

# WELSH HIGHLAND AND FESTINIOG MANAGEMENT: 1922 – 1925

by **Richard Maund**

Since this article was originally compiled for *Welsh Highland Heritage (WHH)*, the Festiniog Railway's archive material has become available at Gwynedd Archives. This has prompted a review of the information, to fill some holes and to reconsider one or two assertions or statements. This present text replaces the articles which originally appeared in *WHH* 43 and 44 in 2009.

During the years of 'joint management' of the FR and WHR – including the period covered by this present article – correspondence about both railways co-mingled and thus Welsh Highland matters are to be found in the FR archive. In reviewing available information about the railways' senior management, in the absence of the Welsh Highland limited company's directors' minute book, it has been invaluable that the FR minute book (XD97/5 for all references in this article) for that period usually explicitly stated that appointments (or sackings) related to both railways. All this supplemented the material already available from Carnarvonshire (*as it then was*) County Council and the Investing Authorities, under XC2/33. This present version of the original article is the result.

The "heritage" of our railways depends much on the personalities who directed and managed them, and it is appropriate that their biographies should be recorded in addition to the history of the artefacts (particularly motive power and rolling stock, which seems to loom so large in many railway histories). The two men who were probably the main driving forces behind the post-Great War developments which led to the construction of the WHR were **Henry Joseph Jack**<sup>1</sup> and the many-faceted Pwllheli lawyer, **Evan Robert Davies**<sup>2</sup>. Likewise, there is a considerable following (near deification in *The Colonel Stephens Society*) and much biographical data for **Holman Fred Stephens**<sup>3</sup> who - with "man management" skills that seem to have reflected his military provenance - expanded from his engineering role to take the railways forward from the fall of Jack in late 1924. He fulfilled this role for five years, until his retreat to the Lord Warden Hotel, Dover, with the illnesses from which he there died on 23 October 1931. So much for *direction*, but what of the *general management* from 1922 until Stephens assumed all his multiple roles in January 1925? Unfortunately, relatively little has been published (in two cases their full Christian names seem to have escaped record in railway circles - until the publication of the original version of this article in 2009), and various apparently definitive works on the two railways contain fanciful figments of imagination to trap the unwary about these officials. This article certainly does not claim to be "the final word" - but perhaps it may prompt those whose forté is genealogy to probe further. . .

---

<sup>1</sup> the subject of John Keylock's article in *WHH* 26 and of Peter Johnson's "re-appraisal" in *FR Heritage Group Journal* 126, p.19

<sup>2</sup> featured in Peter Johnson's article on the Davies family in *FR Heritage Group Journal* 109, p.9

<sup>3</sup> see article in *WHH* 102

In 1920, as the dust settled after World War I, the “Dolgarrog raiding party” from the Aluminium Corporation Ltd were gathering their forces to make what might be considered a “reverse take-over” by the uncompleted Portmadoc, Beddgelert & South Snowdon of the partially moribund North Wales Narrow Gauge and the active Festiniog.

### **The old order passeth. . .**

**Gowrie Colquhoun Aitchison**, an engineer and surveyor, had been managing the NWNGR since March 1898 - latterly as Receiver and all else, performing these manifold duties at this stage by remote control from Collingham, near Newark! A comprehensive biography appeared in *WHH* 8, so need not be repeated here.

At the Festiniog, **Frederick Vaughan** had been in office since 1907. He was born in Oswestry in late 1848/early 1849 (registration of birth not traced) and after a career initially on the Cambrian - rising quickly via inspector or superintendent of the coast line (at the 1881 Census he was boarding in Portmadoc), then to headquarters as passenger superintendent <sup>4</sup>, so clearly a competent officer - he went to Ireland as traffic superintendent of the Waterford & Limerick (later Waterford, Limerick & Western) from the end of 1892 <sup>5</sup>. When that company was taken over by the Great Southern & Western on 1 January 1901, he reportedly “retired” to Kingstown (now Dun Laoghaire); at age 52 this seems premature and it may be that he found other employment in the Dublin area. Or perhaps he did enjoy six years of full-time golf (he was treasurer of the Killiney Golf Club in 1905 <sup>6</sup> and at his death he was President of the Portmadoc & Borthygest Golf Club). He was also involved with the Mariners’ Church, Kingstown <sup>7</sup> and in the organisation of the 1907 Irish International Exhibition. In autumn 1907, having sought employment as auditor, he actually got himself elected to the FR board (through introduction by two Irish shareholders - shades of those old Dublin connections with the FR board) and took over as Managing Director on 1 January 1908. The “established histories” record how he then set about the company with a vengeance, but by the time Jack & co. came on the scene he was over 70. There is a suggestion that he had earlier proposed that the FR throw in their lot with the Aluminium Corporation but when the latter did arrive, he nevertheless resigned his seat on the board on 16 July 1921, being instead appointed General Manager at a salary of £225 p.a. <sup>8</sup>. From this post he tendered his resignation in December 1921, to take effect “on March 31<sup>st</sup>, 1922” <sup>9</sup>, and died only days later on 6 April 1922, aged 73 <sup>10</sup>. Reporting this,

---

<sup>4</sup> *North Wales Chronicle* 20 Feb 1892; from 1 Jan 1890 he had been (in effect) ‘Superintendent of the Line’

<sup>5</sup> he secured the post in November 1892 but may not have left Oswestry until after his leaving presentation on 29 December 1892

<sup>6</sup> *Irish Independent* 24 Jan 1905

<sup>7</sup> *Irish Times* 28 Apr 1905; a member of the Select Vestry and a sidesman (in later years, the Incumbent’s sidesman)

<sup>8</sup> FR Board minute 16 July 1921

<sup>9</sup> FR Board minute 28 Dec 1921

<sup>10</sup> This age is derived from the birth date imputed by the earliest census records for him. His own affectation – from his mid 30s onwards – was of being a couple of years younger!

the next day's *Cambrian News* <sup>11</sup> added: "His death came with tragic suddenness . . . his death aggravated by devotion to duty, which undermined his constitution and kept him ailing for some time. . ." . Two weeks later, the same paper <sup>12</sup> records that, for the dispatch of his remains to interment in his native Oswestry on 17 April, FR officers present were: "Mr Tyrwhitt, General Manager; A G Crick, Traffic Manager; Robert Williams, Traffic Superintendent; Robert Evans and Tom Rees of manager's department". He was survived by his wife, Louisa Frances Burslem Vaughan, and his estate was £6853 0s. 9d. (nearly £500,000 at today's values).

Management of the PB&SSR - at that stage operating for freight merely the statutory part of what had been the Croesor Tramway - was in the hands of **Henry Joseph Jack** of the Aluminium Corporation, but he was not a railwayman and clearly had many other activities requiring his entrepreneurial (and, some would allege, other) attentions. The day-to-day operation would have been very much in the hands of **Moses Kellow** until 31 March 1922 <sup>13</sup>.

Therefore, the Dolgarrog "raiders" were going to need some "new blood" to get the new Welsh Highland up and running, and to revitalise the FR. As the grouping of the standard gauge railways came closer to fruition (the Act providing for this came into force on receiving Royal assent on 19 August 1921) it would not be surprising if Jack & co. had envisaged finding some competent manager from one of the minor (or even major) lines as the fall-out of the "grouping" process: facing an up-hill struggle against the entrenched post-holders of the larger companies and in a situation where there would be a glut of available personnel, there could well be a choice of competent applications for the top jobs at Portmadoc! But fishing in those waters would not be practicable until early 1923 and before then there was a new railway to inaugurate. One of the interesting "what ifs" of historical speculation would be if Jack & co. *had* gone down that road for their managerial and engineering senior management positions.

### **The new regime**

The Aluminum Corporation's first move was to take control of the NWNCR in April 1920, and by the end of that year, **Edward James Deane** was the nominal manager and secretary of the company. From 9 April 1921 Jack was appointed by the Court of Chancery to take over Aitchison's role as receiver and manager of that railway. On 16 July 1921 the Dolgarrog party assumed control of the FR board, dispossessing Vaughan of his directorship although he did remain General Manager - it seems sensible to have retained Vaughan's experience while providing him with support to tackle the WHR project. The press report of his death (see above) suggests that there would have been doubts about Vaughan's robustness. So they turned to the Great Western Railway, for secondment of managerial support for a brief term - a FR board minute records that it would be "for a short time to tide over a period

---

<sup>11</sup> *Cambrian News* 7 April 1922, p.7

<sup>12</sup> *Cambrian News* 21 April 1922, p.9

<sup>13</sup> letter Jack to Tyrwhitt, 16 Jan 1922 (*WHRHG's MD7 file of correspondence, destined for Gwynedd Archives*)

during which the proposals for reorganisation of the Festiniog and neighbouring railways are under consideration” and it looks as though a two-year term may have been specified. While we are unlikely, now, to know for certain, it surely does not seem likely that this incoming “support” would have been expected to have to assume Vaughan’s mantle during the period of secondment (or at least not quite so soon). Nor are we likely to know the terms under which the Great Western were moved to release a 36-year-old middle manager to Portmadoc in the opening months of 1922.

**Septimus Edward Tyrwhitt** was born in Dresden, Saxony (now Germany) on 14 May 1885, the seventh child of a senior Royal Naval officer (one speculates that his pregnant wife would only have been in Dresden were he on some official posting, such as naval attaché to the British embassy - scope for further research!). In 1891 the family were in Oxford (the father by now retired from the navy), in 1901 Hastings. Young Tyrwhitt joined the Great Western at Swindon Locomotive Works as a pupil in 1904 and was afterwards employed in the drawing office there from 1907 to 1910, when he joined the staff of the Superintendent of the Line at Paddington. This was the department responsible for the operation of the railway (and, incidentally, the *de facto* passenger commercial department, there being no separate department in those days). During the 1914-18 war he served in France with the Royal Engineers, T.A., and was for more than two years with the 1/1 Wiltshire Fortress Company, R.E., T.A. (afterwards 565 (A.T.) Company, R.E.), which was composed almost exclusively of men from Swindon Works. He married Isabella A Christison in Neath in June 1915. During the final advance through France, Tyrwhitt was Bridging Officer, 6<sup>th</sup> Corps. After the war, from 1919 to 1921 he was Outside Traffic Manager, Ebbw Vale Steel, Iron & Coal Co Ltd (this also may have been a “career broadening” placement - indicating an officer expected to “go places” in the GWR). In 1921 he returned to the drawing office at Swindon for a few months until dispatched, at the beginning of 1922 <sup>14</sup>, to Portmadoc to assist Vaughan on the FR and to be designated General Manager of the NWNCR (as early as 30 January 1922 he was writing on FR business). As his age testifies, he was not (as James Boyd wrongly avers in *Festiniog Railway* Vol. I, p. 221) at the end of his career - indeed, this move looks more like a management development opportunity for potential officer to broaden his experience before moving upwards within the GWR (he was, of course, older than might be expected nowadays for such treatment because of his “lost” years of war service). Upon Vaughan’s retirement, from 1 April 1922 Tyrwhitt was to be appointed General Manager both <sup>15</sup> of the Festiniog and of the Welsh Highland Railway (Light Railway) Co., which was conceived from the same date - curiously, it was not until a letter dated 7 June 1922 that E R Davies confirmed that his “...appointment as Manager of the Welsh Highland Railway at £60 a year will commence from 1<sup>st</sup> inst.” <sup>16</sup>. He, therefore, bore the brunt of the “traffic” responsibility for the reopening of the former NWNCR, in July 1922, and of the new Welsh Highland the following June - as well as effecting savings on the Festiniog’s operations. Curiously, in a *Cambrian News* <sup>17</sup> report of a petty session case at

---

<sup>14</sup> *Railway Gazette* 28 September 1923

<sup>15</sup> FR Board minute 29 March 1922

<sup>16</sup> XD97/781a

<sup>17</sup> *Cambrian News* 4 August 1922, p.5

which he was representing the company, Tyrwhitt was referred to as “acting General Manager on Festiniog Railway Company” even though he was by now substantive.

Tyrwhitt’s sojourn at Portmadoc ended on 30 September 1923 <sup>18</sup> when he returned to Paddington, to be replaced by Capt. John May, R.E. (a letter from Portmadoc signed by Tyrwhitt as late as 27 September 1923 exists). After a short period at Paddington - again in the Office of the Superintendent of the Line - *Railway Gazette* <sup>19</sup> reported a “general post” of GWR officers in consequence of the retirement, from 1 January 1924, of their Chief Engineer: Tyrwhitt was appointed Second Assistant to the Divisional Locomotive Superintendent, Cardiff Valleys Division (the erstwhile Barry Railway), Barry - but that Division was abolished and merged with the Cardiff Division – headquarters Cardiff – from 6 October 1924 (an “Assistant to” was always lower than an “Assistant”). Towards the end of that same year he was promoted Assistant Divisional Locomotive Superintendent, Newport. Tyrwhitt joined the Supplementary Reserve of Officers, R. E., in 1925, and raised 152 (G.W.) Railway Operating Company, which he commanded until his 50<sup>th</sup> birthday when (as reported in *London Gazette* <sup>20</sup> in the rather cruel phraseology of the service) “Major S E Tyrwhitt having attained the age for removal, ceases to belong to the Reserve.” His final railway appointment, in 1945, was Divisional Locomotive Superintendent (re-designated under BR as District Motive Power Superintendent), Cardiff, from which post he retired in August 1950 <sup>21</sup>. Tyrwhitt died of bronchopneumonia and old age (aged 92) on 12 September 1977 at Clatterbridge Hospital, Bebington in the Wirral, his occupation being described on his Death Certificate as - entirely appropriately - “Locomotive Superintendent - retired”. His wife appears to have predeceased him; his estate was £15,661 (about £120,000 at today’s values).

The transfer of managerial responsibility for the NWNGR and Festiniog from long-established post holders to an officer seconded by the Great Western Railway was only ever intended to be a short-term appointment and Tyrwhitt was clearly keen to return to the GWR so as not to miss out in the wholesale “musical chairs” from 1 January 1924 consequent upon the retirement of their Chief Engineer. Into the void thus left steps the second of three relatively short-tenured occupants of the managerial seat at Portmadoc, but one who is - in view of his other narrow-gauge appointments – perhaps better known than the other two.

**Captain John May, R.E.** was born in Llanybyther in 1867 and by the age of 14 was already a clerk on the Manchester & Milford Railway; he transferred to the Pembroke & Tenby as an audit clerk in 1889 (living in Pembroke Dock), to the Donegal in 1893, and in 1902 was appointed Audit Accountant of the Londonderry & Lough Swilly, becoming Traffic Superintendent of that railway in 1911. Following a reorganisation on the Swilly, in 1916 he obtained a Commission in the Royal Engineers and, during the war period, was associated with military railway operations in Salonica. Following the

---

<sup>18</sup> *Railway Gazette* 5 October 1923

<sup>19</sup> *Railway Gazette* 16 November 1923

<sup>20</sup> *London Gazette* 7 June 1935

<sup>21</sup> *Railway Gazette* 8 September 1950, p. 267

armistice, he was engaged on special duties connected with railway matters in Bulgaria, Constantinople (Istanbul), on the Anatolian railway, and in Egypt and Palestine. He left Army service in May 1923, aged 56, on completion of work for the Disposals Board - and was obviously on the look-out for a job. *Railway Gazette* and *Cambrian News* of 5 October 1923 both record that Tyrwhitt was succeeded by him - but with the title of Superintendent of the Festiniog and Welsh Highland Railways. It is not clear whether this re-designation was because both men had originally been expected to overlap - although in view of the date of the reports a hand-over date of 1 October for May seems much more likely than the 1 September that James Boyd <sup>22</sup> quotes - May's first known letter from Portmadoc was dated 23 September. FR Board minute <sup>23</sup> states that May was appointed Superintendent of the Line <sup>24</sup> - at £5 per week - "until a successor was found". The minute specifically notes that the appointment was designated "a temporary position"; no start date was specified. One of May's first tasks was to seek further savings - the swingeing service reductions on the WHR effective from 1 November 1923 were presumably his handiwork - although his cards had been marked by director Evan R Davies writing <sup>25</sup> that there is "little use curtailing the service unless there is a corresponding reduction in the staff we employ". With Nicholls' appointment the following year, May was out of a job by the end of summer 1924. Nicholls had been instructed to "terminate" May's engagement and a FR Board minute <sup>26</sup> records that notice had been served to terminate his employment from 1 September. Robert Gratton and Stuart R Band <sup>27</sup> record that in August 1924 he applied to be Secretary and Manager of that railway; Nicholls provided a positive reference for him dated 18 September <sup>28</sup> to the Ashover's owners, the Clay Cross company, declaring that his service ended on 31 August. Nevertheless, the last traced memo over his signature at Portmadoc was dated 25 September. He took up office with the Ashover by October, but left in June or July 1927. Thereafter, he ran a shop in Pembroke Dock and died in the town's hospital on 15 January 1942, aged 75.

His successor (and nemesis) at Portmadoc was **Eric Harry Raymond Nicholls** who was born in London in the summer of 1895 and took up employment with the Great Western Railway. In the early years of the Great War, he was on the salaried staff of the GWR's Divisional Superintendent, Paddington, whence he obtained a commission as a 2<sup>nd</sup>. Lieutenant in the Royal Welch Fusiliers, serving in Egypt from 1916. It is not clear whether or not he returned to the GWR: in reporting his appointment to Portmadoc, *Railway Gazette* <sup>29</sup> stated - on the strength, no doubt, of an advice either from him or from the Festiniog - that he was formerly of the Egyptian State Railways. Although he is not listed among the nine senior officials shown in the 1921 edition of the *Railway Year Book* for that administration this is no surprise, in

---

<sup>22</sup> *Festiniog Railway* Vol. I (1975), p. 221

<sup>23</sup> minute 12(b) of 27 August 1923

<sup>24</sup> "Superintendent of the Line" was an established, senior position on the main line railways - head not only of the operating function but also of the passenger department (including marketing, as it was not yet known) - but inferior to a General Manager.

<sup>25</sup> Letter E R Davies to May 20 October 1923 (XD97/785a)

<sup>26</sup> minute 5 September 1924

<sup>27</sup> *The Ashover Light Railway*, Wild Swan, 1989

<sup>28</sup> XD97/7641

<sup>29</sup> *Railway Gazette* 30 May 1924

view of his relative youth. He was appointed Managing Director of the Festiniog and General Manager (although using the title “Manager”) of the Welsh Highland at a salary of £500 p.a. (about £38,000 at 2024 values) with effect from 17 May 1924<sup>30</sup> - at age 29 - with the task, *inter alia*, of dispensing with May’s services before the autumn. In consequence of Nicholls’ appointment, Stephens (who had been Engineer from 1 May 1923<sup>31</sup>) was prepared to tender his resignation to give Nicholls the opportunity to find a replacement, from GWR (or perhaps Egyptian State Railways?), but this Nicholls proved unable to do. Peter Johnson and James Boyd<sup>32</sup> put slightly different slants on the terms the GWR placed<sup>33</sup> on any member of their staff taking the role: that they would not be allowed to sign the statutory certificate required each year was the critical stumbling block for the FR board. So Stephens remained in post<sup>34</sup> (or one should say ‘posts’) and also became a FR director on 20 October 1924<sup>35</sup>. As May had done a year earlier, Nicholls had to address the problem of the costs of winter operation: his memo to the Board dated 14 November 1924 (for the Board meeting a week later) appeared in *WHH* 26. It resulted in the winter passenger closure of the WHR.

But he did not “fit” - or, perhaps more likely, had other aspirations - for at that fateful board meeting on 20 November 1924 (at which Jack tendered his resignation as chairman “on medical advice that he was compelled to limit his work”<sup>36</sup>), Nicholls’ resignation was also noted, to take effect from 22 April 1925<sup>37</sup>. However, the date of his last correspondence traced from Harbour station was 31 December 1924<sup>38</sup> and he was not seen again at Portmadoc after that day when he returned to his London home in Cumberland Road, Acton. By spring 1925 he had already been edited out of the *Railway Year Book*. On 22 April 1925 Stephens wrote that he “took the company over” - i.e. assumed Nicholls’s role as well as that of the recently departed Chairman - “about ten weeks ago”, i.e. mid February 1925, whereas in practice he took over from 1 January 1925.

Nicholls married Olwen May Bonner-Morgan of Cardiff on 18 September 1925 in London - the notice in *The Times* carries the footnote “Egyptian papers please copy” so his connection with that country was clearly not transient. Indeed, did he return there? He does not immediately feature in *Railway Gazette*’s appointments pages nor in the *Railway Year Book* over subsequent

---

<sup>30</sup> FR board minute of 14 May 1924

<sup>31</sup> FR board minute of 27 Aug 1923 - although a letter in *XD97/7506g* wrongly gave the date as 1 April 1923 (see article in *WHH* 102).

<sup>32</sup> *An Illustrated History of the Festiniog Railway*, p. 118, and *Festiniog Railway* Vol. I (1975) p. 221, respectively

<sup>33</sup> The GWR’s “terms” are actually set out in a letter from their Superintendent of the Line in *XD97/7518*.

<sup>34</sup> Letters from Jack to Nicholls of 20 May and 21 Aug 1924 (*XD97/7518*). Stephens did not “rejoin the company” as Johnson [*An Illustrated History of the Festiniog Railway*, p. 118] erroneously has it, for he never left at that time.

<sup>35</sup> FR Board resolution 20 Oct 1924

<sup>36</sup> FR Board minute of 20 Nov 1924. *WHH* 26 suggests other reasons than health may have been at play.... Jack remained a Director for another twelve months

<sup>37</sup> FR Board minute of 20 Nov 1924. Although Johnson, *Illustrated History of the Festiniog Railway*, p. 119, cites the April date, his *Illustrated History of the Welsh Highland Railway* (2002), p. 52, gave the date as 22 May 1925 - but, in the end, both dates proved illusory.

<sup>38</sup> *XD97/7492*

decades so his subsequent career - presently unknown - was either not in the railway industry, or failed to reach even the middle echelons. He died on 24 April 1957 (aged only 62) at The General Hospital, Weston-super-Mare, survived by his wife; his estate was £846 16s 10d (some £25,000 at 2024 values).

Nicholls was certainly “ex-GWR” but what is equally certain is that he was **not** a retired Superintendent of the Line of that company, as James Boyd <sup>39</sup> would have us believe. Indeed, in a letter written in 1928 (in which he was mistaken about May’s previous career so we cannot place absolute trust in his recollection), Stephens stated that E H R Nicholls was the nephew of the GWR’s Superintendent of the Line, R H Nicholls. Richard Howell Nicholls, C.B.E., M.Inst.T., who was born in Grays, Essex on 16 June 1868, started on the GWR in 1884 and was appointed Superintendent of the Line in April 1919; he did not retire from that onerous post until 31 December 1932 and certainly did not take a year’s sabbatical in Portmadoc! It is interesting to speculate, however, what his role in the secondment of Tyrwhitt to Portmadoc and in his nephew’s appointment at Portmadoc might have been.

With Nicholls’ departure, the stage was set for Lieut.-Col. Holman Fred Stephens, R.E. to take centre stage and for locals to take over the day-to-day superintendence of the two railways - but that’s another story <sup>40</sup>. The appended table is an extract of entries in *Railway Year Book* for the years mentioned. Each edition of the Year Book was dated April of the year in question – thus presumably actually representing the position as at about February or March. The notes were compiled by the present author and did not form part of the details as published in *Railway Year Book*.

*The dates of first and last known letters/memos uttered by the above officers are as found in Gwynedd Archives, Victoria Dock, Caernarfon, where files under XC and XD references are held. The Festiniog Railway board minutes are among the XD97 files.*

---

<sup>39</sup> *Festiniog Railway* Vol. I (1975), p. 221 and Vol. II, p.568

<sup>40</sup> see article in *WHH* 102.



<b>Extract of entries in <i>Railway Year Book</i> - editions 1921 to 1925 - for FR, WHR, NWNCR and PB&amp;SSR</b>				
<b>Railway</b>	<b>Secretary</b>	<b>General Manager</b>	<b>Engineer</b>	<b>Loco. Supt.</b>
<b>1921</b>				
FR	A G Crick, Portmadoc	F Vaughan (Managing Director)	Rowland Jones (Acting) {1}	R Williams
NWNCR {2}	G C Aitchison, 14 Dale St., Liverpool {3}	G C Aitchison {3}	G C Aitchison {3}	G C Aitchison {3}
PB&SSR {4}	C E Hemmings, Clark St., Dolgarrog {5}	H J Jack (Managing Director)	G K Paton, Dolgarrog {5}	[none shown]
<b>1922</b>				
FR	A G Crick, Portmadoc {6}	F Vaughan {7}	J Williamson {8}	R Williams
NWNCR {2}	E J Deane, 14 Dale St., Liverpool {9}	S G ( <i>sic</i> ) Tyrwhitt {10}	[none shown]	[none shown]
PB&SSR {4}	C E Hemmings, Clark St., Dolgarrog {5}	H J Jack (Managing Director)	G K Paton, Dolgarrog {5}	[none shown]
<b>1923</b>				
FR	W R Huson, 7 Victoria St. London SW1 {11} {12}	S E Tyrwhitt {10}	J Williamson, Oswestry {8}	R Williams, Portmadoc
WHR	W R Huson, 7 Victoria St. London SW1 {12}	S E Tyrwhitt {10}	[none shown]	[none shown]
<b>1924</b>				
FR	W R Huson, 7 Victoria St. London SW1 {12}	Capt. J May, Portmadoc (Superintendent) {13}	Lt.Col. H F Stephens {14}	R Williams, Portmadoc {15}
WHR	W R Huson, 7 Victoria St. London SW1 {12}	Capt. J May, Portmadoc (Superintendent) {13}	Lt.Col. H F Stephens {14}	[none shown]
<b>1925</b>				
FR	W R Huson, Wellington Ho., Buckingham Gate, London SW1 {12}	Lt.Col. H F Stephens, Tonbridge (Managing Director) {14}	Lt.Col. H F Stephens, Tonbridge {14}	Lt.Col. H F Stephens, Tonbridge {14}
WHR	same as for FR			

{1} = died 10 May 1921

{2} = at this stage operating only Dinas - Bryngwyn, for freight; entry did not appear in later editions, having been subsumed within Welsh Highland Railway (Light Railway) Co from 1 April 1922

{3} = the Liverpool address is that of Deane & Davidson's auditing firm; their address had been NWNCR registered office since 1914. *Bradshaw's Manual* for 1922 (recording the situation at 31 December 1920 (*sic*)) shows for NWNCR Secretary & Manager: E(dward) J(ames) Deane based at 14 Dale Street, Liverpool. He seems to have been installed to these *managerial* roles in lieu of Aitchison when the Dolgarrog consortium acquired control in 1920. Aitchison was replaced as Receiver by H J Jack 9 April 1921.

{4} = at this stage operating only Portmadoc - Carreg-hyllidrem (former Croesor Tramway), for freight; entry did not appear in later editions, having been subsumed within Welsh Highland Railway (Light Railway) Co from 1 April 1922

{5} = Clark Street, Dolgarrog were the local offices of the Aluminium Corporation Ltd. and of its subsidiary, North Wales Power & Traction Co Ltd

{6} = resigned as Secretary 13 June 1922 [FR Board minute 24 June 1922]

- {7} = resigned as Managing Director 16 July 1921 but remained as General Manager to 31 March 1922
- {8} = James Williamson, Assistant Engineer of the Cambrian Railways: appointed 1 October 1921; engagement terminated 31 March 1923 [FR Board minutes 8 Dec 1921 and 1 Dec 1922] (but appointed again in 1937)
- {9} = Deane (see also note {3}) was a chartered accountant and acted as auditor for the FR for a number of years as well as for the PBSSR and, later, the WHR(LR).
- {10} = should read S E Tyrwhitt; appointed to NWNGR post early 1922 and to FR and WHR posts from 1 April 1922 (under secondment from GWR), resigned (at end of secondment) 30 September 1923 (see text of article)
- {11} = appointed Secretary of FR 24 June 1922
- {12} = the address is that of the offices of Evan Davies & Co. (the London practice of Evan R Davies, a solicitor and FR board member); William Richard Huson was an employee of that firm
- {13} = appointed 1 October 1923; employment ceased September 1924. Replaced by E H R Nicholls (Managing Director FR and General Manager WHR, 17 May 1924 - 31 December 1924 (see text), having tendered his resignation in November 1924; Nicholls' departure is confirmed by the company's submission for the 1925 edition.
- {14} = Holman Fred Stephens. Appointed Engineer 1 May 1923 (FR board minute of 27 Aug 1923). In Huson's report to the WHR Investing Authorities of WHR staff at 31 December 1924 <sup>41</sup> Stephens was described as "Engineer" (and Williams as "Loco. Supt." – although Stephens was in fact the proper holder of that office). Appointed Chairman and Managing Director (while retaining existing posts) 1 January 1925; died in office 23 October 1931 (see text of article)
- {15} = Robert Williams. Boyd's *Festiniog Railway* vol. 1 p. 196 and *Narrow Gauge Railways in South Caernarvonshire* vol. 2 p.26 have Williams replaced by Stephens 1 April 1923 whereas Johnson's *Illustrated History of the Festiniog Railway* p.116 gives 1 May 1923 and Boyd's *Festiniog Railway* vol. 2 p. 569 gives May 1924. Williams' continued to appear in this post in *Cambrian News* <sup>42</sup> at the time of the WHR opening in 1923 and in the 1924 edition of *Railway Year Book* (for which data would have been supplied by the company in that spring). In Huson's report to the WHR Investing Authorities of WHR staff at 31 December 1924 <sup>43</sup> Williams was described as "Loco. Supt." although Stephens was the holder of that post for signing the annual certificate. Jim Hewett has stated <sup>44</sup> that Williams "was retired in 1924" (*aged 59*) but that is not commensurate with Huson's report; Williams remained on the payroll at Boston Lodge until spring 1927.

•••••

---

<sup>41</sup> XC2/33/58

<sup>42</sup> 8 June 1923 – report of opening of WHR

<sup>43</sup> XC2/33/58

<sup>44</sup> *FR Heritage Group Journal* no. 100, p.24