

WELSH HIGHLAND HERITAGE

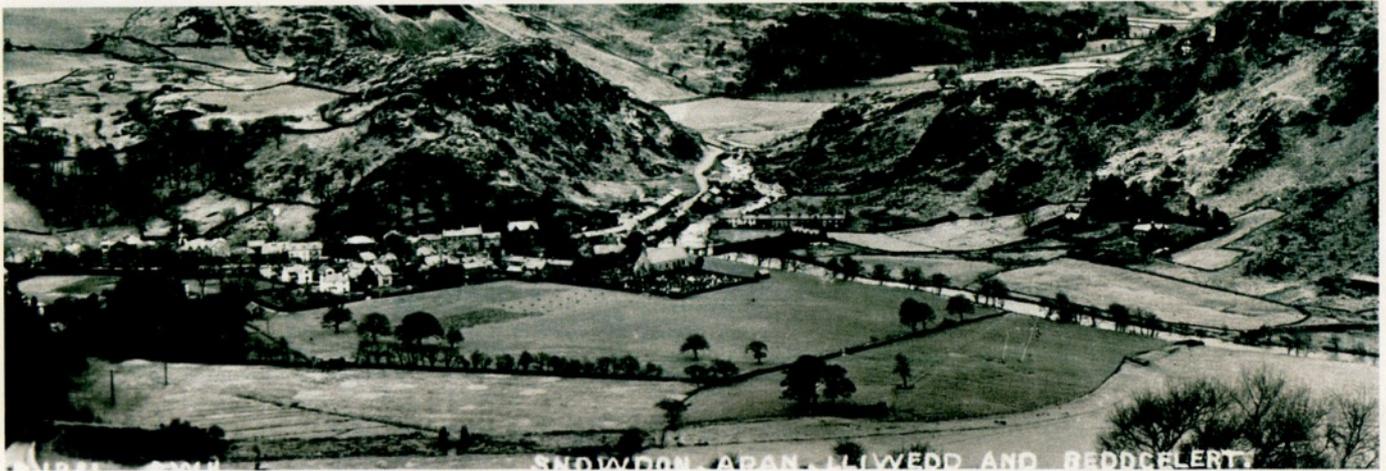
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Beddgelert Memories



In 2003 John Keylock visited John Williams at his home in Nuneaton to talk about his upbringing, life in Beddgelert and inevitably, a 'lein bach' that passed through the village. Alas, John died earlier this year but he was remembered on a recent visit to John Pritchard (whose father ordered a sectional garage to be delivered by the WHR to Hafod Ruffydd) & Geoffrey Till (who happened to be at John's house and whose father leased the bookstall on Beddgelert station). What follows are some of John Williams' anecdotes.

Christened 'Jack', John Williams was born in Beddgelert in 1916 and remembers being taken to the station to see the first train in 1923 – aged 7.

He was at school in Beddgelert with Miriam (the Beddgelert 'station-mistress') and John Pritchard.

He lived virtually next door to Miss Maggie Owen – who took her candles and matches, so that she would not have to endure the darkness of the Long Tunnel when travelling to 'Port' by train. She lived with her mother about opposite the war memorial.

He remembers the Rev Vaudry's daughter coming into the village by pony and trap. It was she who kept the hens that laid the eggs that were sent away to Manchester markets by the WHR.

The photograph of Beddgelert in the 1920s clearly shows the laid out but never-used route of the PB&SSR from the Goat embankment (extreme bottom left) to the piers of the abortive river bridge (right) St Mary's Church and graveyard (centre) and behind it, Sygun Terrace, with Gwynnant St adjacent, are clearly visible. The Afon Glaslyn start on its way to the estuary from its confluence with the Afon Colwyn in the centre of the village.

He lived in Beddgelert until called up for WW2 and remembers some fourteen shops in the village some of which were in Gwynnant Street. No. 3 was one such small shop and he recalls having a penny to spend there on sweets; a halfpenny on two separate days.

John recalls travelling to Hafod y Llyn by train. In due season while the train was halted (for at least him to get off) passengers would get out and do a bit of black-berrying – much to the guard's consternation! (See 'Memo from the General Manager' on page 7.)

He particularly remembers W.J. Jones coach proprietor, conductor of the Eryri Harp Choir and coal merchant. Occasionally he would help load/bag the coal at the station coal siding. His coal lorry would have an additional use on a Monday. At 4.00am it left the village with a load of quarrymen for Croesor where they would stay in 'barracks' during the ensuing week. John's uncle was one such quarryman.

During the summer W.J. Jones' three coaches were much used to take Plas y Nant visitors on excursions. His fare for the return journey Beddgelert/Caernarfon was 2/-

Furthermore there was one William Lloyd in Beddgelert who had one coach. He operated between the village and 'Port'. The return fare was 1/6 or 1/- for children. His could well have been the school bus taking children to the 'Port' secondary school as no train service operated for their convenience!

As a treat village children would be invited up to Cwm Cloch Ganol – the house of Edith Evans, the main – of two – harpists with the Harp Choir.

We are indebted to John Williams for these delightful memories of the still sleepy village of Beddgelert slowly adjusting to its 'new' railway.

LATE NEWS

At a recent meeting the FR Board agreed to give top priority to the construction of the Cambrian Crossing Box and to the reconstruction of Tryfan Junction.

Both of these are Heritage Group Projects.

Please see Appeal Leaflet in this issue!!

ATTEMPT TO WRECK A TRAIN

CARRIAGE DERAILED ON NARROW GAUGE RAILWAY

Panic-Stricken Occupants

There was considerable excitement on the North Wales Narrow Gauge Railway last Saturday night when it was discovered that a dastardly attempt had been made to wreck one of the trains. The attempt was successful in part only, for the engine and a few of the carriages jumped the obstruction which had been placed on the line and it was only the last carriage that came to grief.

The last train of the evening was proceeding quietly on its way from Dinas towards Tryfan Junction and had reached the crossing known as Wernlasddu, when the engine driver felt the engine give a sudden jump, in consequence of which he pulled up the train with all possible speed. The engine and a few of the carriages had managed to keep to the rails, but the last carriage had been derailed, and somewhat damaged. There were between thirty and forty people in the train and they were naturally in a state of much excitement, although it was found that fortunately no one was injured.

BOULDERS ON THE LINE

The obstruction was found to consist of six or seven big stones. They were wedge shaped, and had been driven in between the double rails which are found at all level crossings. The stones had been driven in the same direction as that in which the train was proceeding, so that the engine would not dislodge them, as might have been possible had they been driven in the other direction.

The accident occurred at 7.15pm. Another train had safely passed the spot at 6.58pm so that the obstruction must have been laid during the seventeen minutes which elapsed between the times of the two trains. The matter is being investigated by the police and the general manager and engineer of the line (Mr Aitchison) has offered a reward of £20 to any person who will give information as will lead to the conviction of the culprits. Up to mid day today the police had made no arrest. Mr Aitchison appeals to the public for its assistance in bringing the culprit to justice.



The Garratt approaches that crossing (August 2007)

Recently several instances of wilful damage to the company's property have been reported. Hundreds of sleepers have been stolen from the line* (*see end of article on p3*); signal boxes have been damaged; gear unscrewed; and points interfered with. Only the other day eighty-five new panes of glass were used to repair the windows of one of

proceeded as if we were travelling over a ploughed field, we realised that the carriage had left the rails. Naturally we were very much frightened, and a panic ensued. As the carriage, at every turn of the wheels, seemed to be on the point of upsetting.

WOMEN SCREAMS

"The women passengers screamed frantically and one fainted right off. Even the men were considerably frightened. A gentleman from Ceasera lost control over himself entirely, and, in his excitement called frantically for someone to stop the train".

"After the carriage had been dragged for about seven or eight yards, the train stopped and the passengers alighted. It was very dark at the time, but some of the passengers elected to complete the journey on foot, rather than risk a similar adventure. The train was able to proceed to Tryfan Junction a few minutes later. The derailed carriage was considerably damaged, the lubricating boxes, which came into contact with the stone, being smashed.

"If the train had proceeded a few yards more", added the passenger interviewed, "I am certain that the carriage would have been upset, and you can imagine how serious the consequences would have been when I say that it contained at least 30 passengers".

This report was published in THE (CAERNARFON & DENBIGH) HERALD for Friday, March 19th 1909.

the signal boxes and the following Saturday all were smashed again. The help of the public is earnestly sought in the detection of the offenders.

A PASSENGER INTERVIEWED

A representative of the "Herald" visited the spot yesterday, but with the exception of a few fresh sleepers, there was nothing to show where the train had left the rails.

In an interview, one of the passengers occupying the derailed carriage gave an interesting account of the incident. "We were commenting", he said, "upon the low rate of speed at which the train was travelling, when a sudden jolt threw the majority of us clean off our seats. At first we did not think that anything serious had happened as the train is apt to jolt a little occasionally, but when a second shock brought some of us to our knees and the train

Incident at Wernlass Ddu

For those of us who are prepared to spend time scanning old newspapers we are occasionally rewarded with reports of incidents which otherwise would have been lost in the mists of time. Our member, Michael Bishop, has unearthed a remarkable report from the 'Carnarvon & Denbigh Herald' dated Friday March 19th 1909, which I consider worth printing in full.

Whilst we are now only too familiar with reports of vandalism on our railways, I was very surprised to read of these incidents in a rural area of Carnarvonshire (sic) in 1909. First reaction was that it was the work of a disgruntled former employee, but maybe it had some connection with industrial unrest. Several lengthy strikes occurred in the slate quarries in the early years of last century. I was fascinated to read that two trains were passing the same spot near Dinas in the short space of seventeen minutes, as one usually thinks of the NWNGR train

Michael Davies analyses the incident reported by the Caernarfon & Denbigh Herald & published in full on the opposite page

service as being rather sparse, especially in the winter months.

However, reference to 'Bradshaw' for March 1909 confirms the facts. It will be noted that on Saturdays there were no less than six Down services and seven Up services between Dinas and Tryfan Junction. Indeed, these numbers increased to nine and eleven in the summer months, so we can imagine the signalman, with his wonderful array of McKenzie & Holland signals, was kept pretty busy on Saturdays. The train in question was the 7.10pm to Waenfawr and Bryngwyn which would be due to pass Wernlas Ddu around 7.15pm, assuming the LNWR connection was running to time. The reference to a train having passed the scene only seventeen minutes earlier refers to the 6.20pm Down train from Snowdon, due out of Tryfan Junction at 6.52pm. It was possibly a few minutes late as the running time to Wernlas Ddu is no more than three minutes. It is interesting to note that only one engine is referred to in the report,



which perhaps answers the question concerning operation of the Bryngwyn Branch. I have for years wondered how the branch train was worked, and from this it must

be assumed that the branch train was awaiting the Waenfawr train at the Junction, or was it the other way round? Only one minute is allowed at Tryfan for the Bryngwyn train, but two minutes for the Waenfawr train. Perhaps we shall never know!

The actual scene of the crime is not precise but must be assumed to be one of the level crossings, either Dolau Gwyn 1m 8ch, or Wernlas Ddu footpath crossing at 1m 20ch. The former is in full view of the main road to Rhostryfan, but the footpath crossing is some fifty or sixty yards around the curve to the north of the Wernlas Ddu overbridge, although this may not have been critical as it would be dark. We know from early photographs that all the crossings were provided with check rails - the double rails mentioned in the report. The other reported instances of theft and wilful damage may well be exaggerated, as it would be almost impossible to escape detection carrying off 'hundreds of sleepers' whilst I cannot believe any of the signal cabins possessed eighty five window panes. Nevertheless, it would appear that Mr Aitcheson had problems more associated with those of our own times.

Dolau Gwyn crossing - the last coach remains on the track!! The road to Rhostryfan is immediately adjacent to the gate on the left.

(D. Allan August 2007)

**John Keylock speculates that these stolen sleepers were those which had been purchased for PB&SSR construction; not required, & sold to the FR at this period*

Book Review

The FR Paintings of Edward Padgett-Tomlinson

Produced by Phil Hawkins, the title of this album of thirty-seven full colour paintings is rather a misnomer as WHR locomotives feature in seven of them! These latter are described as being 'beyond the camera' depicting as they do scenes that 'might have been' - except one. This painting shows a representation of a PB&SSR train on the Goat road bridge and heading for Beddgelert, reproduced in black & white in WHH journal No. 27) and interestingly, and indeed flatteringly, it is the painting of which prints sold the quickest.

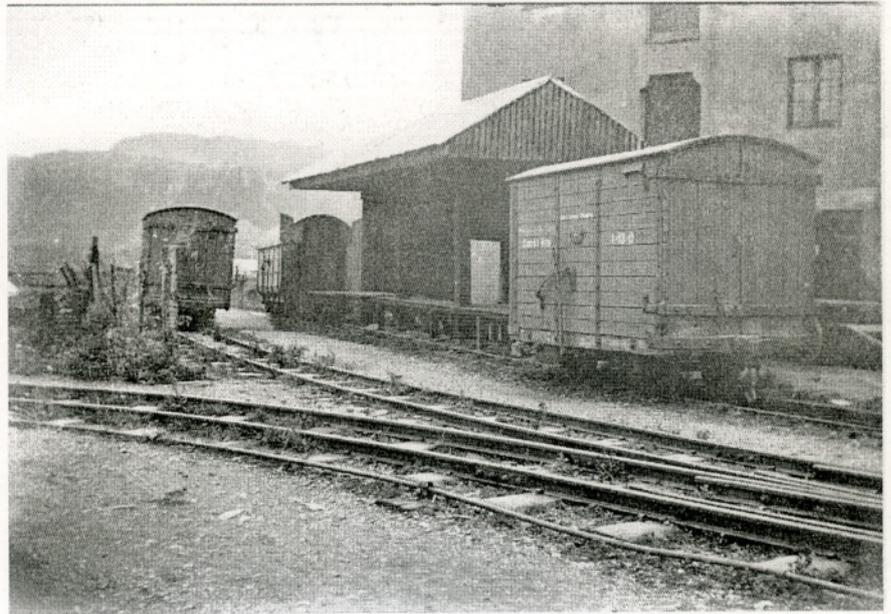
Despite the incorrect captioning of the 1923 photograph on p23 (the train is emerging from the Goat cutting and about to enter Beddgelert station) if you appreciate this artist's work, the book, in landscape format represents extremely good value, retailing at the very reasonable price of £14.99!

Copies are available from the WHR Ltd bookshop in Porthmadog and from the FR's Harbour shop. If ordering by post please add £2.00

Goods from Portmadoc - February 1926

The Snowdon Ranger hoard contained many interesting invoices, but the majority related to goods dispatched from South Snowdon for trans-shipment at Dinas Junction. Until a recent acquisition the only invoices from Portmadoc in our possession referred to a cask of vinegar destined for the Prince Llewelyn Hotel in Beddgelert, pipes and cider to the same station, machinery for Rhos Clog-

Derek Lystor reveals details of 'Goods Carried' on the WHR from Portmadoc in February 1926



wyn Quarry and animal feed to Hafod Ruffydd.

This new batch covers some 75% of dispatches north from Portmadoc in

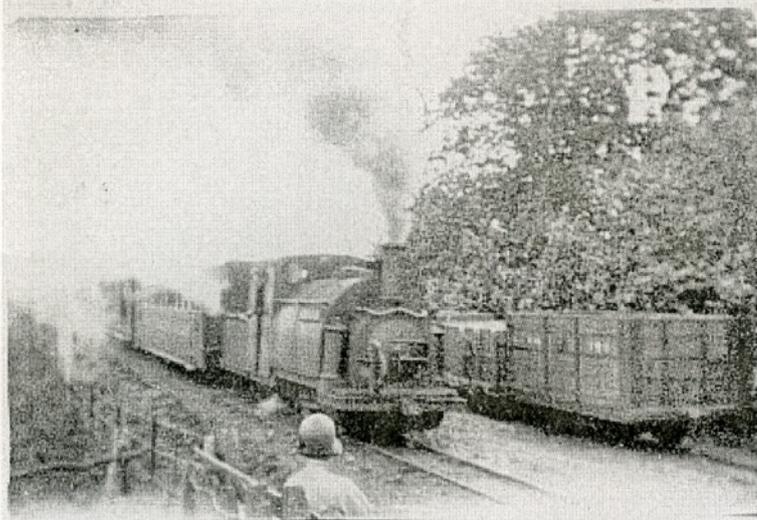
February 1926. Although steady, and on virtually every working day of the month, the flow of goods was comparatively light, and, as can be seen from

Table 1 below, seems to have been confined to the area south of Beddgelert. Whilst all halts received some goods deliveries to a lesser or greater degree

throughout the period, even allowing for the missing invoices, no traffic seems to have been destined for Beddgelert itself. The pattern suggests that goods wagons were attached to passenger trains rather than running a regular goods only service. On some days a single wagon would have sufficed, and smaller items may well have been carried in the guard's compartment of one of the Pickering brakes without the need to attach a wagon at all. However, as Programme Numbers were also entered on the invoices, it is reasonable to assume that a dedicated goods train may have run on at least two days during the month for the delivery of coal. It is recorded that approximately 6 tons of coal were conveyed in 8 wagons on Wednesday 3rd, with a further 8 tons in 10 wagons, along with an additional truck carrying 5 tons of sand, on Thursday 25th. Usefully, wagon numbers were also given on the invoices, but it is unclear whether these referred to Welsh Highland or Festiniog wagons.

Invoice No.	Date	Destination	Invoice No.	Date	Destination	Invoice No.	Date	Destination
1	1st	?	20	4/5th	<i>C'sor/N'mor</i>	39	15th	<i>Nantmor</i>
2	1st	Croesor	21	5th	Gwernydd	40	15th	Ynysfor
3	1st	?	22	8th	Croesor	41	16th	Pont Croesor
4	1st	?	23	8th	Ynysfor	42	16th	Ynysfor
5	1st	?	24	9th	Pont Croesor	43	17th	Croesor
6	1st	Ynysfor	25	9th	Ynysfor	44	17th	Pont Croesor
7	<i>2nd?</i>	<i>Croesor?</i>	26	9th	<i>Nantmor</i>	45	18th	Ynysfor
8	<i>2nd?</i>	<i>Croesor?</i>	27	9th	Pont Croesor	46	19th	Croesor
9	3rd	Croesor	28	9th	<i>Croesor</i>	47	19th	Gwernydd
10	3rd	Ynysfor	29	10th	Croesor	48	23rd	Ynysfor
11	3rd	Gwernydd	30	10th	Ynysfor	49	24th	Croesor
12	3rd	Pont Croesor	31	11th	Croesor	50	25th	Nantmor
13	3rd	Ynysfor	32	12th	Croesor	51	25th	Croesor
14	4th	Pont Croesor	33	12th	Gwernydd	52	25th	Pont Croesor
15	4th	Ynysfor	34	<i>12th</i>	<i>Nantmor</i>	53	25th	Nantmor
16	<i>4/5th</i>	<i>C'sor/N'mor</i>	35	12th	Ynysfor	54	26th	Gwernydd
17	<i>4/5th</i>	<i>C'sor/N'mor</i>	36	13th	Croesor	55	26th	Croesor
18	<i>4/5th</i>	<i>C'sor/N'mor</i>	37	<i>13th</i>	<i>Nantmor</i>			
19	<i>4/5th</i>	<i>C'sor/N'mor</i>	38	13th	H. Garregog			

Table 1 - Entries in italics are presumed dates & destinations for missing invoices. The dates are for the month of February 1926



either Harbour, Flour Mill loop or Beddgelert sidings, depending upon the origin and nature of the goods. Suitable wagons would have been used to avoid the necessity of transshipment at either

But the most interesting destination is Gwernydd – an “area of marshy ground”. Research tells us that this is land bounded by the Afon Croesor, Llanfrothen road and the lower flanks of the Moelwyns. Pont Gwernydd is/was an alternative name for Pont Carreg Hyldrem, that delightful bridge carrying the Llanfrothen road over the Afon Croesor and adjacent to the tramway level crossing. Prior to the building of Madocks’ Cob, this area would almost certainly have been marshier than it is today.

Not surprisingly, most of the freight for conveyance to the various stations along the line consisted of coal, animal feedstuffs and groceries etc., but there is also a record of materials to both Rhosydd and Parc & Croesor slate quarries. Table 2 gives a brief summary of this traffic.

The majority of items sent to Pont Croesor were from Britannia Foundry for a contractor who, one may speculate, was carrying out repairs to the bridge. One example of ‘groceries’ were two bags of flour for Major Jones to Ynysfor (Ynysfor Hall?), sent by D.Roberts & Co., Shop (sic) Newydd, Portmadoc. Then there was a regular flow of other traffic, supplying local farmers and the blacksmith at Llanfrothen. There is also evidence of an outward flow of farm produce, including potatoes and carrots, into Portmadoc.

Goods consigned to “stations” on the Croesor Tramway (making up the largest batch of invoices for the month), would presumably have been loaded at

either Croesor Junction or the Llanfrothen road crossing – where there were two sidings immediately across the road. As would be expected, all invoices in our possession refer to goods and materials destined either for the two slate quarries themselves, for such items as coal, paraffin, fuses etc., or for animal feedstuff to farmers at Croesor Uchaf and Croesor Fawr. For example, at this latter destination, 11cwt 1qr of feed was charged to the account of Moses Kellow at 2/4! This suggests that said bran, meal and corn were to feed the horses used for haulage on the tramway. In fact, all the Croesor invoices were charged to the Kellow account.

The use of Gwernydd as an alternative to (Pont) Carreg Hyldrem suggests that the writer of the invoices used locally recognised points of reference. This brings us back to Pont Croesor, which is neither near Croesor village nor bridges the Afon Croesor! A local and more logical appellation is Pont Traeth (meaning beach or shore) again referring back to pre-Cob days. An Admiralty chart of c.1745 shows Pont (y) Croesor as the crossing of the Afon Croesor in Croesor village and even though what today is regarded as Pont Croesor - the name given with the coming of the WHR – one may speculate that the items consigned to Pont Croesor in 1926 were in fact destined for Croesor village? This despite the horse fodder being consigned to Croesor!

Table 2

Destination	Type of Goods
Pont Croesor	Piling Caps, Timber, Wire, Etc
Ynysfor	Animal feedstuffs. Flour, Coal, Nails, Etc.
Gwernydd	Groceries, Coal
Croesor	Animal feedstuffs, Coal, Carbide, Hay, Timber, Etc
Hafod Garregog	Timber
Nantmor	Groceries, Sand, Etc.



Photos

Opp page - FR wagons wait in the Flour Mill siding
Photo - Ken Hartley, July 1931

This page (top) - goods wagons in the siding at Ynysfor whilst an England loco passes on the main line
Photo - 1926 (ex A.E. Rimmer)

This page (left) - ‘590’ shunts FR coal wagons in Portmadoc High St.
Photo - E.R. Morten - 1936

Page 6 - 1926 Invoice for goods to ‘Gwernydd’ and Pont Gwernydd today (August 2007 - D. Allan)

Colonel Henry Platt 1842 – 1914

Colonel Henry Platt is best known for his association with James Tomkinson – MP for Crewe – and in the affairs of the Portmadoc, Beddgelert and South Snowdon Railway and the North Wales Power and Traction Coys at the turn of the 19th century. The Platt family came from the Oldham area and established their textile machinery manufacturing business in that expanding Lancashire cotton town in the 1820s.

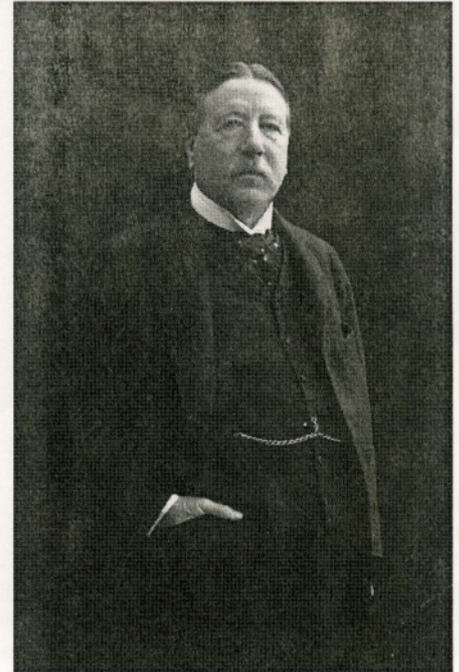
Henry Platt was the grandson of another Henry Platt, the firm's founder. He was born in 1842, with his higher education being at St John's College, Cambridge. Although a large shareholder in the family firm he never joined the board and spent most of his life outside Oldham becoming a landowner, banker and promoter of Anglican and Tory interests.

In 1857 his father, John Platt, acquired a country estate at Bryn-y-Neudd, Llanfairfechan to which was added the much larger adjacent estate of Gordding in 1869. In 1872 'our' Captain Henry Platt inherited the latter estate having married Eleanor the daughter of Col Richard Sykes of Edgeley House,

Cheadle, Cheshire in 1868. They had two sons and two daughters.

He became a keen model farmer, acquiring a special interest in the breeding of cattle. Having established a fine herd of Welsh Blacks he founded the Welsh Black Society in 1873 – the same year as he was appointed High Sheriff of Carnarvonshire. He was twice mayor of Bangor in 1883 and 1885, and in 1884 became Colonel of the 4th Battalion, Royal Welch Fusiliers. In 1897 – Queen Victoria's Jubilee year – he was made a Companion of the Order of Bath for public service. In the 1900 Parliamentary election Henry Platt was defeated by Lloyd George for the Carnarvon Boroughs seat. By this time the Bryn-y-Neudd estate had been sold (it is now a hospital). From 1904-1911 Platt was a PB&SSR director and in 1905 he was elected Principal Grand Master of the North Wales Freemasons. At his own expense he had built the Masonic Hall in Bangor and for a time bore personally its running expenses. His other directorship was with the Liverpool and North Wales Steamship Co. He left in his will £407,540.00, which in 1914 was a substantial sum.

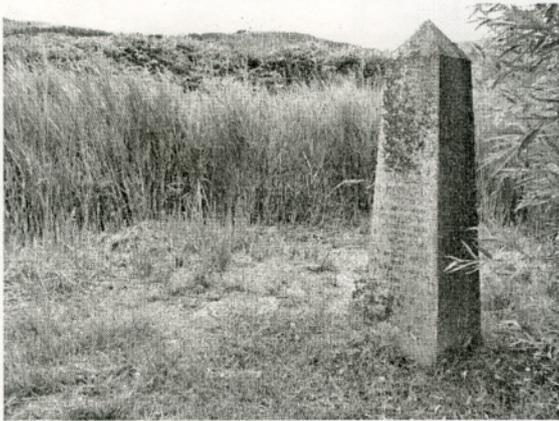
Of his two sons only one survived the Great War; this was Major Eric James William Platt (1871-1946). It was he who owned the racehorse 'Kinnaird' (1920 – 1931) winner of nineteen races and commemorated in a monument erected in an isolated spot near the current bird hides in Llanfairfechan, (left). This son married, but his daughter produced no heir to Gordding – which he had inherited from his father Henry Platt –



so following her death the estate was sold in 1956.

Perhaps not surprisingly the electricity supply installed in Gordding house was generated by a hydroelectric set – supplied by J.P. Hall and Co of Oldham. Because of his other North Wales involvements Platt turns out to be a more interesting personality than his associate Tomkinson who also had banking interests. One wonders whether Platts were with Parris Bank who were involved with peripheral railway transactions over a century ago?

The writer is indebted to David Gwyn ('Dolgarrog- An Industrial History' with Eric Jones) and Brian Owen (curator of the Royal Welch Fusiliers Regimental Museum at Caernarfon castle) for their valuable assistance in the compilation of this article.

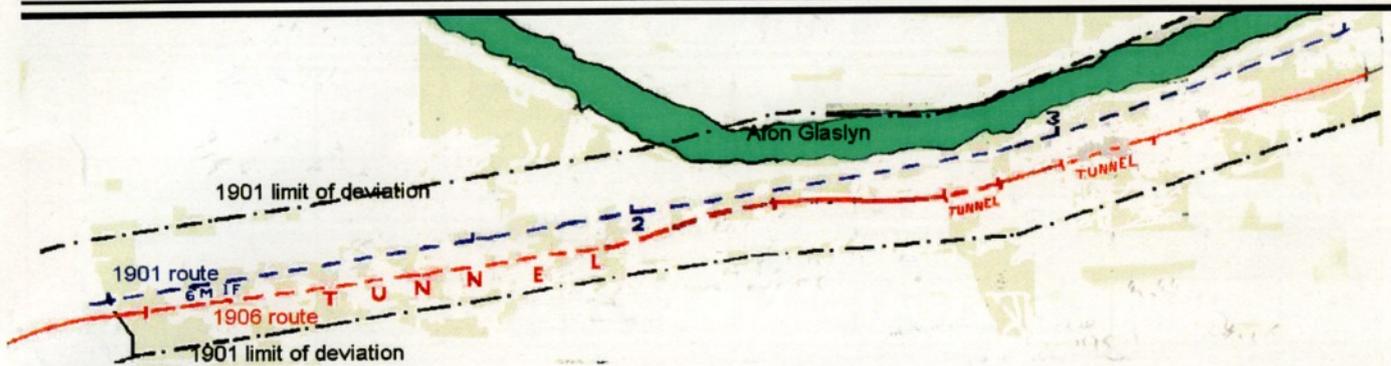


WELSH HIGHLAND RAILWAY.									
Train		From <i>Portmadoc</i> to <i>Llanfairfechan</i> Station.		Date <i>February 19</i> 1926		Invoice No. <i>47</i>			
No.	Description	Name	Destination	Weight Tons cwt qrs lbs	Date	Paid on	Paid	To Exp.	To Exp.
<i>34</i>	<i>Coal</i>	<i>Mr Davies</i>	<i>Portmadoc</i>	<i>17 1/2</i>	<i>19/2</i>		<i>6 paid</i>		
		<i>Mr Davies</i>	<i>Portmadoc</i>						

This invoice of 19th Feb 1926 relates to the carriage of goods to 'Gwernydd', which is the area just over the Llanfrothen road on the Croesor Tramway. The photo shows Pont Gwernydd, also known as Pont Carreg Hyllidrem, adjacent to the Croesor Tramway – see article on P 4-5.



Aberglaslyn Tunnels - Deceit or Incompetence?



Reading Michael Bishop's article about the Aberglaslyn tunnels in WHH 36 reminded me that I had seen some lengthy files on this in the National Archives at Kew. Fortunately I had recorded the reference which allowed me to go straight to the file, MT6/1721, on my next visit. However, I am fairly sure that there are other references, probably in the 1901 papers. That will have to wait for another visit.

The papers I remembered turned out to be the transcript of the *Consideration of Evidence*, a hearing at the Board of Trade on 24th October 1905 to which I believe Michael referred. This was largely a false trail but I did not realise that until I had ploughed through 42 pages of legal mumbo-jumbo - lawyers justifying their existence and charging for it - nothing changes! The big discovery turned out to be just a one page plan showing the Aberglaslyn Pass and the proposed line. A very similar plan is shown on P25 of Peter Johnson's "An Illustrated History of the Welsh Highland Railway" although the one I found was somewhat clearer.

The story goes back to 1901 when the National Trust objected to the railway going through the Pass. They wanted it in a tunnel as far as possible and I suppose that could have been done (with no expense spared) with the northern end quite close to the river crossing i.e. opposite Gelert's grave not Bryn-y-felin. That would have been about 1300yds long. In the end the NT settled for one 700yds long which

would have finished some way north of the northernmost short tunnel. An agreement was reached and the so-called "bargain" was incorporated into the 1901 PBSSR Act although I have yet to find that part. So far so good - round one to the NT!

Anyone knowing the Pass would assume

Jim Hewett sheds more light on those tunnels

that a tunnel that long would be east of the ones actually bored. Quite what the NT expected is impossible to envisage.

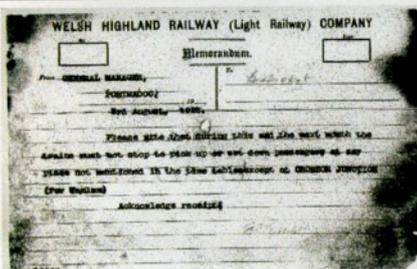
However the PBSSR had either been very devious or someone was incompetent as the 1901 plans show the tunnel 20 to 40 ft on the west, i.e. the river side, of the ones actually bored. You only have to look at the photos in WHH 36 to realise that such a tunnel is impossible and a track on that alignment would actually be suspended in mid air. So how was it that such a plan was approved in 1901? I assume that the National Trust had not made a close comparison of the plans and the location. I suppose that it is just possible that the area around the short tunnels was a scree slope (and this is what Sir Douglas Fox said at the hearing) but if it was that big it would have blocked the river. Why had the engineers not checked more thoroughly that such a tunnel could be bored? Well according to Peter Johnson in his

book the PBSSR had agreed to make the tunnel 700yds long without consulting the engineers. That sounds the most likely explanation as I doubt the engineers would have risked their reputation by planning something they knew impossible.

So the PBSSR knew all along what they were doing. The National Trust wanted a tunnel 700yds long so they were told that's what they were getting! The crafty part of the plan was that the tunnel they intended to bore was within the limits of deviation so no additional permission was needed. By the time the National Trust found out it would be too late - a typical builder's ploy - "It's too late now, Guv!" At the hearing Sir Douglas Fox actually admitted that it would be too expensive to bore a tunnel to the length agreed although it would be possible by going into the hill.

As Michael indicated, there was another meeting where the NT agreed that the tunnel they wanted was impossible and accepted the situation. Round two to the PBSSR! What they should have done was hired an engineer as well as a lawyer who would have told them to insist that the tunnel went further east.

What would be interesting would be to see photos of the Pass before any work started, especially ones taken from the same positions as those in WHH 36.



This memo (left), which is from the 'General Manager, Portmadoc and dated 3rd August 1923, reads:-

"Please note that during this and the next month the trains must not stop to pick up or set down passengers at any place not mentioned in the timetables, except at CROESOR JUNCTION (for Tanlan) Acknowledge receipt"

This might just have prevented the unofficial halt at Wernlas Ddu (see WHH No 36) or indeed the impromptu blackberrying at Hafod y Llyn (see 'Beddgelert Memories page 1 this journal)

What Needed to Done to the Croesor Tramway Surveyor's 1922 Report - Jim Hewett Reports

Ref No	Mile	Distance from Croesor Jct to	Type	Dimensions	Height of bank	Length of culvert in	Work to be done
C1	0 to 1	3250 (29900)	Culvert	-----	6'	30'	To be cleaned
C2	0 to 1	3750 (30050)	Culvert	3' x 3'	6'	30'	New
C3	1 to 2	30998	Pont Croesor	8 spans - 24'			To be reconstructed
C4	1 to 2		Flood opening	3 x 5' 6" spans	4' 6"	25'	Rebuilt as girder culvert 8" x 5" B.S.Bs to span
C5	1 to 2		Flood opening	13 x 2' spans	5'	25'	Rebuild in cement, provide new slabs
C6	1 to 2		Culvert	3' x 3'	6'		New
C7	1 to 2		Culvert	3' x 3'	6'		New
C8	1 to 2		Culvert	3' 6" span	3'	20'	Provide longitudinal decking, remove slabs
C9	2 to P'madoc	11000(32250)	Culvert	4' wide	6'	20'	To be rebuilt as 3' x 3'

Note In the 'Distance from Croesor Jct to Portmadoc' column the measurements in brackets are the approximate chainages shown in the current TWA

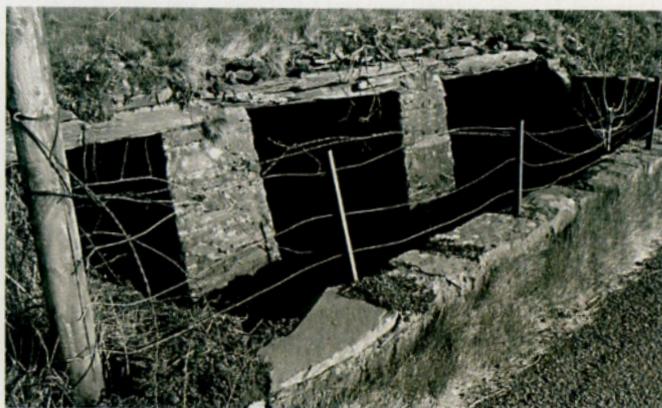
After the extensive detail in which I reported the Rhyd Ddu to Croesor Junction (WHH No. 35) there is very little to report on the Croesor Tramway section. It almost seems as though the surveyor had lost interest. A table was drawn up as for the previous section but not all the exact

locations of the bridges and culverts are given.

C1 & C2 do not appear on the current TWA plans which is rather strange. Also strange is that there is no mention of the two small bridges in the embankment north of Pont Croesor (308761 & 30832ch). Could these two be the

'Flood openings' misplaced? None of the rest of these are shown on the TWA plan. It is almost as though we are looking at plans for a different railway!

Photos show the flood relief features on the Croesor Tramway where it parallels the Llanfrothen Road. - the slate slabs still in position. February 2007 D. Allan



Adrian Gray writes.....

Sir,

On page 5 of WHH36 Richard Watson poses questions about the turning of WHR locomotives, specifically the Baldwin.

With your permission, I would like to address a couple of points Richard makes.

Contrary to his belief it was NOT possible to turn locomotives, nor any other stock, by using the layout of Boston Lodge; there was NO complete triangle there.

I believe Richard may have picked up a mistaken opinion of the late Dan Wilson who raised the idea on the FR eGroup.

However, it is entirely possible for WHR locomotives to have been turned on the Boston Lodge turntable. With a diameter of 22ft, this had ample room for Russell's 15ft 6in wheelbase, Moel Tryfan's 14ft 11in and the Baldwin's 12ft 2in and I suggest that it was, indeed, used to turn 590 and MT.

I wonder whether the turning of the locomotives, or not, has any connection to their wheel arrangements?

Russell is a tidily symetric 2-6-2 whereas both 590 and Moel Tryfan are both asymmetric, 4-6-0 and 0-6-4 respectively. I leave the discussion of this to those with greater knowledge of mechanical matters!

Adrian Gray

Hon Archivist, FR Co.