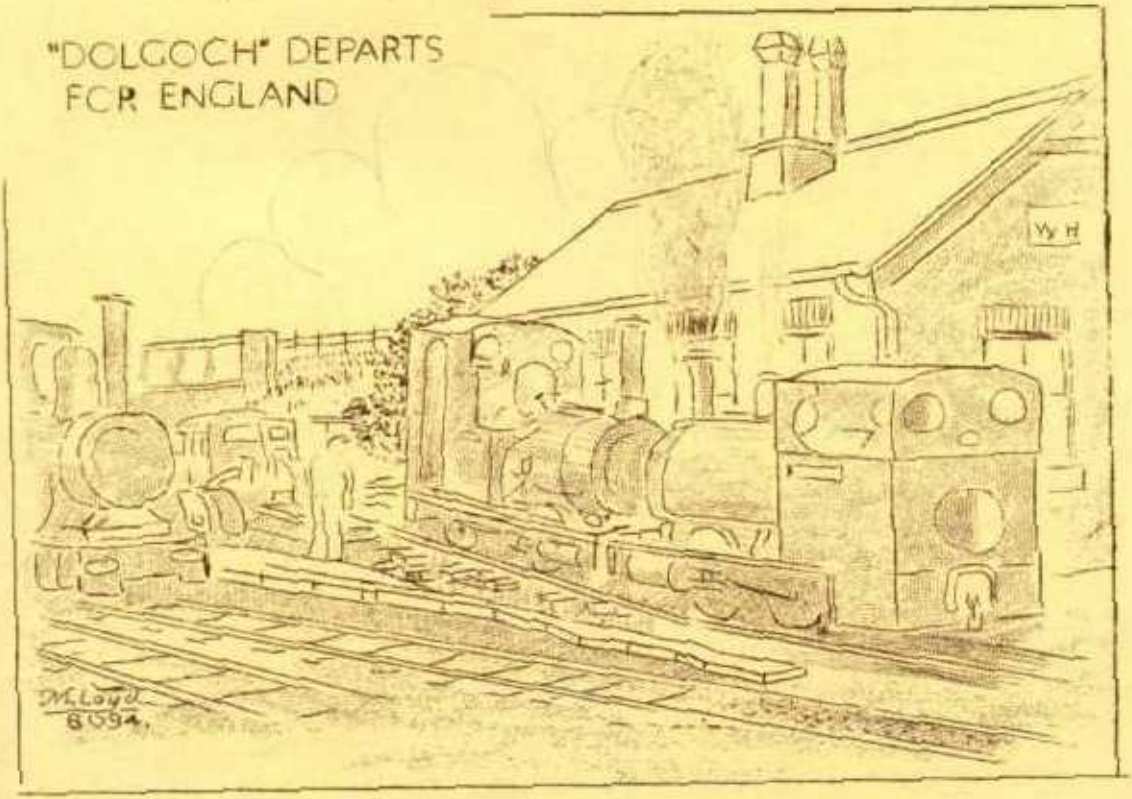
TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION
SOCIETY

No. 5 - SEPTEMBER, 1954.

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

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



This drawing by Mr.J.M.Lloyd, taken from the official photograph, shows the veteran locomotive being loaded on to the road vehicle at Wharf; No.3, "Sir Haydn," pushes her up the temporary inclined track. The newly-arrived "Douglas" can be seen on the left.

CHRISTMAS CARDS



similar to last year's but with the accompanying illustration by Mr.J.M.Lloyd, will be available this year. The card will be white, of course, and the printing either black or green as desired (so long as stocks permit). It is regretted that pressure of Talyllyn work prevents the printing of names and/or addresses this year. The price of the cards will be 6/- per dozen, including envelopes, and orders, with remittance (sorry, no order form this time) should be sent as early as possible to Mr.T.W.Robertson, 23 Portway, Ewell, Surrey. Don't forget to state colour required.

The illustration shows Down train at Pendre Station, with 0-4-0WT locomotive "Dolgoch", about 1870.

(Copyright)

NORTH-WEST AREA NEWS

Practically every reason has been given why working parties at Towyn have been small during June, July and August - holidays, Works Picnics, Mother-in-law, Jury Duty, Overtime.....and the weather has not been helpful either. Can we aim for bumper parties this Autumn and Winter? We still have memories of the record 45 bodies on the job last September. Although you will find a list of dates for forthcoming Week-ends in this issue, you can have the programme in handy form by sending a 2½d stamped, self-addressed envelope to this address for a copy of the Area's Fixture Card, which lists all engagements up to May, 1955, and gives addresses and gen-

(cont'd over)

the venerable "Dolgoch" during the latter's visit to Oldbury. The newest arrival (steam) "Douglas" has, of course, been in service, and seems to be a very capable engine, albeit suffering from inevitable teething troubles, mostly connected with injectors.

The title "newest arrival" really belongs to No.7, known variously as the "Flying Flea", Charlie's Ant, and other nicknames. This is a very competent little internal combustion Mercury tractor, fitted with a small four-wheeled bogie and flanged driving wheels. Although this vehicle has not taken part in normal traffic operations, it is proving very useful indeed in connexion with engineering work.

No.3, "Sir Haydn," surpassed herself on Wednesday afternoon, 23rd June, taking two bogie coaches, four 4-wheelers and the Van, with 164 passengers, unaided to Abergynolwyn. No trouble was experienced in keeping strictly to time.

The two new bogie coaches have naturally been most useful, and are very smooth-riding vehicles indeed. They seem to be popular with the passengers, which is a good thing but hardly surprising when one compares their dignified progress with the undulating, galleon-like movements of the four-wheelers on the un-relaid portions of the track. In contrast, the ill-starred "covered" Penrhyn coach, No.7, still continues to defy all attempts to make it one hundred percent roadworthy, and is banished to the cripple siding behind No.1.

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BANKING ASSISTANCE REQUIRED

A NOTE FROM THE HONORARY TREASURER

The appalling Summer has wrought havoc up and down the country, and our Railway has not escaped the effects. The traffic receipts so far are barely £60 above last year, and catering profits are also depressed. The position might not be so serious had not certain commitments been entered into in anticipation of increased traffic receipts and catering profits. It will be noted that no Special Appeal has been made this year to finance the Army Relaying scheme. The approximate cost of the mater-

ials used in this connexion is £300.

During each of the preceding seasons, considerable numbers of potential fare-paying passengers were left behind at Wharf and it was expected that increased receipts would go a long way towards the cost of providing the two new coaches, which, in total, amount to £400.

Additional paid staff to improve operating efficiency also account for increased outgoings, which will amount to £400 for a full year.

It will be seen, therefore, that there is likely to be a deficiency of some £1100, of which £700 are attributable to revenue, and which falls to be made up between now and the end of the Company and Society year, and as operating will soon be at an end, this can only be corrected by the Members themselves, and through additional enrolments. It is not practicable, or at any rate not desirable, to carry forward any of this deficit against next year's subscription income, as it is felt that this must be earmarked for the considerable re-laying programme which the Ministry of Transport Inspector has recommended us to carry out during the coming Winter.

On behalf of the Committee, may I urge all Members to rally round and send us a special donation, the very maximum they can afford. To those Members who have not yet renewed their 1954 subscription, may I appeal to them for a prompt response, and finally, to any who are disposed to raise money on behalf of the Society by activities not necessarily connected therewith, may I say that the proceeds will be equally gratefully received.

ACCOMMODATION LISTS As it is hoped that there will be many large working parties at Towyn this Winter, we would remind members that Lists of suitable accommodation at Towyn, and copies of Instructions to Volunteers, can be obtained on request from Mr.R.W.Tippetts, 255, Warwick Road, Olton, BIRMINGHAM, 27. Please send s.a.e. and state when you expect to be at Towyn if possible. If anyone wishes to recommend other accommodation for inclusion on the list will he or she kindly forward details to Mr.Tippetts.

A SUGGESTION

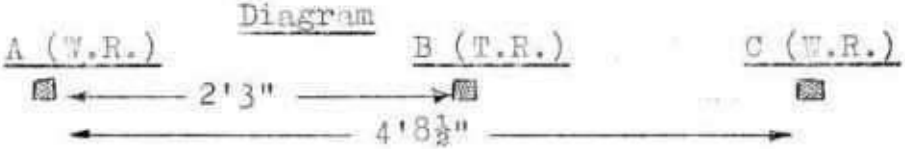
Since working down at Towyn I've often wondered how in
 Heaven's name the good old T.R. could extend.
So listen here a minute - there may be something in it,
 And don't say "Oh, he's going round the bend."
The average thinking chap, when looking at our map
 Will doubtless say "Now just where could we go?
"With the hills at Aber G, and at t'other end the sea,
 "Our limit is some seven miles or so."

Now please don't think I'm daft,
 But with just a little craft,
And a modicum of sense, sauce, thought and care,
 I'm sure we'll overcome it
And you'll say "Good Lord, he's done it
 "This is the answer to the Maiden's Prayer."

At Wharf the B.R.rails (with proper Chairs, not "nails")
 Seem to stretch out to the distance, straight and true,
Though the gauge is not quite ours,
 Why don't we get Running Powers
So that T.R.Stock can utilise them too?
 If they'd only let old "Pop" put
One more rail inside the four-foot
 (See diagram below - our rail marked "B"),
I'm sure there's nothing to it if they'd only let us do it
 We work to Paddington from Aber G.

To permit this plan to function,
 At the Wharf we'd need a junction,
And possibly another engine crew.
 All would be thrilled, I guess, if the Cambrian Coast Express
Passed Dovey hauled by T.R. No.2.

Diagram



P.S.
Though this poetry is crude, at least it isn't rude,
 It's only meant for T.R.P.S. men.
In case reception's chilly
 And you think it's ruddy silly,
I'll sign myself, Yours truly, "R.C.N."

PUBLICITY

CARDS Two new photo-cards are now available, No.26 shows "Dolgoch" alone at Wharf, immediately before removal to Oldbury; No.27 shows "Douglas" on the same occasion shortly after being delivered at Towyn and placed on Talyllyn rails. Each card is 4d. All cards in this series are very popular and it is a pity we cannot get more subjects right away, but we want the cards to be right up-to-date and are awaiting one or two alterations and improvements which some of our good friends are working on, before extending the series. A good solo view of No.3, fitted with buffers, is in hand, and there will be a similar one of No.4 when buffers have been added. Some alterations are being made to the new coaching stock, and when these are complete additional photographs will be taken.

The sepia cards are nearly sold out, and the guides are selling so well that it looks as if we shall want the 1955 edition much earlier than usual.

Orders for calendars, 2/- each, post free, are coming in well and we hope to have these available in mid-autumn. Those ordering will be advised when to send cash.

FILM STRIPS Please note that copies of No.1 Film Strip (monochrome) and No.2 (colour), 7/6d and 17/6d respectively, should now be obtained from Mr.T.W.Robertson, 23 Portway, Ewell, Surrey, and not from the Hon.Publicity Officer. If you are ordering a film strip and require other items at the same time, Mr.Robertson can supply them, but in general you can obtain the other items from the Hon.Publicity Officer as before.

Hon.Publicity Officer: Mr.R.K.Cope, "Brynglas," Beckman Road, Pedmore, Stourbridge, Worcs.

* * *

PRESS RELATIONS Mr.J.M.Lloyd having kindly consented to act as Press Relations Officer, it is for members to see that he is supplied with plenty of information to send out. It has been found that many local papers will not publish news about the Railway unless it can be coupled with some local interest. Any member who has any local "pull" or who can suggest any particular local interest in the

operation of the line, or in connexion with the rolling stock, etc., is asked to write, with details of the paper concerned, and any advice he can give of the best way of getting news-items inserted therein. Now that we have additional rolling stock in use we can always cater for more passengers during the season - and we can always do with more members.

Write to: Mr.J.M.Lloyd, 53 Norwood Road, Stretford, Manchester.

(Yes, that's right, Mr.Lloyd is the "News's" tame artist - Ed)

* * *

See London Area Notes for announcements about Films, Badges, Car Badges, Christmas Cards and Rule Books.

MAPS

Mr.M.G.D.Farr, of Bristol, writes: "As one of my hobbies is connected with maps, I thought that some T.R.P.S. members might be interested in two of the maps which show the T.R. and its environment.

The first is to the scale of 1:25,000, or "about 2½ inches to One Mile." Normally the T.R. would be on two square sheets, but very conveniently the Ordnance Survey have made it into one sheet (at no extra charge). Because of this the railway is approximately in the centre of the sheet. The prices for this sheet, whose number is 2½ Inch, Sheet 23/60 (+ part of Sh.50) are:-

Paper, flat: 2/6d. Folded: 4/6d.
Mounted & Folded: 6/0d.

The second map is suitable for those who want a smaller scale, but a larger area. This is the new edition of the One Inch map, published within the last year or two. This is Sheet 127 (Aberystwyth) and costs:

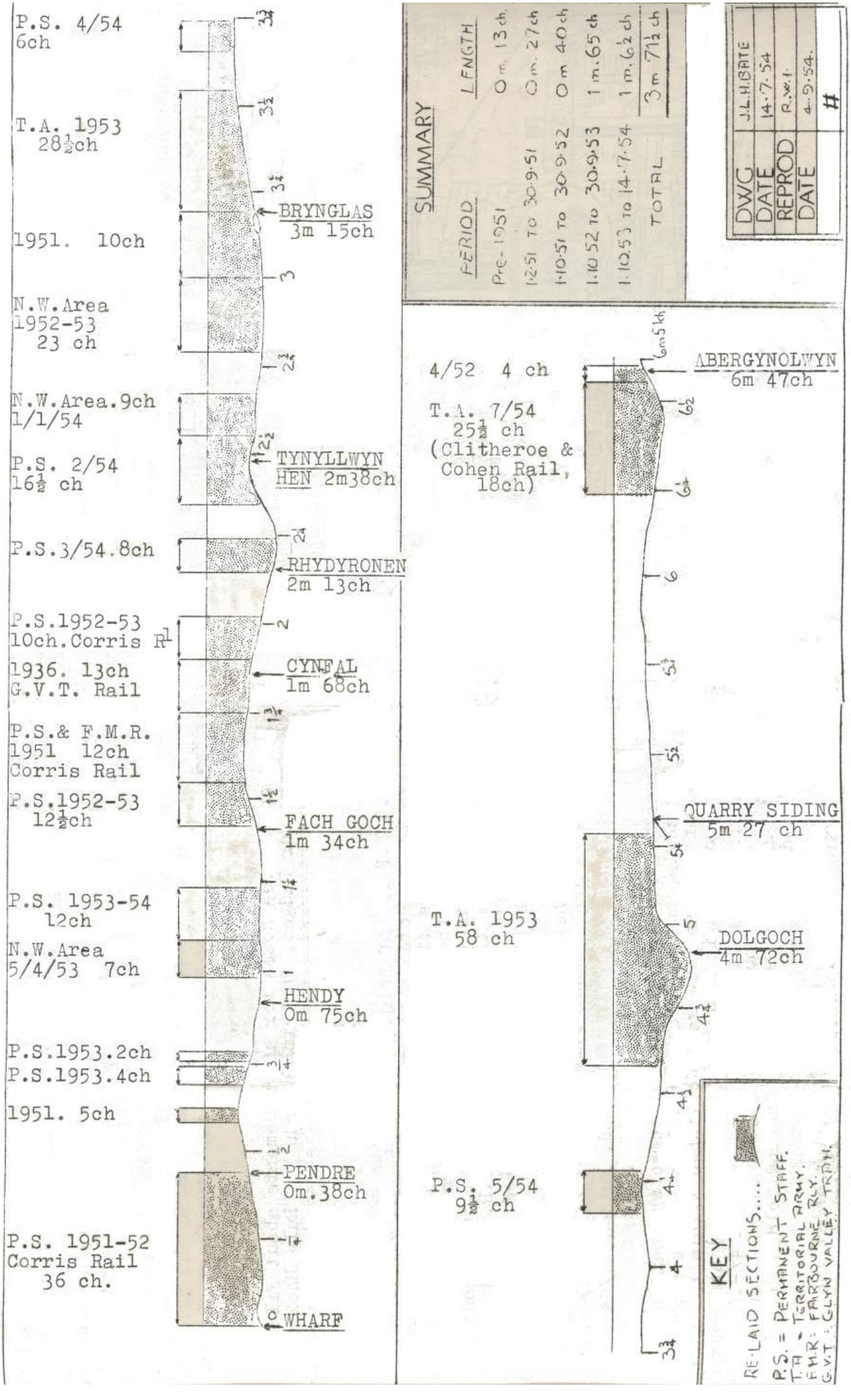
Paper, flat: 3/-. Folded 4/-.
Mounted & Folded: 6/6d.

Also available mounted in sections and folded, at about 12/0d.

I hope soon to have some information about the larger scale maps and plans of the district, and will pass this on to members in due course."

DIAGRAM OF RE-LAYING

TALYLLYN RAILWAY



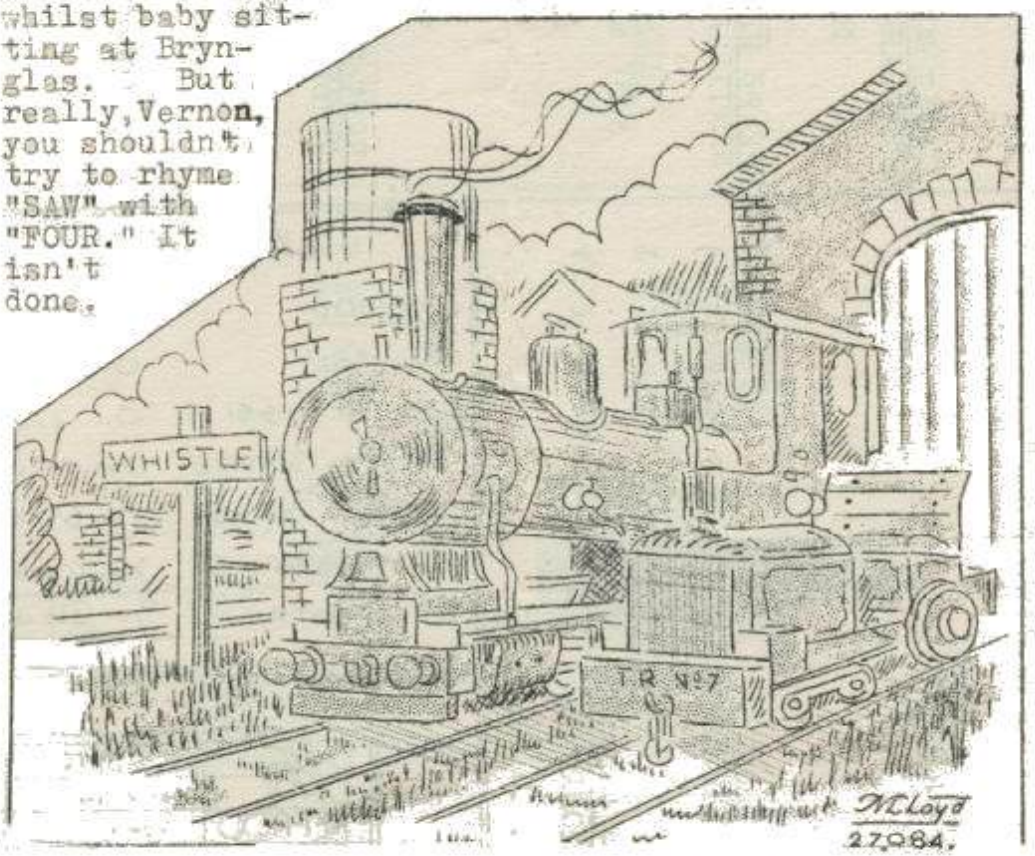
On the way down an entertaining mishap.....occurred. D***** P***, wearing an L.U.T. hat, was riding on the back of Charlie's Ant when he fell asleep, and fell off, head first, in a most graceful manner; he just rolled over, his feet shot up in the air, and he was over the side. There were shouts of "Man Overboard!" and we stopped whilst he, now fully awake and luckily unhurt, got back and continued his journey, on a wagon.

* * * - John Slater's Newsletter.

Snatch of a promising-sounding poem heard outside the White Hall Hotel:

"A cloud of steam was all they saw....
The slow approach of Number Four...."

Believed composed whilst baby sitting at Bryngolas. But really, Vernon, you shouldn't try to rhyme "SAW" with "FOUR." It isn't done.



"Actually, I'm new here too, but I don't think they'd really mind if you honked instead."

Locomotives No.1, "Talyllyn," remains under the "barn," somewhat cleaner and brighter, but otherwise unchanged.

No.2, "Dolgoch," is now in Oldbury, where she will remain for a considerable time, undergoing a major overhaul. Preliminary examination has revealed that the old engine is not in such bad condition as had been feared. We hope to give a more detailed report in due course.

Apart from the mishap to her pony truck, which put her out of commission for about a week, No.3, "Sir Haydn," has suffered only from the usual minor ailments, broken springs and the like, and has done her share of the year's work well. She has recently been fitted with the T.R. "standard" pattern of oval-head buffer; these have greatly enhanced her appearance.

No.4, "Edward Thomas," after an uneventful summer, has been taken out of service for attention to the bearings. This engine will also be fitted with standard buffers when certain other alterations have been made.

No.6, "Douglas," arrived by road, and after a short period of trouble with injectors has been in normal service. This is a very pleasant little engine, with a most commodious and comfortable cab; her very short wheelbase calls for care in negotiating some of the worst un-relaid portions of the track

The Mercury Tractor, No.7, has been converted to burn paraffin in place of petrol. This is a most useful vehicle, although very prone to violent slipping under a heavy load. This, it is hoped, will be improved when the differential gear is pinned up solid.

Rolling Stock The two new bogie coaches are a great attraction to the public, even in bad weather. An entirely new compartmented body is under construction in Pendre shops; this will be used instead of the present pair of open Penrhyn bodies (unless finances permit the purchase of a third underframe - this, unfortunately, is by no means certain).

The Talyllyn coach known as "Limping Lulu" has had to be withdrawn from service with a broken axlebox.

Little has been done to the wagon stock this summer. A number of new N.W.Area underframes are on hand, and a little demolition work has been done on derelict wagons.

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Some ironwork has been salvaged and axleboxes re-metalled, ready for the new underframes.

Permanent Way A diagram of relaying progress appears on pages 8 and 9 of this issue, and from this it will be seen that the relaying approaches half the total amount. The un-relaid portions have, however, deteriorated very much this year, with the heavier traffic and continuous rain. It is safe to say that priority will be given to this work during the coming winter. A quantity of excellent rail is now being obtained from Nuneaton, and Midland Area Working Parties are being organised for lifting and sorting.

Civil Engineering Work continues on the re-guttering of the station buildings, and a quantity of surplus B.R. station signs has been obtained and is being modified to suit our requirements.

Communications The extremely wet weather has caused several telephone failures, but the work of putting the wires on poles is proceeding well, and should obviate this trouble. The wires are now "poled" up to the vicinity of Brynglas.

Army Relaying The Territorial Army Re-laying Party have this year completed some 25 chains south from Abergynolwyn. This has been done with rail of fairly heavy section and is complete with ballast. It looks and rides very well indeed. They also strengthened the little one-arch bridge below Dolgoch Viaduct, so that it is now secure.

LONDON & HOME COUNTIES AREA NEWS

"M.E." Exhibition Once again our thanks are due to those who gave up their time to act as stewards at the Horticultural Hall, and enabled us to make sales of publicity items amounting to just over £70. One team in particular excelled itself with sales of nearly £20 in one day. A pity it could not be kept up, but this show does not draw the "railway types" so much as the M.R.C. exhibition.

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LONDON AREA NEWS (CONTINUED)

Area Business Meeting This is being held at the Railway Clearing House, 203, Eversholt Street, N.W.1 (near Euston Station) on 19th November, at 7 pm prompt. A bookstall selling latest productions will be in operation from 6.30 pm. In particular all those interested in the Transport Bureau, either as drivers or passengers, are asked to meet if possible before the meeting opens, and see whether this service can be made more effective and make some recommendations to the main meeting. It is hoped that the meeting will finish early enough for the latest photographs of this season's developments at Towyn to be shown on the screen. If you were unable to attend the special meeting at Towyn on 25th September, this is your opportunity to put your point of view and questions. Any matters of policy or similar items should be put in writing to the Area Secretary, so that they can be given a definite space in the programme.

Transport In answer to our appeal last quarter, a van was forthcoming in the N.E. and E. of London, but there is still need for either a van or utility in the other parts, particularly the S.E. Cars are useful but are not always quite suitable for the transport of the larger layout. It is emphasised that such transport may not be called for even once a year.

Volunteers for Rail Lifting at Nuneaton Anyone interested in giving even one week-end for work at Nuneaton, helping to lift the rail for use at Towyn, should apply to the Area Secretary, who will then advise them when a party is going down. It may be more practical to do just a Sunday day trip down, and so avoid accommodation difficulties. Please advise which scheme you are prepared to support.

Working Parties, Towyn These will be organised whenever possible, so if you are prepared to go to Towyn for a week-end at any time, (make the date flexible if you can) then please advise Mr.J.N.Slater, 14 Castello Avenue, Putney, SW.15, and he will do his best. A small party did go down

to Towyn over August Bank Holiday, but not nearly enough.

Membership It is hoped that the Area will maintain 100% renewals, and anyone who has by oversight or otherwise NOT renewed his subscription for the current year is asked to reply promptly to the Treasurer's letter. In addition, an Area aim has been for each member to recruit one further member. If you would like a small supply of leaflets, please ask for same, sending in s.a.e.

Correspondence When writing to the Area Secretary or other member as above, please quote membership card number and enclose s.a.e. Requests (and cash!) for publicity items can be sent with letters to the Area Secretary, who holds stocks of all items. This will save you postage. Individual offers of help at Towyn, apart from working parties, should be made direct to Towyn, or to Mr.Faulkner.

Filmstrips All orders for filmstrips should be sent to T.W.Robertson. 7/6 for No.1 and 17/6 for No.2 (colour). Strips are in tins, accompanied by lecture notes.

Badges All badges ordered have been despatched, but can still be supplied at 2/6 each (stud or brooch), plus postage. If you have NOT received badge ordered earlier, please advise London Area Secretary.

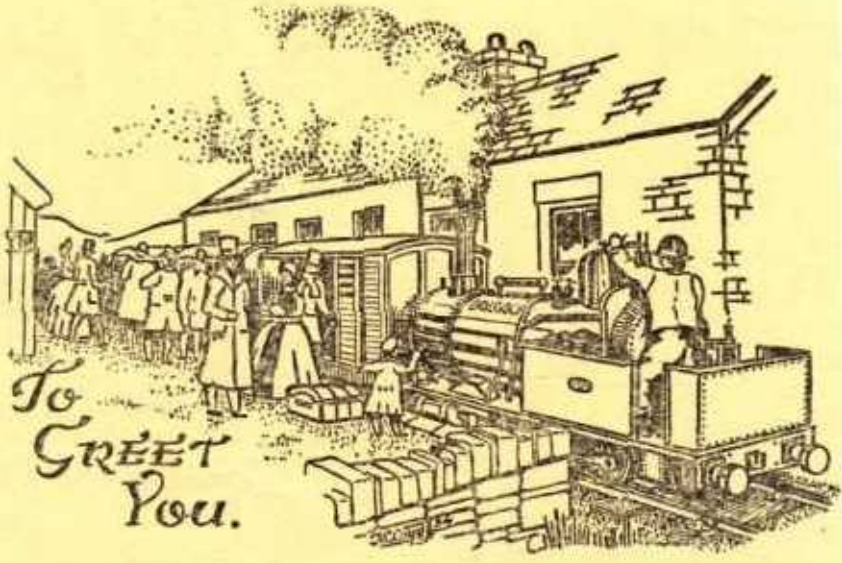
Rule Books may be obtained from Area Secretary, price 1/-, plus postage.

Car Badges Enquiries have been received for these, and it is found that a Chrome & Vitreous Enamel badge would be about 30/- whilst an aluminium and painted enamel type would be about 20/- Anyone interested is asked to send their promise to support the scheme to T.W.Robertson, who will, if numbers justify it, place the order and request cash from members in due course.

16mm Films Copies of the film taken by John Snell, the Society's official film and the three extracts from T.V. newsreel are available on payment of a deposit of £1 per film plus 10/- hiring fee. Deposit returnable if film returned within 3 days of showing. South of line Aberystwyth-Southwold only (except first film) from London Area Secretary.

Area Secretary: T.W.Robertson, 23 Portway, Ewell, Surrey.

CHRISTMAS CARDS



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NORTH-WEST AREA NEWS

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THE 1954 SEASON

A SURVEY of the 1954 Running Season is probably best commenced by including statistics to show what concrete progress, if any, is being made. The following table shows the Talyllyn Railway Traffic Receipts for this year, with figures showing the comparative weeks for the two previous years.

DATE (Week Ending)	1954 £	1953 £	1952 £
May 28th	36	43	NIL
June 4th	33	28	36
" 11th	57	45	41
" 18th	47	36	38
" 25th	47	43	38
July 2nd	49	30	55
" 9th	50	22	41
" 16th	59	46	58
" 23rd	64	68	61
" 30th	120	145	116
Aug. 6th	156	129	95
" 13th	137	137	97
" 20th	110	135	92

From the above it will be seen that for the first two weeks of July very considerable advances were made over last year, when the Army Scheme compelled us to restrict running beyond Brynglas, whereas this year we were able to run on to Dolgoch. The cumulative increase of £85 achieved by July 16th has dropped back to £58, because of the very disappointing returns in the peak weeks of July 30th and August 20th.

Had the weather been a little more civilised this year it is certain that the story would have been vastly different. Additions to the rolling stock, together with the revised timetable, have given a much greater passenger-carrying capacity, and, indeed, an all-time record was set up on one day in August without any undue overcrowding.

Running has been full of interest. The two ex-Corris engines, Nos.3 and 4, have had to handle the peak period on their own, without the assistance of