It is similar in design but the "Preservation Society" is concentric with the garter, round the bottom half of the badge.

Two types are available, stud and brooch, and it is suggested that members cover all contingencies by ordering one of each.

An order form is enclosed to save you trouble. Please complete it carefully and send to the address shown with P.O. or cheque for the amount involved. The badges will be despatched immediately on receipt from the makers.

Locomotives That No.1, "Talyllyn," is not forgotten is shown by the following extract from a family newsletter by Mr.J.N.Slater: "....Of the rest of the London Party, some had gone up on the train to Quarry Siding, and three more were scraping and polishing No.1 "TALYLLYN" preparatory to painting her up, so that she would look a bit more like a Museum Piece and a bit less like a lump of rather dirty scrap iron.

The job was one which Mr.Gildersleve had arranged to do about last Christmas, and he came down early with all his equipment. It is certainly a job which wanted doing, and everyone who saw the old engine gleaming in a fresh coat of green paint, with red buffers, coupling and connecting rods, red safety valve levers, and a black smokebox and chimney, were most heartened by the sight. Later in the day the "Cleaners" lit a smoke-producing concoction in a tin and stood it on the blast pipe, where it caused smoke to rise from the chimney in a most realistic manner, as if the old engine were raising steam. Bill Faulkner, on seeing it, enquired: "Who lit a fire in that?" but when Bill Oliver saw it he shouted across: "Why don't you put some water in her and have a go?"

One of the pony truck axleboxes on No.3 "Sir Haydn" has been running hot and on examination it was found that new bearings were needed and that all rivets were loose. The complete pony truck was despatched to the Midlands, where one of our members very kindly gave it a complete overhaul.

Conversion of No.6 "Douglas" to 27" gauge is now nearly complete and it is hoped the loco will be in service shortly - possibly by the time these notes appear.

Coaching Stock All coaches have been re-painted and re-lettered. Attention has been given to the running gear and new drawbars have been fitted where necessary. The running gear of the Corris Van has had a major overhaul, including a set of new wheels, and new centre coupling hooks have been fitted. Some modifications have been made to the T.R. Brake Van, so that more light is admitted to the booking office section.

After successful trial runs with the new roller-bearing bogie underframes, Penrhyn coach bodies were fitted. Both vehicles were in service at Whitsuntide. One observer writes: "....they finished the painting of the underframe of the second one whilst it was loading up at the Wharf on Whit Monday."

Permanent Way Necessary arrangements are now complete for an Army Unit to work on the line this year. Track will be re-laid and bridge repairs undertaken.

Approximately 15 Tons of good quality second-hand rail have been obtained from a quarry at Clitheroe, and a member is arranging the necessary transport to Rowyn.

Civil Engineering Through the kindness of a member, supplies of asbestos sheeting have been received at Towyn, for an extension to the Carriage Shed. Work on this will proceed later in the season.

Asbestos pipes have also been received, to enable the Dolgoch water supply to be re-laid.

Signalling and Communications As reported on Page 1, an Army Unit has very kindly given considerable assistance in laying the telephone line from Wharf to Abergynolwyn.

Ground signals have been fitted at Wharf and Pendre, operating in conjunction with the points. These are to warn drivers not to run through wrongly set locked points.

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We are indebted to Mr.J.N.Slater for the following up-to-date list of the coaching stock, with the numbers allocated (exclusive of the new bogie vehicles):

Brown, Marshall & Co. First Class Carriage... ...	No.1
" " " " Composite Carriage	No.2
" " " " Third Class Carriage	No.3
Lancaster Wagon Co. Third Class Carriage.	No.4
Brown, Marshall & Co. Brake Van/Booking Office...	No.5
Ex-Corris Railway Brake Van..	No.6
Ex-Penrhyn Railway Covered Carriage..	No.7
Ex-Penrhyn Railway Open Carriage.	No.8

The coaches now bear the Company's crest on the centre doors, and Class numbers on the end doors.

TRAIN SERVICE, 1954

The most notable feature of the 1954 Timetable is the absence of the "evening" train. This was never a very profitable institution, and receipts often did not cover the cost of coal.

In its place, however, will be seen an additional "express" afternoon train, stopping at Dolgoch only. A similar timing was run experimentally at one period last year, and proved most successful in absorbing the overflow of traffic from the normal service. With the increased amount of coaching stock available this year it seems likely that we shall avoid the heart-breaking sight of good revenue being thrown away by our inability to carry the traffic offered.

UP TRAINS		A	C	B
		a.m.	p.m.	p.m.
TOWYN (Wharf).	dep	10.25	2.15	3.0
TOWYN (Pendre)	"	10.30	-	3.5
RHYDYRONEN	"	10.43	-	3.18
BRYNGLAS	"	10.50	-	3.26
DOLGOCH	"	11.7	2.45	3.43
ABERGYNOLWYN	arr	11.20	3.0	3.55

DOWN TRAINS		A	C	B
		a.m.	p.m.	p.m.
ABERGYNOLWYN	dep	11.50	4.30	5.0
DOLGOCH	"	12.5	4.50	5.15
BRYNGLAS	"	12.17	-	5.27
RHYDYRONEN	"	12.23	-	5.33
TOWYN (Pendre)	"	12.35	-	5.45
TOWYN (Wharf).	arr	12.40	5.20	5.50

The above Timetable is operative from 5th June to 25th September, 1954, Weekdays only.

NOTES:
- A - Runs on Mondays to Fridays only throughout the season.
- B - Runs on Mondays to Saturdays throughout the season.
- C - Runs from 21st July to 4th September only, Mondays to Saturdays, and will not call at intermediate stations or halts except Dolgoch.

Many Thanks The Area is grateful to the many members who, in large and small ways, helped to make the recent display at the Model Railway Club Exhibition such a success. This must include those remote from the scene, even as far away as Towyn, in the despatch of the wagon and track which formed the centre piece of the stand. The stock of guides was soon exhausted but nevertheless the total takings (including 18 new and 4 renewal subscriptions) came to just over £60, but many more were promised, including two "Lifers" and the actual total, whilst never really known, will probably near the £100 mark. Once again - thanks to all who helped.

Working Party The success of the party at Easter, when nearly twenty members from the Area at one time or another were at Towyn, makes it seem desirable to repeat the experiment at August Bank Holiday. Whilst no definite arrangements can be given yet, it is hoped that we can get a party to go up on the night train on the Friday, returning on the Bank Holiday Monday afternoon. All those interested please write to Mr.J.N.Slater, at 14, Castello Avenue, Putney, S.W.15. Please don't forget s.a.e. for reply.

Transport Bureau This is gradually overcoming its "teething troubles" but, in order to benefit the greatest number of people, motorists as well as would-be passengers, ANYONE going to Towyn, other than as a member of a complete car load, is asked to advise the Bureau Manager, for it may be that whilst a would-be passenger is prepared to go by rail, if he were willing to go by road it might be just the factor needed to enable one motorist to go as well, thus both parties - and the Society - would benefit. So we ask that ALL members living in the Greater London Area who intend travelling to Towyn at any time and want transport, or have it available, are again urged to advise Mr.H.Eisele, 114, Watford Road, Wembley, Middlesex, (Phone:ARNold 2885) as long in advance of their projected visits as possible. We cannot promise to put members into contact for any particular date, but if we can it will usually be to the advantage of all con-

cerned, and the more offers we have, the easier the task becomes. It will be even easier if the dates given are variable within certain limits. Some car owners have already notified that they can take members to or from Towyn at various times during the summer, and there are others who are willing to make the journey with passengers.

"MODEL ENGINEER" EXHIBITION Whilst no definite details are available at the time of going to press, we are at least sure of a stand at this year's show from Aug.18th - 28th, and once again our difficulty is stewards for daytime duty. Will any member who is prepared to give up one day of his holiday for the sake of the Society please notify the Area Secretary as soon as possible. Once again we ask that any member visiting the show makes himself known on the stand - the badges will come in useful here! - even if he cannot help by acting as a steward.

Diesel Trip, London - Towyn, September 25th Details of this trip are not yet available from British Railways but will be circulated to all who have indicated their interest. It is again stressed that we should be glad if any members wish to join at Leamington or Birmingham, but so far enquiries from that area have been few. Last year we had to accept an unsuitable car because support was not forthcoming until too late to make alternative arrangements, so please advise us early and we can then go safely ahead with plans, and hope that no one will be disappointed. The outward journey will be via Bala and Dolgelley, and refreshments will be available en route.
GET YOUR NAME ON THE AREA SEC'S MAILING LIST FOR THIS EVENT & YOU WILL RECEIVE FULL DETAILS IN DUE COURSE.

Transport Difficulty is sometimes experience in getting layouts, materials, etc., to exhibitions. If any member is prepared to lend us the use of either an estate car or van for the odd occasions when we are stuck, it would be of great assistance. Please advise the Area Secretary if you can help.

Area Secretary: Mr.T.W.Robertson, 23 Portway, EWELL, Surrey.

NORTH-WEST AREA NEWS

The Area continues to send Working Parties to Towyn every fourth week-end. Ballasting and rail-lifting have been the chief occupations this year. Area members – rather fewer than usual as many were taking a well-deserved change and rest – were pleased to meet many of the London members at their Easter working party.

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Meanwhile, photographs to be embodied in an Area film-strip are being taken, with the idea of showing local societies, etc., what their neighbours are doing in connexion with the Railway.
An 8mm ciné film of Area activities has been commenced and should be available in time for the winter lecture season.
Four illustrated lectures have been given within the Area.

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The new wagon underframes have been completed and one is being converted into a weed-killing spray wagon. Rusty tanks have been noted as missing from one Warrington scrap-iron tip, and a certain member has his garden littered with wagon parts. We are led to believe that a new industry has begun in Lymm.

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New notice boards for Pendre Station have been constructed out of salvaged material.

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Future week-end dates are:- June 19th, July 24th, August 21st, September 25th. More workers have offered their services and transport is now very strained. Disappointment may follow during the summer when car owners are on holiday, so will anyone who can offer a car, whether they themselves wish to work or not, also any further volunteer workers who can join our ranks, please get in touch with Mr.David Baxter, Aucklands, Grey Road, Altrincham. Phone: Alt.1039.

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

When writing to Area Secretaries, Working Party Leader, or Transport Organisers, please enclose s.a.e. Thanks.

POINTS FROM LETTERS

...Why not have a correspondence column in the "News?" But perhaps you don't get any "Readers' Letters."

- Mr.R.M.G.Baker, Northwood.

** We get a few, but daren't risk making a regular feature of it, because of shortage of space - Ed.

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...particularly the article on rail, from which I am pleased to note that the Society is not afraid to tell its Members the truth.....and I am sure that all the Members appreciate this fact.

- Mr.J.N.Slater, Putney.

Would it be a good idea to start a separate "Rail Fund" and issue an appeal - "Buy a yard of track, only £1." Those of us who cannot afford to re-tube a boiler might fall for this.....it is my experience that when there are funds the most elusive commodities – even 40 lb rail – have a habit of materialising. In any case here are £x to buy the first x yards.....

- Capt.H.L.Reeves, Brighton.

....quite different from share-pushers' circulars.... in which nothing ever goes wrong.....

- Gist of several letters.

....the atmosphere which might be engendered in the mind of the average member after reading the "News," and whether.....certain types of light reading were desirable. This Committee took the view that the tone of the last issue was 'risky;' their viewpoint has been further strengthened by the recent correspondence in the 'Cambrian News' regarding the News....they do not feel a repitition (sic) of such types of article are (sic) in the interests of the Society....

- N.W.Area Rep.

** The above refer to "Rail" and "Talyllyn Locomotive Practice & Performance" - Ed.

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I find it most interesting and am looking forward to my next copy...

- Maj-Gen.J.N.Slater, CBE, MC, DL.

If there are no professional journalists on the staff, I shall be very surprised... (None - Ed)

- F/Lt.R.J.E.Dawson.

FOUND in wagon of ballast at Easter, a "Kodak" Photographic exposure calculator. Owner please apply to Mr.J.I.C.Boyd, N.W.Area, 12, Alcester Road, Brooklands, Sale, Cheshire.

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ACCOMMODATION LISTS Copies of Instructions to Volunteers, and Lists of suitable accommodation at Towyn, can be obtained on request from

Mr.R.W.Tippetts, 255, Warwick Road,
Olton, Birmingham, 27.

Please send s.a.e., and also state when you expect to be at Towyn, if possible. This information is of considerable help to Mr.Marrian and Mr.Uren.

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"RUSSELL" Members will be interested to hear that this ex-Welsh Highland locomotive has been purchased from her late owners in Dorset by the Birmingham Locomotive Club. At the request of the B.L.C. a site is being found for her at Wharf, where she will be preserved; she will, however, be the property of the Birmingham Locomotive Club, and that body will maintain and protect the engine.

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STATISTICS It has been suggested that the "News" should publish comparative returns showing periodical totals of passengers carried, together with similar figures for the previous year. An attempt to comply with this request will be made in future issues.

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THE "NEWS" is very much indebted to Mr.T.W.Robertson, of Ewell, who has kindly undertaken the printing of the covers. Readers will probably agree that the appearance of this issue is much improved, and it will be observed that the hyphenated "Tal-y-Llyn" has now gone for good.

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BADGES As we go to press, further details reach us of the Talyllyn badges announced on Page 7. The badges will be of gilt metal with the garter of the Company's crest in blue on a green background, the feathers being of gilt metal.

SOCIETY DIARY

19 June	North West Area Working Party at Towyn.
3 July	Stand and Layout at Conservative Fete, Love Lane, Pinner, Middx.
24 July	N.W.Area Working Party, Towyn.
18 - 28 August	Stand at Model Engineer Exhibition, New Horticultural Hall, Westminster. Daytime Stewards urgently wanted - see London Area Notes on page 12.
21 Aug	N.W.Area Working Party, Towyn.
23 Aug-4 Sept.	Display at Exeter S.M.E.E. Exhibition.
11 Sept	Display at Orpington M.R.C. Exhibition, Public Library, Bromley, Kent.
13 Sept	Talk to Westminster Bank Railway Society.
18 Sept	Stand at Southern Counties Model Railway Exhibition, Redhill, Surrey. Stewards wanted. Please contact London Area Sec.
25 Sept	Last Day of 1954 Season at Towyn: General Meeting and Social. N.W.Area Working Party. London Area Diesel Railcar Trip.

(PLEASE BEAR THIS DATE IN MIND, AS THE NEXT "NEWS" MAY NOT BE OUT IN TIME TO REMIND YOU AGAIN)

Major Robinson, O/C the Army Group which has been at work on the telephones, will be giving an unusually complete film show of Talyllyn items in the Autumn, at the Drill Hall, Atherton, Lancs. Admission must necessarily be by ticket and any member desiring one or more should write to Major D.R.Robinson, The Drill Hall, Atherton, Lancs., for ticket(s), final date, etc. Admission will be free, but send stamped, addressed envelope, please.

CLOSING DATE for material for No.5 will be 30th Aug.