TALYLLYN NEWS

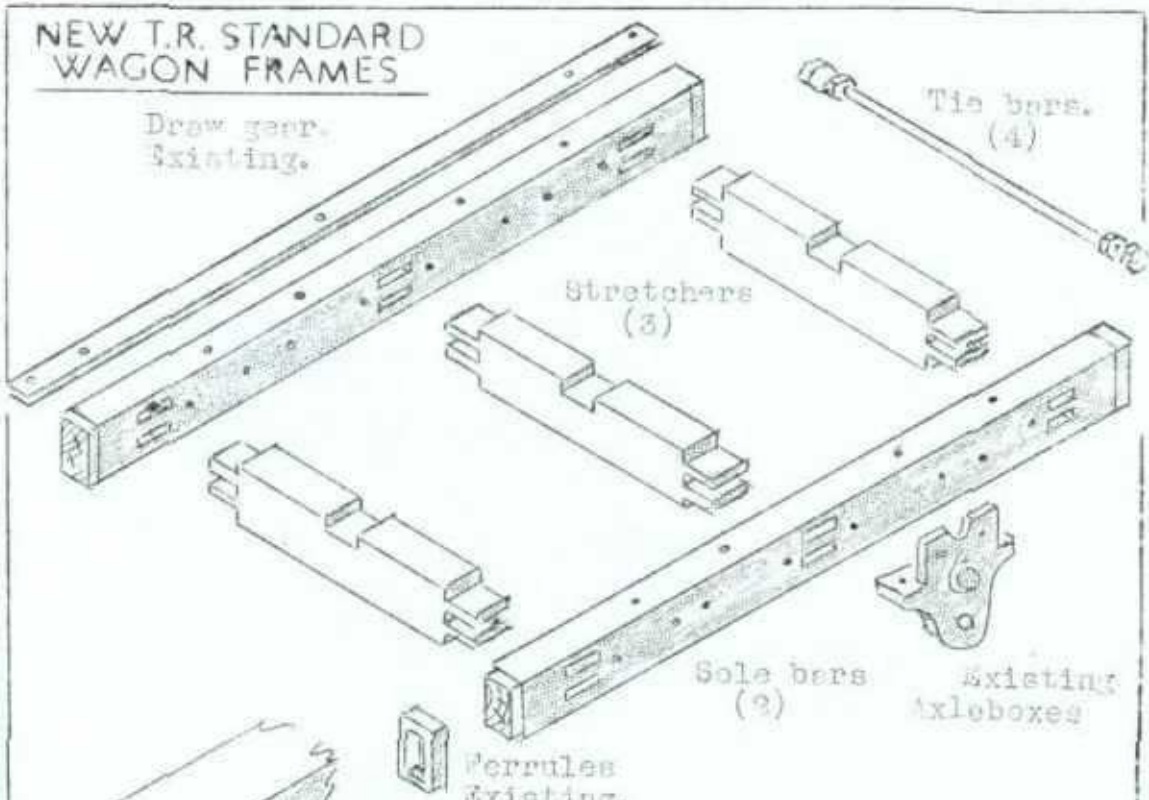
THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION
SOCIETY

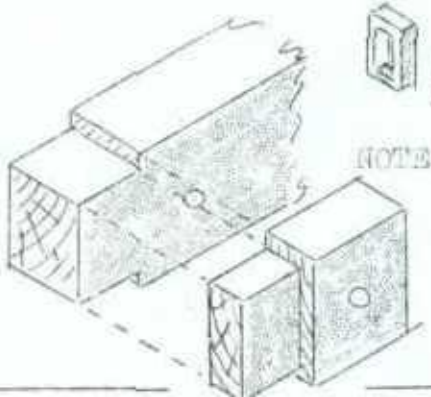
No. 7 - MARCH, 1955.

President:
The Rt. Hon.
The Earl of Seafield

Secretary:
P. B. Whitehouse,
50, Lordswood Road,
Harborne, Birmingham, 17.
Telephone: Bearwood 2781

NEW T.R. STANDARD WAGON FRAMES





NOTE: In order to utilise the existing large square ferrules it is necessary to fit an additional spacing block as shown on the left.

WAGONS

J.L.H.Bate

IN 1951, when the T.R.P.S. assumed control, there were sixteen wagons on the working portion of the railway, and in addition there were eight in the yard at Abergynolwyn village and a fair number up in the quarry. In 1952, the demolition contractor at the quarry cut up the wagons there and those in the village were broken up at the same time. Of the surviving vehicles, ten were slate wagons, and there were five steel body open wagons and one bolster. Pendre yard contained in addition a number of partially dismantled wagons, including one serviceable frame.

During 1951 and 1952 the newly-arrived Corris Railway wagons were generally in use and the Talyllyn vehicles, which were in a poor state of repair, saw little service. In the last twelve months, however, an attack has been made on the arrears of maintenance on the wagons. Of the ten slate wagons only two now remain in their original condition, Nos.30 and 32, and these will be preserved as far as possible. Nos.21, 23 and 34 have been rebuilt as flat wagons, No.8 received a steel body, and the other four, Nos. 31, 33, 35, 36, were broken up as the frames were badly damaged and the timbers were rotten. Where possible the ironwork has been salvaged for incorporation in the new vehicles which are now being built.

All the steel body open wagons which were taken over in 1951 have now been broken up and the three T.R. steel wagons now running, Nos.8, 9, 11, have been assembled from components at Pendre, No.8 being mounted on a frame salvaged from the Wharf yard and Nos.9 and 11 having new frames provided by the N.W. Area.

The sole Talyllyn bolster wagon, No.25, was badly damaged during the Army relaying period in 1953 and was replaced by a similar but slightly larger wagon built in Pendre workshops. In this instance the frames were cut out by hand from a second-hand crossing timber, and salvaged components were used for the remainder of the wagon.

One completely new bolster wagon, No.28, was built at Pendre in 1954, using a frame supplied by the N.W. Area, and one further frame remains in stock awaiting

incorporation in a new wagon.

Eleven of the twelve wagons on the Corris Railway were obtained during 1951; the remaining one lay at Machynlleth for some time and is believed to have been broken up eventually. Of those which reached Towyn, seven were steel bodied and the other four had wooden bodies. One of the former was promptly divested of its body and the chassis was converted into a useful bolster wagon. The two large steel-bodied wagons were used for loco coal and the remainder were taken over for P/Way work.

During 1952 a certain amount of painting was done and some of the wagons were lettered T.R. and the load and tare weights were indicated. Repairs commenced in 1953 and both the large wagons received new floor plates as the original plates had largely rusted away. Patches were welded on to one or two of the other wagon floors and one of the wooden body wagons, No.26, which had a timber floor obviously contrived from some old sleepers, had this replaced by a steel sheet taken from a derelict Talyllyn slate wagon.

Trouble has been experienced with the drawbars of most of the Corris wagons. These differ from the Talyllyn vehicles in that the drawbar is mounted below the frames and hangs on the fixing bolts which tend to pull down through the timber, causing the drawbar to sag and allow the hooks to catch on points. This is being remedied by fitting large plate washers over the frames to prevent the bolts pulling into the timber.

Extensive repairs became necessary to the frames of both the large 2-ton capacity wagons, Nos.1 & 2, in 1954. No.2 received new headstocks made of timber taken from a demolished Penrhyn Railway coach, whilst the other, No.1, was fitted with a pair of steel buffers to replace the wooden dumb buffers, which had disintegrated. The opportunity was taken to fit rubber pads between the frame and axleboxes of No.2 in an attempt to provide a small amount of resilience.

It has been found that the Corris wagons hold the road much better than the Talyllyn vehicles. This is largely attributable to the badly worn wheels on the latter wagons. Arrangements have now been made to have a number of sets of Talyllyn wheels reconditioned in Birmingham. One set has been done at the time of writing, and the wagon to which these wheels are

fitted, No.8, runs quite satisfactorily.

In 1953 two Corris wagons, Nos.23 & 20, were robbed of their wheels, which were taken for use on two Penrhyn coaches. One wagon, No.20, was fitted with a set of Talyllyn wheels and the other remained out of use until quite recently, when it was reconditioned and fitted with a spare steel body in place of its original timber body, which was in poor condition and now forms part of a pigsty.

Early in 1953 the last of the original Talyllyn steel-body wagons, No.7, was sent to London for exhibition at the Model Railway Exhibition. Owing to its extremely poor condition it is unlikely that it will be returned to Towyn and it will probably be broken up in London and any serviceable components returned to Towyn.

In 1953 the N.W.Area agreed to construct six new underframes to enable some very necessary replacements to be made to the wagon stock. The main timbers were machined in Birmingham and sent to Manchester for completion. It was found possible to produce five frames only from the timber supplied, owing to some defective pieces. Four of these frames have been delivered to Towyn and the fifth is being used for the construction of a weedkiller tank wagon in Manchester, which should be delivered in due course.

All the T.R. wagons which have been reconditioned during the last year have been provided with new bearing brasses. The original brasses had in many instances worn right through and the remainder were very thin. The original cast iron axleboxes are being used on the reconstructed vehicles after cleaning and fitting of new brasses.

A supply of new floor plates for the steel body wagons is on hand at Towyn but as yet none has been fitted, excepting those on the large Corris wagons, owing to lack of equipment for the job. Each floor plate is held to the body by some fifty rivets which have all to be cut off and driven out before the old plate is freed. Oxy-acetylene cutting gear would be the most satisfactory way of dealing with these rivets, but as the railway does not possess this equipment the job has to be tackled with a hammer and chisel. This is far too long a job to be undertaken in the limited time available to the wagon repair gang, although a

very few have been drilled out.

During the last two years repairs and renewals have been progressing steadily and a few statistics may serve to show the rate of progress. In June, 1953, there were 28 wagons on the line, of which 9 were fit to run, 11 were awaiting repairs, and 8 were awaiting demolition or complete overhaul. By February, 1954, the total stock had been reduced to 23, of which 9 were in good running order, 6 required minor repairs only, and the remaining 8 awaited major repairs or demolition.

When inspection was carried out in August, 1954, the stock totalled 22, of which 14 required no attention, 6 required minor repairs only, and 2 were out of use, one of these being the wagon in London, No.2, and the other the generator wagon, No.22, which has a damaged solebar.

The indifferent state of some sections of the track causes not infrequent derailments of the unsprung wagons, and much of the work undertaken by the wagon repair gang has been minor repairs to damaged components caused by derailments to ballast trains.

Now that the accumulated arrears of maintenance have been overtaken, the future activities of the wagon repair gang will be directed towards the improvement of wagons and possibly some new construction may be undertaken. Much work still remains to be done, including the fitting of brake gear to certain wagons, replacing worn out wheels and axles, renewing rotten timbers in frames and the fitting of new steel floor plates. In addition there are always routine jobs, such as tightening drawbar bolts, reforging strained drawhooks and repairing split dumb buffers. During the first six months of 1954 approximately three hundred hours' work was done on wagon repairs, entirely by volunteers.

WAGON STOCK LIST AS AT 26.9.54

No.	Capacity.	Body.	Door.	Details	
1.	2 tons	Steel	End	Ex-Corris Rly.	GWR No.31999
2.	2 tons	"	"	-do-	GWR No.31998
3.	1 ton	"	"	-do-	GWR No.31995
4.	1 ton	"	Side	-do-	GWR No.31994

(cont'd overleaf)

Wagon Stock List (Continued)

No.	Capacity.	Body.	Door.	Details.
5.	1 ton	Steel	End	Ex-Corris Rly. GWR Numbers: Chassis 31987, Body 32000.
6.	1 ton	"	"	Ex-Corris Rly. GWR No.31993
7.	1 ton	"	"	Talyllyn Wagon. Withdrawn.
8.	1 ton	"	"	Talyllyn Wagon.
9.	1 ton	"	"	Talyllyn Wagon. (Rebuilt).
10.	1 ton	"	"	Ex-Corris Rly. GWR Numbers: Chassis 31992, Body 31987.
11.	1 ton	"	"	Talyllyn Wagon. (Rebuilt).
20.	1 ton	Wood	End	Ex-Corris Rly. GWR No.31982.
21.	1 ton	Flat	-	Eng.Tool Wagon. Talyllyn Stock
22.	1 ton	Flat	-	Eng. Mobile Generator.
23.	(Formerly Corris 31992.See No.10.)			Withdrawn.
24.	1 ton	Bolster	-	Ex-Corris Rly.Chassis from GWR 32000
25.	1 ton	Bolster	-	Talyllyn Wagon. (Rebuilt).
26.	1 ton	Wood	End	Ex-Corris Rly. GWR No.31991.
27.	1 ton	"	"	Ex-Corris Rly. GWR No.31990.
28.	1 ton	Bolster	-	Built 1954. T.R.Stock.
30.	1 ton	Slate traffic		Wagon. (Talyllyn).
32.	1 ton	"	"	" "
34.	1 ton	Flat	-	Altered from Slate Wagon, 1954.

The numbering scheme introduced in 1952 ran as follows:

Steel Body Wagons	1 - 19
Wooden Body Wagons	20 - 29
Slate Wagons	30 up.

Rebuilding and alteration of wagons have prevented this scheme from being followed exactly.

FROM THE U.S.A.

Mr.Harmon H.Remmel, of Fayetteville, Arkansas, says in a long letter to the Secretary: "I really get a big bang out of the Talyllyn News, and read it through from cover to cover. ....when the time does come for another visit to England, and suitable time at the Talyllyn Railroad right of way, I am sure I shall have no trouble in getting acquainted with the various members about whom I have read so much."

RAIL

FROM THE PRESIDENT As I have been away for three weeks completing a tour of judging three of the principal Championship Dog Shows in India, I have been unable personally to reply to many who have responded to my recent appeal.

I would be most grateful if all those who sent donations, promised financial help or sent helpful suggestions for the improvement of the railway's financial position would accept this, my personal and most grateful thanks.

I promise that I and the Directors of the Talyllyn Railway Company and the Committee of the Talyllyn Railway Preservation Society will not fail to see that, as the result of your sacrifice, the future running of the Talyllyn Railway is maintained, not only this coming season, but up to and long after, the year of the line's centenary.

- Northesk

(Treasurer's comments overleaf)

COMMUNICATIONS Major D.R.Robinson writes:

Most members will know of our activities with the telephone from Towyn to Abergynolwyn, but we are hampered by the fact that, due to reorganisation recently announced in Parliament, we can guarantee only two more weekends' work on the line.

I shall be on holiday at Towyn from 1st to 20th August and if the work has not been finished by then I intend to press on with it myself. I shall be grateful for the help of any stalwarts and can promise interesting work with tea every hour on the hour in true Signals style.

To be serious, the work is hard but very rewarding, since it is only through good communications that we can hope to run the Railway in the manner it deserves, and to carry the passengers whose revenue is, as we all know, so urgently needed to make our venture a success.

10th March,
Atherton, Lancs.

D.R.Robinson, Maj.,
O.C. 96 AGRA (AA) Signals
Squadron, T.A.

FROM THE TREASURER Firstly, may I thank most sincerely all the many Members who have sent donations in answer to the President's Appeal for funds to meet the cost of rail. Approximately 25% of the members have already subscribed, enabling us to reach 50% of our target. Enclosed with this issue is a list of their names. May I urge the remaining Members to follow the example set, so that completion of the purchase of the rail can be made as soon as possible, before the Quarry owners are forced to dispose of it elsewhere. My apologies for delay in acknowledging many of the donations, because of the flood of responses.

To avoid extra expense, no individual subscription reminders will be issued for the time being, but 1955 subscriptions are now due and should be sent to the Membership Secretary, Mr.Eric Lees, 143, Balden Road, Birmingham, 32. Members who normally pay to Mr.Boyd-Carpenter should continue to do so (address: The Ridge, Eaton Hill, Baslow, Derbyshire). Minimum subscription is £1 per annum, but please add to this the maximum you can afford in order to meet the pressing needs of the Permanent Way Engineer. (Members who hold buff membership cards, or who pay by Banker's Order, should ignore this reminder).

In conclusion, thank you all for your continued support. It is still not too late to send that donation or interest-free loan towards the Appeal. A further list of names of subscribers will be published with the next issue of the "News."

- P.J.Garland,
Hon.Treasurer.

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VOLUNTEERS A register is being compiled of volunteers under the headings 'Learner,' 'Qualified' or 'Instructor' for Fireman, Guard, Booking Clerk, Platelayer, etc., and suitable cards will be issued to members who have satisfied a responsible officer of the Railway Company that they have sufficient knowledge of the duties involved, that they have read and know the operating rules of the Company, and that they are fit and proper persons to carry out such duties.

This all sounds very official but is really to ease the burden on the officials of the Company who are

concerned with the day-to-day running of the Railway, and the co-operation of all volunteers is requested. If traffic comes up to expectations, weather and other things permitting, some sort of system will be very necessary to avoid a state of "choss."

Cards for members already considered qualified will be issued as soon as possible, and other members desirous of claiming qualification in any class should communicate with Mr.David Woodhouse (see page 16).

During the forthcoming season, the Directors wish to consider applications from members to undertake the following duties at Towyn:

Fireman: Booking Clerk: Guard: Assistant Platelayer.

Volunteers should advise Mr.David Woodhouse (see page 16) stating dates available for duty and age if under 21. They will be expected to conform to the rules of the Company whilst on duty and will be required to sign a form indicating that they are in possession of a copy of the Company's Rules and that they have read and understand these Rules. Please advise Mr.Woodhouse as early as possible.

ENGINEERING NEWS

PERMANENT WAY During the last few weeks approximately 135 tons of second-hand rail have been delivered to Towyn. Relaying is proceeding as fast as the weather will permit: recent heavy falls of snow have, of course, seriously interfered with the work. However, between Wharf and Rhydyronen only some fifty yards of old track remain at the time of writing. It is true that there are two long stretches where there is no track at all, but the formation has been levelled and most of the material is on site ready to be laid. There is considerably more old track between Rhydyronen and Brynglas, but if all goes well the relaying should be complete to Brynglas by Easter. Should this be achieved, the section Brynglas-Dolgoch will be tackled between Easter and Whitsun.

There is an air of optimism about the permanent way position, and the greatest praise is due to the small permanent staff and to the volunteer gangs from London, the North West, and the Midlands, but it MUST be em-

phasized that this wonderful progress is entirely dependent upon the supply of rail. Rail is being used up as quickly as it is delivered at Towyn, and when the supply slows down or ceases, so also will the work of relaying. The long stretches of first-class track which can be seen today are due in the first place to the generosity of members who have contributed to the President's Fund. Keep it up, members, and we will yet succeed. The same also applies to working parties, of course.

LOCOMOTIVES There is little further to report on the rebuilding of No.2. Some tubes have been removed to test the condition but pressure of other work has prevented too much time being spent on this locomotive recently.

No.3 merely requires routine maintenance, whilst No.4 has had all bearings renewed and reassembly is proceeding. No.6 is also in good condition and, like No.3, requires routine work only. No.7, the Mercury tractor, is undergoing repairs and another i/c vehicle built by two members, was delivered by rail at New Year week-end. This vehicle, as yet un-numbered, is a small platelayers' trolley, powered with an Austin Seven engine and two gearboxes, one used as a reversing box. The driver sits in the middle and there are tool-boxes and seats at either end. It is not intended for the propulsion of other vehicles, but only for the conveyance of platelayers and tools to the site of work. With our extending "lines of communication" this trolley should prove most useful. It was noticed during a recent working party week-end that the radiator top tank was in great demand as a hand-warmer!

COACHING STOCK Coach No.7 (the roofed Penrhyn coach) now lies at the lineside at Fach Goch, where it is used as a platelayers' shelter. Its future is not known at the moment. No.8, the open Penrhyn, has been painted in the standard Talyllyn livery. The new bogie coach, No.9, is structurally complete, and was last reported as being painted. Bogie Brake Third, No.10, has had sliding windows fitted on the off side, and is having doors fitted on the platform side.

WAGONS Little wagon work has been done this winter, but it was hoped to deliver the North-west Area weed-killing wagon during March. The cover of this

issue shows an exploded view of a standard Talyllyn wagon underframe as built by the N-W Area. Five of these have already been built and the design will be used for any others built. Mr.J.M.Lloyd, who made the drawings for these frames, also produced the stencil for the cover.

CIVIL ENGINEERING Pendre Bridge has been completely reconstructed by the local Council and road traffic to and from Aberdyfi is diverted over this road whilst the bridge at Wharf is dealt with.

Progress is well advanced with the Wharf Bridge, both abutment and wing walls having been rebuilt in an attractive grey stone. This appears to be akin to granite but perhaps some of our geologically-minded members can identify it accurately. At the time of writing the track is open to the sky, only drains and other service pipes crossing from one abutment to the other. One cannot but be impressed by the comparatively great length of "tunnel" which will result. It is interesting to note that the stone blocks appear to be shaped on the spot by masons. Wharf station presents rather an unusual appearance at the moment, with stone and chippings everywhere, and evidence of great activity.

Large concrete pipes have been provided so that the stream at Cynfal can be piped across the railway. It is hoped that this will help to prevent the constant overflowing of this stream and work will be put in hand as soon as the weather permits.

WANTED Tarpaulin: 5-ton hydraulic jack: supply of wooden poles for the telephone.

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TALYLLYN RAILWAY RULE BOOK

An additional Rule has been authorised to govern working into Wharf Station when more than one engine is in steam, as follows:-

62 When more than one engine is at work on the line the controller must place a Stop sign, lettered "STOP UNTIL CALLED FORWARD" on the post provided for the purpose.

All engines and trains approaching Wharf from Pendre

must stop at the sign when it is in position, unless and until called forward into the station. As a hand signal given at the station would be hidden by the road bridge the calling-on signal authorising drivers to pass the Stop sign will be given by the display of a green light signal close to it. The light signal, operated from the Controller's Office, will be normally "out" and must be switched off after the passage of each engine or train. It will not be used unless the Stop sign is in position.

If the light signal is out of order, trains will be called forward from the Stop sign by a green hand signal, given beneath the road bridge.



Members in possession of a copy of the Rule Book may obtain an amendment slip by sending a 1½d stamped addressed envelope marked "R.B.1" to Mr.Robertson (see page 16). No letter required. Amended copies of the complete Rule Book are available at 1/-

PUBLICITY

GUIDES The new edition is now available at 1/-. Two extra photographs have been inserted and three of the older views have been replaced by new pictures, including a nice pre-war scene at Dolgoch, with "Talyllyn" heading the train. Five fresh pictures in all.

PHOTO CARDS Two additions are available at 4d, Nos.29 & 30, both showing No.6, one alone and the other on a train near Quarry siding.

MONOCHROME LEAFLET A number of these leaflets was supplied free of charge by a member, the intention being to use them judiciously in endeavoring to obtain new members amongst prominent industrialists. The text explains what the Society is doing and has done to preserve the Railway. There are four views of the "before and after" type. A limited number of

these leaflets can be supplied to members for the above purpose, but they are worth keeping and if any member wants one for his own collection we ask him to pay 3d per copy to the funds.

POST-BAG The Hon.Publicity Officer has an extensive post bag and never bigger than when dealing with calendars. Early orders were very few and we only increased the 1954 printing by 250. Mainly as the result of a belated notice in the American magazine "Trains" we could have done with another 150. About 100 copies were asked for by readers of that notice and about 90 of these had to be sent sets of postcards instead of calendars. Most sent coins so the H.P.O. had to walk about for weeks with one pocket full of nickels, dimes and quarters.

Here are some of the extraneous matters which cropped up in connexion with the calendars:

(1) The beginning of the notice in "Trains" -
'Believe me, you haven't lived until you've operated by an English calendar - the days are listed vertically instead of horisontally.'
The H.P.O's somewhat lengthy address is followed by "(Whew!)". Quite a number asked for "an English calendar."

(2) An American client forwarded 30 cents for Air Mail, but as the cost would actually have been £1 it is feared that he had his calendar the hard way!

(3) Member the Rev.W.Awdrey is calling his new book 'Four Little Engines' and has based it on the Talyllyn.

(4) A Member writes that the shed foreman of the Cavan and Leitrim Railway in Ireland has the Talyllyn calendar on his office wall.

(5) From a Member in H.M.Forces: 'Your calendar is doing yeoman service in a Barrack Room at Catterick, each day being religiously ticked off!' (No prizes for guessing why!)

(6) "I would like to congratulate your Society on the efficient way they run their train service.....as there were too many passengers for the coaches I was impressed by the speedy way in which an extra was found."

(7) An order for one calendar, with the possible chance of selling more locally. Final order, 42 calendars!

(8) From Mr.J.D.McLean, 60, Kenmare Street, Box Hill, E12, Victoria, Australia: "I should be pleased to be put in touch with any enthusiast willing to exchange hand-

drawn and signalled diagrams of station yard layouts." Anyone interested?

(9) From an American client: Address wanted of La Guaira & Caracas Railway Company, with head office in London! (Available information duly supplied - now part of Venezuela National Railways).

Finally, thanks to the numerous people who sent more than the required amount, with request to "keep the change."

FILM STRIPS New strips now available (monochrome) price 7/6d each: No.3 (40 frames) includes system map, track layouts, working parties, and events connected with locomotives No.6 and No.2. No.4 (37 frames) includes map of N.Wales N/G railways, map of T.R., steam and i/c locomotive developments, new coaches, Pendre works & shed, and general views including a few historic ones of No.1 in service.

Filmstrips No.1 (35 frames monochrome, 7/6) and No.2 (35 frames colour, 17/6) are also available.

All filmstrips are 35mm pictures with lecture notes, and include many interesting photographs of developments on the railway which cannot readily be made available to members in any other form.

All orders to Mr.T.W.Robertson (see page 16).

NORTH-WEST AREA NEWS

Increasing pressure of business has compelled the North-west's popular and untiring Area Representative to hand over the reins to a successor. This lucky (?) member is Mr.David Chatfield (see page 16) and N-W members are asked to give him the loyal support which they gave to "The Bard" and help him to make just as much a success of the job.

The N-W Area Re-union on 9th February was a great success and members and friends were given very full reports of T.R.P.S. activities and a most excellent film show. The President, the Earl of Northesk, attended.

Working Parties are now fixed up to New Year, 1956, and the fullest support is earnestly requested from all members. Names to Mr.David Baxter, "Aucklands," Grey Road, Altrincham, Cheshire, please. (Alt.1039).

LONDON, HOME & SOUTHERN COUNTIES, AREA NEWS

SPRING REUNION Once again this will be held at the Kingsley Hotel, Bloomsbury Way, W.C.1, (near junction with New Oxford St.), Saturday, 23rd April, 3 pm. Latest Society & Area news will be given at this informal meeting and after tea discussion will be continued if desired. There will then be a showing of the new film strips, colour transparencies and such new T.R films as may be available. Buffet Tea at 2/- will be served and dinner will also be available, but in either case advance notice to the Area Secretary is advisable. Those taking dinner will not miss any item. Please turn up for the latest news, and also give us your comments, suggestions or brickbats. The meeting will end about 9.30 pm but those desirous of leaving earlier can do so after seeing the show during dinner time!

WORKING PARTIES Two working parties have been held at the time of going to press, one of them braving the terrors of ice and snow. As Mr.Slater says, "London is NOT too far away," and further parties are planned, including one to Nuneaton in March. Please give all the support you can at this vital time, and enjoy yourself into the bargain. Names to Mr.Slater, please, at 14, CASTELLO AVENUE, PUTNEY, LONDON, S.W.15.

CAR BADGES A few more names are wanted before we can order these. The majority desire the better quality badge, chromium plated, at about 32/6d.

M.R.C.EXHIBITION (See diary, page 16) A few stewards are still wanted for this show, particularly during the daytime. We have a smaller stand than previously, but hope to make an animated display that will attract visitors and cause the usual number of new members and good sales of various publicity items.

BIRMINGHAM & MIDLANDS AREA It is hoped to set up a B'ham & Midlands Area, apart from the General Committee, and anyone willing to organise this, and deal with working parties and Area publicity, etc., is invited to get in touch with the General Secretary, Mr.P.B.Whitehouse (see page 16).

There will be a Midlands Reunion for all members of the Society on 30th April. See Diary, page 16.

SOCIETY DIARY

31 March Talk with colour slides at Heronsgate Social Club, Stag Lane, Chorley Wood. 361 Bus from Chorley Wood or Rickmansworth Stations, L.T.E. TRPS members and friends invited. Commence 8 pm.

8-11 April (Easter) N.W.Area and London Area Working Parties at Towyn.

30 April Midlands Reunion, Imperial Hotel, Birmingham, 3 pm. Progress reports, film shows, etc. Tea provided if notification given to General Secretary (see below) by 16th April. All members urged to attend.

Further Working Parties: N.W.Area, 14-15 May, 18-19 June, 23-24 July, 27-28 August, last weekend of season in September, 22-23 October, 26-27 November, New Year 1956. London Area, 30 April-1 May, 28-30 May (Whitsun), 30 July-1 Aug., 1-2 October, 29-30 October.

12-16 April (Easter) TRPS Stand at Model Railway Exhibition, Central Hall Westminster. See Area Notes.

Members are again asked to watch out for any exhibitions at which a Society display might be suitable, and to send full details to the appropriate person named below. In some cases local members may be called upon to help to arrange and look after T.R.P.S. stands, if arranged.

OFFICIALS

SECRETARY: See heading, front cover.
TREASURER: (for donations, etc.) Mr.P.J.Garland, 36, Waterloo Street, Birmingham, 2.
LONDON AREA REP: Mr.T.W.Robertson, 23 Portway, Ewell, Surrey (also for Badges, Filmstrips, Rule Books & amendment slips, car badges, information on London, Home & Southern Counties Exhibitions).
N.W.AREA REP: Mr.David Chatfield, 27, Lynwood Grove, SALE, Manchester.
PUBLICITY: Mr.R.K.Cope, Brynglas, Beckman Rd, Pedmore, Stourbridge, Worcs. (Guides, Cards, Leaflets).
VOLUNTEERS: Mr.D.Woodhouse, 17, South Road, Smethwick, 41 Staffs. (also Exhibitions outside London & N.W)
N.W.Area EXHIBITIONS: Mr.J.I.C.Boyd, 12 Alcester Road, Brooklands, Sale, Manchester.

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