TALYLLYN NEWS

THE JOURNAL OF THE
TALYLLYN RAILWAY PRESERVATION
SOCIETY

No. 9 - SEPTEMBER, 1955.

President:
The Rt. Hon.
The Earl of Northesk

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

HOW TO BUILD A COACH IN TWO DAYS!

by John L.H.Bate

IT WAS August Bank Holiday weekend; on Sunday morning there lay a pile of steelwork on Pendre station platform, a set of axleboxes and buffers in the workshop, a Penrhyn carriage body on blocks at the end of the yard, and a partly dismantled wagon down on the Wharf. On Monday evening carriage No.11 made its first trip to Abergynolwyn.

It all began one snowy day in February at Boston Lodge works on the Festiniog Railway. There, lying derelict in the works yard was the chassis of a quarrymen's carriage. The timbers were useless but the axleboxes seemed in good condition, and it occurred to us that they might be put to good use under a Penrhyn carriage body on the Talyllyn. Dimensions were checked and as all seemed well an offer was made for the axleboxes, hornguides and springs. Various members assisted in dismantling the old chassis and later in carting the components to Towyn, the last being delivered at Whitsun. Drawings were prepared for a new steel chassis to carry the axleboxes, and it was found that a set of Corris wagon wheels could be used without alteration.

The materials for the steel frame were delivered by mid-July and a set of drawhooks and spring buffers was already on hand, so that when work commenced on the erection of the coach, all the materials were available. The first operation, after giving the axleboxes a good cleaning, was to bold the hornguides on to the main

frame members, and then to assemble the two frames with the cross members to complete the chassis. Meanwhile the necessary wheels had been obtained by dismantling one of the Corris wagons, which had a damaged frame.

The new chassis was wheeled on Sunday afternoon, the operation being watched by a reporter from the 'Railway World,' who appeared on the scene at the vital moment. The completed chassis was then pushed out to the end of the yard, and on mustering a sizeable gang of volunteers, a spare Penrhyn carriage body was lifted on. The carriage was returned to the workshop and the body tipped on to a pile of sleepers alongside, to allow the various securing brackets to be welded to the frame in their correct positions.

On Monday morning the Penrhyn body was replaced on the chassis and bolted down, and work commenced on fitting the steel plates to carry the buffers and drawgear. New standard-type T.R. buffers and some drawhooks which came from an unknown source were fitted, and by mid-afternoon the carriage was standing outside the workshop awaiting its trial run.

The work of erection occupied about 60 man-hours, and was carried out by four members, with occasional assistance from several others.

HEARD AT WHARF

"Sinful? No, lady, we're not. Oh! Cynfal!"

* * *

"Gee, ain't it real cute? Gotta hev a Postcard for ma Girlfriend. Gimme six of each, Bud."

* * *

"Is that the train? Do you sell Insurance Tickets?"

* * *

"What are you, Guard or Ticket Collector? Oh, a non-Union man!"

* * *

"Volunteer? You work for nothing? Psst! What's the racket?"

* * *

"No, not the one in London; I mean the pub in Towyn."

* * *

"If they jump off, they usually jump on again - except the covered Penrhyn."

* * *

"Look chum, three whistles mean 'apply the brake,' not 'jump for your flipping life.'"

* * *

"He said 'Go and get those old sleepers down' but he didn't mention those ruddy nettles."

* * *

"Well, goodbye now, isn't it?"

(R.C.N.)

THE "POP" SPECIAL

by "NNUG"

THIS year Whitsunday saw about 17 of us leave Pendre at about 9.45, behind "Douglas," in the open four-wheeler, with a great many ballast wagons and the Corris van on the end.

Bill Faulkner had said "Ballast" so we were off to Quarry Siding. The BBC had said "Warm and Sunny" and for once they were right. Arrived at Quarry Siding, some hand shunting had the empties in the right place and the first two wagons were soon being loaded. Loading ballast which consists of a mixture of slate, shale and mud is warm work - it was getting really warm.

By and by we had four wagons loaded, which "Douglas" took with us in the coach to just below Dolgoch Viaduct for unloading and placing. After we had been on this for a time and "Douglas" had disappeared down the line, someone said "How do we get this lot back to Quarry Siding?" Said one of the Johns "We push 'em." It was getting hot.

In due course we were back at the Quarry, the large bottle of Orange Pop George and I had brought was all gone and we had another 2 wagons to load before the lunch break. It was very hot, and the bottle of beer each we had brought just went down with a 'sizz,' and a cloud of steam, nearly grilling the ham sandwiches.

There were still several wagons to be loaded and the main line cleared for the afternoon train, due about 3.30 pm. By this time we had seven loaded but all the pop was gone and it was hot. I said to one of the

Johns, "Think there'll be any pop on the Up train?" John said "Don't know, but if not they could bring some down from Aber when they pick us up." "Good show" I said. "You stop the train and give 'em the order." But he looked worried. "Not supposed to stop a train here unless it's - " "Never mind that" I said, "you stop the train with your flag and I'll see the guard and tell him how many bottles."

Soon after, the sturdy beat and a whistle were heard from "Douglas." John held out the flag, the train stopped. "Eighteen bottles of pop, please, when you come back." I said to the Guard. "O.K., I'll see to it" and off the train went. "Come on, chaps, another three more wagons to fill" shouted another John, so on with the job.

After a while, George says "Did I hear a loco whistle?" Someone replies "Don't be daft, train's not due back till five and it's only just gone four." On with the shovelling, but a couple of minutes later there was no mistaking it, a whistle, it was "Douglas."

We hurried down to the main line, in time to help unload bottles of pop off the footplate. This was real service, service never contemplated - the 'Pop' Special.

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YOUR TRACK & YOUR CASH

by

Bill Faulkner & Pat Garland

ELSEWHERE in this issue will be found an up-to-date re-laying diagram showing approximately 1¾ miles of track which has not yet received any attention. This must not be regarded as the total obstacle to be overcome, for much track has only been re-sleepered. In terms of distance the rail position is that approximately 2¼ miles of Talyllyn rail have so far been replaced and we hold in stock sufficient for the replacement of approximately 2½ miles. Thus it will be seen that there is still to be located and purchased rail for a further 2 miles of track. This will amount in weight to about 175 tons and the cost may well be anything between £1500 and £2500. Against this we can anticipate a realisation of up to £1500 for the disposal of Talyllyn wrought iron

rail and cast iron chairs.

Thus the provision of the necessary quantities of rail should not cause much anxiety, provided that supplies can be acquired at regular intervals and that we are not again forced to stock up beyond our rate of realisation.

Sleepers, spikes and bolts are, however, another matter. Here the requirements are a charge which is not relieved in any way by scrap realisation. For the distance still to be dealt with it is estimated that 3400 sleepers @ 5/- each are required, viz.£850, plus spikes and bolts which will absorb a further sum of £250.

When the entire programme of re-railing and re-sleepering has been completed, it is the intention to re-ballast the entire line, but it is not possible at this stage to give any reliable estimate of the cost involved in this work of completion.

The encouraging remarks made by the Ministry of Transport Inspector* after his visit last July will give much satisfaction and encouragement to all who have helped, either manually or financially, in tackling the tremendous track problem. Let us be sure, therefore, of continued financial support on the same scale for the next two years, so that we may be certain of completing the job which has started so satisfactorily.

- -

* "I was very glad indeed to see the improvement in the track and I appreciate how much work you must have put into it. It is, of course, still very far from being good throughout and, in fact, there are sections which are distinctly bad. I know that you are all aware of this and that you are, quite rightly, making it your first priority, and that you will make every effort to re-lay all the remaining sections during the coming winter. Mr.Faulkner mentioned the possibility of obtaining .....some spent stone ballast .... If you can get this it would be a good thing to use it on the particularly wet sections. Apart from improving the running it would also prevent deterioration of your sleepers."

- Extract from Col.D.McMullen's report.

The re-laying diagram and explanatory notes will be found on Pages 7, 8 & 9 - Ed).

C

THE 1955 SEASON

AT about this time last year we published a brief survey of the all-important traffic side of the Railway's activities which, whilst necessarily not complete, gave a fair idea of the way things had been going.

Mr.Garland, the Treasurer, has again been kind enough to prepare a brief summary of traffic receipts for the four months up to 26th August, with comparative figures for 1954.

PERIOD	1955 £	1954 £
Easter and May	27	89
June (Four weeks)	181	184
July (Five weeks)	407	342
August (Four weeks)	591	548
TOTAL to 26.8.55	1206	1163

N.B. (i) Easter and May takings for 1954 included one extra week of traffic, but actual receipts for Easter weekend were £27 for 1955 and £43 for 1954.
(ii) 1955 fares are 20% over 1954, thus for comparison 1/6th should be deducted from the 1955 figures.
(iii) Three weeks of June, 1955, were affected by strike-bound "big brother."

It will be noted that hot weather is little better for our fortunes than the rain of 1954. Would-be passengers (and volunteers! - Ed) are reluctant to leave the beach! Probably sunny days with a keen wind would be ideal for increasing traffic receipts, i.e. nice enough to go to Towyn but too cold to sit about on the shore!

But for the increase in fares, traffic receipts would be over £100 down on last year's, so dare we, sun-drenched as everyone is, hope for somewhat cooler conditions next year?

However, perhaps we should not grumble too much, in view of the disastrous effect of last year's rain on the track.

AN EXPLANATION OF THE RE-LAYING DIAGRAM

THE latest diagram (overleaf) shows all work that has been carried out on the track up to the end of July, 1955. It will be seen that very considerable progress has been made in the twelve months since the last diagram appeared in the 'News'

In spite of very adverse weather conditions in the early part of the year, a total of 1 mile 10½ chains has been re-sleepered since the end of last season, and in addition some 45½ chains of track re-sleepered in previous years has been re-laid with rails from Nuneaton. The total length of Nuneaton rail laid amounts to 76½ chains, or just under a mile.

In the 1953-54 season, a total of 1 mile 6½ chains was re-laid, the Army being responsible for 25½ chains and the staff and volunteers for the remaining 61 chains. Since there has been no assistance from the Army during the present season, the length of 1 mile 10½ chains is all the work of the permanent staff and volunteers, and this represents an increase of just 50% on last season's figures.

The length of track still awaiting attention amounts to 1 mile 49 chains, or about 24% of the line, and much of the re-laid track is still awaiting ballasting.

- J.L.H.B.

LETTER

Sir, I view with great concern the tendency of certain National Publications, yourself among them, to lampoon the Services..... you publish a scurrilous caricature on the cover of your June issue!

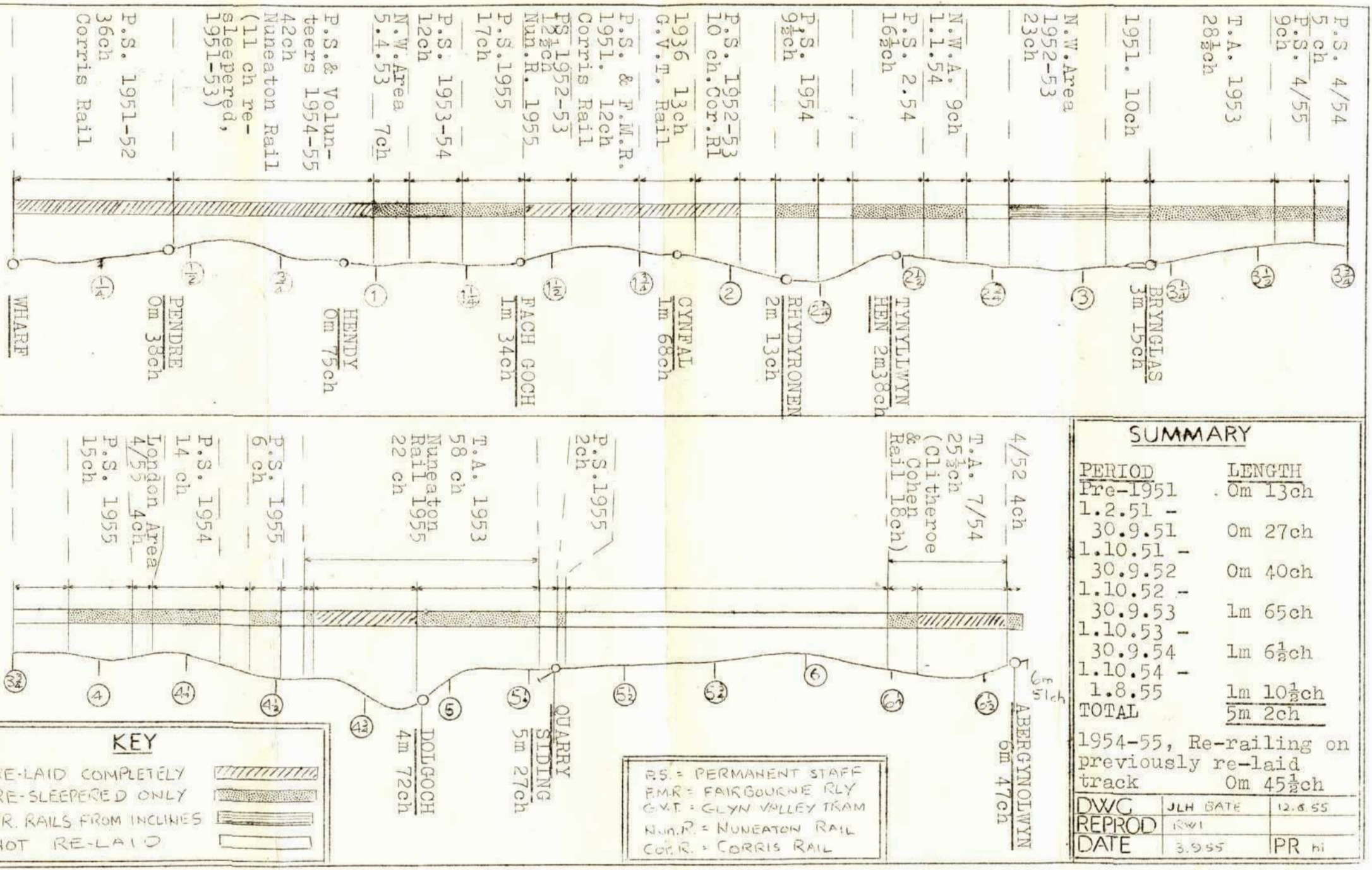
A.V. can only stand for Army Volunteer, the scruffier character of the two is clearly wearing Trousers BD and a Jerseys Pullover G.S., whilst the prominence of a kettle can only indicate that the Army are brewing up even before they start! I tell you Sir, Mr.Gladstone would not like it and what is more I will not have it. Our Sergeants drink Beer!

Yours etc.,
D.A.Robinson, Major, R.Sigs.(TA)

*
** No Sir. I am assured by the artist that "A.V." in fact stands for "Accredited Volunteer!" - Ed.

TALYLLYN RAILWAY

DIAGRAM OF RE-LAYING



KEY

RE-LAID COMPLETELY

RE-SLEEPERED ONLY

TR. RAILS FROM INCLINES NOT RE-LAID

P.S. = PERMANENT STAFF
F.M.R = FAIRBOURNE RLY
G.V.T = GLYN VALLEY TRAM
N.M.R. = NUNEATON RAIL
COR.R. = CORRIS RAIL

SUMMARY

PERIOD	LENGTH
Pre-1951	0m 13ch
1.2.51 - 30.9.51	0m 27ch
1.10.51 - 30.9.52	0m 40ch
1.10.52 - 30.9.53	1m 65ch
1.10.53 - 30.9.54	1m 6½ch
1.10.54 - 1.8.55	1m 10½ch
TOTAL	5m 2ch

1954-55, Re-railing on previously re-laid track 0m 45½ch

DWG	JLH DATE	12.8.55
REPROD	RWI	
DATE	3.955	PR ni

ENGINEERING NEWS

LOCOMOTIVES No.2, "Dolgoch," remains at Oldbury. The latest report of the boiler inspector recommends extensive repairs but it is still considered desirable to await the opportunity to provide an entirely new boiler. (The Treasurer has hopes of interesting a "luncheon contact" in this project!!)

Boiler inspection in June of No.3, "Sir Haydn," revealed the necessity for renewal of a stay and building up of wasted firebox wrapper. The spring housing over the R.H. rear driving wheel has been temporarily repaired, pending overhaul next winter.

No.4 "Edward Thomas," is now equipped with new bearings throughout (kindly donated by Treasurer's "contacts"), and performance is better than ever before. Standard T.R. buffers and drawgear have been fitted.

No.6 "Douglas," is being used as spare engine. Delivery of new crosshead slippers is awaited.

SERVICE VEHICLES No.7 ("Charley's Ant") has been overhauled but minor adjustments are still necessary and will shortly be carried out.

A new radiator has been fitted to No.8, resulting in much improved performance.

COACHING STOCK A new 4-wheeled open coach was constructed in two days, using a Penrhyn body and incorporating underframe material from the Festiniog Railway and other sources. Standard T.R. buffers have been fitted. The coach is numbered 11.

Penrhyn Open Coach No.7 has been fitted with modified springing and now runs satisfactorily. During the alterations one journal was found to be cracked and the pair of wheels was replaced. The roof has been removed and dismantled.

The closed Bogie Coach has been equipped with drop windows and, along with the bogie brake, has been furnished with linoleum floor covering (again kindly donated by the Treasurer's "contacts").

The weed-killing wagon provided by the N.W.Area has been in use during the summer and appears to be decidedly unhealthy for unwanted track flora.

The permanent way has stood up to the traffic ex-

tremely well this season. Several lengths have been re-laid in the intervals between trains.

Considerable progress has been made with poling the telephone wire, and the laying of the second line has been commenced.

ITEMS WANTED PLEASE! Telephone instruments; A 4-inch Engineer's Vice; Timber for construction of Store Shed at Rhydyronen; an extending ladder; a Tarpaulin or Rick Sheet; Weed-killer Solution; Dunlopillo Cushions for coaches; Bill Hooks; Scythes; Crosscut Saw.

LONDON, HOME & SOUTHERN COUNTIES AREA NEWS

AREA ANNUAL BUSINESS MEETING is on 14th November at the Fred Tallant Hall, Room B, Drummond St. (near junction with Hampstead Rd), N.W.1., 7.15 pm (bookstall, etc., from 6.45). Business includes election of half of the Area Committee; Area, Society & Railway reports, questions, etc. We hope all local members will attend but a particular invitation is extended to those unable to attend the A.G.M. at Towyn. Refreshments available.

WORKING PARTIES During the temporary 'loss' of Mr.Slater correspondence on working parties should be addressed to Mr.E.G.K.Sherborne, 26, Venner Road, Sydenham, S.E.26, who will be pleased to add to his list of volunteers. Full details of all working parties will be posted to all on that list.

EXHIBITIONS Names are still required of members willing and able to give one or more days to the task of stewarding at various Exhibitions, particularly during the daytime. The next one is the Model Railway Hobby Exhibition at Central Hall, Westminster, Oct.19-22.

TRANSPORT Two types of transport are still required. Firstly the occasional use of a car to move the small layout to exhibitions would ease the demands on the Area Secretary's time, especially if it could combine sotrage of the layout when not in use. The second is a van or utility to take the large layout. At present the only one we have is 'stationed' in Essex,

and one on the other side of London would ease the strain.

HOW YOU CAN HELP If the foregoing cannot apply to you, please keep a constant watch locally to see whether Societies, Clubs or Associations would like a talk on the Railway or a stand at any Show or Exhibition. Sales may not be high at non-railway gatherings (eg, Hendon), but the Society and Railway are kept before the public. Even if members are not forthcoming, prospective passengers may be. So do not confine your attentions to "railway" interests.

Also, if you are a modeller, do not exhibit items of Talyllyn stock without putting as good a "blurb" as possible on the label. "Original Still in Use on the Talyllyn Railway" is better than nothing!

Failing all other ideas, please remember the early motto of this Area - "Every member to get another one to join."

NORTH-WEST AREA NEWS

Recent working parties have been rather smaller than usual, partly due to holidays, although several of our 'regulars' have spent their holidays at Towyn. However, some work has been done, including the erection of new notice boards at Dolgoch station and the preparation of a stretch of line near Hen-dy for treatment by weed-killer wagon, and ballasting.

It is hoped to increase the numbers of volunteers on working parties this coming Autumn and Winter, particularly between now and the New Year. Anyone able to join a working party is asked to contact Mr.David Baxter, "Aucklands" Grey Road, Altrincham, Cheshire (Alt.1039). Please give as much notice as you can, a week or two if possible, as this will greatly assist transport arrangements.

SHEFFIELD & EAST MIDLANDS AREA

A circular is being sent out to members in Sheffield and the East Midlands, announcing the formation of this Area organization. If this means you, please give all the support you can.

There are now no less than sixteen members in the United States. Mr.C.E.Bruce, of 732, East Edgware Road, Los Angeles, Cal., is our official American Representative, and he has been going to town to obtain additional members.

Members in the States come, as a matter of interest, from Los Angeles, Graham, N.C., Idaho Falls, Chicago (3 members), Stanford, Cal., Pittsfield, Mass., New York, Grieley, Col., Washington, D.C., Fayetteville, Ark., Belmont, Mass., plus one who should really be counted, from the American Embassy, Stockholm.

Carry on the good work, Mr.Bruce. Perhaps we'll be hearing more from you!

PUBLICITY

Sales of existing items, viz.Guides, Postcards, Leaflets, etc., are still brisk and no further reference is necessary as there are no additions to these items to date. No.27 Postcard will not be renewed, however, as No.30 gives a better view of No.6, "Douglas."

Reprints of original advertisements for Nos.1 & 2, taken from a makers' catalogue many years old, have been produced on card. Each shows a drawing of the locomotive, with brief dimensions for various gauges, the prices being written in at the side.

Publication date of "Four Little Engines" is now given as early October. (We regret enhancing the author's name with an extra "e" in the last issue! He is, of course, the Rev.W.Awdry - Ed).

"Talyllyn Railway in Pictures" This will be available towards the end of September and will consist of 32 pages on art paper, plus cover, and will contain a number of views which have already been published by the Society or in various periodicals, but which are now gathered together in one booklet. It is expected that we will run a series of these booklets, as we accumulate the blocks.

CHRISTMAS CARDS This year the design of our Christmas Cards is the work of a Leicester member and, to make a change from previous years, is of upright pattern. It

will depict Locomotive No.3 in service and will be reproduced in two colours. It is impracticable to print a reproduction of it this year in this copy of the 'News' and once again pressure of T.R. work prevents the printing of names and addresses.

It is proposed to issue an "omnibus" order form for Christmas Cards and all other Talyllyn Publicity items. If ready in time this will be included with this issue; failing that, with the December number. A summary of all items follows these Publicity notes for members' convenience, but in default of the form Christmas Cards should be ordered direct from Mr.T.W.Robertson, 23, Portway, EWELL, Surrey.

FOR THE FUTURE We experimented with a small range of leather goods, key wallets, needle cases, etc., bearing the crest of the Railway, and these sold well at the Wharf during the season. It is felt that Towyn is the obvious selling point for such items and therefore they are not listed in the order form. There may be a few left over at the end of the season and we shall expand the range next year. If anyone is interested in obtaining specimens, details can be obtained from the Publicity Officer.

A series of colour postcards, continental size, is in hand but the producers have only just completed their photographic work at Towyn, so it will be some time before details can be given. These cards should be very popular, however.

"SIGNING OFF" The note in the last 'News' about the Calendar at Catterick Camp brings the further story of the airman who was introduced to the Railway late in his National Service - only ten months to do. He discovered that by including the halts he could journey over the line in the down direction at one station per month, reaching Wharf on his release date. Progress is marked by a red arrow on a map in his hut and at the time the story came to us he had reached Cynfal Halt. May we hope that by now he has passed happily through the exit at Wharf!

"HEADS & TAILS" Not gambling, but head- and tail-lamps! We are now running more than one train at a time but we have only one head.

lamp and one tail-lamp. It is bad publicity to have our trains running about half-naked, and it would look much smarter and help the staff in carrying out the correct drill if we could have several more of both items. So if anyone can put his hand on some standard lamps (even if they need repairing) we shall be glad to receive them. Please note, however, that our lamp brackets face fore and aft, not sideways, that is, Great Western style.

CONSOLIDATED LIST OF PUBLICITY ITEMS

Postcard No.20	(No.2 at Aber)	Price	4d
" 21	(Dolgoch Viaduct)		4d
" 22	(No.4 at Wharf)		4d
" 23	(No.4 nr Rhydyronen)		4d
" 24	(No.2 watering @ Dolgoch		4d
" 25	(No.3 leaving Aber)		4d
" 26	(Side view No.2)		4d
" 27	(" " No.6)		4d
" 28	(No.3 with buffers)		4d
" 29	(No.3 passing Quarry Sdg)		4d
" 30	(No.6 side view with crew		4d
Official Guide			1/-
Operating Rule Book		*	1/-
"Railway Revived" 6p reprint, illus.			6d
"Railway Adventure" by L.T.C.Rolt.		*	21/- + post 8d
"Four Little Engines" by Rev.W.Awdry.		*	4/6 " 4d
Society Lapel Badge, Stud type		*	2/6 " 3d
" " " Brooch Type		*	2/6 " 3d
Society Car Badge		*	32/6
Out-of-date tickets, pkts of 12		*	1/- " 2½d
" " " 30		*	2/6 " 2½d
" " sets		*	10/- " 4d
Reprint of original advert, Loco No.1			6d
" " " " No.2			6d
Talyllyn Rly.in Pictures (ready shortly)			2/6
Calendars, 1956			2/6 p.free
Christmas Cards, 1955		*	6/- per dozen, post free

ORDERS TO:
R.K.Cope, (Hon Publicity Officer)
Brynglas, Beckman Road,
Pedmore, STOURBRIDGE,
Worcestershire.

BUT IF MARKED *
TO:
T.W.Robertson,
23, Portway,
EWELL, Surrey.

SOCIETY DIARY

24 Sept. Annual General Meeting, Towyn. 7.30 pm. Last week-end of running season.

19-22 Oct. Model Railway Hobby Exhibition, Central Hall, Westminster. Stewards wanted (see London Area Notes).

22-23 Oct. North West Area Working Party.

14 Nov. London Area Annual Business Meeting, (see London Area Notes).

26-27 Nov. North West Area Working Party.
31 Dec- " " " " "
1st Jan.

SOCIETY OFFICIALS

SECRETARY: See heading, front cover.
TREASURER: Mr.P.J.Garland, 36, Waterloo St., B'ham,2.
LONDON AREA REPRESENTATIVE: 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 Road, Pedmore, Stourbridge, Worc.
VOLUNTEERS & ACCOMMODATION: Mr.David Woodhouse, 17, South Road, Smethwick, 41, Staffs.
MEMBERSHIP & SUBSCRIPTION SECRETARY: Mr.R.W.Tippetts, 255, Warwick Road, Olton, Birmingham. (Until further notice, vice Mr.Lees).
"NEWS" DISTRIBUTION: Mr.David Baxter, "Aucklands" Grey Road, Altrincham, Cheshire.
"NEWS" EDITOR: Mr.R.W.Inkster, 2, Woodlands Lane, Altrincham, Cheshire.

THE "NEWS" Closing date for the next issue will be 14th November (tentative).

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