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Pont Croesor Heritage Train Plan

At the recent AGM of Welsh Highland Railway Ltd, (successors to the '64 Co who were the original inspiration behind the reconstruction of the WHR), vice-chairman Chris Dearden revealed a detailed scheme designed to ensure that the locomotive and rolling stock legacy of the old Welsh Highland is not forgotten.

He told the well attended meeting that in keeping with the company's objectives, and in full support of the wider Welsh Highland project, the company is offering to run a regular Welsh Highland Heritage Train to Pont Croesor. The plan will need the agreement of the FR Company, but it would be in accord with the 1998 legal agreement between

the two companies which states that "WHRL heritage trains would have guaranteed access over the whole route". The proposals involve a fare sharing scheme that could provide the FR with additional income of up to £14,000 a year.

The train would be hauled by 'Russell', '590' or 'Gelert' with original or replica coaches. These would include the Gladstone, the Buffet Car, and the Hudson bogie, all originals, supplemented by a replica Ashbury (now under construction) and a replica Pickering.

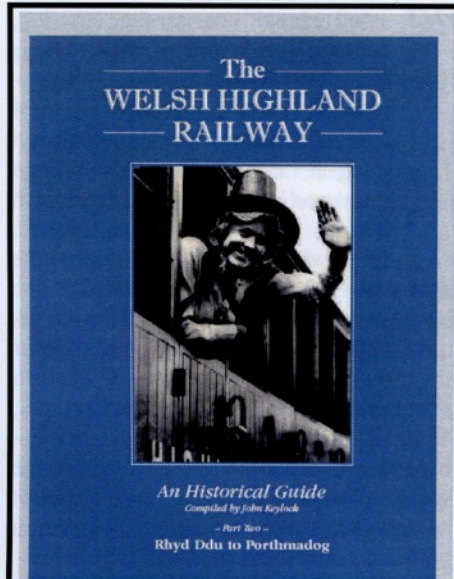
Chris says that the scheme will not only complement the FR's longer Garratt-hauled service but will also reflect over 150 years of WH & NWNG history. The Welsh Highland Railways Association has agreed to fund the halt at Pont Croesor, which could include a replica of the original Nantmor or Ynysfor stations. The proposals could certainly add to the visitor experience and play a significant role in helping the line reach its full potential.

In addition Chris hopes that for maybe ten days a year that the Heritage train could run to Beddgelert. Here the siding over the old pit has been reconstructed, the original water tower is extant on which the Heritage Group plan to erect a replica tank and the West Midland Group of the Society have a scheme to reconstruct the lamp room. 'Russell' and a train of Welsh Highland heritage stock could complete this evocative scene – what a crowd puller that would be!



Above - Eric Leslie's delightful interpretation of Russell & train at Pont Croesor and below could this 1923 image of Russell & train at Beddgelert be repeated?

It is understood that talks are still in progress between the FR and the WHRL on the question of access of heritage trains to the new line and have reached a critical stage. A positive outcome to these discussions will be welcomed by everyone who is interested in the future of this gem of Welsh railway heritage.



John Keylock's long-awaited part II of his historical guide is now on sale. This is an absolute snip at the quite extraordinary price of just £6 (including P&P). It is written in John's inimitable style and contains over 30 photographs including some previously unpublished. Get your copy now!!

Available at the 'Garratt 50' weekend or from Welsh Highland Postal Sales, Weathervane Cottage, Childswickham, Broadway, Worcestershire, WR12 7HL

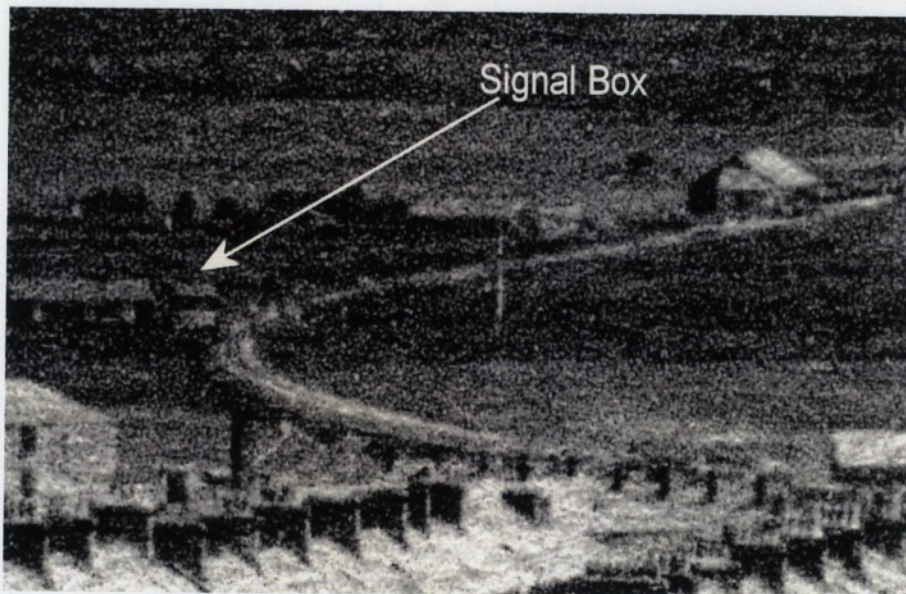


Cambrian Crossing Signal Box – 1894 or 1923?

There will be much rejoicing later this year at the sight of the recreated signal box at ‘Cambrian Crossing’, an accurately detailed reconstruction of the historic original. First on the scene here, in 1863, was the Croesor Tramway, whose line of rails was intersected by the Coast Extension of the Cambrian Railways, opening in 1867. Attendants’ single-storey cottages were built at level crossings along the coast line, some of which survive to this day as private dwellings (e.g. at Bennar Fawr), and one such residence was provided at Croesor Crossing, apparently in the 1870s.

It is fairly certain that the standard gauge here was protected, in these early days, by one of those signals with an arm projecting either side of the post, rather like the well-known replica at Tan-y-Bwlch. (1) An isolated ‘S.P.’ is shown on the 1889 O.S. map. A keeper’s hut was also provided, the one described as ‘dilapidated’ even by 1875 in the Cambrian Railways Engineer’s Report to the Board on 19th August of that year. (2) It has been suggested that this wooden shelter lasted until 1923, when the GWR erected the signal box which is familiar in many Welsh Highland photographs, and there are several references in published books to this cabin dating from the opening of the

*The immediate area of Croesor Crossing, over-magnified from an early 20th century postcard, showing the sweep of the tramway as it leaves Portmadoc. The signal box can be made out above the fourth chimney stack from the left. It becomes clearer if viewed at arm’s length.
Courtesy of Peter Johnson Collection.*



WHR. However, my own investigations have led to the conviction that the box actually dates from 1894, during the Cambrian regime.

The Regulation of Railways Act of 1889 enforced, *inter alia*, properly interlocked signalling installations on our passenger-carrying railways, so the Cambrian, who had previously done very little in this matter, found they were faced with a sizeable and urgent programme of interlocking. They turned to the newly-established firm of Dutton & Co. of Worcester, which was in business from 1889 to 1899. Samuel Dutton (whose life and work form the subject of my principal research) had virtually equipped the entire Cambrian system by 1892, although the Portmadoc area evidently received particular attention two years later.

In his report written on 20th July 1894, Col. Yorke lists recent improvements here, ending with “the resignalling

Edward Dorricott, a member of the Signalling Record Society, explains why he thinks this box was erected in 1894

and interlocking of the whole place.” (3) The same report discusses the ‘Croesor

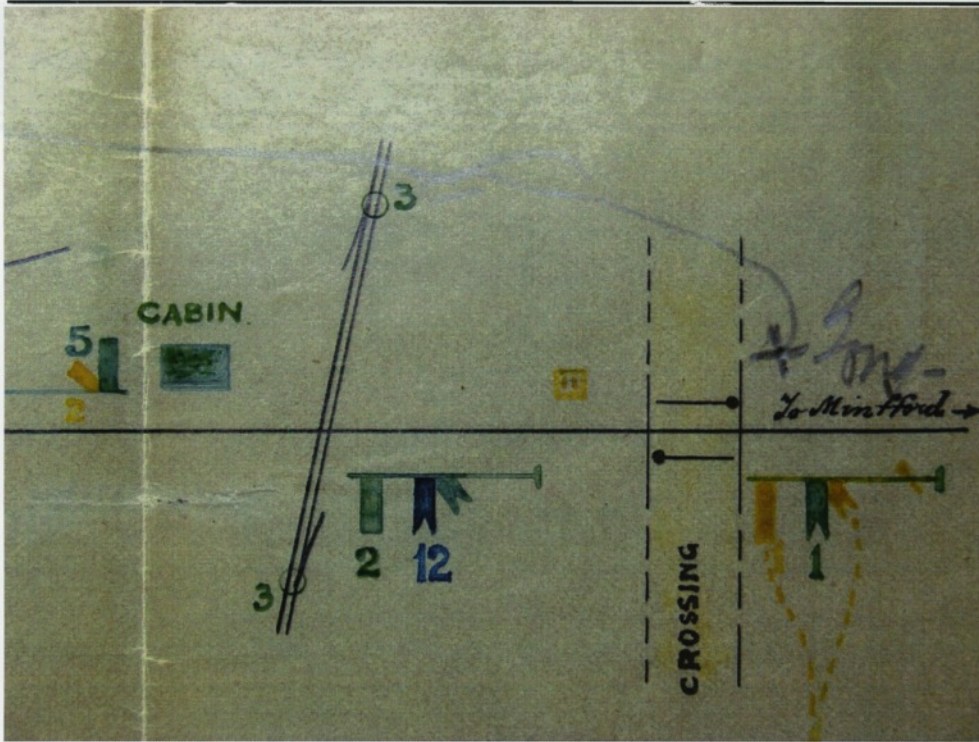


The very similar Dutton Type 4 signal box originally at Llansantffraid Crossing, seen here at the erstwhile Myddlewood Railway, Salop, before moving to its current preservation site. Photo: E. Dorricott.

‘GWR Crossing’ (as it was known to the Cambrian)

noting that it was “protected by signals in each direction, and by safety points on the tramway, these signals and points being worked from a small signal box at the crossing, containing 6 levers, of which one is spare”. Lever 3 worked both narrow gauge trap points; spare lever 4 was subsequently made to operate a gong at nearby Traeth Mawr (then known as Edwards’ Crossing) which had its own small ground frame. Filed with the report is a plan of the area with ‘CABIN’ boldly marked at the tramway crossing. One modification required by Yorke was that the up distant for the crossing, which was mounted beneath the starting signal of Portmadoc East box, at the Cambrian station, should be dispensed with and replaced by a slot on the starter. (This would result in the signal arm being lowered only if the relevant levers in both boxes had been pulled.)

Later in history, when Col. Mount inspected the WHR on 24th May 1923, he found at ‘GWR Crossing’ the cabin with its frame just as it had been in 1894. He reported: “There is a signal box on the north side of the crossing containing 6 levers working the light railway trap points, the main line down distant and up and down home signals for the crossing, a slot on the up starter for Portmadoc East, and a gong at the neighbouring level crossing over the main line, a short distance to



The cabin shown on an extract from a plan prepared for the inspection of the new signalling installed in the Portmadoc area in 1894. The horizontal single line represents the Cambrian Railway; the double oblique line shows the Croesor Tramway, with the trap points marked 3.

Courtesy of The National Archive, Kew. Document ref. MT6/685/12

the east. The locking is correct". (4) We know this 6-lever frame was a Dutton design, as it is listed as such in the GWR Signal Department's 'Return of Levers' made when a full survey of the entire Cambrian system was carried out in 1929. The lever functions were unchanged. It would seem most improbable that in 1923 the GWR would have re-located a second-hand Dutton frame from elsewhere to perform precisely the same operation. Although it is true that there are instances of Dutton frames being moved around, both in Cambrian and GW days, that scenario hardly fits the circumstances of this case.

If, as appears almost certain, the levers which operated Croesor Crossing in WHR days were installed by Dutton in 1894, it is likely that the actual cabin also had the same origin, but we must not make assumptions. Is there any evidence for the box being a Dutton product? Unfortunately no relevant company records survive to enlighten us, so we must look for other indications.

Photographs certainly confirm that the outside equipment was made by Dutton: the signals on the main line were of the type prevalent throughout the Cambrian (some of them lasted into the 1960s) and the point rod rollers have similar provenance. Close examination of photographs, with the benefit of a loupe, reveals

that many distinctive features of the cabin's construction accord with details I have studied and measured on extant Dutton Type 4 boxes, such as the finials, the bargeboards with their distinctive chamfers and rounded ends, the 6¼" lap boarding, the arrangement under the eaves and the fenestration. A typical Dutton window handle can even be glimpsed within.

Those with a close knowledge of Dutton's architectural style may raise the matter of two non-standard features at Croesor Crossing, namely (i) the absence of the almost universal fretwork on the upper part of the bargeboards, and (ii) the slate roof, instead of corrugated iron sheeting invariably found on the small Type 4 boxes. Regarding (i) I would comment that the crossing box was not unique in this respect; Llanbrynmair's bargeboards were identical. Moreover, many of Dutton's tiny boxes on the Highland Railway were likewise undecorated. With reference to (ii) I would observe that Dutton did generally use slate as a roofing material on his larger boxes. As an aside, it is hard to resist the comment that slates were not exactly scarce in the Portmadoc area! Another plausible explanation is that the roof may have been modified at some stage, perhaps as a result of storm damage (of which there are several documented occurrences on this coast between 1894 and 1923).

There remains the possibility that the 6 levers of 1894 were housed in an earlier

structure until 1923, when the GWR encased them in a signal box, either new or transplanted from elsewhere. Once again, there are known cases of Dutton cabin re-locations, but having combed my list of every Cambrian box, there are, in reality, very few contenders for this theory. Or was it newly constructed, with Dutton detailing faithfully replicated? We know that, to our great delight, this is happening in 2008, but it would hardly have been the GWR's approach in 1923. In any case, they had their own small, ground-level box design for such situations (Type 21, as exemplified at Staverton Bridge, on the South Devon Railway). Furthermore, it scarcely looks like a smart, fresh building, even in photographs taken at the start of the WHR era. Additionally, when the GWR was pursuing recompense from the WHR for crossing expenses, no mention is made of providing a new box. The GWR did order a cast iron plate reading 'Croesor Crossing Ground Frame' to be made c.1923 (5) but this was just one item in the widespread naming policy for absorbed railways. Incidentally, if the nameplate were made, it seems never to have been fixed onto the box.

Do contemporary O.S. 25" maps offer any clues? The first edition, dated 1889, shows the crossing keeper's bungalow, not labelled but obvious from its location and ground plan. Beside it is a small square, unnamed but surely the lineside hut. The next edition of 1901 again maps the cottage, but now with a larger square whose front line is noticeably nearer to the standard gauge track. Definitively, it is marked 'S.B.' Also shown are the two home signals, as seen on WHR era photographs. All these features are perpetuated without amendment on the 1918 edition and also on the GWR Land Plan of 1924, itself adapted from the O.S. map. The strong suggestion is conveyed that our familiar signal cabin was installed in the 1890s.

Perhaps the most conclusive evidence is to be found on a postcard in Peter Johnson's collection, which he kindly let me study. In an early photograph of the town and traeth from the lower slopes of Moel-y-Gest, it is possible, with the aid of magnification, to make out the crossing. The WHR does not yet exist, but the bungalow is discernible, and next to it – the signal cabin! It is enough to convince me that Croesor Crossing signal box had its incarnation in 1894. The informed views of other readers would be of great interest.

The 1916 Dick Kerr Petrol-Elect

Were the trials of the Dick Kerr Petrol Electric locos on the Welsh Highland in 1917 connected with the War Effort? This is the intriguing question posed as a result of recent research by Doctor Gwynfor Pierce-Jones.

7000 tons of iron ore, essential for the war effort, were mined at the Ystrad Isaf iron ore mine at Betws Garmon in 1916. In addition vital timber for essential pit props was being produced at Rhyd Ddu by Parry. All this was carried by the NWNG to the transshipment sidings at Dinas. With the demise of passenger traffic and the closure of Glanrafon Slate Quarry in 1916 the only substantial traffic for the railway came from these two sources. The available motive power was either Russell, two distinctly dodgy single Fairlies, or best of the bunch, the ten year old Gowrie. Clearly the income

John Keylock's View - Inspired by some Acute Observations from Barry Williams

from the limited traffic would be insufficient to get these machines back into serviceable condition and yet it was vital that the essential materials were trans-



ported to their destinations without delay. It is therefore not inconceivable that worries about the state of the motive power were discussed with the MOD, who could not afford the risk of any delay in this home-produced vital material.

It is known that the first three Dick Kerr Petrol-Electrics were sent to Longmoor Military Railway for crew training purposes prior to their being used by the allies on the Western Front (Andrew Neale), and it has been suggested that it was one of these that was sent to Dinas. Could this have been an attempt to solve (or supplement) the

potential NWNG's motive power problems and to ensure a more certain flow of materials for the war effort?

The Dick Kerr trial was a failure. This failure and the necessity for a back-up loco for Gowrie and Russell may have been the catalyst that stimulated the hybridisation of Snowdon Ranger and Moel Tryfan into one locomotive.

Yes, this is speculation, but one can't help feeling that it has the ring of truth. Why else would an untried, untested, new-design locomotive be sent to the remote NWNG, when it could easily have continued its trials at Longmoor?

Allan Pratt

An early member of the Group Allan died on June 29th – aged 83 – shortly after moving into a Llandudno nursing home with his wife Joyce.

Although involved initially with the FR, being a founder member of the Midland branch of the Society, his interests – particularly in later years were more WHR oriented. Retiring from teaching in Birmingham he will probably be best remembered as the founder of the railway museum in Betws-y-Coed from which the writer well recalls extracting Quarry Hunslet 'Sybil' for transporting to the Brecon Mountain Railway. This exercise provided a donation to '64 Coy funds.

At Allan's funeral son Roger spoke of his WH interest making mention of Russell – of which he built a superb model – and Snowdon Ranger station. By the early 1960s Snowdon Ranger station building was in the ownership of one Mr Swan. Allan's enthusiasm for the WHR persuaded Mr Swan to rent the building for at least two Pratt family summer holidays. The adjacent photo was taken in August 1961 by Sidney Leleux and Allan recognised the family swimming towels and costumes drying on the clothes slung between the original station sign supports!

In more recent years the writer recalls visits to see Allan at his Deganwy home; admire his 'O' gauge tinsplate layout with battery operated locomotives in the loft and gloat over his collection of railway artefacts.

At Allan's funeral in All Saints Church, Deganwy on Monday 14th July the railways were represented by Rob Smallman, Peter Jarvis and myself who were able to express sympathy to Joyce, son Roger and daughter Anne.



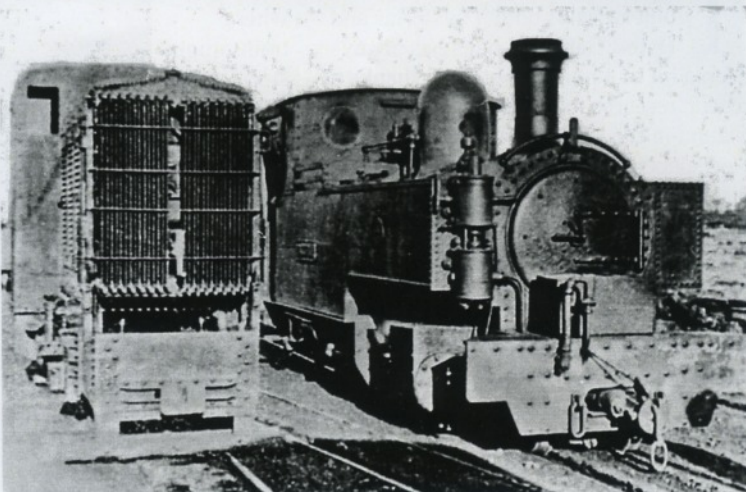
Electric Locomotive Trials - Two Views

I read Gwynfor Pierce-Jones's article in WHH No 39 about the Betws Garmon iron ore workings with interest, having wondered about the nature of the workings when passing on the train. However, I think that he would be mistaken to allow himself to be persuaded that the appearance of the Dick, Kerr petrol-electric locomotive on the NWNGR had anything to do with a possible locomotive crisis.

The company's reports show that the NWNGR spent money on steam locomotive maintenance throughout the First World War (see table). The directors' reports, though brief, made no reference to any problems caused by the locomotives, or to the 'acquisition' of another, even on a temporary basis. The trebling of expend-

afterwards, in which case the NWNGR had two steam locomotives available at the time of the trial in 1917. The 1919 mileage equates to a daily trip to Rhyd Ddu and to Bryngwyn on five days a week.

After the passenger service ceased at the end of 1916 this was probably all that was required and well within the capability of a single locomotive.



gradients and sharp curves according to Ronald and Carter (Longmoor Military Railway, David & Charles, 1974), would have been very busy.

Peter Johnson's View

iture on materials for locomotive maintenance in 1916 may inform us when Moel Tryfan and Snowdon Ranger were 'amalgamated' and lend credence to the suggestion that Gowrie was disposed of

I think that it is quite likely that the Dick, Kerr, and the Kerr, Stuart later, was tried on the NWNGR just because it was a railway with very little traffic. It would have been an ideal testbed for an experimental locomotive, with varied gradients, a good length of track and most of the time no-one would complain if it broke down in section. In contrast, the Longmoor railway, a 3½ mile continuous line with steep

Finally, to respond to John Keylock's question. Why should the directors of an impecunious steam railway in North Wales seek out an 'untried, untested, new-design locomotive' in Hampshire when they would have to pay for the transport and for someone to drive it? If there was a problem it would have been quicker and much cheaper to have borrowed/hired one of the Penrhyn Quarries main line engines.

NWNG expenditure on locomotives, number of engines available & annual locomotive mileage.

Year	1914	1915	1916	1917	1918	1919	1920	1921
Loco maintenance	£151	£144	£245	£138	£191			
Including materials	£38	£45	£135	£24				
Loco running expenses	£491	£467	£457	£404	£488			
Number of locos	4	4				2	2	2
Mileage	17026	13805				7987	7054	5330

Extracted from the company's reports until 1918 and Board of Trade reports thereafter.

Editor : David Allan, 132 Eastham Village Road, Eastham, Wirral, CH62 0AE. Tel 0151 327 3576 Email david.allan132@ntlworld.com
 Secretary : John Keylock, Weathervane Cottage, Childswickham, Broadway, Worcestershire, WR12 7HL Tel : 01386 852 428
 Membership Secretary : Chris Hazlehurst, 23 Leagate Rd, Gipsey Bridge, Boston, Lincolnshire, PE22 7BU. Tel : 01205 280923 Email Westernpatriarc@aol.com

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YNYSFERLAS & HAFOD GARREGOG

The question of the co-existence or otherwise of both Ynysferlas and Hafod Garregog halts has always been a bit of a puzzle, but now, thanks to recent research by member Richard Maund in the British Library Colindale Newspaper Collection, it is possible to set the record straight, and to correct certain mistakes in both my previous articles on the matter (ref Journal 6, p.3 & Journal 12, p.3)

Two references have been found in local North Wales' newspapers of the period amongst reports concerning the Welsh Highland Railway. In the North Wales Observer for Thursday 21st June 1923 it is noted that "the halt at Ynysferlas is being removed to the road at Hafod Garregog in

Richard Maund & Derek Lystor put the Record Straight

response to a petition from the residents in that locality." The following day, a similar report was carried in the Cambrian News & Welsh Farmers Gazette – "In deference to representations made by the inhabitants of the district, the Company has decided to move the halt at Ynysferlas to a point on the Hafod Garregog road, half a mile away."

From this it is clear that Ynysferlas was indeed an official WHR halt and not just

"a place where trains might stop" as quoted elsewhere, and that Hafod Garregog was not merely a name change of an existing halt, but an entirely new one opened in response to local demands. The reasoning behind this early form of 'people power' had a lot to commend it. Ynysferlas was at best an isolated halt only connected to the outside world by a series of footpaths and the community along that stretch north of the Afon Nanmor were probably better served by Hafod y Llyn Halt. The new halt at Hafod Garregog was much more convenient for local needs, situated as it was on the south side of the Afon Nanmor with easy access from the main Llanfrothen to Beddgelert road.

Following the decision to close Ynysferlas, a period of time was necessary to bring the new Hafod Garregog Halt into use, including the installation of a siding, platform area etc. The Beddgelert Ticket Register records that the last tickets to



Michael Davies & Stuart McNair prop up the original station name posts at Hafod Garregog
Photo : David Allan

Ynysferlas were issued on Tuesday 26th June and card tickets catering for Hafod Garregog were introduced on 9th July. Whilst it is not known when Dinas and Portmadoc booking offices last dispatched passengers to Ynysferlas, it is suggested that the halt closed to traffic on Saturday 7th July, with Hafod Garregog opening the following Monday. Ynysferlas thus holds the distinction of being the shortest lived halt on the WHR, having been open for no more than 37 days at most!

My thanks are due to Richard for his time spent at the British Library in bringing this new information to light.

Creating a Precedent

By John Keylock

'Gowrie' – the locomotive – was named after Gowrie Colquhoun Aitchison who succeeded James Cholmondley Russell as Receiver of the NWNCR. But, one might reasonably ask, how - and why – the precedent was set by 'Russell' the locomotive being named after J.C. Russell. One can only look at the historical facts for the likely reasoning.

J.C. Russell was obviously an astute lawyer as well as having considerable wealth which enabled him to provide locomotives, carriages and coal wagons to get the railway started. This stock was hired to the NWNCR by his company (Moel Tryfan Rolling Stock Co) whose payments went into arrears. In June 1879

Russell was elected chairman of the NWNCR's board, a position that was to provide him with a strong negotiating stance.

In 1904 the NWNCR – with Russell now additionally the railway's Receiver – passed their powers to extend from Rhyd Ddu to Beddgelert to the PB&SSR, effectively in return for an electrified railway from Caernarfon to Porthmadog of which the NWNCR would be a significant contributing element. Two years later these plans were in disarray and Russell sought – and obtained – his 'pound of flesh' from the North Wales Power and Traction Company – financiers of the PB&SSR scheme. Included in this package of money – and the promise of more – was 'Russell' the locomotive.

So Russell appears to have done well on behalf of a cash-strapped railway, and no



doubt his board were well pleased. So pleased perhaps, that they recommended the naming of the locomotive after him? This could well have set the precedent for the naming of 'Gowrie' a few years later.

If I have my facts correct Russell died in 1912 but during his final years he did not enjoy the best of health. Aitchison took over as NWNCR Receiver on Russell's death, but Gowrie – the locomotive – was named before 1912. Must it be assumed therefore that Aitchison was effectively acting as Receiver for at least the last two years of Russell's life?

The Evolution of Pont Croesor?

From the information in Derek Lystor's article, ('Bridging the Gap' WHH No. 40) plus a study of the first series Ordnance Survey map, it seems pretty clear that before the bridge was built there was indeed a public highway that crossed the river by a ferry a little upstream of the bridge, as Derek suggests. Whether this was a carriageway, or only a bridleway or driftway, is a moot point. I would have thought it was quite possible that there was some kind of ford as well as a ferry, even if only usable by horses and cattle, and in dry seasons.

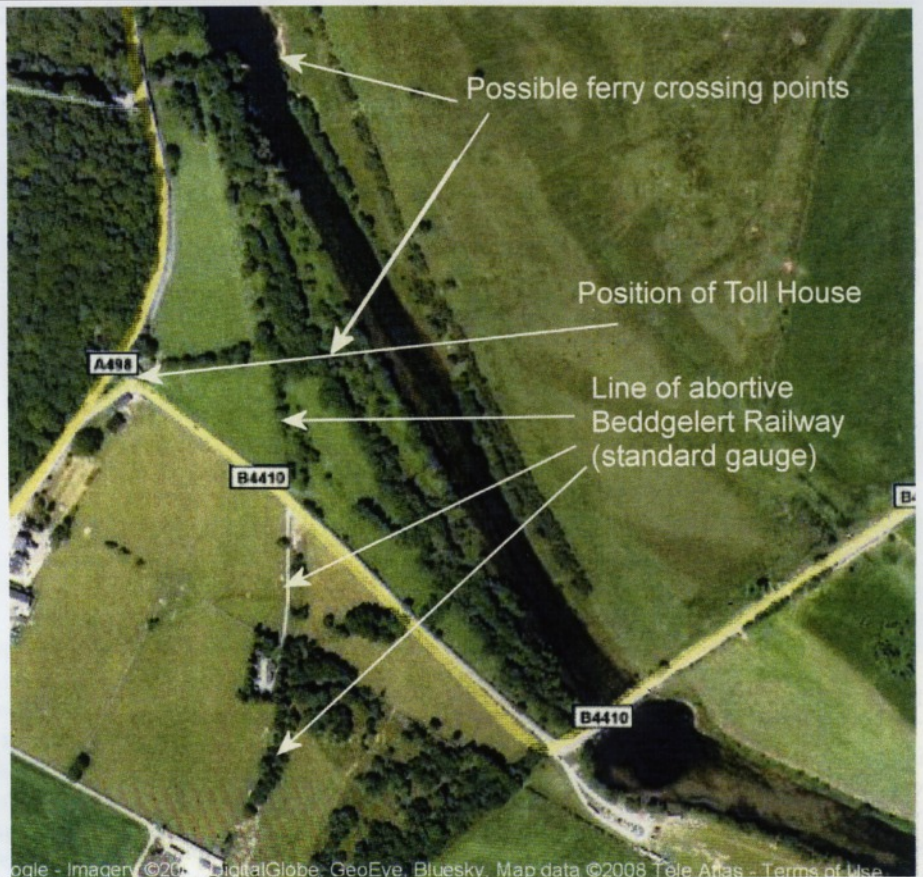
Turning to the bridge, I think the roadway section must have been built by a highway authority. A private owner would either have just decked in the railway up to rail height for their own private/estate use (it was after all only a horse-worked tram-

Chris Padley Speculates

way with a decking already) or, if they went to the expense of building a whole new half to the bridge they would have been looking to recover the cost by offering a toll bridge, and that would surely have left a record on maps and in local knowledge. On the other hand, it would be very unusual for a local authority to build a new bridge like this unless it was replacing an old crossing that the authority already had a legal obligation to repair.

A likely scenario is that as soon as the railway bridge was built, people would have stopped using the ferry and gone round informally by the bridge. This would have involved beating new tracks to and from the ends of the bridge. After a time, these tracks would be in need of

Derelict toll house at the junction of Pont Croesor-Beddelert road, which may have led to the ford across the Glaslyn upstream from Pont Croesor
David Allan July 2008



Google - Imagery ©2008 DigitalGlobe, GeoEye, Bluesky, Map data ©2008 Tele Atlas - Terms of Use

Aerial image of Pont Croesor, Afon Glaslyn and environs courtesy of Google.

some surface repair. Complaints would be made. The highway authority would be put in a bit of a dilemma, with an old road it was legally obliged to repair but no one used anymore, and a new one that wasn't technically the authority's responsibility but that people wanted put in good order. It would have made a lot of sense to officially divert the public road and widen the bridge to make a proper roadway, which the highway authority would be responsible for repairing. At the same time it would be released from the liability for the old road and ferry/ford crossing.

If this guess is right, the diversion would have required a highway order to be made by the Court of Quarter Sessions for the county - that was the legal procedure for diverting highways throughout the period - in which case there should be a record of this amongst the Quarter Sessions papers in the local archives. These shouldn't be too difficult to find, as the Court was not just a law court, but the main administrative body for counties until 1888 when county councils were first formed; and the court's records are one of the core deposits in county archives offices. In

my experience, there are usually detailed plans for diversions of highways, and for new bridges, preserved in the quarter session papers. The courts also kept a very detailed minute book of their proceedings.

Many people are surprised to know that until 1894 all highways apart from Turnpikes, were the sole responsibility of the local parish, although important bridges were excepted and repaired from ancient times by the county. After 1894, main roads became the responsibility of the County Councils, and all others of the then new Rural and Urban District Councils. New county bridges, where they were not replacing an older county bridge, were very uncommon and I would be surprised if the county would have built one itself on a road as relatively unimportant as that at Pont Croesor. So, before 1894, although the Quarter Sessions would make any diversion order, it would probably be applied for by the parish, and if the parish's records survive for the right period, there might be something in them about this.

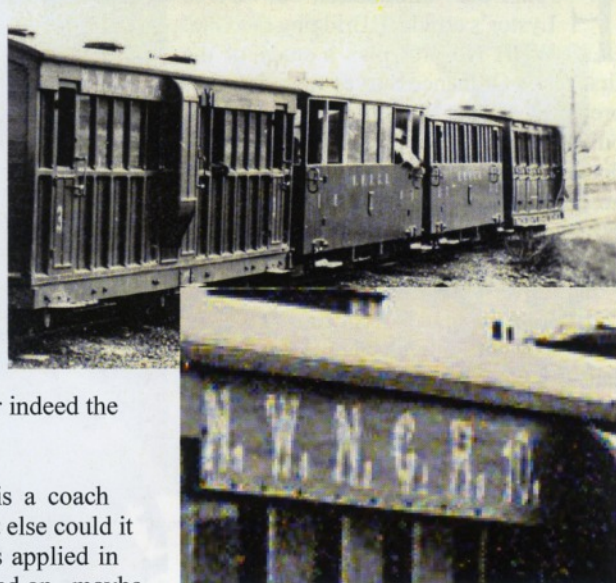
'Excursion by Gravity'

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The Cleminson Enigma

It is in the nature of “new” revelations that they tend to be both inconclusive and to raise as many questions as they answer; but that is no reason for not publishing them! Hence the inclusion here of part of a photograph of a train at Rhyd Ddu which includes the Cleminson Brake. (Picture courtesy Adrian Gray - FR Archives)

photo in WHH No 40, p3) may have been temporarily attached for photographic purposes, and covered these letters. This is the only known photograph where the lettering shows clearly, without doubt it states :-



“N.W.N.G.R. 10.”

The date of the picture is either 1892 or 1893. This can be confirmed by noting that marshalled next to the Cleminson, is the Gladstone car, numbered ‘8’,

Note that the ‘1’ is smaller than the ‘0’ following it, or indeed the letters which precede it.

Michael Bishop examines another intriguing coach mystery

followed by the Workman’s, numbered ‘7’ - both delivered in late 1891. Visible in the complete picture is the station sign which says ‘Rhyd-ddu’, this changed to ‘Snowdon’ somewhere between the summer 1892 timetable and March 1894, when a property advert called it “Snowdon on the Narrow Gauge Railway (sic)”.

The enigma then - is this a coach number - if not, then what else could it be? If the lettering was applied in transfers rather than painted on, maybe they ran out of the right size of numbers? The obvious conclusion however is that it is indeed saying “Coach No. 10”. This fits with the statistics, which recorded ten coaches in 1892, and which in turn implies that the Cleminson Brakes had been renumbered at some stage. It could also explain why the original numbers for two of them - ‘7’ and ‘8’ - were transferred to the Workmans' and the Gladstone Car in 1892. Sadly, this is not a completely satisfactory explanation as the original Cleminson numbers appear to have been ‘6’, ‘7’ and ‘8’. Another possibility is that one Cleminson Brake stayed as No.

‘6’; the all Third Cleminson was given No. ‘9’ and the other Cleminson Brake (in the picture) was designated No. ‘10’.

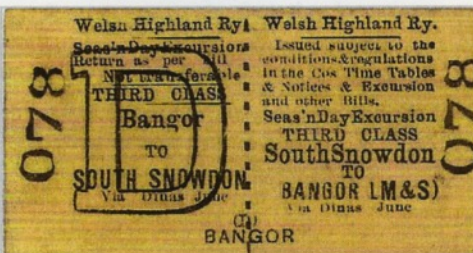
To complicate matters further the “Corridors” were delivered from Ashbury in the second half of 1893 and numbered ‘9’ and ‘10’. In which case shortly after this picture was taken the Cleminsons must have been renumbered again!

The significance of this photograph is the lettering below the cant rail, which suggests that the boards of the maker’s photograph bearing the legend “North Wales Narrow Gauge Ry” (see Maker’s

It’s not easy being a Welsh Highland enthusiast - see opening paragraph!!

Tickets Please!

The two tickets shown both appear to be for a similar excursion trip between South Snowdon and Bangor, but there is a subtle difference.



Ticket 078 would appear to be an LMS issue, supplies of which presumably were held at Bangor Station booking office, whilst 161 is a purely Welsh Highland example, issued on board train by the WHR conductor/guard. Similar examples of both tickets were available between Quellyn Lake and Bangor, and it is likely, though not confirmed, that Tryfan Junction, Bettws Garmon and Waenfawr were also catered for.

whilst 161 catered for those locals or holi-

Guard Derek Lystor explains the fares

daymakers visiting Bangor for the day. Passenger numbers originating from Bangor would have appeared in the “Inwards Foreign” section of the monthly Ticket Register ledger held at Stephens’ office at Tonbridge.

for a longer period, perhaps being issued in conjunction with an LMS Holiday Contract ticket. This latter reason may also explain why the ticket was headed Welsh Highland Rly and not LMS. I would be interested to hear if anyone has a dated example in their collection, as it is not known when these tickets first entered circulation.

Whilst both tickets did indeed cover the same journey, 078 was valid for travel off the LMS to South Snowdon and back,

It is unclear as to exactly what a “Season Day Excursion” was; maybe it was valid

My thanks are due to Glyn Jones for permission to reproduce ticket 078 from his collection..