

# WELSH HIGHLAND

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# HERITAGE

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## RIVER BRIDGES MAY BE SAVED

### Final Decision Awaited

**F**ollowing the expensive operation of lifting and replacing the Betws Garmon bow sided river bridge, together with the re-building of the bridge abutments there has been some speculation about the fate of the two remaining similar river bridges at Cae Hywel and Plas y Nant. Mike Schumann, FR engineer in charge of the rebuilding, has revealed that there is a possibility that both could be saved.

The FR's consultants have advised that by using a relatively new system for stitching rock together the existing abutments could be repaired and made suitable for re-use with enhanced loading. Mike Schumann said - "this is potentially significantly cheaper than building new abutments, although the savings have yet to be quantified".

The consultants however have warned that the existing wrought iron bridges can be modified to carry the required loading but only by continuing with a waybeam support arrangement for the track.

The FR confirm that they are now awaiting details of the cost saving an-



*Bow sided river bridge in the gloom of a November day at Plas y Nant. Photo D.W.Allan 7th November 1987*

anticipated compared with new steelwork together with an estimate of the life expectancy of the wrought ironwork. However foot and mouth restrictions, which has prevented access for the last few months, has delayed the collection of data and feedback from potential contractors which in turn has delayed the final decision. News of the possible reprieve of these important WHR/NWNG land-

marks was received with enthusiasm. WHHG secretary

John Keylock commented "Every effort should be made to preserve the original structure of the railway - it is extremely good news that these important artefacts could possibly be retained and re-used". Group treasurer Michael Davies added - "If these bridges can be saved then it has got to be a bonus".

## DINAS AWARD

**T**he morning of May 12th 2001 dawned bright and sunny at Dinas - which matched the atmosphere for the unveiling ceremony of the Ian Allan National Railway Heritage plaque. Dinas station building had come out top in the 'Railway World' award, and it was appropriate that Ian Allan himself was there to perform the unveiling ceremony.

The judges had some kind comments to make on the restoration - "The waiting room building has been well restored

and neatly brought back into railway use. Adaptations to the exterior, a door in each end elevation converted to a window, are historic, as photographs in various books show." They had some criticisms too - "The eaves should be boxed in" - "The new cream bricks are too harsh by comparison with existing brickwork" and concern was expressed about "the brick infill below the window on the north side". This last comment had been the focus of some debate when the Group were considering restoration. The infill bricks in question had converted an original NWNG door into a WHR window, but

this had been done sometime probably in 1923 or before. Should the building be restored to its original NWNG condition or to its WHR condition, eventually it was decided the latter. However the judges expressed delight "to see the way the building had been restored - the work had been well specified and equally well executed, both internally and externally"

The unveiling ceremony itself was a relaxed affair and was followed by a trip to Waunfawr with a very pleasant lunch in the garden of the Snowdonia Parc pub. A very well deserved 'pat on the back' to all concerned

# THE 1910 ORDNANCE SURVEY MAPS OF THE WELSH HIGHLAND - Jim Hewett

**T**owards the end of last year I found out about a set of 25"/mile maps of the WHR compiled by Cedric Lodge. They cost £15 a set and cover the whole route from Caernarfon (LNWR station) to Harbour Station - Porthmadog, plus the Bryngwyn branch, and the Croesor Tramway together with an alternative route south of Beddgelert.

They answer some questions I have been asking for years but also pose just as many new ones. The first question is "when were they surveyed or published?" John Keylock reckons about 1910 and I have no evidence to dispute that. However it would be nice to know the date for certain.

More on the importance of this date later. It would appear that most of the sheets were compiled in this form for the work to be done to open the WHR. Of course not all the maps may have been produced at the same time. The problem is that they come in the form of A3 pages which do not include the sheet edges where the information would be.

They can be divided into eight parts which are:

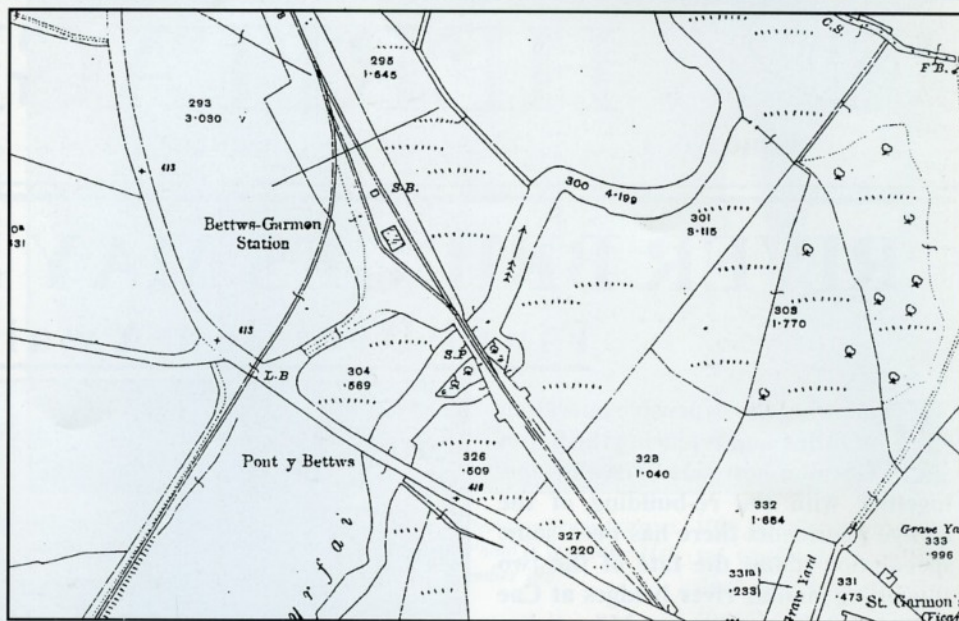
- 1) - Caernarfon-Dinas (6 sheets).
- 2) - NWNGR Dinas to Tryfan Junction (4 sheets).
- 3) - Bryngwyn branch (4 sheets).
- 4) - Tryfan Junction to Rhyd Ddu (13 sheets).
- 5) - Rhyd Ddu to Croesor Junction (13 sheets).
- 6) - West Bank alternative route (5 sheets).
- 7) - Croesor Tramway (5 sheets + 2 for part not used for WHR).
- 8) - FR cross-Portmadoc route (1 sheet).

Dealing with each section in turn - the first shows the LNWR Caernarfon station with all the connections to sidings on the quay side; very interesting, especially a long one which ran right along St. Helen's road to the gas works. The rest of this section is not particularly interesting other than it does show all the original Nantlle Railway variations.

Sections 2 and 3, whilst interesting, do not show anything unexpected (to me, that is).

Section 4 shows various sidings, or perhaps tramways, that I did not realise existed. One from Bettws Garmon Station crossed the main road and ran for almost ½ mile in a south westerly direction to a quarry. Another shorter one, about another ½ mile on, went off in the opposite direction and had its own passing loop on the main line. About a mile or so beyond Snowdon Ranger was an incline to a quarry which had quite extensive sidings and a triangular connection at the main line. About a 1/2 mile before Rhyd Ddu is evidence of yet another quarry branch, abandoned even before these maps were surveyed.

Section 5 - beyond Rhyd Ddu the track laid for the PBSSR can be clearly seen to a point



Section from the O.S. Map showing Bettws Garmon station, complete with loop and tramway to Hafod y Wern quarry

just beyond the Afon Cwmdy where it shows a short loop. This was used for timber extraction probably right up to the time the WHR opened. One presumes that locomotives were able to operate over this section although probably not over the final few yards as the bridge was not finished and the track dipped down to just above the water level. It is thought that all construction work had finished by 1906, so the 1910 date for the maps would seem about right. However it is here that the date becomes really crucial. From here PBSSR works are shown part completed. Was this the final state or was the survey done while construction was still taking place? As far as I can ascertain a survey would reflect what was there at the time and the O/S would not come back, even if a couple of weeks would see the construction finished. The evidence I have for this is a map of lines near where I live showing them part completed, whereas a few weeks later it would have been finished.

**O**ne interesting point here is that the WHR LRO had powers to abandon the PBSSR route from "3 chains S of Hafod Ruffydd Ganol (roughly where the track finished) to 6 chains N.E. of Cwmcloch-isaf" (where the two routes rejoined just before Beddgelert station) but for approximately the first two miles (to Ty'n-y-coed) it would appear to have stuck to the original route. The proposed route is clearly shown; presumably the land had been bought and possibly fenced, but little in the way of earth works are shown other than the high embankment in Coed Mawr, which is half finished. The actual changes proposed for the WHR are clearly shown as inked in additions.

At Ty'n-y-coed we can see the contractors track coming up from a point on the Tremadog-Beddgelert road near the cemetery gates. It was horse worked, and also used for timber extraction and goes off the edge of the sheet up into the woods. It would appear from photographs that it was laid during the construction of the line to allow materials to be transferred from road transport.

The sixth section is defined as "West Bank route". Whether this was an alternative to the 1906, 1922 or present route is not stated, although I believe it was considered for the current scheme and it would appear to follow the S. G. Beddgelert Railway route.

The section on the Croesor Tramway once again does not show anything unexpected.

For the cross-Porthmadog link no actual intended route (other than the Croesor Tramway connection) is shown. I assume that the reason is that most of the original maps were produced for the building of the WHR LRO of 1922 and the cross town link was as not part of this and was a separate line promoted by the FR

An interesting fact highlighted by Vic Mitchell in "Branch Lines around Portmadoc 1923-46", is that no Ordnance Survey was undertaken in the area during the life of the WHR and so it does not appear on any maps. The maps in that book do not appear to be quite the same as the ones discussed in this article in that they do not show numbers which I assume are connected with land ownership. Vic however claims that his were from a 1915 survey.

I am sure that others will be able to find interesting features on the maps that have escaped my attention.

# EARLY DAYS AT BEDDGELERT

**I**t was the year 1923, and it was Friday 1st June. H.D. Jones cycled purposefully from his home at Sygun Terrace toward the Goat Hotel, impatient to get to the station. But for him this was no ordinary station, this was HIS station and today he began work as the newly appointed Beddgelert Stationmaster.

Arriving at work in good time, one can imagine his first tasks would have been to inspect the trackwork to make sure all was in order and then to have opened up the premises and prepared for the day's business. Awaiting his immediate attention was a memo from D.O. Jones at Dinas enclosing 10/- cash float and a leather cash bag. HDJ would later be informed that this bag, with cash and signed remittance note, was to be sent to Portmadoc office on the first up train daily. His inspection of the station must have left him less than impressed for we find him immediately filling out a Stores Requisition for the following - 1 floor brush & bucket, a bar of soap & towel, a ball of twine and an office lamp & paraffin.

Having dealt with these essentials, his thoughts began to turn toward the impending train services. The first booked

departure was the 9.30am to Dinas and three passengers took advantage of this initial WHR train, with HDJ taking 4s 7½d in fares. In all, 56 passengers used Beddgelert station on the day, 44 travelling south and 12 northward, providing a revenue of £2-18-0. All bookings were carefully recorded by hand in the Train Register book, perhaps providing H.D. Jones with his final daily task.

**L**ater in this first month, various tours were arranged from Beddgelert, all needing HDJ's attention. Taylor's Motor Coach's provided a party for Blaenau Festiniog on the 18th, and a special train was put on for the Congregational Music Festival at Portmadoc on the 11th. Eager to impress the local media, two special Press Tours were run - an evening trip from Portmadoc on the 22nd, followed by a similar run



from Dinas the next afternoon.

Local business began to take an interest in what the Highland could do for them and Jones received a letter from the local coalman, W.S. Jones,

*Moel Tryfan arrives at a very new Beddgelert Station. The station nameboard has yet to be erected. Date 1923, photographer unknown (A.E. Rimmer collection) WHR 9a (1229)*

council and would be fitted up by the P.W. Dept. as soon as possible. Finally

the station nameboard was still being painted and awaited installing!

Thus the first month at Beddgelert station drew to a close with the register informing us that Stationmaster Jones had dealt with nearly 1000 passengers and had taken over £50 in fares.

*Derek Lystor delves into the records and, using historically accurate information, provides us with an insight into Stationmaster H.D. Jones' first month at Beddgelert Station.*

requesting a coal yard. Unfortunately no room could be found for him at that time, but Tyrwhitt informed HDJ that the merchant could be allowed to hold a truck of coal in the goods shed.

The stationmaster also had the task of dealing with the down side of the new railway. Thus on the 16th he was told to report all failures of the telephone to the General manager's office at Portmadoc and on the 19th became involved in sorting out a derailment at Hafod Ruffydd.

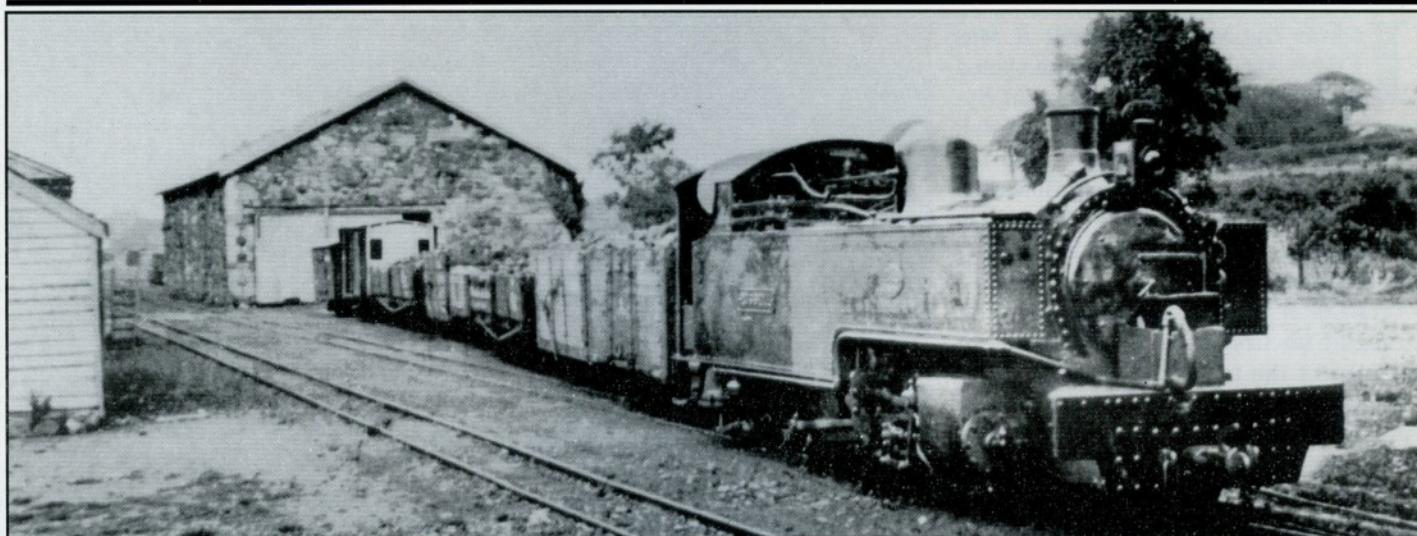
**H**aving now run the station for four weeks, HDJ felt the need to write to Tyrwhitt on the 27th, revealing that the station was far from complete and rather poorly equipped at the outset. In the reply received early the following month, he was promised the old clock (under repair!!) from Duffws and a

## Ynysferlas/Hafod Garregog?

**C**onfirmation of the date when Ynysferlas was renamed Hafod Garregog has been established by examination of the Beddgelert Ticket Register. The entry for the week commencing Monday 9 July 1923 lists both single and return card issues first entering stock bearing the latter name. Until then bookings referred to Ynysferlas and were dealt with using paper tickets

On the same date, card tickets for the halts at Pont Croesor, Ynysfor and Hafodyllyn were also brought into use, although there was no return issue for the latter.

# THE DOWN GOODS



*Russell awaiting departure from Dinas with a goods train - perhaps bound for Bryngwyn? Photo courtesy Peter Johnson. Date & photographer unknown (1786).*

In this second report of goods workings on the Bryngwyn Branch, it is interesting to note that under WHR auspices, the 'Down Goods' referred to traffic flowing from Bryngwyn to Dinas. This is in complete contrast to NWN days when these same workings were designated 'Up'. Additionally it may be mentioned that whilst the distance between Dinas and Bryngwyn is some two miles as the crow flies, it is over 4½ miles by rail.

## *Further ramblings on the Bryngwyn Branch from John Keylock*

From the driver's reports of March 1928 it is difficult to be certain that workings were to a laid down timetable; the train report time being the actual departure time! However it would appear that the 'Up Goods' was scheduled to arrive at Bryngwyn at 10.15, then spending between 1¾ & 2¼ hours deploying its load - wagons of coal to the coal siding and slate empties to the incline foot - before marshalling wagons for the return trip.

After the 'Up' wagons had been appropriately positioned, the locomotive was watered - '10 minutes', and the incline worked. This operation took up to an hour unless 'quarry engine late arriving at top' or there was an abnormal load to go up, e.g. girders for use in one of the quarries. On average seventeen loaded slate wagons were in the 'Down' working. Add to these the coal empties, timber empties (not always having been used for timber) and the odd covered wagon or empty slate wagon from

Bryngwyn mill and there was a rake of some 20 wagons. All this would seem to be a lot to do in, on average, 2 hours, but perhaps 'Willie Hugh' Williams and his

stoker enlisted the help of the part time Bryngwyn 'station master'.

Time for tea? - per-

haps appropriately while 'Russell'~ or 'The Baldwin' were taking water. 'Willie Hugh' was the senior WHR driver and by this time one would like to assume that he was receiving more than his 1922 weekly wage of £2-10s-1d. He retired this same year aged 68, but came back to help out as fireman in the mid thirties. Although this review features him driving both '590' and 'Russell', he had a strong preference for 'Moel Tryfan' as "Russell burns too much coal". Perhaps he even had his 'employer in Receivership's' interests at heart!

Departure of the 'Down Goods' was another moveable feast, between noon and 12.30. Occasionally there would be 'coal empties' or a covered wagon to collect at Rhostryfan before spending a seemingly statutory four minutes at Tryfan Junction, time enough for the Guard to telephone Dinas, set the points for his train, exchange Staffs and reset the points

before departing. Today at Tryfan Junction one can now see the base of the original NWN signal box; it is satisfying to note that rebuilding the railway has exposed some long forgotten structures.

On one occasion during the journeys under review, two 'slate empties' were attached at Tryfan Junction. Had they been dropped there by a previous 'up' train to make the load a little lighter on invariably slippery rails on an up grade or had someone been joy riding down from Bryngwyn?! We may never know for certain but some reader may have alternative suggestions.

Back at Dinas between 12.30 and B1.10, it would surely be time for lunch even before taking the loaded slate wagons to the transshipment sidings. But no! The same loco would be used for the 12.45 passenger train departure for Beddgelert, a very tight schedule which was not always met. One can readily see why passenger trains ran late! When not required for passenger duty, the loco might work a similarly timed freight for Croesor Junction. On such occasions as these, it would certainly have been a 12 hour day - at least for the stoker, who was probably Hugh Roberts, 'Willie Hugh's' nephew.

### WINNER!

The winner of the '20 Questions' in the last issue of WHH was Graham Howland. Graham was presented with a copy of John Booth's superb Welsh Highland video - 'Lein Bach', at the AGM on 13th May.

# DERAILMENTS

**M**ention is made in Boyd of the tendency of ex NWNG passenger stock to leave the rails, especially when south of Rhyd Ddu. No 4, the Pickering brake, appeared to have been a particularly contrary vehicle in this respect. The records reveal that in June 1923 the coach de-

railed at Portmadoc New on the 9th, at Snowdon Ranger on the 14th and twice on the same train north of Beddgelert six days later.

Three memos from the 'Snowdon Ranger Hoard' give full details of further derailments, in which No 4 featured prominently. The first incident took place on June 19th and involved the 2.25pm train from South Snowdon to Beddgelert. At 2.40pm, about 200 yards from Hafod Ruffydd Halt, the front bogie of No 4 left the rails at an estimated speed of 6 miles per hour. The guard reported that he had managed to apply the vacuum brake before any damage occurred. A footnote to

the memo reveals that there were no passengers aboard.

The Pickering left the rails again on

## *The 'Snowdon Ranger' Hoard reveals more fascinating details to Derek Lystor*

August 30th whilst crossing the Afon Glaslyn at Bryn y Felin on a Portmadoc bound train. H. D. Jones, the Stationmaster at Beddgelert, went to the scene of the incident on his motor cycle and instructed Guard Lewis to proceed to Portmadoc with just the 'Observation car' (No 8), into which he managed to get all the passengers. The coach was re-railed with help from McAlpine's men, who were working nearby. Then together with 'Saloon' No 10, it was taken back to Beddgelert using the locomotive from the 1.30pm train from Portmadoc. (This report clearly shows that construction work by McAlpine

was still taking place after the line had opened to passengers).

Stationmaster Jones attended yet another derailment at Bryn y Felin just over two weeks later. This took place on September 8th and involved the 10.53am cx Portmadoc. Travelling down with the engine from the 9.45am cx Dinas, he found that the front part of the 'new carriage' together with the first pair of wheels of 'Saloon' No 8 (which was attached to the engine) were off the rails. Re-railing was successfully carried out with the help of the drivers and firemen (stokers) from both locos as well as the Guard - R J Owen. The train was taken back to Beddgelert. It was found that the front part of the new carriage had gone off the rails when entering the bridge and the first pair of wheels on No 8 had probably jumped the line when the train stopped as there were no signs of dragging on the track. The 'new carriage' was left at Beddgelert and the rest of the train proceeded to Dinas. Jones records the make up of the train as follows - WH Rly Saloons Nos 8 & 10, New Carriage, FR Brake Van.

Footnote - It is fairly certain that the 'new carriage' referred to is one of the six Hudson open bogie carriages delivered to the FR in late August.

## WHR CHRONOLOGY 1930

### April

Winter Timetable altered, service discontinued in one direction only - between Portmadoc and Beddgelert.

### 20th May

Estimate received for dismantling 'Portmadoc New' Refreshment Room, £10.10s.0d

### 23rd May

Application by D.O. Jones to use Dinas Refreshment Room to a) store furniture for a month whilst a friend moves house and b) use by Glanrhyd Chapel for winter social meetings.

### June

Bricks forming base of 'Portmadoc New' Refreshment Room sold for £6.0.0 - in favour of Snowdon Mountain Railway.

### 7 July

Summer service began; Dinas - Beddgelert, (Mon, Wed, Fri, only), extended to Portmadoc 'if required'. Service run by 'Moel Tryfan', with the Baldwin on the Bryngwyn goods run, twice weekly, Tuesday & Thursday.

### 27 July

Caernarfon County Council wrote to the Ministry of Transport asking for a grant to keep the line open, stating that most of the passenger traffic had been lost to the roads and that the remaining traffic was mostly slate, with an industry employing circa 600 men

### 22 September

Summer service ceased. Winter working not reintroduced.

### 12 December

Meeting in London with Lord Ponsonby of the M.O.T. to explain WHR position - WHR represented by Mr M.E. Nee (Chairman of C.C.C.), D. Llewelyn Hughes - Portmadoc U.D.C.) and J.A. Iggulden, representing Col. Stephens, Receiver and Manager

### 16th December

Meeting of representatives of Investing Authorities at County Offices, Shirehall Hall Street, Caernarfon. It was resolved to approach both the GWR and LMS with a view to their taking over the WHR.

### December

Total tickets sold 1342 Annual loss £474

# WARTIME RELICS

By Graham Howland

Those of you who have, like myself, had the pleasure of walking the trackbed of the old WHR, will have come across a round concrete pillar about a metre high situated in the middle of the track bed between the tunnels in the Aberglaslyn pass, and another on the north side of the bow girder bridge at Plas y Nant, near Betws Garmon. The striking feature of both of these monoliths is the shiny metal spigot that is embedded firmly in the top of them. Looking as if they were made only yesterday, these spigots are precision turned from stainless steel, hence their fresh appearance. Obviously they were placed in their present locations after the rails were lifted in 1942 - but what was their purpose?

For the answer to this question we must turn back the clock to 1940 and the imminent invasion of Britain by Germany. It had become painfully obvious to many military experts that some of the anti tank weapons currently in service were inaccurate and also ineffective against the German armoured vehicles then in service.

Many brilliant minds were working on new and sometimes unusual answers to



Blacker Bombard mount strategically placed on the trackbed in the Aberglaslyn Pass. Photo D.W.Allan 18th May 1994

It was cheap and easy to produce. The prototype was built for Blacker by the famous musical instrument makers Boosey and Hawkes. It was demonstrated in the presence of Winston Churchill who was suitably impressed by its accuracy. As a result, 30,000 Bombards were issued to Home Guard units to fight the enemy in case of invasion.

Mounting spigots were installed at pre-

of the shield. The projectile was fitted over the solid 'barrel', aimed at the tank and fired from

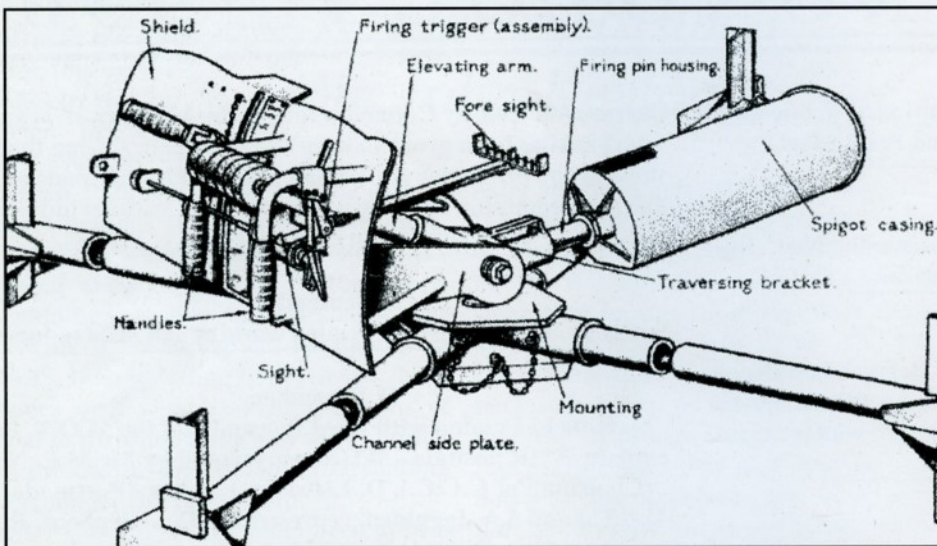
behind the shield. The projectile, a 20lb (10.7kg), fin-stabilised, anti tank mortar bomb, was propelled by black powder and contained a high explosive war head. It was quite capable of blowing the turret off a light tank and causing severe damage to heavier vehicles.

The weapon had an effective range of 100 metres and was very accurate. However it had one serious defect in that after the projectile had hit the target and exploded, the tail fins had a tendency to fly back along the original trajectory with devastating results for the crew.

Thankfully the Home Guard never had the opportunity to use Blacker's Bombard in anger. When the threat of invasion was over, the Blacker Bombards were quickly taken out of service, leaving only the spigot mountings dotted around the countryside as evidence of their existence.

It is hoped that these relics of wartime Britain will be preserved and placed in a track side location as a reminder to all who pass by when the railway is reopened fully.

Much of the information in the above article was taken from an article entitled *Borden, Bombards and Blacker*, written by Lt Col (Retd) David Wright, which appeared in *The Journal of the Royal Electrical and Mechanical Engineers* and is reproduced with kind permission of the editor.



the problem. Amongst them was Lieutenant Colonel Stewart Blacker.

Blacker had spent much of his military career inventing weapons and conceiving ideas which he presented to the War Office for evaluation with varying degrees of success. One of his successful designs was for an anti tank weapon which he called the Blacker Bombard.

The Blacker Bombard mortar firing weapon.

be funnelled into a trap and attacked. Aberglaslyn pass and the narrow defile at Plas y Nant were perfect locations for this. The weapon itself consisted of a mounting plate with a shield to protect the crew of three. A solid 'barrel' with internal firing pin projected forwards

conceived ambush positions where enemy columns might be funnelled into a trap and attacked. Aberglaslyn pass and the narrow defile at Plas y Nant were perfect locations for this. The weapon itself consisted of a mounting plate with a shield to protect the crew of three. A solid 'barrel' with internal firing pin projected forwards

# LETTERS

## CARRIAGE NUMBERING

I am intrigued by the numbering of WHR carriages. I think No. 23 and 26, (currently on the FR), are NWNG No. 11 & 12, but WHR numbers are a mystery. When the FR brought No. 26 from Groeslon, the paint was in a poor state; we couldn't tell if it had been blue or green. It had no numbers that I could see, but Fred Boughey remembers seeing the screw holes and the impression of the numbers 2 and 6 in the paint on one side where cast iron numbers had been removed, so it has been No. 26 ever since.

No. 23 is a different matter; I first met this vehicle in 1948 in the Long Shed at Boston Lodge, when the number 23 was plainly visible, doubtless from its last painting before the war. It was faded green - not yellow. I never saw any yellow paint without, nor noticed any sign that the number had been repainted since the vehicle had last been painted.

Alan Garraway and I cannot imagine Robert Evans altering *anything*, so we question his altering its number from 24 to 23. It may have happened by accident of course; odd things do happen in paint shops. Michael Seymour accepted that WHR 24 became FR 23, but how - and when - did this change take place, - 1937? And why - the NWNG stock had already been taken into a common FR/WHR series in 1924?

So we have an unresolved question. Boyd, *Welsh Highland Railway*, 1989, p.66 gives a list of carriage numbers which omits No 26 but the list in WHH No. 10 has No. 23 and 36 as the same vehicle. I expect Derek Lystor has seen Michael Seymour's notes.

Note that a caption to a photo by H F Wheeler of a carriage at Dinas in 1935 (*op cit.* three pages after p.70) says that 'running numbers were often obliterated'. This may account for the lack of a visible number on No. 26. This car looks like No. 26 to me.

No. 36, the Buffet Car, was converted from a closed carriage (*Narrow Gauge Rails to Portmadoc*, careful drawing, p.121.). Both semi-opens had fifteen window spaces, closed cars had fourteen. The photo of the Buffet Car cut in two (W.H.R., 1989, four pages after p 70) is a closed vehicle, if it was No. 23 then when did it become 36, and why? - see photo of interior of buffet car when in use as a summer house on back page. Odd that two No. 23s are involved in unaccounted re-numberings (not to mention the four L&CB No 23s!)

The brightly painted No. 23 at Harbour in 1938 (Boyd, *op.cit.* six pages after p 86) is

quite unlike my memory of it in green, in the Long Shed in 1948. Orthochromatic film presumably - was it yellow, pink, or what? Is it really 1938?

The Ashbury doors, mostly from FR No. 21, were used to refit and glaze No. 23, and some of those from No. 22 may have joined it after No. 26 was rebodied. The half-doors from No. 23 went into the present FR No.37-38, built onto Hudson D-type underframes.

According to Tom Davies, Dinas used to draw paint from the stores at Boston Lodge. The 1936 paints, according to Fred Boughey, may have been Col Stephen's paint from the Wembley Exhibition. In 1955 there was a pale blue, a deep blue, a lilac, a deep purple, a pink, and a colour he describes as orange or yellow - and not much of that last was left.

However, Adrian Gray reports Jack Steele as saying the rainbow livery was interior gloss paint, a job lot going cheap at Owens, not intended for outside use at all. Hence perhaps the rapid repaint into green which I saw in 1948.

**Peter Jarvis**

**Deganwy**

(See Derek Lystor on page 8)

*The following letter appears to have been delayed in the post. It is dated 12th November 1942 and addressed to J.A. Iggulden - Tonbridge. We print it here as it may still be of interest to readers.*

## GET RID OF THE WELSH HIGH- LAND

Dear Mr Iggulden,

I am in receipt of your letter of the 7th instant which came to hand this morning.

I am also very glad to hear that we are getting rid of The Welsh Highland Railway and trust that it will not be long before everything is cleared up.

I note the fourth paragraph of your letter and will deal with any particulars required by the Accountant.

As regards the fifth paragraph, no Rents belonging to the Welsh Highland Railway have been paid since my Statements of Payments into Bank for the month of October which was sent to you on the 9th instant. I have been talking to Mr D.O. Jones this morning and he states that an amount of 6/- rent due by Messrs Geo Cohen Sons & Co has been paid on the 9th November, this was sent here and paid into the Bank accordingly. This item represents rent for August, September and October particulars of which has been supplied to you in the various Balance Sheets.

I have not received any notification from The Secretary in connection with the surrender of the lease, but letters are so long coming from the London district that possi-

bly it is on its way and will reach here later today or tomorrow.

I hope both your good self and the family are keeping quite well, and not bothered much by any bombs.

**Robert Evans**

**Portmadoc**

## BRIDGE CONSTRUCTION

The Bill Rear/J.B. Williams account of the construction was very interesting and adds usefully to the way the standard method was used in this particular case. (Where assembled, from which side the girders were slid out, etc.)

However it still leaves unanswered questions. Judging by the 25" OS map there is a sharp bend in the formation commencing perhaps no more than 50 ft from the south abutment which would make it impossible to run a combined almost 200ft girder out in a straight line. They probably had to turn the thing as they proceeded.

Indeed, it is possible that even to position one girder above its desired final position, the south end of the other girder temporarily bolted to it would have been foul of the cutting wall. I suppose it must have been "not quite". Without carefully measuring up on site it is impossible to tell. If the old girders have to be replaced, someone may yet find out

If the girders were bolted together at Glan-yr-Afon could they have negotiated the reverse curves (3 chains radius?) between there and the bridge site? If they were not, how would they bolt them together on the final curve approaching the site? The join would have been out in thin air to the west of the curving formation as the combined length made a chord across the trackbed curve.

**John Padley**

**Market Rasen.**

## PHOTOGRAPHS

With reference to A G Howland's letter regarding the photographs in "Portrait of the Welsh Highland Railway", I must say I'm inclined to agree about the picture on page 27. The relationship between rail and road matches that just north of Pont Cae'r Gors, and that certainly looks like Tal-y-Mignedd in the background. I also concur that the loco is the Baldwin; the little bit of cab roof visible is, I would have thought, pretty distinctive. As far as the England loco view is concerned, I suggest (and it is only a suggestion!) that the train is running into Beddgelert station from the south; I think the aqueduct that crosses the cutting there is just visible to the left of the train. Finally, I also go along with Mr Howland's recommendation of the book - well worth getting if you don't already own it!

**Graham Spencer - Solihull**

# NUMBER CRUNCHING

Derek Lystor explains his theory on WHR Carriage Numbers

I believe all the misunderstandings regarding the WHR numbers revolve around four carriages - NWNG No. 9,10,11 & 12. From the archive, (reference William's letters to Stephens), Michael Seymour ascertained that No.9 became No.25, No.11 became No.26, and No.12 became No.24. From information contained in driver's logs, John Padley has deduced that No.10 became No.23. No.9 & 10 were renumbered 35 & 36 after May 1936, (reference copy of memo in my possession), and were recorded as such at the auction in 1942. This explains why the list has No.10 as both No.23 and No.36 (and similarly No.9, as both No.25 and No.35). Carriage No.12 (24) was not at the auction, so it must have been the one which passed to the FR, as No.23, before the WHR closed. Might it be possible that, as No.23 was by then an unallocated number, it was given to this coach to bring it into a purely FR sequence following on from their own No.22? I therefore conclude that No.23 and No.26 were NWNG No.12 and No.11.

I think No.26's omission from the list on page 65 of Boyd is easily explained. The table reflects his assumption that renumbering followed a logical sequence based



on the vehicle type, but this was clearly not the case. Michael Seymour has proved that Boston

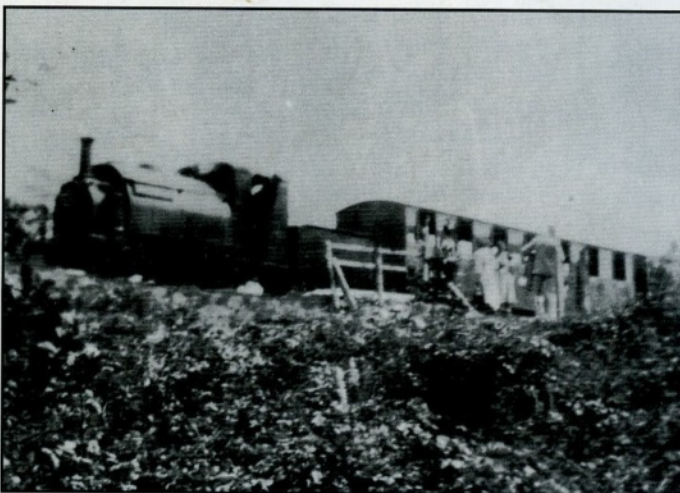
*Interior of the buffet car when in use as a summer house. Photo D.W. Allan - 21st September 1987*

Lodge renumbered them purely and simply in the order in which they left the works. There are further errors in his list - No.25 is also omitted and he has No.9 and No.10 renumbered as No.35 and No.36, which didn't take place until 14 years after Williams' report was made! Funnily enough, No 26 is mentioned on the following page as being fitted with cast

iron letters, but he gives no explanation for this discrepancy.

Finally, with regard to the Buffet Car, (No.23, later No.36), the list clearly states that it was a corridor vehicle with 14 windows, not a semi-open. The driver's logs studied by John Padley and mentioned earlier, describe No 23 as a saloon - consistent with it being No.10. No way would you describe the Ashbury Summer Cars thus!

## WHERE WERE THESE TAKEN?



Any help with the location of either of these photos would be most welcome. Photo No. 1 above was taken in July or August of 1933 "somewhere on the Welsh Highland" by Joseph Fern. The original was given to Ray Ollier at Gelert's



Farm last year. Photo No. 2 above is from the collection of the late Arthur Rimmer and is No. 11a (1231) in the WH series. It shows a seated lady and a siding opposite - but where on the Welsh Highland is it?

The editor positively welcomes contributions to 'Welsh Highland Heritage' by letter, disc or e-mail.

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