

# WELSH HIGHLAND

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# HERITAGE

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## FR ENDORSE TRYFAN JUNCTION PROPOSALS ESTIMATED COST - £50,000

**P**reliminary work has started on the most ambitious task ever undertaken by the Welsh Highland Heritage Group. Following the 'thumbs up' for the Group's plan to restore Tryfan Junction station, member Stuart McNair has produced a comprehensive scheme for the redevelopment of this highly symbolic station.

In giving the go-ahead for the scheme, FR chairman Michael Whitehouse commented, "We are happy with the Group's outline proposals to restore Tryfan Junction building to its external appearance and for this eventually to become an unstaffed halt on the line, which can be used by request."

It is interesting to chart the history of this remote but idyllic station. It stands at the fork in the track where the Bryngwyn branch parted company with the main line. As planned the Bryngwyn branch was to have been the main line and the line to Rhyd Ddu the branch, but in the event these plans were reversed. However, the station was well able to accommodate either option. But even so, after this somewhat muddled birth it was downhill all the way. On opening in 1873 it was a fully staffed station; later it shared staff with Rhostryfan and Bryngwyn stations. Finally it was downgraded to a halt in 1934, fell into further decline and became derelict after closure. James Boyd accurately describes the station as being in "one of the remotest of places", where "occasionally some folk might have changed from a Dinas-bound train for a Bryngwyn-bound one" - a happy thought!

In its heyday the Junction was controlled by no less than seven signals operated from the wooden signal box opposite the station building. The stone base of this box still exists and

this too is within the Group's sights for eventual reconstruction.

Recently working parties of members have cleaned up the area, removing scrub and unwanted vegetation. Stones and bricks have been carefully collected and stacked and some interesting artefacts unearthed.

Plans are also under consideration for a short length of unconnected track to be laid on the line of the Bryngwyn Branch complete with slate wagons to provide a visual demonstration of the part the Junction played in the transport of slate from the local mines and quarries.

The reconstructed station will become an important feature in the local council's plans to turn the Bryngwyn Branch into a footpath, as a part of its 'Slate Trail'.

Initial estimates put the cost of the rebuild at £50,000; this includes all materials both for the building itself and for the necessary platform and other facilities.

The work will have to be financed entirely from Group sources, hopefully with the help of grant aid. Heritage Group chairman David Allan said, "One thing is very clear that no funding will be available from the main company". He continued, "this is absolutely right and proper - all available monies need to be spent on completing the basic railway. However 'Heritage' is a marketable commodity



Tryfan Junction in 1942, with a lone passenger looking for the last train, which had run five years previous! Grass covered rails still in situ, as are the upright slates which defined the platform edge.

Photo: J.F. Bolton

and ways must be found to exploit its potential and therefore make a positive contribution to the overall project". "How to make Heritage Pay" will be subject of a major article in a later edition of the journal. The editor welcomes reader's contributions on this vitally important subject.

### Historical Guide Book Caernarfon to Rhyd Ddu

By John Keylock

Your chance to obtain a copy of this lavishly illustrated, 32 page, definitive guide to the history of the line between Caernarfon and Rhyd Ddu. At only £5.50 (post paid) this is a Christmas must for any Welsh Highland devotee. Send your cheque to John now (see enclosed flier) and have it delivered before Christmas, or highlight this ad and leave it in a prominent position - you never know!



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# The Moelwyn Tunnel Accident - 23rd August 1924

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**A**ccounts of this breakaway on the FR have appeared in other journals over the years, but the fact that the train was, with the exception of the pilot engine, made up entirely of Welsh Highland stock has not received the prominence it deserves.

In HG Journal No 24 I concluded my account of 1923/4 train services with the WHR/FR Loco Roster, and it may be recalled that one of the Dinas turns involved a 9 hour shift from 9.20am until 6.50pm where the loco, stock and men worked right through from Dinas to Bl.Ffestiniog. Unfortunately no photographs have ever turned up showing 'Moel Tryfan', the engine allocated, working on the FR.

On the Saturday in question, we can imagine our train leaving Dinas Junction at 9.50am, the second service of the day, having awaited connection out of the LMS service from Bangor. This train had in turn formed a connection out of the 5.00am from Crewe which served almost all stations from Chester to Bangor - the 'Parly'.

The vehicles attached to 'Moel Tryfan' on this date were passenger coaches nos. 23 & 25 and passenger compo van No.9.

## *Michael Davies Puts A Welsh Highland Slant on the Story*

No 23 was ex NWNCR No 10, an Ashbury 'Corridor'. This coach was to become the 'Buffet Car' in 1927 and by 1936 had been again renumbered as 34. No 25 was ex NWNCR No 9, the other Ashbury 'Corridor'. No 23 was divided into two saloons (1st & 3rd) whilst No25 was a single 3rd class saloon. No 9 Brake Compo was ex NWNCR No 5, one of the 1907 Pickering vehicles comprising Guards, 1st, 3rd,3rd.

The 9.50am UP was not the fastest train of the day and was allowed over three hours to cover the 21 miles to Portmadoc, crossing Down services at South Snowdon, Beddgelert and Portmadoc New. No less than 53 minutes were spent at Beddgelert, adequate time no doubt to ena-



ble passengers to take refreshment at the Goat or in one of the many tea rooms.

After another wait of 22 minutes at the New Station, our train eventually got onto FR metals, departing 'Old' at 1.25pm. At Minffordd the 12.36pm train from Bl.Ffestiniog to Dinas Junction should have been waiting and only one minute was allowed for the crossing. On Saturdays our 9.50UP should have had a clear road now to Blaenau as the Tan y Bwlch crossing with a Down Gravity train only applied Monday to Friday. Scheduled arrival was 2.21pm at the GWR Joint Station, but from the accident report it would appear that our train was late, as a 25 minute late departure was recorded for the return journey, despite an allowance of 39 minutes for the turn round.

On arrival in Blaenau Driver Hugh Roberts stated that he unhooked and went for water, whilst Driver Tom Davies of the FR 'Top Shunter' loco 'Palmerston' detached a van from the rear of the train and put it on No 6 line. Roberts then collected the two carriages and Davies shunted Van no 9 on the rear of the train. Porter Guard E.J. Griffiths coupled the van to the train whilst Davies on 'Palmerston' coupled ahead of 'Moel Tryfan' to double head to Portmadoc. This was necessary only on Thursday and Saturday as the FR loco was re-

A view of the inside of the Moelwyn tunnel looking up. Taken in 1965 after track had been lifted and the North end blocked up for the power station. The tight bore is evident, as are the very rough internal surfaces that must have made moving along the side of a train almost impossible.

Photo:- A.P.Greenhough, FR Archives

quired to work an evening train to Beddgelert which only ran on these days. Departure was recorded as 3.25pm with 110 passengers aboard, a good load for a short train, and a request was made to call at Dduallt. Davies reported that he 'had taken the trouble to open the split pin and everything' and there was 'a tight coupling'. Roberts reported 'nothing unusual, no dragging'. All went well until about half way through the Moelwyn Tunnel (730 yds) when the brake went on suddenly. Neither driver could see anything due to smoke but concluded the vacuum pipe had come off somewhere. Davies and his fireman were seriously affected by the smoke, but through the efforts of Hugh Roberts who managed to uncouple the front engine, they took their loco out of the tunnel where they stood for about ten minutes. Here they found Guard Griffiths who had just walked over the mountain, and telling him not to venture into the tunnel in case the train should come, ran light engine to Tan y Bwlch for assistance. Meanwhile Roberts had instructed his fireman to lie down beside their loco whilst he squeezed along between the train and the tunnel wall to try and find the source of the problem. Behind the



second coach he found a gap of 6 yards (Griffiths estimated 20 yards) before locating the Van, so he then replaced the vacuum pipes and crawled back through the smoke to his engine. 'Moel Tryfan' then set back on to the Van, but with such force that the centre couplers were broken. The train propelled back out of the tunnel to be met by the Tan y Grisiau Station Master who had been summoned by telephone. Before the train could continue its journey the Tunnel Signalman was sent over the mountain to the south end, returning after fifteen minutes to confirm the pilot engine was now at Tan y Bwlch. Quite a bit of the evidence from the train crew is conflicting, but Griffiths in his report states that 'The passengers got awfully frightened and the little children were screaming pitifully. The train was inside the tunnel for about 15 to 20 minutes and I was afraid for the passengers to get smothered. We managed to have engine 'Palmerston' uncoupled and sent out as we thought this was best for the tunnel not to be filled up with smoke. We did the best we

could inside the tunnel and managed to have the train taken out and I was very pleased that all of the passengers were alright, but about 20 of them got out saying that they were not coming by the train'

In conclusion, it would seem that the guard, E. Jones Griffiths, was not familiar with the coupling instructions for mixed WHR/FR stock, but on this occasion the train was entirely WHR. However, on the Up journey a FR goods van had been attached to the rear of the WHR van and a spare link and pin was carried for such an eventuality. Hugh Roberts report states that 'the guard did not take the link out and had only one hook instead of both'. Davies stated that 'my opinion is that the cause of the accident must have been a bad road and couplings must have jumped off. Both the hooks were down and the side chains were not up. Both hooks in my opinion jumped out. There is a bad spot a few yards higher up than the Tunnel House. There is a bad joint'. Robert Williams, Loco Superintendent at Boston Lodge

was of the opinion that 'the van had not been properly coupled, the side chains were not hooked on, and I think the buffer was broken in pushing the van backwards to the north end of the tunnel'. We shall never know for sure what caused this alarming ordeal for those 110 passengers on a summer afternoon over eighty years ago, but it resulted in extensive correspondence between the Ministry of Transport in London, FR Officers in Portmadoc, Col Stephens in Tonbridge, and of course Chairman Henry Joseph Jack in Dolgarrog, who was not amused. He even demanded to know why two engines were hauling a three coach train! And for those passengers awaiting our 3.00pm Down Bl Ffestiniog to Dinas Junction at stations on the WHR (one wonders if there were any!) 'Moel Tryfan' would by now have been running well over an hour late, and it must have been with some relief that Driver Hugh Roberts eventually coasted round that familiar curve into Dinas after his ordeal on 'foreign' metals.

## Crossing the Cambrian - Revisited

I found John Keylock's article on the Cambrian Crossing (WHH No.28) very interesting.

The p.w. materials used for the crossing in WHR days meant that WHR trains ran from flat bottomed rail, to former standard gauge bull head, and finally bridge rail. On the far side of the crossing the process was repeated in reverse. There is a fascinating possibility that

*Richard Watson  
Delves Deeper*

the bridge rail cascaded down from GWR broad gauge, via standard gauge, to 1'11½" - a three-gauged existence. If this is correct, a certain economy must have taken place in the construction of the crossing!

The two views accompanying John's article are particularly interesting. The track materials visible do not appear to be the same in the two photographs, indicating that the crossing had been renewed at some stage in its WHR career.

The photograph at the top of the article is none too clear, but some distinct differences between the materials seen in the two photos are apparent. The differ-

ences are even more marked when the top picture is compared to photograph no. 47 in Vic Mitchell's book "Branch Lines Around Portmadoc, 1923 - 46"

The chief differences seem to be:

(1) In the top photo, the check rails on the crossing appear the same width as the running rails, suggesting that old running rail has been used; in the bottom photo, steel angle has been used in place of check rail.

(2) The top photo shows, on the standard gauge, that transitional rail joints are fishplated together; the bottom photo shows the rails butt jointed on timber baulks.

(3) Top photo - on the standard, and possibly narrow gauge, the transition chairs appear to be "normal" variety with keys, whereas in the bottom photograph, special chairs were employed. The latter were bolted through the webs of the rails, and fixed down to longitudinal baulks.

The materials of construction used for



'Welsh Pony' and a Welsh Highland train cross the Cambrian heading to Harbour.

Photo 1923 courtesy Peter Johnson

the crossing itself are not clear at all in the uppermost photograph, but later photographs show clearly that bridge rail was provided.

I think the top photograph may date from the earliest days of the WHR - perhaps 1922/3. If so, is the track visible still in original materials from the Croesor period? It does seem a little odd, though, that a signal box was built, and point rodding installed, without the crossing itself being renewed. However, one has to ask, why would the crossing have been renewed at all? Usage at any time in its career would not have been very heavy, so the materials were hardly likely to have worn out. Perhaps the rail section wasn't heavy enough to permit WHR locomotive working?



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# The Beddgelert Coal Siding

By Derek Lystor

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Sir,

I have the honour to report, for the information of the Minister of Transport, that I made an inspection on 6th October of the new work at Beddgelert Station on the Welsh Highland Light Railway.

A facing connection has been laid in the loop (platform) line at the south end of the station to serve a dead end coal siding 96 feet long on the east side of the line.

The points are worked by hand lever, locked by means of a padlock and key on the Beddgelert — Croesor Junction staff. A scotch is also provided, instead of trap points, similarly locked. The gradient of the line here is 1 in 42.8 falling towards Croesor Junction, the siding being also on a falling gradient away from the loop line.

In accordance, however, with the equipment of the rest of the line, I consider that a trap point should be provided instead of the scotch, or that the scotch should be coupled up by rodding to the lever working the points in the loop, the lever of which should be of the weighted type. In connection with the working of other sidings at this station it was suggested that the lock should be released from the pit siding on the west side of the line at the north end of the station, to permit of the use of this siding without the staff. This may be agreed to, provided the scotch is removed and a trap point substituted suitably rodded up to the main line points which should be operated by weighted lever to conform with the policy which the Company propose to adopt throughout the line. Subject to the above mentioned alterations, the completion of which should be reported, the arrangements are suitable and I recommend that approval be given to this new work.

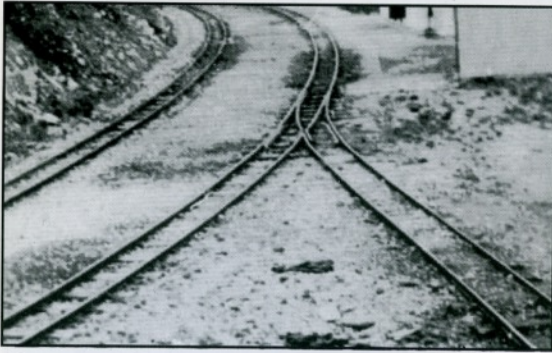
I have the honour to be                      etc etc.

The above report (SR 2925) was filed by Lt. Col. Mount to the Minister of Transport on 11th October 1926. It followed a series of inspections of the new section of line between South Snowdon and Portmadoc in September and October 1926, and in particular the one concerning the new coal siding at Beddgelert that had been installed some years earlier.



A splendid 1925 Frith photograph showing the coal siding at the southern end of the station lay out





K.F Antia's 1924 photo of the coal siding points

Following on from John Keylock's "Coals to Beddgelert" article in Journal 11, this account gives some further details from the archives regarding the facilities provided for such traffic. Like many of Mount's inspections, this



Padlocking the coal siding points  
Photo : R.J. Plummer 1928

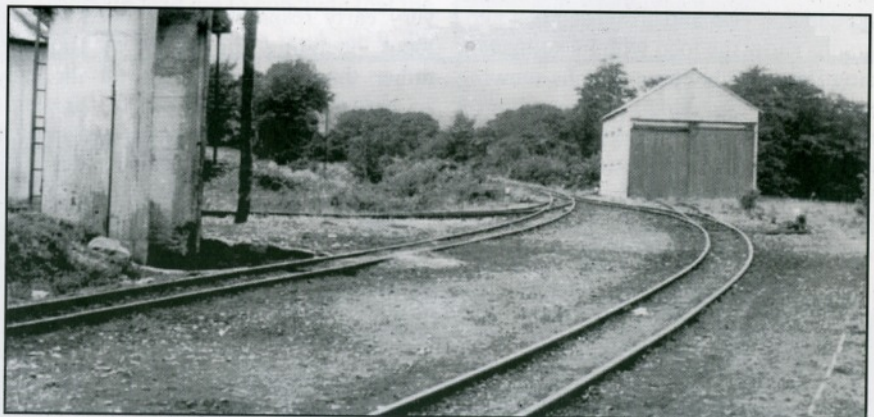
particular one took place some years after the original work had been carried out, and there has always been some speculation as to exactly when the coal siding was laid in. As yet, a precise date has not been established, but a photograph, taken by K.Antia to illustrate his thesis published in 1924 (WHG 6) together with the memo from Tyrwhitt mentioned in John's article, suggest a date some time in late summer 1923.

The development of the siding is well covered photographically, thanks to the more photogenic vantage points offered at that end of the station site. The LPC 1923 photographs (WHR 20



& 39) were taken prior to the siding's appearance, but by the time Frith arrived with his camera (WHR 36 & 10), it was already in situ. Its controlling point lever was alongside the bookstall, connected up with a long length of rodding, but the scotch was unrodded. Finally, as a result of the Colonel's recommendations, a fully interlocked trap was installed and the new lever repositioned nearer the main line (WHR 213). This new trap is clearly shown in 'Branch Lines around Portmadoc 1923 — 46 (Mitchell & Smith) no.32.

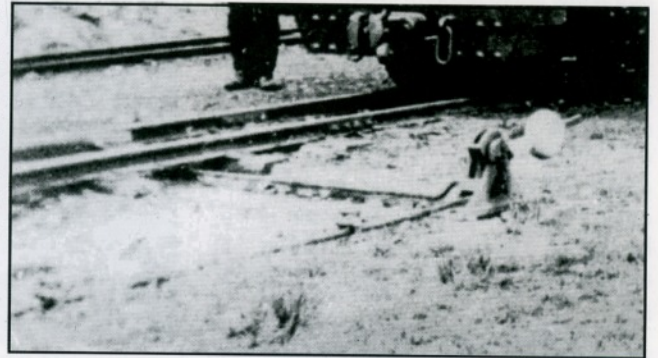
As well as the coal siding, it would appear that the Company acted upon the Colonel's advice and replaced the locked scotch system with interlocked trap points and weighted levers on the two other sidings at Beddgelert. Indeed, in an earlier inspection (Journal 9, page 8), Mount noted that traps and points on certain sidings at other locations were already rodded up and that work was in hand to effect this throughout. He did however, criticise



Above - P.M. Gates' photograph of the Goods siding in 1926.

Left - Lever operating the goods siding point, showing the rodding.  
Photo : Roger Kidner 1934

her views from both the WHR and Heritage Group archives. The goods warehouse siding is shown in PM Gates' 1926 view (WHR 64) as being unrodded, but had been so dealt with in one of his later photos (WHR 58) and most certainly by the time Roger Kidner photographed a Dinas bound train at the same location. The pit/lamp-room siding specifically mentioned in Mount's report had received



Coal siding point lever in 1926 - Abel  
Rodding clearly visible.

a trap as recommended and can be seen in WHR 5a, a post 1934 view. What remains unclear from this report is why the Company suggested being able to use the pit siding without the use of the staff and why the warehouse siding wasn't mentioned as requiring a trap, as it was, after all, on a falling gradient TOWARD the main line. Any further information would be welcomed.

the rodding which he felt was either too weak, insufficiently supported and not always laid out in straight alignment, causing it to be whippy. This ongoing replacement is shown in a number of fur-

**GREMLINS!**

Two corrections to Michael Bishop's 'Peebles' article in the last issue:-  
For 'Strauss' read 'Krauss' & for 'Crystal Palace' read 'Royal Agricultural Hall'.



## Harbour Station Coaling Stage Or How The Baldwin Solved a Mystery

The recent acquisition of a 'new' photograph by member Nigel Scarlett has focussed attention on a previously un-remarked feature of Harbour Station.

The presence of the water tank at the far end of the station has long been known and there are a number of photographs of FR locomotives being watered there during the WHR period. What was not apparent, until two photographs of the Baldwin (Figs 2 & 3) were looked at closely, was the existence of the coaling stage. An odd corner has since been found in a couple of other photographs but this seems not to have been a part of Harbour Station that attracted the attention of many photographers.

The new photograph showing the Baldwin near the station throat with a mobile coaling stage behind it really provoked interest. (Fig 1). Though the original print is

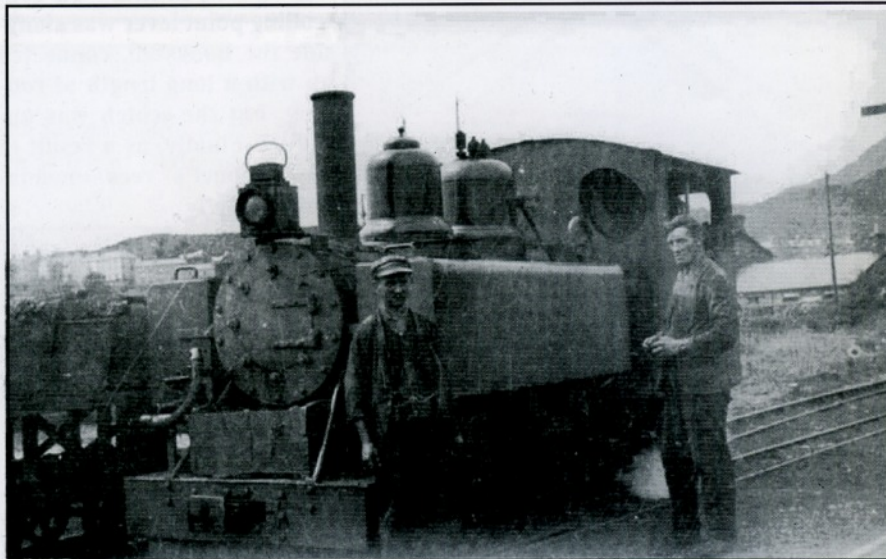
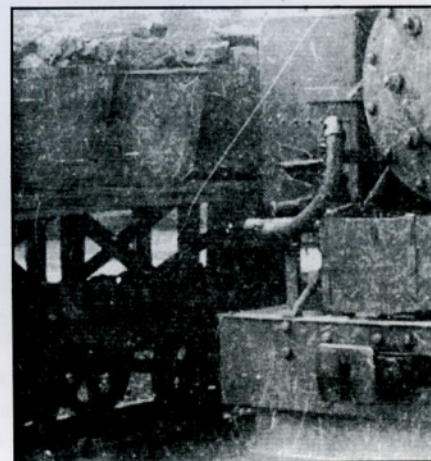


Fig 1 - The 'new' photograph found by Nigel Scarlett. Shows mobile coaling stage behind the buffer beam. Right - detail from the photo. Date is 1929/30, print courtesy Dr Michael Taylor



### '590' Provides Adrian Grey with Clues to Solve an FR Mystery

rather scratched it is possible to see details of the substantial timber framework of this mobile stage, including the distinctive X bracing. (Detail 01). We can give this photograph a pre-1934 date for certain; Boyd describes the Baldwin as being turned in that year and all subsequent photographs show the loco with its smokebox facing Dinas. Other photographs showing

the Baldwin facing towards Blaenau Ffestiniog can be positively dated to 1925 but I have no other, dated, views in my collection.

The practice of coaling locomotives by the Goods Shed at Harbour Station is well known; Roger Kidner photographed *Merdin Emrys* being coaled there, from an FR open wagon, in 1930.

The question remaining, therefore, is whether the mobile coaling stage was a very early response to the need to coal locos operating the WHR at Harbour, rather than have them go all the way

across to the facilities at Boston Lodge Shed or whether it was an attempt to move the operation away from the Goods Shed entrance and the immediate vicinity of Britannia Terrace to an area where it would cause less disruption. The former would indicate a date in the 1920s and the latter the early 1930s.



Fig 2 - '590', now turned with grounded coaler bottom right - see detailed enlargement below. Photo : 1934 - G.H.W. Clifford





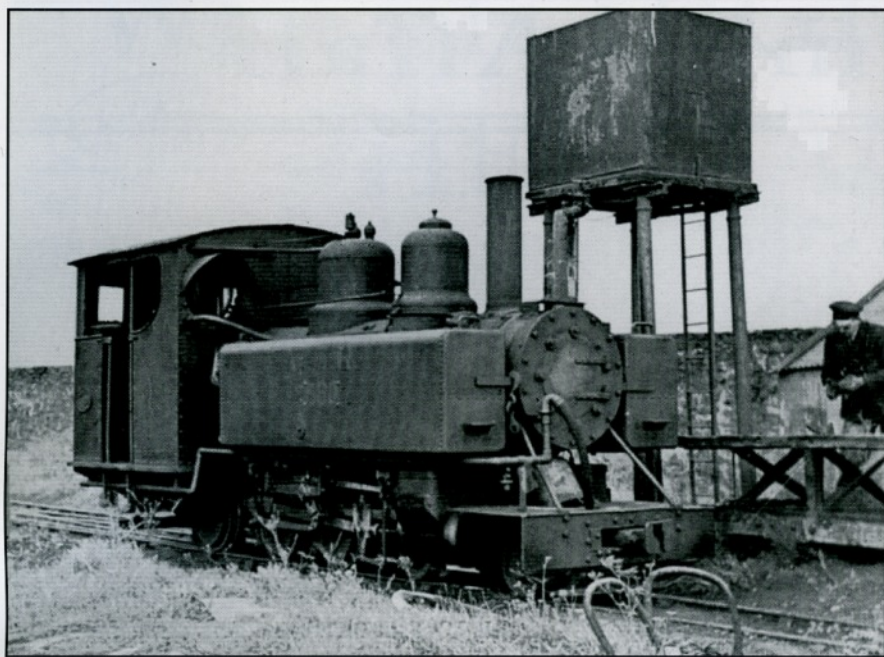
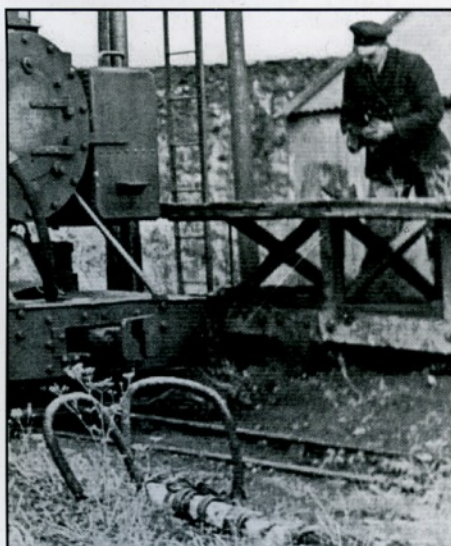


Fig 3 - Another picture of the Baldwin with the grounded coaling stage included in the picture by accident. Photo : E.R. Morton



Figs 2 & 3 are clearly post-1934, as the Baldwin has been turned. The distinctive X bracing of the coaling stage reveals its origins in the mobile facility, but now grounded. In the two enlargements (Detail 2 & 3) it can be seen that the platform has been extended upwards. The redundant axleboxes can also be seen; they are typical of the type fitted to FR wooden framed goods stock, including slate wagons and the existing bolster set. The suggestion of a curved end beam and the large solebars, together with the presence of a floor below the X bracing lead me to conclude that the mobile coaling stage was built upon the

cut down chassis of either a wooden slate waggon or a bolster. Unfortunately I have not yet found any mention of this conversion amongst the FR wagon records that I have been able to consult so far.

Returning to Fig.1 the metal coal baskets are an interesting feature, not seen elsewhere, presumably intended as a means of measuring the amount of coal supplied to each locomotive; each one probably holds about half a hundredweight (25kg) of coal in the traditional large lumps. Kidner's 1930 photo shows the coal being shovelled straight into *Merddin's* bunkers; it is pretty small stuff for loco use and we know that coal quality declined as time went on. To my mind the good quality of the coal in Fig.1 represents an early arrangement for coaling WHR locos, at a time when decent coal could still be afforded.

There is scope for further research provoked by these photographs and further comment is invited, either via the Editor or direct to the author.

**NWNG - Temporary Closure**

"Circumstances connected with the coal strike caused the L N W Railway to give notice that they could not accept any Slate Traffic, and traffic of the other kinds having fallen off, the train service was for a time materially reduced, and eventually, the line was closed until such time as the L N W Railway were again prepared to accept transhipped traffic. During this period the services of most of the employees were dispensed with and every economy possible effected."

Signed Ernest Lake (Director)

.....NWNGR Director's Report - 31st August 1912

This was just two days after the death of James C. Russell

**LETTER**

Dear Sir

Issue 29, September 2005

I congratulate the contributors and yourself upon another excellent Journal in overall content, but was surprised and dismayed to read on Page 1 regarding Beddgelert that :-

"However, the Group's recommendation that the station building at Beddgelert should be reconstructed in its original corrugated iron form has not been accepted" - (by WHRCL).

I should make myself clear. I am dismayed that the Group should put forward that recommendation in the first place, though mollified to small degree by reading that you, as

Chairman of the Group, are reported to understand the reason for the rejection.

It is my firm opinion that we who support heritage aspects (here of the WHR, but also of the FR) must accept that we can only enjoy these interests by "parasiting", in kindly-meant sense, upon the long-term commercial viability of the present-day railways. It is only that which can, with hard work and luck, seek to service the financial demands of the infra-structure, upon which our heritage interests depend absolutely and allow the only possible prospect of future enjoyment.

Clearly, the station site at Beddgelert will become of much public prominence in a very sensitive environment and, in my view, to suggest that its (main) building should be restored to the original ramshackle "tin tabernacle" form would be to invite derision

from the general public and vital elements of political support. And in the National Park? Surely not. It would constitute, I feel, an example of myopic heritage-mindedness running rough shod over its own essential interests, that is, of having a fruitful future.

The reported outlook that the station is to be rebuilt in NWNGR-style is a wholly satisfactory solution, it seems to me, and I am glad to agree with the Chairman's understanding of this "compromise".

I am sorry if my remarks seem cutting but plain speaking on the matter seems justified. The question arises, does it not, whether such recommendations put forward on behalf of the Group are, in fact, consistent with the wishes of its majority.

Yours sincerely  
John Hopkins



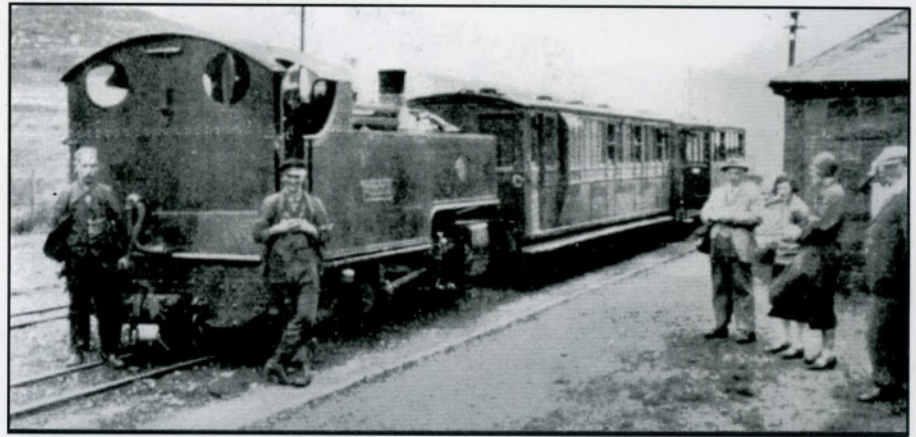
# A Family Affair

**I**n common with other railways the WHR and its predecessor, the NWNG, tended to be family affairs; son following father and nephew following uncle into service of the railway company.

By chance a copy of WHH Journal No 23 fell into the right hands resulting in a meeting with relatives of former NWNG/WHR employees. On page two of said Journal there appeared a photograph of William Hugh Williams (he was always affectionately referred to as 'Willie Hugh') and his nephew, Hugh Roberts. The pair were standing in front of 'Russell' at Dinas in the 1930's. We have been able to talk to Willie Hugh's great, great niece and Hugh Roberts' only surviving daughter. Goronwy Roberts, another railway employee who was well known to the writer, also comes into this family equation, but he and Hugh Roberts will be the subject of future articles.

## WH Driver Willie Hugh Williams' Family History Traced by John Keylock with help from Shirley Roberts, his Great, Great Niece

'**W**illie Hugh' was the son of Hugh Williams (also a NWNG employee, who, in 1863 is described as 'stoker on a railway'). Willie Hugh was born in Amwlch on Anglesey in 1863. He had a sister, Elizabeth, three years older, who in 1885 married one Thomas Roberts. (Hugh Roberts - the nephew - was one of six children resulting from this union). In November 1876 'Willie Hugh' joined the embryonic NWNG at the tender age of thirteen. By the age of seventeen in 1881 and living with his parents at Church Cottages, Llanwnda (just behind



Dinas station), he was described variously as 'apprentice engine fitter' and 'stoker'. By 1901 he was a driver and come 1922 he was earning the princely sum of £2:10s: 1d a week. It was at this time that he first appeared on a Welsh Highland photograph - with 'Russell' in original condition - at Beddgelert. By December 1923 his weekly wage had risen to £3:15s:0, which did not include a 'cost of living' bonus from which the majority of employees benefited.

By 1926/7 he had notched up fifty years of employment with the NWNG and WH Railways. In 1928 this anniversary was recorded in the South African Railways and Harbours Magazine, and to celebrate the occasion he was photographed for the magazine standing in front of a cut down 'Russell' at Rhyd Ddu. Driver's logs of this year show that he was also driving the 'Baldwin', but whichever locomotive it was, he was invariably in the company of Dafydd Lloyd Hughes - another NWNG/WHR employee of long standing - as guard. Being aged sixty-five 'Willie Hugh' retired at the end of 1928, still living at Church Cottages adjacent to the railway at Dinas.

Being short of engine crews 'Willie Hugh' - aged seventy-one - returned as fireman (known as stokers on the Welsh Highland) in 1934. In consequence he appears in several photographs taken during the railway's twilight years. Both 'Willie Hugh' and his nephew were well known to that early Welsh Highland en-

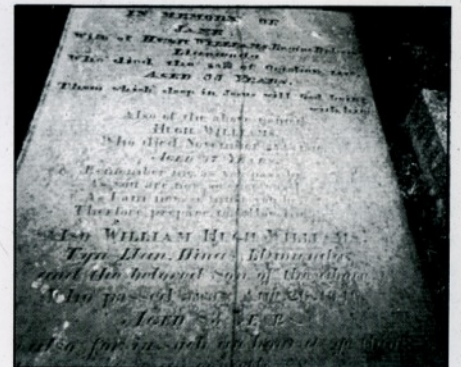
'Willie Hugh' extreme left with 'Russell' & train at South Snowdon in 1928 on the occasion of his 50 years of service.

Photo courtesy David Payling

thusiast and photographer, G.E. (Geoffrey) Hughes, during the mid 1930s. 'Willie Hugh' was a life long bachelor; he died in 1946, aged 83 and is buried in Amlwch churchyard along with his mother and father.

As an indication of the social standing of locomotive men in the Victorian era it is interesting to quote the inscription on the family gravestone: -

*"In memory of Jane, wife of Hugh Williams, Engine Driver, Llanwnda who died on 29:10:1880 aged 55 yrs. Also the above-named Hugh Williams who died 25:11:1916 aged 97 yrs. Also of William Hugh Williams of Tyn Llan, Llanwnda who passed away on 26:8:1946 aged 83 yrs"*



Williams' family grave in Amlwch - Photo Shirley Roberts - 2005