

# BOOKING FORM

Fares for Groups in 2013 are as follows:

- ADULTS £6.00
- SENIOR CITIZENS £5.50 (over 60 years)
- CHILDREN ( 5 to 15): £3.00
- CHILDREN under 5 travel free.

We can accommodate groups of up to 20 on normal service days (see enclosed timetable) at 2 weeks minimum notice. For larger groups please contact us for special arrangements.

**NAME OF GROUP**

.....  
 .....

**CONTACT NAME**

.....

**CONTACT ADDRESS:**

.....  
 .....  
 .....

**POSTCODE**.....

**TELEPHONE NUMBER (INCLUDING AREA CODE)**

.....

**E-MAIL ADDRESS:**

.....

**I WISH TO BOOK:**

- ..... ADULTS AT £6.00 .....
- .....SENIOR CITIZENS AT £5.50 .....
- .....CHILDREN AT £3.00 .....
- .....CHILDREN UNDER 5 YEARS FREE .....
- TOTAL CHARGE £ .....

ON DATE:.....

AT TIME.....

I ENCLOSE NON-REFUNDABLE 10% DEPOSIT CHEQUE FOR £.....  
 PAYABLE TO CORRIS RAILWAY.

(BALANCE, DEPENDENT ON NUMBERS TRAVELLING IS PAYABLE ON ARRIVAL)

**PLEASE SEND COMPLETED BOOKING FORM TO:**

CHARLES BENEDETTO  
 2 Y Ddol, Brynecrug, Tywyn, Gwynedd LL36 9PR.

**An acknowledgment of you booking will be sent to you**

**FOR SPECIAL GROUP ARRANGEMENTS RING:**

CHARLES BENEDETTO ON 07929 954396.



Registered Charity No. 506908



# GROUP BOOKINGS



*Have you booked your ticket yet ??*



## **Corris Railway**

### **RAILWAY ENTHUSIAST GROUP VISITS TO THE CORRIS RAILWAY.**

#### **A VERY BRIEF HISTORICAL BACKGROUND.**

The 2 foot 3 inch gauge Corris Railway began its life as a horse-worked tramway, the Corris, Machynlleth and River Dovey which opened in 1859 to link the quarries and communities of the Dulais Valley with the highest navigable point of the River Dovey at Derwenlas. The coming of the standard gauge main line (later part of the Cambrian) soon made the western end redundant but it established a link to the outside world via the railway yard at Machynlleth.

The real change came in 1878 when in an odd move the line was bought by Imperial Tramways, who otherwise ran street passenger systems. They appointed a dynamic manager, Mr Dix, from the Cambrian and ordered three steam engines from the Hughes Company in Loughborough (this company later became, via a spell as the Falcon works a component of the Brush Company, so the 3 diminutive 0-4-0 saddle tanks were remote ancestors of the Class 47 and Class 60 diesels).

Under Dix passenger services began (officially) in 1883 and the Corris rapidly became a very enterprising company for such a small line. Four wheel coaches quickly gave way to bogie vehicles and the horse tramway legacy of tight curves was turned to advantage by promoting the views from the carriage's longitudinal seats as the CR went hard for tourism trade with guide books, posters and a heavy investment in promoting the area. It also began to run road services using horse, and later motor buses. The engines were rebuilt as 0-4-2ST's in the 1890's and in the 1900's the road services included fare stage and excursion work

alongside the Railway working. One route was via Talyllyn Lake to meet the neighbouring Talyllyn Railway as part of a circular tour.

Post World War 1 a new engine, number 4, was purchased from Kerr Stuart but in 1930 the Great Western bought the Corris, primarily to acquire its road interests. Railway passenger traffic was ended at the end of the year and a daily goods ran until 1943 when it became thrice weekly (there is a lovely chapter about this last period in Behrend's book "Gone With Regret").

Closure came in 1948 when flood waters in the Dovey threatened the track bed, and two years later the surviving "Falcon" loco and the Kerr Stuart went to new life on the Talyllyn, keeping their Corris numbers of 3 and 4 as railway preservation began.

#### **THE REVIVAL.**

Members of the Talyllyn formed the Corris Railway Society in 1967 and began to establish a Museum in the former stable and coach house block at Corris itself in the 1970's. Sadly the splendid overall-roofed station at Corris was flattened in 1968. Progress since has been considerable for a small society (currently 400 -500 members) that has always stayed firmly within its financial means. The first trains ran in 1985 and regular steam began in 2005 with the completion of Corris number 7, an 0-4-2ST "replica" of the original number 4.

#### **TODAY.**

If you visit the Corris Railway you will find  $\frac{3}{4}$  of a mile of re-laid track from the station site at Corris village (arguably the smallest current terminus in Britain) to Maespoeth Junction where the CR has acquired and refurbished the former locomotive shed, laid out a yard and is now building a big carriage shed which will allow the wooden stock, both historical and in-house reconstructions, to shelter from the Mid-Wales rain. Only when this is complete will the next stages begin. These will include extending the track southwards to give a two

and a half mile run to the National Centre for Alternative Technology which occupies a former quarry site at Llwyngwern once served by the original CR and the building of the next steam loco.

Your train ride will be from Corris to Maespoeth where we will show you round and give you a talk on the past and present of this most fascinating part of narrow gauge history. If you are modellers we should be able to give you a chance to photograph and measure stock. The Museum at Corris includes relics both small and large, the latter including the body of Coach Number 7, saved after a latter day career as a chicken house. It will not be possible to make this a "runner" but it will eventually give a fascinating insight into Victorian coach building. The Museum also includes the shop and the refreshment area (bacon butties from the loco shovel included if requested in advance).

#### **ALSO IN THE AREA.**

Corris also offers its Craft Centre and King Arthur's Labyrinth in the Upper Corris area. From Machynlleth it is possible to head east for an hour or so along the A458 to Llanfair Caerinion and the Welshpool and Llanfair or you can continue via Talyllyn Lake to our neighbours on the TR where you may find locos 3 and 4 or a surviving CR coach or the brake van at work. Corris stations survive at Machynlleth (just inside the entrance to the trading estate at the station) and by the A487 at Llwyngwern and Esgairgeiliog, although stopping to view these two can be hazardous on a twisty main road.

Machynlleth has various places to eat and drink whilst the Slaters Arms in Corris (now only open in the evenings) once had its beer delivered by the Corris. Machynlleth Tourist Information can be rung at 01654 702401.

#### **HOW TO FIND US.**

Follow the A487 Machynlleth-Dolgellau road and take a right turn at the Braich Goch Hotel and Bunkhouse. This takes you past Corris Church and our entrance is on the right opposite the Institute/Post Office.