

WELSH HIGHLAND HERITAGE

£1.00

Issue No. 26

ISSN 1462-1371

December 2004

HENRY JOSEPH JACK (1869 -1946)

“.....he was without doubt both the catalyst and the driving force behind the final completion of the Welsh Highland Railway”

In the Spring 1991 edition of the FR Heritage Journal Dr David Gwyn provided the best insight to date into Jack's career, but admitted nevertheless that there were many gaps to fill in his biography. The present compiler is grateful for the opportunity to refer to this article and thanks both the editor and David Gwyn. Thanks are also due to Michael Bishop, who, helped by modern technology has provided much of the new and corrected information,

*Compiled by
John Keylock*

H.J. Jack was born on the 9th October 1869 – and christened a month later – to Margaret Eleanor, wife of Henry Jack, maltster. His parents had been married for six years and were living in Swansea. The birth of Henry Joseph was preceded on the 11th November 1864 by the birth of an elder brother, John Mcinnis Jack. By the time of the 1881 census Jack's father had died and his mother had established the family home as a private boarding house – presumably to provide extra income following her husband's death in 1879, age 46. This was at 169 St Helens Road, Swansea. Jack, aged fourteen, was at school; his elder brother was a 'junior clerk' and there was a boarder/lodger, an Irishman born in Killybegs working as a goods agent for the L.N.W.R. Being speculative, one wonders whether this man may in parlour conversations

have given Jack his first taste for the railway scene.

By the time of his marriage at Swansea parish church on the 2nd November 1891 to Emily Hilton, widow, he was a wine merchant in Cardiff. Jack's son and only child, Henry Claude, was born in 1892, but was killed in September 1916 in an aeroplane accident associated with WW1.

In the Census taken in March 1901 the thirty-two year old Jack was listed as Managing Director of a Wholesale Dairy Company, living at No 4 Northfield, Bridgwater, Somerset with his wife, his son, a boarder – who was the lady cashier at the Dairy Company - and a fourteen-year-old girl servant. Whatever this Company was called, it was clearly connected with a Limited Company formed seven months later of which Jack became director and shareholder called J Higgs & Co. Ltd, which took over the South London and Bridgwater milk and creamery business owned by John Higgs, a Solicitor, who had inherited a family business with an old-established history. For reasons not entirely clear, but apparently due to the need to raise a substantial amount of capital to expand, a few months later this Com-



*Henry Joseph Jack
(Courtesy Gwynedd Archives)*

pany sold its business to a new Company called Higgs Farm Dairies Ltd, of which Jack became Managing Director and Area Manager for London, but not a shareholder. In May 1902 this Company raised funds through a Prospectus and bought the businesses owned by J Higgs & Co. Ltd mostly for shares, and dairy related businesses from others, including John Higgs'.

In that year Jack's address is given as 71, Acre Lane, Brixton and he is Higgs' managing director of the retail business

and the milk department of the wholesale business 'having had many years experience in the trade'. Higgs' memorandum of association sets out amongst many of its objectives 'wine, beer and spirit merchants'. Could this have been Jack's influence?

Jack resigned as Director on 17th December 1902 (although still listed as Manager London), but 3 months later in March 1903 an order was made for the compulsory winding up of the company on the petition of a trade supplier supported by several other Creditors. The original Company, J Higgs & Co Ltd, had already gone into voluntary liquidation, but the liquidators reported never seeing any money, the main asset being shares in Higgs Dairy Farms Ltd, which were now worthless. It seems likely that as a result Jack lost most if not all of his £6,001 investment, a tidy sum at the time. This would seem to be the year that Jack left the dairy business. What he did until 1908 is unknown but whilst living in Somerset he is recorded as being a member of the Bridgwater Masonic Lodge which might well have helped his business involvements.

By 1908 he was living in Llanberis and was obviously involved with the North

Bay and set about reviving the A.C.L.'s fortunes.

In 1915 Jack was made managing director of the Aluminium Corporation by which time he was living at Maenan Manor, Llanwrst. He was also a director of the Aluminium Foil Co. Ltd. and the Unitary Trust Fund Ltd.

In 1920 Jack was elected a County Councillor for Carnarvonshire and in that same year Prime Minister, David Lloyd George, visited Dolgarrog. Also in 1920 the Aluminium Corporation took a controlling interest in the North Wales Power & Traction Co., which had been struggling

for years. In July 1921 Jack took over as its managing director thus also gaining control of the Portmadoc, Beddgelert & South Snowdon Railway (PB&SSR). (see WHH No. 21 p4). From April 1920 The Aluminium Corporation also controlled the North Wales Narrow Gauge Railways (NWNGR) thus setting the scene for the creation of the Welsh Highland Railway. He became managing director of the Festiniog Railway, took over the Snowdon Mountain Tramroad and commissioned the Spring report that analysed the assets of the F.R. and the embryonic W.H.R.

So now the hugely ambitious Jack was Managing Director of The Aluminium Corporation, controller of the NWNGR and the PB&SSR, Managing Director of the FR, and Chairman of the County Council. From this powerful position it was only he who had both the vision and the opportunity to marry the government's desire to reverse the economic decline in North Wales with the longstanding dream of a rail link between Carnarvon and Portmadoc - and



Jack's house at 4 Northfield, Bridgwater, Somerset

Photo : Ruth Bishop - 13th Aug 2004

to make money. Needless to say perhaps he wished to see all these railways, now under his control, electrified despite the earlier failure of the PB&SSR.

Whatever his desires may have been fate was due to strike some bitter blows

In November 1924, because of poor traffic figures - particularly on the comparatively new W.H.R., Jack was forced to resign as F.R. & W.H.R. chairman. Twelve months later occurred the Dolgarrog dam disaster. Patently he was not to blame for this but it obviously put a considerable strain on him. He left Dolgarrog early in 1928 having resigned from both the Aluminium Corporation and the North Wales Power and Traction Company and for the next two years his address is given as the Engineers Club, Coventry Street, Piccadilly, W1.

He had a reputation for being power-mad, a bully and a womaniser.

Wales Power and Traction Company who were trying to sell the six 'Ganz' electric locomotives built for the Portmadoc, Beddgelert & South Snowdon Railway Company (PB&SSR). These were advertised in 'Machinery Market' in their issue of 20th August 1908 and were still apparently for sale in May 1910. Interested purchasers were given his name as the contact.

1909 was the year that Jack arrived on the Dolgarrog scene to be general manager and secretary of a second Aluminium Corporation formed in December of that year - the first company having gone into liquidation twelve months earlier. As David Gwyn says in his article "He did not disappoint his new employers; he rented a house in Colwyn

It is difficult to feel too much sympathy for the man however. His personal character left a lot to be desired and he seems to have been a thoroughly unpleasant piece of work. He had a reputation for being power-mad, a bully and a womaniser. His staff seldom had a good word for him. One unconfirmed report says that the stationmaster and the porter at Dolgarrog station were in the habit of noting the location and the occurrence of Jack's al-fresco adulterous escapades. Perhaps the chairman of the Public Inquiry to consider the proposals for the Welsh Highland best summed it up when he told Jack at the public hearing, "that many local people held him in suspicion; he was a member of the County Council and wielded far too much influence to suit everyone".

For a year 1930/31 he lived at Cleaver House, 38, Grosvenor Place, SW1 before moving to 9, Grosvenor Gardens 'in the City of Westminster'. On the 6th June 1933 he changed his name by deed poll to Henry Jack Macinnes. It is interesting to note that the spelling of 'Macinnes' that he adopted differed from that of his elder brother's middle name. In the quarter to December 1936 his wife's death was registered at Worthing in Sussex.

Some time during the mid 1930's he was living at Holmdene, Fairford in Gloucestershire. At that time he held a majority - 52,391 - of W.H.R. ordinary shares. Jack married again in the quarter ended June 1942 to Charlotte P Brezzie, who was some twenty years younger.

In a railway context Jack/Macinnes remained chairman of the Snowdon Mountain Railway Ltd until 1945. He died in 1946, aged seventy-seven. His death was registered during the quarter to March of that year. His second wife remained a director of the S.M.R until she too died in Tunbridge Wells, aged fifty-eight, in 1949. It would seem that Jack died intestate, but 'The Times' for the 9th May 1946 noted the gross value of his estate at £63,458. The house in which he lived in Tunbridge Wells was also called 'Holmdene', where he will only have lived for a few years before his death.

Whatever Jack's faults, and they were clearly many, he was without doubt both the catalyst and the driving force behind the final completion of the Welsh Highland Railway. So, Jack's legacy is today's Welsh Highland Railway - a Mecca for enthusiasts and tour-

ists alike and an epitaph that never in his wildest dreams could he have ever envisaged.

Finally my thanks again to David Gwyn and Michael Bishop for proof reading this enhanced biography.

David Newham

It is with much sadness that we must record the death in October, aged 68, of member David Newham. A diligent narrow gauge researcher and a very capable modeller his loss will be keenly felt in both circles. David's much acclaimed model of the PB&SS Ganz Electric Loco together with its attendant carriage have been left to the FR Trust for future display in a WHR museum. David's article about NWNG crests and devices in WHH Journal No. 22 was our first use of colour and must represent a fitting epitaph.

We offer David's widow, Olive, and her six supportive children the deepest sympathy of his many friends and colleagues within the group.

W.H.R. Chronology - 1942

January

Tryfan Junction reached by northern gang; Bryngwyn branch then lifted.

6th January

Pitt's Head to Hafod Ruffydd section requisitioned by War Office, so that slate wagon marked targets could be used for gunnery practise.

March

Arthur Rimmer suggests that a book should be written 'about this very interesting line'.

16th April

Further legal opinion received regarding the lease and winding up process

May

Dinas reached by the demolition train. 'Russell' purchased by the Brymbo Steel Co, for use at Hook Norton ironstone mines

20th May

Buffet Car sold by Cohens, complete with bogies, for £30 to Henry Parry of Waunfawr

29th May

Meeting called by requisitioning shareholders. W Cradoc Davies, R Freeman and C Colley appointed WHR Directors purely to accept the winding up summons

June

Croesor Junction reached by southern gang. Pitt's Head to Hafod Ruffydd section left in situ for War Dept gunnery practice.

August

Baldwin 590 cut up at Dinas.

November

Ramblers Association appeal for the trackbed to be used as a footpath - again.

3rd November

FR gained approval to agree to surrender the lease.

12th November

Letter from Robert Evans to J.A. Iggulden, "I am also very glad to hear that we are getting rid of the WHR and trust that it will not be long before everything is cleared up".

3rd December

Caernarvon County Council voted to support the Ramblers Association appeal.

31st December

FR Lease surrendered

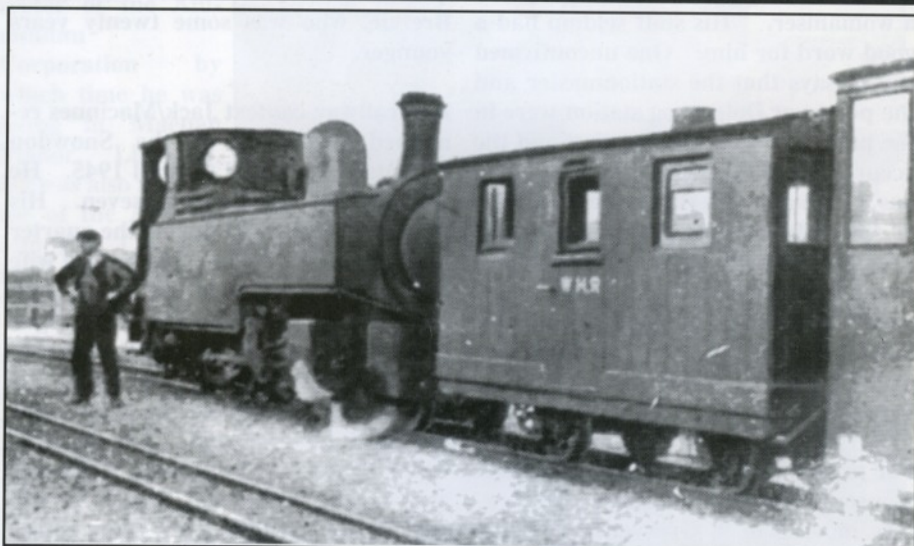
The Welsh Highland Winter Service - 1924/25

In his article "Eighty Years Ago" (Journals 20 & 24), Michael Davies made mention of the failure of the WHR to attract more passengers, especially in 1924, and the consequences this had on the timetables.

There are several documents surviving in the archives which give more details of both the reduction in winter services and of some of the other endeavours to cut costs - which began just a mere four months after the line opened as a through route.

Following the correspondence from "a local well wisher" on October 9th 1923 (Journal 24), there was a flurry of memos later that month from John May to HD Jones at Beddgelert. On the 19th, the first staff cut was announced when Jones was told that porter Lewis Parry Jones' services were no longer required (see Journal 16). Owing to the very small passenger traffic, the decision had been taken to curtail the train service, so it was felt that only a stationmaster need be retained. A fortnight later all WHR & FR stationmasters were required to attend a conference in May's office at Harbour Station. He had been instructed by the Board to make changes and required the stationmasters' assistance to "discuss certain matters dealing with traffic and to consider the best means of reducing the heavy expenses incurred in working both railways at present". A further reduction in staff was made on October 27th when it was decided to give notice to Miss Myfanwy Williams, the clerk in charge at South Snowdon. Responsibility of this station passed to HD Jones on November 3rd, with Guard Lewis Jones becoming his assistant.

The railway struggled on throughout the winter of 1923/24, with services being progressively cut back right through to December, improving in May 1924 with the introduction of four through trains and two Portmadoc to Beddgelert shorts. However, a wet summer, low passenger figures and a loss of over £2000 by the end of September caused dramatic action to be taken. Not only was the train service



The original caption describes this photograph as "A Winter Train", taken at Portmadoc New (1923) station in 1923/24, it depicts an uncut down 'Russell' with a Workman's vehicle.

Photographer unknown

slashed to two return trips a day, but the Directors were forced to consider the withdrawal of passenger services altogether for the winter. A lengthy memo on the subject, dated November 14th, was circulated by EHR Nicholls and is given in full on page 5 (opposite). (Attached to this memo were statements of Receipts and Expenditures from 1st

Derek Lystor Explains

January 1923 to 30th September 1924, comprising some 24 pages.) The Board were quick to adopt Nicholls' recommendations, and a notice of suspension of passenger train services on and from December 15th 1924 until further notice, was issued. Goods and parcels continued to be carried, with the exception of perishable traffic. However, on January 30th a passenger service of sorts was re-introduced operating between Portmadoc and Beddgelert every Friday to cater for Portmadoc market, and on March 7th a similar service came into force between Dinas and South Snowdon to convey passengers to Caernarfon market, held each Saturday. Two return journeys were provided in each case with special reduced rate fares, but passengers were also allowed to travel on the first

and last services of the day at ordinary fares. Sadly these very limited passenger services seem not to have been very popular, with the Beddgelert ticket register showing no entries at all for the Portmadoc service. The Mowat photograph on page 71 of John Stretton's second volume suggests that Caernarfon market attracted at least three passengers though!!

A full passenger service came into force with the introduction of the summer timetable on June 1st 1925, when the WHR ran three through trains to Dinas and one short trip to Beddgelert, daily from Portmadoc, with a further trip to Beddgelert on Fridays only. From September 21st the service was severely reduced; the two Beddgelert trips were retained, both destined to become Fridays only, but there was only one through train per day. In connection with these reductions, a memo was issued by R. Evans on 19th September. (See panel on page 6). With all the economies thus far described in place, this re-introduced passenger service was to last until the end of the decade. In the main it remained a single daily Dinas to Portmadoc return train, supplemented in some years by additional shorter workings, but only operating three days a week in others. During the winter

Recording Yesterday for Tomorrow

To:- The Directors of the Welsh Highland Railway.

INTRODUCTION OF GOODS TRAINS ONLY ON THE WELSH HIGHLAND RAILWAY DURING WINTER MONTHS

I have given this matter careful consideration, and beg to report as follows:

If the Board finally decide to run goods trains only on the Welsh Highland Railway during the Winter months, I recommend the following goods train service be put into force:

1. One goods train to be run every week day (Saturdays excepted) from Dinas Junction to Bryngwyn and back, as at present.
2. One goods train to be run from Dinas Junction to Beddgelert and back each Wednesday and Saturday (traffic generally for stations between Dinas Junction and Beddgelert emanates from Dinas Junction and not from Portmadoc; hence this proposal).
3. One goods train to be run daily (Saturdays and Sundays excepted) from Portmadoc to Croesor Junction and back, as at present.
4. One goods train each Saturday morning from Portmadoc to Nantmor and back. (*Beddgelert annotated by hand in the margin, there being no run round loop at Nantmor*)

The proposed services for Bryngwyn and Croesor will be the same as that as present in force, and, therefore, the present requirements of the slate quarries served by the Welsh Highland Railway will be met. I am of the opinion that the suggested service for stations between Dinas and Beddgelert, and Portmadoc and Nantmor will be adequate to meet the present traffic on these sections. In order to work the above goods train service, two engines will be required, owing to the areas pro-

ducing slates being about 20 miles apart. If this service is approved, the following reductions in the number of staff employed can be effected:

Stationmasters.	1.
Cleaners.	2.
Permanent Way Men.	6.

And the cost per week for running the railway would be £156:13s:2d as per the attached statement, (*see the tables below*) as against £210:4s:8d (the figure for week ending 1st November 1924).

The difference in wages of £3 :18s:2d incurred by having to pay the three men working the Croesor Junction section 48 hours per week would have to be divided between the Festiniog Railway and the Welsh Highland Railway.

So far as the cost of working traffic at the Portmadoc end is concerned, it will be observed that the total work to be carried out will not fill a 48 hour week, but they could perhaps utilise the engine and staff during the time same are not required by the Welsh Highland Railway, and for which they would, of course, pay.

Since the 22nd September, the average receipts from goods train traffic on the Welsh Highland Railway are £82 per week, and it will, therefore, be observed that if only a goods train service was instituted on the Welsh Highland Railway, it is not possible to make the concern pay with the general charges as they are today, or even if the debenture interest is ignored.

The present Winter train service of two passenger trains in either direction in the morning and afternoon respectively, was introduced on September 22nd, and for six weeks ending November 1st, the cost of working the whole concern was £1210: 15s: 8d as against £1301:5s:7d for the same period of 1923, showing a reduction of £90:9s:11d.

(Sgd). EHR Nicholls. Managing Director.

COST PER WEEK OF PROPOSED WORKING FOR GOODS TRAFFIC ONLY

CROESOR JUNCTION				
Function	Time/weight	Rate per week		Cost at 48 hrs per week
Guard	24 hours	46/9d	£1.3s.5d	£2.6s.9d
Driver	24 hours	61/2d	£1.10s.7d	£3.1s.2d
Fireman	24 hours	48/6d	£1.4s.3d	£2.8s.6d
Coal	15cwt	37/11d	£1.8s.5d	£1.8s.5d
Oil etc			£0.2s.0d	£0.2s.0d
			£5.8s.8d	£9.6s.10d
				- £5.8s.8d.
Saving				£3.18s.2d

Croesor Junction	£5. 8s .8d
Bryngwyn Br & B'gelert	£11.18s.5d
Platelayers	£12.13s.6d
Dinas Agent & Clark	£5.14s.3d
Est. cost of materials	£2.0s.0d
Loaders (average)	£15.0s.0d
Croesor Haulage	£2.5s.0d
General Expenses	£13.1s.6d
Tolls, Rates & Taxes	£4.11s.1d
Maintenance of Telegraph	£2.17s.8d
Debenture Interest	£67.6s.1d
Salaries	£13.16s.10d
TOTAL	£156.13s.2d

BRYNGWYN BRANCH & BEDDGELERT			
Function	Time/weight	Rate per week	Cost at 48 hrs per week
Guard	48 hours	46/9d	£2.6s.9d
Driver	48 hours	68/-	£3.8s.0d
Fireman	48 hours	48/6d	£2.8s.6d
Coal	2 tons	35/10d	£3.11s.8d
Oil etc.			£0.3s.6d
			£11.18s.5d

of 1927/28, no trains at all ran between Croesor Junction and Beddgelert. Further economies were made at the end of September 1928, when the booking offices at both Portmadoc New and Beddgelert were closed. Henceforth, passengers joining trains at both these stations obtained their tickets from the guard on board.

The table below shows the passenger figures for the October to March period and the corresponding train services. Passenger totals have been extracted from the FR & WHR Ticket Register 1925 - 1936 held at Stephens' office at Tonbridge and kindly made available to the author by Michael Davies and John Keylock. The dramatic drop in passengers, which ultimately caused winter train services to be abandoned entirely, can be clearly seen. As a public service, the one return train from Dinas was of little use, but the local patronage between Portmadoc, Croesor Junction and Beddgelert was comparatively high. From 1930, a minimal summer only passenger service ran for the next two years, with goods traffic continuing to run daily throughout the winter months. However, on October 12th 1931, Tonbridge issued a notice announcing the temporary suspension of all services. Later, on November 2nd, the goods service was re introduced, but only on two days a week. A further notice stated that parcels, goods, slates and other minerals would be dealt with, and asked for the public's support in ordering and sending

Winter Train Service

Traffic to Gelert Siding and Croesor Junction. Commencing as from Monday the 21st instant, the shunting between Gelert Siding and Croesor Junction is to be done between 12.15 p.m., and 1.30 p.m. It is important that the engine returns to Portmadoc (Old) Station not later than 1.30 p.m., so that there will be no delay to the 2.10 p.m. passenger train. If any further shunting requires to be done at Gelert Siding, the engine can do this after returning with the passenger train, which arrives at Portmadoc (New) Station at 3.02 p.m., as there is ample time between 3.02 and the departure of the train, which is due to leave Portmadoc (New) Station at 5.10 p.m.

It is most important that these instructions are carried out.

The 10.30a.m. and the 2.10 p.m. trains are to start from Portmadoc (Old) Station. The 12.45 p.m. train ex Dinas works through to Croesor Junction, and returns from there on the arrival of the 2.10 p.m. from Portmadoc.

Bryngwyn Traffic. This is to be worked so that there will be no overtime paid to any of the staff at Dinas.

Please note, and arrange accordingly.

R. Evans. Portmadoc.
19/9/25.

their goods via Dinas Junction to and from stations on the WHR where there is every facility for prompt delivery!! It would seem that this plea fell on deaf ears, as the goods service lasted only until December 3rd, after which it appears to have been withdrawn.

After struggling on for a further two years, with an odd goods train or two venturing out on the line during the winter months, the directors announced that final closure to all traffic would take place on January 1st 1934. During the

FR lease period which followed, winter services were again restricted to goods traffic running on an 'as required' basis. The final goods into South Snowdon was 8 tons of coal in April 1937 and the last goods workings over the railway were 18 tons of coal from Dinas into Beddgelert during July. (ref: Audit Office Revenue Book - Goods etc. & Passenger Traffic).

	Daily Train Services	Portmadoc	Beddgelert	Dinas	Total
1926	1 Dinas - Portmadoc return 2 Portmadoc - Beddgelert returns (Friday only)	2417	318	363	3098
1927	1 Dinas - Portmadoc return	169	87	1124	1380
1927	1 Dinas - Beddgelert return (later Tuesday & Thursday only) 1 Portmadoc - Croesor Junction return (Friday only)	559	7	175	741
1928	1 Dinas - Portmadoc return, becoming Dinas - Beddgelert ret (F.O.)	closed	closed	25	25
1929	1 Dinas - Portmadoc return (Mon, Wed, Fri, only)	closed	closed	25	25

JOURNAL BINDERS

Assuming that there is sufficient demand we will be able to provide Cordex binders for the journal. Each binder will hold twenty issues and will be in plain green. The cost 'delivered to your door' would be £10.00.

If you are concerned to keep your journal 'neat and tidy and in one place' then please communicate your interest to

John Keylock and if demands justifies it an order will be placed with the suppliers.

Furthermore, members are reminded that all back issues of the journal are available from John - albeit three are in photostat copy form.

A binder containing issues 1-20 could be made available for £30.00 including post and packing.

The 1903 P.B. & S.S.R. Proposals - The Missing Link

This plan has been largely forgotten although it is hinted at by Boyd. The plans are in the Public Record Office at Kew (Ref. MT 54/435).

To put these plans into perspective we should consider what had been proposed before. In 1892 and again in 1898 there were plans for the Portmadoc, Beddgelert & Rhyd ddu Railway. At Beddgelert this line would have avoided a tunnel by crossing the shoulder of hill at a greater height and in a cutting about 150yds SW of the "Goat" tunnel. In 1900 the N.W.N.G.R. had its Beddgelert extension approved and the wording suggests that it might have had provision to allow an end-on junction with a shortened Portmadoc, Beddgelert & Rhyd ddu Light Railway. Certainly the alignment of the two lines was very close at the end of the N.W.N.G.R. line.

The P.B.S.S.R. had their plan for a line from Portmadoc up the Gwynant Valley to serve the South Snowdon Quarries approved in 1901. It is very strange that they did not consider connecting with the N.W.N.G.R. extension at that time but perhaps by the time they found out about it, the Act had got too far. However, the company must have realised its mistake and started to prepare new plans by 1903. Perhaps it was too quickly as the plan was clearly unworkable even with electric traction which I assume was being proposed. I should point out that although I have seen the plans, I have not seen the draft Order and don't know if a copy exists. Maybe there was no draft Order and only the plans were submitted to the Board of Trade for their comment.

In 1903 the N.W.N.G.R. extension plans were ready and approved and work was about to start (or so some correspondence would have you believe) so it made some sense to use as much of that route as possible. The 1900 and 1903 routes from Rhyd ddu would have been much the same as the W.H.R.

Jim Hewett fills the gap

until they crossed the Afon Cwm Cloch. Here the 1903 route would have dropped at 1 in 20 for 1/4 mile. It would have made a 4 ch. radius, 180 degree turn to the left followed by a short straight between Cwm Cloch Isaf and Cwm Cloch farm houses (very close to the latter) and then a 150 degree turn to the right. This ended just at the point where the W.H.R. route crosses the Cwm Cloch farm road. It is probable that this would have been a level crossing as the height would have been about 10 feet lower than the W.H.R.

It is not clear where Beddgelert station was to be, however the line would have crossed the WHR station site on almost the same alignment but with the more favourable gradient of 1 in 60 instead of 1 in 43 as at present. As far as I can ascertain, the northern end of the "Goat" tunnels for the PBSSR & the WHR would have been at exactly the same height although the 1903 PBSSR one would have been a few feet further east and would have been in a slightly more easterly direction.

It is interesting to surmise how the electric locos would have coped with the 2 furlongs of 1 in 20 rather than the somewhat greater length of 1 in 28 bearing in mind that they would have been in "overload" mode i.e. there could produce double power for short periods.

At the other end of a slightly different "Goat" tunnel, the line would have taken a more north easterly route to a point very close to Gelert's grave where there would have been a junction. The right fork was towards Portmadoc and would have completely obliterated Gelert's Grave. It would have continued running roughly parallel to the river before an oblique crossing very close to the later WHR Bryn-y-felin bridge and then following the 1901 P.B.S.S.R. route, very similar to the WHR route.

The left fork would have taken a 5 ch, 90 degree turn to the left running within about 70ft of St. Mary's Church, crossing the river and closely missing Meirion & Sygym Terraces before joining the 1901 route up the Gwynant valley. The 1901 route would have had a station at about that point but none is shown on the 1903 plans.

So, trains from the Gwynant valley would have had to reverse before heading for Portmadoc. Some of the plans for the 1904 and 1906 routes also show a junction in a different location but not the authorised plans which give the impression the Gwynant Valley ambitions were over. That was obviously not quite the case as in 1908 new plans were made for a line all the way to Betws y coed!

A NEW BOOK

Cwm Gwyrfai is the title of a recent book written jointly by member Gwynfor Pearce-Jones and Alun John Richards, well known for his previous six books covering the Welsh slate industry. To anyone interested in the slate quarries related to the NWNG/WHR, and without the slate quarries there would have been no NWNG or WHR, then this is a compulsive read. Each quarry is given a chronological his-

tory from opening to ultimate closure/bankruptcy, with its highs and lows clearly and dramatically set out. Inevitably a work of this type - specialised as it is - represents many years of painstaking research. It is thoroughly recommended to all who wish to add to their knowledge about the slate quarries upon which the WHR and its predecessors depended.

*Copies available from John Keylock, priced at
£11.50 incl. post & packing*

From the Audit Office

Derek Lystor Investigates!

As from July 1st, 1925, Mr C.H. Rennie of Sale, Cheshire was appointed Audit Accountant of the Welsh Highland and Festiniog Railways. Much of his early correspondence has survived in the Quellyn Lake papers and this is the first of an occasional series of some of the more interesting documents.

To:— Mr Jones,
Beddgelert Station.

September 24th 1925.

Re:— Collected Tickets.

Sir — A large number of tickets are found to be missing in the collections received at Audit Office, the inference being that tickets are not always collected from passengers or that all collected tickets are not being sent in.

All concerned to note that great care must be taken to see that every passenger has a proper ticket, that it is given up at the proper collecting station and sent in according to instructions.

Excess must be collected in all cases of irregular travelling, and an Excess Receipt issued. The original ticket (if any) with which the passenger has travelled must be collected at the time the excess fare is paid and sent in attached to a covering note giving particulars of excess receipt issued (except in cases where excess fares are collected for riding in a superior class of carriage) when the passenger must be allowed to retain the ordinary ticket, to be given up at the usual collecting station and sent in attached to the Excess Fare receipt.

Collected Excess Receipts must be sent in daily along with the collected tickets. Tickets collected at stations other than the usual collecting station must be sent in with a covering note.

Attention is again called to the necessity for collected tickets, which must be cancelled with ticket nippers immediately after collection, to be sent in daily by first train on the day following day of collection, sorted in the prescribed order and securely tied in convenient bundles.

Order for sorting :—

Station, Class and Number Order, highest numbers uppermost.
Single Journey, Outward Halves and Return Halves separately.
Local in Station order, Foreign in Company and alphabetical order.
Local and Foreign to be tied up in separate bundles.

Communication between stations in regard to non-collected tickets, tickets missing from tubes, or sending to other stations tickets found to be wrongly issued or collected, is strictly forbidden, except in cases where it may be necessary to do so to save passengers inconvenience. All irregularities detected must be specially reported to Audit Office.

Please acknowledge receipt.

Yours truly,

CH Rennie