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The Beddgelert Water Tower

The water tank at Beddgelert was one of the icons of the old W.H.R., perched as it was on top of a massive concrete tower. It features in many of the old photographs, and it was fitting therefore that we the Heritage Group, set about recreating the scene for the benefit of future generations. The tower was in good condition apart from the top, where the tank once rested. Old Croesor Tramway type rails which served as reinforcement were exposed, and one corner of the overhanging slab had broken off. The opportunity was therefore taken to make good these defects. The broken corner had offended me for years. To make it good, the break line was drilled, rebar inserted, and secured with Epoxy adhesive. About twelve inserts were used. Shuttering was installed to contain additional concrete, providing a rebate all round, so that the tank when installed, sat on the new concrete with the peripheral rivets overhanging the rebate.

Making a new tank was a fairly straight forward job. When planning the project, one school of thought was to confine the design to faithful replication of what had been there when the old W.H.R. operated. But because of the new layout at Beddgelert, a strict replica tank could not have been operational. The whole ensemble would have been just a piece of stage scenery. Devoid of any functional purpose, the new creation would ultimately have fallen into decay.

The alternative approach was to make the tank functional, so in its new guise it could actually contribute to the new W.H.R. This meant providing a discharge pipe which could reach from the tower to a loco on the main line. The siting of the tank is too low to be able to serve a Garratt, but it will serve the small locos

Cedric Lodge has provided this update on progress with the installation of the Heritage water tank at Beddgelert.

which on occasion use the line. It is hoped that this will included those hauling the Heritage Trains that we hope will feature in the future. During discussion, it was suggested there was merit in providing a discharge on the siding side also. This would enable small locos to be stabled in



A view of the 'main line' and 'south' elevations of the Beddgelert water tower - note the bag support bracket, the discharge at the top end of the tank and the pipe work described in the text
Peter Liddell (May 2015)

the siding without the inconvenience of having to return to the mainline for water, and also could support possible 'footplate rides' services on high days. It was assumed that symmetry would prevail, and the discharges would both be from the centre of the tank, and that is how it was

constructed. Only when it was complete did it come to light that the discharge on the main line side was required to be at one end! Bowing to authenticity, the discharge was changed from the

centre to the end, where it can now be seen. During the construction phase, a water supply was laid underground to the south end of the tower. There is a stop valve below ground-level, and a blue Alkathene pipe emerging at the base of the tower. The supply system is now complete, and includes a stop valve above ground, and a connection to a metal riser going up to the top of the tank. A tap at the bottom is included, which will allow draining down in winter, and a supply for domestic purposes in the vicinity of the Lamp Room.

For access for servicing the ball valve, a ladder bracket is fitted near the top. The metal riser is boxed in for insulation and aesthetic reasons. The boxing is square section plastic fall pipe. I considered timber, but had to acknowledge it would not last indefinitely. The job was further complicated by not being able to drill the tank to secure the boxing. It is all secured with Geocel sealant/adhesive. Given a paint finish, it will be difficult to tell the difference. In due course, the pipe work at the base of the tower will be boxed in, using steel.

The discharge pipes will be 3 ins. BSP size, being more in keeping with a tank of this size, and quite big enough for serving small locos. The new tank is an all welded construction and galvanised, the rivets being dummies.

The discharge on the siding side is quite straight forward, although having completed it, I must admit that it would have been better at one end. More on this arrangement later.

Here we must digress, and look briefly at the new tank at Waunfawr. This was installed as part of Rebuild Phase 2, and suffered a number of problems: it was too low, and had to be sited far enough away from the line to be clear of passing trains. I volunteered to complete the installation when construction of the tower was already almost complete, so had to deal with the situation as I found it. Time was limited, as it had to be working by the time the Railway commenced operating. Looking around some recreational railways, many watering systems will be seen to lack coherent prior thought; they are thrown together at the last minute, and stay like that for the next twenty years. I tried to improve on that at Waunfawr.

Because of the distance of the tank from the line, a cantilevered discharge pipe was required; the size was 6 in. BSP. I wanted a valve which would be quick to open and quick to close, and could be operated from either ground level or from the loco being watered. For the valve, I chose a butterfly type, and obtained one from British Steam Specialities. I had not had any experience of purpose made swivelling units, and did not have the time to investigate. I chose a makeshift solution which could be changed for a swivelling unit at some time in the future. The pipe work from the valve comprises two elbows. The lower elbow has a stainless steel weldable screwed coupling welded on one end – the top end. This is screwed into the upper elbow. Together, this provides the swivel. The pitch of the thread is 11 TPI. What was expected to be a short term solution has worked faultlessly for about fifteen years – and it was much cheaper than a purpose made swivel unit, and does not have that ‘high tech.’ appearance.

The valve is operated by a spindle with a square end. To this was attached a cruciform lever, with a chain attached to the extremities of one arm which goes to the ground. For two periods in the past, ropes were attached to the other arm, leading via pulleys to the end of the discharge pipe, thus enabling the person on the loco to operate the valve. After a period of (successful) operation, I was

instructed to remove the ropes, and after the last time, they have not been replaced. The valve operated effectively from the beginning, requiring only modest force to open and close. Indeed, closure is so quick that hammer blow is induced in the pipe work. It was a system such as this that I planned for the Beddgelert tank.

By two separate strokes of good fortune, I acquired two 3 ins. Butterfly valves suitable for the discharges. Or so I



The ‘lamp hut’ and ‘north’ elevations of the Beddgelert Water Tower - note the location of the outlet on this side of the tank, discussed at some length in the text
- Peter Liddell (May 2015)

thought. At the time of writing, the siding side is operational, but the force required to operate the valve is more than that required to operate the Waunfawr valve, and it is only half the diameter. We are therefore in a position of ‘sucking it and seeing’. It is going to require a visit to a supplier to learn a bit more about butterfly valves, and hopefully find out if there is a version which is a little easier to operate. One solution – although we are not there yet – would be to dismantle the valve, and start shaving metal off the butterfly. We may simply have been ‘lucky’ with the Waunfawr valve. In the short time it has been in operation, the Beddgelert water crane is on to its second valve, and that

requires a worm and wheel gear box to open and close it. It is a hideous arrangement. The valves (there are two) on the Up side tank at Rhyd Ddu are defective, but I do not have details.

For our tank, the main line side discharge uses a similar arrangement as Waunfawr. At the time of writing, screwed flanges have been ordered and lengths of nipping established. The elbows are 3 ins. BSP, the lower of which has had a bronze threaded bush attached, secured with Loctite. The bush engages with the thread of the upper elbow to form a swivelling unit. We are indebted to the staff at Dinas for carrying out this work. The discharge pipe needs to be supported by a tie bar, which will be attached to the end of the bracket now bolted to the side of the tank. To maintain the tension in the tie bar as the pipe swings, the top anchor must have a thread of the same pitch as the 3 in. BSP elbows. The tricky bit is establishing the axis of the swivel at the pipe to coincide with that at the anchor. As the main line is so far from the tank, I was hopeful that operation of the valve could be accomplished by the person on the loco, but as the valves in their present condition require such force to operate them, I am doubtful whether this is feasible.

The main line side discharge will require only a short length of ‘bag’ – the flexible hose which goes into the loco tank. The length of the bag fitted at the siding side is quite long, it being my expectation that we can shorten it in the light of experience. But what to do with it when it is not in use? Left hanging, it will blow about in the wind, and chafe against the concrete columns. Had I thought of it earlier, it would have been better for the discharge to have been at one end, so the bag could have hung down one of the columns to which brackets would have been attached, to restrain it.

The following is a summary of work still to do:

Make and fit the short pipe sections between the tank, valve and swivel, on the main line side.

Make and fit the swinging pipe, together with tie bar.

Make and fit the cruciform operating levers for both sides.

Complete the boxing round the water supply pipe work.

Provision of a restraint for the siding side bag.

Investigations into the butterfly valves will continue until a satisfactory form of valve is identified

Whilst this would complete the functioning part of the tank, I would like to see the ground round the tank tidied up. With the tank in working order, this will

see increasing use by Railway staff. The area would be improved by a hand rail and steps.

Cedric Lodge

A Pair of Unveilings

May 2nd was a very wet and a very windy day as a crowd of about fifty people assembled at Tryfan Junction to witness the unveiling of the N.H.R.A. Volunteer Award Plaque and the slate memorial to John Keylock. A marquee had been provided to house the ceremonies, but so bad was the weather that this proved unusable and everyone was forced to squeeze into the station building for speeches and responses.

John Ellis, Chairman of the N.H.R.A., presented the Award Plaque and the background to its award before it was officially unveiled by Sir Peter Hendy, Commissioner of Transport for London.



Dafydd Gwyn offered a speech in Welsh before David Allan delivered a short eulogy in memory of John Keylock, culminating with his signature comment from the end of so many telephone conversations - "Speak Anon".

After the crowds had dispersed, by car and by train, the N.H.R.A. Plaque was mounted on the office wall, in pride of place below the print of Paget-Tomlinson's well-known painting of Tryfan Junction.

John's slate memorial now rests in the station garden - a quiet spot he would have loved alongside the building and railway to which he contributed so much!

Friends of Tryfan Junction

Fancy an occasional relaxing day spent at a remote station on the W.H.R., talking to the public, watching the trains go by and enjoying the wildlife and scenery?

Tryfan Junction Station is a superb reconstruction of a North Wales Narrow Gauge Railways station. It is set in beautiful countryside, has recently won a prestigious heritage award and is the focus for The Slate Trail, the conversion of the former Bryngwyn Branch into a footpath.

The building itself is now complete but cannot be left unlocked and so is rarely open!

Friends of Tryfan Junction has been set up to remedy that and thereby encourage the public to visit the station and walk the Trail.

Membership is free to W.H.R.H.G. members but for those who are not members, there is a nominal annual membership fee of £5.00 to cover administrative costs.

Interested? – Then please contact Mike Hadley 01386 792877 mike@mandhhadley.co.uk with contact details and any special skills and /or expertise you have that you think might be relevant.

Crossing Portmadoc

- an insight into the thinking in 1922

The Sir Douglas Fox Archive is a rich source of information that often sheds further light on established facts.

A recent trawl in the archive revealed an interesting letter from J.K. Prendergast, the site agent, to Mr. Freeman of Sir Douglas Fox & Partners and dated June 21st 1922. In this Prendergast draws attention to an Ordnance Survey map (which doesn't appear to have survived in the archives) on which he had colour coded the properties to be affected by the cross town connection in Portmadoc.

Evidently Henry Joseph Jack had called on Prendergast the day before, and opined that the proposed Festiniog Railway order should

cover only the section between Portmadoc Harbour station and 'the bridge' – apparently meaning the Britannia Bridge. The remainder of the route, including the connections to the wharves, would be covered by "The Welsh H. Railway revised order". Quite why Jack was of this opinion isn't clear.

It would seem that Prendergast couldn't establish ownership of the land between the High Street - Madoc Street junction and the 'corn mill', nor of the shed that had been built across the Croesor route at this point. The remainder of the letter is self explanatory and full of interest. It is perhaps a shame that the Beddgelert sidings drawing – note the name given to it by Prendergast

– didn't survive in view of recent correspondence in this Journal!

There follows a transcript of the actual letter and its associated table, which provides an interesting insight into the properties or parcels of land, their landowners and occupiers, and the uses to which the land was put. There were a handful of handwritten amendments on the original and these have been preserved as far as possible. The table ends with a reference to land owned by the Tremadog Estate and occupied by the Rhosydd Slate Co. and the Park and Croesor Slate Quarry. Though not stated in so many words, this must surely be at "Beddgelert sidings".

Richard Watson

Welsh Highland Railway Offices
Beddgelert
North Wales

June 21st 1922

Sir Douglas Fox & Partners,
38 Bedford Place
London W.C.I.

Mr. Freeman,

Welsh Highland Railway

Dear Sir,

I enclose herewith ordnance sheets Nos. Carnarvonshire XXXIV 16 Merionetshire (sic) X16 and Carnarvonshire XXXIV 12. on which I have coloured and referenced the properties to be covered by the proposed new order.

Mr. Jack called here yesterday and he considers that the Festiniog order should only include the connection between the Festiniog Railway station and the bridge and the reconstruction of the bridge.

The portion across the High Street including the relaying of the existing line to the slate sidings and the proposed new connection across the High Street to the bridge should be included in the Welsh H. Railway revised order.

Kindly let me know if the enclosed particulars referring to the numbered plots on the ordnance sheets are as required.

I understand that the Tremadoc Estate are the road and bridge authorities who will have to be approached in connection with the reconstruction of the bridge and the connection across the road.

I have not been able to find out what the position is as regards ownership between the Tremadoc Estate and the Welsh Highland Railway of the portion of the route between the junction of High Street and Madoc street, and the corn mill shown on plan. The owners of the corn mill have a small shed built across the line. The ownership of this is also in doubt. I understand that Mr. Colley is having the agreements between the Tremadoc Estate and the Company looked up on these points.

As regards the Beddgelert sidings I enclose enlarged plan showing the areas owned by the company, edged in red.

The contractors are preparing reference book for the W.H. Railway and they hope to be able to complete it to day.

Mr. Jack in conversation yesterday said that the line for which an order was obtained some months ago and the line proposed by the Contractors should be shown on the plan in two distinctive colours.

I have not had a copy of this order and do not know what route it has been obtained on but understand it is substantially the old 1904 route as shown on the ordnance maps. We will require a copy of this order if we are to show the two routes in distinctive colours. Mr. Jack asked me to write to Mr. Davies for a copy. You might obtain a copy for me if you think it necessary.

Yours sincerely,

J. H. Pendry

"FESTINIOG RAILWAY EXTENSION" PORTMADOC.

<u>Ref</u>	Owner	Tremadoc Estate. High Street, Portmadoc.
<u>Plot</u> No.	Description	Public road and bridge, known as Britannia
1		Bridge. The roadway and bridge is maintained by the Tremadoc Estate. The road maintenance is carried out by the Portmadoc Urban District Authority, under an agreement whereby the Estate pays the Urban District a sum covering the cost of maintenance. (The Urban District thereby act simply as contractors)

<u>Ref</u>	Owner	Tremadoc Estate. High Street Portmadoc
<u>Plot</u> No.	Occupiers	Oakleys Quarries Co. Portmadoc.
1a	Description	Slate Yard, wharf and slate office. Note. The first proposal for the new connection and reconstruction of the Britannia Bridge showed that it would be necessary to acquire portion of the slate wharf and office building this proposal is being modified to bring the line outside this property.

WELSH HIGHLAND RAILWAY

within limits of deviation

Land ~~to be acquired~~ at Portmadoc *for revised order*

<u>Ref</u>	Owner	Tremadoc Estate, High Street Portmadoc.
<u>Plot</u> No.	Occupier	Oakley Quarries Co. Portmadoc.
1	Description	Slate Yard This land may not be required as it is proposed to keep the new connection outside this property

<i>Ref</i>	Owner	Tremadoc Estate.
<u>Plot</u> No.	Description	High Street Portmadoc, public road (see remarks under
2		plot No. 1 Festiniog Railway Extension above
Ref No.	Owner	Tremadoc Estate.
3	Occupier	Vacant
	Description	Garden Plot
Ref No.	Owner	Tremadoc Estate.
4	Occupiers	Richard Hughes and The Rhosydd Slate Quarry Co.
	Description	House and Garden and Office.
Ref No.	Owner	Tremadoc Estate
5	Occupier	W.E. Morris, Chemist, High Street Portmadoc
	Description	Small Yard or enclosure
Ref No.	Owner	Tremadoc Estate
6	Occupier	Tremadoc Estate
	Description	House used as an office or store room for books and documents
Ref No.	Owner	Tremadoc Estate
7	Occupier	Glaslyn Foundry Co., Portmadoc
	Description	Foundry, fitters shop, smithy and store
Ref No.	Owner	Tremadoc Estate
8	Occupier	Portmadoc Water Co.
	Description	Store and yard
Ref No.	Owner	R. Newell
9	Occupier	R. Newell, Butcher, Portmadoc
	Description	Field
Ref No.	Owner	Portmadoc Urban District
10	Description	Field used as allotments
11		
Ref No.	Owner	Tremadoc Estate
12	Description	Roadway
Ref No.	Owner	Great Western Railway Co. (Cambrian Railway)
13	Description	Cambrian railway (Coast section) and field
Ref No.	Owner	R. Newell, Butcher, Portmadoc
14	Occupier	" " "
	Description	Field
Ref No.	Owner	Tremadoc Estate
15	Occupiers	The Rhosydd Slate Quarry Co. and the Park and Croesor Slate Quarry Co.

(The table ends here)

The North Wales Narrow Gauge Railways; As Pictorial an History as Possible. By John Keylock (Part 4)

We ended our previous installment with the appearance on the N.W.N.G.R. scene of one James Cholmeley Russell. We left the historical account as it were in mid-meeting, specifically the half-yearly meeting held in mid-August 1878. Before profiling the very significant J.C.R., it is appropriate to reproduce after-the-event coverage of the adjourned half-yearly meeting, as reported in The Times newspaper.

49. “The makers and owners of the remaining rolling stock were now pressing for payment of rents in arrear and if they exercised their powers of removing stock the Company would be deprived of earning half their revenue; and unless some arrangements could be made with the rolling stock owners - which at present the directors were not in a position to effect - the line would have to be closed. The proprietors would therefore clearly understand that with the outstanding liabilities and in the present incomplete state of the line such a result would involve the complete loss of share capital of the undertaking. The Board had been anxiously considering for some time how to raise capital to meet the rentals falling due on the rolling stock, and accordingly laid before the proprietors a scheme for forming a rolling stock company.

“The Chairman said he could only express his regret that the report did not disclose a more satisfactory state of things. It was unfortunate that so large an amount of money had been expended in the early career of the Company in the miserable litigation arising from disputes between the engineers and the contractors. It was an old proverb that misfortunes never came singly and, oddly enough, the line was no sooner open than general depression occurred in the slate trade. Great improvements however had since taken place and the Company would receive the benefits of it, and it was also hoped that the completion of the line to Rhyd Ddu would result in a large accession of traffic.

“The Chairman said he should endeavour to bring to bear all the energies that he possessed in the interests of the Company. He was perfectly satisfied that if the line had been made for the money that it ought to have been made for, and if such a large amount of capital had not been wasted in litigation, its affairs would now have been in a very different

condition. He moved the adoption of the report.

“Mr. J.C. Russell, Queens Gate, London, in seconding the motion, said that the Company would more than clear its way during the next half year, because the traffic had improved and there was considerable interest to add. He had a strong opinion that the extension to Rhyd Ddu would be of considerable advantage to the Company.

“He admitted however that it would be difficult, if not impossible, to raise the money necessary to carry out the work. The Directors had tried to get the debenture holders to postpone the interest on their debentures to the extent of £5,000, but they had not succeeded in getting sufficient assents to make the schemes practicable. But just at this moment the most important point was the preservation of the rolling stock. They were already six months in arrears with their payments. He (Mr. Russell) had advanced considerable sums to the Company, and if it was considered that his position of being able to stop the line was incompatible with his office as a director of the Company he should be glad to retire from the Board. He was the owner of three of the locomotives, three passenger carriages, and four coal trucks. That stock was absolutely necessary to carry on the traffic. If they had not possessed that stock they could not have conducted the tourist traffic during the season. Messrs. Brown Marshall and Co were the owners of the slate waggons (sic) and it could not be supposed that they would wait forever for their money. Looking to the state of affairs, the Directors were induced to attempt the formation of a Rolling Stock Company to which the shareholders might subscribe, and be repaid out of the net earnings of the line. The only other course that he could conceive was to try to lease the line to the London and North Western Company, and he was strongly convinced that they would be able to make better terms a year hence than they could make now. The working expenses had been reduced to the lowest possible point. Some of their station-masters were paid only 10s or 12s per week and had no house allowed them to live in.

“The Chairman explained that Mr. Russell had come to the Company’s aid in a most generous way and but for the advances he had made its affairs would have had to be wound up.

“Mr. Russell said that his object in buying the rolling stock was to get as good as security as he could for the money he had advanced.

“In reply to a question, the Chairman stated that there were 238 shareholders, but many of them were people of small means.

“The report was adopted; and a resolution was passed approving of the action of the Directors in expending £2,250 for additional rolling stock, £440 in completing the line to Snowdon Ranger and £5,000 in completing the line to Rhyd Ddu.

“A vote of thanks was passed to Mr. Russell for the assistance he had rendered to the Company, and the meeting then terminated.”

50. James Cholmeley Russell was the eldest son of James Russell Q.C. (1790 - 1861), and Maria, the daughter of the Reverend Robert Cholmeley. He was born at 40 Russell Square, Bloomsbury, London on 26th June 1841, some two years after his parent's marriage and christened James Cholmeley, thus perpetuating his mother's maiden name. His parents later had two further sons and five daughters. James Russell senior had a large chancery and bankruptcy practice and this may give a clue to his eldest son's future activities.

In Easter 1855, at the age of 13, James Cholmeley Russell was sent to Harrow School, leaving there at Christmas 1859 and going up to Magdalen College, Oxford as a Commoner. Here he remained until June 1864, graduating with a B. A., 3rd Class Moderations and 2nd class in Law and Modern History.



J.C. Russell on board his Steam Yacht 'Madge' - photo courtesy of Eve Pangman

Until now the only photographs of James Cholmeley Russell known to us were those in the possession of Evelyn Pangman, his

granddaughter, and these largely dated from the last ten years or so of his life. However, we now have access to one taken when Russell was a young undergraduate, thanks to one Alfred Earle and to Dr. Robin Darwall-Smith the archivist of Magdalen College, Oxford.

Dr. Darwall-Smith has recently been making the College's archives catalogue available on the Internet with the express objective of helping researchers and generally making the College's archives more publicly accessible. This excellent policy resulted in the Heritage Group's chairman, Nick Booker, visiting the archive one Friday morning in October 2014 to look though the Photograph Album of Alfred Earle, preserved in the archives. Mr Earle matriculated from Magdalen in 1859 and took his BA in 1865 and his MA in 1866. He was thus a contemporary of Russell.

The large bound album is a personal photographic collection of local scenes and buildings, including pubs(!). But more particularly photographs of many of Earle's fellow students including photographic studio portraits, group photographs taken around the College, photographs of the Oxford University Volunteer Force on parade with their uniforms and rifles and at camp in



J.C. Russell at Magdalen College Oxford c.1860 - courtesy The President of Magdalen College

Wimbledon. Interestingly there are several photographs devoted to the Prince of Wales, later King Edward VII, and his entourage. The Prince was at Magdalen from October 1859 to the summer of 1860; Russell may well have met the future King.

The photograph of Russell shown here is believed to have taken around this time. Dr

Darwall-Smith commented that, in Russell's time, it was the practice for undergraduates to have a number of photographs taken of themselves, which would then be passed round in exchange for one from the recipient, a sort of analogue Facebook!

What is remarkable about this album is that it was assembled some twenty years before George Eastman of Kodak fame developed roll film (in 1884) to replace the photographic plates and toxic chemicals that the photographer had hitherto to carry around.

We extend our thanks to Dr Darwall-Smith and his Archives Assistant Mr Ben Taylor for their help and co-operation. The photograph of Russell is reproduced courtesy of the President of Magdalen College.

James Russell followed his father into the legal profession and he was called to the Bar at Lincoln's Inn in 1867. He practised at the Chancery Bar and was for several years an Examiner at the High Court. (An Examiner examined on oath the witnesses of both parties involved in civil proceedings.) The annual law lists for the period show him to have practised from various chambers in Lincoln's Inn, including 23 Old Buildings, as an equity draftsman and conveyancer. A Chambers' address of 14 Old Square is last given in the annual law lists for 1899, indicating a possible date of retirement from the law.

Russell had three elements to his career, law, property development and railways, with law being the corner stone.

51. The precise details of Russell's career following his call to the bar in 1867 are currently not known, but by November 1876 he was involved with hiring locomotives to the North Wales Narrow Gauge Railways Company. In 1878 Russell is first recorded as an N.W.N.G.R. Company Director but the writer would venture to suggest that he had been elected a year or two earlier. His acquaintance Chaloner William Chute was elected in March 1876 and Russell's first agreement with the railway company was the following December. One may speculate that Russell suggested Chute's 'volunteering' to see what it was all about and having 'reported back' Russell may in fact have volunteered his services as a director at the September half-yearly meeting.

By November 1878 (three lease agreements dated the 18th November 1876, 27th April 1878 and 18th October 1878 respectively) Russell was hiring most of the stock he owned (see Issue 66, page 9) to the N.W.N.G.R. even though it was to be the following year before said stock of locomotives and carriages would

be in revenue earning service. The three lease agreements listed covered all of his itemised stock except the locomotive "Beddgelert" but this was included in the hire arrangements by November 1878.

By 3rd December 1878 the Moel Tryfan Rolling Stock Company Limited (the 'Rolling Stock Company' discussed by the N.W.N.G.R. Directors at the half-yearly meeting reported above) was incorporated "to purchase, or otherwise secure, the locomotives, engines, carriages, waggons, trucks and rolling stock now in use by the North Wales Narrow Gauge Railways Company". The capital was £10,000 – the directors were Russell, Chaloner W. Chute, and Ernest E. Lake, another legal friend of Russell who later became an executor of his estate. Other subscribers were Russell's brother-in-law A.C. Humphreys Owen MP of Garthmyl, Montgomery, W.L. Wiggett Chute and two other legal gentlemen, Robert J. Tidswell and Alexander Mortimer.

In an agreement between J.C. Russell and the Moel Tryfan Rolling Stock Company, made on the 7th December 1878, but officially dated the 18th of that month, Russell sold to the M.T.R.S.C. The rolling stock he had been hiring to the N.W.N.G.R. for £3,630, of which £3,000 was to be in shares and the balance of £630 in cash, but with an option to take shares instead of this cash. Russell also assigned to the M.T.R.S.C. a judgement debt for £882.10.7 and costs of £4.6.0 which had been obtained by him against the N.W.N.G.R. in a court case – in the Exchequer Division of the High Court – the previous month. As the N.W.N.G.R. were unable to pay this debt, the M.T.R.S.C. immediately petitioned the Chancery Division of the High Court of Justice to appoint a Receiver to control the finances of the N.W.N.G.R.

The M.T.R.S.C. Petition is reproduced here;

"IN THE HIGH COURT OF JUSTICE
CHANCERY DIVISION
V.C. HALL In the matter of the North Wales
Narrow Gauge
Railways Company
and The Railway Comps
Act 1867

To her Majesties High Court of
Justice Petition for appointment of
receiver.
Joseph Oldham Secy & Manager of Co.
North Rd,
Caernarvon Mr J L Price & Co
7/12/78

The humble Petition of the Moel Tryfan Rolling Stock Compy Limited sheweth as follows: -

1. The North Wales Narrow Gauge Rlys Compy (hereinafter called the Rly Comp) is a Compy incorporated by Act of Parlt for the purpose of constructing + working and have constructed and are now working a line or lines of Railway in the County of Caernarvon

2. Your Petrs are a Limited Compy duly incorporated under the Comps Acts 1862, 1867 and 1877.

3. On the 18th day of Novr 1878 James Cholmeley Russell obtained a judgment in the Exchequer Division of Her Majesty's High Court of Justice agst the said Rly Compy for the sum of £882.10.7 and costs amounting to £4.6.0 making in the whole the sum of £886.16.7

4. By an Indre dated the 18th day of December 1878 and made between the said James Cholmeley Russell of the one part and your Petrs of the other part the said James Cholmeley Russell for the contract therein executed, assigned amongst other things the sd sums of £882.10.7 and £4.6.0 (making together £886.16.7) secured by the sd Judgment and the interest due & which are due for the same and the said judgment and the full benefit thof and your Petrs their successors and assigns absolutely for their own use & benefit

5. Express notice in writing of the said assignment has been given to the said Rly Compy

6. No part of the said £886.16.7 has been received by your Petrs or any person on their behalf from the said Rly Compy or any person on their behalf and the said sum is still due and owing by the sd Rly Compy

7. The sd Rly Compy are quite unable to pay the sd debt and there is no uncalled Capital by means of which payment could be made

Your Petrs therefore humbly pray your Lordships

1. That a right & proper person be appointed receiver of the tolls rents and all other monies arising upon or out of the Railway and Undertaking
2. That the said Receiver shall out of the monies received provide for and pay all expenses proper and necessary for the maintenance management and working of the sd Railway including the hire of

Rolling Stock and other outgoings in respect of the undertaking and shall apply the balance after such payments as approved under the direction of this Honble Court in or toward payment of the liabilities and debts of and otherwise according to the rights + priorities of the Persons for the time being interested therein

3. Or that such further or other order may be made as shall seem fit And your Petrs will ever pray &c

Note It is intended to serve this Petition on the North Wales Narrow Gauge Rlys Compy”

Some of the language and abbreviations used in this document were, at best, quaint. Most of the abbreviations are self-explanatory. However for clarity note that ‘V.C.’ = Vice Chancellor, ‘Petrs’ = Petitioners and ‘Indre’ = Indenture.



Moel Tryfan with a two coach train comprising Ashbury Brake Composite No. 2 and one of the two Gloucester (Cleminson) Brake Composites at Snowdon Ranger in the early days. Note that the locomotive had not yet been fitted for continuous brakes when the photograph was taken (F. Moore's Railway Photographs)

Russell was appointed as Receiver in the same month as the High Court heard the petition of the Rolling Stock Co.

As Company Secretary, Joseph Oldham might have reasonably been appointed as the N.W.N.G.R. Receiver but with Russell firmly entrenched he would doubtless have been regarded as a more ‘right and proper person’. Effectively, therefore, Russell now controlled the N.W.N.G.R. but now being an Officer of the Court he had to act under its directions.

Russell was not only appointed Receiver in preference to Oldham but he also dislodged Sir Llewelyn Turner as Chairman. Turner nevertheless remained on the board. Along with Russell, Turner, Fitzgibbon and Chute were the only Directors to have survived the foregoing trials and tribulations. One Richard

Seymour Guinness (1826 - 1915) who was living at the time in a fashionable part of London and described as ‘magistrate and banker’ joined the N.W.N.G.R. Board at this time. His banking involvement was with the Guinness Bank Co founded by Robert Guinness earlier in the century (Guinness Mahon). He was also a director of the Banbury & Cheltenham District Railway and particularly represented B debenture stockholders on the N.W.N.G.R. board. He remained on the Board until March 1890 from which date Russell was reported as having the responsibility of representing B debenture stockholders.

52. With the railway now complete apart from the section between Snowdon Ranger and Rhyd Ddu there remained to be installed the largest single engineering feature; a bridge over the Afon Treweunydd just south of Snowdon Ranger. As ever money was tight and the owners of Glanrafon

Quarry – just south of the river – were anxious to get a rail connection for the dispatch of their slate production. Consequently in August 1879 the Glanrafon Quarry Company signed an agreement to subscribe for 80 £10 First Preference Shares in the N.W.N.G.R. Company. This agreement is reproduced below, almost in its entirety;

Heads of Agreement

between John Owen, Ty Coch, Carnarvon, Edward Humphrey Owen, Ty Coch, Carnarvon, Richard Roger Williams, Bank Quay, Carnarvon and William Humphrey Owen, Plas yn Penrhyn, Anglesey, carrying on business as the Glanrafon Quarry Company of the one part and James Cholmeley Russell of 86, Queens Gate, London, Chairman of the North Wales Narrow Gauge Railways

Company on behalf of the said Railway Company of the other part.

(1). The Glanrafon Quarry Company hereby agree to subscribe for Eighty Ten pound First Preference Shares in the North Wales Narrow Gauge Railways Company at par and to pay for the same during the progress of the works hereinafter mentioned by four installments of Two hundred pounds in cash to be paid to the credit of Messrs. James Cholmeley Russell and John Menzies at Messrs. Williams & Co. Bankers, Carnarvon on the fifteenth day of September, the fifteenth day of October, the fifteenth day of November and the fifteenth day of December 1879 on the condition that the money is applied solely in the construction of the Railway Company's Line of Railways from the Snowdon Ranger Station to the point hereinafter mentioned and the works connected therewith. Provided that the last installment shall not be payable until the Railway Company's line of Railway hereinafter mentioned is completed fit for goods and mineral traffic but shall be payable immediately on such completion whether the same happen before or after the 15th December 1879.

(2). The Railway Company shall forthwith construct and complete on or before the thirty first day of January 1880 fit for goods and mineral traffic their line from Snowdon Ranger Station to such a point of their line of works that a junction of the railway from the Glanrafon Quarry can be effected with the Railway Company's line of Railway.

(3). The approaching lines of the tramway of the Glanrafon Quarry Company to the proposed junction and the siding thereat shall be constructed by the Glanrafon Quarry Company according to plans approved by the Railway Company or their Engineer.

(4). The Railway Company to construct at their cost a short connecting line with proper points between their line of Railway and the siding of the Quarry Company, the working of the siding points to be under the sole control of the Railway Company.

(5). In the event of the continuation of the Railway Company's line to Rhyd-ddu and of the opening of the same for public passenger traffic the Glanrafon Quarry Company will contribute half the cost of the necessary signal apparatus required to be erected in consequence of the connection of their tramway with the Railway Company as aforesaid, such payment not to exceed Fifty pounds, such signals and their working to be under the sole control of the Railway Company.

(6). In consideration of such payment the Railway Company will when the line is completed to Rhyd-ddu and open for public passenger traffic so long as the Glanrafon Quarry is working and the other conditions of the heads of agreement to be performed by the Quarry Company and the owners for the time being of the said Quarry are observed and performed upon, notice being given to the guard at the previous station stop at or near the said siding one train each way during the day (except Sunday, Christmas Day and Good Friday) in addition to the trains mentioned in the next clause for the benefit and convenience of the owners of the Glanrafon Quarry Company their agents and workmen.

(7). The Railway will also in consideration of such payment as last aforesaid and on the



The 'old' and the 'new' at Afon Treweunydd (David Allan 1997 and 2003)

guarantee of a minimum of forty third class passengers daily each person holding a special contract or ordinary ticket from Dinas to Waenfawr and intermediate stations and travelling to and fro by the trains hereinafter mentioned run daily (except Sunday, Christmas Day and Good Friday) special workmen's trains or adapt the times of the ordinary trains so as to arrive at the Glanrafon Quarry Siding from Dinas between 6.30 a.m. and 7 a.m. in summer and 7 a.m. and 7 a.m. in winter and so as to leave the Glanrafon Siding for Dinas between 5.45 p.m. and 6.15 p.m. or as near as possible to these times as the ordinary working of the line will permit.

(8). Special workmens tickets available by last mentioned trains will be issued at a single fare for the Return journey for a period of one month and for a period of six or twelve months at a rate less than a single fare for the Return journey.

(9). These heads of agreement shall, if required, be developed into a full agreement with all proper and necessary provisions.

(10). These heads of agreement shall remain in force for twenty one years from the date hereof and be subject to extension upon the renewal of the Lease held by the Glanrafon Company.

As witness the hands of the said John Owen, Edward Humphrey Owen, Richard Roger Williams and William Humphrey Owen and James Cholmeley Russell the sixteenth day of August One thousand Eight hundred and Seventy nine.

Furthermore, it was the Owens who, having obtained a lease on additional land, built the Glanrafon embankment thus providing a level 'shelf' on which to lay the exchange sidings.



The extent of the civil engineering required to create the 'shelf' on which the Glanrafon Exchange Sidings were laid is not fully apparent when viewed from trains. The wall behind which the shelf was built with the Quarry and its access incline beyond can better be seen from the Snowdon Ranger to Ryd Ddu road - Peter Liddell (May 2015)

From the Editor

Letters to the Editor

Dear Editor,

Many thanks for my copy of W.H.H. Issue 66, which is, as ever, full of interest. Having opted for the electronic version, may I say that I was very impressed with the reproduction standard. No member, wondering whether to opt to receive it by email, should hold off doing so on grounds of quality.

Yours Sincerely,

Graham Thorne
Member No.452

I thank Graham for his testament and I reiterate that any member who wishes to switch from paper to 'electrons' has only to contact me and I will make the necessary distribution changes.

Of Baldwins and Flanges

My notes on the back page of Issue 66 have prompted quite a volume of correspondence! I am not complaining - I appreciate the additional inputs on the topics raised, or indeed on any topic even loosely Welsh Highland.

Establishing the actual standard of each of the 495 Baldwin 10-12 D locomotives ordered for the War

Department Light Railways is clearly problematic and there are distinct differences in the interpretations offered by published sources.

In a future edition of W.H.H. I would hope to explore these interpretations and to develop an understanding of the relativity between W.D.L.R. Nos. 590 and 794 (the latter hopefully soon to be our 590 'look-alike').



590 at Beddgelert in 1936 - S.W. Baker



The remainder of the L.P.C. 16xx-series of Welsh Highland photographs (see page 12).

Above left, L.P.C. 1659 (W.H.R. 158) shows Russell at Beddgelert and is clearly 'very' contemporary with L.P.C. 1661, showing a Dinas-bound train standing on the main line. Above right is L.P.C. 1662 (this image does not appear in the 'official' W.H.R. Photo lists) showing an assortment of both W.H.R. and Festiniog goods stock at Dinas Junction. Finally, below left, we see L.P.C. 1663 (W.H.H.G. 25), a view looking towards the original Portmadoc New across the standard gauge/narrow gauge level crossing - the Cambrian Crossing.

Peter Liddell's Photo Analysis



Russell with train at Beddgelert (L.P.C. 1660 - W.H.R. 157)



Russell with train at Beddgelert (L.P.C. 1661 - W.H.R. 24)

The Locomotive Publishing Company's photograph lists include a consecutive series of images, from L.P.C. 1655 to 1663, covering Festiniog and Welsh Highland subjects. 1665 to 1658 were renumbered in their Festiniog series by Real Photographs when they absorbed the L.P.C. Collection.

The five Welsh Highland images in this series, 1659 to 1663, were given numbers in Real's W.H.R. Series as 77875, 77876, 77878, 77879 and 77880 respectively. The 'missing' number, Real 77877, was a photograph of Russell and Gowrie taken c. 1910 (originally L.P.C. 2566).

I made passing reference to one of these images (L.P.C. 1661) in this column in Issue 62, but I would now like to take a closer look at this photograph in conjunction with L.P.C. 1660. Given their L.P.C. image numbers it is tempting to consider them as contemporary, but does analysis bear this out? (For the record, the other three W.H.R. photographs in this series are reproduced on Page 11.)

As to their more obvious content, each image shows Russell with a Dinas-bound train at Beddgelert. The train make up is more visible in L.P.C. 1660 and comprised the Buffet Car, a semi-glazed Ashbury 'Summer', Road Van No. 2 (providing the braking function in the absence of a Pickering Brake/Composite) and, behind the Road Van, one of the Railway's two covered goods wagons. In L.P.C. 1661 much of the train is concealed by the curvature of the track, but we can see that

the Buffet Car was coupled behind Russell with an Ashbury 'Summer' behind that. Both of these photographs have been published several times before. In some cases inappropriate, even wildly inappropriate, dates have been suggested in their captions. For example, in *Narrow Gauge Railways in South Carnarvonshire* Volume 2, Boyd dated L.P.C. 1660 to 1936!

What do these photographs tell us regarding dates? In both we see views of Beddgelert Station that confirm that, when taken, the station building still carried the boiler flue at its Portmadoc end and that the bookstall had disappeared. The presence of the Buffet Car limits the date to 1927, 28 or 29 and the presence of the flue but the absence of the bookstall indicates 1928. Examples of other dating constraints include the style of numbering on Russell's rear buffer beam (pre-lease style), the installation of trap point interlocking on the Goods Shed point lever (post 1926), and the lack of the prominent side tank patch on Russell's left-hand side (therefore pre-September 1929).

But what of the differences between the photographs. Most obviously, in 1660 the train is standing on the loop whereas in 1661 it is on the main line. As Beddgelert was designed for left-hand running, the scene in 1660 would have resulted if a train had arrived at Beddgelert from the north and reversed there prior to returning to Dinas. However, in 1661 we appear to see a train that has arrived in Beddgelert from the south.

When we carried out timetable analyses in support of the Group's book "The Buffet Car", we found that, uniquely in 1928, trains containing the Buffet Car indeed reversed at Beddgelert on weekdays, but on Saturdays the same service carried on from Beddgelert to reverse at Croesor Junction before returning to Dinas. Of course in this latter case, on its return journey to Dinas, the train would have passed through Beddgelert on the left-hand, or main, line – exactly as shown in 1661. We do not know which Saturday this was, but we do know that 1661 would have been taken on a Saturday in the Summer of 1928.

By way of additional comparison, note in 1661, visible just above the open door at the far end of the Ashbury 'Summer', we see the roof of one of the Railway's covered vans on the Coal Siding alongside the more obviously visible lorry – perhaps this was the same van seen in 1660 at the extreme rear of the train? We could speculate that the van spent the weekend 'parked' in the Coal Siding and then was picked up by a Dinas train early in the following week. Were this so, and were the photographers in Beddgelert for only a short period of time, we might tentatively conclude that 1660 was taken after 1661, possibly, or even probably, on the following Monday. However it is clear that other explanations as to how the two circumstances came about are entirely possible.

Nevertheless, here we have evidence of visits by covered vans to the Beddgelert Coal Siding in 1928.

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