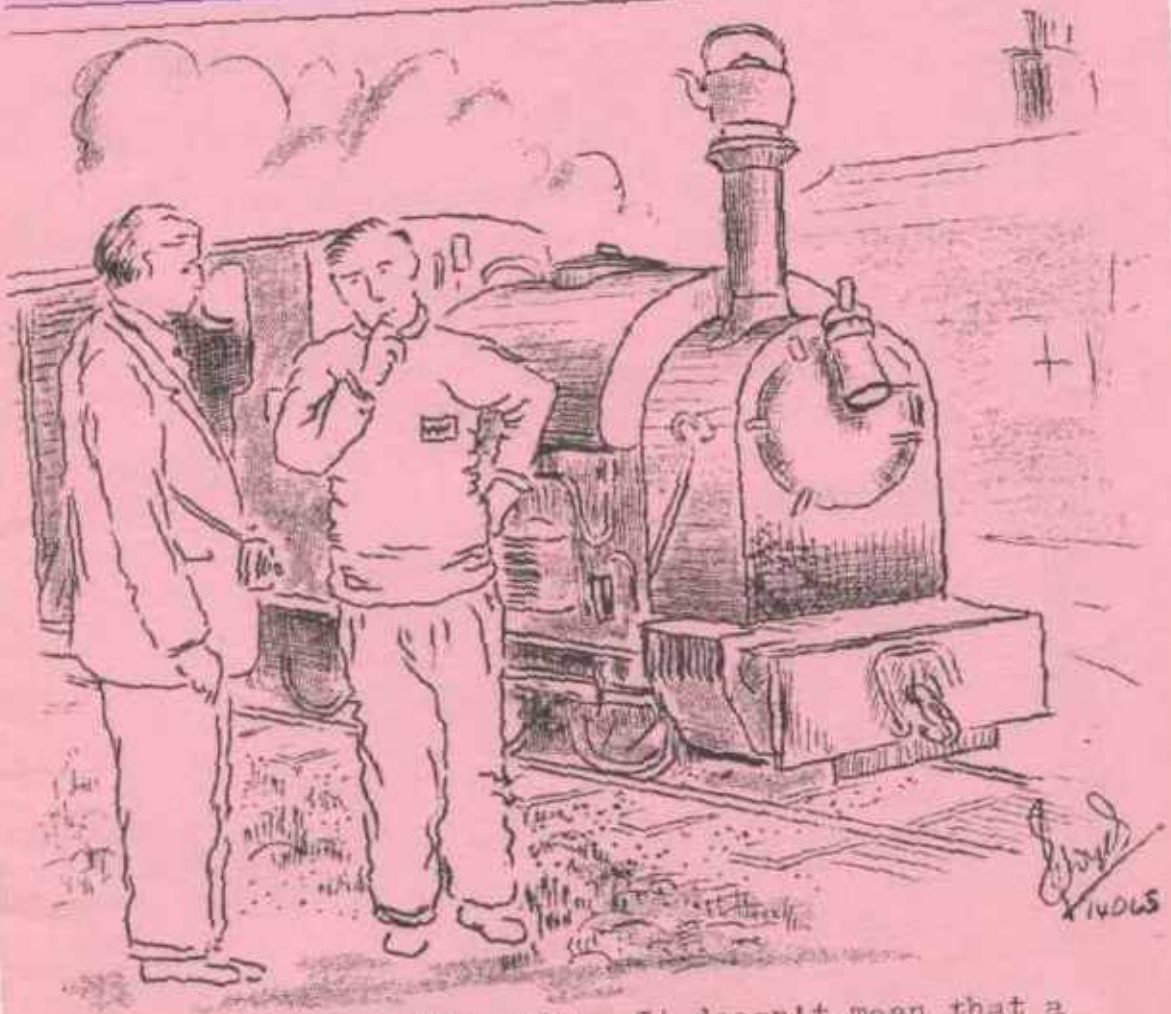
TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION
SOCIETY

No. 8 - JUNE, 1955.

President
The Rt. Hon.
The Earl of Northesk

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



A.V. to V.I.P.- "No, Sir. It doesn't mean that a Restaurant Car is attached."

LOCOMOTIVE PERFORMANCE DATA

by D.W.Harvey

IN view of the interest aroused by recent contributions to the 'News' about the relative efficiencies of Engines Nos.3 & 4, it occurs to me that the following data on No.3, obtained when working the Members' Special on 25th September, 1954, would be appreciated.

Date 25.9.54. Engine No.3 "Sir Haydn"

Estimated Weight of Train, including Passengers

comprising 2 bogie coaches
1 4-wheel coach
1 4-wheel brake (Corris) } say 15 tons

Distance Towyn Wharf - Abergynolwyn, 6½ miles

Overall Running Time (Up journey), 58 mins.

	Up	Down
Coal		
(Total) lbs.	94	94
Lbs.per mile	14·4	14·4
Water		
(Total) galls.	72	72
Galls.per mile	11·07	8·46
Evaporative (coal/water) Ratio	7·66	5·85
Coal:(lbs) per square foot of Grate Area per hour	30·4	-
Coal:lbs per Trailing Ton Mile	1·0 approx.	-

The evaporative efficiency of the boiler on the Up journey, as shown by the coal/water ratio, is satisfactory, and approximates to the normal figure of 8 in main line practice, but was adversely affected on the Down journey by firing rather too heavily for the work to be done.

The coal consumed per Trailing Ton Mile, the real measure of an engine's efficiency, appears at first sight to be excessive when compared with main line

performance (0·125), until it is recollected that the total weight of the whole train, including passengers, is but the weight of a single loaded 10-ton wagon of standard gauge.

The approximate cost of the coal burned on the round trip, excluding that used for lighting up, was 10/-.

It is hoped in due course to present comparable figures for Engine No.4, and possibly the other engines when their tanks and bunkers have been calibrated.

N.B. Coal consumption is approximate only, having been computed, in the absence of weighing facilities, on a volumetric basis for Welsh bituminous steam coal of 42 cubic feet per ton.

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TALYLLYN RAILWAY PRESERVATION SOCIETY

Special General Meeting, White Hall Hotel, Towyn.
25th September, 1954

Present: Alderman Hamer, Vice-President (In Chair)
Mr.L.T.C.Rolt, Vice-President
The Society's Officers and some 181 Members.

Agenda: "To consider and, if approved, alter the first three lines of Rule No.7 to read as follows:
'The Annual General Meeting of the Society shall be held in the last week of September or the first week in the month of October and all members.....'
and that in Rules 8 and 17, for the date 15th March shall be substituted the date 15th August."

Having put the matter to the Meeting, the Chairman said that there must first be some explanation why the alteration had been proposed, and he called upon the Hon.Secretary to give this.

Mr.Whitehouse said that now it had been decided that all future Annual General Meetings were to be held at Towyn the Committee felt that it would be better to alter the date of the A.G.M. from the

beginning to the end of the season, as that seemed to be the time when most members were able to get to Towyn. A proposer and seconder were now required for the proposal.

The Chairman called for a proposer from the Committee; Mr.Boyd agreed to propose the motion, and Mr.Whitehead seconded.

Various suggestions were then made altering the detail and substance of the motion; but no formal amendment was proposed, though it was suggested that the Hon.Treasurer might not be able to present his accounts at such meetings. Mr.Garland replied that he would, but they would be provisional figures only, not having been approved by a General Meeting.

The Chairman then put the proposal to the Meeting and it was carried with one vote only against it.

PUBLICITY

There is not so much to report at this time of the year, when energies are devoted to the re-opening of the train service for the season. This has included the introduction of a completely new range of tickets (with a few exceptions). The guides and new post cards are selling well and there is an air of quiet optimism amongst the salesmen at the Wharf.

Our Member, the Rev.W.Awdrey, informs us that his new book (see elsewhere in this issue, also publisher's leaflet) will be on sale in August, price 4/6d, and he has generously donated four dozen copies for sale at the Wharf, all proceeds to go to the Railway.

We have again been able to obtain a number of Double Royal posters without charge to the Railway, and these, giving details of the summer timetable, are displayed at a large number of stations over a wide area. The supply is, of course, limited, as we cannot impose on the generosity of the printers too much, but this year we have been able to keep back enough for our own stations. The usual timetable leaflets are now available from the Hon.Publicity Officer at ½d. each, post free.

Also available are a limited number of sticky labels for the rear windows of cars, indicating mem-

bership of the T.R.P.S.

The large working layout was on display at Stourbridge Town Hall from 10th to 14th May at an Exhibition organised by the Stourbridge Rotary Club, which was opened by a good friend of ours, Councillor A.G.B.Owen. Great interest was displayed and the Exhibition was attended by 4000 people during the week and many of the younger visitors were heard to order their parents to take them to Towyn to see the real thing.

Later in the year we hope to produce a booklet of views on the line, using the blocks which we are now accumulating from earlier publications, calendars, etc. As soon as some of the blocks at present in use are returned, this will be proceeded with. It will not "date" and so can be sold at any time. Arising from this, we shall be pleased to consider photographs for the 1956 Calendar at the end of the summer season. Preference is for views 'up the line' rather than at Towyn, and for the unusual view. The negatives must be sharp as the block has to be prepared from an enlargement.

Tickets in use up to this season (see first para.) are now withdrawn and will be cleared as obsolete. The London Area Secretary is in the throes of sorting these and anyone desiring sets, or individual copies, is asked to get in touch with him.

CAR BADGES Delivery is now awaited and members who ordered badges are asked to send their remittances (to Mr.Robertson) as soon as convenient (preferably before the end of June). Those who have not forwarded their 32/6 by the end of June will be notified by post as the solvency of the scheme depends on all who have given in their names. The badge is about 3" in diameter and similar to the crest of the Company excepting that the full title of the Society is on the garter and not split as on the present lapel badge between garter and banner. Garter and motto ribbon of feathers is blue, feathers white, background green, and crown, lettering, etc. in chrome. Delivery will be made as soon as the badges are received from the makers.

SECRETARY'S NOTES

Will all members please note that the next Annual General Meeting of the Society will be held at 7.30 pm on Saturday, 24th September, 1955, at the White Hall Hotel, Towyn. Any nominations for the Committee should be in my hands before 15th August, and these should be properly proposed and seconded. Proposals should also be signed by the candidate in question, to the effect that he agrees to stand for election.

The report of the Committee for the last Society's year, together with the accounts and official details of the Annual General Meeting will be forwarded to all members by the 1st September.

The Society would like to give a hearty welcome to two new helpers at Towyn, Mr.H.J.Parker, who is coming as Assistant General Manager, and Miss Thomas, who has taken over the Catering Department, under the able guidance of Messrs.Walker and Uron.

In the last issue of the 'News' it was stated that [illegible]ding cards would be issued to "firemen, guards, platelayers, booking clerks, etc." This was due to a misunderstanding and in fact the only members who are to be issued with cards are those applying for the post of fireman or guard, although other volunteers will be required to sign to the effect that they have read and understand the rules of the Company.

In view of the similarity of their objects, that of preserving a narrow gauge railway, the Talyllyn Railway Preservation Society send greetings to the Festiniog Railway Society, and wish them well.

One or two members have complained of having to send small remittances to several different people for different items, eg badges, timetables, etc. In future it will be necessary to send only one remittance to, say, Mr.Cope, Mr.Robertson, or, if subscription is included, to Treasurer or Membership Secretary. Items will be supplied direct or order and credit voucher will be sent to the other official(s) involved, for despatch.

P.B.Whitehouse, Hon.Secretary.

TRAIN SERVICE, 1955

The 1955 Timetable does not differ markedly from that of 1954. The Up "express" afternoon train is timed five minutes earlier throughout, and its Down counterpart ten minutes later.

The ordinary trains have a rather tighter timing on the lower sections of the line, leaving two minutes extra for the Abergynolwyn - Dolgoch section, for example. We have heard no official explanation for this but it may well reflect the considerable improvements in the condition of the track from Towyn to Brynglas and beyond, and underline the amount of work still to be done between Abergynolwyn and Dolgoch, and on quite a considerable portion below Dolgoch.

The evening train is still conspicuous by its absence, and we may well not see that again until the Railway can afford to run trains at a slender margin of profit with risk of slight loss.

UP TRAINS		E	B	
		a.m.	p.m.	p.m.
TOWYN (Wharf).	dep	10.25	2.10	3.0
TOWYN (Pendre)	"	10.30	-	3.5
RHYDYRONEN	"	10.42	-	3.17
BRYNGLAS	"	10.48	-	3.24
DOLGOCH	"	11.5	2.40	3.40
ABERGYNOLWYN	arr	11.20	2.55	3.55

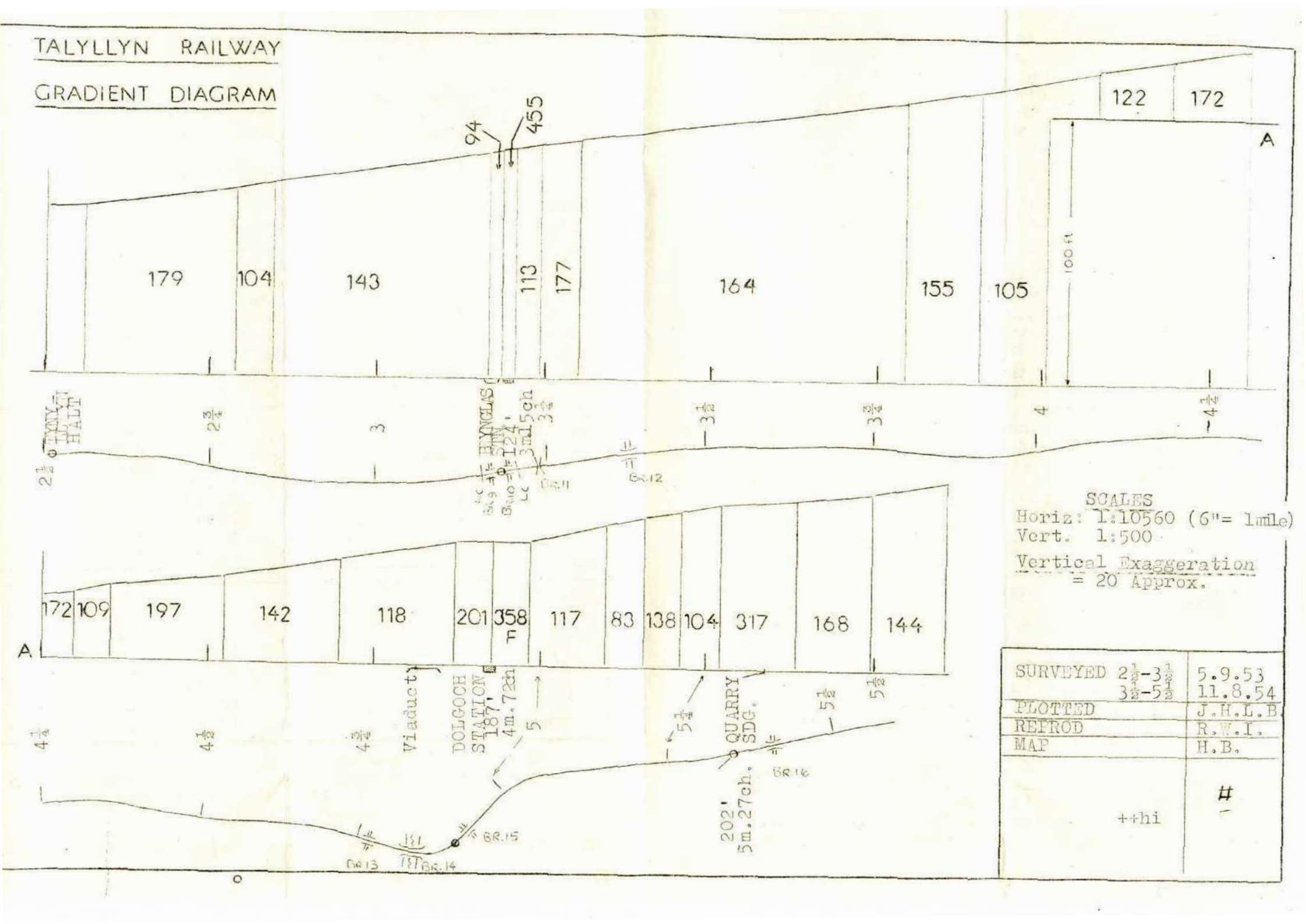
DOWN TRAINS		E	B	
		a.m.	p.m.	p.m.
ABERGYNOLWYN	dep	11.50	4.40	5.0
DOLGOCH	"	12.7	5.0	5.17
BRYNGLAS	"	12.18	-	5.28
RHYDYRONEN	"	12.24	-	5.34
TOWYN (Pendre)	"	12.36	-	5.46
TOWYN (Wharf).	arr	12.40	5.30	5.50

E - Not on Saturdays.
B - Runs from 20th July to 3rd September only, and will not call at intermediate stations or halts, except Dolgoch

Operative from 28th May to 24th September, 1955, Weekdays only.

TALYLLYN RAILWAY

GRADIENT DIAGRAM



SCALES
Horiz: 1:10560 (6"= 1mile)
Vert. 1:500

Vertical Exaggeration
= 20 Approx.

SURVEYED $2\frac{1}{2}$-$3\frac{1}{2}$	5.9.53
$3\frac{1}{2}$-$5\frac{1}{2}$	11.8.54
PLOTTED	J.H.L.B.
REPROD	R.W.I.
MAP	H.B.
++hi	#

ENGINEERING NEWS There is little in the way of engineering matters to report this time, and the bulk of the available effort has, naturally, been concentrated on track re-laying.

Locomotive No.2 'Dolgoch' is still in Oldbury and is not expected back for some time yet. Work of a minor nature only has been done on Nos.3, 4 and 6.

A new set of axleguards and springs has been obtained for Penrhyn coach No.7, which it is hoped will make this useful vehicle fit to run in normal service. Apart from this, work on coaching stock has been confined mainly to finishing off the bogie vehicles, Nos.9 and 10.

The weed-killing tank wagon, built by the North West Area, was finished off, painted and lettered during Easter week-end, and is ready for service. The base colour is red oxide, and the lettering is yellow. A solution of sodium chlorate will be used.

Permanent Way Enormous strides have been made on the re-laying programme this winter and spring, thanks to the good response to the President's appeal for funds, to the magnificent work done by the permanent staff, and to the equally good work done by volunteer gangs both on the job at Towyn and in lifting rail at Nuneaton. The latter has been done almost entirely by gangs from the London and Midland Areas. It should not be overlooked, however, that the job is barely half done, and much more rail is still required. Nuneaton rail has been used at Towyn just as fast as it has been possible to purchase, lift and transport it (with the emphasis on the first). The Track Fund is by no means closed and all members who have not already contributed are urged to do their best.

The new signal (vide Rule 62) was erected during the Easter week-end. It is mounted on an ex-Great Western post, complete with ball-and-spike finial, and aesthetically at least seems to meet with the approval of all members.

The Wharf road bridge is completed and from the Railway gives the impression of a tunnel rather than a bridge, so greatly has it been lengthened (or widened!). At least we are now free from the fear of having to lift the Aberdovey 'bus back up from the track!

LONDON, HOME & SOUTHERN COUNTIES AREA NEWS

There was once again a goodly gathering for the Area Spring Reunion at the Kingsley Hotel on 23rd April, when the latest position on the Railway and Society and Area News were given. Several new films were shown, together with this season's batch of colour transparencies and the two new film strips. A collection in aid of the funds totalled £12-10-0 and about the same sum was taken on the bookstall.

Working Parties planned for Towyn seemed to be dogged by the threat of rail strikes when not beset by bad weather, but nevertheless they are still well supported, as are the parties to Nuneaton for rail lifting. More hands are still required to make light work; the next party to Towyn is 30th July - 1st August. Names to Mr.J.N.Slater, 14, Castello Avenue, Putney, S.W.15, please.

The comparatively small stand allocated to us at the M.R.C.Exhibition this year was very successful nevertheless, and a total of about £80 was collected, including about £21-10-0 in subscriptions. Thanks are due to all who undertook stewarding duty.

Unfortunately the organisers of the M.E.Exhibition have found it impossible to give us space this year, but we have been given quite a large stand at the Hendon Show, 10th-13th August, and we shall want three stewards on duty at a time. Once again we ask for local members to give at least one day to help us.

It is regretted that, as announced at our Annual Area Meeting last year, the Transport Bureau now operates only in connexion with working parties, and particularly those to Nuneaton. Correspondence should therefore be addressed to Mr.J.N.Slater.

Area Members are asked to support the Special Train on September 24th. See the following announcement overleaf.

There was little response to the note in the December 'News' re Drawings and/or models of rolling stock, but we feel there must be many members who can help by producing either drawings or actual models of rolling stock. Please contact the Area Secretary if you can.

A.G.M. SPECIAL TRAIN

This year, when the Talyllyn Railway is ninety years old, the special train from London to Towyn (in the past two years diesel driven) is specially augmented and will be a steam-hauled special complete with cafeteria car. The locomotive from Shrewsbury to Towyn and back will be a Southern Railway T.9 class 4-4-0 loco, and it is hoped to have a G.W. "Star" for the remaining part of the journey.

The train will leave Paddington about 7 am on the 24th September, with calls at Birmingham and Shrewsbury, and probably at Greenford and High Wycombe also. After a trip over Talyllyn metals (in a T.R. train!) and the Annual General Meeting in the evening, the return trip leaves Towyn at 11.30 pm, arriving back at Paddington about 7 am Sunday.

Fares will be 50/- return from London and 25/6 from Birmingham. These rates have been obtained only by the guarantee of a much larger number of passengers than before and the support of all members is asked, both in coming themselves and also getting others to join us. If, for example, you are a member of a Society or Club, why not organise a party? If you are not near the actual route of the train, advise the organiser and arrangements will be made if required for reservations, etc., on connecting trains.

Please send your booking as early as possible, giving some indication of your requirements in the way of refreshments on both journeys. No cash with order will be required for refreshments as the Hotels Executive will man the car this year, and cash will be collected at the time of purchase. Full details when known will be sent to all who book. Others should send s.a.e. if they wish to know further details before booking. Support from Midland members is particularly desired.

BOOKINGS AND ENQUIRIES to: Mr.T.W.Robertson,
23, Portway, EWELL, Surrey.

For details of the Annual General Meeting please see the Secretary's Notes on Page 6.

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NORTH-WEST AREA NEWS

The February Working Party was postponed to 5th March because of severe weather conditions. All traces of snow had not even then disappeared, as some members who pushed a trolley load of sleepers from Dolgoch to Hen-Dy well remember. Drifts about two feet deep were encountered and had to be cleared with an improvised shovel of corrugated iron. To add to the difficulties, about 50 yards of cut trees had to be moved from the track, and the stream at Cynfal had deposited a good layer of stones over the rails. The trolley was evidently the first 'train' over this section for some time. The sleepers had been collected by a small party who left the warmth of Dolgoch Hotel and proceeded by the light of a full moon towards Abergynolwyn, loading the sleepers on to the trolley from the lineside.

Good progress has been made with the re-laying near Hen-Dy, and at Easter a new platform was built at Wharf. The engine of No.7 was removed and brought to Manchester for the necessary repairs. The weedkilling wagon is now in service. A start has been made on re-laying the section Eastwards from Quarry Siding.

More volunteers are needed on the working parties, particularly during the Summer months when parties are often small because of members' holidays, etc. Offers of assistance should be sent to Mr.David Baxter, "Aucklands," Grey Road, Altrincham, Cheshire. (Alt.1039)

Area Secretary: David Chatfield, 27, Lynwood Grove, Sale, Cheshire.

FROM THE NORTH-WEST AREA REPRESENTATIVE

Last month the 'News' announced that I had handed over the reins to David Chatfield, who is now the Area Secretary. You are asked to appreciate that because of the growth of the work done in this Area David has agreed to take off my hands all the internal correspondence and day-to-day work of the Area. Until the term of office expires I am glad to continue as North-west Representative to the General Committee, who know to their cost (!) the weight which North Country opinion brings to bear on all matters concerning the running of the Railway.

Criticism, constructive and destructive, is a sure sign of the active interest of our Area. Many members

telephone me and ask me to record their suggestions, or deplore some activity; all such messages are discussed by the Area Committee and go forward to the General Committee for action. Bearing in mind that the very substance of our motive is to maintain the Talyllyn Railway in a constantly improving and active condition, I would be glad for any member to speak to me on all matters of administration, and especially on items which may be brought before the General Committee with a view to the constant betterment of the Society and Railway.

The Area's voluntary working parties have done more this past Winter than ever before and I do appeal for anyone who has so far been somewhat cautious about coming forward for a week-end of Hard Labour, to offer his or her services this Summer when parties are naturally much smaller. Here again, I would be most happy to re-assure members about these working parties and how the transport, working and sleeping arrangements are carried out. We are delighted to find light work for those unable to do more, and the hours are just what you care to make them! And, as they say in Ireland, "the crack's good."

Please ask yourself whether, whilst the weather should be at its best, you cannot spare one week-end at Towyn this Summer. The dates and the Transport Officer's address are given in this issue.

- J.I.C.Boyd.

** Sorry that we inadvertently sacked you, James!
- Ed

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MUSEUM COMMITTEE For some time now Mr.Dalston, of Reading, has been acting as 'Collector' for a museum it is proposed to establish at Towyn, complementary to the active operating Railway. A committee has now been formed to further this project and members are at present Messrs.Dalston, Prosser and Robertson. Thanks to the good offices of a London member, an up-to-date plan now exists of the environments of Wharf Station, and this will form the basis of future talks about the form and layout of the museum. Already Mr.Dalston has 'options' on several interesting and unusual narrow-gauge locos, and other items will be added as plans develop. Un-

fortunately it is not quite as simple as the suggestion in the December 'News.' We must make haste slowly!

All comments and suggestions will be gratefully received by Mr.Robertson, for consideration by the Committee.

BOOKS

"Four Little Engines" by the Rev.W.Awdrey.

As will be seen from the leaflet enclosed with this issue, the Rev.W.Awdrey's latest book in this delightful series is based on the Talyllyn Railway.

Welsh-speaking members will be interested to hear that four are available in Welsh at 4/- each,

Rhif 1. Y tri Injian Tren.
2. Thomas yr Injian Danc.
3. James yr Injian Coch.
4. Thomas Injian-Danc Eto.

Lest anyone should think that Welsh is not a suitable medium for railway stories, we quote from 'James a'r Het Silc,' a story from the book 'James yr Injian Coch':....

Wedi gadael yr orsaf groesi, fe aethant heibio i'r cae lle y cawsai James ei ddamwain. Yr oedd y ffens wedi ei thrwsio a'r buchod eto yn y cae. Fe chwibanodd James, ond ni sylwodd neb ddim.

Mynd gyda thrwst trwy stesion Edward a dechrau dringo'r rhiw y tu hwnt.

"Mae'n sobor o serth, mae'n sobor o serth," ebe James, gan bwffian.

"Fe'i dringais cyn hyn, fe'i dringais cyn hyn," meddai Edward.

"Mae'n serth ond fe'i gwnawn hi, mae'n serth ond fe'i gwnawn hi," ebe'r ddau gyda'i gilydd wrth dynnu'r trên i fyny'r rhiw hir.....

* * *

Ashover Light Railway. Members interested in this Light Railway may be interested to know that Mr.Ivor Gotheridge, who has specialised on the line, has published an amateur-produced descriptive booklet on the subject. 25 pages. Price 1/9, from Mr.Gotheridge at 5, Kingsand Road, Lee, London, S.E.12.

SOCIETY DIARY

Aug.10-13. Hendon Show. TRPS Stand. Stewards wanted. See London Area Notes.

Sept.24. Annual General Meeting, Towyn.

London Area Working Party (Towyn). 30 July - 1 Aug.

N.W.Area Working Parties. July 23-24, Aug.27-28, Sep.24-25, Oct.22-23, Nov.26-27, Dec.31-Jan.1, 1956.

OFFICIALS

SECRETARY: See heading, front cover.
TREASURER: Mr.P.J.Garland, 36, Waterloo St, B'ham, 2.
LONDON AREA REP: Mr.T.W.Robertson, 23, Portway, Ewell, Surrey.
N.W.AREA SEC: Mr.David Chatfield, 27, Lynwood Grove, Sale, Manchester.
PUBLICITY: Mr.R.K.Cope, Brynglas, Beckman Rd, Pedmore, Stourbridge, Worcs.
VOLUNTEERS & ACCOMMODATION: Mr.David Woodhouse, 17, South Road, Smethwick, 41, Staffs.
MEMBERSHIP & SUBSCRIPTION SECRETARY: Mr.R.W.Tippetts, 255, Warwick Road, Olton, Birmingham, 27. (Until further notice, vice Mr.Lees).

LATE NEWS Locomotives Nos.3 & 4 have been examined: No.3 has developed a small leak between one of the stays and a rivet in the foundation ring. Repairs will be undertaken when opportune. No.4 has been found to be in a very satisfactory condition.

The non-brake bogie coach has been fitted with sliding door windows and bars have been fitted to windows as a safety measure. Locks and handles have been fitted. New springs have been fitted to the open Penrhyn coach to improve the running.

Any members of the Society in possession (by foul means or fair) of historical items of Talyllyn stock or equipment, etc., are asked to offer them on permanent loan to the Museum Committee for display when the time comes. Contact Mr.T.W.Robertson (see above).

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