

WELSH HIGHLAND HERITAGE

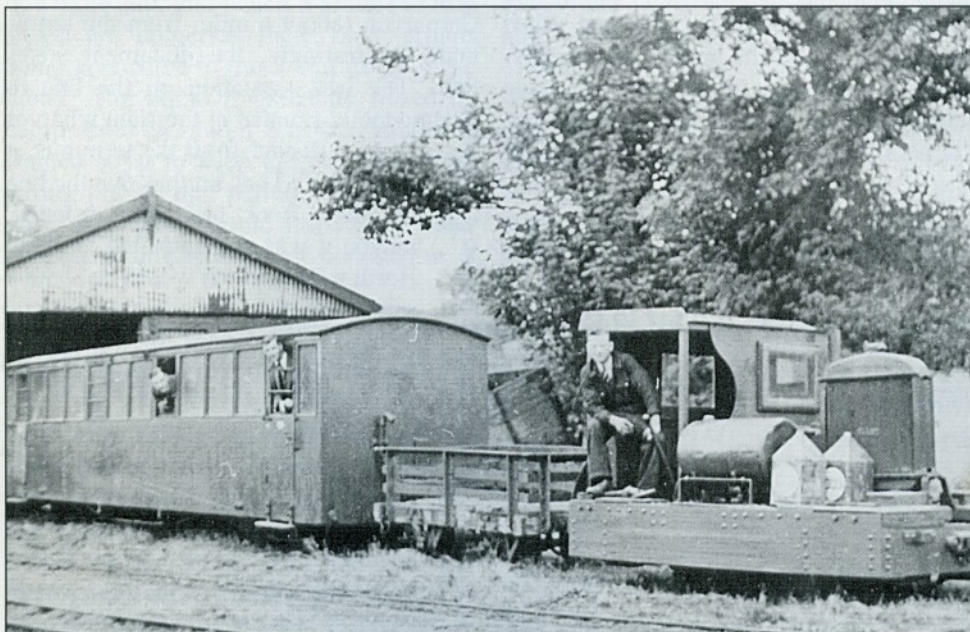
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NOSTALGIC JOURNEY



I had intended "doing" the Welsh Highland in 1937, but arrived at Dinas Junction to find that the last train had run just over a month earlier. The rails were still a bluish—yellow as little rain had fallen.

It was exactly four years later, in August 1941, that I was able to travel over the line on "Cohens" demolition train. The train consisted of a petrol tractor, a bogie flat wagon, and two four-wheel wagons.

We left Dinas at about 11.00am and proceeded slowly through a maze of overhanging bushes to Tryfan Junction. After a brief examination of the station buildings we continued to Waunfawr. The track was in good condition, but overgrown though not impossible. We had to dig out all level crossings, and several

1941 Demolition Train prepares to leave Dinas Junction - Photo J.F. Bolton

Home Guard barricades had to be demolished en route to enable us to proceed.

We eventually reached Quellyn Lake Station and then climbed up to South Snowdon. The scenery so far had been rather flat, but now opened up to provide views of Snowdon

and the surrounding mountains. A quantity of tools etc. were left at South Snowdon Station and we then proceeded to Pitts Head where the summit of the line was crossed, and the valley opened out before us. The line followed the side of the hills and completed several formidable and tortuous curves in the long descent of 3 miles

at 1 in 40, to Beddgelert. After a short wait here for inspection we carried on through a short tunnel under the grounds of the Royal Goat Hotel, and over the Glaslyn on the Brynyfelin bridge into the Aberglaslyn Pass. The scenery here was unsurpassed with the river rushing along below, and on the other side, the sheer rock wall. The line ran along this shelf, climbing steadily through a series of short tunnels to the Aberglaslyn tunnel of 300 yards, to emerge at Aberglaslyn Halt (Nantmor). The line now dropped, again at 1 in 40 through cuttings and on embankments and round several sharp curves to reach the floor of the valley after crossing the Aberglaslyn - Llanfrothen road. Two tributaries of the Glaslyn were crossed on girder bridges and we crossed the Glaslyn itself at Pont Croesor on a combined rail/road bridge on which stood a water tank. Eventually Portmadoc New (1933) Station was reached, the journey having taken over six hours!

A few months later I traversed the Bryngwyn Branch on a similar train, and the branch was then dismantled down to Tryfan Junction. The main line was cut at South Snowdon and worked as two halves, being dismantled towards Dinas and Portmadoc respectively, at the same time. The crossing with the Cambrian at Portmadoc was taken out in late 1937.

Arthur Rimmer's Poignant Account of his 1941 WHR Journey on 'Cohen's Demolition Train'

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Electrify the P.B.&S.S.R!

There seems to be an Air of Mystery about the PBSSR electrification scheme probably because it was never completed or never really started. Fragments of information have been published at various times and I will draw those together and add new information.

The first time any idea of electric power being used on North Wales narrow gauge railways was in the PBSSR Act of 1901. This authorised a line from the west end of Black Rock sands via Portmadoc, the Croesor Tramway, Beddgelert and to a terminus at the southern end of Llyn Gwynant. The South Snowdon part of the name does not refer to Rhyd ddu, but refers to the South Snowdon quarry which lies off the Gwynant Valley. This was to be worked by electric traction throughout. The power would come from a hydro electric generating station 1 mile 6 furlongs further up the valley which in turn was fed by water pipes running for a further 3030yds. The promoters of the line, The North Wales Power & Traction Co., succeeded in convincing the owners of the S. Snowdon quarry to invest in the line which they did but by the time construction eventually started in 1904 priorities had changed and the Gwynant Valley line no longer seemed so important. It had not yet been totally abandoned, as Boyd suggests, as further Light Railway Orders was sought in 1904 & 1908 which would have extended the 1901 line to Capel Curig and Bettws y Coed.

There was no intention to connect the 1901 line with the N.W.N.G. railway system despite the fact that the already authorised Beddgelert extension of 1898 was to terminate less than ¼ mile from the PBSSR line. This was rectified by the 1904 PBSSR Act which was to join these two lines, abandoning and re-routing the last half mile or so of the line in the 1898 Act. It was more than just that as the PBSSR would in effect take over the NWNGR, convert it to electric traction and extend to Caernarfon. The Bryngwyn branch was also to be electrified. Another Order of 1908 proposed changes at Caernarfon which could have been interesting as from the plans it looks as though the standard gauge would have had to pass under the wires and indeed a short section could have been dual gauge.

A Light Railway Order of 1906 tied up loose ends of the 1898, 1901 and 1904 Acts and extended the time for completion. It would appear that no work had been started by mid 1903 but the construction had started before the 1906 order was made.

After the 1901 & 1904 Acts had been passed without too much comment on the electrical system to be used, the Board of Trade suddenly took fright during the preparation of the 1906 Order and asked for details of how the system would operate. The result was an extensive 15 page document from the Consulting Engineers, Harpers, to the Board of Trade dated 20/

the system would have been 50 cycle, 3-phase at a nominal 600volts (630 volts at the sub-station) with 2 overhead cables and the running rails carrying the 3 phases. Power would be generated at Cwm Dili power station and distributed to substations at 11,000 volts. There were to be 10 substations, Portmadoc slate wharves, Croesor Junction, Beddgelert, Hafod Ruffydd Ganol, Snowdon Station, Bettws y Garmon, Tryfan Junction, Bryngwyn and Carnarvon (about a mile from the terminus). Interestingly, the document states that "The last substation on the line to Portmadoc is situated at the slate wharves about 1 mile distant from the terminus at the docks". This implies that the line to Black Rock had been dropped, maybe it was still intended to go to Borth y Gest which would be about a mile from the slate wharves. I have yet to find the plans for this part of the scheme but I have seen the ones for 1901.

The two overhead cables were 27½" apart and 16' 10" above the top of the running rails. The high voltage distribution lines would have been carried on the same poles but a minimum of 21ft above the ground.

Wooden poles were to be used which contradicts evidence which suggests they were cast iron and that later these poles were used locally for street lighting. Where the high voltage wires crossed the railway or a level crossing, an earthed wire mesh was suspended 1ft 6inches below the wires as a protection. Also at level crossings there was a similar mesh suspended 1' 6" below the trolley wires presumably with slots in it to allow the trolley poles to pass through. As an extra protection at these points the trolley wires were raised to 18ft and separated by about 5ft. The high voltage wires were then raised to 23ft. In tunnels the trolley wires would come down to only 11ft 6inches and the high voltage lines would be insulated and buried in a trench at the side of the line.

The locomotives were to have nominal output of 90 BHP but were designed to produce 180BHP for short periods. The total weight was 8½tons and normal speed was 18MPH. This gave to capability to haul 20 tons up short gradients of 1 in 20 or indefinitely up a gradient of 1 in 43. There was a 1903 scheme with gradients as steep as this but it seems to have been quickly replaced with the 1904 plan which

Jim Hewett Demystifies some of the Myths and Legends Surrounding the 1901 Electrification Pro- posals

03/05. This still leaves some questions unanswered as it refers to a Key-map and other drawings which have become separated from the document. There are significant differences between this document and what appears in Boyd's "Narrow Gauge Railways in South Caernarvonshire" Vol. 1, 1988 edition. Boyd got his information from 1906 articles in "Electrical Review" and "Electrician" which might indicate that a change of design took place between those dates.

Boyd also gives detail of the locomotives which he gets from an article by Rodney Weaver in "The Narrow Gauge", No.94, Winter 1981/82. Another article appeared too late for Boyd to publish in issue No.123, Summer 1989 by John Manners which contained much more information from the archives of the contractors, Bruce Peebles. Another article by Rodney Weaver is to be found in the Festiniog Railway Heritage Group Journal, No.22, P13. Dan Wilson refers to articles in "Electrical Times" from 30th August 1906 in HGJ No.21

My information comes from the previously unpublished document from Harpers. From this document I have established that

had gradients no steeper than 1 in 28. This is interesting also as to have achieved even this the line would have had to have passed *under* the stream at Ty'n y coed. The plans give no indication of this but they don't show it going over either. The draft 1906 Order gives the steepest permissible gradient as 1 in 10 but the deposited plans don't show anything as steep as that.

The motors were virtually single speed and there has been some speculation about how starting was achieved. To quote from the report "We propose to use a liquid rheostat for starting up the motor, by switching it into the rotor circuit. The rheostat consists of a large tank into which 3 groups of iron sheets are immersed these three groups being connected to the 3 slip rings of the motor. The liquid is gradually raised by compressed air, and it can be regulated if wanted so as to keep the current density during the starting period a constant figure". The liquid would have been water with something added to aid conduction. A

3HP air compressor was fitted for this use and presumably also to operate the brakes. Just to complete the picture, the PBSSR was owned by the North Wales Power & Traction Co. who had plans beyond railways and this is probably why the whole scheme was abandoned. The contractor for the building of the line and the supply of equipment was Bruce Peebles. At least one loco was constructed, some say up to 10, but some may have been made by Ganz of Hungary who had licensed Bruce Peebles to produce their equipment. Strangely, Bruce Peebles had never received an order for the locos so when the whole scheme folded they never got paid which put them into severe financial difficulties.

The fact that the locos could be overrun for short periods explains something I could never explain before. The ruling gradient for the NWNGR was about 1 in 40 so why have a short section of 1 in 28 (or 20)? For steam operation this would have been a disaster, double heading or very short trains would have been the options. How-

ever this would not have been a problem with electric locos that could be overrun for short periods. The limit to the length of this period would have been when the liquid in the rheostat boiled!

Another other curious fact concerns the ordering of "Russell" by the PBSSR in 1906. By then the extension was nearing completion or should have been and the need for *any* steam locomotives nearing an end. My interpretation of this order is that the Co. had severe doubts about the ability of the electric locomotives to handle the traffic. They had only the power of an England engine and do not appear to have had the facility for multiple working so would have required two drivers for double heading.

The plans for the 1901 line from Black Rock sands (Mount Pleasant) to Llyn Gwynant are in file Z/CD/162, Gwynedd Archives, Dolgellau office. The technical details of the electrics come from Public Record Office (Kew) MT6/1351/1.

1934 CHRONOLOGY

19th January

Caernarvon CC held a meeting with the owners of Cilgwyn, Moel Tryfan and Alexandra slate quarries to encourage them to use the WHIR

March

Joint committee met and it was reported that the Debenture-holders & Portmadoc UDC agreed to leaving Croesor to Portmadoc intact. A deputation was appointed to confer with the FR, LMS & GWIR regarding taking over the line. (see December 1930)

May

LMS and GWR again declined to acquire the line. Negotiations commenced for FR taking a lease of the WHR.

June

Russell & 590 entered Boston Lodge works. Russell was repainted light green and received new numbering on the front buffer beam. 590 was given a refit and repainted red; a wooden upper cab rear sheet was fitted and the engine turned to face Dinas. Coaches were repainted in 'rainbow colours' (see Newsletter 10, pages 4 & 5). Dinas, South Snowdon and Beddgelert stations

were painted in light green and the refreshment room at Dinas was re-opened

26th June

42 year Lease made, first annual rental of 20/-

1st July

Commencement of FR lease. Nantmor Halt renamed Aberglaslyn and a Goods shed consisting of 2 ex FR 4w coaches installed

9th July

Start of much improved summer service, with two through trips daily and an additional one each way Weds & Thurs Only plus an extra Port to Beddgelert working. Special through tickets from Dinas to B Festiniog @ 3/1 introduced for holders of LMS Holiday Season Tickets. JB Edmondson became sole supplier of both card & punch tickets. Cheap excursion fares introduced

20th/29th Sept

End of summer service

December

Evan R Davies died and was succeeded by Robert Evans

3rd December

Total tickets sold 14138. Traffic receipts £1069, Expenditure £1715

Those 'Old' Photographs!

Some thirty years ago when the writer became involved with the '64 Company, there were some thirty photographs of the original railway available for the enthusiast or general public to purchase. Most of these were produced in post card form and have become 'collectable' in their own right. Nowadays there are ten times as many and new ones are constantly turning up. Many are not of commercial/saleable quality, but without exception every new photograph tells us something about the original WHR (or NWNNG).

One is often asked the question - "Where do they all come from" or "How do you get them"? The simple answer is usually "at the end of a long, patient and often expensive road", but the satisfaction and increased knowledge that they bring makes it all worthwhile.

With the passing of recent years the number of people who either worked for, travelled on or photographed the railway has rapidly reduced so it has always been important to maintain contact with these people. One was

fortunate to have known Goronwy Roberts, Russell's last driver and Miriam Roberts the teenage 'station mistress' at Beddgelert. Some well known photographers of the narrow gauge scene have been kind enough to allow their WHR photographs to be added to the collection thus helping to raise money for 'the cause'. The formation of the Heritage Group fuelled the enthusiasm for collecting the past; it provides a focus for those who remember the railway and even while these notes were being written, the telephone rang, 'I'm putting a couple of old WHR post cards in the post for you, you may have them already but they are better with you than me'!

John Keylock

The Welsh Highland Buffet Car

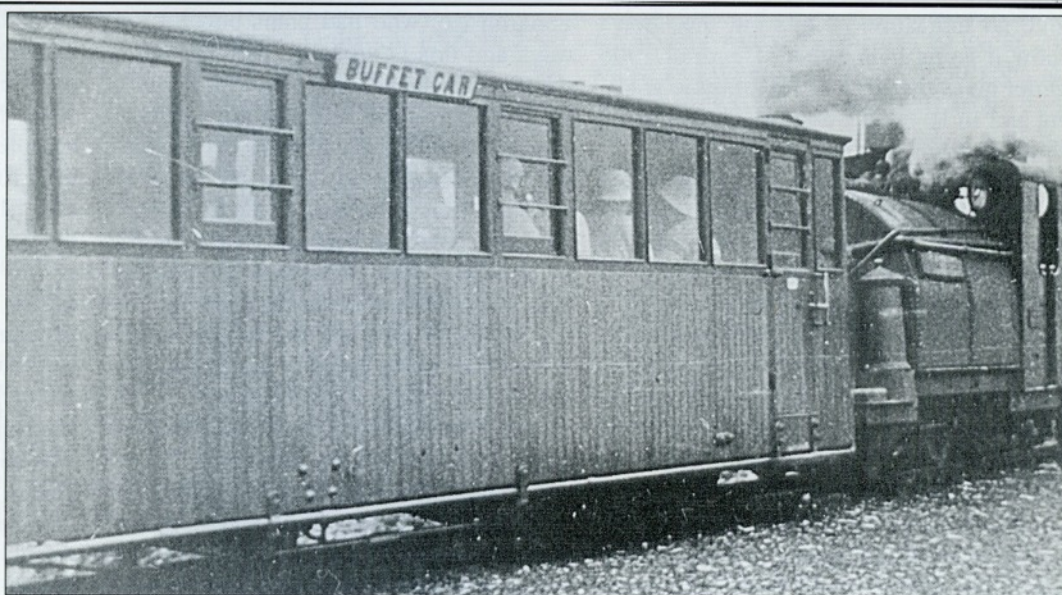
As readers are probably aware, the Buffet car is one of the few original NWN/WHR carriages still extant and is currently awaiting restoration at Gelert's Farm.

Full technical details of this vehicle are given in Boyd Vol. 1, but a brief introduction is given to set the scene. The carriage was one of two identical vehicles thought to have been built for the NWN in 1893 by the Asbury Railway Carriage & Iron Co Ltd, although no works plans have yet come to light. It was of simple matchboard construction with no visible solebar, quarterlights and doors at the four corners and ten fixed panes

each side between. When viewed from outside, the doors were hung from the left, whereas those on the 'Workman's' coach no.7 hung from the right. Ventilation was by droplights in the doors and louvered ventilators the full length of each side above all windows and droplights. The coach had three roof lamps and Westinghouse brake was fitted from new. It carried the number 10 and was originally an all 3rd, but at a later date the NWN converted a section into 1st class, removing the centre roof lamp as a consequence. When passenger services were withdrawn in 1916, the coaching stock was stored at Dinas, where they were to remain neglected for the next six years. In a Report commissioned by the Festiniog Railway in 1921, Major GC.Spring noted that *'the coaching stock has long been out of use and is much deteriorated through lack of paint'*. This article deals with the later history of the coach during WHR days and also attempts to establish the possible internal layout.

The condition of the coach at the time of the formation of the WHR is illustrated in a report made by Robert Williams, FR Loco Supt, to HF Stephens. Williams visited Dinas in February 1922 and found no 10 to be *'in good condition requiring scraping and painting inside and out Bogies and Wheels good'*. When one considers the effects of six years of storage, the coach seems to have survived remarkably well. It was not long before the FR carried out modifications to enable WHR stock to run over the FR if required and in a further report made in June 1923, Williams re-

veals that the wheels required returning, vacuum brake had replaced the original Westinghouse system (the pipework ran the full length of the eastern side), and that the roof had been lowered, although Michael Seymour gave March 1924 for the latter work (ref. Williams' letters to Stephens, held in the FR Archive). When the coach



The Buffet Car at Beddgelert behind Welsh Pony, heading to South Snowdon. This is WHR series 134 (see text). Date & photographer unknown (L.T.C. Rolt collection)

was cut down, all the ventilators were lost and extra ventilation was provided by inserting four additional droplights in place of the fixed panes fourth from each door. All eight droplights were fitted with two safety bars, which together with the 'lost' lamp help to identify~ this vehicle in WHR days. NWN no.9 (WHR no 25) only received one safety bar per droplight. In December 1923 the coach entered Boston Lodge works where it was overhauled, painted and renumbered no 23. Enamelled plates, showing the class, may have been applied to the doors. Boyd suggests that as each coach entered the works, it was repainted dark green. Although not documented, it seems that 'W H R', widely spaced, was painted on the sides at this time. The lettering is visible in a view taken at Dinas in 1925 (WHR 110) and at Beddgelert in 1926 (WHR 211), but had

Derek Lystor & John Padley combine to Research a Fascinating Vehicle

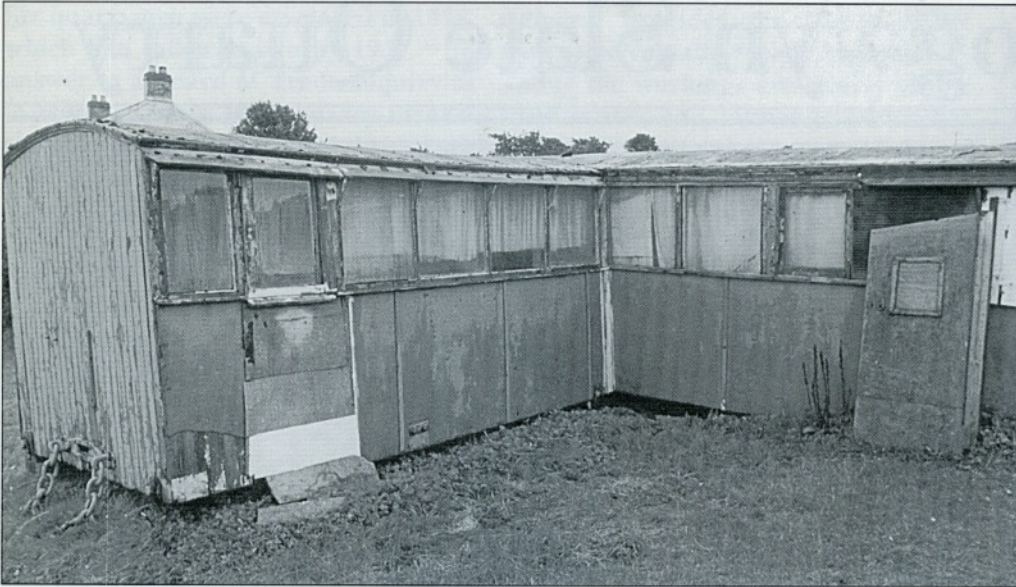
disappeared by 1928 when a series of photos of the coach were taken at Beddgelert. Towards the end of the decade, the coach was converted into a Buffet Car when part of the 1st or 3rd Class compartment at the south (Portmadoc) end was converted into a 'serving area'. Boyd states that it was the 1st Class compartment that was converted, but an enlargement of the well known NWN period 'Rhyd Ddu' photo (WHR 19 and Boyd vol 1 p 182) clearly shows the white board on the NE door indicated 1st', so it must have been the 3rd Class thus converted, unless the vehicle was turned at some time prior to the conversion. This seems unlikely for, although the 'Croesor triangle' was still in situ at Portmadoc until mid 1924, both FR turntables were too small to take a WHR bogie coach. The year that the conversion took place is commonly given as late 1927, the coach entering service the following year running on the noon departure from Dinas. However, the memo discussed in Newsletter 9 suggests early 1927 as the conversion date, with the coach up and running that summer as born out in Jack Steel's account in 'Narrow Gauge' 90 of his trip in 1929 during which Hamilton Ellis recalled a trip two years previously when the *'Buffet Car only sold biscuits and fizzy lemonade'*. An unsigned report made in May 1936 said that the seating at one end of this coach was upholstered and was in a bad state and should be renewed. It also sug-

disappeared by 1928 when a series of photos of the coach were taken at Beddgelert.

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Buffet Car in a field at Waunfawr - cut in half for use as a summer house. Photo D.W. Allan - 21st Sept 1987

gested that repainting, both internally and externally, was required and that the roof needed to be made

waterproof. The coach had not been re-numbered 36 by this date. With the cessation of passenger services at the end of the 1936 summer season, all coaching stock was stored at Dinas. In 1939, AE Rimmer visited the site and reported that 'The carriage shed, a flimsy affair of corrugated iron, is still in good condition and the carriages look clean and tidy'. On 20 May 1942, George Cohen & Sons Ltd., who were demolishing the railway, sold the coach complete with running gear for £50 to a farm near Waunfawr. Here it was cut in two for use as a summer house and remained in this state until rescued by the 64 Co for eventual restoration.

As originally built, no.23 was a six bay all 3rd with 2+1 seating and end benches with a suggested capacity of 38 passengers. It was later converted into a 1st/3rd composite with a capacity 18 1st Class & 19 3rd. At first, all the seats were simple wooden affairs, but those in the new 1st Class compartment were upholstered. All were supported by turned wooden legs of similar design to those in the Ashbury brakes nos I & 2, and are shown in a photo by DW Allan in 1987 at Waunfawr. The initial seating arrangement can clearly be seen in a view of sister coach no 25 taken during a Boy Scout outing by HF Wheeler (Boyd Vol.2) and study of the 'Rhyd Ddu' photograph reveal that the conversion took place some time before 1903 as the centre light was removed by this time and the white board with 1 in black is affixed.

(Additionally, 'Moel Tryfan' had not yet been to Davies & Metcalfe and still has the low mounted whistle (just visible through

the cab windows) and the original works plate on the left side). Photos (WHR 134 & 207) show that a central partition was put in. As seats survive at Gelert's Farm in 16", 24" & 34" widths (plus the full width end seats) and the 2 + 1 seating would comprise the 34" and 16", it is thought a 34" pair was cut down to 24" to allow a wider door in the partition, some 4" off centre and about 2 feet wide. The centre lamp would have been in the way and was removed. In photo WHR 134, it could be that passengers are sitting on a longitudinal seat in the ex 1st class, east side. If so, this would have replaced the two pairs of 16" back to back seats. However it is also possible some of the ladies are sitting sideways on the original seats. The existence of an ex 1st 16" pair would disprove the longitudinal seat in 1st class. CE Lee reports transverse seating and central corridor at the time of the auction.

The 3rd class saloon retained its original 2+1 seating, with an end bench, until work was carried out on converting part of it into a refreshment area. It then seems to have been divided into two equal halves, which put the new partition part way along the fourth window from the end. Using the photograph in Newsletter 9 as reference, it is suggested that the 'serving area' or 'kitchen' occupied the first 3½ window lengths from the end, the remaining portion being the seating area. The layout of the 'serving area' cannot be determined, but the partition appears to have been possibly glazed, having a central doorway. What may look like the handle of a door is visible through the droplight beneath the lower safety bar. The end of the partition is visible part way along the window pane

displaying the 'SMOKING' sticker below the M. A shelf with a lipped edge is visible through the window under 'CAR', and an advertisement card with a bottle pictured on it must be on a similar shelf resting against the glazed partition. The end window seems to be whitened out and there appears to be an attendant on duty within. A notice on the fourth window reads 'Smoking' under which there is a bottle sticker. Longitudinal seating in the passenger area is suggested by virtue of a possible arm rest being visible below the shelf, an arrangement which ties in nicely with details given in Lee and Boyd. According to the description of rolling stock given in the second schedule of the FR lease document of

28/8/24, the seating of the coach had been reduced to only 20.

The period of time the Buffet Car ran on the line is open to conjecture. Along with Hamilton Ellis's 1927 recollections there is reference given in the published timetables for 1928 and 1929 only, the latter stating that it was fully licensed. The following year's timetable referred to refreshments being available at South Snowdon. There are as yet no known photographs of the Buffet Car in use as such during the thirties. Plenty show the coach itself, but with no 'Buffet Car' board or notices in the windows; a 1934 view by Hillier (WHR 19) at Dinas is a good example and transverse seating in the 1st class section is suggested by the position of the passengers. One of the well-known series of views taken in August 1935 by HF Wheeler (Boyd vol.2) appears not to show any partitions in the carriage, suggesting that they had been removed by that time, perhaps by the FR. So it seems possible that the WHR only ran a Buffet Car service for a comparatively short time and that it soon reverted to an ordinary coach, indicating that its revenue earning potential did not come up to expectations or lack of passengers made it uneconomic. On the other hand, there is some anecdotal evidence to suggest that buffet services were still provided right up to when the line shut, and Lee notes that the counter was still in place at the time of the auction. A notice reading 'Buffet Car for the use of Passengers desiring Refreshments' is in the Heritage Group's possession. The authors would welcome any further information on the coach, especially with regard to the interior layout.

Rhos Clogwyn Slate Quarry

There were many slate quarries in the area through which the WHR ran and with one or two exceptions, were very small affairs serving the requirements of local needs. Most were handicapped to a lesser or greater degree by the same problems of lack of adequate transport, poor quality rock and under capitalisation. The coming of the NWNG proved advantageous to some concerns enabling them to enjoy a period of rapid development, but due to the vagaries of the slate trade, the fortunes of the quarries rose and fell and in time all closed for good.

The story of Rhos Clogwyn, also variously referred to as Clogwyn y Gwin or Snowdon Quarry, may be seen as typical of those in the district and, as is so often the case, its early history is somewhat unclear. The site lay on the Vaynol Estate to the north of Rhyd Ddu station and quarrying probably did not start until some time in the 1860s, possibly under the ownership of the Snowdon Slate Quarries Co. Ltd. This company was registered in Caernarfon in 1864 and worked Bwlch Cwmllan Quarry to the east before becoming involved at Clogwyn.

The quarry took the form of an open pit and slate was taken through a tunnel to the mills, after which the finished product was sent down a short incline at the south end of the workings and loaded into horse drawn carts. Even though the quality of the slate was good and the trade very strong, the Company went into liquidation in March 1875. With the arrival of the NWNG to Snowdon Ranger still three years away, the lack of transport coupled with high development costs had proved too much and the quarry was closed. Soon after, a report was prepared giving an estimate for reopening and redevelopment of the quarry, an ambitious scheme involving six galleries and costing some £8000. Unfortunately nothing came of it and although in time the quarry reopened, it remained small scale.

Vaynol leased the concern to R. R. Williams in October 1875, who subsequently sold it on to the Clogwyn y Gwin Slate Quarry Co Ltd in November 1879, but this newly formed com-



Rhos Clogwyn quarry with WHR below, on 5th January 1987 - D.W. Allan

pany appears to have been a failure almost immediately.

Williams was granted a further lease in March 1880 and later went into partnership with JA Hughes. In 1881 the earlier incline fell out of use following the construction of a tramway, and new incline at the north end of the workings which connected to a wharf served by a

Derek Lystor Delves Deeper!

loop on the recently extended NWNG (See Newsletter 15, page 5). During this period, work was carried out on a very small scale with only 4 employees and in 1885 was suspended altogether, after which time the new incline and wharf became disused. Ultimately the incline was lifted, but the loop was left in situ though disconnected from the main line. By 1888, Hughes had become sole proprietor, trading under the Clogwyn y Gwin Slate Quarry Co name until 1893, after which a succession of owners operated the concern with periodic closures. In 1902 a new company, the Snowdon Slate Co Ltd, was registered and the following year 22 employees were hard at work with the loop being reinstated in September and presumably the incline being relaid.

During the years up to 1911, when a liquidator was appointed, the quarry employed between 7 and 22 men. The commencement of the Great War saw a complete closure and it was not until the early twenties that working began again on a vastly reduced scale under the ownership of the Humphries family, local people with quarrying connections. WHR Invoices survive both for the delivery of coal for quarry use and the transport of finished slates to Davies Bros at Portmadoc. Glaslyn Foundry supplied a part for the bellows to 'RG Humphreys, Quarry Manager' on 11th September 1925. The old incline and wharf were not reused but a new tunnel was driven into the quarry at a lower level from which slate was taken via an aerial ropeway to a new siding nearer South Snowdon installed in 1925, perhaps using materials from the earlier loop. The incline may possibly have been lifted in the summer of 1924 when, from a surviving Consignment Note dated 23 July, we learn that 14 tons of scrap rail from Clogwyn were consigned to Williams, the Harlech scrap dealer at the South Snowdon Wharf, Portmadoc. Assuming a rail weight of 25lbs/yd, an average for quarry use locally, this would amount to just over 600 yards of track, sufficient for the incline and connecting tramway.

Six quarrymen were employed in 1928, which had fallen to two by 1931. In answer to a Board of Trade enquiry as to whether more local quarry owners could be encouraged to send their products via the WHIR, Clogwyn reported 'Output goes to Dinas and Portmadoc by WHR' After this date, nothing more is recorded in HMI lists and the quarry was presumed closed some time before 1934, although a final spate of working took place for a month in 1952/3 by Messrs Thomas of Talysarn on a lease from Vaynol. Disputes over rights to work the land prevented any further extraction and the Thomases relinquished the lease in lieu of working nearby Glanrafon. Thus ended nearly a century of working at Clogwyn - a quarry which at best only reached a moderate scale of production, but nev-

ertheless provided the NWNG/WHR with some valuable freight business.

Today the workings are clearly visible from Rhyd ddu, although somewhat overshadowed by the large spoil tips of Glanrafon to the west. The quarry has been virtually cleared of buildings, but the original incline remains prominent. The later incline and associated wharf complete with the remains of a small shelter in its east corner, are still present and it is hoped that this area can one day be restored.

My sincere thanks go to Gwynfor Pierce Jones BSc, MA., PhD (Wales) who not only collated JS Wilkinson's information obtained from 'H Lists of Quarry Cos' held at Caernarfon Record Office but, as the archaeological expert on local quarries, also provided much additional information and help.

The Quellyn Lake Hoard - Since its acquisition in June 2000, a great deal of work has taken place in sorting, preserving and copying the various documents. Much new information has been learned from this original source material, and several articles have already appeared in the Newsletter. Despite the amount of paperwork obtained, many gaps still remain, so I would like to take this opportunity to appeal to any members who might have original WHR/FR documents in their collections who would be willing to send copies or transcriptions to me to enable us to build on our growing knowledge of the railway. All costs incurred would be met by the WHHG and any material used in articles etc., would of course be duly acknowledged. Please send any such material to - Derek Lystor, 14 Teign Village, Hennock, Newton Abbot, Devon, TQ13 9QJ

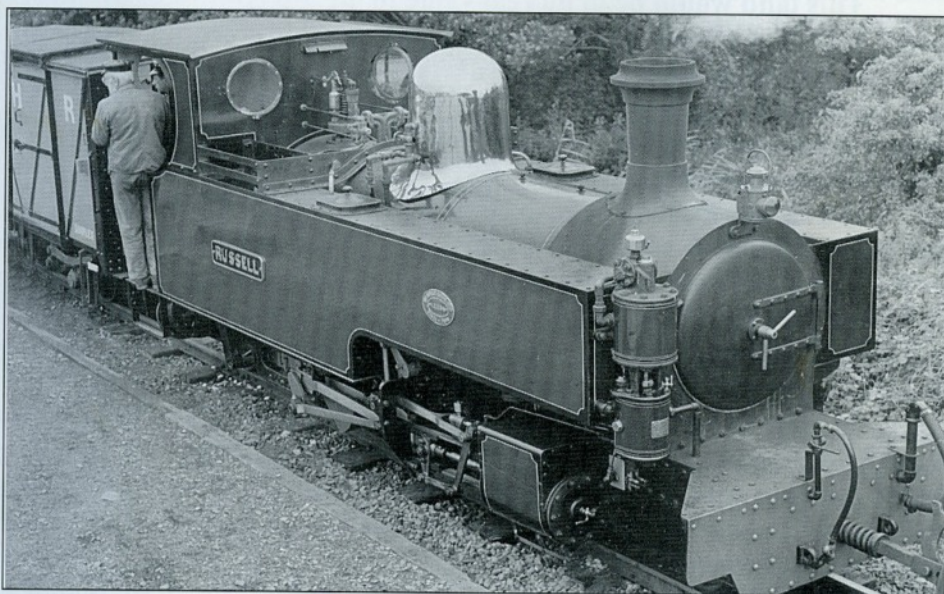
Russell - An Appeal

Russell's ten year ticket runs out this year. In 1992 much work was done to restore her good looks, but it was not then possible to do the job fully. However the opportunity now arises, whilst this priceless Welsh Highland locomotive is undergoing these essential repairs, to comprehensively restore the engine to its 1906 condition.

The importance of Russell to the Welsh Highland cannot be overstated and this chance to return the machine to its original condition cannot be missed.

So notwithstanding the other WH appeals, please try and find some money to help with this critical work.

An appeal form is enclosed with this Heritage Newsletter and if you value Russell then please return it Cedric Binns today.



WELSH HIGHLAND RAILWAY (Light Railway) COMPANY

My	Your
DL/1	[]
<i>Memorandum</i>	
From	To
Dick	David
7th August, 2002	Editorial Dept., Eastham

More about Beddgelert Porters

The more eagle eyed readers amongst us, (of which sadly I am not one), will have noticed the three memos on the back page of Newsletter 8 which refer to the various appointments made at Beddgelert in 1923. It will be seen that Guard Owen returned to B.Festiniog on October 1st, having spent 12 weeks on the WHR.

HD Jones was asked to keep an eye open for any suitable lads of about 15 or 16 years old for the porter's job which ultimately led to the employment of Lewis Parry Jones. In addition to the memo mentioned in the last issue, is the letter written to LP Jones from John May informing him that he would be taken on for a fortnight's trial commencing 9th October, with no pay the first week and 13/7 the next. Unfortunately, the poor lad never even reached the end of his trial period, receiving a mere 10/- for his troubles!

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The editor welcomes, and indeed positively encourages, articles and photographs of Welsh Highland/North Wales Narrow Gauge interest!

The Cwmcloch Saga Continued

In which Mr Sharples won't give up!

27 Belle Vue Avenue
Gosforth
NEWCASTLE-on-TYNE
20th September, 1941

Dear Mr Jones

WELSH HIGHLAND RAILWAY and CWMCLOCH ESTATE.

As arranged at our conversation at the County Offices on the 8th instant, I beg to submit some points for the consideration of your Committee, and I trust they will be able to suggest a means of settlement before the Railway is wound up.

We arranged at our meeting at the Station Hotel, Chester about 1927, that the Company should pay **£675** in settlement of claims, but as the Company was in financial difficulty, you suggested that a basis of annual payments might meet the case.

However, nothing was ever paid, as there was never any cash in hand, and even now, with the prospect of realizing the assets, I am not sure whether the cash position will enable the debt to be met, but I wish the Committee to consider the position, and make a suggestion of some kind in disposal of the debt.

The Beddgelert Ry. Station has blocked up the right of way to my estate. This could be restored by appropriate means.

The Railway line runs like a snake through the Estate, and if not used as a railway, it is no use for any other purpose, not even for the purposes I have seen mentioned in the newspapers.

This land would be of no real value to me, except that it would restore the privacy of the Estate, but I should have to maintain the fencing and gates, and protect the dangerous points where sheep have already been lost, and cattle injured. You will recollect visiting the estate to see that dangerous gully in the disused track up the hill. I ask the Committee to seriously consider giving up the LAND on my estate. It would be a step towards meeting the Company's liability to me, and I think will avoid possible trouble if the land were to be used for any other purpose.

When the Railway was built, there was specific provision for a bridge at the Portmadoc side of Beddgelert Station to afford access through the fields to Bron Hebog Farm. This Bridge now has a dangerous Notice posted on it. The Railway has a liability to maintain this bridge. I am prepared to consider taking it over, and duly repairing it. I think, however, a number of sleepers and a few old pieces of track might be conceded to enable my employees to effect reasonable repair. The only alternative is for the Company to fill in the cutting at that point to provide a path across it.

In view of the financial condition of the Company, I have in the past refrained from calling attention to the bridge across the farm road leading from the "FIRS". It was originally stipulated that the design should conform with the amenity of the estate, but it never did. I suggest this bridge be left as it is, as with some spare Railway material it may be made sound, and I can at a later date improve its appearance in keeping with the general scenery.

You will notice, I am merely asking the Committee to surrender something to meet liabilities agreed, and to obviate present liabilities of repairing the bridge to Bron Hebog Farm, the broken gates, the fencing of waterlogged disused cutting, and other fencing. I am not asking for money, and in these circumstances, I hope the Committee will be as generous as legally permissible, and in agreeing to my suggestions **THEY WILL HELP ME TO MAINTAIN THE BEAUTY OF BEDDGELERT, A MATTER WHICH I HAVE AT HEART FOR THE BENEFIT OF WALES AND THE GENERAL COMMUNITY.**

I have been asked by my tenants to suggest that any fencing sleepers, old timber or corrugated sheeting, already in the vicinity of the estate would be useful to them. I mention this as very often there is material not worth the cost of taking away, or hardly so.

I await the favour of your reply.

Yours faithfully,

Addressed to:

D..G. Jones , Esq
Clerk of the County Council,
County Offices,

(Signed) A.Sbarples,