

WELSH HIGHLAND HERITAGE

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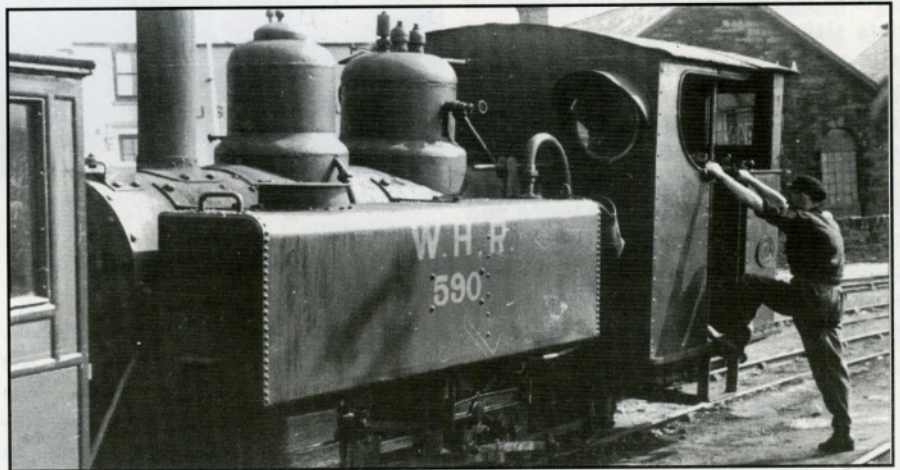
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“590” Restoration Plans

Ambitious plans have been announced by Welsh Highland Railway (Porthmadog) Ltd to rebuild the famous ex WD Baldwin locomotive purchased by Col Stephens in 1923 to supplement the ageing motive power on the line. Agreement has been reached with the Imperial War Museum at Duxford for the long term loan of ‘Tiger’ (WD794) which was acquired from India, largely thanks to Mike Satow. The Baldwin will be rebuilt to represent “590”, and will run hauling heritage trains on the Welsh Highland. It will be stabled at Gelert’s Farm together with its old shed mate, ‘Russell’, the only survivor from the original line. It is expected to arrive in Porthmadog before the end of February. A memorial fund to pay for the reconstruction has been established to commemorate the life of Welsh Highland Heritage Group member Peter Thomason, who sadly lost his life in motor accident in



‘590’ at ‘Harbour’. Photo by H.R. Wheeler - 8th August 1935

September. Details of how to subscribe to the fund are enclosed with this journal.

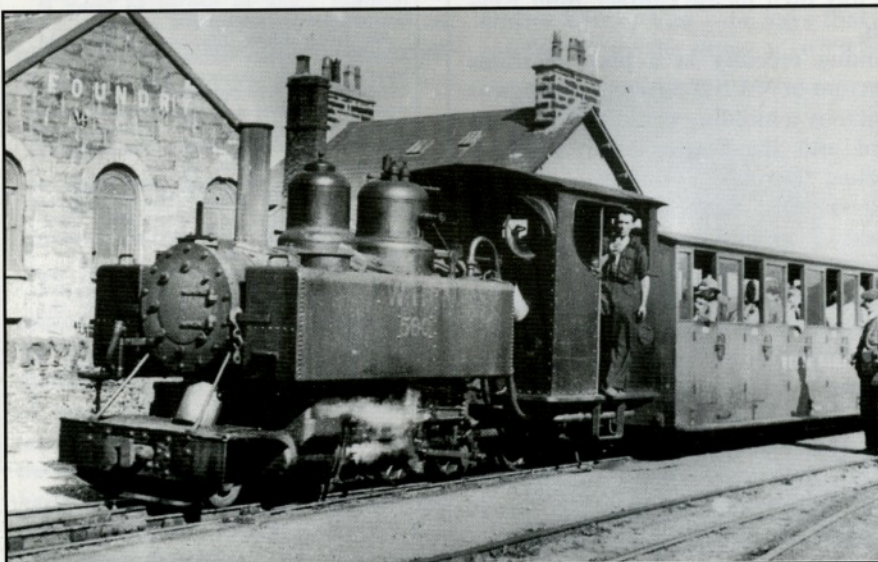
“590” arrived at Dinas on the 4th July 1923, having cost the Colonel the princely sum of £240 (Boyd). It is fair to say that it was not the most popular of Welsh Highland locomotives with its crews - popularly known simply as

‘The Baldwin’, the locomotive was well known for its rough riding and the regulator had to be held open, which proved to be something of a strain on the wrist and arms!

“590”’s last journey on the Welsh Highland was on the 19th June 1937 when she was collected by ‘Russell’ with other stock from Boston Lodge and ignominiously towed back to Dinas. She remained in the shed at Dinas until 1942 when she was cut up on the site.

The only artefact to have survived is one of the side tanks - it is too early to say if this will be incorporated into the new “590”. However the loco will be on public display next year and will remain on display (where compatible with site safety) during the rebuild process

‘590’ & train awaiting departure from ‘Harbour’ in 1934. Photo - G. Clifford



Latrines & Urinals

Coincidental with the October 'dig' inside Tryfan Junction station building your scribe's bedtime reading has been 'Digging up the Past' by Sir Leonard Woolley, archaeologist husband of Agatha Christie. On Tuesday October 7th four members set about removing the rubble with Derek Buckles assigned to the narrow doorway, which gave access to the 'gents'. First to be revealed were the threshold slate slabs followed by an area paved with nine inch square, and one and a quarter inch thick, fired clay tiles. Removal of a large and fortunately rotten tree stump unearthed the beautiful slate trough or gutter and its associated drain hole. The system was tested and proven using water surplus to tea and coffee making requirements. The working day was drawing to a close and we flushed with positive achievements



John Keylock, Derek Buckles & Lewis Esposito pose in 'the gents' at Tryfan Junction. Oct 2003 - photo John Davies

John Keylock looks into the 'facilities' at Tryfan Junction

another mission was arranged for November 24th.

On the same day several pieces of slate roofing components were unearthed along with even more red bricks of which there is now an impressive stack of re-usable ones. Slots for floor joists were positively identifiable and from those rooms that benefited from plaster on the walls fragments were found, which give a fair indication of their original duck-egg blue colour.

In November the closet adjacent to the urinal and also the back wall were unearthed to reveal the outlet from a lavatory pan. A further closet of similar size is adjacent to this - all these three facilities take up half the back wall. A room in the front right hand corner was unearthed to slate slab floor level to reveal a substantial quantity of track

spikes and three fishplate halves.

Could it be that the gangers used this room after the station had ceased to provide its original function?

It now remains for rubble to be removed from one more 'room' and enthusiasm

dictates that this will happen on Monday 19th January next. If you would like to be involved in this exciting NWNG archaeology and can help on the day then please contact John Keylock.

Looking recently at a plan of Dinas Junction in NWNG days the writer was struck by a building between the Goods Shed and the Stationmaster's house, marked "latrines". (Unlike urinals one assumes that these provide for both sexes). The building would appear to be of the same size and in the same location as the Vanwill Oil Company's storage shed that came into use in 1933. If the NWNG had a separate latrines building then presumably there were no such facilities in the station building. This begs the question 'What did intending passengers do to relieve the bladder pressure' - in the mid 1930's at least!?

SALE OF RAILWAY LINES COUNCIL DISAGREE WITH PROPOSAL

At their meeting this week the Deudraeth Council disagreed with the proposal to sell the rails of the Welsh Highland Railway. Mr. Clough Williams-Ellis wrote expressing the opinion that there was a future for Croesor slate and that some transport facilities would be needed to bring it down from the mountain.

Sir Evan Jones, manager of Rhosydd Quarry, Blaenau Festiniog, who had been invited before the Council, expressed his firm opinion that there was every prospect of a bright future for the district's quarries, and Croesor and Rhosydd quarries had contributed greatly to the upkeep of the railway.

Mr. Alun Roberts said there would be no objection to raising the rails from Croesor Junction to Dinas, near Caernarvon, leaving the track from Croesor to Portmadoc intact.

The Council decided to explain the position to the investing authorities and to inquire what they wanted for the railway from Croesor Junction to Portmadoc. It was decided to oppose the sale of this particular section, and a deputation was appointed to seek the support of Portmadoc Council.

Caernarfon & Denbigh Herald - 1941

NWNGR Agreements

Amongst the papers recently recovered from the Official Receiver were copies of a number of Agreements made between the predecessors of the WHR and various interested parties. One such document was a Memorandum of Agreement dated 20th May, 1881, regarding the conveyance of slate for transhipment at Dinas Junction, made between the NWNGR and the Slate Companies operating the Alexandra, Braich and Moel Tryfan quarries.

In it, the Quarry Companies agreed to pay for the use of NWNGR trucks and wagons over their private lines from their respective quarries to and from the Drumhead at Bryngwyn; for the carriage of all their traffic in them over the NWNGR to and from Dinas and for transhipment there onto the LM&SR; and for "all services of every description as now performed by the Railways Company in reference to and in connection with the said carriage and transhipment". The following rates were agreed:- from 1st January to 31st March 1881, 2/4 per ton; from 1st April

to 31st May, 2/2 per ton; and for a further period of three years from 1st June, 2/- per ton.

In consideration of the above rates, the NWNGR were committed to provide no less than eighty slate wagons in "good working condition" and agreed to use

quirement for additional wagons, the railway company then having fourteen days to inform the quarries that suitable arrangements were in hand. In the event of the NWNGR failing to do this, the quarries were allowed to obtain additional wagons themselves and negotiate rates for haulage to Dinas. If no suitable agreement on rates for traffic carried under these circumstances could be reached, such rates were to be submitted to the Railway Commissioners, presumably for arbitration.

The final paragraph of the Agreement deals with the consequences should one of the quarries cease working. In such an event, the number of wagons reserved by the NWNGR was to be reduced proportionately having regard for that quarry's traffic. The number of wagons thus freed up could then be used for general use by the railway.

More from Derek Lystor

all reasonable dispatch in transit to and from Dinas, and in transhipment, provided that the Quarry Companies sent down traffic on a regular basis. The NWNGR were not expected to reserve these wagons at all times, but only when required. However, if traffic from the quarries increased to an extent where there were insufficient wagons to move the slate, it was expected that additional wagons would be provided.

The Quarry Companies were expected to give two months notice in writing informing the NWNGR of their re-

"The Body at Ynysfor Halt"

The identity of the body at Ynysfor Halt shown in the accompanying photograph (Mowatt) has been causing me some concern. I am inclined to think that under all the cladding there lies the remains of what was

The 'body' in the picture scales off at near the right dimensions as well. However, Stuart Baker, who has also given the photo a very close scrutiny, is of the view that the 'body' is of a Road Locomotive Living-Van - he says that you can faintly see the shape of two wheels.

The author of this piece invites other theories on the mystery of the Ynysfor Body.

David also suggests that the wagon in the siding in the same photograph could be for the residents of Ynysfor Hall. Does anyone know what their business activities were?

*"Inspector"
Newham
Investigates*

once an FR four-wheeled Ashbury. My reason for this assumption are that during the early 1920's the FR had six of these that had gone way past their useful life. Two were made into a building at Nantmor the 'goods warehouse' that was photographed by Roger Kidner in 1934. Another one ended up at Croesor Junction.



Colonel Parry

In Journal No. 19, p7, (Parry's Timber Tramway) reference was made to Colonel Parry from whose Beddgelert estate, Thomas Parry, the timber merchant, was extracting timber. Lieutenant Colonel Parry DSO, is interesting in himself. His Christian names were Llewelyn England Sidney and at the time of his agreement with the NWNG for their Beddgelert Extension, he was living in Dorchester, Dorset. It is said that when he might be in Wales his preferred Christian name was Llewelyn, but in England – Sidney! Parry's Beddgelert estate was inherited from his father who had died in 1873.

The 1913 twenty five inch to the mile O.S. map indicates track in situ – and described as 'railway' from Rhyd Ddu to Pont Caer Gors and 'beyond'. 'Beyond' was in fact a further one thousand yards

to the Afon Cwm Du, just south of which, the track is shown to terminate with a run round loop. Earthworks existed from this point south to the Coed Mawr embankment.

One of several conditions required by Col Parry was that the NWNG

John Keylock investigates the Rhyd Ddu timber trade

'make and complete in all respects for the vendor's benefit at a point fixed by him a siding from the line by the insertion of points and a short line of rails from the line on to which a truck or trucks can be shunted and left. The vendor shall make his own road to this siding'. [Col Parry's signature on the agreement was witnessed by

his valet – things have certainly changed in 100 years!]. Furthermore the railway company agrees to stop two trains each way per day (if required) to pick up or set down at any one point more convenient to the vendor's tenants'.

Moving forward to the second decade of the 20th Century and referring to the agreement between Thomas Parry (no relation to Col Parry) and the PB&SSR it is stated that 'traffic with existing customers (if any) except timber traffic from Col Parry's estate – shall have preference over timber merchant's traffic'. So the possibilities of building a proper railway - at least between Rhyd Ddu and Beddgelert – were kept securely open during the first twenty years of the last century.

CHRONOLOGY - 1938

15th February

CE Davies, FR Secretary, responded to the Clerk of Caernarfonshire County Council offering £600 in full discharge of all claims. Davies also requested the FR be allowed to keep *Moel Tryfan*, then at Boston Lodge and claimed the section of line from Cambrian crossing to Harbour.

12th March

Letter from the Ministry of Transport to Clerk of Caernarfonshire County Council – "HM Government is disposed to agree, subject to the concurrence of other debenture holders, that the FR be permitted to surrender the Lease on the terms proposed".

20th July

Meeting of CCC Welsh Highland Sub-Committee and representatives of the investing authorities.

27th July

Meeting of the representatives of the Investing Authorities, but only CCC, Porthmadog and Deudraeth present.

1st September

CCC meeting to adopt and confirm the reports of 20th & 27th July, and resolved to accept the £600 offered on 15 February.

October

Cambrian crossing lifted & signal box shut by GWR.

31st December

Annual rent as per lease arrangement - £8.

CRESTS & DEVICES OF THE N.W.N.G.R.

The North Wales Narrow Gauge Railways began life very much like the other railways of their day, with high hopes and big ideas, no doubt these were largely inspired by her flamboyant Chief Engineer, C.E.Spooner.

Again, just like most of their contemporaries, they took delivery of their first rolling stock, decked out in a two-tone livery complete with lining.

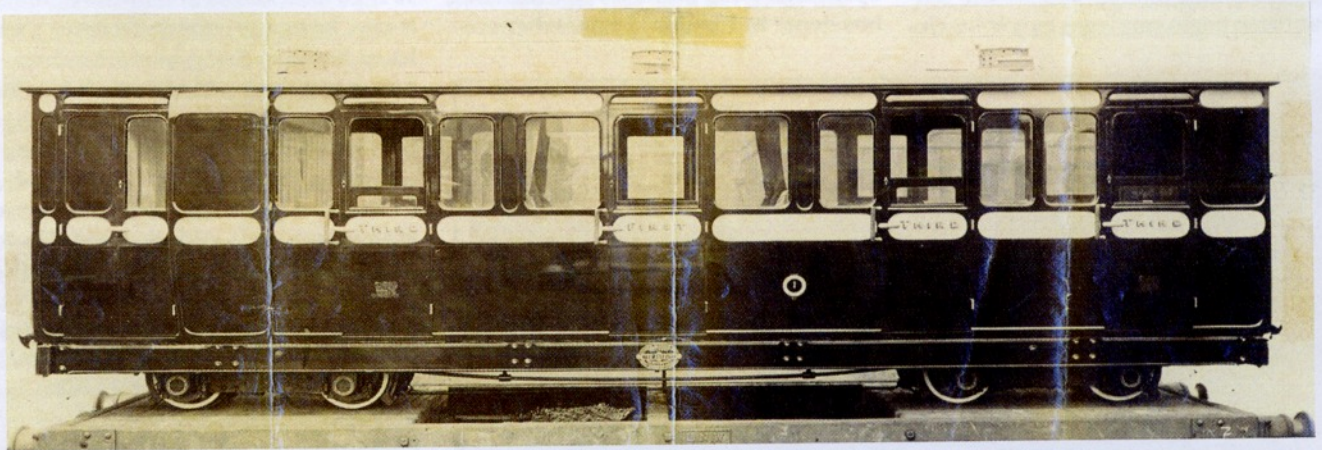
Whether this was inspired by Spooner's days with the Lancashire and Yorkshire

David Newham adds a splash of colour to some fascinating research!

Railway or the Mancunian builders who "happened to just have some paint left over from another contract" is open to speculation!

But historians tell us that the first livery was like the L & Y, with the lower panels a Dark Brown/Lake and the upper ones a Light Tan, with the beading carrying the darker colour.

It would appear from close examination of the delivery photograph of No. 1



*Top - Circular Garter surrounded by a rampant Dragon. This device was white with a red dragon.
Above - Maker's photograph of the Bogie Brake Composite showing both the crest and the monogram.*



Bogie brake composite, that the edges of the beading carried what was probably a Gold lining.

Sadly no pictures of the three 4-wheelers from the same builders have survived? This may be because they were only 3rd Class, and therefore their lining (if they had any?) would have been basic, probably just painted Primrose Yellow instead of Gold leaf.

From the same photograph we can see that these bogie carriages carried a cir-

Shield crest, mounted on a separate panel & carried amidships from the 1890's. Published by the kind permission of the NRM

cular garter surmounted by a rampant dragon, with the railway's title written around inside the garter.

Again historians tell us that the garter was 6 inches in diameter, White with a Red dragon.

When the National Railway Museum opened its early premises at Clapham bus depot in London, I remember see-

ing an example on display amongst a large collection of other crests.

However, when I made recent enquiries, they informed me that during the move up from London to York this item went missing, leaving them with only a black and white picture in its place, as shown on page 5.

I have heard reports that some artefacts were "disposed of" at that time, so if anyone knows of its whereabouts - it may be in a private collection - please let us know so that a modern colour image may be made of it, both for the Nation's Archives and for ours.

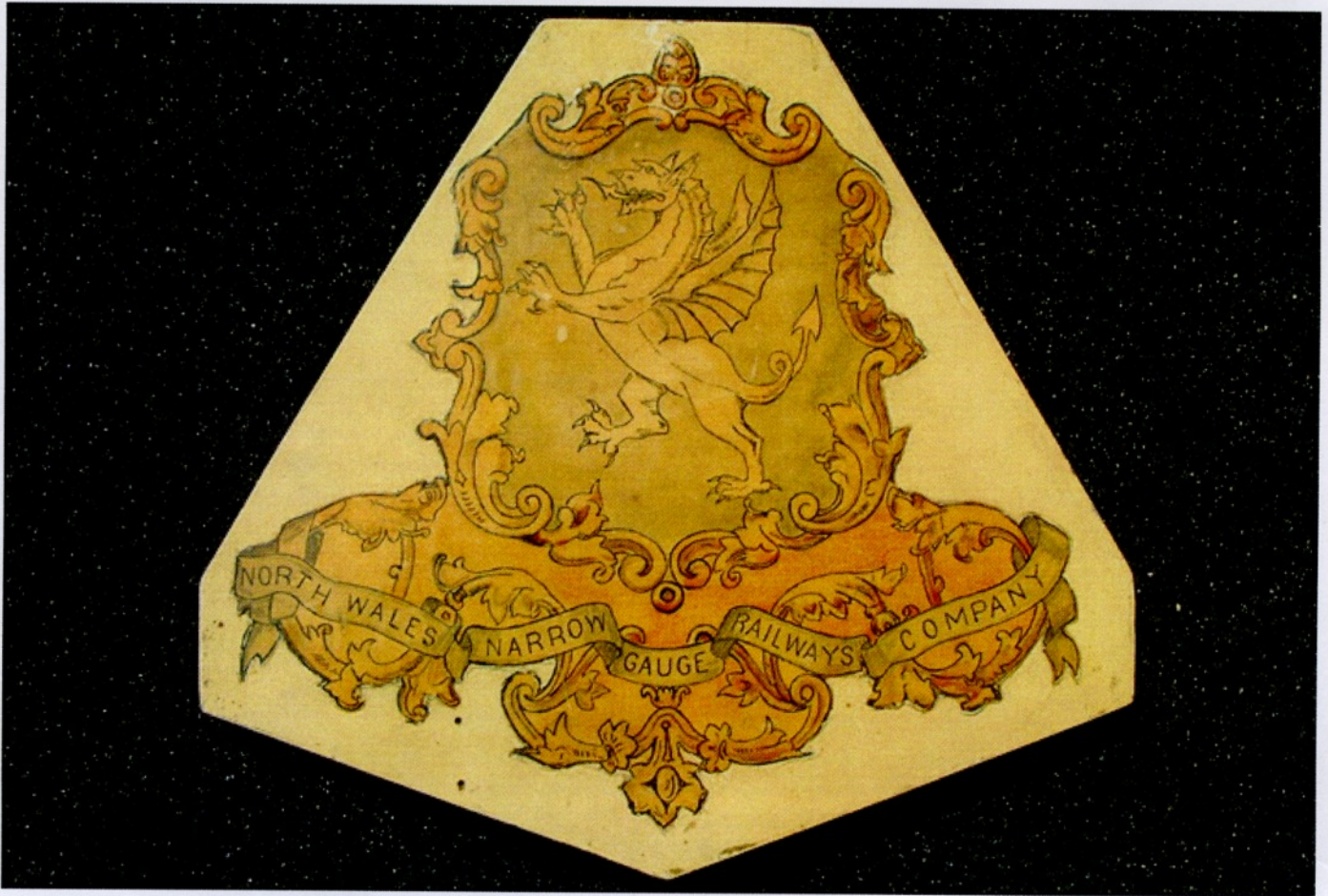
Still with the same photograph, you will notice that on the two outer 3rd Class doors there appears a Monogram of the company's initials, again this was common practice among the big railways, also the Festiniog.

However you will see from the accompanying photograph, that the letters NWNGR are seriously interwoven to the point of confusion! (page 8).

Fortunately an original example of this rare device has recently been located in a large private collection, and a modern colour image has been made.



6-wheeler, maker's photo. It was delivered varnished but may have ended up maroon. There is no evidence of this vehicle ever carrying a device.



Cartoon version of the NWNGR's crest with the colours a little faded. Again our thanks to NRM for permission to publish.

Below - 1905 picture of 'Beddgelert' at Dinas carrying a device on the cab side.

Full size this measures 6 ¼ inches long by 4 inches high.

As far as can be determined the garter crest appeared on no other carriages, only locomotives up until the 1890's, while the Monogram is thought to have fallen out of use by the late 1880's. Still following the trend of most railway companies, by the time new cash was available to augment, the by now, rather run down rolling stock, the livery had become a single colour. Only the Gladstone car and the "as delivered" Corridor carriages were the exception to this rule.

When recent scrapings were made of the "Buffet car" door as well as the half door from one of the "Summer carriages" held at Boston Lodge, we found that this colour underneath the Escutcheon plate of the lock was Midland Red /Maroon as is now carried by the "Reproduction Summer carriage No. 24" on the revived railway.

A similar colour carried by the restored "Gladstone car" was found under the maker's plate when the original

was dismantled during its restoration in the late 1980's.

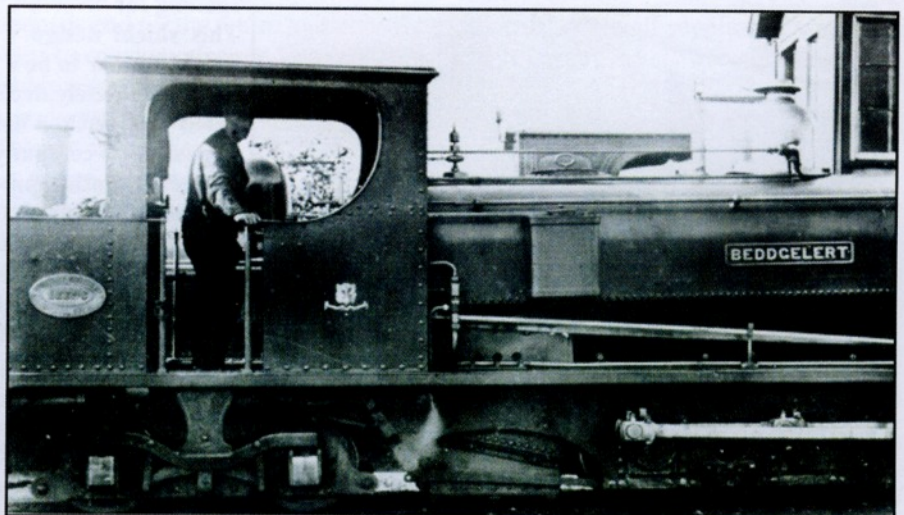
The upper light colour that appeared on the Gladstone and the Corridors may well have been Light Tan from the earlier livery, or perhaps Cream? No pictorial evidence exists of the 6 wheelers carrying any device at all,

only the company's initials on the upper panels over the windows.

While these carriages started life in a Varnished wood livery, it is quite possible that by the 1890's they also were in Maroon.

From this time on the Workmans, Gladstone and Corridor carriages all carried the new Shield crest mounted on a separate panel amidships.

The accompanying example is a photograph of a hand-painted one held by





Above - monogram of the company's initials, as carried by the bogie composite, with thanks to Mr G Hartley for permission to publish.. Left - the initials in outline for clarity and below 'Moel Tryfan, at Dinas in 1894, carrying both devices.



the NRM at York and is published with their kind permission; it measures almost 9 inches by 9 inches. Along with this they also hold a Cartoon drawing of this crest, which has the full spelling for "North". This shield design would appear to be a more completely decorated version than had appeared on company posters and other promotional material. Also the 1905 picture of "Beddgelert" at Dinas shows a device that appears to be a simplified amalgam of the earlier shield along with the company name on a ribbon only below it.

I guess that this was hand painted! On a railway strapped for cash, it is very possible that all crests were hand-painted, as this would have been cheaper than transfers. Lastly there is a picture showing one of the Vulcan single-fairlies receiving some Tender Loving Care at Dinas, where it sports two different crests - one each side of the cab entrance. One of these is the earlier garter and dragon, while the other is a larger circular garter (possibly 12 inches in diameter) surmounted by the Prince of Wales feathers, rather like the Festin-iog crest. Should anyone have any ideas about this second crest? "Answers on a Post-card please". For what it is worth I wonder if this was the " Moel Tryfan Rolling Stock Company", through which J.C.Russell leased the rolling stock to the railway company? Should any one be able to add to these notes or even know of the whereabouts of other examples of these devices, I shall be delighted to hear from them, via the Editor.

The Kerr Stuart Trials

In the last Journal, John Keylock made mention of the article concerning the trials of the Kerr Stuart 0-6-0 diesel no. 4415 which appeared in the Autumn 1964 edition of the Festiniog Railway Magazine. With the kind permission of the Editor, Mr. John Dobson, J.W. Willans' original account, *Pioneer "Modern Power" on the Festiniog* is reproduced here. Whilst I am sure that some members may already have seen the article, there must be many, like myself, to which this is a completely new and most interesting story.



Kerr Stuart on trials at Dinas 1928

No. 4415 was built in the early summer of 1928 and was tested on the Welsh Highland Railway at the suggestion of the late Lt.-Col. H.F. Stephens. The general manager of Kerr, Stuart & Co., K.W. Willans, had previously tested 'Sentinel' locomotives on the Shropshire & Montgomeryshire Railway by arrangement with Col. Stephens.

At that time I was working as an apprentice at Kinnerley loco shed on the S. & M. and was sent to Dinas Junction to assist generally. If I remember correctly, the daily summer service then consisted of a morning train of slate empties from Dinas Junction to Bryngwyn returning with loaded wagons, and a buffet car passenger train to Beddgelert and return. 4415 had no vacuum brake and ran the Bryngwyn service and carried out any general shunting. When first in service the locomotive had maximum speeds of 8 m.p.h. in top gear and 4 m.p.h. in bottom, but these were shortly changed to maximums of 12 m.p.h. and 6 m.p.h. In the summer of 1928 a Press run was arranged from Dinas Junction to Tryfan

Junction which necessitated 4415 pulling passenger coaches; on this occasion the absence of vacuum brake was accepted, but the couplings had to be changed. For the trip in question a set of

then, when having changed the drawgear at Tryfan, we put the engine in neutral and let her go down the bank to Dinas, the acting guard – one Thomas Orr (I am not sure of the spelling) – leaned out of the window and cursed us in Welsh for going too fast, and finally used his own brake to restrain us.

It was then decided to equip the engine with suitable drawgear and vacuum brakes in order that she could run the thrice-weekly winter

service from Dinas to Beddgelert. This was early in 1929; I was at Kinnerley during the severe frost of that year and remember the train service being stopped due to all supplies of water being frozen! – and it was after this that I returned to Dinas and started running the Beddgelert service, and sundry general duties, with 4415. In general she did very well; if anything she was not quite fast enough, but she gave no mechanical trouble.

After three or four weeks stationmaster Jones at Dinas announced that, following a talk with Col. Stephens, the loco would be better employed on the Festiniog, operating between Portmadoc and Minffordd. Since that time I have read of the term "Bottom Shunter", and I imagine that this was the job, although I do not remember the expression being

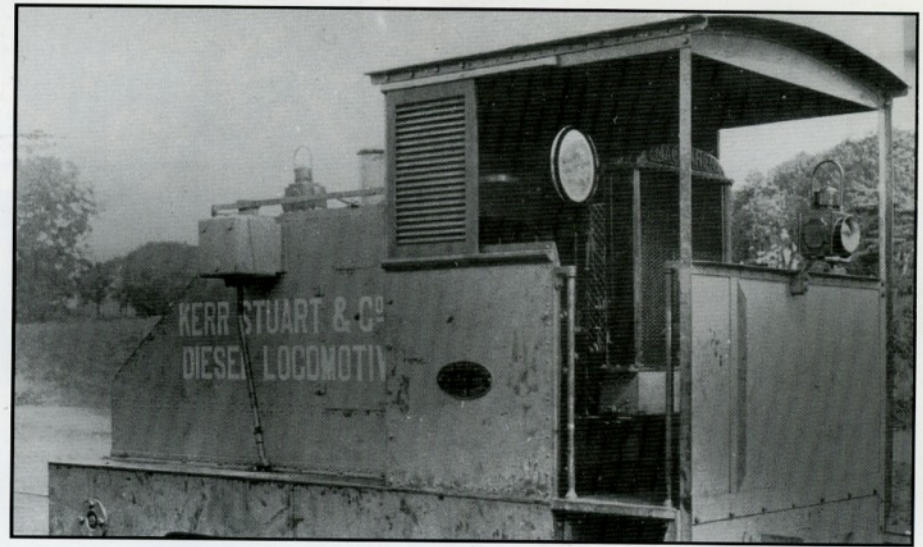
K.W. Willans Remembers the 1928 Kerr Stuart Trials

drawgear was borrowed from *Moel Tryfan* and adapted to fit 4415. At Tryfan Junction it was smartly removed from one end of the engine and attached to the opposite end for the return journey. This must have taken place in October 1928, and many technical journals and dailies were represented.

The trip is memorable for two incidents as far as I am concerned. Firstly, we received false instructions as to the time of departure – 2.00 p.m. instead of 1.00 p.m. – and when the press arrived (per L.M.S.) we were not there, the Kerr, Stuart fitter Steve Lovat, a Kerr, Stuart apprentice, McLaren's fitter Phillips and myself having gone to lunch. We were turned out with "coarse and brutal" words by K.W. Willans, who never admitted his mistake – we "should never have left the engine" (his words). And

used at the time. The job was then being done by the Baldwin petrol locomotive (now a diesel). The stationmaster used a lot of "soft soap" when telling us of the change and subsequently it was discovered that the loco was unpopular with the local staff, although I received nothing but kindness from them. On one occasion we broke some slates; she took a little care to start a train gently. On another occasion a drawbar was broken and she had a short period of dripping oil on the track. These incidents were reported, with interest, unbeknown to us and we did not think so kindly of the W.H.R. after that. She was a very easy loco to run, and being available at short notice interfered with overtime, which is always unpopular.

During the initial summer period *Russell* was in general service and the Baldwin 4-6-0 in the shed, Moel Tryfan being on the Festiniog. During the winter period the Baldwin and *Russell* steamed at times and Moel Tryfan was under repair at Dinas, the work being carried out by the driver (William Hugh Williams, I think) and the fireman, whose name I have forgotten. The guard's name was Hughes – a very small man with a very prominent red nose. The fireman accompanied us on all runs and often drove. On the last occasion upon which 4415 ran the passenger service, K.W.W. accompanied us with an official of the L.N.E.R., which had become interested. His name was Trask, and I think he was in charge of the locomotives on the southern section of that railway.



*Kerr Stuart diesel on trials at Dinas - 1928
Below - with quarry wagons, adjacent to the goods shed.*

(Probably E.D.Trask, under whom A.G.W.Garraway served before leaving the E.R.) It was a beautiful day and we made a splendid run – once again between Tryfan Junction and Dinas we let her go, to the fury of the guard!

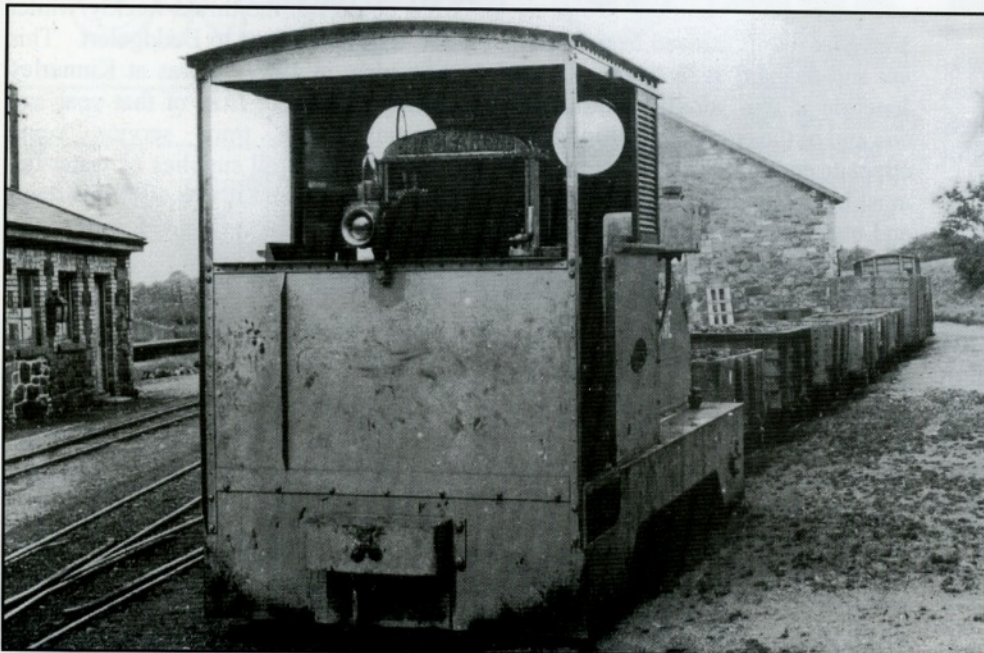
On the next day we ran right through to Portmadoc and into Boston Lodge Works, where considerable discussion took place about cutting down the cab. This was a Friday and K.W.W. and I went home, I returning on Monday with Hancock of Kerr, Stuart's, who although then a draughtsman had started life as a fitter. The cab was dismantled and we carted the front and back sheets to the Glaslyn Foundry who burnt off the excess for us. Hancock and I reassembled it, and 4415 went into service. I should mention that the cab was dropped just

enough to permit running to Minffordd – it was never modified to enable the engine to go to Blaenau Ffestiniog.

Hancock left after a week or so and I remained with 4415 for about six weeks, after which the Baldwin's driver took over in sole charge. There is little to say about her, except that she was most successful and did all that was asked. Two failures occurred; the first was when the bell-crank that operated the first gear fractured. The Glaslyn Foundry forged a replacement, and a beautiful job they made of it. The second failure was a small spindle in the governor gear of the fuel pump; 4415 just came to a standstill and it took us some time to locate the trouble. Phillips from McLaren's visited us again to clear the matter up.

This must have been in early April and I left shortly afterwards. I cannot recollect how long 4415 remained on the Festiniog Railway, but I do know that when Kerr, Stuart's announced that they were taking her back, Col. Stephens' remark was: "I thought you had given her to us".

As readers are probably aware, this locomotive is now back in the UK for restoration. Further details can be obtained from Hugh Smith (Hon Sec. 4415 Group), 31 Carnarvon Road, Stratford, London. E15 4JW.



Putting The Record Straight!

Re the section on receivers in the last issue - I know Boyd says on p267 of NGISC that Russell died in 1911, but on p267 he says in was 1912. I think you have forgotten my letter to you of 10.10.01 (and your handwritten reply) when I summarised the Director's Report of April 1913. For the record I will give the whole quote:-

The Directors in submitting their report desire to place on record the great loss which the Company has sustained by the death on 29th August 1912 of their late Chairman and Managing Director Mr J Cholmeley Russell. It

was too late to refer to the death in the last Half Yearly Report (which was dated 31st August 1912 MB) but at the meeting to consider this held on the 16th September 1912 the following resolution was unanimously passed: "That the Directors desire to record the great loss they and the Company have sustained by the death of Mr James Cholmeley Russell who for over 30 years has been the Chairman of the Company and during that period had used his best efforts and devoted a large portion of his time to promoting its interests and that with only a nominal remuneration."

As I said to you in 2001, this suggests Russell either resigned in January 1912 or was replaced.

Concerning the loco hire agreement of 9th May 1876, the ½-year meeting

held on 1st March was told that the Contractor, Mr M'Kie had been dismissed and had handed over complete possession the works, materials and plant on 7th February. Completion of works to be by other parties. The Arbitrator subsequently awarded M'Kie £7,147. On 17th August a Special Meeting of the Company (to

Michael Bishop adds to the information on J.C. Russell and provides background to the loco hire article in WHHG No. 21 with some splendid in-depth research.

authorise the Board to raise £40,000 in Preference Shares) was told that an Agreement had been entered into with Mr Boys to continue the works, and that considerable progress had been made since the Company took possession of the works. A sum of £20,000 would enable them to complete the line and pay off their obligations.

The appointment of the receiver on 5th December 1877 on the application of Grant & Co was based on judgement on 3rd July 1876 for £8,862 plus costs.

All this comes from reports in 'The Times' newspaper, but at least gives some background to the period in which the loco hire agreement was signed.

Unfortunately, my time is mostly taken up with Lynton & Barnstaple history, otherwise I might be able to tell you if Russell resigned as receiver or merely replaced. When I was researching the 1907 order from Pickering for Coaches 4 & 5 there was another order by the NWNGR of 15.9.06 (for 2 pairs of 10" dia, 5" wide wheels and 2" dia axles, 3' 0" between wheels) addressed to J Cholmeley Russell, Great Mhor, Cnich, Inverness-shire to be forwarded by Mc-Braynes Steamer. (Spelling of these names my interpretation of the handwriting) So if anyone wants to pursue Russell's Biography, maybe there's a Scottish Connection.

But why would the NWNGR have a pair of wheels delivered to Scotland? All very fascinating, as would be an analysis of Pickering's order books.

And **Michael Davies** contributes even more information about Russell's Scottish connections:-

"The J.C. Russell Scottish connection is interesting. Onich is on the north east shore of Loch Linnhe between Oban and Fort William and was never served by rail. However David Mc-Brayne ran a steamer service for years which called at a pier there. The sub standard gauge in these parts is 3' (industrial lines around Fort William and Kinlochleven) and I wonder was there perhaps a pier tramway like that at Ramsey, or some local forestry line. The address 'Great Mhor' is odd as Mhor means great!"

Notice Board

2004 AGM will be held on Sunday 2nd May at The Sportman Hotel - Porthmadog

Membership renewal forms are enclosed with this Journal. Please help our over-worked membership secretary by returning them promptly!

Col Stephens displays a Robust Attitude to Staff Illness

FESTINIOG AND WELSH HIGHLAND RAILWAYS

TELEGRAMS:
STEPHENS, TONBRIDGE STATION

SALFORD TERRACE
TONBRIDGE, KENT
16th August, 1927.

R.Evans, Esq.,
Portmadoc.

Dear Sir

Staff off Duty Ill

I think driver Jarrett Davies has been off duty, ill, so long now, that he should be examined by the Company's doctor.

Yours faithfully
H.F. Stephens

Col H.F. Stephens, M.I.C.E.
Tonbridge

August 18th 1927

Staff off duty ill—Driver J. Davies

I am in receipt of your letter of the 16th instant. From enquiries made I understand that Driver J.Davies will not come on duty for some time yet. On the advice of his specialist he is waiting for something like a wart on his nose to get more ripe so that it can be removed. It will take from four to five weeks for this to come out after the first application of a special ointment by the specialist. Personally, I do not think it would be advisable for us to ask Davies to be examined by the Company's doctor as I think he is rather depressed owing to his illness, and one would not know how he would take instructions to be examined, but so far as the complaint is concerned, the doctors here know but very little about the wart referred to, and such warts are treated by a specialist who lives in the country, and no one except himself has the recipe used to remove the warts.

Yours faithfully
R. EVANS.

Thanks are due to the FR Society Magazine in which these memos were originally published

R Evans Esq.,
Portmadoc

19th August 1927

Dear Sir,

Staff off duty ill—Driver J. Davies

I note yours of the 18th instant, I have heard all about these Specialists. There seems to be a certain amount of magic about it, which, I must confess, does not impress me. I suppose you are satisfied that there is no humbug in this matter? I hope I am doing nobody an injustice when I say that when I hear about people going to a Quack Doctor in the middle of a field, it raises my suspicions that we have not got altogether to the bottom of the case. I do not believe that warts cannot be removed, except by some arrangement with the Evil one, who appears to be invoked in dealing with matters of this description.

Yours faithfully
H.F. STEPHENS.