

WELSH HIGHLAND HERITAGE

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'RUSSELL' RETURNS

The omens had not been good. A 'fuel crisis' had threatened to reduce the numbers attending at Dinas for the official opening of the first section of the Welsh Highland proper on the 15th September 2000. But the narrow gauge enthusiast was not to be denied, fuel crisis or no - the effort was made. The wooded Gwyrfai valley would once again resound to the emotive sound of a narrow gauge train negotiating the tortuous curves and impossible gradients of this original North Wales Narrow Gauge Railway route. However, above all, it was 'Russell', whose wheels had last turned on this route some 63 years ago, when collecting empty stock from Portmadoc (sic) back in 1937, that the crowds had come to see and they were not disappointed. Emotions certainly ran high when 'Taliesin' with 'Russell' coupled behind appeared from under the Tryfan Junction (Bicall) roadover

bridge. All the old photographs in the world could not have prepared the viewer for the wonderful crisp beat of the engine echoing from the cutting walls together with the mournful cry of her whistle. What would those passengers, at the 1923 official opening of the Welsh Highland have made of today's re-enactment. And was that first 1923 train Russell-hauled anyway?

Full marks are due to Mike Hart, Mike Schumann and their team for completing this first section of the reconstruction work under difficult circumstances. Certainly the enthusiasm of everyone present including the Festiniog, Welsh



'Russell' at Dinas September 15th 2000 - D.W. Allan

***"Roll on 2002 and
'Russell' at Rhyd
Ddu!"***

- John Keylock

Highland Society and Welsh Highland (Porthmadog) made this a never-to-be-forgotten event. As Heritage Group secretary, John Keylock commented "Roll on 2002 and 'Russell' at Rhyd Ddu!"

Although this journal by its very nature must comment on Heritage aspects it would be incorrect not to record for the sake of history the Garratt-hauled train on the Friday for the official opening ceremony, and the buffet provided by the Snowdonia Parc Hotel at Waunfawr. As well as the Garratt, together with 'Russell' and 'Taliesin', there was also 'Mountaineer' to lend her glamour to the proceedings. Whilst on this occasion 'Palmerston' was doing duty at Gelert's Farm it would be rather nice one day to re-enact that 1923 train in the well known photo (see P.5) with her entourage of Festiniog stock?

See page 7 for Gladstone photo

Gladstone Coach 'Named'

On September 12th 1892 the Prime Minister, Mr W.E. Gladstone travelled by train from Dinas Junction to South Snowdon in the then brand-new, all first class, Observation Coach. The occasion was the opening, the following day, of the Watkin Path to the summit of Snowdon. "The Times" (13th Sept 1892) commented - "Mr Gladstone left the saloon carriage (of the mainline train) for one less commodious, but equally comfortable, belonging to probably the smallest company in Great Britain. The main line of the North Wales Narrow Gauge Company from Dinas to Rhyd Ddu is only nine miles in length." Ever since that day the vehicle has been known to staff and passengers alike as 'The Gladstone Coach'. To rectify a century and more of an unofficial name, the Prime Minister's great grandson performed a simple ceremony at Gelert's Farm on 30th June 2000 when Sir William Gladstone unveiled a brass plaque which commemorated that day 108 years ago.

THE BUFFET CAR



One of the nice things about as group such as ours is the way in which, arising from an initial enquiry, small snippets of information are readily provided by several members. Taken in isolation each piece may have no apparent importance, but when read in conjunction with each other a fuller picture often emerges. Such a case involves a gentlemen by the name of Cass and his possible involvement with the Welsh Highland Railway. One of the documents contained in the Quellyn Lake hoard is an undated Festiniog Railway memo from Robert Evans at Portmadoc to H.D. Jones, station master at Beddgelert, regarding the Buffet Car. The memo accompanied an enclosure, the content of which is unfortunately not known, which had to be delivered to Mr Cass personally. Mr Jones is further informed that *"the Buffet Car is being sent up today by the 4.0pm from Portmadoc and must be unhooked at your station so that it can be made ready to run on the trains as per circular"*. So, what was the link between Cass and the railway? A member was able to confirm that a Mr Cass had had

dealing with the railway in its earliest days. He settled an account at South Snowdon for 9/1d in December 1923, and another for 3/1d in February the following year. From various consignment notes John Keylock discovered that in the

same year John Cass was at the Tan y Ronen Hotel, Beddgelert. Further information came from a local member, Margaret Griffiths. It would appear that he was an hotel keeper from Yorkshire who, in October 1922, purchased the Tynronnen (sic) Hotel and adjacent village shop. In 1926 he was the licensed victualler of the Saracen's Head, Beddgelert, having sold the Tan y Ronnen Hotel to a Mr Knowles. John Cass then was obviously a successful businessman and perhaps saw the WHR's Buffet Car as a way of making some money at little cost or

Who was responsible for victualling the Buffet Car? Derek Lystor has a theory!

effort to himself. It would not be unreasonable to assume that he supplied the railway with food and drink from his premises and that the enclosure affixed to Robert Evans' memo might have been a list of requirements to stock the car ready for business. There has always been some doubt expressed as to the validity of the claims that the Buffet Car was licensed, so John Cass's involvement may go some way to allaying those doubts.

Apart from Mr Cass, the memo throws up another puzzle. Standard reference works state that carriage No. 36 was converted into the Buffet Car in the winter of 1927, entering service on the mid-day train from Dinas to Beddgelert with the commencement of the summer timetable in 1928. However the memo casts doubts on these suppositions. The year of the conversion is not questioned. Although undated, the memo is of a style which only appears amongst WHR paperwork for the year of 1927. It is noted

though, that the Buffet Car arrived in Beddgelert to be prepared for use, via the 4.0pm service ex Portmadoc. As far as can be ascertained, a working timetable thus only ran from the 11th July to the 25th September 1927. By inference, the coach must have been converted during that year's summer season and quite likely worked before the season's end. The circular referred to by Evans holds the key. Does anyone have a copy? My thanks to John and especially Margaret for her research in the Beddgelert area.

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WELSH HIGHLAND CHRONOLOGY - 1927

January

Tourist Hotels Ltd (owners of the Royal Goat Hotel - Beddgelert), succeeded in an action against the WHR for breach of contract regarding access to land which they owned. They were awarded £1000.

12th February

Investing authorities sought appointment of a Receiver.

1st March

Revised timetable introduced.

5th March

Carnarfonshire County Council petitioned over non-payment of Debenture interest. Colonel H.F. Stephens appointed Receiver.

28th March

New rates set for slate dust in bags ex Bettws Garmon - to Portmadoc Harbour or Gelert's Sidings, 5/- per ton; to Dinas Junction, 1/10d per ton.

New rates set for copper concentrates in bags ex Nantmor sidings - to Portmadoc Harbour or Gelert's Sidings in three ton loads, 2/9d per ton and to Dinas Junction in three ton loads, 5/2d per ton.

Spring

Staff sections on ex NWNG portion divided - Dinas Junction to Tryfan Junction (Wise's Staff & Ticket). Tryfan Junction to South Snowdon (wooden staff).

May

Locomotive mileages - 'Russell' - 1627 miles; '590' - 50 miles; 'Princess' - 257 miles; 'Prince' - 18 miles; 'Palmerston' - 126 miles; 'Welsh Pony' - 36 miles.

9th May

A rent of 2/- per week for the season agreed by Robert Evans for the let of the 'Bookstall and Refreshment Room' at Beddgelert.

30th May

Correspondence from Robert Evans regarding use of the coal wharf at Beddgelert by W.W. Jones or others.

1st June

Summer service introduced.

14th June

Bookstall at Beddgelert rented to Mr Till.

15th June

Work on Britannia Bridge finally completed. £620.2.9d paid to Carnarfonshire County Council for re-metalling road over railway bridges. W.S. Jones (Motor Services) Beddgelert Ltd., established.

29th June

Request from Robert Evans to H.D. Jones, Beddgelert station master, regarding monies owed by Nantmor Copper Mine for their carriage account and the date of their last payment.

11th July

South Snowdon used as reversing point for train ex Portmadoc.

August

Locomotive mileages - 'Russell' - 923 miles; '590' - 703 miles; 'Moel Tryfan' 135 miles; 'Princess' - 993 miles; 'Prince' - 181 miles; 'Palmerston' - 1229 miles; 'Welsh Pony' - 183 miles.

26th September

Winter service introduced - Dinas Junction to Beddgelert only. Working as a through route abandoned. Croesor Junction first shown in public timetable; single coach attached to 'Fridays Only' goods train ex Portmadoc.

28th/29th October

Buildings at Beddgelert damaged by freak hurricane. Bookshop sold off as a consequence.

Winter

Ashbury No. 36 converted into a Buffet Car in readiness for 1928 summer season (*but see article on page 2*).

December

Reduction of train service. Dinas Junction to Beddgelert became 'Tuesdays, Thursdays & Saturdays Only'. No trains at all between Beddgelert and Croesor Junction.

Annual receipts :- Goods £3479; Passenger £686; Loss £3304. Number of tickets sold - 13017.

Sales Items

With the season of gift giving looming ahead second edition copies of both Peter Johnson's and John Stretton's Welsh Highland books are available from John Keylock. 'Portrait of the Welsh Highland' - £16.00 inclusive of Post & packing. 'The Welsh Highland Railway - A Phoenix Rising' £12.50 inclusive of Post & Packing. Cheques payable to the Welsh Highland Heritage Group please.

Cast Iron Bridge Plates

- as used on our railway and with a maximum of two digits. Suggested use - your house number plate! Each authentic plate measures 6-1/8 x 4-1/4 inches. Example on the road overbridge at Waunfawr is illustrated. Price £13.00 each inclusive of Post & Packing. Delivery about 8 weeks, depending on demand. Orders please to Cedric Lodge, Tan y Ffordd, Bettws Garmon, Caernarfon, LL54 7AJ. Cheque payable to Welsh Highland Heritage Group



TRYFAN JUNCTION



must be repaired or rebuilt with perhaps one half being used as a P-way store and the remainder as a waiting room. Appropriate NWSG signage should be used, and a suitable board erected which will describe a short history of the station. Old photographs, drawings and diagrams should be incorporated which illustrate the original track and signalling layout. In time the signal cabin and those wonderful signals could be re-created and who knows, maybe another generation of railway restorers will reopen the branch to Bryngwyn. Perhaps the centenary of the withdrawal of the branch passenger service on December 31st 2013 would be a suitable target date!

Tryfan Junction is a unique location *Approach to Tryfan Junction from the north - 11th October 2000 - D.W. Allan*

in the annals of British narrow gauge railways, for nowhere else did these usually rustic and impecunious lines actually boast both a 'Junction' and a 'Branch' line!

In its heyday Tyddyn Gwydd as it was known locally, incorporated all the features associated with a Junction station. These included both a station building and a signal cabin complete with an impressive array of McKenzie &

Holland signals. We are told that the station master kept caged song birds, and no doubt the signalman kept an immaculate set of levers and instruments in his box. We know that there were printed tickets to such faraway places as Llandudno, Rhyl, Liverpool Lime Street and

slog of 1 in 43 from Dinas, or for trains coming off the branch, a pause in the continuous descent of 1 in 40 from Bryngwyn - some two and three-quarter miles away. Branch trains came round a 180 degree curve to enter the station, so the station master attending to a train would have to turn half a circle to observe the progress of the Bryngwyn train. Whilst there is no thought at

Michael Davies Ponders the Future of Tryfan Junction

present of reopening the Bryngwyn branch, I understand that the local Community Council are anxious to use the trackbed as a permissive footpath. This would bring the village of Rhostryfan within three-quarters of a mile of a train service, as well as providing another route for walkers in an area not over endowed with footpaths. Indeed several definite footpaths in the locality are quite impassable due to lack of use and maintenance.

All this brings into focus of 'what to do with Tryfan Junction?' Firstly I hope that it will open as a request halt (like Bontnewydd). A short levelled area with a name-board, time-table and seat would suffice. However in the longer term we have potentially a marvellous project for the Heritage group to re-create the Junction as a Heritage scheme. The old building

Postscript Tryfan Junction Signal Cabin

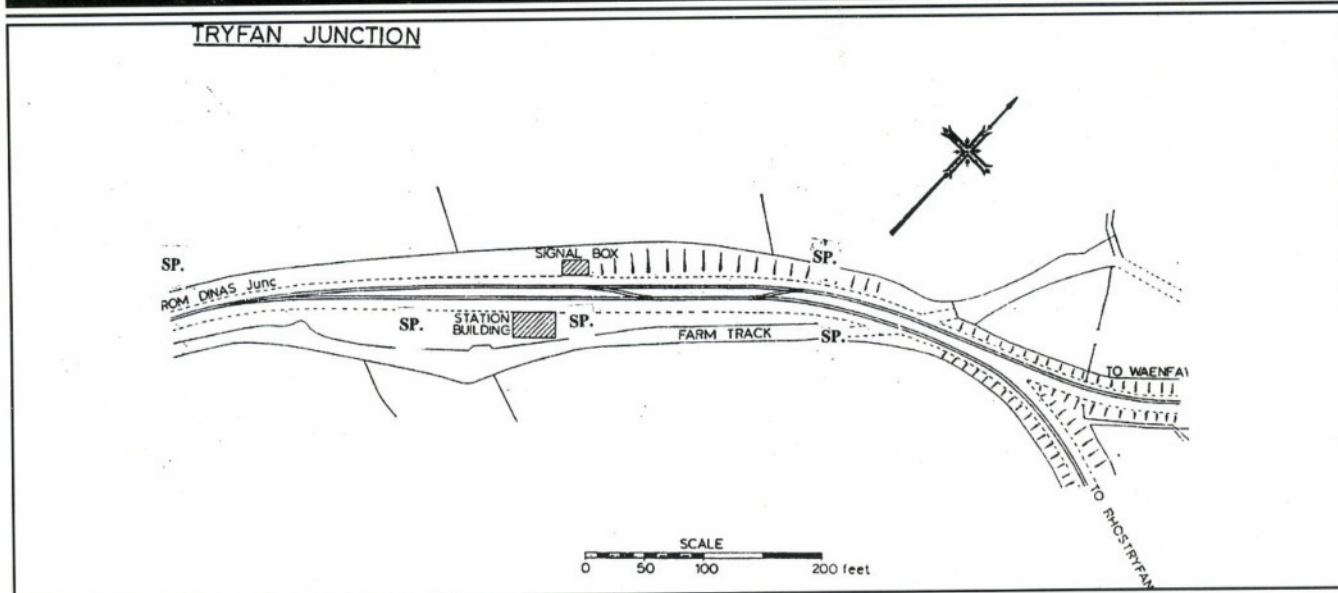
On the 12th March 1997 The Heritage Group carried out the first of several surveys of the Dinas to Waunfawr section. The undergrowth at Tryfan Junction was dense, the station building was surrounded by an almost impenetrable thicket of volunteer saplings. Much determined 'poking about' led us to identifying the remains of the base of the signal cabin - a sod covered, bramble covered indefinable lump to the south of the station and on the opposite side of the track. However its location was marked and its existence was drawn to the attention of the 'authorities'. In order to protect the site from the contractors during reconstruction the site was marked with red plastic mesh. During the re-modelling of the formation the site was lowered round the signal cabin base exposing the bottom layer of granite stone work so that today the base stands proud of its surrounding, so that perhaps one day it can be rebuilt!

D.W. Allan



Manchester Exchange.

From time to time the scene would be enlivened with the splitting of trains from Dinas, with the forward portion proceeding to South Snowdon and the rear vehicles detached to be worked up to Bryngwyn by the branch engine. All this at the crest of a long



Track plan of Tryfan Junction by Brian Evans with the position of the signals added from the 1910 OS map.

At the Heritage AGM in March it was agreed that the Group should seek to restore Tryfan Junction station building. The Group wrote to Mike Schumann putting forward the proposal.

Mike Schumann replied as follows. "Currently the Community of Rhostryfan is seeking funding to convert the Bryngwyn Branch into a

Tryfan Junction Restoration - Mike Schumann's View

footpath/cycleway terminating at the station. We (the FR) are in no way opposed to this since it will maintain the continuity of the trackbed for the future, at no cost to ourselves. The condition of making the (Branch) trackbed available will always be that this should in no way hinder restoration in the future, however unlikely that possibility might seem at present. We are hoping that within that funding, provision will be made for creating a halt at Tryfan Junction. The platform required at this location would be similar to that already provided at Bontnewydd between Caernarfon and Dinas. Upgoing trains would be required to stop at least 25 metres short of the open crossing of the Public Highway and down trains, clear of the crossing. Until such time as a platform is provided in accordance with HMRI Guidance, trains will not stop at Tryfan Junction. At the moment we do not have any funds available to do any work on a halt at this location and we

are concentrating our efforts on getting the railway through to Rhyd Ddu. If the Rhostryfan footpath proposal comes to fruition then in rebuilding the station building provision will be required for a permanently available shelter rather

along the lines of what we have constructed at Ddualt on the FR. The lowering of the trackbed will leave the ruins of the existing building at a higher level. However once the station area is tidied up it will be much easier to decide on the most suitable way forward."



Above is a 1923 photo of 'Palmerston' with a train of Festiniog stock at Tryfan Junction, note the signal box behind the leading coach. Photographer unknown (LGP) Below is a view from the same location on the 11th October 2000 with the base of the signal box just visible. Photo D.W. Allan



LETTERS

THE NEW RHYD DDU

PHOTO

This is an exciting find! I think it should be given a short title like the 'Rhyd Ddu Photo' ('Moel Tryfan' + four coaches waiting to depart - often published), or the 'Wardrobe Photo' ('Beddgelert' & 'Moel Tryfan' + ten coaches at Dinas). I suggest the 'Llyn Gader Photo'.

I don't agree with all the observations made in the newsletter article. I don't believe that the ridge-roofed vehicle is a gunpowder van, more likely a home made goods van, or a coal wagon conversion, like the other WHR 'tin roof' vans. This vehicle may have been re-roofed later in tin, or further conversions made. A similar van appears in other illustrations including the 'Wardrobe' photo (on the goods shed road).

I think the date is a little earlier than the 1903-05 suggested. Note the brick station building (the southernmost), it has not been extended northwards up to the stone one. It has been extended in the 'Rhyd Ddu' photo and in the photo inside the front cover of TSR No 1. Both these photos are before 'Moel Tryfan' was rebuilt by Davies and Metcalf in 1903 (whistle position and left-hand works plate). Therefore the latest possible date for the Llyn Gader photo is 1903. I do not think the other coaches in the siding are dumped out of use, though this would just be possible if the photo was late 1902 or early 1903. If we believe the correspondence with the Board of Trade re the withdrawal of the four-wheelers, the latest date may perhaps be reduced to 1897.

I suggest that both the 'Llyn Gader' and the 'Wardrobe' photo show 'workman's' trains (plus ordinary passengers). In the former photo, the loco could have brought up all the passenger stock seen and put it into a siding whilst it collected the empty wagons and be preparing a 'down mixed' train. If it has just collected the Spooner Compo from off the end



of the 'up' train in the siding, it could be

South Snowdon station in 1939 with the station master's house in the trees beyond. See Derek Lystor's reply to John Padley.

propelling from the loop points to position the passenger brake in front of the waiting room, or may just have done so, as there is a man standing on the ground with his head in the cab doorway. The four and six-wheelers would remain at Rhyd Ddu until the return 'workman's' train. On the other hand, contemporary timetables don't seem to allow enough time for all this shunting. Another possibility is that the right hand Cleminson is on the platform road, partly alongside a four-wheeler, and is perhaps about to be collected.

Several questions remain to be answered. Can the loco be identified? Which is the stationmaster's house referred to? Can we find out when the brick station building was extended?

John Padley
Market Rasen.

Derek Lystor replies

The stationmaster's house, although mentioned in the article, is not visible in the Newsletter photo, or indeed the original print. It lay (and still does) to the north west of the station, surrounded by a few trees. It is clearly visible in photo 21 in 'Branch Lines Around Portmadoc, 1923-1946 by Mitchell and Smith (Middleton Press). The house in the 'Llyn Gader' photo is Bron y Gader, which again is still standing today. As to the date when the station was extended, member Graham Spencer has kindly sent me a photo of Rhyd Ddu from the west showing the

extension taking place with a locomotive running round its train. It is not possible to tell whether it is 'Moel Tryfan' or 'Snowdon Ranger', but the reservoir for the Westinghouse brake is visible below the cab so a date of no earlier than 1894 is suggested.

PORTMADOC 'NEW'

Your article in the June issue on the Portmadoc 'New' stations highlights the confusing documentation of them. In 1930 and 1931 I noted trains from Blaenau Ffestiniog in the 'New' (original 1923) station. Probably passengers for Beddgelert did walk across the crossing as stated, but one cannot be sure that no WHR train used the station at this time.

The 1931 Bradshaw puts a note against Portmadoc in the Coast Line timetable - "half mile to the Festiniog and WHR station" (singular). This could only refer to the original (1923) 'New'.

When, on 1st August 1934 I took the 4.00pm train from Portmadoc to Beddgelert, this departed from High Street Halt, and did not stop at either 'New' station, however the return working did terminate at the 'New' (1931) station.

High Street Halt appeared in the list of stations at the front of Bradshaw, and must have been the only one which never had a name-board.

Roger Kidner
Bow Street Dyfed.



An early view of South Snowdon with work apparently going on to construct a building between the two originals. Photographer unknown.

**NWNGR -
BEDDGELERT
EXTENSION**

I cannot understand Jim Hewett's letters! He mentions 'the middle of the horseshoe curve which is right in the middle of the WHR station site.' But the plan to which he is referring (WHH No. 7 p.2) shows them half a field apart. The WHR station site is a 'shelf' site.

Neither do I understand his question about the suitability of the site of the "original NWNG (?) station". If he is referring to Railway No 1 of the NWNGR's General Undertaking (to Capel Curig) of 1872, well the scheme of the 1900s had nothing whatsoever to do with it. The General Undertaking had been Statutorily abandoned a quarter of a century before. Of course the PB&SSR also planned a route on the east bank of the Glaslyn to a point below the South Snowdon quarry (hence the name of the railway). All this speculation about routes, gradients etc. is pointless. The plans and sections for all the relevant schemes are in the County Archives. Boyd, who has seen them, says the NWNGR Extension had a maximum gradient of 1 in 41.

John Padley
Market Rasen, Lincs.

**Jim Hewett comments on
John Padley's letter.**

Firstly let me say that I doubt if I would ever question anything John might write on the WHR/PBSSR/NWNGR. I certainly don't consider myself a great expert on the subject, I just feel that I know a bit more than the average reader of this journal. However I am prepared to write about it, which is

more than most others will do. If you look at what I have written, and that goes right back to WHH No. 2 (and even some earlier FR Heritage Group Journals), you will see that I have given a few facts, but then asked questions which I hoped that others might answer. On the whole there has been an ominous silence so I assumed that no one knew the facts. The notes in the last issue were the result of a sort of commission. After the map of the Beddgelert station site was published in WHH No. 7, John Keylock sent me a copy of the next map towards Dinas and asked me to have a look at the site and report back, the result of which appeared in WHH 8. John Padley asks why I continue to speculate about the gradients when all the plans and sections are in the County Archive. Simple, until reading John's letter I did not know for certain that they still existed. Even if I had known I would not have had the time to go and see them; that sort of thing will have to wait until I retire! I still doubt Boyd's claim about the gradients being no worse than 1 in 41 but I am prepared to be corrected on that. John Padley says he does not understand my statement "the middle of the horse shoe curve which is right in the middle of the WHR station

site". What I meant to write was "the middle of the horse shoe curve which is close to the middle of the WHR station site", By 'close to' I mean about 70 yards.

John also questions my statement that it would not have been suitable for the "original NWNG station". I was indeed referring to the site proposed in 1872 under the "General Undertaking" as I think someone suggested that both might have been proposed to use the same site. This would have been impossible. So yes, I have made some mistakes in my speculations but I think I have started to achieve my original aim - to drag some information out of those who do know. Perhaps now an article from John especially about the PB&SSR serving South Snowdon quarry? I always thought the 'South Snowdon' referred to the station i.e. Rhyd Ddu.

Sir William Gladstone 'names' the Gladstone Coach - 30th June 2000. See page 1 story - photo D.W. Allan



THE MOUNT REPORT

FURTHER EXTRACTS FROM THE 1926 INSPECTION

MINISTRY OF TRANSPORT, 7 Whitehall Gardens,
London, S.W.1

11th October 1926

Sir

I have the honour to report, for the information of the Ministry of Transport, that I made a re-inspection on the 6th September of the Welsh Highland section of the line between Snowdon and Portmadoc old stations, in accordance with the terms of my report, SR 104, dated 29th May 1923.

2. All the requirements and works referred to in this report and in that dated the 1st June 1923, SR 105 (Festiniog Light Railway), have been completed except for the undermentioned details:-

a) A certain amount of ballasting is still required in various places, but work is progressing as opportunity offers, e.g. south of Snowdon and south of Nantmor Road Bridge.

b) A warning noticeboard on one side of the road level-crossing near the flour mill, Portmadoc, requires to be re-erected.

c) In regard to the staff working between old and new Portmadoc stations, the boxes in which the tickets are contained should, as elsewhere, be locked by the staff instead of by padlock and the key on the staff. The box at Snowdon also requires to be properly secured to its bracket.

I noted that at the G.W.R. Level crossing, the gates have been re-erected across the light railway, cattle guards having also been provided. The requirements here have all been carried out, and I was informed by the signalman that the arrangements were working smoothly.

With reference to para 12 of the above mentioned report, SR 104, the speed limit of 5 mph (item (1)), should refer only to speed in and approaching the loops and when passing through the unlocked (weighted levers) loop facing points.

Compulsory stop (3) may now be eliminated, a signal having been introduced (vide report SR 568) at old Portmadoc station on the Festiniog section to control traffic from the Welsh Highland section. Speed, however, of Welsh Highland trains entering and leaving Portmadoc old station is not to exceed 5 mph.

3 With reference to para 15 of my report, the points and traps of certain intermediate siding connections have now been rodded up by the company and work is in hand with a view, I understand, to effecting this throughout the line. The point levers are secured in the normal position with the existing padlocks locked by the key on the train staff for the section concerned.

The only remarks I have to make in this respect are that the levers should be of the weighted type, and the locks, which should, I suggest preferably be secured by chain to the lever boxes, should be of such a type that the key cannot be removed unless the lock has been closed. At sidings also where padlocked scotches exist, the scotches

should also, I think, be rodded up as opportunity occurred like the trap points, and similarly locked. One scotch has already been dealt with on the Festiniog section. I noted that the rodding which is being put in was either weak or insufficiently supported, and not in all cases laid out in straight alignment with the result that the rodding was inclined to be whippy. This should receive attention to ensure that the trap points works correctly with the main line points.

The above should also apply, as I understand is the intention of the company, to the section Dinas Junction to Snowdon, so that the equipment may be uniform in this respect throughout. The new siding connection (vide report SR 5280) at Waenfawr has already been rodded as described.

4. When making this inspection I travelled over the latter section of the line and noted that the arrangements at Tryfan Junction, where the mineral branch joins the main line, could be improved in the following manner, and it was agreed that the work should be carried out; a trap point with a weighted lever to be laid in at the existing stop board on the branch line, and instructions given that, until permission by telephone has been obtained from Dinas Junction by the guard of a mineral train approaching the junction, the loop points, No. 4, which are locked by the key on the Wise's staff for the Tryfan - Dinas Junction section, should not be operated. This will ensure the regulation of traffic approaching from the branch line and safeguard converging collision with another train which may be approaching the loop from Waenfawr at the same time.

5. Bridging. With reference to para 8 (e) of my previous report, I understand that a tendency to scour at one time developed alongside the southern abutment of the Glaslyn bridge south of Beddgelert. This appears to have been effectively dealt with by an apron of concrete and stone. This bridge is approached by a curve in each direction and I suggest for the company's consideration that it would be as well to extend the existing check railing further round each curve and over the bridge.

6. Subject to confirmation from the company of their intention, as I understand is the case, to complete the rodding up of the trap points as suggested in paragraph 3, works which may take six months; and subject to an undertaking to complete in due course the requirements mentioned in 2 and 4, I recommend that these sections of the Welsh Highland and Festiniog Light Railways be finally approved for passenger traffic.

I attach diagrams showing the layout of each of the stations concerned between Dinas Junction and Portmadoc.

I have the honour to be,
Sir,
Your obedient Servant
A.H.L. Mount,
Lt.Col.

*Text transcribed by
Sue Lystor 1998*