

WELSH HIGHLAND

£1.00

HERITAGE

Volume 1 Issue 2

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TERRIFIC!

The W.H.H.G certainly seems to have caught the imagination. Suddenly we have 80 members and this issue of the newsletter already runs to eight pages!

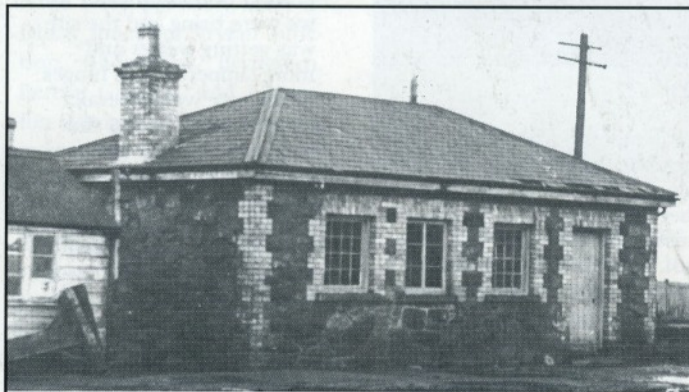
A correspondent writes "What is it about this dinosaur of a railway that has caused so much trouble since it first ran" I don't know - but the fascination of reconstructing the line as a thread with which to weave the pattern of the present on the backcloth of such an intricate past and set amongst such wonderful scenery must surely be unique.

This chance for the past and present to come together in harmony must be handled with great care if discord is not to prevail and it is up to the Heritage Group to ensure that this happens.

It would be foolish to anticipate the outcome of the Inquiry, but it would be equally foolish not to have plans to put in place if the outcome is positive. To this end a meeting has been arranged with construction manager Roland Doyle to discuss the Heritage implications of the next phase to Waunfawr.

DINAS

1922



Dinas Station 1948 - Bill Rear

Dinas Station building is the first item of authentic Welsh Highland Heritage which is to occupy the attention of the Heritage Group. Victorian pattern cast iron guttering and down pipes, manufactured to the original profile will be supplied and fitted by the Group.

The standard NWNG station had two doors; in the case of Dinas one of these was part blocked up to form an eight pane window. Photographic evidence suggests that this was done before 1927. The expert work with granite blocks can be clearly seen on some of the early photos.

However plans are afoot to restore the building to its two door status with the northern half reserved for operational matters, and the

southern half restored to its original interior condition. Again the Heritage Group will assist with this. Further it is proposed to retain the door which had been made by the previous occupiers, in what was formerly the main line side of the building. The original window in this elevation will be restored.

Sixteen-pane, original pattern windows have already been made and will be fitted in place of the modern single pane ones.

The two windows in the northern elevation will be returned to their WHR status, although the right hand one was originally a door in NWNG days!

Offers of help will be warmly welcomed and first please contact John Keylock.

It is New Year's Day 1922. The "feel good" factor which is sweeping the country, based on a mood of economic optimism, has even filtered to that remote and beautiful region of Snowdonia, centred on the almost inaccessible village of Beddgelert.

A few weeks ago an application was made to revive an obscure narrow gauge railway which for some half remembered reason used to ply its trade between a small village near Caernarfon up to a dot on the map on the foothills of Snowdon. A 'local' takes up the story.....

".....Some people who used to live up at Rhyd ddu but had now moved down to Beddgelert to escape the cold, remember the line with its smoky old engines and the hissing steam which the farmers said frightened the sheep (not that anyone ever remembered the sheep taking any notice)

Turn to page 4

INSIDE....The Spooner Graves Page 2

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THE SPOONER GRAVES by Derek Lystor



"Before"

On Saturday January 17th, two W.H.H. members gathered in the tranquil churchyard of St Mary, Beddgelert to begin tidying up the memorial to Charles Easton Spooner, Engineer to the North Wales Narrow Gauge and to the Festiniog Railways. Much work on both the church and yard is planned by the "Friends of St Mary" and it was in conjunction with them and FR Heritage that the idea to restore the grave was planned.

As befits a man of Spooner's importance and the era in

their daughter, who was only five when she died (from bubonic plague - JIC Boyd 2/98). The other commemorates Spooner himself and his eldest son, John Eryri. The plot is surrounded by iron railings some five feet high (which had been specially made at Boston Lodge - JIC Boyd 2/98), set in substantial raised concrete footings. Each upright is topped by an ornate cast finial, enlarged on the four corner posts. In one corner a section of the railings has been modified to form an entrance gate and it was interesting to note the construction details of the railings, each section being dovetailed together. Adjacent to the main grave is a smaller version, being that of



"After"

which he lived, the family grave is a somewhat grand affair, consisting of a square plot paved with slate slabs upon which lie two carved slate memorial stones each supported by six small carved slate orbs. One stone is dedicated to Spooner's wife Mary, and to their six week old son James, as well as to Mary

young Mary's nanny who died two days after the five year old child.

The weather was overcast but dry when work commenced at 10.30am, but throughout the day heavy showers made life a little difficult, however the continuous rain which threatened did not materialise until late evening. Efforts

were concentrated on clearing the foliage, brambles and ash trees which had covered the grave. As the gate in the railings was well and truly rusted shut, access to the interior was by means of climbing (very carefully!) over the railings, a task which had to be repeated on several occasions. As the day wore on, this operation became trickier as we were tiring and the site was getting wetter and more slippery. The hinges of the gate were liberally oiled and it is hoped that they will be freed up on a future visit. The slate slabs had confined the weeds and saplings to the outer edges and clearance was relatively simple. A large amount of leaves and soil covered the floor and some care was needed whilst removing this to avoid scratching the slate.

Clearance was virtually completed by the afternoon - only a large ash trunk remains to be sawn down and the site treated with weed killer. Finally a start was made on wire brushing the railings in readiness for painting with a galvanised paint. Considering the age of the grave the ironwork was in remarkably good condition, the worst rusting occurring in one corner where the surrounding ground had built up around the bottom of the railings. This earth was cleared away and the foundations left proud as originally intended.

Throughout the day various local people paid us a visit and through them we learned that the nanny buried alongside had contracted the same bubonic plague, probably whilst nursing her, which had killed young Mary Spooner. It is probable, that as a mark of respect, Charles Spooner had ensured that she was interred alongside his young daughter.

Another visitor, who had cleared the grave some years ago, informed us that the grave

In Loving Memory
of
**CHARLES
EASTON
SPOONER**

Who Died
November 18th
1889

was originally a vault with steps leading down from the gate. It was noticeable whilst clearing the site that it was hollow underneath the slate slabs.

Our thanks are due to the ladies of the "Friends of St Mary" and to Sue Lystor for providing hot drinks throughout the day.

JOTTINGS

"My wife, whose family owned the Dorethea slate quarry in Nantlle remembers on occasion in the 1930's when after a day's hunting on Snowdon with the Ynysfor foxhounds, her father commandeered one of the manually propelled maintenance trolleys near Rhydabu to carry them back to Tryfan Junction!"

Supplied by Lt-
Col. Roy Davies
- Caethro.

NWNG STATION BUILDINGS

By Bill Rear

Firstly, and most importantly, readers must understand that these notes are based on first-hand observations but tinged with the possibility that the memory has played tricks with the onset of old age. Under Sod's Law, someone will come up with proof to the contrary!

During 1935 and 1936 I undertook at least two journeys over parts of the Welsh Highland. My brother reckoned that there were four journeys, but I can only remember two. However from 1938 I resided permanently at Waenfawr, (as it was then spelt) and attended the local primary school. Out of school activities took me to the station site at Waenfawr, although the building was locked up and inaccessible. It

would be cheap and readily available. These frames were painted black with the glass held in place with putty, which may also have been painted at some time. The same size and design of windows were probably used at Dinas Junction, Tryfan Junction, Rhostryfan, Bryngwyn, Bettws Garmon, and Glanrafon Sidings buildings. Buying in quantity brought the price down, but I'm not sure if the same design was used at South Snowdon. I suspect so. The external doors were a standard two-panelled pattern with the door knob on the right hand side. The wooden door and frame were painted a middle green, as was the exterior woodwork.

Inside Waenfawr station building, the walls were plas-



Weigh House Glanrafon 24th July 1965 - M Bishop

and I suspect at one time there had been gas lamps in the ceiling, but these had long gone. Probably any illumination necessary was by oil lamp. The wooden flooring was suspended on timber joists. A small cast iron grate was located in the waiting room.

At the time of making notes, the doors and window frames had been removed and the surviving exterior painting was very badly bleached by the weather. Inside, the panelling had been ripped off the walls although traces of the dado rail remained. The upper levels of the rooms showed traces of the whitewash, but this was peeling off the building now exposed to the elements. The flooring timber had likewise gone but the cast iron grate was still in situ, albeit broken.

The building at Dinas Junction was taken over at some stage and was used by the LMS/BR LMR as a waiting room and booking office until the station closed in 1951. I have memories that the rooms were similar to Waenfawr, but in 1950 the inside panelling was painted brown, possibly in 1938 or 1939 because the paintwork

was faded by the early 1950s. At some stage one door had been blocked up and a window substituted which was a different pattern to the cast NWNG ones

JOTTINGS

In 1910 George Rudd purchased from the Baron Hill estate that small piece of land which is today occupied by 'Y Warws' in Beddgelert. He developed the site as a smithy, coal merchants and engineering works. It used steam engines for haulage, their funnels fitting under the large chimney so the smoke didn't penetrate the sheds. It was busy when the Welsh Highland Railway was being built and men used the large building as a barracks. It is still known locally as R'e-fail Rudd.

Source - Beddgelert Historical Society



Tryfan Junction 1948 - Bill Rear

took an influx of evacuees just three days in September 1939 to commence the desecration of the building which has continued ever since. In 1947 I undertook a detailed survey of the NWNG section of the line and some notes from that time survive.

At Waenfawr, the four sixteen-frame window panes were of cast iron, and it would seem were standard items used in cotton mill building construction. As a stock item they

tered and a wood dado rail ran round each room. The lower level was vertical wood panelled, probably 3inch width, to skirting board which was painted the same middle green as the exterior woodwork. Above the dado rail, which was also painted green, the plaster was painted white, as was the ceiling colour, probably whitewash or emulsion. The interior doors were matchboard and painted the same monotonous green. There was no electric light,

1922

Cont. from Page 1

But what with the men going off to war the line gradually stopped being used except when Mr Parry had a load of timber for the pits.

Some of the older residents of the village had seen it all before, after all it was only twenty years ago that some 'gentlemen from London' had been ferreting around, gouging out the earth in the forest above the village, blasting great holes in the rocks in the Aberglaslyn, and building a bridge over the pack horse road to Nantmor. Then promising that this new fangled electricity which Mr Kellow used to play about with up at Croesor would somehow enable everyone to get as far as Caernarfon and back in a day. It hadn't worked then, and it wouldn't work now!

And now we had this Mr Jack, who seemed to know more than was good for him, with his friends in the Government starting the whole up thing again. Still they said it would bring work to the area, and what with some of the quarries shut down and the men given up looking for work it would be no bad thing. And Mr Jack was saying that it would bring tourists to the area and they would be able to buy cream teas and the like in the village

So, on the whole, perhaps it would be nice to see the little trains coming right into Beddgelert and after all it would enable Mr Davies to go and see his old Da more often now that he was living in Llanfrothen."

FACT & FICTION

Yes, the story in the previous column is culled from the imagination, but it does rather neatly lead in to the start of a Welsh Highland Chronology from 1922 to 1937, a task started by one of our contributors some fifteen years ago. It came about as a direct result of him spending a happy week shuffling through bundles of papers at Gwynedd Archives in Caernarfon.

The editorial team welcomes further information, including both additions and corrections, to enable a comprehensive database to be collated for the benefit of all historical observers of the Welsh Highland scene.

Before describing the comings and goings and the events of 1922, reference must be made to 1921 - "to set the scene so to speak".

On the 24th September there was a meeting of NWNG and PP&SS Rlys Joint Committee to prepare for a Public Inquiry which was to be held before the Light Railway Commissioners at County Hall Caernarfon on the 18th October. In November the Joint Committee applied for an Order which would both revive the old powers and incorporate the Welsh Highland Light Railway Company. Now read on.....

**NEXT
TIME
Year
1923**

WELSH HIGHLAND Year 1

JANUARY

- * Sir Douglas Fox and Partners commence the survey between Rhyd ddu and Croesor Junction
- 1st** NWNG & PBSSR bought by WHR for £40,000 and £50,000 respectively.
- 10th** Deudraeth RDC invited to advance £3000 by M Caradoc Davies - solicitor for the promoters.

FEBRUARY

- * J. K. Prendergast, Fox's Resident Engineer, staying at Royal Goat Hotel, Beddgelert.
- 1st** Financial settlement between promoters and representatives of NWNG & PPSSR for acquisition by WHR, backdated to 1st Jan 1922.
- 7th** Inspection of Dinas to Caernarfon route carried out by Light Railway Commissioners. Estimated cost £4700.
- 10th** North Wales Chronicle reports - "PB & SSRly 'rails, sleepers and other materials have been taken from the line. The work of opening the railway will be greatly simplified if the material is returned at once
- 22nd** FR's Loco Superintendent - Robert Williams, inspects NWNG locomotives and carriage stock at Dinas.
- 24th** Williams' report sent to S.E. Tyrwhitt, Assistant General Manager - WHR.
- 28th** Barmouth Advertiser reports - "Have you seen the wonderful narrow gauge railways in North Wales? The WHR is now being constructed."

MARCH

- * Contract and specification for construction prepared by the Dolgarrog office of the company. Tenders invited - awarded to Sir Robert McAlpine & Sons for the sum of £60,819. Work on construction started, including conditioning of NWNG section given a degree of priority.
- 30th** Light Railway Order granted, incorporating the Welsh Highland Railway (Light Railway) Company
- 31st** Frederick Vaughan, the General Manager, retired. Replaced by S.E. Tyrwhitt.

JUNE

- * Payment to William Owen of Madoc Smithy, Snowdon Street, Porthmadoc for mending of points etc.

CHRONOLOGY

22

* Return of Russell's wheels and axles from Boston Lodge.

JULY

22nd Col J.W. Pringle inspects the NWNG section and recommends opening to passenger traffic.

25th Col Pringle's report published.

28th Liverpool Daily Post - "The Welsh Highland Railway will be re-opened next Monday from Dinas to South Snowdon"

31st Former NWNG section of WHR re-opened. The locomotive was Russell, the guard E.A. Jones. Tickets supplied by Waterlow & Sons and Bell Punch Company.

31st Salem Halt opened.

AUGUST

10th First AGM of WHR(LR) Co held at Clarke St. Dolgarrog at 11.15am.

SEPTEMBER

* FR's Quarryman's coach No. 4 converted into WHR brake van.

7th Meeting at Portmadoc Town Hall under the auspices of the Ministry of Transport to discuss the proposed Amendment Order, the rates, and to hear the FR's proposals for a rail link through the town.

15th/16th Bettws Garmon Sheep Dog Trials. Special Handbills printed.

OCTOBER

2nd New timetable introduced advertising a reduced service, possibly due to a locomotive shortage.

NOVEMBER

11th Moel Tryfan out of service - awaiting re-tubing.

DECEMBER

1st £990 estimate made for repairs to stations and other buildings. Contractor not stated.

1st New timetable with increased service introduced, possibly as a prelude to re-opening the full length railway.

31st Annual Receipts - Goods £3644, Passenger £246, Loss £599.

WELSH HIGHLAND RAILWAY

(LIGHT RAILWAY) COMPANY.

VALE OF

Bettws Garmon Sheep Dog Trials

Friday & Sat. Sept. 15, & 16, 1922.

On the above dates Excursion Tickets will be issued to Bettws Garmon as under:-

FROM	Trains by which Tickets are available.		3rd Return Fare.
	FRIDAY	SATURDAY.	
Dinas	9 24 a.m.	9 24 a.m.	1s.
"	12 0 p.m.	12 53 p.m.	
	FRIDAY & SATURDAY.		
South Snowdon	10 40 a.m.	& 1 50 p.m.	1s.

Passengers return from Bettws Garmon as under:-
For Dinas at 4 20 p.m. and 7 p.m.
For South Snowdon at 5 57 p.m.

General Conditions governing the issue of Tickets at Reduced Fares

Children above 3 and under 12 years of age, half-fare.
The Company gives notice that the tickets shown in this Handbill are issued at reduced rate and are subject to the conditions that the Company shall not be liable for any loss, damage, injury or delay to passengers arising from any cause whatsoever.
Cheap Tickets are not transferable, and are available only on date of issue to and from the Stations mentioned in the Tickets, and by train as indicated, and if used to or from a Station beyond or short of the Station mentioned in the Tickets, or by train not indicated, they will be forfeited and holders thereof will be charged the full ordinary fare for the whole distance travelled.
The Cheap Tickets will not be attended nor will any allowance be made on excess portions not used. No luggage allowed.
PORTMADOC Sept. 1922. S. E. TYRWHITT, General Manager.

No. 4. Jones & Co., Printers, Portmadoc.

WELSH HIGHLAND RAILWAY

(LIGHT RAILWAY) COMPANY.

RE-OPENING

OF

Dinas to South Snowdon

(Rhyd-ddu) Section (formerly North Wales Narrow Gauge Railway),

On 31st JULY, 1922.

10 Miles of Beautiful Scenery.

Streams, Waterfalls, Lakes & Mountains.

OBSERVATION CARS PROVIDED.

Excursion Tickets are issued daily to South Snowdon Station from Great Western Rly. Stations Via Afonwen & Dinas Jct. as follows:-

From	Time of Starting.	3rd Class Return Fare.
PORTMADOC	4.40	6s. 8d.
CRICLOETH	10 35	5s. 1d.
PWLLHRLA	10 34	5s. 3d.
Arrive SOUTH SNOWDON	10 35	5s. 3d.
	1 0 p.m.	

Passengers return as under:-

SOUTH SNOWDON STATION depts.	3 55 p.m. (Sale except)	6 40 p.m.
PWLLHRLA Arrive	4 25 p.m.	8 55 p.m.
CRICLOETH do.	4 32 p.m.	8 45 p.m.
PORTMADOC do.	6 00 p.m.	9 0 p.m.

The shortest and best ascent of SNOWDON is made from SOUTH SNOWDON STATION. The distance is about 8 miles, and the path leads directly from the Station.

General Manager's Office, Portmadoc, Aug. 1922. S. E. TYRWHITT, General Manager.

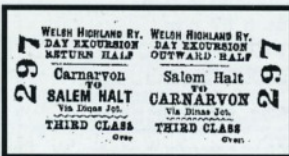
No. 3. Jones & Co., Printers, Portmadoc.

These authentic Welsh Highland Replica Handbills, printed on the correct shade of paper, are now available from WHHG Sales. Included are the two above plus '1923 Sheep Dog Trials', '22 Miles Riot of Splendour', 'Combined Rail & Motor Tour' and 'The 1934 Timetable' All are 7-1/3"x10" except 1934 timetable which is 8"x10". To receive all six please send £5.00 to Nigel Scarlett, WHHG Sales, 5 Brockton Place, Areley Kings, Stourport-on Severn, DY13 0LE. Please make cheques payable to WHHG.

Welsh Highland Tickets - Part 2

by Derek Lystor

The first article in this series dealt with the basic WHR tickets. In this second part it remains to describe the other varieties which are known to have existed.



The tickets fell into three distinct groups. The most numerous were normal 'Edmondson' card tickets, but there were also larger, thin card issues and paper examples. The latter were the largest tickets issued, measuring up to 10" x 5".

Whatever type of journey one contemplated on the Welsh Highland, there was an 'Edmondson' to cater for it. Thus we find issues available for Day Excursions, Cheap Day Returns, Privilege and Free Travel and for those passengers with accompanying articles,

specials tickets for Dogs, Cycles and Prams.

Excursions were available to various destinations both on and off the WHR and there were a variety of styles of Excursion tickets available in Third Class only. In attempt to attract more custom to the railway Cheap Day Returns were introduced, with appropriate ticketing, allowing a return journey for the normal single fare. Privilege tickets were issued, prin-



cipally to WHR employees and their immediate relatives. They were available both in First and Third Class, single and return, and were at a reduced rate.

Free tickets were available in both classes and were normally issued to visiting dignitaries, etc. Article tickets followed the normal R. C. H. Colour

scheme and some had mileage restrictions imposed.

When it came to issuing Child tickets the railway seemed to become somewhat reluctant. There are only four known varieties bearing a red CHILD overprint. An explanation for this may be that the WHR followed LMS ticket cancelling practice by removing a large cut-out at the bottom of a ticket issued to a minor. (See illustration in part 1 - first issue of W.H.H.)

The railway tour was a popular feature of the day and some included a trip over the Welsh Highland. To cater for this, the LMS issued a Supplementary Ticket headed 'Welsh Highland Railway.' For tourists staying in the area for any length of time, there were two types of Season Ticket available. Both gave unlimited travel over the WHR and the FR and were priced at 15/- weekly or 25/- fortnightly. These tickets were small card

folders with green covers approximately 3-1/2" x 2-1/2". Of a similar size was the First Class Free



Pass issued to such notable worthies as Lloyd George and H. F. Stephens.

Lastly, mention must be made of the large paper tickets which were in book form and detachable. There were four principal types in both First and Third Class, covering local and through journeys - single and return. As might be expected the local tickets were used on the WHR system, whilst the through type enabled a WHR passenger to book to 'foreign' stations. All information concerning the proposed journey had to be hand written on the ticket by the Booking Clerk.

The first AGM of the Heritage Group will be held in the Saracen's Head - Beddgelert on Sunday 13th Sept.

A member is anxious to obtain photos of the Nantlle Tramway taken in the 1950's and 60's if you can help please contact the editor.

In his 1997 report FR Heritage chairman Jim Hewett an-

NOTICE BOARD

nounced the birth of WHHG and offered 'co-operation whenever possible'. Both he, and FR Heritage Secretary Adrian Gray have joined.

If, following the WHR Ticket Article in this issue and No 1, you would like to have a few original WHR

Tickets of your own then the following enthusiasts may be able to help with a list of what they have available :- Derek Lystor Tel 01626 853963, Roy Cunningham Tel 01203 543144, Trevor David Tel 01242 241627 & Michael Davies 0161 928 8893.

Derek Lystor is seek-

ing information about Dudley Park Quarry at Waunfawr - if you can help please contact him (address on page 7).

Most photographs reproduced in the Newsletter are available from David Allan (address on page 7) 7"x5" - £1.00 & A4 £2.00 incl. P&P.

Copy Date for W H H

LETTERS

Aberglaslyn

Halt

I guess that the Welsh Highland Heritage newsletter, like any other reputable journal, will welcome reader's letters - so I thought I would set the ball rolling.

Firstly let me introduce myself to those readers who do not know me or who might be confused by someone else with a similar name. I am Jim Hewett, chairman of the Festiniog Railway Heritage Group, not to be confused with a stalwart from Gelert's Farm, one James Hewett whom I have never met. The FRHG welcomes the formation of the WHHG and will give what assistance we can to the new group but that will probably fall short of actually providing any manpower as we have enough difficulty finding people to assist with our projects. To show my sincerity, I decided to join WHHG as soon as it was announced.

The Newsletter also twice mentions Aberglaslyn Halt. It apparently never existed but Boyd thinks it was to have been "outside the long tunnel at milepost 6-1/4" and I assume that this was close to Cwm Bychan. I would have thought a better place would have been by the Bryn-y-Felin bridge. Maybe it was to have been, instead of Nantmor.

Another mystery that has long puzzled me is why the PBSSR (I assume that this is not outside the interests of the Group) intended to build such a steep line out of Beddgelert (1 in 29 and with reverse curves also!) when an arm-chair survey with an O/S map would seem to indicate that the steep section could have been eased somewhat at the expense of a moderate in-

LETTERS

crease in gradient the rest of the way to Pitt's Head. To look at it another way, if electric locos were the best thing since before sliced bread, then why not build the line at 1 in 29 all the way up and save over 1/2 mile by eliminating the other "S" bend above the Afon Meillionen crossing. Had the formation from Pitt's Head to Tyn-y-coed been completed, when a mistake in the survey was discovered and a drastic solution needed? Perhaps the line was originally intended to follow a route similar to that eventually used by the WHR but when the money ran out a short cut was devised? Certainly, a look at the "short cut" makes you realise how ridiculous it would have been to operate.

Has anyone any thoughts?

JIM HEWETT
Wallington
Surrey

Archives

Readers of this excellent Newsletter can be assumed, can they not, to be conscious of matters of the longer term. This note is a short appeal to all parties interested in the WHR to realise that, while the events of the last nearly-40 years have seen much disappointment and contention, the associated papers which have survived will contain much surely of interest to our successors. Consider the interest that may well be taken, say in 50 years time by narrow gauge railway enthusiasts, to discover something of the personalities involved and details of events of all tempers which have occurred, whether or not the respective projects survive and flourish.

Of course, much would be of interest now but one must

LETTERS

proceed carefully when negotiations are incomplete and personalities remain sensitive to effects upon reputations.

I appeal to all readers who have any papers to ensure their survival and, at the earliest practicable moment, to deposit them in Gwynedd Archives where doubtless Gareth Williams and his colleagues will provide facilities for their care far more effectively than can any of us as individuals.

If anyone can offer papers now, I will be happy to cooperate in arranging their deposit in the archives, with or without a donor's stipulation upon the earliest date at which they could become available for public reference and scrutiny.

J.C. HOPKINS
Hon Archivist WHRS
Goostrey
Cheshire

In Keeping

I wholeheartedly applaud the decision to retain the historic two foot gauge to allow through running with the FR, and to allow access by heritage traction including Russell and Palmerston. Turntables would be useful at Caernarfon, Porthmadog and Blaenau. I appreciate that may underline bridges will need replacing to carry the Garratts, some would have needed attention just for Russell, but I would like to see the replacement structures in keeping with the originals and understand that similar concerns have already been taken on board.

If the various NWNG overbridges need more than digging out to enhance the loading gauge, then I suggest that the Heritage Group presses for the new structures to be faced in traditional yellow brick.

LETTERS

I was delighted to learn that Waunfawr station is to be rebuilt on an adjacent site in traditional style rather than simply demolished. (An estimate for this is already to ~~hope the~~ replacement buildings elsewhere will be in keeping with historic structures as far as possible whilst meeting the needs of today's passengers. In the case of Beddgelert and Nantmor I hope that the new buildings will be an improvement on the originals, and in any event I suspect that the National Park will not consider corrugated iron a suitable building material!

Clearly there will need to be some discussion as to the final provision at Pothmadog, and of course at Caernarfon and hopefully the Heritage Group will be properly consulted.

SEAN EMMETT
Bishopton
Bristol.

Letters to the Editor are most welcome. Please keep them brief and to the point!

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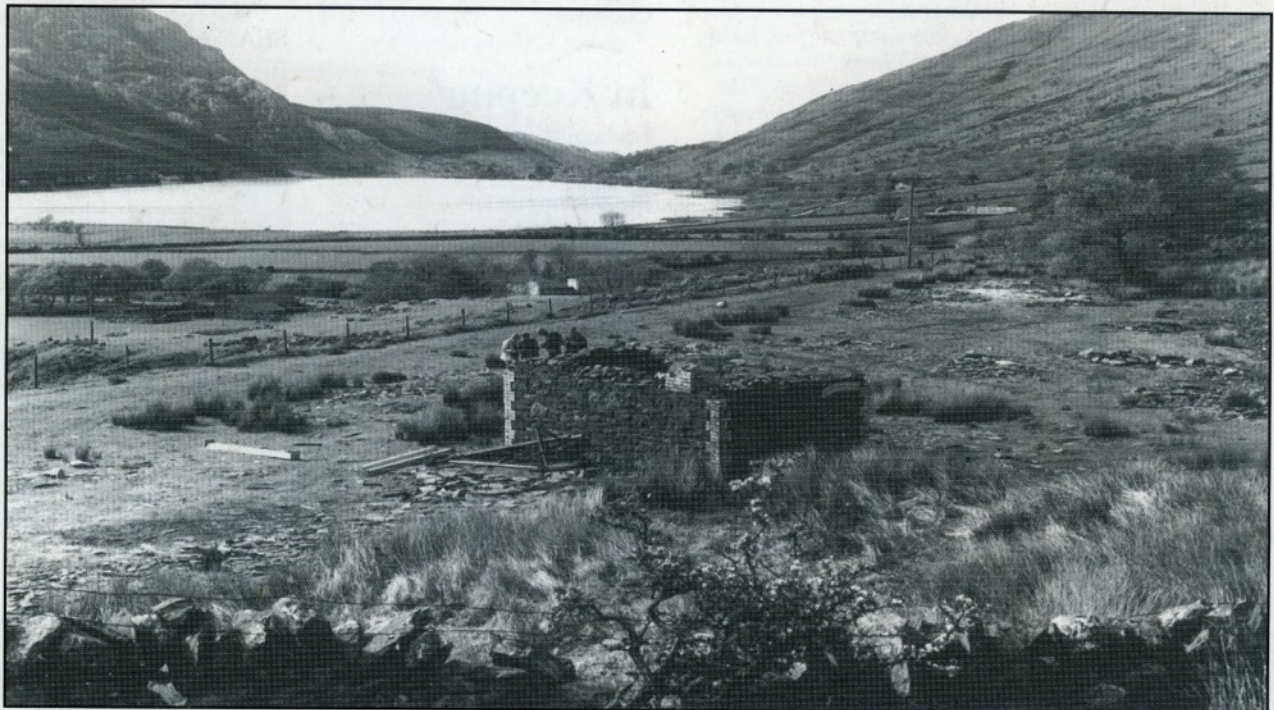
Secretary - John Keylock Weathervane Cottage, Childswickham, Broadway, Worcestershire WR12 7HL. Tel 01386 852428.

Subs - £7.50 per year - renewable on the 1st of January the year after joining. Please send your cheques and donations to John Keylock.

PICTURE PAGE



“Survey Party approaching Quellyn Lake Road bridge”



“Quellyn Lake from Glanrafon weigh house”