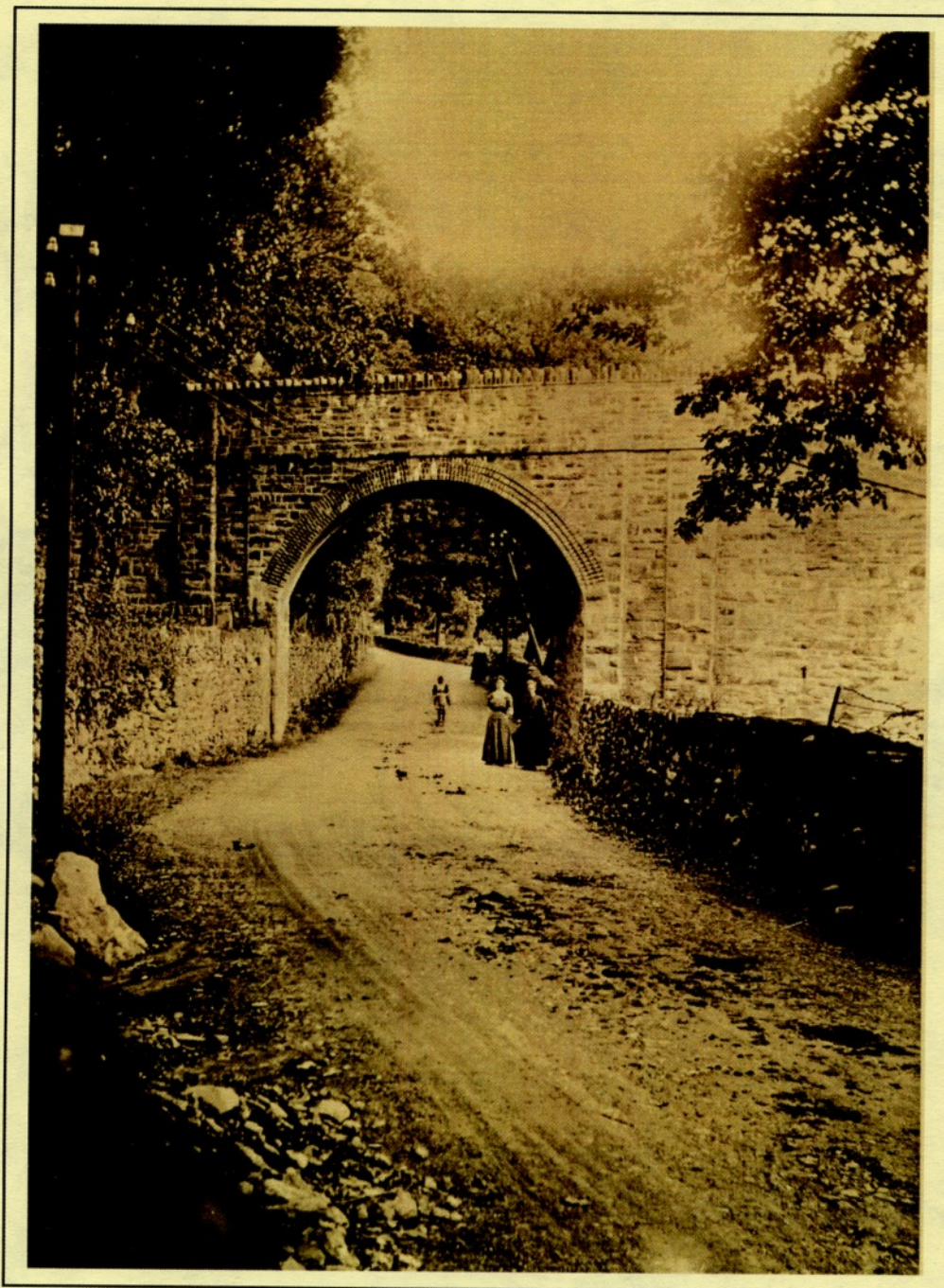


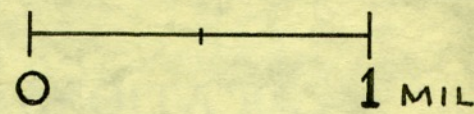
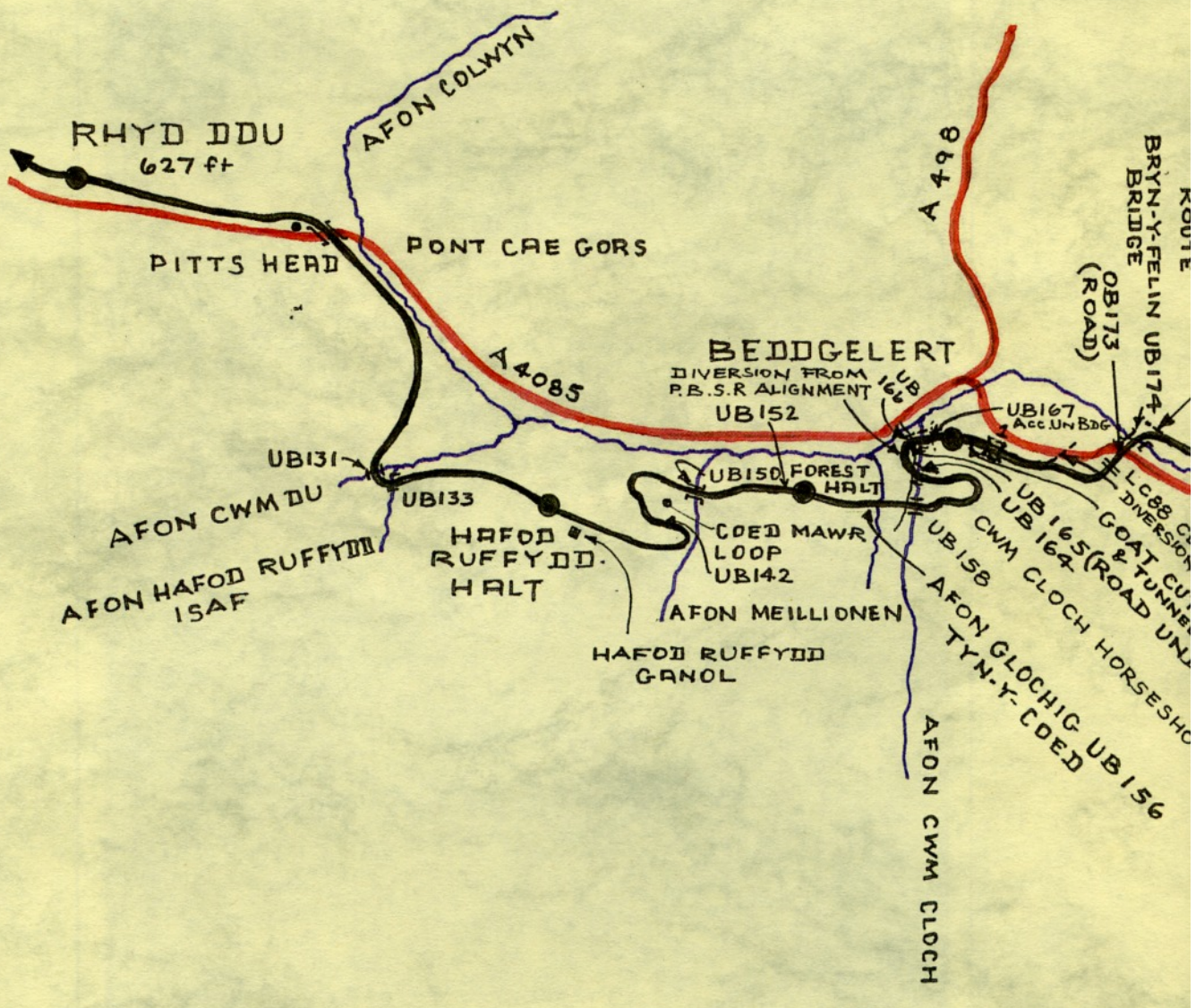
WELSH HIGHLAND RAILWAY  
Plan of the Route  
RHYD DDU TO CROESOR JUNCTION



SHOWING:  
LOCATIONS OF ITEMS IN THE 1922 'TO DO' LIST,  
CURRENT LOCATIONS OF ENGINEERING  
FEATURES ON THE LINE AND  
THE ALTERNATIVE 1922 ROUTES BETWEEN  
BEDDGELERT & BRYN-Y-FELIN



TO CAERNARFON



Map by Lewis Esposito  
February 2007



## Notes

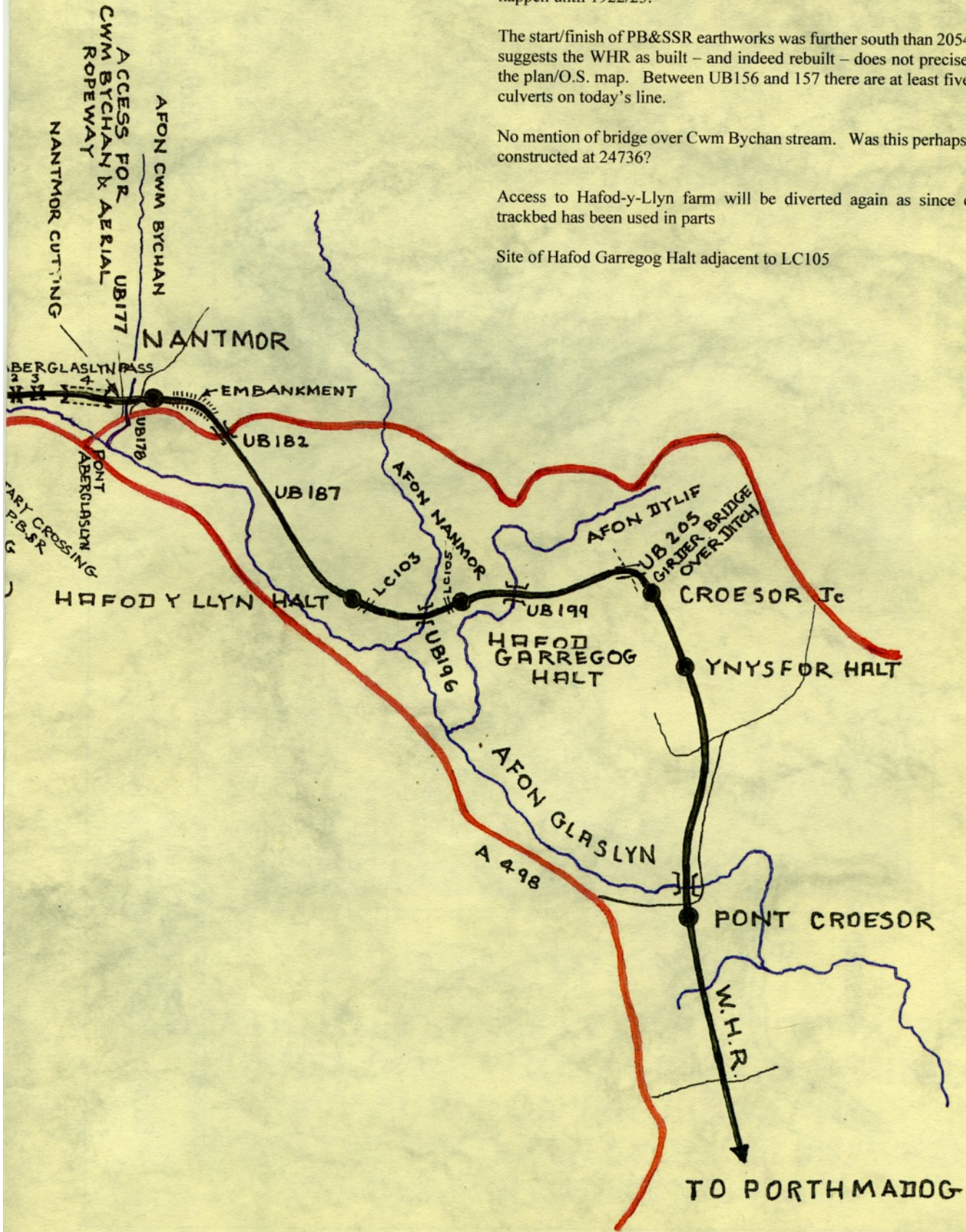
The north – south section of the Coed Mawr loop got the name 'Beddgelert Canal' because of conditions therein prior to reconstruction starting. It was more or less at the bottom of the loop that contractor's track – Croesor rail, chairs and sleepers – were found in 2006. The O.S. map of 1913 shows the embankment complete going in a northerly direction for several yards. The sheep creep abutments (18857/UB142), like those near Gelert's Grave, were obviously built in anticipation of final completion with 'fill', which didn't happen until 1922/23.

The start/finish of PB&SSR earthworks was further south than 20546. As Jim suggests the WHR as built – and indeed rebuilt – does not precisely relate to the plan/O.S. map. Between UB156 and 157 there are at least five additional culverts on today's line.

No mention of bridge over Cwm Bychan stream. Was this perhaps the culvert constructed at 24736?

Access to Hafod-y-Llyn farm will be diverted again as since closure the trackbed has been used in parts

Site of Hafod Garregog Halt adjacent to LC103





W.H.R  
Alternative Alignments (Goat/Aberglaslyn)  
Shows routes 3,4, 'original' (PB&SSR) & final

Original (1922) Douglas Fox Drawing  
enhanced for clarity  
Courtesy Freeman Fox Archives via Charles McKenzie

