TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION
SOCIETY

No. 6 - DECEMBER, 1954.

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

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

To all our readers -

The Season's Greetings &

Best Wishes for the New Year



MUST WE MISS THIS CHANCE?

"I appreciate that a considerable amount of work has been done on the railway since my last visit two years ago, but I must say at once that I was disappointed that more work on the track has not been accomplished. The track is still undoubtedly in need of a great deal of attention and in my opinion all your available resources should be put into improving it. The section of track between Dolgoch and Abergynolwyn is, I think, dangerous, and the un-relaid sections elsewhere, particularly between Brynglas and Dolgoch, are in much the same category.

I would remind you that the responsibility for safety of passengers is yours....."

- Col.D.McMullen, Ministry of Transport.

As you will see, our President Lord Northesk, is making an extra-special appeal to all members and friends of the T.R.P.S., and the position can be very briefly summed up, as follows.

The quite exceptional weather this year, combined with very heavy traffic, has resulted in a sudden and rapid, though not altogether unexpected, deterioration of the un-relaid sections of the trackwork, to such an extent that they have become virtually unusable for passenger traffic.

This would have been unfortunate enough under any normal circumstances, but most readers are aware that the Railway has for some time been obtaining supplies of rail from a quarry near Nuneaton, and at very reasonable prices because it has been lifted by volunteer gangs of Society members. Some 43 tons have been lifted in this manner - a little over a tenth of the amount required -but despite superhuman efforts, work has been slow compared with the speed of full-time paid labour. Reluctantly now, the quarry owners have found it necessary to employ labour to complete the job.

This, of course, means that the cost of the rail to the T.R. has almost trebled, and, in short, the Railway is now faced with the difficult choice of either

finding £1800 immediately or risking paying much higher prices in future if this valuable opportunity is allowed to pass. Even at the present enhanced price, this rail is much cheaper than we are ever likely to find again.

As it has hardly ceased raining since Col.McMullen wrote the words quoted above, in August, the situation cannot be said to have improved; there are three possible answers, always assuming that we MUST have this rail, viz.

(i) By direct subscription.
(ii) By loans free of interest.
(iii) By issue of Debentures, etc.

Choice (i) is ideal, of course, but the Committee realise that this is a very large sum to be raised in this manner (even though £1 per member would almost do it!). Choice (ii) is not quite so good and it should be remembered that Choice (iii) involves payment of interest out of revenue.

Well, then, as a Member this is your dilemma too, and you are invited to give the matter your most serious attention. It is hoped that the proportion of money raised by (i) will dwarf the others, and that (iii) in particular will be very small indeed. The exact proportions are going to be determined by us all.

Please rally round, and, coupled with your prayers for a cessation of this pestilential weather, let the Hon.Treasurer know as soon as you possibly can in which way, and to what extent, you will help. If it must be Choice (iii) it would be appreciated if some indication could be given of terms thought desirable. The address is:

Patrick J.Garland,
36, Waterloo Street,
BIRMINGHAM, 2.

"....almost equally important from the safety..... and economic aspect is the fettling of the sections which have been relaid. If the joints in these sections are not picked up very soon the rails will become 'hogged' and your efforts in relaying will be largely wasted....."

- Col.McMullen

TRACK MAINTENANCE

John L.H.Bate

THE diagram published in the last issue of the News shows what has been achieved in the last four years or so since the T.R.P.S. started operation, but it also shows what remains to be done. Some 2¾ miles out of a total of 6⅝ are untouched except for emergency repairs at points which have become unsafe.

If relaying were to continue at the rate of progress of the last year or two it would take at least three years to complete relaying the whole line. However, it is obvious to anyone who has seen the long lengths of untouched track that it will not survive another three seasons of intensive traffic, and the replacement of much of this track has become a matter of considerable urgency.

Whilst the relaying of the defective track is obviously of prime importance, it must also be remembered that much of the relaid track needs maintenance, and as yet little has been ballasted and packed to final line and level. It is not generally appreciated that the ballasting and packing absorb as much time and labour as the whole relaying operation on a length of track, and in addition the work is far more arduous and requires a larger gang than is usually available.

Reference to the diagram will show that only 1 mile 9 chains has been relaid with good quality rail obtained from the Corris Railway and other sources, and a further length of about 30 chains near Brynglas is laid with rail salvaged from the inclines at Abergynolwyn. The remaining 5 miles 12 chains of track, therefore, are largely in need of re-railing, since owing to the difficulty in obtaining replacement rail those sections which have been relaid have had the original rails replaced on the new sleepers.

All the relaid sections shown on the diagram, where the type of rail is not indicated are laid with Talyllyn rail, and with the exception of the 23-chain length between mileposts 2¾ and 3 and the adjoining 10-chain length which are laid with rail from the inclines, it is all original rail. Where individual rails on these sections were defective they were replaced during relaying by rails in better condition, which were available from those sections relaid in Corris rail. The bulk of the Talyllyn rails have now

reached the end of their useful life and failures are becoming fairly frequent; it is thus desirable that they should all be replaced at the earliest opportunity.

The length at Cynfal which was relaid in 1936 with rails acquired from the Glyn Valley Tramway differs from the rest of the line in that the rails are in excellent condition whilst the sleepers under them, which are the originals, are in a bad way. This section will probably have to be re-sleepered within a few years, although its present condition is not such as to cause anxiety.

Many opinions have been expressed on the subject of Talyllyn ballast, which is dug from a scratching on the mountainside near Dolgoch, sometimes known as Tan Coed quarry. The material is shale scree mixed with a generous proportion of clay, and whilst it packs down firmly it is quite impervious to water. Proper drainage of the formation is thus impossible and in damp locations such as the cutting between Wharf and Pendre any movement of the sleepers under traffic causes the ballast to decompose rapidly into a clay slurry which further aggravates the defect until each sleeper has a pocket of water lying under it ("pumping"). On the upper section of the line where the natural drainage is generally good, the ballast is fairly satisfactory and once it has settled down the track should stand for a long time without much attention.

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NOTES ON TOWYN & DISTRICT

Ian Hayes

ALTHOUGH the average member, on visiting Towyn, has little thought for anything except the railway, there are various points about this seemingly ordinary town which are of considerable interest, notably its exceedingly long history.

There is plenty of evidence to show that Bronze Age men existed in the hills well before 500 B.C. and it may be that the overwhelming of one of their pile villages on the shore gave birth to the legend of Cantrer Gwealod, the submerged land under Cardigan Bay.

It is known that the Romans visited the district and that it later became part of the old kingdom of Meirionydd, but the foundation of Towyn on its present site probably came with the advent of St.Cadfan in 517 A.D.,

who founded a Celtic monastery and left a Holy Well which became a place of pilgrimage for several centuries. Very few towns in Wales, or indeed in Britain, date from such an early period.

By 963 A.D., the monastery had been sacked by the Danes and for the next few hundred years there was always some form of battle raging in the district, and indeed this seemed to be the main form of recreation. Rhos Lefain ("the moor of lamentation") stands on the site of one noteworthy massacre. Another, it is understood, occurred near Bryn Eglwys. During this period a Norman lord, by the name of Walter de Manney, took advantage of the unrest to turn the Towyn valleys into his own little state, after the style of Monaco. The naturally indignant King saw to it that he did not succeed. The fact that he almost did, however, shows the isolated nature of the district, and as late as 1726 Defoe writes of "unpassable mountains which range along the centre of this part of Wales."

Following the lead of Aberdyfi, Towyn developed into a ship-building centre, and vessels of quite considerable size were built. There is, for instance, evidence of the building of the brig "Naomi" in 1804.

It would perhaps be interesting to quote two accounts of Towyn just before it was "discovered" by holiday makers in the late 19th century. The first, taken from the "Cambrian Quarterly" of 1829, is not flattering:

> "Towyn is a secluded and poor place.....situated at one end of a country possessing in itself but few resources of wealth, it serves no other purpose than a mart to which a proportion only of the produce of the surrounding lands is brought to sale, and in the absence of all busy traffic, added to its secluded position, will probably preserve it for centuries in its present humble condition."

The second extract, also of 1829, deals more with the town itself:

> "Next morning I viewed the town, which to speak candidly, is hardly worth an appellation so lofty. As for streets, it has none, and what the inhabitants would willingly term such as merely lanes, adorned with wide and dirty ditches meandering down their centre. It contains half-a-dozen good houses and a

church with no pretensions to elegance."

That is Towyn as it was a bare forty years before the Talyllyn Railway came, the centuries-old village of Pendre clustered round the Norman church on the site of Cadfan's monastery. It can be safely stated that the railways brought about the great development which followed.

* * *

* * Mr.Hayes writes:"If any member is interested in the geology, topography and, to a limited extent, history of the area I should be pleased to get in touch and possibly exchange information." Address: "Hazelmere," 160, Birmingham Road, Redditch.

SHORT CUT

Mr.R.B Henderson, of Staffordshire, points out that the nearest way to Wharf Station from the Corbett Arms side of Towyn is via the road branching off the main street at the Post Office; this leads directly to Wharf. Once used, of course, this route is obvious, but it is surprising how many members think it is necessary to go round past the G.W. station.

HON.SECRETARY'S COMMENTS

One cannot over-emphasize the importance of the Editorial about the Committee's decision on the acquisition of rail. This had to be taken in a hurry due to the sudden change of policy by the Quarry owners, and the Committee are doing everything in the interests of the Society and Railway to press on with the urgent work ahead.

* * *

Because of other commitments and private reasons, Mr.K.C.Marrian, our genial and popular General Manager, has found that he will be unable to be at Towyn anything like full time during next season. The Committee, therefore, would be interested to hear from any member who feels that he might volunteer for the post of Assistant General Manager for the season. This would mean a full-time job from Whitsuntide until the end of September, and anyone interested is invited to contact me as soon as possible.

* * *

Members will be interested to hear that there is no truth in the rumour that the Society is to take over

the Vale of Rheidol Railway, should it be closed by the Western Region. This rumour was unfortunately started by a paragraph in a recent "Trains Illustrated" inserted without any basis of fact. The Editor has been notified and it is hoped that a correction will appear in due course.

* * *

Satisfactory negotiations have been entered into with the Merioneth County Council for the repair and reconstruction of the two bridges at Wharf and Pendre. Work is now proceeding.

* * *

The Committee would like to take this opportunity of thanking all members for their support during the past year, and of wishing them a happy and successful 1955.

- P.B.Whitehouse, Hon.Sec.

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COME WITH US!

James I.C.Boyd

A FEW days before each Working Party Week-end, David and I confer over the telephone. "How many this time?" I ask. "Seventeen from here and four from Liverpool" he replies, "Tom, Geoff, you and Cyril are taking cars; meet Altrincham station 7 pm as usual." "Good enough, you'll be coming along on Saturday with Bob, Ron and Jim, I suppose. Does the Box have to go? I hear there's plenty of snow round Llandegla." "Yes, we've too many passengers as it is. There are three new members, none of them's been to Towyn before, unless, wait a minute, can you get an extra one in the Land Rover..... you can, good; I'll phone David in Birkenhead and he can meet you at Chester....."

And so the final transport arrangements for another North West Area week-end are settled between Transport Officer and me. It should be explained that "The Box" is Cyril's vintage Austin Seven, which is obliged to take all steep hills in reverse, and Llandegla is the highest and worst stretch of our mountain road journey from North Cheshire to Towyn every month throughout the winter. If enough cars are available we like to leave the Box behind, for 110 miles is no picnic when there is ice and snow about, and there are three 'summits' to cross, not forgetting the wicked Bont-

newydd grade which is enough to turn the average driver rather grey.

Prior consultation between the Company's Engineer, the permanent staff of the railway, and leader of each working party enables all stores, materials and tools to be on the site early on Saturday morning, along with a train and locomotive in steam should this be necessary. Sunday work is likewise carried out, but in order to give the resident staff a day off the train is worked and steam raised by such members of the Area as are qualified to drive and fire. On occasion it is necessary to work two locomotives on week-end work, but in every case the work-party aims at being self-supporting in the matter of its requirements, other than tools and stores which are brought to the site. During winter the staff lay out replacement rails, new sleepers, fishplates, bolts, etc., and a train of materials is on hand so that when week-end work begins the volunteer party can make straight for the site and start work.

During the winter of 1952-3 the N.W.Area undertook the complete replacement of track from a point one hundred yards west of Brynglas. Soon after 9 am on Saturday morning a convoy of assorted motor vehicles assembles, one by one, at Brynglas, the surrounding ground at which is quickly converted into a morass. If no trains are to be used, ancient Rovers will rub noses with Sheerlines along the metals, and from them the most filthily-clad urchins will emerge, to disappear up the line like Santa Claus, strung round with cameras, rain coats and thermos flasks, and wearing boots, gaiters and other impedimenta all from the one source - ex H.M.Forces.

Our first job is to break off the bolts which hold the existing fishplates. This calls for a knack rather than the ability to swing the 10-lb sledge like a steam-hammer. The chaps rather like to watch me do this, particularly my comic turn of whirling the hammer twice above my head and, missing the sett, pranging flat on my face, hammer flying into the hedge. But to the task in hand. The bolts are best broken if the fishplate is firmly fixed so that the sett cuts it rather than turns it in its hole. Most of the bolts are anything but tight and some require considerable patience to break off.

Then along come four men with mattocks to prise out the spikes (not difficult, this, when most of the sleep-

ers are rotten anyway) and break off the chairs with a sledge. The mattock spikes are inserted in a fish-plate bolt-hole at each end of the rail, which is twisted off its seating and out of the turf bed, which along with a little help from the spikes has held it to gauge these many years.

So the work proceeds, the rails being lifted and swung to one side of the track, away from the replacement rails, which lie on the other. More men follow up, and with mattocks they lift out the old sleepers and throw them to the same side of the line as lie the old rails. Behind this gang come further mattock-armed gentlemen who plough into the bed and loosen the slatey surface, throwing away any odd lumps of turf and finally raking the track bed quite level with two heavy rakes. This last operation is most important, and is very telling on the stomach muscles. When the Army tried to do this work with a bulldozer the result was rather like the Alps. We stick to our slower manual methods. Finally the track bed is clear and turned ready for the laying down of the new sleepers.

During the week the sleepers have been laid on the trackside and these are now manhandled into position, each a yard from its neighbour. Tired gentlemen are eager to lay their weary bodies in the dirt and shout directions to those who labour with the heavy wet sleepers - "A little to the north" (we lay the track by compass bearings - this is more convenient than 'left' and 'right' or 'up' and 'down.' 'North' means towards North Wales, and 'South' towards South Wales, (!) and we are fortunate that the line runs everywhere due east and west), or "Fourth sleeper from joint too high and wants pulling to south." So the line of sleepers, seven to the rail-length, is carefully aligned and levelled. The prostrate form then rises, groaning suitably.

Next come the rails. These, too, have been laid out for us previously, and we merely have to select which is the North rail and which the South. Bill Faulkner is slowly bringing up the rear, fishplating up the newly laid, but not yet spiked, rails, and oiling them with what appears to be dubbin and, as he will undoubtedly be unsuccessful in getting his hands clean before the dinner-break, the oil will look like chutney when he puts his fingers on his sandwiches.

Spiking can now take place, the experts whamming them in with two blows and the learners searching the hedges for those which have suffered a near miss with the sledge and have ricochetted into the bush. As soon as the spikes are down, the final alignment is made by pulling the line across with crowbars. More calls of "North" and "South" from an even greater number of fatigued amateurs anxious to lie in the mud.

So the day ends with, if lucky on the score of weather and materials, over 100 yards of track replaced. We gather tools, empty flasks, cameras and coats, and, masking our weariness, walk back to the cars for a good wash and a handsome Welsh High Tea. After tea comes, for some, the best part of the week-end, a get-together in the farmhouse or digs, much horseplay, suggestion and amendment. Bed calls early, for tomorrow there is yet another length to relay, and as we slide between the sheets a voice calls out "I've worked out that if we go on relaying as well as we've done today, we shall only need another seven years to relay the whole perishin' lot!"

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Ed's Note: One hopes that the above article will achieve its object of sending hordes of N.W.members to Towyn this Winter to share the good times, as labour is just as important as money in this pressing problem of ours. Lest you should think the N.W. Area is lucky to be "so near," .....

LONDON IS NOT TOO FAR AWAY!

John Slater

THIS was proved on the weekend of 30-31 October when six members from the London & Home Counties Area travelled to Towyn, assisted with a working party, and returned to London, all in the one week-end.

The party met at Euston for the 10-45 pm Crewe on the Friday, the connexions from which train, after changing at Crewe, Whitchurch and Machynlleth, arrived at Towyn at 7.27 am on the Saturday morning. After breakfast we reported at Pendre and received our instructions, which were to assist the Permanent Staff in moving sleepers and rail up the line from Wharf, so that when the track to Wharf is blocked by the County Council's repairs to

bridges 1 and 2 there will be plenty of material laid out along the line to allow trackwork to continue. Altogether on Saturday No.7 moved two loads of Nuneaton rail to the vicinity of Milepost 4½, and No.6 took two loads of rail and two of sleepers to the same place, where they were unloaded, the last trains being unloaded in the dark.

On Sunday a fresh load of sleepers arrived at Wharf by road, and three wagon loads of these were taken to just beyond Pendre, together with two loads of rails. A further four wagons were loaded with sleepers, exhausting the pile of sleepers then at Wharf, but these had to be left in the loop at Pendre as we had no time to unload them before tea and our train back. During the whole weekend over 600 sleepers and a large quantity of rails were handled.

We caught the 6.16 pm train from Towyn, changing again at Machynlleth, Whitchurch and Crewe, returning to Euston on Monday morning.

The success of the weekend was due to good weather and the organisation by the Permanent Staff at Towyn, who not only worked as well, but ensured that we wasted no time waiting for orders. It will not be a lasting success, however, unless it can be kept up. The six members concerned are planning another weekend at Towyn on 8-9th January, 1955, with the same travelling arrangements. Six is not many, though, and we could do with more - the more people, the more work we can get done. There is no shortage of jobs, provided we know in advance how many people there will be on the trip. We can also assure anyone coming a really sound night's sleep on the Saturday!

Anyone in the Area interested, please write as soon as possible to: J.N.Slater, 14, Castello Avenue, Putney, London, S.W.15, who will be very pleased to give them details of the arrangements.

MUSEUM? Mr.R.F.G.Overton, of Derby, writes: "Why not convert the old Goods Warehouse at Wharf into a museum for the purpose of exhibiting "Talyllyn," "Dolgoch," "Russell," and the original coaches when not in use? This could easily be done by placing a roof over the existing walls, and would release valuable storage space at Pendre." Comments?

PERMANENT WAY P.W. matters, of course, overshadow all other news at the moment, as you will see from other parts of this issue. From an engineering point of view, as distinct from administrative or policy, the position can be summed up - the extremely wet summer, together with heavy traffic, has caused a rapid and dangerous deterioration of the un-relaid portions of the track. Additionally, some of the (army) relaid sections are a source of danger owing to the use of worn-out rails, and need re-railing. Derailments on re-sleepered track tend to do far more damage than on un-relaid track.

LOCOMOTIVES Leisurely examination of No.2 reveals that the engine is like the curate's egg - good in parts. The firebox in particular is in a bad state. It is interesting to note that there are no frame stretchers between front and rear headstocks!

No.3 merely requires routine maintenance, apart from the smokebox, which is extremely thin. A liner has been provided temporarily.

No.4 has worked extremely hard during the season and overhaul of the motion has been necessary. Steel headstocks and running board are to be provided.

No.5 (the petrol tractor, original) seems destined to become a "tender" for No.7, the new tractor, which has now been satisfactorily converted to run on T.V.O.

No.6, "Douglas," is proving very useful, but a tendency to bounce necessitates low speeds until the track is in better condition.

COACHING STOCK Much work is required on the running gear of the T.R. coaches, and the main frames of the Brake Van need repair.

All internal woodwork on Bogie Coach No.9 is complete. The coach is fitted on its underframe (which ran during the summer with two Penrhyn bodies) and only panelling and glazing remain to be done. Bogie No.10 is being fitted with new floor, doors and glass windows.

An illustrated article on this and other coach work, by "Chips" Harrison, should appear in an early issue of the "News."

BUILDINGS Six yards of the carriage shed need re-roofing due to rottenness of the wooden roof supports. Pendre Shed roof and Abergynolwyn Station roofs have been repaired, and guttering at Rhydyronen has been renewed.

The working party on 27-28th November repaired a retaining wall West of Dolgoch, where the heavy rains had made a slip imminent in the embankment.

Our next major event is the T.R. stand at the Manchester Model Railway Society's Exhibition at the Corn Exchange, Manchester, on 17th, 18th & 19th December.

On January 1st and 2nd there will be a New Year Social and Working Party at Towyn, and the Area Re-union will be held on 9th February, 1955.

PUBLICITY

Calendars have now been sent out, and further orders should be sent as soon as possible, to avoid the Christmas Rush. Each page (2 months) is headed with a new view on the line. Price 2/- each, post free (see page 16).

Photo-cards A new card, No.28, shows No.3 in present form, with spring buffers. Nos.20-28 sell at 4d each and good stocks are available.

Sepia Cards A few copies of No.3 are available only.

Working Drawings of Nos.1, 2 & 4, 2/6 each, or 7/6 for the set of three.

Colour-print Leaflet A four-page leaflet is available, printed on art paper, with three large coloured views and three in monochrome, also some brief notes. These leaflets are useful in arousing the interest of non-members; price 6d.each.

Guides A new edition is in hand and will be available early in 1955. There will be a number of new views, replacing and adding to some that have already appeared. The 1954 edition is nearly sold out.

A few prints are available at 2/- each, showing No.2 from various angles before loading on the road vehicle for removal, also No.6 being brought through the gate, and after being placed on T.R.metals. Please write to Publicity Officer (see page 16) for details, as the supply is limited and it is not proposed to order further copies unless there is a demand.

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Business Meeting 45 members heard reports on Area, Society and Railway activity on November 19th at the Railway Clearing House. Support was asked for with the present rail position, and thanks were expressed to all who had assisted during the year, whether present or not. Messrs.Eisele and Broad resigned from the Committee owing to business pressure and Messrs. R.K.Newman (Ickenham) and E.G.K.Sherborne (Sydenham) were elected in their places. Messrs.J.C.Flemons (Pinner) and J.J.Davis (Streatham) were re-elected, and Messrs.G.H.Lake (Stamford Hill), J.N.Slater (Putney), J.F.Tonkyn (Purley) and the Area Sec.continue in office.

Diesel Trip, 25 Sept. 80 members and friends paid for 90 seats so that the triplet set could be used this year. An enjoyable trip was had, via Reading and Basingstoke on the outward trip. No untoward event marred the proceeding on the way home!

Working Parties Attention of all members is drawn to Mr.Slater's appeal on pages 11 & 12.

Rolling Stock It is proposed to reproduce drawings of the various items of rolling stock for sale either for modelling purposes or otherwise, and anyone having either drawings or detailed dimensions is asked to communicate with the Area Secretary in the first instance. It is also hoped to produce a full set of models of all locos and rolling stock for use at exhibitions. Those willing to assist by constructing, and, later, lending, any item are asked to send in their names and interest so that work may be co-ordinated.

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OFFICIALS Mr.J.C.W.Halliday, of Leeds, suggests that names and addresses of all Society Officials and Area Officials should be grouped, instead of being "scattered through the pages." We are happy to comply with this valuable suggestion, and relevant names &c., will henceforth appear on the back page.

Mr.Halliday's second suggestion is that all notes of items available, badges, Christmas cards, film-strips, &c., should be grouped together, and not appear in various places, often in Branch notes. This is also being done, where possible.

If you have any helpful suggestions about the "News," don't hesitate to let us know.

Dec.17-19. TRPS Stand at Manchester Model Railway Exhibition, Corn Exchange, Manchester.
Jan.1-2 N.W.Area Social & Working Party at Towyn.
Jan 7. Toc H, The Manor House, Solihull. Talk by G.H.Prosser and film made by K.C.Christie. Film includes scenic shots of trains. 8.30 pm.
Feb.9. N.W.Area re-union.
Mar.11. Junior Wesley Guild, Trinity Methodist Church, corner of Crawford & Compton Rds, Wolverhampton. 6.40 pm bus on route 10. Talk and film show. TRPS Members & Families invited. 7 pm.

N.W.Area Working Parties: Feb.19/20. March 19/20.
London Area -do- Jan.8/9 and subsequently.

SOUTH WALES AREA Any members in South Wales who are interested in forming a South Wales Area organization please contact Mr.G.I.John, 71, Monk Street, Aberdare, Glam. Phone: Aberdare 186.

WANTED for use in Filmstrip No.3. Photograph of the pre-1952 track layout at Wharf, taken from the main road overbridge. Any member who can supply, please send a print, which will be returned, to Mr.J.C.Flemons, 48 Boldmere Rd., Eastcote, Pinner, Middlesex. It is hoped to get this strip out soon.

OFFICIALS

SECRETARY: See heading, front cover.
TREASURER: (for all donations, etc.!) Mr.F.J.Garland, 36, Waterloo Street, Birmingham, 2.
LONDON AREA REP: Mr.T.W.Robertson, 23, Portway, EWELL, Surrey. (Also for Xmas Cards, Badges, and Filmstrips).
N.W.Area REP. Mr.J.I.C.Boyd, 12, Worcester Rd., SALE, Manchester.
PUBLICITY: Mr.R.K.Cope, "Brynglas" Beckman Road, Pedmore, Stourbridge, Worcs. (for Calenders, Photo Cards, leaflets, guides, drawings.

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