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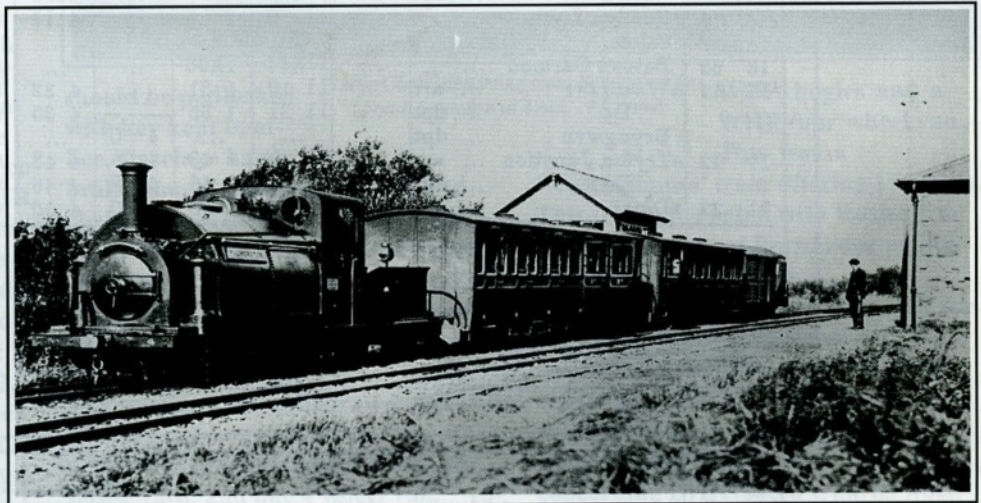
June 2003

Eighty Years Ago

I have to admit to a passionate interest in the NWNGR and its successors for most of my life and the prospect of travelling by train to Rhyd Ddu this year is an exciting prospect indeed. I suppose my childhood study of Ordnance Survey maps during the war years first brought me in contact with the few remaining independent railways as I scoured them for anything that wasn't shown as LMS, LNER, or GWR. An uncle serving in the Army presented me with several quarter inch sheets endorsed 'For Military use only' and there I found such lines as the G.V.TRAM, T-Y-L R, S & M R, B.C.R., C.L.R., and of course the WH & FR. Note the WHR taking precedence!

Cycling and walking holidays in Snowdonia in the years immediately following WW2 brought me in contact with the 2' gauge but alas the final trains had run over the F.R. some ten months prior to my first visit, and the WHR was largely lifted.

In the 1950s I was fortunate to make the acquaintance of Arthur Iggulden, who had been principal indoor assistant to Col H.F. Stephens at Tonbridge, and who served the FR and WHR as Audit Accountant for many years. Through his foresight many important documents relating to their railways were saved for posterity when the Tonbridge office closed following nationalisation of the railways in 1948, when the bulk of the Colonel Stephens records went to the post war salvage drive. From these we are able to piece together details of train services, locomotive and carriage rosters from those exciting times just eighty years ago



when the first narrow gauge trains ran through from

Dinas Junction to Portmadoc in June 1923.

The train service operated from Friday June 1st 1923 was basically that operated during May from Dinas to Snowdon, but extended through to

Michael Davies Looks Back to 1st June 1923

Portmadoc. I have yet to see a copy of this time table, but it remained virtually unchanged when the first Working Timetable was issued effective from Monday July 9th 1923, the only train which was re-timed being the first departure from Portmadoc. On Friday June 1st this train left Portmadoc at 8-10am, Beddgelert at 9-03am and crossed the first Up train at Waenfawr

'Palmerston' with two FR bowsiders & a van at Tryfan Junction on probably a press train. This photo appeared in Railway Magazine on 23rd Oct 1923

at 10-05am. History relates that these trains were both worked by the FR

England engines 'Princess' and 'Prince'. The Up train (Princess) would no doubt have left Portmadoc around 7am as Empty stock. From July 9th the Down train was retimed to 8-45am and crossed the Up service at South Snowdon.

WORKING TIME TABLE EFFECTIVE JULY 9TH 1923 (see page 2 for the timetable.)

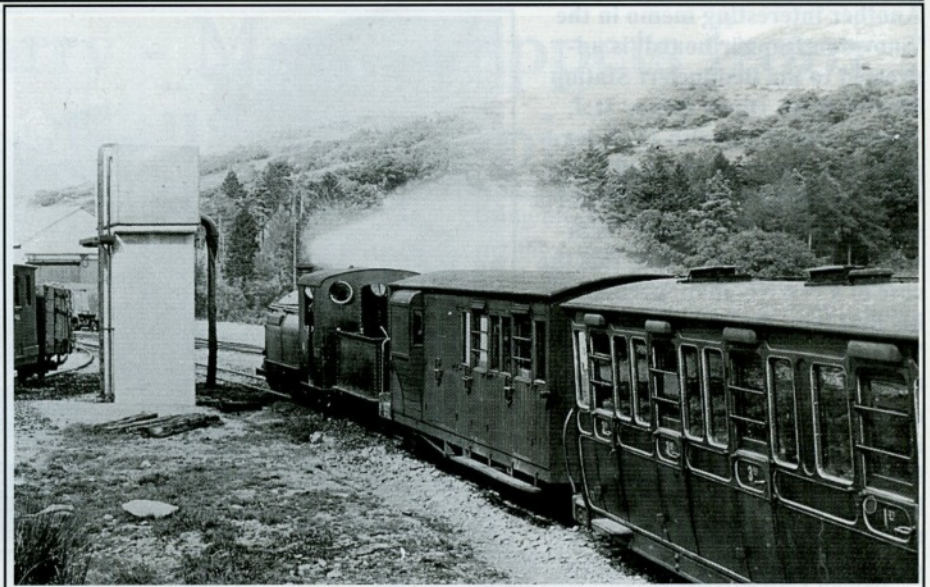
It will be observed that there were three train sets to work the service and Beddgelert was an overnight stabling point complete with 'lodging turn'. The FR Double engine rostered for this service on Monday July 9th left Portmadoc with Empty stock at 7-45am (Special Notice dated 7/07/23 issued by S.E. Tyrwhitt) and the service was so arranged that the Beddgelert engine stabled overnight at Boston Lodge on alternate nights. Thus 'Russell', working the first Down service at 8-45am

Welsh Highland Working Timetable - Effective 9th July 1923

Distance from Portmadoc (New Station)	Down Trains.							
	1	2	3	4	5	6	7	8
	Sh Eng and Slates S.K	Pass	Pass	Sh Eng Goods and Slates S.X	Pass	Pass	Pass.	Pass. B
M. C.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
aPortmadoc (New St.) dpt	7 15	8 45	10 53	...	1 30	3 55	6 30	...
1 75 Pont Croesor ... "	...	8A56	...	...	1A41	4A 6	6A41	...
2 75 Ynysfor ... "	...	9A 2	11A 8	...	1A47	4A12	6A47	...
3 25 Croesor Junct ... arr	7 35	...	...	...	...	...	...	...
3 77 Hafod Garregog ... dpt	...	A	...	...	A	A	A	...
4 77 Hafod y Llyn ... "	...	A	...	...	A	A	A	...
5 59 Nantmor ... "	...	9 18	11 23	...	2 3	4 28	7 3	...
7 77 aBeddgelert ... arr	...	9 30	11 35	...	2 15	4 40	7X15	...
Do ... dpt	...	10X10	12X15	...	3x30	4X50	...	8 25
10 2 Hafod Ruffydd ... "	...	A	...	...	A	A	...	A
10 78 Pitts Head ... "	...	A	...	...	A	A	...	A
12 2 aSouth Snowdon ... arr	...	10 42	12 45	...	4 0	5 20	...	8 55
Do ... dpt	...	10x50	1X 0	...	4X 5	5 25	...	9X 0
14 2 Quellyn Lake ... "	...	11 2	1 13	...	4 17	5 38	...	9 13
Salem ... "	...	A	A	...	...	A	...	A
16 62 Bettws Garmon ... "	...	11A14	1A26	...	...	5A51	...	9A26
17 42 aWaenfawr ... arr	...	11 19	1 31	...	4 32	5 56	...	9 31
Do ... dpt	...	11 21	1 35	...	4 35	6X 0	...	9 35
Bryngwyn ... dpt	...	...	...	4 0	...	...	...	...
19 22 aTryfan Junction ... arr	...	11 29	1 43	4 25	4 43	6 8	...	9 43
Do ... dpt	...	11 32	1 46	4 29	4 46	6 11	...	9 46
21 22 aDinas ... arr	...	11 42	1 55	4 40	4 55	6 20	...	9 55
Light Engines from Boston Lodge	Boston Lodge ... dpt	Pass. A.M.	6 55					
	Portmadoc (Old St) ... arr	6 59						
	Do ... dpt	7 5						
	Portmadoc (New St) ... arr	7 10						

Distance from Dinas	Up Trains.							
	1	2	3	4	5	6	7	8
	Sh Eng Goods and Slates	Pass	Pass	Pass	S. X. Sh Eng Goods and Slates	Pass	Pass	Pass
M. C.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
aDinas Junction ... dpt	...	...	9 45	12 0	2 0	3 10	5 40	8 0
aTryfan Jct. ... arr	...	...	9 54	12 9	2 15	3 19	5 49	8 9
" ... dpt	...	...	9 57	12 13	2 19	3 22	5 52	8 13
Bryngwyn ... arr	...	...	...	...	2 45	...	...	...
3 60 aWaenfawr ... arr	...	...	10 5	12 20	...	3 30	5 59	8 21
Do ... dpt	...	...	10 9	12 24	...	3 33	6X 5	8 25
4 40 Bettws Garmon ... "	...	...	10A14	12A29	...	3A38	6A10	8A30
Salem ... "	...	...	A	A	...	A	A	A
7 20 Quellyn Lake ... arr	...	...	...	...	...	...	...	...
Do ... dpt	...	...	10 31	12 46	...	3 55	6 29	8 49
9 20 aS. Snowdon ... arr	...	...	10 40	12 55	...	4 2	6 39	8 59
Do ... dpt	...	...	10X46	12X59	...	4X10	6 43	9X8
10 24 Pitts Head ... "	...	...	A	A	...	A	A	A
11 20 Hafod Ruffydd ... "	...	...	A	A	...	A	A	A
13 25 aBeddgelert ... arr	...	...	11 11	1 25	...	4 35	7 7	9 33
Do ... dpt	...	9X33	11X38	2X20	...	4X45	7X20	...
15 43 Nantmor ... "	...	9 45	11 50	2 32	...	4 57	7 32	...
16 25 Hafodyllyn ... "	...	...	...	A	...	A	A	...
17 25 Hafod Garregog ... "	...	...	A	A	...	A	A	...
17 77 Croesor Junct ... "	7 45	...	...	...	...	...	...	...
18 27 Ynysfor ... "	...	10A 1	12A 6	2A48	...	5A13	7A48	...
19 27 Pont Croesor ... "	...	10A 7	12A12	2A54	...	5A19	7A54	...
21 22 aPortmadoc (New St) arr	8 30	10 18	12 22	3 5	...	5 30	8 5	...
Light Engines to Boston Lodge	Portmadoc (New St) ... dpt	Pass. P.M.	8 10					
	Portmadoc (Old St) ... arr	8 15						
	" ... dpt	8 30						
	Boston Lodge ... arr	8 34						

finished her duties at Beddgelert at 9-33pm on Monday, stabled overnight, and then worked the 9-33am Up train to Portmadoc on Tuesday, eventually to return to Portmadoc and Boston Lodge with the evening train. It must be presumed that the FR Double engine used was 'James Spooner', as the only other available in 1923 was 'Merddin Emrys', and this loco would be required for the Up Quarrymens train to Blaenau Ffestiniog. From photographic evidence (or lack of it) it would seem that a Double engine was rarely used, and with 'Moel Tryfan' a doubtful runner that year, FR England engines were regularly substituted. Five were available and we have pictures of all of them at work, although in the case of 'Little Giant' I know of only one. The only remaining FR engine available in 1923 was the Single Fairlie 'Taliesin' and I have never seen evidence that it worked over the WHR. Some interesting references to the stabling of the train at Beddgelert have come to light amongst the papers found at Snowdon Ranger. A memo dated July 9th 1923 from the Portmadoc Traffic Office to Station Master H.D. Jones states that a Stop Block will be despatched per 3-55pm Down train and 'must be fixed where the carriages are to remain overnight. Carriage wheels should lay on stop block, which



'Little Giant' departing from Beddgelert for South Snowdon in 1923. FR stock

should be padlocked with key kept in office. Carriage hand brake should be put tight on and chained.' A further memo to H.D. Jones dated July 21st is 'Re carriage cleaning'. 'Carriages standing overnight at Beddgelert should be cleaned daily. Carriage brush and dusters available from stores'. The coaching stock diagrams make fascinating reading and involve the use of six WHR bogies, both WHR Composite vans, and one 4 wheel van. Additionally one FR bogie and one 4

wheel 'open' were required. Roster No. 1 comprised FR Double engine, one WHR bogie, one FR bogie, WHR Composite van (ie. a Pickering) and one FR 4 wheel 'open'. This train was fully vacuum fitted and there were seats for 140 passengers. There is no mention of class, but the 'Pickering' and the FR bogie would in total have three first class compartments seating 18 passengers. This train stabled overnight at Portmadoc and Beddgelert on alternate nights.

Roster No. 2 comprised WHR 'Moel Tryfan' hauling two WHR bogies and a 'Pickering' compo van. There were seats for 124 passengers and the train was all Westinghouse. It stabled overnight at Dinas.

Roster No. 3 comprised WHR 'Russell' hauling three

WHR bogies and a WHR four wheel van.

This was a 'Westinghouse' train offering 156 seats. This train alternated with Roster 1 to stable overnight at Portmadoc or Beddgelert.

Reserve Stock is shown as 1, which was presumably the 'Gladstone' car, as we have already accounted for six WHR bogies plus the two bogie compo vans, the total operable stock in 1923. Further instructions have survived concerning Drivers and Guards working.

Driver No 1 booked on at Beddgelert at 9-15am (Fireman to start at 7-00am!) and they finished at Portmadoc at 8-30pm - 10h 15m continuous. This involved the morning train to Portmadoc, one round trip Portmadoc - Dinas, and a final Portmadoc - Beddgelert and back.

Driver No 2 booked on at Dinas at 9-15am and worked one round trip to Portmadoc, booking off at 5-15pm - 8 hours.

Driver No 3 booked on at Portmadoc at 8-15am, did a round trip to Dinas and finished at 3-30pm - 7h 15m.

Driver No 4 booked on at Portmadoc at 3-30pm did a trip to Dinas and finished at Beddgelert at 10pm.- 6h 30m.

Driver No 1 and Driver No 4 exchanged duties every other day. Driver No 5 booked on at Dinas at 1-45pm and finished there at 10-15pm - 8h 30m. His duties involved a return trip to Bryngwyn, and a return trip to Beddgelert.

'Engines in traffic' are shown as 33 hours and 'drivers hours' as 40h 30m (5 drivers).



Coach cleaning, not at Beddgelert, but Dinas by youthful 'volunteers' in 1935. Bill Rear collection.

Another interesting memo in the 'Snowdon Ranger hoard' is addressed to the Beddgelert Station Master from Dinas driver H.J. Jones. Dated July 9th 1923, it reports that the road through Cwm Cloch cutting, at Hafod Ruffydd station, and at Pitts Head 'is in very bad condition'. Was this the case of a NWNG man, perhaps on his first trip, finding difficulties in 'foreign territory', or was the new railway really handed over by McAlpines in less than perfect condition? Probably the truth lies somewhere between the two!

Guards workings are more complex but there were only three main duties.

Guard No 1 (Ellis Lewis) was based at Portmadoc and worked from 8-35am until 8-15pm with two hours off, making a 9h 45m day. He left Portmadoc with the 8-45am Down, returning from South Snowdon at 10-42am, due Portmadoc 12-22pm. After a one hour meal break he worked three round trips to Beddgelert at 1-30pm, 3-55pm, and 6-30pm.

Guard No 2 (R.T. Owen) was based at Beddgelert and worked for ten hours with one hour off from 2pm to 3pm. His duties started with the 9-33am Up, then the 10-53am Portmadoc - Dinas, the 3-10pm Up as far as Beddgelert (arr 4-35pm), then Beddgelert to Waenfawr at 4-50pm, returning at 6-05pm to Beddgelert, arr 7-07pm. Finish at 7-20pm.

Guard No 3 (Lewis Jones) was based at Dinas where he started at 9-30am for the 9-45am to South Snowdon. Here Ellis Lewis relieved him and he returned to Dinas at 11-42am. His next train was the 12noon to Beddgelert, arriving 1-25pm, where he was allowed one hour for a meal. His next turn of duty was the 3-30pm to Dinas, and so it would appear that he was expected to do jobs about the station for the intervening hour. Arriving Dinas at 4-55pm, he then worked back to Waenfawr with the 5-40pm train where he was relieved by E.T.Owen. His final duty was Waenfawr to Dinas at 6-5pm, arriving 6-20pm. He booked off at 6-30pm giving him nine hours, less an hour for lunch.

Guard No 4 was a Dinas 'extra' duty of 2h 45m to cover the 8-0pm train to South Snowdon, returning at 8-59pm with arrival Dinas 9-55pm.



A rare picture of an FR Double engine at Beddgelert. 'James Spooner' & crew pose for the camera in 1923. John Keylock collection

The final duty was that to cover the 8-25pm train from Beddgelert to South Snowdon and the 9-8pm train back. This was to be arranged by the Beddgelert Stationmaster and was usually covered by the Porter there. Notes on porters at Beddgelert in 1923 appeared in WHH No 16 (June 2002).

Some pencilled notes survive amongst the papers regarding rates of pay. Guards worked a 48 hour week, after which overtime was paid. Ellis Lewis was the senior guard, having come from the F.R. and was paid £2.15.3d per week.

R.T. Owen at Beddgelert and L. Jones at Dinas were classed as Porter Guards and both received £2.2.6d. In July Owen received overtime of 13/3d for 15 hours, Jones 1/2d for 1h 15m, and Lewis a handsome £1.12.3d for 28 hours giving him £4.7.6d. This was a substantial wage for a guard in 1923, but then he had worked 76 hours! A request for a Free Pass for Lewis between Dinas and his home station (Penrhyndeudraeth) was granted on June 4th 1923 'to enable him to go home to his family occasionally!'. Drivers were paid £3.6.4d, although a senior driver on the F.R. earned £3.16.6d. Firemen received £2.16.2d, £2.13.6d, or £1.8.6d according to seniority/length of service. The last rate must have been a 'passed' cleaner. All rates were for a 48 hour week. Colonel Stephens arranged with Capt. John May (Traffic Supt) to circulate several railways in Britain and Ireland to obtain their rates of pay, and we can see that the wages paid compared quite

well with other lines. Rates on the Glyn Valley Tramway were almost identical for most grades, likewise the standard

gauge Derwent Valley Light Railway, although traffic on both these lines would be negligible compared to the F.R. Only in Ireland do we find the Clogher Valley and Cavan & Leitrim paying more. At the other end of the scale the Campbeltown & Machrihanish Light Railway paid drivers £2.18.0d for 54 hours, whilst the guard received £1.5.0d!

During that first summer it is well known that traffic failed to come up to expectation and economies were pursued which included the abandonment of Beddgelert as a stabling point. The cost of this was stated to be £3.10.0d per week, whilst it was also 'unsatisfactory for other reasons'. Not surprising as there was no Locomotive Shed! A Winter Time table was operated commencing October 1st and this included trains from Beddgelert on Saturday nights which didn't reach Portmadoc and Dinas until 10.30pm and 11.10pm. Not surprisingly no one used them and there were drastic cuts effective November 1st 1923. It was July 14th 1924 before a full service was resumed, which included a through train in each direction between Dinas and Blaenau Festiniog, and a Blaenau - Beddgelert train rostered to a Double engine, and I hope to give details of these services in a future issue. Finally may I thank Dick Lystor for unearthing the 1923 memos in the 'Snowdon Ranger hoard'.

Croesor Quarry - More Snippets from Moses Kellow's Empire

On the 30th October 1907 Moses Kellow penned a note to Gowrie Aitchison of the 'PB&SS Rly'

In it he laments -

"Workmen's Conveyance -

The men from Croesor Quarry are running a car once a week under exactly the same conditions as the Rhosydd workmen. I am collecting from them at present 5/10 per month.

The men at Park are also running a little car, just sufficient to accommodate six men.

As you know, quarrymen's wages are at present very low and they cannot afford to pay very much for accommodation of this kind, more especially as they have to pay in addition for the pony and car.

I ask you therefore to put the Croesor men's car on the same footing as the Rhosydd men's car, viz. 8/- per month, and if you can possibly see your way to do so to put the Park men's car on 4/- per month as it is only a little car and only six men ride on it."

It's all very tantalizing. Presumably the starting point was the Beddgelert Siding, picking up men from Prenteg etc. en route. Perhaps the car was just an ordinary wagon with plank seats inserted. However, the reference to the 'little car

Adrian Barrell produces more gems from his Croesor Archive

for the Parc men' makes one consider the possibility of a proper man-riding vehicle, perhaps home-made. The differential between the prices for Parc and Croesor/Rhosydd suggests that the latter run was crewed up the Parc inclines and on to Blaencwm, or to the foot of the quarry inclines or perhaps even up to the quarries. The latter seems very unlikely indeed. Certainly men were forbidden to ride on the Rhosydd incline, not that that made much difference in some cases, although Moses Kellow himself records

being involved in an accident whilst riding the Croesor incline. On the other hand, perhaps the price differential was due only to the number of men travelling. One Croesor quarryman survives: he will be 99 this July, but even his memory can't reach back to 1907!

The incline-riding policy seems to have varied from quarry to quarry. Maenofferen, Oakeley and Penrhyn spring to mind as quarries which provided proper man-riding cars. In the mid-1950s I visited Dinorwig several times and it seemed to be assumed that I would ride on the inclines provided that I was accompanied. Probably there would have been a sudden change of heart in the event of an accident.

The editor would welcome any further information on this subject

CHRONOLOGY 1936

9th April

"Fires caused by cinders from an engine running on the WHR" - £1-11s-6d claim for damage and cost of extinguishing from Forestry Commission.

21st April

Condition of '590' checked at Boston Lodge in readiness for summer service.

May

Carriages 23, 25 & 28 repainted. All carriages received roof repairs. Nos. 25 & 23 (Buffet Car) renumbered 35 & 36 respectively.

25th May

Meeting of FR Directors. Agenda included - current dispute at Blaenau Quarries, permanent way, W.H.R., and rolling stock.

June

169 tons of slate sent from Dinas to Porthmadog, (no similar traffic in year).

6th July

Start of summer service with three trains in each direction daily. 3501 passengers in the month. Passengers boarding at Porthmadog obtained tickets from the guard.

August

Audit report prepared by Iggulden; 14/10d owed to WHR for coal carriage to Ynysfor; 3rd Class Priv. Single fare, Dinas - B.Festiniog set at 1/1½d; obsolete ticket stocks to be with-

drawn; Dinas Agent's work, (D.O. Jones), to be simplified. 6112 passengers in the month.

12th September

Service reduced to one train in each direction daily.

26th September

End of summer service. Line closed entirely for passengers, but remained open for goods, mainly coal to Beddgelert. '590' went into Boston Lodge after closure, joining 'Moel Tryfan'.

30th September

Revenue to date; £1033; costs £1283. 3573 passengers in month.

4th October

Croesor tramway sold with Parc & Croesor Estates.

October

Boiler insurance with General Accident, at £42 per annum, cancelled.

December

No. of tickets sold 11982. Annual Report of FR Directors stated that they had decided not to cater for passenger traffic in 1937 and were negotiating for the surrender of the Lease.

31st December

W. Cradoc Davies met with investing authorities to discuss the railway's situation. Annual rent as per lease arrangement £110. In the whole year, 621 tons of coal was delivered to Dinas, of which 545 tons was forwarded to Beddgelert.

Locomotive Numbering

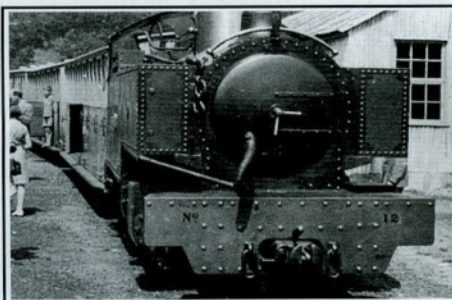
My attempts to develop a proper understanding of layout and architectural details appropriate to the mid-1920s at Beddgelert have led me into all manner of discussions and debates that I had never anticipated. Not least amongst these is the question of just when and how the Welsh Highland Railway's three locomotives received their running numbers.

J.I.C. Boyd notes (in *Narrow Gauge Railways in South Caernarvonshire*, Vol. 2, page 54) that 'Moel Tryfan' received the "WHR/FR" number "11", 'Russell' received the number "12" and the Baldwin received the number "13", and that these numbers "were applied after the Railway was leased to the Festiniog in the Summer of 1934". However, there is clear photographic evidence that at least the first two of these locomotives carried these numbers much earlier than this – so what is this evidence and can we deduce what actually happened?

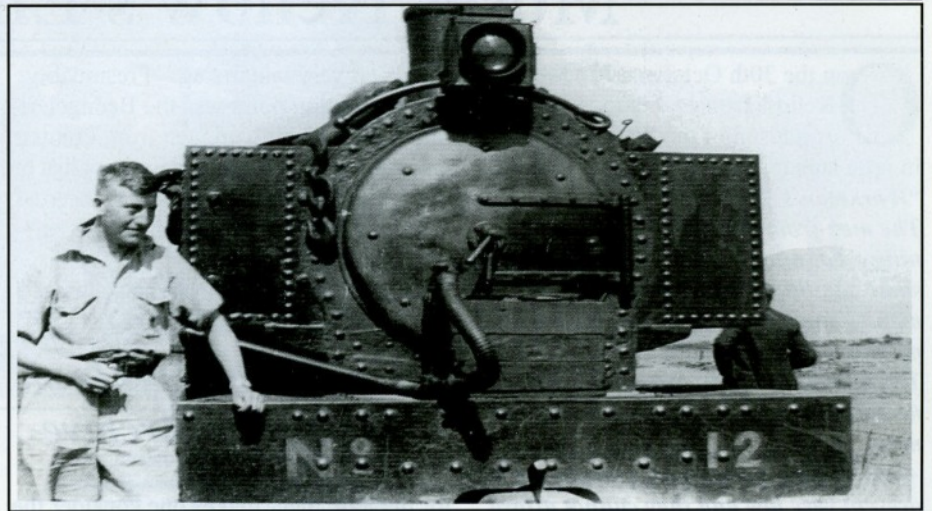
First, consider Russell. The photograph of Russell and the Buffet Car at Beddgelert (Boyd, Vol.2, facing page 23), clearly shows the locomotive to be carrying the legend "No. 12" on the rear buffer beam. This photograph was taken in 1928.

Issue 11 of *Welsh Highland Heritage* shows, on page 3, a photograph of Russell from the front, indicating a very similarly presented "No. 12" on the front buffer beam. It seems likely that this picture was taken no earlier than 1928.

Most compelling, however, is the photograph to be found in Boyd, Vol. 2, between pages 22 and 23 (the penultimate photograph) showing Russell in "the deep cutting before Nantmor". The photograph is credited to Frith and is linked to another picture in Vol. 2, facing page 86, showing the same train crossing Bryn-y-Felin bridge. Boyd's caption to the latter reads "another view of the train run for the



H.F. Wheeler's photo in 1935 showing 'Russell's' post-lease lettering in black.



benefit of F. Frith and Co. Ltd:..." Frith's work on the WHR

seems to have been confined to the very early days of the Railway and this latter

'Russell' clearly showing the pre-lease numbering on the front buffer beam, in white letters.

buffer beam. This confirms that 'Moel Tryfan' re-

ceived her number prior to April 1926.

I have yet to see any evidence showing how, or indeed whether, "590" carried its supposedly allocated number of "13". What might be concluded from all of this? Research into carriage numbering has shown very clearly that items of WHR passenger stock were re-numbered into common FR/WHR sequences

very early in the life of the Railway. This process was carried out at Boston Lodge as and when the carriages came in for re-painting with the new numbers being allocated sequentially, regardless of the type or make of each vehicle. Bogie carriages received numbers starting at 23, as the Festiniog bogie carriage numbering series ended at 22. The Pickering's were numbered in the Festiniog Bogie Luggage Brake Van series and even the Hudson "Toastracks" appear to have been numbered in this way, this time following on from the FR Workmans carriage series. It would seem surprising if the locomotives were not numbered like the carriages as they passed through Boston Lodge. Indeed, it would seem highly surprising if, uniquely amongst these major stock elements, the locomotives were not treated in this way.

The Festiniog locomotive numbering series did include a number "11", allocated to the Double-Fairlie "Livingston Thompson" in the 1880s, however all indications are that this loco carried this number for a very short time, if at all, and spent most of its life carrying the number "3" which had originally been applied to "Mountaineer".

A Personal View from Peter Liddell

photograph appears in Peter Johnson's "Portrait of the Welsh Highland Railway", dated "c.1924". The "Nantmor cutting" photograph clearly shows Russell to be carrying its "FR number" on the front buffer beam.

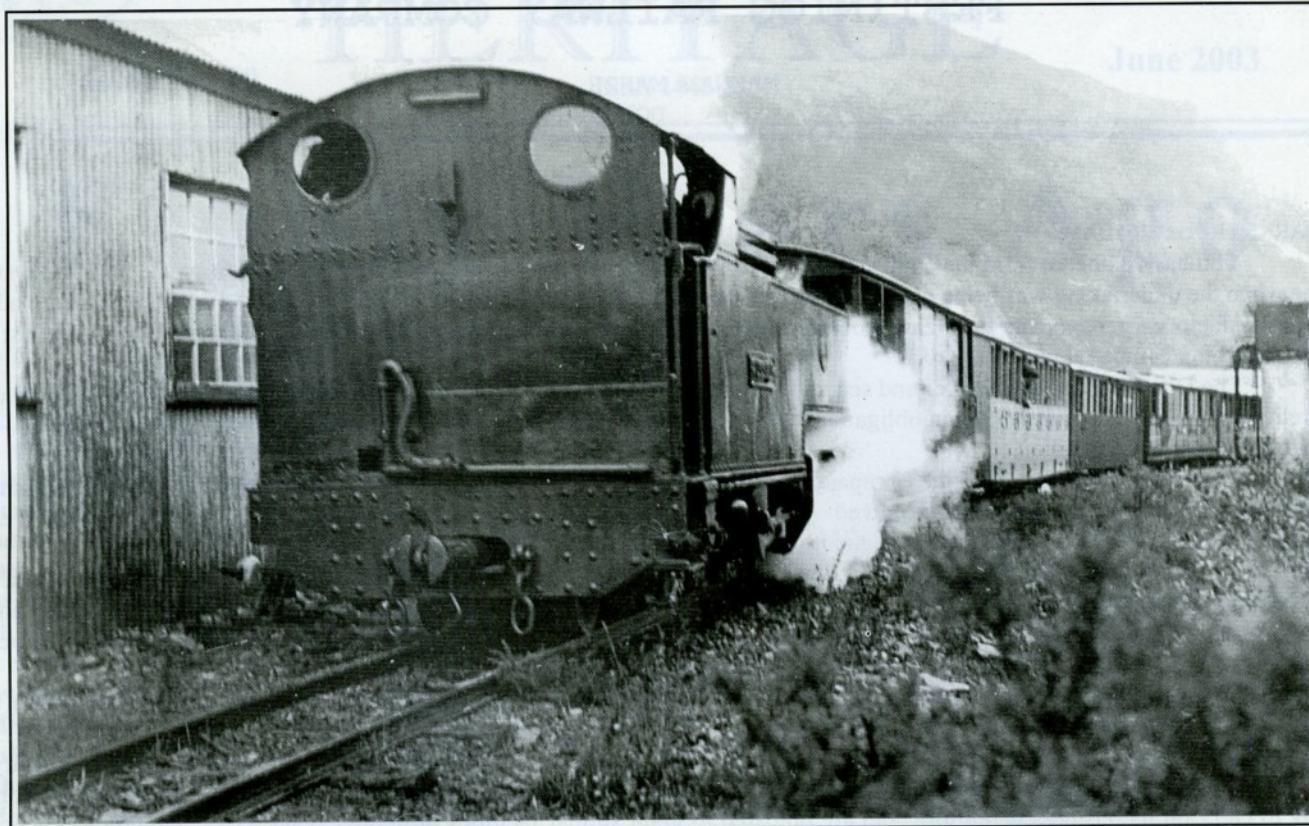
These photographs indicate that Russell was carrying its WHR/FR number well before the Festiniog lease was established in 1934, and possibly as early as 1924. It is apparent from these photographs that the style adopted for the numbering is very different to that which appeared after Russell was repainted in 1934 (see, for example, Peter Johnson's latest book, page 67, for a clear view of this later numbering), suggesting that the legend "No. 12" was reapplied, rather than applied, at that time.

As to Moel Tryfan, there is a copy of a photograph clearly showing the marking "No. 11" on the locomotive's rear buffer beam. The suggested date of this photograph, taken at Beddgelert, is 1932. Of course, 'Moel Tryfan' had no front buffer beam, so it would appear that she only ever carried the number "11" at the rear.

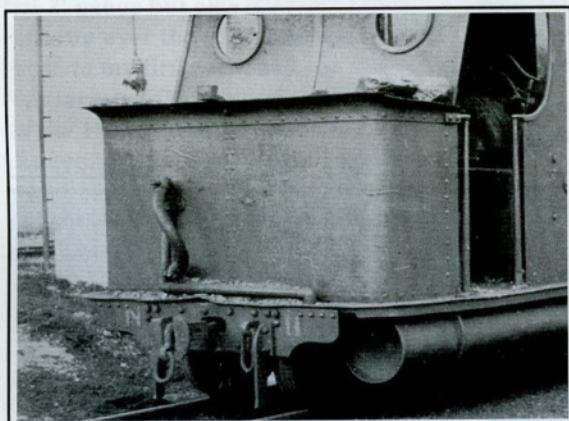
In the two Ken Nunn photographs of 1926 the legend "No 11" can be seen on the rear

Welsh Highland Photographers

Roger Kidner



Roger has entitled this 1934 photograph "A Heavy Start from Beddgelert". It shows 'Russell' with a 6 coach train passing the 'goods shed' at Beddgelert heading north to South Snowdon. Roger explains that the heavy start was partly due to the fact that an extra carriage, No. 27 (just out shopped at Boston Lodge in startling pink livery), had been brought up on the regular train from High St Halt and shunted on to the Dinas train at Beddgelert. The slow start enabled two PW men to run after the train and rope their trolley to the end coupling, and with a further sprint to get into the last compartment of the departing train.



'Moel Tryfan' with the pre-lease No. 11 on the rear buffer beam. Photo by Geoff Platt.

Mountaineer was withdrawn in 1879. "Livingston Thompson" took the name "Taliesin" in 1931 and "Earl of Merione-

th" from 1961. Thus the Festiniog locomotive stock list can very reasonably be said to have ended with the number "10", the Double-Fairlie "Merddin Emrys". Therefore if the example of other major stock items were followed, WHR locos would have been numbered in a combined FR/WHR list, starting from "11" with the numbers being applied in the order that the locomotives came into the works for

other treatments.

There seems little doubt that 'Moel Tryfan' was the first of the locos to pass through Boston Lodge when she was cut down, in July 1923 according to the WHR chronology in Issue 3 of WHH, and therefore may well have received the number

"11" at that time. 'Russell' went into Boston Lodge over the Winter of 1923/1924 (according to the same source) "to receive vacuum brake" and, possibly, the next available locomotive number, i.e. "12".

This is speculative, of course, however I believe we can legitimately conclude that 'Russell' definitely carried the number "12" in the 1920s and that 'Moel Tryfan' was carrying the number "11" by 1926. I also believe we can fairly postulate that 'Moel Tryfan' was given its number "11" before the "12" was applied to 'Russell', and we can confirm that both of these locomotives were carrying their numbers well before the establishment of the Festiniog lease in 1934.

Plus Ça Change!

FESTINIOG RAILWAY COMPANY

MAENAN MANOR,
DOLGARROG.

February 17, 1923.

DEAR SIR or MADAM,

You have gathered from the published reports of the Company that the present Directors took office in June, 1921, at a time when the undertaking was being carried on at a serious loss. Since then the Directors have effected economies, and made more satisfactory arrangements for the conduct of traffic, which have had the effect of considerably reducing the loss on last year's working compared with 1921.

The Directors also applied for and secured a Light Railway Order, which was made on the 30th ult., and has the effect of relieving the Company from certain obligations with respect to Passenger Duty and other matters which should further improve the Company's position.

It is evident, however, that the Company must look in the main to an improvement in the Holiday Traffic if its fortunes are to be more firmly established and improved. After fruitless efforts on many occasions during the last thirty years, the Welsh Highland Railway is about to be completed and opened from Portmadoc to Dinas Junction, near Carnarvon.

It is proposed to make working arrangements between this Company and the Welsh Highland Company so as to run trains through between Blaenau Festiniog and Dinas Junction. This cannot be accomplished without constructing a small Junction railway at Portmadoc, and it is also proposed to construct a new station adjoining the Great Western Station at Portmadoc, where passengers and other traffic can be more effectively handled.

The working arrangement between the two Companies should make for economy and efficiency, as one Managerial staff will fulfil the requirements of both concerns.

The junction railway and additional works which it is proposed to carry out, including the acquisition of the necessary land, will probably cost about £6,000. The National Provincial Bank have been providing overdraft facilities to enable the Company to carry on its business heretofore, and are prepared to grant similar facilities in future. Under the Festiniog Railway (Light Railway) Order, 1923, the Company is authorised to create and issue Debenture Stock up to £20,000, and an Extraordinary General Meeting of Shareholders has been convened at 4, Broad Street Place, London, E.C. 2, on the 28th inst., to be held immediately after the Annual General Meeting to be held at 11 a.m. on that day for the purpose of considering and if deemed advisable to pass the necessary Resolutions to authorise the issue of Debenture Stock to that amount.

It is not proposed at present to issue more than £10,000 of such Stock.

If you are unable to attend the Meeting, I should be glad if you will sign and return the enclosed Proxy in my favour, or failing me my colleague Mr. Evan R. Davies, in order that the proposals above outlined may be carried into effect, as the Directors who represent a majority of the holding in the Company are quite satisfied that it is to the advantage of the Company that this should be done.

Yours faithfully,

HENRY J. JACK,

Chairman

The Welsh Highland Railway

A VISIT paid recently by Mr. A. Rimmer to the route of the former Welsh Highland Railway shows that it is falling into a decay from which any recovery is unlikely. Part of the woodwork of the railway portion of the bridge over the Glaslyn at Pont Croesor has fallen into the river, and the track here did not appear to be in too safe a condition. The booking office at Beddgelert looked on the point of collapse, and its broken windows furnished a melancholy contrast to a timetable still visible on the walls of the waiting-room advertising "frequent trains to Dinas Junction and Portmadoc." Half-a-ton of coal lying on the ground near a siding suggested the recent visit of a train, though this was not confirmed by the appearance of the track, and the coal is probably an unremoved asset of this unfortunate line. The change in the name of the L.M.S.R. station

at the north end of the Welsh Highland from Dinas Junction to Dinas tells the same story.

Railway Magazine 1939

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