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SNOWDON RANGER SIGNAL POSTS STUMPS UNCOVERED

The wooden stumps of two of Snowdon Ranger's signal posts have been uncovered. The posts were revealed when preparation work was underway on the trackbed. Expert work by the JCB driver who was removing the top layer of turf and soil quickly identified that these were something unusual. The posts had obviously been cut off at the base - almost level with the ground, but when this was done is not known. The posts were certainly out of use during the Welsh Highland period, but did they stay in position until Cohen's removed the track in 1941? The uncovered posts are on the north (Dinas) side of Snowdon Ranger station. One lies within about three metres of the northern elevation of the station building, but on the far side of the track and is thought to be the 'home' signal. The other is some two hundred metres from the station in the direction of Dinas, across the little lane, around a curve and onto the straight. This is thought to have been the 'distant' signal - a photograph of this appears in Boyd's 'NG Rlyws in S Caerns' with bell tents in the distant. The 'distant' post can remain in situ with its position marked, whilst the 'home' signal fouls the line of the new track. This one will be lifted and taken to Dinas for preservation. These posts join the stump of the 'distant' signal discovered in a ditch some two hundred yards to the south of the station a few years ago. This stump is still there and again will be preserved with its position marked. It is interesting to note that the three posts are all on the same side of the track. They beg the question will the remains of the final 'home' signal also be found? The signals would have controlled the siding at Snowdon

Ranger station and were worked from a small lean-to signal cabin erected against the northern elevation of the station building. The base of Snowdon Ranger's water tower is still in situ, but this too will be obliterated.



Stump of 'Home' signal (bottom centre) with Snowdon Ranger station in background.

A Dinas Dig

A GM weekend saw a Heritage Group working party (Lewis Esposito, John Davies and John Keylock) reinstating the slate platform edging on the original narrow gauge side of Dinas station building. Additionally, the slate slab thresholds to the two doorways have also been put back in position. It was calculated that the original platform edging was 30 inches out from the front of the building. Scraping away the top few inches of crushed slate produced a surprise. Instead of slate, concrete edging was discovered about two inches down. It was concluded that this must have

been a replacement for the original edging, possibly inserted in 1923. Digging a further nine inches down revealed the set-on-edge slate slabs which formed the original NWNG platform edge of 1876. It was clear that the ground level had been raised substantially between the two periods of the railway's existence. Original NWNG slate edging slabs, recovered from Waunfawr, were set just inside the line of the 1923 concrete edging, thus maintaining a continuity and a reminder to future generations of a small item of WHR heritage.

The Little Railway

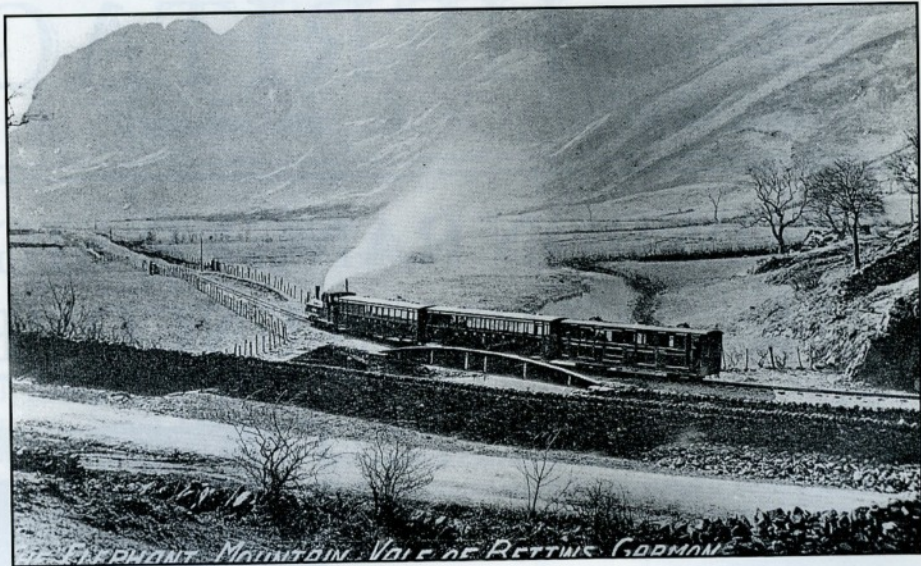
By Olive Morgan

So the Welsh Highland Railway is finally doomed. The fate which has threatened it so long, has at last overtaken it. Well, one family at least will mourn its loss, for 'the little train' has been our faithful, if erratic, friend for sixteen years.

We first encountered it in 1925, at what must have been the climax of its career. A new holiday home had been opened, half way up the valley from Caernarvon to Beddgelert. Buses were not as frequent in those days as they are now, and, visiting the house for the first time, we were told that we could proceed from Caernarvon either by bus, or by going a little further down the line, by Welsh Highland Railway, from Dinas Junction.

There was a special station for the house, we were informed. There was. It was a solitary seat, with the name 'Plas-y-Nant' painted on it! All the same, the railway was sufficiently important to have a printed time-table, and very grand it looked too, rubbing shoulders with 'Main Line - London to Holyhead' on all the principal stations. The service was regular, if infrequent two or three trains a day, in each direction.

It also ran during the winter, and I remember seeing an account in a newspaper about this time, of a lady who was travelling on the train, and became so cold that something had to be done about it. She approached the driver at the next stop and asked him if she could warm herself at his fire. Not only did he allow her to do this, but, hearing she had a hot water bottle with her, offered to fill it up, so that she finished her journey in comfort. Not many visitors to Plas-y-Nant took advantage of the train to bring them up to the 'station' on their first arrival, but the organised trip on Thursday - 'Snowdon day' - was made by train instead of bus, in 1925. The guests assembled on the 'platform' and the driver was duly warned beforehand that he must not dash through the station, as there were passengers to be picked up.



The carriages were not unlike cattle trucks, but, having seen something of local trains on the continent, I can only say that the Welsh Highland Railway's standard of comfort would bear comparison with larger concerns.

The track wound around projecting rocks, crossed and re-crossed the river, skirted the southern slopes of Snowdon, alongside Lake Cwellyn, and finally

stopped at the South Snowdon Station to allow the climbers to alight. The non-climbers continued the journey by train. The devious route down to Beddgelert was one of the most charming experiences you could wish for. A waterfall here which was quite invisible from the road, a glimpse of a familiar view from an unfamiliar angle there, a twist of the line, and a startlingly beautiful vista of mountain peaks revealed itself, and all the time the little river kept the little train company - now on one side, now on the other. But in spite of its charms the little railway could not attract enough passengers to pay its way. The strikes of 1926, and the increasing competition of road

Superb 1894 shot by Symans with NWNG train passing the site of what was to become Plas-y-Nant halt. (Print taken from original glass neg.)

traffic dealt it a blow from which it never recovered.

Not that it died without a struggle. Oh dear, no! And our family obligations began with its decline.

In 1929 we took a cottage in Salem, the tiny hamlet below Plas-y-Nant. The Station at Salem was in full view of the whole village - unless somebody obscured the name by sitting on the form. In this valley the road, river and railway run parallel, jostling each other at the narrow entrances, but spreading out in the wider hollow where the houses nestle to the mountainside. A concrete bridge connects the road to the railway. Our holiday cottage faced the bridge.

The mid-day express to Beddgelert - the only train of the day - heralded its approach with shrill whistles and everybody paused in the task of the moment to watch the little train go rocketing past at 15 m.p.h. If, instead of hurtling on its way, the train showed signs of slowing down, then everybody dropped what he was doing to watch. Crawling to a standstill the little engine would wheeze and blow whilst the guard descended from his perch and onto the track. Possibly he would call to the driver to help, and between them they would deposit a package at the side of the line. The driver would re-mount, blow a couple of blasts from his whistle, just *in case* nobody had seen him, and

An Evocative Glimpse into a Bygone World

with many snorts and puffs the interrupted journey would be resumed.

Then a conference would occur outside the Post Office. It would be revealed that we - for we were nearly always the cause of the fuss - were expecting a bed, or a chair, or a new lamp from a Manchester store. The village decided that this was IT. Our next door neighbour would arise from the slate slab from which he had watched the proceedings, and ponderously cross the bridge, inspect the new arrival, and transport it to its new home. A sigh of relief would go up, at this satisfactory conclusion of the affair, and half finished tasks would be resumed once more.

After one of these world-shaking events, I was gossiping with Mrs. Jones, Post Office, when the conversation turned to the railway. The Welsh people, by the way, never refer to it by its official title, it is always "The Narrow Gauge." "Yes," said Mrs. Jones, "I used to go to school in Caernarvon by train. That will be over fifty years ago. The quarry up the valley was working then, and it was nothing to see eighty quarrymen or more, going to work in the morning by the Narrow Gauge. It was our only means of getting about, you know. No buses then. It was built at first to take the slate from the quarries down to Caernarvon. Then, when the quarries closed, they began to use it for passengers, like they do now."

Well, it just managed to survive one summer after another during the early 1930's. By this time our household had two small boys, whose delight in 'The Little Train' knew no bounds. Although their Manchester home overlooked a busy railway, the advent of the little train could snatch them from their most absorbing occupations. One whistle, and they would down tools and dash



for the window. If they were lucky enough to be out of doors then they

must gallop along the road to see if they could catch a glimpse of the name on the engine. And if it happened to be 'Welsh Pony', their cup of happiness was full. In its later days, in an effort to make it more attractive to the fickle tourist, the truck-like carriages were painted different colours. One was a bright scarlet, another that awful shade of green common to cheap paint boxes, known as green bice, and a third a dull maroon, whilst a fourth, if numbers warranted a fourth, would be blue. Thus, it came to be known in our family as 'The Funny Colour Railway' - recalling a joke about a Lancashire woman who said she had been up a Swiss mountain on a 'funny colour' railway.

But alas, even in its funny colour, and the addition of a buffet car did not attract enough tourists to keep the wolf

The approach to Salem from the north. "The mid-day express to Beddgelert" would have "rocketed" through here!

Photo - D.W. Allan - 30th April 1997

from the door, and there came a summer when no

little train appeared to brighten the gloom of a wet August.

The stone waiting room at one of the larger 'stations' is somebody's holiday bungalow. A farmer has stretched prickly branches and barbed wire across the entrance to one of the tunnels to keep his sheep from wandering. The rain has washed the names from Salem and Plas-y-Nant halts. The notice boards bearing the name 'Welsh Highland Railway, which used to startle strangers who could see no sign of a train, have been taken down.

Early this summer the two small boys - evacuated to the village nearer Caernarvon than Salem - offered to take me for a walk. Where shall we go? "I asked. The answer came promptly "Along the little railway." We trod on rotting sleepers, scratching legs on bramble bushes already in possession, picked wild scabious from the green patches near the rusty rails, and sat down on the embankment near the river to watch the shining dragonflies darting above the weedy track of 'The Little Railway'.

This article reproduced from the 1941 issue of 'Some Day', the magazine of Christian Endeavour - courtesy of Peter Haworth.

Salem ballast quarry looking north to Dinas. In its last incarnation Salem halt lay just beyond the rock out crop

Photo - D.W. Allan - 30th April 1997



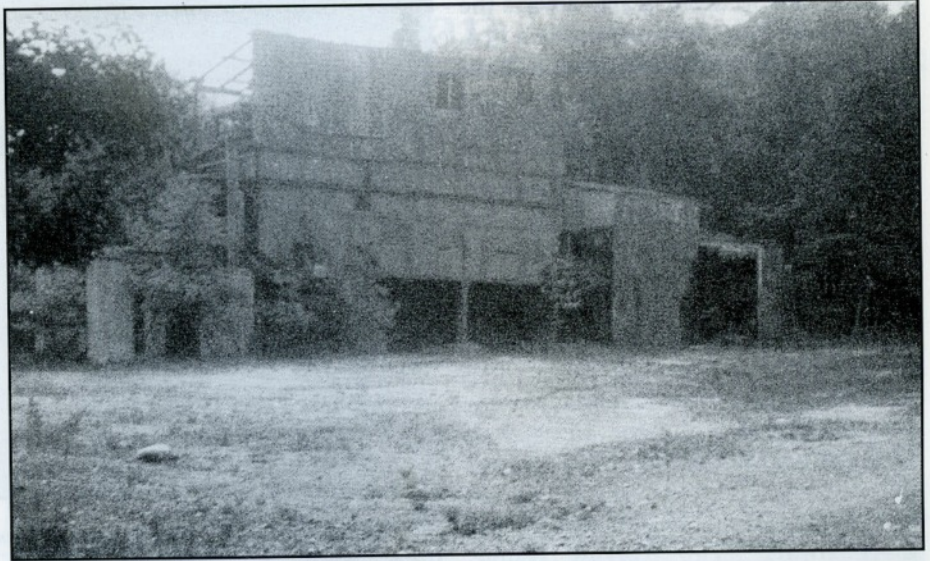
MEMORIES OF DUDLEY PARK

It must be stressed that these memories of Dudley Park quarry at Waenfawr are personal and whilst every effort has been made to ensure that the information is correct, it must not be assumed that it is wholly accurate. After all, the quarry

Bill Rear Remembers

closed in 1949 or thereabouts, and I was quite young!

A granite quarry had been located at Dudley Park, Waenfawr, for many years. During the 19th century it produced stone sets for the streets of the country's major cities and indeed some can still be found in the upper reaches of the quarry. By the mid 1920s however production had changed to road-stone and machinery was installed to grade the stone. The quarry itself was located in the hillside, (but at a lower level than the original sett-producing quarry) and the blasted rock



was conveyed to the crusher by side tipping wagons on a tramway running on Jubilee-type track which gave some flexibility of positioning. The wagons used were, I suspect, moved by gravity or at best assisted by horse from the rock face to the crusher. Blasting was usually conducted twice a day, at about 10.00am and 3.00pm

Dudly Park - the only archived photo of the frontage. Photo D Lystor 1950s

when traffic was temporarily halted on the road and possibly the

railway. The explosives used were stored in a ramshackle wooden hut near the main road which must have doubled as a foremen's office. In front of the same office was a weighbridge, which I understand, was installed in the 1930's. The empty wagons were propelled back to the rock-face by manpower.

The crusher was located behind an angled rotating drum screen (commonly referred to as a trommel). This was some twenty feet above ground, at right angles to the main road, and mounted on concrete pillars. The crusher rollers were driven by steam power supplied from a near by stationary boiler and were of the hardened roller type. The crushed stone was conveyed up to the screen house by continuous belt, which was also steam powered, where it discharged into the trommel. Inside the trommel four different meshes screened the stone into individual sizes which then fell into small hopper bunkers some eight feet above ground level. More track ran under each hopper from which selected stone could be discharged into narrow gauge wagons, which were then taken to the weighbridge. From the weighbridge the quarry siding crossed a field and paralleled a small stream and hedge before turning through 90° and crossing the Waenfawr to Beddgelert road, where today a large tree now stands. From here the track ran across a field and then connected into a double ended loop on the Up side of the Welsh Highland Railway.

Wagons were moved by manpower or horse from the quarry to the loop line. The railway's own wagons were used, as it

13th October, 1926.

Sir,

I have the honour to report for the information of the Minister of Transport that, at the request of the Company, I made an inspection on the 6th October of the new works south of Waenfawr Station on the Welsh Highland Light Railway.

A new siding connection has been laid in the single line facing traffic from Waenfawr to serve a short branch on the west side of the line for the Dudley Park Granite Quarry.

A trap has been provided, rodded up to the main line points which are worked by hand-lever, locked by padlock and key on the Wise's staff for the Waenfawr - South Snowdon section.

The trap point requires to be shifted a little further back, and should preferably be of the double tongue type with the right-hand rail extended beyond the left hand rail so that a wagon which may become derailed at the trap does not foul the running line. The lever operating the points should also be of the weighted type and the lock securing them preferably of a type such that the key cannot be removed until the lock is closed.

Subject to these alterations which were discussed and agreed to on the ground, the arrangements are satisfactory and I recommend that approval be given to this new work.

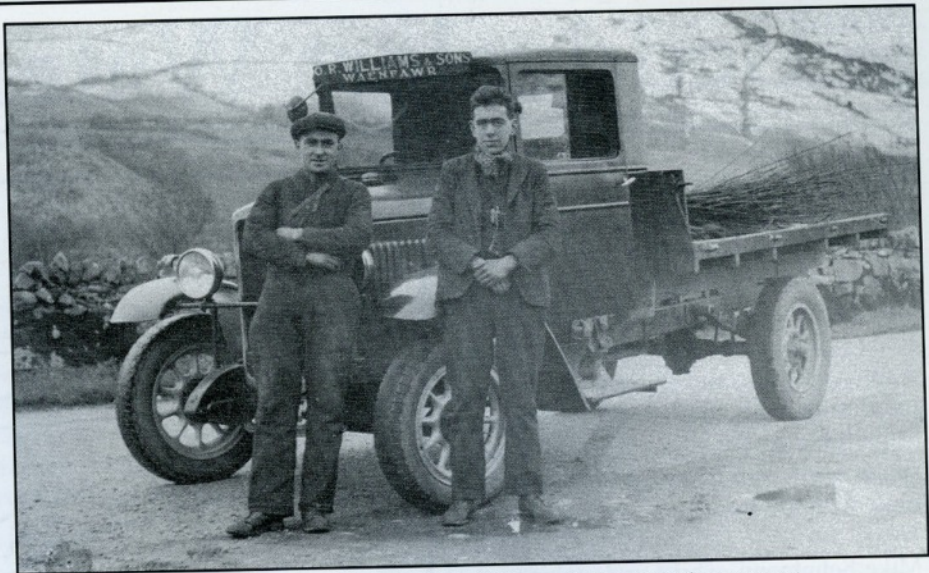
I have the honour to be, Sir, Your obedient Servant,

(Signed) A.H.L. MOUNT.

is believed the quarry did not possess any vehicles that were suitable for use on the main line. These were then conveyed by service train to their destination either up the valley, or to Dinas Junction, where the contents were discharged into standard gauge wagons via the tippler in the goods yard. It was the normal practice of the WHR to 'trip' wagons to the quarry loop from Waenfawr station rather than have the train standing on the main line. Guard's Returns for 1928 in the possession of John Keylock show that there was a steady flow of stone traffic from the quarry to the WHR, and the same records show wagon loads of drums of oil and some unspecified commodities being worked inward to Dudley Park. There was a small 'boom' in demand for stone products in the 1920s and it is understood that at one time the quarry sought tenders for the supply of an unspecified number of standard gauge three-plank mineral wagons which led one to believe that they were perhaps considering dispatching their products further afield than its traditional markets.

The quarry shifted most of its road-stone by local road transport, and O.R. Williams & Sons (Whiteway) regularly used their 3-ton Morris Commercial flat-bed to transport stone for the quarry. Their lorry, which was mainly used for locally bagged coal delivery in the village, had detachable sides that could be affixed to carry loose stone. A feature of the quarry was the discharge facility alongside the road; here a hopper wagon could be loaded with graded stone and then man-handled along track on a ledge, which ran six feet above road level and parallel to it. From here the contents of the wagon were discharged into the lorry body.

In the immediate post-war years the sounding of the hooter was a regular feature and clearly audible from school, where it livened up lessons! Alas, the quarry was already in decline and the end came about 1949. Road making in the village on the minor roads used to be by a gang spraying the road surface with hot tar hand-pumped off a heater trolley, onto which barrow loads of small chippings were spread. This was then rolled and the surplus stone swept off and collected, to be used further up the road. It was with great excitement that Barber-Greene road paving machines were first seen in the village and which replaced the traditional methods on all but the most minor of roads. The quarry stood derelict for many years until the powers that be demolished the concrete pillars that formerly held the trommel (still in situ in July 1985) and cleared the site. The area was turned into the nature reserve but investigation will reveal traces of the past operations of the site.

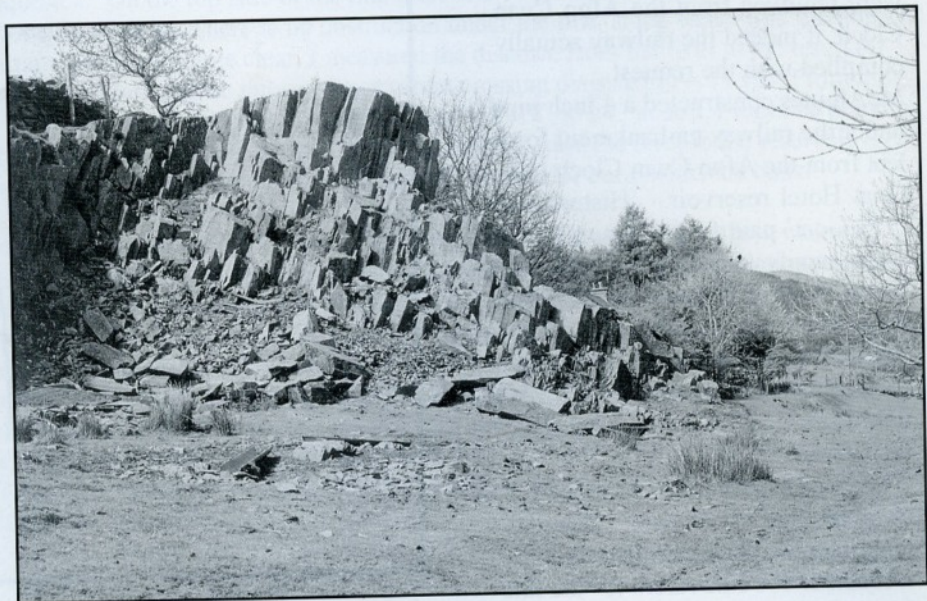


*3-ton Morris Commercial flatbed of O.R. Williams which was used to transport stone from Dudley Park.
Photo courtesy Bill Rear*



"It was thought that the quarry did not possess any vehicles that were suitable for use on the main line"

Nature claims a victim - Dudley Park Quarry 18th April 1998. Photo - D.W. Allan



*Granite sets piled ready for transport to the lower levels - left over from working days
Dudley Park - 18th April 1998. Photo D.W. Allan*

Beddgelert Water Supply

The Story so far

More observant readers will recall that in issue No 14 (December 2001) we left Messrs Walsh & Howarth of Cwm Cloch Farm, Beddgelert in a state of some agitation and demanding £1150 in compensation from Col Stephens for interfering with their water rights. Their letter on the back page of that issue is worth re-reading. We now continue with the story.

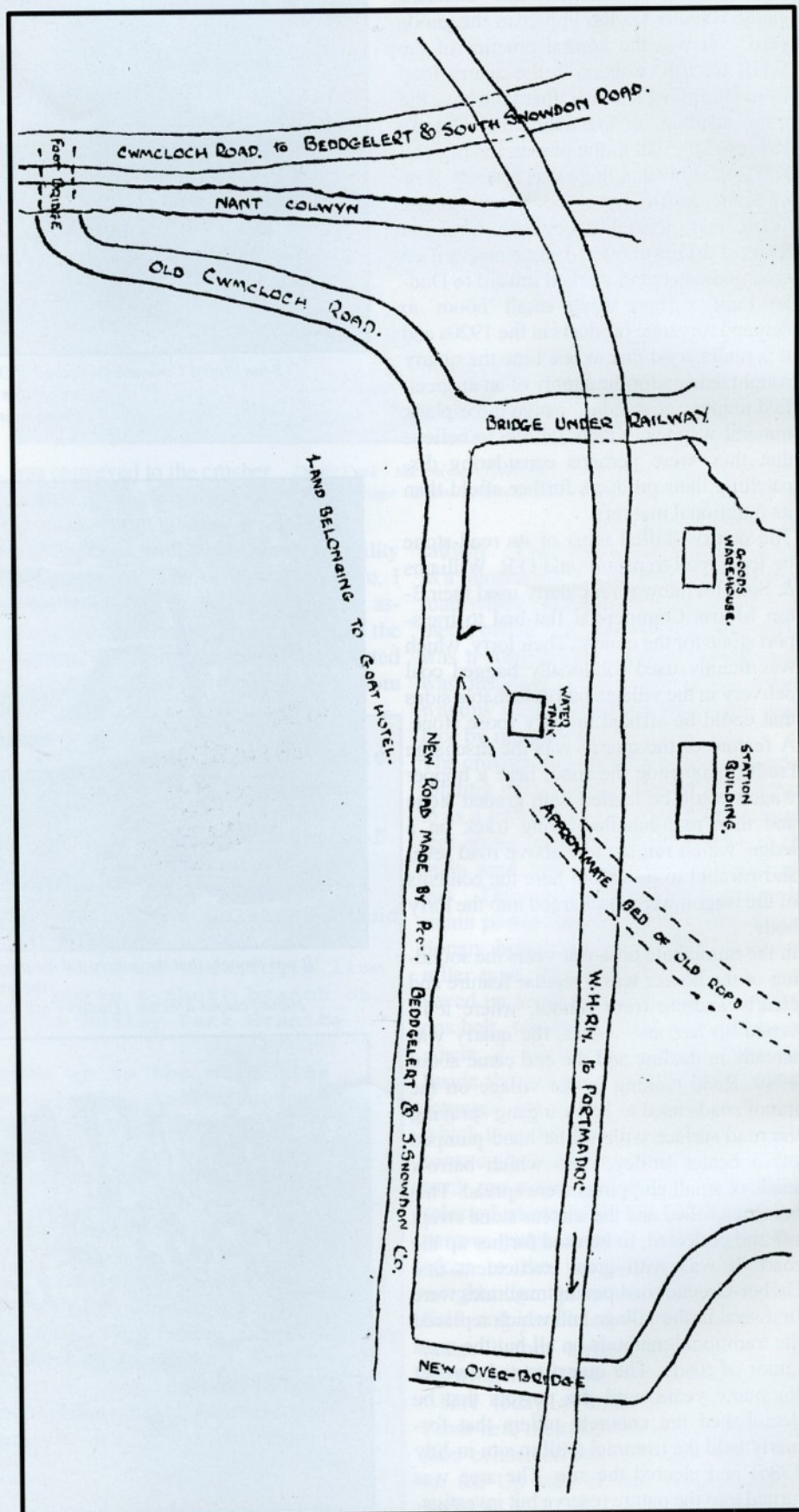
Mike Schumann, whilst undertaking some research in connection with the Land Registry, has unearthed the following gems. After the letter from Walsh of 4th December 1925, (mentioned above in Newsletter No. 14), there was clearly some further, and increasingly strident, correspondence which culminated with the top letter on the opposite page from Mr Walsh to Col Stephens of the 30th March 1926.

Col Stephens, as might be expected, was clearly not minded to accept any of this and instructed G Griffiths Lewis to report on the situation. The bottom letter (opposite) to Col Stephens, dated April 6th 1926, is Mr Lewis' findings.

Mike Schumann goes on to say that in another letter "Walsh asks the railway to remove its pipes", but the correspondence does not relate how the Beddgelert water tower was fed after the pipes were removed from the Afon Cwm Cloch, if indeed the railway actually complied with the request.

McAlpines constructed a 4 inch pipe under the railway embankment for the leat from the Afon Cwm Cloch to the Goat Hotel reservoir. Historically 'The Goat' paid £1 per annum for the water supply, but Walsh sought to increase this to £20 per annum. However 'The Goat' refused to pay and so Walsh blocked the water supply and tried to blame it on McAlpines. At the time 'The Goat' was in the hands of the receivers.

The correspondence outlived both Col Stephens and Mr Walsh. Sharples took over the correspondence and by December 1931 he refers to "the late Mr Walsh".



Lewis Griffiths' 'rough sketch' of the area under dispute. This, and the letters opposite, published courtesy Gwynedd Archives.

"Norwood", Cavendish Road,
Eccles, Near Manchester.
Tuesday, 30th March 1926

H.F. Stephens, M.I.C.E.
Welsh Highland Railway
Salford Terrace
Tonbridge, Kent

Dear Mr Stephens,

I am in receipt of your letter of the 23rd instant enclosing your Inspector's report and blue print.

Water Supply Goat Hotel Reservoir.

Your man is only assuming that the Railway has not interfered with this water supply, and is quite wrong. The water supply has been interfered with, and in the Conveyance it distinctly states that the "Welsh Railway Co., will within six months after the date of the Conveyance at their expense and to the Vendors satisfaction lay or cause to be laid an eight inch pipe from the river Cwm-Cloch to the Reservoir of the Royal Goat Hotel." This pipe has not been laid nor has any attempt been made to lay one. The Agreement states that the Proprietors of the Goat Hotel shall pay £20—0—0 per annum for water from the Cwm-Cloch River.

Access to Island Site.

Before the Railway deviation was made, there was a road from the Cwm—Cloch Uchaf Farm to the road leading from Bron-Hebog Farm to the Goat Hotel. The deviation of the Railway stopped up this road, and no road has been made to replace the one blocked up. The exit made does not allow you to go to the Bron-Hebog Road.

Cwm—Cloch Road.

The Railway Station is right in the middle of this road, and blocks it up entirely. The water pipes supplying Beddgelert Station are laid along the Cwm-Cloch Road and the water tank is on our land.

I would suggest that we meet at Crewe on the 9th proximo at 5 : 30 p.m. If this is agreeable to you.

Yours faithfully,
(Signed) E. Y. Walsh
HED

FESTINIOG & WELSH HIGHLAND RAILWAY,
Way and Works Department
Portmadoc
April 6th 1926.

Ref.FR1.

Dear Sir,

Water Supply to Roval Goat Hotel, Beddgelert &c.

Your's of the 31st ulto. I went to Beddgelert today and beg to report as follows:—

Water Supply Goat Hotel Reservoir.

I dug a hole on either side of the line as requested. On the top side of the line there is a 4" glazed sanitary pipe, and on the other side a covered-over stone drain, 7" wide by 6" deep. There is no obstruction under the line, some water was running through, and I could see right through the drain, and it was quite clear. I measured the distance from the river to the reservoir and found it as follows :- From river to railway = 81 yds. Inside railway fence (drain crossing diagonally) = 11 yds. From railway through one field and part of another = 157 yds. This portion is all covered over with 18" to 24" of soil. From this point to the reservoir is an open ditch 250 yds long. Making a total length of approximately 500 yds from the river to the reservoir. The open ditch is joined by another ditch through which surface water runs through a 24" pipe under our Cwmcloch bank.

Access to Island Side. Cwmcloch Road.

I fail to see how it is possible to obtain access to field No. 1122 from the Cwmcloch & Bronhebog Road, without making a bridge over Nant Colwyn. I have made a rough sketch to show the position of the old Cwmcloch Road in relation to our Beddgelert Railway Stn. Of course I do not dispute that this road has been blocked up by the Railway Stn., but as far as I can understand from some of the inhabitants there is no hardship as they have a better road leading to Beddgelert and South Snowdon Road. According to their evidence the old wooden bridge which crossed the Colwyn River had collapsed, and had not been replaced before the railway was made. Some-one had made a temporary foot-bridge with old rails at the place where the old road used to cross the river. The water tank he refers to as being on his land is a small cast iron cistern by the side of the river 48" deep x 24"x18". It is very difficult to know exactly what Mr Walsh requires as there is nobody on the spot able to supply information as to the cause of complaint. I think the best thing would be for Mr Walsh to send some one to meet a representative of the railway on the spot and state his exact requirements.

Yours faithfully

(Signed) G. Lewis Griffith

Col. Stephens, M.I.C.E.

BEDDGELERT PORTERS

The letter regarding Beddgelert porter Elfed Lewis, written by his father and published in the last Newsletter (No. 15), prompted some searching through the paperwork recovered from Snowdon Ranger. As a result further information on the employment of porters at Beddgelert has come to light.

On 2nd July 1923 S.R. Tyrwhitt advertised vacancies for both a Resident Porter and a Resident Guard at Beddgelert station. The wages quoted were "Ordinary Rate for Porter, and 42/6 per week for First Year Guard - applications to be made to the General Manager's Office at Portmadoc"

Both positions were soon filled. Beddgelert Station master H.D. Jones (HDJ) was informed on the 5th July that Porter R. Jones, who presumably had been at Beddgelert since opening, was to be temporarily transferred to Minffordd in place of T.J. Williams, who in turn was sent to Beddgelert. Another FR employee, R.T. Owen, signalman at Blaenau Festiniog, was appointed Guard, taking up his new position on Monday 9th July.

On October 8th an additional porter was taken on by the name of Lewis Parry Jones from Nantmor. John May instructed HDJ to send a progress report on the new employee and also informed him that T.J. Williams was to be retained for the present. Unfortunately for Lewis Parry Jones the dwindling passenger traffic caused the train service to be curtailed and his services were no longer required. Thus on October 19th, a mere 11 days after his appointment, his employment was terminated and he received a 10/- pay off. T.J. Williams was more fortunate and he was kept on at Beddgelert before returning to his old job at Minffordd on November 5th. The fate of R. Jones, his temporary replacement at Minffordd, is not recorded.

The reduction in train services, which took place on November 1st, caused other changes in the WHR workforce. May dispensed with the services of Miss Williams at South Snowdon, and as from November 3rd HDJ was made responsible for both South Snowdon

and Beddgelert. To help out, Guard Lewis

Jones was taken on as HDJ's assistant allowing T.J. Williams to return to Minffordd as previously mentioned.

May wrote to HDJ on the 5th of November asking to know the most suitable times for Lewis Jones to be in attendance at South Snowdon. He suggested that the train guard could issue tickets on some of the trains if necessary. This issue of times and a further flurry of

memos on the 5th November left HDJ somewhat flustered and he asked May for clarification on certain matters so that he could respond fully to them. Clarification was forthcoming and HDJ replied saying that as far as attendance times at South Snowdon were concerned, 10.30 - 12.30 would be best. However to complicate matters, there was no means of getting Lewis Jones back to Beddgelert, so he enquired about the possibility of acquiring a trolley for this purpose. On top of all this, it had been arranged to send Lewis Jones to Dinas on 12th November to relieve Porter Hughes who was on holiday for a week. This necessitated sending Porter Roberts up from Portmadoc on a daily basis to provide cover at Beddgelert. With plans being changed by the minute, it is no wonder that HDJ's patience was being sorely tried! Meanwhile, May was working on Lewis Jones' transport problem. No Pway trolley was available so he suggested that if Lewis Jones had a bicycle, he

WELSH HIGHLAND RAILWAY (Light Railway) COMPANY.

Mr. M/843/ED

Memorandum.

To Mr. Jones, Beddgelert.

From Superintendent's Office, PORTMADOC.

17th January, 1924

L. JONES, PORTER.

After to-day's breakdown in the service, I do not consider that I shall be justified in allowing Porter L. Jones to lodge in Dinas any longer. He must make arrangements forthwith to find lodgings in South Snowdon or in Beddgelert provided he obtains a bicycle, for which he would be allowed 1/- per week.

Please let me know that this is arranged.

W. H. May

May's memo of the 17th January 1924.

would allow him 1/- per week to travel

from South Snowdon to Beddgelert - this was the same rate as given to FR employees between Harbour and Boston Lodge. Despite this incentive, it appears that Lewis Jones overcame the problem by simply lodging at Dinas and getting the first train to South Snowdon. This did not find favour with May, and in a memo of 17th January 1924 He said "that this arrangement could not be justified", though no specific reason is given other than a reference to "today's breakdown in service". He suggested that Lewis Jones found suitable lodgings in Rhyd Ddu or Beddgelert. If the latter, then provided he obtained a bicycle to get him to South Snowdon station in time to receive the first train of the day from either direction, the 1/- allowance still stood!

Whether Porter Lewis Jones ever bought a bike is not recorded, but his days at Beddgelert and South Snowdon were numbered and he was transferred to Minffordd on 19th February, taking the place of T.J. Williams who had resigned. HDJ was informed of this impending move by a memo of 15th February, which also told him that Elfed Lewis was being sent from Portmadoc to act as "Boy Porter, travelling up to Beddgelert by the 9.35 am ex Portmadoc daily". Lewis was to be given "every opportunity to learn the duties". Although, as is explained in the letter from his father, Elfed was only employed for a few months. However he did at least hold the distinction of being the last porter employed at Beddgelert Station!

Derek Lystor Reports