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DISASTER AT SNOWDON RANGER



Scene of the disaster as drawn by Lewis Esposito

On Saturday the 24th February 1883 two coaches were derailed on the last train of the day, the 8.25pm from Snowdon Station - Rhyddu. The accident occurred between Snowdon Ranger station and the road bridge at Quellyn Lake. Although no one was reported injured as a result of the incident, there was extensive damage to the vehicles involved. The two four-wheeled coaches purchased from Brown Marshall only five years ago were flung off the track, to either side of the rail. Coach No. 5 had all the boards in one end broken, as well as severe damage to the steps, top and underframe. The rear coach, No. 3, was less badly damaged, but the steps, buffer and an axle box were broken. The glass in both vehicles will

require almost complete replacement. Coach No. 6, the state-of-the-art Cleminson composite brake, suffered a broken end board and upright as well as damage to a door and broken glass. Reports say that the two four-wheelers had run off the rails before becoming detached from the train. The engine then set back to look for them, before colliding with them in the darkness. The weather is reported as being 'wild and stormy' at the time of the accident. This section of the track has only been open for twenty one months. Mr Livesay, the manager of the North Wales Narrow Gauge Railway was woken from his bed late on Saturday night and went immediately to the scene. He later

said that in spite of the accident and the damage to the coaches, that there would still be a full service on Monday. The damaged coaches will be repaired in the company's workshop at Dinas Junction. John Jones, the engine driver was said to be too shocked to comment. However guard Thomas Morris, denied that they had been drinking at the at Snowdon Ranger roadside hostelry, so popular with walkers.

See inside for a full report of the events leading to this disaster

WEIGHBRIDGES & WEIGH HOUSES

These were located in predictable locations. Beddgelert Sidings, to weigh the wagon loads of slate emanating from the quarries in the Croesor valley, Glanrafon Sidings serving the quarry of that name, and Dinas Junction. Let us consider that at Dinas first. Here there was only a weighbridge, located immediately beyond the Caernarfon end of the goods shed. According to a 1922 drawing this served both the line that passed through the goods shed and the one that ran parallel with it on the western side, suggesting that they dealt with inward and outward freight separately. An arrangement for Dinas prepared by C.E. Spooner, signed and dated 21st April, 1873 shows no 'weighing office' whereas his drawing of 22nd February 1874 indicates one on the south side of the line between the two road bridges. The remains of this building show on photographs. As an aside, this latter drawing (reproduced by Boyd NGR in SC vol 1) indicates an 'unknown purpose' for the end of the elevated LNWR coal siding, whereas Spooner's 1873 drawing shows a 'coal tip' at the end. According to Boyd it is uncertain whether the

Glanrafon Weigh House photographed in 1952 by David Rendell



'weighing office' was still functioning as such by 1880. By this time there was a slate office at the 'Caernarfon' end of the platform effectively not far from the weighbridge known to exist in

Welsh Highland days. It doesn't seem reasonable to assume that no weighing facilities existed between 1880 and 1920. An LNWR coloured plan of 1908 gives no indication of weighing facilities, Might there have been, in NWNG days, a weighing facility at the top of the Bryngwyn incline - the Drumhead? Such a facility would have been equivalent to the Glanrafon weigh house. The 1913, 25inch - 1 mile O.S. map, indicates a building with a mill wheel set at 90 degrees to the station building. Boyd refers to this building as a gunpowder store, which it probably was in Welsh Highland days. Nevertheless it was served by a trailing siding from the coal siding with a short head-shunt just outside the entrance and was doubtless a slate mill during the 19th century. Water was piped to it from a sluice in the stream, which crossed the incline some 200 yards from the bottom. It is suggested that there was a weighbridge in the mill siding - for the purpose of weighing products from the mill prior to dispatch to Dinas. The



The remains of Beddgelert Sidings Weigh House photographed in January 1952 by Alan Garraway

short head-shunt would have been used to store

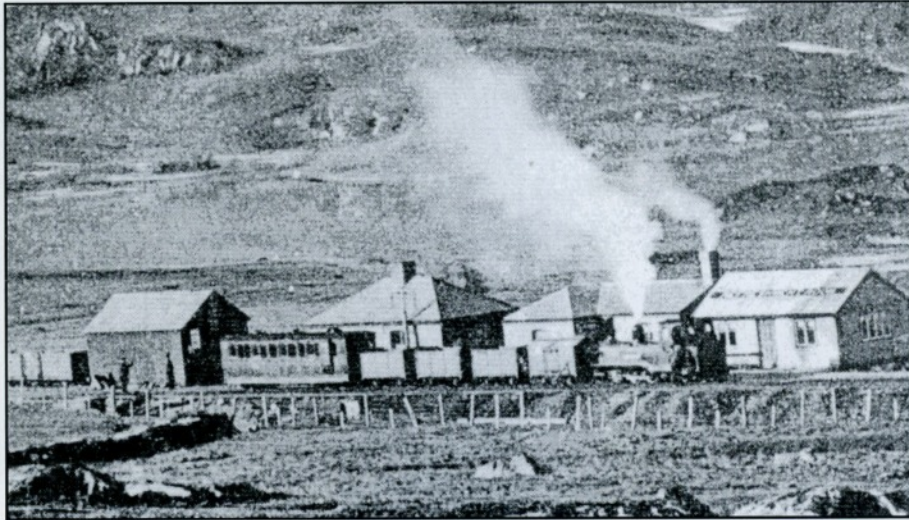
empty wagons.

Fortunately the remains of Glanrafon weighbridge house exist today and the reader would be disappointed if this publication did not express the necessity for its

John Keylock Weighs In

rebuilding. Built in typical NWNG style, one wonders whether the quarry owners, who effectively contributed to the cost of Glanrafon (Dingle) viaduct (see Newsletter 13) also bore the cost of construction? Allan Garraway's photograph taken in January 1952, shows the Beddgelert Sidings weigh house to have been the most elaborate. Viewed from Pen y Mount one can see the actual weighbridge still in situ to the left of the building. To the right of the weigh house is the standard gauge siding. The long building on the extreme right is the slaughterhouse over the wall from the railway confines. The weighbridge is shown in more detail in David Rendell's picture. In the '64 Co.' Journal No 118 of May 1996, there is an excellent set of 1/50 scale drawings of the weighbridge building prepared in anticipation of a future reconstruction

MORE ON SOUTH SNOWDON



By 1901 Owens had moved to Morgan Terrace, so by this date at least, no station master actually lived in the station giving rise to some doubt as to whether the buildings were extended as early as 1897 and also if they were for living accommodation at all at first. The earliest reference to live-in staff does not appear until WHR days, when on 11 August 1925, Evans wrote to Jones asking whether there was an available house at Rhyd ddu for WH Rees to move into. He and his wife Dora appear in the 1926 Electoral Roll as living at Station House. Ganger John Owen Thomas and his wife appear to have taken over the cottage during that year at a rent of 2/- a week remaining there until May 1928 at least.

There are several references to other staff at Rhyd ddu; Maggie Owen ran the Refreshment Room in 1914 (ref Electoral Roll) and a Miss Williams was employed at the station after re-opening until her services were dispensed with from 1st November 1923, responsibility passing to HID Jones at Beddgelert.

Post Script - This means that it was young William Morris, the station master at 'Snowdon' station who the guard of the ill-fated 8.25pm train of the 24th February 1881, tried to implicate into providing an alibi for him at the Inquiry into the accident at Snowdon Ranger. (see story p4).

The 1881 Census reveals that William

Foulkes Morris was employed as Station Master at Rhyd ddu. He was 16 years old and lived with his father and brother, both quarrymen, and two sisters at the Beddgelert end of the village. Mention is also made of him living at Glangwyrfai, being one of twelve local men involved with the Chapel, situated opposite the Cwellyn Arms.

According to the 1891 Census, the Morris family had moved away and Idwal Owens had become Station Master. He was 22 and lived with his mother, brothers and sisters further down the road near

Activity at Snowdon Station in NWNG days. The Refreshment sign on the roof of the right hand building is designed to seen from a distance! Date & photographer unknown. David Laycock collection.

where the gap in the housing now exists. He is mentioned in Boyd in connection

with the accident at Nant Mill on 31 July 1906, where it is revealed that he had

Gina Kent & John Keylock collaborate to add further details

spent 17 years at Snowdon. He must therefore have succeeded WF Morris in 1889, when he was twenty. Obviously the NWNG liked to employ young station masters!

Clogwyn y gwin Slate Quarry - Research Update By Dr Gwynfor Pierce Jones

Uncovering new information is the greatest joy in historical research. Finding that one's earlier hunches were correct is a particular thrill, but all serious historians will also need to contend with the times when the converse is true. Demolishing one's hypotheses and substituting new ideas are a creative part of the research process, but the bugbear comes when a radical change is required after the incorrect story has gone to press! Those readers who might be one step ahead will know what's coming next. Yes, the demon 'print-and-thou-will-be-proved-wrong' curse has struck.

So, with only a mild dose of ashes and sack-cloths (which some colleagues think is my normal attire anyway!), John Keylock has decreed that I must do penance by revealing the error to all.

In Issue 17, Derek Lystor wrote at length of the history of the Clogwyn-y-gwin Slate Quarry, based on the first draft of my detailed research into the slate industry in the Gwyrfai Valley. In common with several others the various connotations of the trade name 'Snowdon' in connection with the Rhyd ddu area caused confusion until very recently. Thus, I assumed that

the Snowdon Quarries Co involved Bwlch Cwmllan Quarry together with Clogwyn, and consequently advised Derek of this version of history, qualified with a suitable 'possibly'.

It has since been discovered that Clogwyn had no connection with Bwlch, so that the first part of the former's published history can be disregarded. It is now known that quarrying at Clogwyn did not commence until the 1876 lease to Roger R. Williams, a builder of Caernarfon. As a postscript, for those who want to know which was the other component of the Snowdon Quarries, it was Ffridd Isaf, the little quarry close to the site of Rhyd ddu station, which was of course erroneously called South Snowdon.... and there we go again!

SNOWDON RANGER DISASTER

Full Report



It was Saturday the 24th February 1883 and the last train of

the day was waiting to depart from Snowdon Station at the remote village of Rhyd Ddu in Snowdonia. The train was due to leave at 8.25pm.

Passenger X takes up the story.

The wind-driven rain was rattling against the roof and windows of the six-wheeled coach. I was the only passenger as I sat wrapped in a warm coat to protect against the wild weather in this wild place. The gale was leaking round the edges of the window frames and under the doors. Engine driver, John Jones, was trudging up the rough path past the station house from the direction of the Quellyn Arms. He was huddled in his greatcoat in a futile attempt to deter the rain driving across from the intense gloom of Llyn Gader. The single station oil lamp was flickering in the storm and succeeded only in illuminating the wall on which it was fixed, together with the nearby advertisement for 'Everyman's Tea'.

The train crew were anxious to depart and I heard the guard say to leave the Cleminson where it was, so the coaches remained in the same order as they had arrived from Dinas. I saw the guard operate the points from the small box next to the station. The signal dipped in obedience, with the light behind the spectacle plate switching

The trackbed from Snowdon Ranger leading to Quellyn Lake Bridge. Photo - D.Allan 4th March

from red to green.

We set off

dead on time, rattling round the reverse curves on the downward run to Snowdon Ranger. I could sense the vast bulk of the slate waste from Glanrafon Quarry as we passed the faint outlines of the loaded slate wagons in the obscurity of the quarry

From various sources, including his fertile imagination, our reporter has managed to piece together the events which led to this regrettable incident

sidings. The train clattered onto the viaduct over Dingle Dell, and a few minutes later we came to halt just past the water tower at Snowdon Ranger. There was a wagon, containing a couple of empty beer barrels in the siding next to the main line. I heard someone on the footplate say that they just had a time for a gill and then I saw three figures hurrying down the path towards the road below. The fire box glowed invitingly on the loco, which by a coincidence might have been 'Snowdon Ranger', but I resisted the temptation to

warm my frozen hands. Way beyond the loco, over the roof of the station building was the dark foreboding gloom of Quellyn Lake.

It seemed ages before the crew returned, braving the intensity of the increasing rain as they climbed back up the steep path, but they seemed to be in good spirits, no doubt looking forward to returning to the comforts of their own hearth.

We set off again, over the little level crossing, at what seemed to be a fair pace, the coach swayed alarmingly at one stage, but I put this down to the storm. Suddenly there were three sharp

whistle blasts and the train halted so abruptly that I was thrown forward in my seat. Later I discovered that we had stopped just short of the road bridge at Quellyn Lake.

The mood on the footplate seemed to have changed from jollity to one of apprehension. With the men whispering anxiously amongst themselves. All at once the train

started back the way it had come.

The darkness was intense and we seemed to be travelling far too quickly. I must confess I was alarmed at what was happening, no one had told me anything. Suddenly there was a crash, and again I was thrown from my seat, everything was chaos, the coach leapt into the air and I heard the sound of splintering wood and breaking glass, the light in the coach went out, there was the hiss of escaping gas and the rain was pouring in through the shattered window.

I picked myself up off the floor and peered outside. I could just make out the outline of one of the four-wheeled coaches on its side in the field. The guard appeared to be in state of panic, and the driver was leaning on his engine in a daze.

The engine was uncoupled from the coach and somehow all of us fitted on the footplate as we travelled back to Dinas on the engine. I was certainly glad to be back at Dinas Junction, the coal fire in the waiting room was most welcome. The Caernarfon



Approx point where the coaches left the rails. Photo D.Allan 4th March 2003

train pulled in and I got on, the guard also got on but in a different carriage.

Here Mr Livesay, the manager and secretary of the NWNGR takes up the story

I was woken at about 11.30 pm on 24th February by a loud banging on my door – it was Thomas Morris, one of the company's guards. He told me that two coaches were off the rails near Snowdon Ranger. I immediately went to Dinas Junction, catching an empty stock working from Caernarfon.

He reported to the Inquiry as follows: -

"After inquiring for the driver I went to the engine-shed and found driver Jones asleep on his engine. He was drunk, but the fireman was sober. The guard Morris had been drinking but was not so drunk as the driver." Between us we moved him off the engine, which fortunately was still in steam. I immediately went with the engine back to the scene of the accident. Once we got to Quellyn Bridge we proceeded with great caution, until we arrived at the accident site. The two four-wheeled coaches were off the rails either side of the line. "I made a careful examination of the road that night, and again the following day. I found marks where one or more wheels had left the rails on the right side, and had run for about 420 yards to the place where the two carriages came to a stand. The coupling was not broken, but appeared to have been jerked off. The carriages were upset on both sides of the line. The guard confessed to me that they had been drinking. I examined the wheels of the carriage, and they were in good order and true to gauge. The fireman (had) confessed to me at Dinas that all the three men on the train had been drinking

at the hotel at Snowdon Ranger, and that they were running fast to make up time. The two rear carriages were the two small light four-wheeled carriages. According to the rule, the long six-wheeled carriage, with brake-compartment, ought to have been put at the rear of the train at Rhyd-ddu. The guard is responsible for this omission".

William Roberts, the chief ganger told the Inquiry: -

"I made an examination of the line on Monday morning. I found the marks where the carriages first left the rails. There was no mark on the top of the rail, but marks on the sleepers as if the carriage had jumped out. There were plain marks where one or more pairs of wheels had been running off the

Approx site of collision. Photo D. Allan 4th March 2003



rails for nearly a quarter of a mile. The carriages had stopped there and had been thrown off on both sides of the line by the collision I suppose. I tried the gauge all along; it was correct. The sleepers were all right at the place where the carriages first ran off. There was nothing at all the matter with the road. The cant was correct. I had tried the gauge about eight or nine days before the accident, and it was correct. I walk the line occasionally and Mr. Livesay goes over it every day. There is only one gang of men, five in number, for the whole length, 11 m. 70 chains"

Thomas Morris, the guard who had been employed by the company since opening in May 1877 told the Inquiry: -

On the 24th February I was guard of 8.25 p.m. train from Rhyd-ddu. It was made up as follows:

Engine, six-wheeled composite carriage with brake-compartment, and two four-wheeled third-class carriages. I left Rhyd-ddu at right time, and arrived at Snowdon Ranger at 8.37, a minute before time. We left Snowdon Ranger at about 8.50. I cannot be sure. I did not take the time. I was in the station all the time with the station-master from Rhyd-ddu, who had come down with the train. We were doing the accounts and changing the date in the press ready for Monday. As far as I know the driver and fireman were on the engine all the time. The cause of the delay in starting was the work which was being done with the station-master. I did not go to the hotel. I had nothing to drink. We started and ran our usual speed all the way, no faster at all. I was in the brake-compartment next to the engine. Just as we got to

Quellyn bridge I looked behind and saw that the two



rear carriages were missing. I signalled to the driver to stop. We were running at about 10 miles an hour when we stopped. I told him to set back to find the coaches. We went back quite slowly at not more than 4 miles an hour. It was so dark that we did not see anything until we were into the coaches. We knocked them over on the two sides of the line. There was only one passenger, and he was in the front carriage. He was not hurt. I had not felt anything wrong with the road at all. I had not felt any sudden check on the speed. I had applied my brake at the usual place, about 200 yards before getting to Quellyn bridge. I had not felt the driver apply his brake suddenly at any point near where the carriages ran off. I came down to Dinas with the engine. I went into Caernarfon before going to Mr. Livesay's house. I did not know that the driver and fireman had been at the hotel at Snowdon Ranger. I spoke to the driver at Quellyn bridge. I was too frightened to notice what state he was in. I did not see the driver at Dinas. According to the rule I ought to have put the heavy carriage behind at Rhyd-ddu. I did not do so because I wanted to save time, and it was the last train. I had never omitted to do so before. I know that according to the rules I ought after pulling up the engine, to have gone back with my hand-lamp to find out what had happened instead of setting back. It was a falling gradient.

The fireman, John Williams, told the Inquiry: -

I have been about five years in the service of the North Wales Narrow Gauge Company as fireman and cleaner. On the 24th

View from the trackbed of Quellyn Lake bridge, where the loco was brought to a stand. Photo D.Allan 4th March 2003

February I was a fireman with John Jones. We left Rhyd-ddu at right time, and arrived at Snowdon Ranger at about right time. We were there for about five minutes. I do not think we were more. I went down with my driver to Snowdon Ranger Hotel to get a glass of beer. Guard Morris went there also. I do not think that any of us had more than two glasses. The stationmaster from Rhyd-ddu was not there. He never does come down by that train on a Saturday night. We did not start sharper than usual, nor run any faster than usual after leaving Snowdon Ranger, in order to make up the time we had lost. We were running no faster than usual at the place where the carriages left the rails; not more than 10 miles an hour. We did not know that anything was wrong until the guard stopped us at Quellyn Bridge, and told us that the two rear coaches were missing. The guard told us to set back. We went back at about 6 miles an hour, and struck the two coaches, driving them off the road and upsetting them on the two sides of the line. I had put my brake on a little before the place where the carriages first ran off, to slacken speed round the curve. That is the same place where we always put it on. I put it on a little harder than usual that night, as, I must admit, we were running faster than usual.

Major F.A. Mandarin conducted the Inquiry. He concluded: -

This accident cannot be attributed to any defect in the permanent way or the rolling stock; and it is quite clear that the two short light carriages at the rear of the train were jerked off the rails by the sudden

application of the brake, when the train was running at a high rate of speed to make up time lost at Snowdon Ranger, the guard having disobeyed the rule that the heavy brake-carriage should be placed at the rear of the train at Rhyd-ddu.

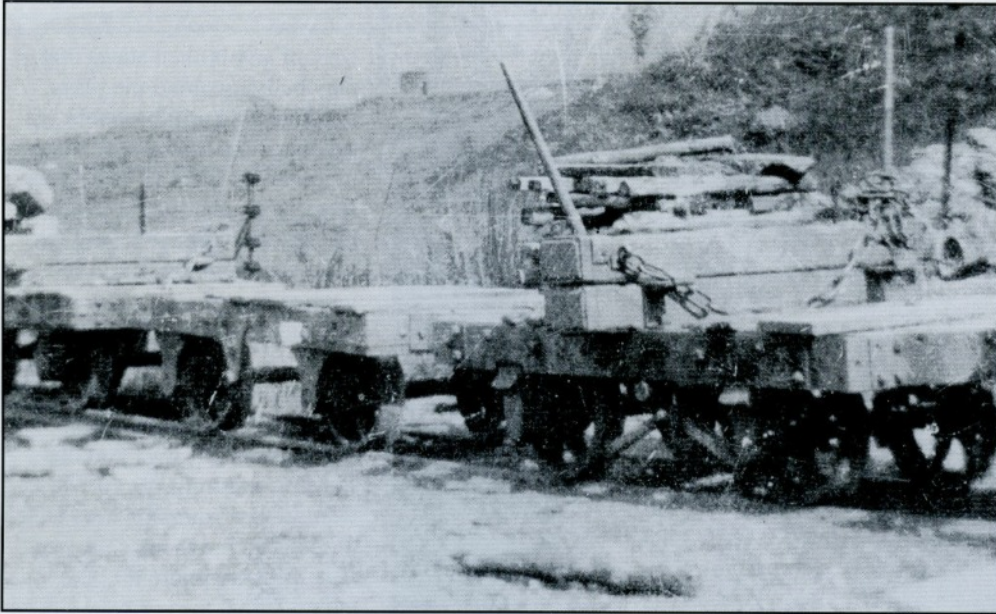
The after collision was caused by the carelessness of the driver and the stupidity and disregard of rules shown by the guard in ordering the driver to set back when in total ignorance of the position of the missing carriage, which might, if it had been merely the case of a broken coupling, have been following the train at a high rate of speed on the falling gradient.

It is hardly possible to imagine anything more unsatisfactory than, the gross misconduct of all the three servants of the Company who were with the train, and the entire disregard for truth shown by the guard in giving his evidence. His statement as to what occurred at Snowdon Ranger is pure invention for the stationmaster from Rhyd-ddu was not there at all and it hardly needed the confession which was dragged out of the fireman, a very young man, to make it clear that all the three men had been drinking at Snowdon Ranger Hotel, probably for nearly a quarter of an hour, and that the train was then run at a dangerous rate of speed in order to make up time.

The driver was quite drunk and has been discharged, and the guard is certainly unfit for any position of trust. The traffic on this line is very small, and, if the guards could be trusted, there is no reason why they should not be allowed to issue the tickets at Snowdon Ranger where there is not sufficient work for a station-master; but it is probable that if there had been one there in charge, this accident would not have happened, and I think therefore that it is incumbent upon the Company either to employ a better class of men as servants or to put a man at Snowdon Ranger as station-master.

The conduct of the landlord of the Snowdon Ranger Hotel is also deserving of the attention of the licensing authorities of the county, for it is impossible to avoid the suspicion that this is not a solitary instance of men leaving their trains to drink at the hotel; and it is certain that the fact of their doing so on this occasion cannot have been unknown to whoever may have been in charge of the premises on the night in question. If this person were the landlord himself it is most discreditable to him to have countenanced such misconduct on the part of the servants of the Company, and to have allowed the driver to get so drunk upon his premises that serious risk was caused to the public.

PARRY'S TIMBER TRAMWAY



*Timber Bolsters at South Snowdon Station, pre 1920.
Photo C.R. Clinker*

On 12th November 1912, a Memorandum of Agreement was made between the PB & SSR Co - represented by Edward Noel Humphreys, their pro tem Secretary - and Thomas Parry & Co., timber merchants of Mold, Flintshire. Humphreys was a Chartered Accountant from Chester, and was one of four Directors of the PB & SSR at that period.

Parry's timber tramway is well known, but this agreement and attendant correspondence, provides some fascinating additional detail. The Agreement was to run from 1st November 1912 for

three years until 31st October 1915 'in consideration of a payment of £30 per annum, such payment to be made by monthly instalments on the first day in each calendar month by equal payments of two pounds ten shillings per month'. The Agreement allowed Parry the use of the moribund PB & SSR trackbed between Rhyd Ddu and Coed Mawr, for the purpose of extracting felled timber from Colonel Llewellyn E.S. Parry's estate through which the line ran. The Colonel was an important landowner in the area, who in 1902 had sold land between Pont Cae'r Gors and Tyn-y-Coed for the purpose of building the Beddgelert Extension of the NWNGR. The section covered by the Agreement was shown on the 1913 25inch OS map as 'Railway in

presumably laid by the contractors, in situ from Rhyd Ddu to Pont Cae'r Gors and beyond, terminating in a run round loop just south of the Mon Cwm du. Earthworks alone existed from this point south to the Coed Mawr embankment.

Haulage was to be 'by horses at their own expense and risk' and should trans-shipment facilities be required at Rhyd ddu, arrangements would need to be made

John Keylock Explains

required to put the railway in working order to the satisfaction of the PB&SSR, but was at liberty to use all of the old rails lying about on the section! The railway company would be indemnified against damage, or claims for damages, that may arise as a result of the timber extraction activities.

In the event of work restarting on the extension to Beddgelert, the Railway company would make reasonable arrangements to avoid unnecessary interference with the Traffic of the Timber Merchants'. Should the Railway company require the line for their own purposes - or if the trackbed were sold - six months notice of Agreement termination would be given.

At the end of the agreement period Parry would remove his 'wagons, rails and other effects', make good any damage and ensure that the trackbed fencing was in good order. Any material of which he may have been allowed temporary use to be 'restored on to the Railway Company's lands'. Later in November 1912 there was further correspondence between Humphreys and Parry. Extra land at Rhyd Ddu was required and it was agreed that the PB&SSR would make this available at £1 per annum. The PB&SSR had no objection to Parry using a 'light engine entirely at his own risk and cost'; it has occasionally been suggested that he used a steam locomotive

on his tramway, and that it came from Glanrafon Quarry. However, at that date Glanrafon was still in production, so was the 'light engine' not more likely to have been a stationary engine for powering the Rhyd Ddu saw-mill? In an indifferent photograph of the timber yard, believed to have been taken in 1920 by CR. Clinker, such a machine is discernible.

In the event the extra land at Rhyd Ddu was not required until 1914, so one might assume that it was only then that the Scotch derrick and stationary engine were brought into use.

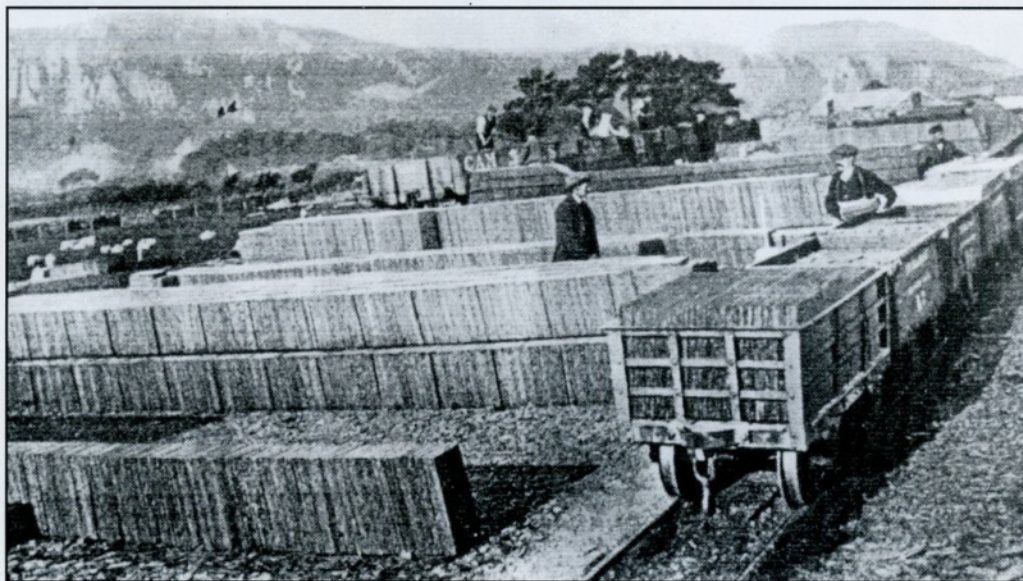
In October 1915 Parry was reminded that the termination of his Agreement with the PB&SSR was rescinded and he responded stating that he wished to continue with the arrangement although no period of time was specified. If the 1920 date of Clinker's photograph is correct, Parry would have operated for at least eight years, and probably even until 1922 when indeed the trackbed was required for the 'Beddgelert Extension' and beyond.

The scant photographic evidence shows Parry's operation to have been substantial covering as it did the period of the Great War and beyond. Much of the timber presumably went for use as pit props in coalmines, but is it pure speculation to suggest that some might have found it's way to France to shore up wartime battlefield trenches?

Standing in Rhyd Ddu car park today it is almost impossible to envisage the scene

CROESOR INTERLUDE

Moses Kellow to Josiah Kellow



One of the actual photographs commissioned by Moses Kellow in 1910

On the 12th October 1910 Moses Kellow, the manager of the Croesor Quarry, wrote this memo to his brother, Josiah, Moses clearly knew the advantages of a good photo op when he saw one. In this, as in other matters, he was a way ahead of his time.

"I am getting up a series of photographs appertaining to the quarry and shall probably use them for publication. I am therefore particularly anxious that the photos are as good as they can be made.

Among other photos I wish to get one of our Wharf in Portmadoc, I want the photo to be taken from the end nearest

Memorandum - Moses to Josiah *12th October 1910*

Portmadoc so as to have the very best quality and the cleanest and straightest piles in the foreground. Anything that in any way mars the view must be put right before the photo is taken, including the clearing of any loose rubbish and particu-

larly of any broken slates that may be lying about the place. As this photo will probably go before a large number of Slate Merchants I want to make it as impressive as possible and you had therefore better arrange to have, say, two gangs of men loading Cambrian trucks, others unloading Croesor Railway trucks on to the quay, and stick as many men about the place as you most conveniently can. I will, however, give you this word of warning. They will want to turn round to have their photos taken, whereas the keynote of every photo that I am taking is that the men are vigorously at work, either about their

usual avocations, or walking in an energetic manner, and preferably with the tools of their trade in their hands. Don't let them look towards the photographer. It will require very careful stage management to get the required result and, unless it is got, I will not use the photo and all the time and money will be wasted. I can hardly tell you the difficulties I have encountered here in getting the necessary conditions fulfilled".

Source: Croesor Slate Quarry archive, Dept of Manuscripts, National Library of Wales; Letter book 34. Our thanks to member Adrian Barrell for this transcription

News Snippets

News reaches the editorial desk that active steps are being taken to establish a halt at Plas y Nant. Regular readers will be aware that the platform furniture from the original halt has survived - to whitt a bench emblazoned with the legend "WHR Plas y Nant". This is to be restored and returned to its position.

The cost of rebuilding the halt is being met by funds outside those for the general rebuilding of the line. Already we are told some £2000 has been pledged, including £500 from the Heritage Group. The fund

is being organised by Group member Lewis Esposito. Please if you can help with this bit of Welsh Highland Heritage get in touch with Lewis on 01286 650397.

Lewis is also responsible for producing the wonderful Welsh Highland Trail 'Map', beautifully reproduced on cream, light card, A/3+ size - these are available from Lewis Esposito at Ty-Salem, Betws Garmon, Caernarfon, LL54 7YR at £3 each + £1.25 P&P.

Lewis wishes to thank Gwynfor Pierce Jones for his help in producing this item.

Tryfan Junction Station Site is due to be fenced off from the railway to enable a full

inspection to be made. This work will start on 28th April, please get in touch with John Keylock if you can help.

Don't forget the AGM on the 4th May at The Sportsman's in Porthmadog, with a trip behind Russell to follow. This will be Russell's last outing for two years, pending major servicing. Don't forget to bring your models!

This is the last reminder for subs, if you haven't sent yours yet there will be a reminder enclosed.

New 'old' photos now available - see separate list enclosed.

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