

WELSH HIGHLAND HERITAGE

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NWNG BRIDGES Two To Go - Schumann

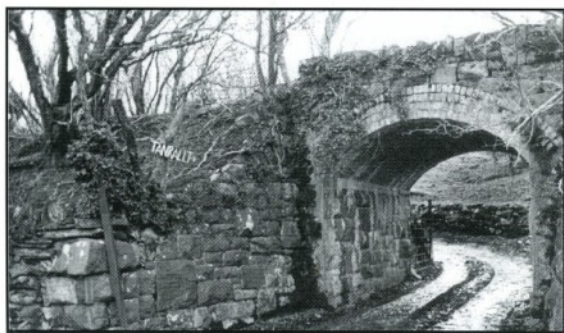
FR director Mike Schumann has confirmed that two of the characteristic NWNG bridges are to be partially demolished. Mr Schumann explains that to obtain the greater clearance necessary to accommodate the Garratt locomotives the formation will have to be lowered under all the existing bridges and their foundations underpinned. To help support the foundations a concrete slab will be laid through the opening, whilst the cutting sides will be supported with gabion walls.

However under an agreement reached with adjacent landowners at the TWA Public Inquiry two of the bridges will be radically altered. The first to be affected is the accommodation overbridge (OB24) immediately to the east of Tryfan Junction. The existing parapets and brick arch of this bridge will be removed and replaced with a wider stone-clad, reinforced concrete trough which will form the roadway. Mr Schumann says that the

FR have acceded to the farmer's request in this instance because by replacing the arch, the cost involved in lowering the formation, underpinning the foundations, and building the gabion walls will be avoided.

The following bridge (UB25) will also be substantially altered. This bridge spans the access road to Tan yr allt farm. In order to provide a large rectangular opening for tractors with safety cabs it has been agreed to dismantle the arch, replace it with a concrete deck and to build up the abutments in stone. If available the edges of the concrete deck may be trimmed with cast iron beams, but if these are not available an alternative would be to use galvanised steel beams painted black. Hand rails will be provided in as near traditional style as the Railway Inspectorate will allow.

For reaction from Michael Davies - see back page.



For the chop?
The road under-bridge spanning the access road to Tan yr allt farm
Photo D. Allan
January 1989

WAENFAWR PLANS

It has been revealed that Waenfawr station building is to be relocated on the proposed Waenfawr island platform. The building will be the same width as the original, but extended by about a third to accommodate a sales area, toilets and staff room.

Mike Schumann explains that Waenfawr is seen as the station at which many people will park their cars before riding into the National Park. It is therefore a potential revenue centre and the station building will be designed to reflect this. However every effort will be made to design and detail the 'new' building in the same style as the existing one.

The Heritage Group has received reassurances that the building will be clad in the traditional random granite with edges and openings outlined in the characteristic yellow brick. The Group have also asked that the chimney should be reinstated at the southern end and the grated fireplace re-installed.

The Group have offered to refurbish the public interior, provide signs and poster boards, pay for guttering and downspouts, and sponsor the concrete for the foundations.

WELSH HIGHLAND RAILWAY HALTS

BY DEREK LYSTOR

At the opening of the Welsh Highland as a through route in 1923 it can be argued that with the exception of Dinas, South Snowdon, Beddgelert and Portmadoc all the other stations on the line were treated as a halts. However this article deals with the true halts serving the isolated communities along the way and not those ex North Wales Narrow Gauge stations which were de-staffed and reduced to halt status.

Details are at best very scant and some contradictions can be found in the various sources examined. A small amount of photographic evidence exists, principally found in the photographic archive held by

the Welsh Highland Railway Company (formerly the '64 Co).

There were ten halts in all and with the possible exceptions of Nantmor and Salem all served very isolated hamlets and farms. They cannot have seen much passenger use other than the occasional local, or lone hiker. Not surprisingly, any facilities provided were at best basic and sometimes non-existent! Some were provided with short sidings, perhaps reflecting local needs. They were installed at locations near large homesteads and were probably used for inward supplies of coal, flour, etc., and for outward deliveries of milk and other farm produce. Shelters consisted of either redundant ex FR quarryman's coach bodies or timber framed buildings clad in cor-

rugated iron - a material which became synonymous with the WHR! These buildings usually comprised of an open fronted passenger waiting shelter containing bench seating and a small enclosed office for dealing with goods. A superb replica of such a building - Nantmor station - can now be seen at Pen y Mount, recreated by the volunteers of WHR (Porthmadog).

Passengers joining trains from halts obtained their tickets from the conductor/guard on board. Some halts appeared on Edmondson card tickets whilst other were found on the punch type. Croesor Junction has the distinction of not appearing on any printed ticket!

SALEM HALT

Salem Halt was officially opened on the 31st July 1922, however it had been used as a workmen's halt in N.W.N.G. days. It was located 5 miles and 40 chains from Dinas station building. The gradient through the halt was 1 : 110. Passenger accommodation is given as a wooden hut (Boyd), but photographic evidence suggests a corrugated iron shelter (Bill Rear). The platform area was marked out by slate edging. A nearby siding served the railway's ballast quarry. The halt was accessed by a footbridge over the Afon Gwyrfaï to Bettws Garmon village.

The site of the original halt was thought to have been just to the south of the stile which carried the footpath leading to Bryn-afon. Bill Rear suggests that the location may have been moved a few yards nearer the ballast quarry following objections from the owners of Bryn-afon. The accompanying photographic taken by Bill's mother in 1936, though indistinct, appears to show a small corrugated iron hut just to the north of the quarry.



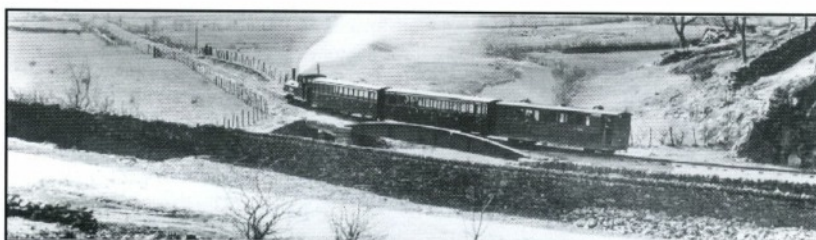
1936 picture showing corrugated iron hut at Salem Halt
Photo by Mrs Rear (picture is blurred)



Empty train at Salem Halt - guard posing by door
Picture by F.M. Gates - date unknown

PLAS Y NANT

Plas y Nant Halt was opened on the 14th July 1924 having previously served as a semi-official stopping place. It was located 5 miles and 75 chains from Dinas station building and the gradient through the halt was level. There was no passenger accommodation. The 'platform' was marked with slate edging and was located on the eastern side of the track. The halt was sited immediately to the south of the girder bridge over the Afon Gwyrfai. It was served by a gate in the roadside wall with a pathway between the gate and the halt.



*Photos - Then & Now
Above - Derelict remains of Plas
y Nant platform
Photo by Bill Rear 1948
Below - Same site December 1987
Photo by D. Allan*

*Left top - Superb 1894 shot of the
site in NWNG days
Photo Symons of Llanberis
Left lower - Same site over 100
years later - January 1988
Photo D. Allan*

PITT'S HEAD

Pitt's Head Halt was opened on the 1st June 1923, however there is some doubt about its precise location. Boyd gives it as 10 miles and 35 chains from Dinas station building, whilst the 1924 Working Time Table states 10 miles and 24 chains! It is popularly supposed to have been sited just to the north of Pitt's Head road bridge, indeed this would seem to be the obvious place however official mileage's suggest that it may have been at Pont Cae'r Gors. The gradient through the halt

was 1 : 50 and there was no known passenger accommodation.

Some fascinating correspondence has recently come to light between G.C. Aitcheson (General Manager & Secretary of the NWNG and T.C. Russell. It is dated 1903 and refers to a claim for compensation by Mr William Pierce who farmed at Ffridd uchaf, Rhyd ddu (this is the farm just above Pitt's Head rock). Mr Pierce claimed "£203 for value of land and compensation, less £60 if you erect a station at Pitt's Head".

This must be the first reference to a station at this location.

*Road Bridge at Pitt's Head - December 1987
Photo D. Allan*



This series will be continued in the next edition of the Newsletter

WELSH HIGHLAND CHRONOLOGY - 1924

<p>January</p> <p>Trials carried out with Simplex, (see July 1923) and one coach to establish possibility of running a profitable winter service</p> <p>4th January</p> <p>MOT approached for permission to use the Simplex and two coaches on the Bryngwyn branch. This was not granted due to gradients etc. (See 29th Feb.)</p> <p>19th January</p> <p>Baldwin '590' suffered burst tube at Quellyn Lake</p> <p>February</p> <p>The idea of converting 'Moel Tryfan' and 'Russell' to allow for through working to Blaenau Ffestiniog was first considered by W.H.R. board.</p> <p>29th February</p> <p>Continuous brakes are demanded by the MOT. It was not feasible to fit the Simplex with an exhaustor.</p> <p>March</p> <p>Portreudyn loop lifted and relaid at Croesor Junction. Coaches 4 and 10 had their roofs lowered.</p> <p>12th March</p> <p>Williams replied to an enquiry from Stephens regarding the loading gauge by enclosing the dimensions of 'Russell'.</p> <p>April</p> <p>Coach 12 had its roof lowered, its coupling altered, vacuum brakes were fitted and "WELSH HIGHLAND RAILWAY" was painted on the sides, finally it was renumbered 24.</p> <p>4th April</p> <p>The company AGM was held at Clark Street, Dolgarrog.</p> <p>17th April</p> <p>There was correspondence from Williams to Hunslet requesting drawings of the regulator valve in 'Russell's' dome.</p> <p>May</p> <p>Coach 9 had its roof lowered, vacuum brakes were fitted and "WELSH HIGHLAND RAILWAY" was painted on its sides; it was renumbered 25.</p> <p>Coach 5 had its roof lowered.</p> <p>Coach 11 had its roof lowered and a vacuum brake fitted.</p> <p>'Russell' was sent to Boston Lodge for various repairs.</p> <p>17th May</p> <p>John May replaced by E.H.R. Nichols.</p> <p>July</p> <p>There was various correspondence between Stephens, Nichols and Williams regarding indecision over the cutting down of 'Russell'</p> <p>Coach 11 had its sides adorned with "WELSH HIGHLAND RLY" in cast iron letters and it was renumbered 26.</p> <p>Coach 13 had alterations to its roof and woodwork.</p>	<p>Coach 14 had its paint burnt off and it too had its sides embellished with "WELSH HIGHLAND RLY" in cast iron letters - it was renumbered 27.</p> <p>8th July</p> <p>Coach 4 was enhanced with the legend "W H RLY", again in cast iron letters - this vehicle was renumbered 8.</p> <p>14th July</p> <p>The new Working Time Table was introduced. Plas y Nant halt was opened.</p> <p>17th July</p> <p>Coach 5 was embellished with "WELSH HIGHLAND RLY" on its sides in cast iron letters and it was renumbered 9.</p> <p>2nd August</p> <p>"Russell" was returned to service.</p> <p>September</p> <p>Coach 13 was renumbered 28. The siding at Ynysfor was renewed.</p> <p>11th October</p> <p>After a meeting with the local authorities the directors took the decision to suspend the winter passenger service.</p> <p>27th - 31st October</p> <p>Correspondence between Stephens and Nichols culminated in the decision to start the cutting down of 'Russell'.</p> <p>1st November</p> <p>H.J. Jack resigned as chairman.</p> <p>11th November</p> <p>No interest was paid on the debenture shares.</p> <p>18th November</p> <p>A quotation was received from Hunslet for the parts necessary to reduce 'Russell's' loading gauge. They included a 'Mild steel dome - £15.15.0' and a 'Cast iron regulator - £15.10.0'</p> <p>20th November</p> <p>H.F. Stephens appointed a director.</p> <p>3rd December</p> <p>Hunslet's quotation accepted and the order placed.</p> <p>15th December</p> <p>Winter passenger service discontinued.</p> <p>31st December</p> <p>Annual receipts showed a total £5875, with £3827 from goods traffic, £2014 from passengers and £34 miscellaneous. Whilst expenditure amounted to £8206 made up of Maintenance of Works and Ways - £1618, Maintenance of Rolling Stock - £318, Running Expenses - £4616, and General Charges - £1654. This resulted in a loss of £2331</p> <p>A total of 50485 passengers were carried in the year.</p>
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THE DEMOLITION TRAINS - 1941

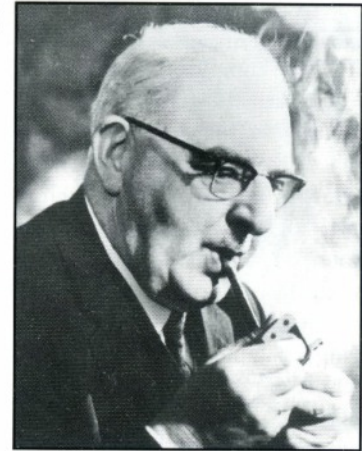
BY JOHN KEYLOCK

At a time when our railway is being rebuilt it might seem perverse to hark back to the 1941 demolition trains, for surely demolition is the absolute antithesis of construction! However these notes are prompted by gratitude for a surprise donation recently received from the daughter of the late J.F. Bolton of Rochdale, who travelled and photographed the demolition train between Dinas and South Snowdon. He visited the line with Mr V. Boyd-Carpenter who at the time was assistant secretary of the Manchester District Branch of the Federation of British Industries. It was he who arranged for one of 'Russell's' name and works plates to go to the Railway

locomotive up and down the W.H.R. fills me with very joyful anticipation", (*always assuming Cohens to have been in procession of the line*).

Within a fortnight arrangements were in place not only for a visit to the Welsh Highland but also for the "Baldwin engine to be steamed up so that you can drive it - again?!" A few days later this was "hoped but not guaranteed" and the visit was planned for October 2nd and 3rd. A second visit was made later in the month and on this occasion Messrs Bolton and Boyd-Carpenter took their wives.

Many of the photographs taken are well known except perhaps the one

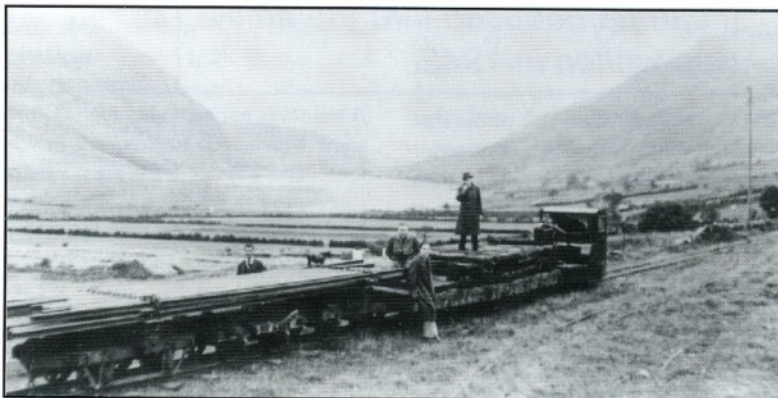


James Frankland Bolton (1901 - 1987)

versatility is appreciated" (*Remember, at this time the country was at war.*)

Almost sixty years on there is a rather touching historical repetition. Recent construction work at Dinas has unearthed two cast iron signs headed "Rhybudd". In a letter from Boyd-Carpenter to Mr Bolton dated 31st October 1941 the latter is thanked for his translation of 'Tresmasu' (Trespass Notice) and goes on to say that - "next time we go on our lawful excursions to Wales I think we must pinch a 'Rhybudd' (Warning Notice), as that might be more romantic when translated". If indeed they returned to Dinas, at least they left two cast iron 'Rhybudd' notices for posterity!

Mrs Bolton and Mrs Boyd-Carpenter on a wagon chassis at Bryngwyn - 1941



Demolition train at Glanrafon Sidings - J.F. Bolton is standing on the wagon with his characteristic pipe - 1941.

Museum at York. He later became synonymous with Edward Exley Models.

On the 11th September 1941 Mr Bolton wrote to Boyd-Carpenter thanking him for a selection of 'paper tickets' and notices (presumably gleaned from Dinas via Cohens!) and saying - "If in the future by any conceivable wangle I can make a trip on the railway - on the petrol locomotive you mentioned - I shall feel that one of life's purposes has been achieved". A week later, after Boyd-Carpenter had been in touch with Cohens, he wrote - "The prospect of driving a

showing Mrs Bolton and Mrs Boyd-Carpenter on a wagon chassis at Bryngwyn. Writing in gratitude to Mr Boyd-Carpenter for arranging the visits Mr Bolton said - "Whilst perhaps such arrangements are not the primary function of the Confederation of British Industries, I must assure you how much your



A MEMORY

The complicated story and the variable, uncertain life of the little lines with all its romance has come to an end. The last traveller has journeyed through the Eryri region; the quarrymen have brought down the last slate from the mountains. Yard by yard the work of lifting the line and the sleepers is being completed, and these, together with the engines and coaches will become mere spoils of war. Now there remains only a winding strip, which is neither road nor railway nor footpath.

Mr Daniel Owen Jones, the official

station master of this magic railway, still remains as station master at Dinas, although no signals will be raised, nor will there be any trains arriving from the Snowdon direction. The main line on the other side of the station still operates, and it is on account of his work with this line that Mr Jones is paid, indirectly by the LMS through the trustees of his old company. But he is not an official servant of the main line. In the early days, before the coming of the uniformity of the big railways, Wales built its own railways - in its own way, on tracks of every gauge imaginable. In Dinas station last week I saw the carved names of the Cambrian, the LNWR, the NWNG, the WHR, as well as the LMS.

Travellers were carried on the first railway from Dinas 65 years ago, on May 21st 1877, when the little train ran to Bryngwyn and from Tryfan Junction to Cwellyn. An additional three-quarters of a mile of track to Snowdon Ranger was opened on June 1st 1878 and a further two miles to Snowdon on May 14th 1881. In 1885 came the first fruitless plans to extend the line from Dinas to Caernarfon and in 1901 it was suggested that £270,000 be spent in extending the Croesor line to Beddgelert and to work it by means of elec-

tricity. But it was finally decided to continue work on the Croesor line and the coaches were driven by horses and not by electricity!

Between the summer of 1914 and the autumn of 1916, three trains a day ran from Dinas to Snowdon and back, but up to 1921 these trains carried only goods traffic.

A new company was established in 1922 and the line was extended from Dinas to Portmadoc, passing through Tryfan Junction, (for Rhos-

This article, by an anonymous writer and translated from the Welsh, is published by kind permission of Mr Robert Harris. It was collected by his father, the late David Harris, a well known North Wales' historian. It is published almost unedited with no attempt to correct the anomalies. It can be deduced that the article was written in 1942.

tryfan and Bryngwyn) and then through the following stations - Waenfawr, Betws Garmon, Salem, Plas y Nant, past Cwellyn Lake to Rhyd ddu, Pitt's Head (650 feet above sea level), Hafod Ruffydd and Beddgelert, Aberglaslyn (Nantmor), Hafod y Llyn, Hafod Garegog, Croesor Junction (for Cerrig Hyll-drem), Ynysfor, Croesor Bridge and Portmadoc

As I crossed to Dinas station for my last glimpse of the little line, a notice which read "Beware of the Loco" seemed to mock me. In point of fact the loco stood harmlessly enough waiting for a truck which was to convey it from its habitat for the last time. It was the "Russell", named after one of the line's chief directors - a stumpy, snub-nosed loco which was once a characteristic dark green colour. In the shed was the "Baldwin" which had seen service on the continent during the last war. The loco "Moel Tryfan" is in Portmadoc, whilst her two sisters - "Snowdon Ranger" and "Beddgelert" have been converted into a pile of old iron since many a day.

Mr Jones, the station master re-

members a time when all these locos were in running order. He came to Dinas in 1898 and has many recollections. He remembers the arrival of a special coach to take Gladstone on the little line. He was in charge of the signals at Tryfan Junction when he saw the old gentleman in his seat on the way to Rhyd ddu as the train waited to change staff.

The wagons were constructed and repaired at Dinas, where there was a staff of between 30 and 40, including carpenters and blacksmiths, many who were employed until quite recently. The workmen knew every inch of each of the engines and the drivers knew every inch of the line. Mr Jones could remember only one fatality.

A train was buried under high drifts of snow which were so frequent in winter. The wagons were often used to carry away the snow which occasionally threatened to block the line.

The track was 2ft wide (or to be exact 1ft 11-1/2ins on straights and 1ft 11-1/4ins on bends). The line had several long straight stretches, yet despite this there were no gradients exceeding 1 in 40. The maximum speed of the trains was 15 mph, reducing to 5 mph when passing gates and at the approach to stations.

A special train carried the workers to Glanrafon Quarry before it was closed. Between 250 and 300 workmen travelled on this train, each with his monthly ticket. There was a lot of singing and discussion and enthusiasm among the workmen. Glanrafon Quarry boasted two male voice choirs and Mr Jones was a member of one of them.

In the summer Sunday Schools went on their annual outings on special trains. Then trains were chartered for band contest, concerts, preaching meetings and eisteddfodau over a period of many years. But as travelling facilities by road began to

improve, the little line began to depend more and more on visitors. In the years before the opening of the Snowdon (Mountain) Railway, there were often so many visitors travelling on the little line that they could not all be accommodated in the carriages and additional wagons had to be used in which the passengers sat on planks

By August 1934 there were only 840 passengers from Dinas on one particular day and by September 1936, the last month in which passengers were carried, the figure fell to 519. The price of a ticket to Portmadoc from Dinas was 2/6, and to Beddgelert, 2/-.

Slates, of course, were the chief goods carried, but other commodities, including raw materials and wood were also carried during the last war (World War One). In the early days, coal and other necessities were brought by train to the population of Snowdonia.

Mr Jones has seen the little line both blossoming and crumbling. He has witnessed the motor car and the Snowdon Railway enticing the visitor, and the lorry taking over the transport. Circumstances and other developments became stronger than the little line - the little line which came into existence and which has now expired.

The last official train ran on May 29th, but only once after that was it necessary to raise steam, and that was when an engine was driven up the line from Dinas to bring back various articles down to the station.

But it is hoped to keep open as a pathway the road on which the train once steamed and smoked its way towards the distant mountains so that the traveller who has the time may wander at a more leisurely rate than 15 mph!

LETTERS

CWELLYN LAKE STATION

Thank you for the copy of your Group's latest Newsletter.

You may be interested to hear that CADW has recently listed the former Cwellyn Lake Railway Station in our survey of the Betws Garmon Community. A copy of the list description is enclosed for your information.

A.D. Render
Listing Section - CADW
Cardiff

Location - Located on the disused North Wales Narrow Gauge Railway off the north side of the A4085 approximately 100m north-west of the Snowdon Ranger Youth Hostel overlooking Lyn Cwellyn.

History - Formerly known as Snowdon Ranger, Cwellyn Lake Station was a small station on the North Wales Narrow Gauge Railway, this section of which opened in 1878. Never successful either as a passenger or a goods line, the company, along with several other small companies, was incorporated into the Welsh Highland Railway in 1922. The line finally closed in 1937.

Exterior - Former railway station.



Corrugated iron "petrol store" at Dinas?

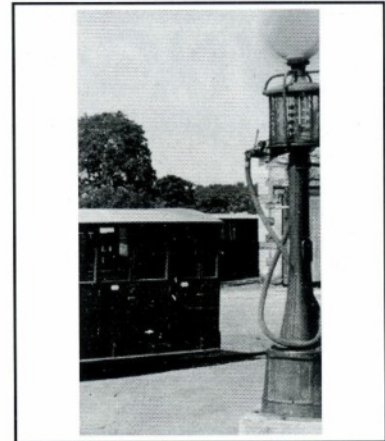
Photo D. Allan January 1989

Roughly coursed rubble-stone; hipped slate roof with internal yellow brick stack to right slope. Track side has

recessed 16-pane fixed light windows with slate cills to left and right of central 4-panel door.

Listed - Included as a largely unaltered station on a line important in the history of narrow gauge railways in North Wales.

Reference - A Turner, *The Welsh Highland Railway* (revd. Edn., 1996), *passim*.



Enlargement of edge of H.F. Wheeler's August 1935 picture showing the "petrol pump" at Dinas mentioned in Richard Watson's letter

DINAS PETROL PUMP

I wonder whether any member from the Heritage Group can answer a couple of questions regarding Dinas?

As an avid 'cornerman', I've noticed in some pictures of Dinas, something that looks rather like a petrol pump, quite near to the goods shed. It appears in several photos, and notably in Boyd's *Narrow Gauge Railways in South Caernarvonshire Vol. 2 - The Welsh Highland Railway* (2nd ed.), after page 70.

There is a photograph of one of the Ashbury coaches on the coal siding road and the 'pump' is on the extreme right hand side of the picture. Evidently it was situated directly opposite the NWNG station building. It appears again, several photos later, in a picture of covered vans No 2 and 4, and it is to be seen behind another (the same?) Ashbury coach. In this latter photograph, there is also a corrugated iron building in the background, which I don't remember seeing in any other photograph. The 'pump' would seem to have been installed during 1934-35, as it was certainly there by the latter date, but not visible in any picture I have seen from earlier dates.

Does anyone know for certain what it was? If it was for fuel, then what was its use? It would have been too late for rail tractor experiments, and I don't think the WHR had a road fleet.

The other thing that intrigues me is that an LNWR boundary marker is shown on J.M. Lloyd's plans, hard by the Dinas stationmaster's house. Was the NWNGR actually built on LNWR property at this point?

RICHARD WATSON
Tavistock Devon

Editor - D.W. Allan, 132 Eastham Village Rd, Eastham Wirral CH62 0AE

NWNG BRIDGES

Exactly fifty years ago a school friend and I set out on a cycle tour of North and Mid Wales during the Whitsun holidays. Following exciting encounters with the Tanat Valley Light Railway, the Welshpool & Llanfair narrow gauge, the just closed Corris, and the Mawddwy branch, we rode our first narrow gauge train from Towyn to Abergynolwyn on June 6th 1949.

Heading north we managed to break into Boston Lodge, despite receiving a

very uncomplimentary letter from the FR manager Robert Evans telling us "we have had to lock the works up, with the keys at this office, and the

place is now under police protection, who have instruction to prosecute any persons found trespassing on the premises". What we saw left me spellbound and within a week or so I was the possessor of Boyd's "Narrow Gauge Rails to Portmadoc" which was to become my 'bible'.

Staying three nights at Snowdon Ranger Youth Hostel enabled us to examine the NWNG track from Rhyd ddu to Waenfawr at close quarters and I was immediately enchanted by the route, by the distinctive river bridges, but especially by the rugged station buildings and the very charming over-bridges.

In February 1950 we spent further time at Snowdon Ranger, with its friendly warden, Joe Gianelli, but this time it was a walking holiday. We climbed Snowdon and spent a day around Croesor, walking the trackbed through the Aberglaslyn tunnels. The long tunnel was then used as a cattle shelter with a 4ft

stone wall across the north portal, and great was our shock when we stumbled across a beast in the gloom as we approached this wall on our return from Nantmor! We returned home via Dinas (Caernarvon) station and train to Bangor and Chester. The journey had started with a 'Whiteway' bus - it had wooden slat seats - and we walked from Waenfawr along the track to Tryfan Junction and Rhos-tryfan. This walk produced some more lovely bridges, both over and

under the line, and so it is with great sadness that I read of the impending destruction of one of each type. Neighbouring farmers, inconvenienced by the reinstatement of the

railway, will obviously look for 'improvement' of access to land, property etc., but in the case of the accommodation over-bridge east of Tryfan Junction this would appear

Michael Davies writes
"It is with great sadness that I read of the impending destruction of at least one of each type"

to be very little if ever used, and it is too narrow for a vehicle to cross. The under-bridge at Gwredog-Isaf is the main access to a small farm, and of course since 1876 has limited the height of any vehicle using it. Sadly we lose the only "major" road under-bridge on the NWNG section, described by Boyd as "a fine example of the Company's stone under-bridges".

No doubt there will always be conflict between those wishing to conserve, and in this case, the necessity to provide our neighbours with facilities suited to the needs of the 21st century. We must sincerely trust that no other over-bridges will be destroyed in the name of progress.

Of the twelve bridges between Dinas station and Rhyd ddu, Wernlas Ddu was rebuilt in concrete by the County Council for a road widening scheme in 1933, and that at Cae Hen was demolished by the adjacent farmer some years ago. We must be on our guard at the present time, and we should particularly ensure that no excuses are made for the demolition of the very charming little bridge at the Bryn Gloch camp site, a very similar structure to the one east of Tryfan Junction.



Accommodation overbridge (OB 24) east of Tryfan Junction - parapets and arch to be replaced with a concrete trough

Photo D Allan January 1989

New Video
 Produced by Logan Video
 Welsh Highland Railway
 Lein Bach
 Available from Les Blackwell
 WHR, Porthmadog, LL49 9DY
 £12.95 + £1.00 P & P
 Review next Edition