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Longdene House, Haslemere, Surrey as it was in 1903 (Eleanor Russell and Rolls the mastiff enjoy the back garden - Evelyn Pangman) and as it is today (the front of the house - Wadham Isherwood/Haslemere Herald)

The question of 'heritage' has been explored recently in the Journal (**writes Nick Booker**) including 'the issues facing the Heritage Group...' (*WHH* 76), 'A message from the Chairman' (*WHH* 73) and 'Heritage of the Welsh Highland Railway' by Dafydd Gwyn (*WHH* 69).

While these articles addressed the difficult question 'what is heritage?', none tackled the 'geographical question', i.e. are there geographical limits to what we do? However, that very point has arisen recently in a planning controversy involving James Cholmeley Russell's last house - Longdene in Haslemere. The current owner, Anthony Lawson, wants to knock it down and redevelop the site on the grounds that the property has no features "that could be deemed to be of exceptional heritage significance to the locality" ⁽¹⁾ and "the proposed new building will occupy the same footprint and be much more efficient, using recycled heat and solar power."

Local resident Anthony Bennett, who is on the executive committee of the Campaign to Protect Rural England and who contacted me in January, believes the late 19th-century mansion should be preserved as an "attractive and unspoilt" substantial house that "contributes to the Surrey Hills Area of Outstanding Natural Beauty, and also for its association with railway entrepreneur James Cholmeley Russell".

Mr Bennett has sent his heritage report ⁽²⁾ on Longdene to Waverley planners, the council heritage officer, the planning adviser and local councillors, to support his view that the house should be safeguarded for the contribution it makes to the building heritage of the town and its association with a well-known figure (sic).

According to Mr Lawson, "Our information about Russell is he was a rather less than salubrious businessman and was a receiver of railways that had gone broke. To be beatified in Haslemere, do you have to be a failed businessman?"

He went to say, "Longdene House was investigated by Waverley Borough Council several years ago for possible listing but rejected because the building was not considered

worthy. Longdene has several carbuncles on its face. It has been much messed around and has seven extensions that add nothing to the integrity of the building. There are much better examples not corrupted by modern extensions locally."

As we know, Russell was not a "failed businessman" but an extremely astute businessman who owned two extensive properties and a yacht and who left an estate valued for probate in 1912 at £166,000, which today would be the equivalent of at least £15 million ⁽³⁾.

The Longdene Heritage Report submitted to the planners by Mr Bennett, describes the Estate as "comprising over 55 acres in the 1900s....more than 36 acres were directly attached to the House being the 'pleasure gardens' with extensive tree coverage and grounds which included stabling and garages. The sizeable property was built of stone and had four main reception rooms and a billiard room.

"The House is three storeys tall taking further advantage of its natural elevation of over 180 metres above sea level. In particular the attractive roof line of gables and extended chimneys was calculated to stand out on the skyline as the first important house that is seen on one of the main routes into Haslemere, from Midhurst. The House has correspondingly unbroken panoramic views over three Counties.

"Unlike many of its contemporaries, due to the setting of the house within its substantial grounds already containing a lodge and ancillary cottages, it has not yet been adversely affecting by in-filling. Internal and external features would have been consistent with the status of the property and its owners.

"Included within the Estate was a further 18 acres encompassed the adjoining Sturt Farm - itself a property of historic rural significance to Haslemere, with remaining farm outbuildings three of which are today Grade 2 Listed and another is a Building of Local Merit."

The Oxford English Dictionary quoted in the Open University's 'What is heritage?' free course, defines 'heritage' as 'property that is or may be inherited; an inheritance', 'valued things such as historic buildings that have been passed down from previous generations', and 'relating to things of historic or cultural value that are worthy of preservation'. The emphasis on inheritance and conservation is important here, as is the focus on 'property', 'things' or 'buildings'. ... heritage is something that can be passed from one generation to the next, something that can be conserved or inherited, and something that has historic or cultural value. Heritage might be understood to be a physical 'object': a piece of property, a building or a place that is able to be 'owned' and 'passed on' to someone else. ⁽⁴⁾

Another aspect of heritage is the idea that things tend to be classified as 'heritage' only in the light of some risk of losing them, perhaps appropriate in the Longdene House story. The element of potential or real threat to heritage, of destruction, loss or decay, links heritage historically and politically with the conservation movement. Continuing on this theme, heritage is a term that is also quite often used to describe a set of values, or principles, which relate to the past. So, for example, it is possible for a firm of estate agents to use the term in its name not only to mean that it markets and sells 'heritage' properties, but also simultaneously to invoke a series of meanings about traditional values which are seen as desirable in buying and selling properties. We can also think here about the values which are implicit in making decisions about what to conserve and what not to conserve, in the choices we make about what we decide to label 'heritage' and what view as simply 'old' or 'outdated'. These values are implicit in cultural heritage management.

Longdene was and still is an attractive and handsome looking house and 'of its time', although now mainly used for offices. However, in our terms, i.e. those of the WHRHG, I venture to suggest that the heritage link is tenuous to say the least. Russell only lived at Longdene for around six years, up until his unfortunate death in 1912 and his widow sold the estate in 1920. What should the group's attitude be to a 'Save Longdene House' campaign? Anthony Bennett in his Heritage Report on Longdene has quoted from the Russell biographical blog and used some of the photographs with attribution, but how far does support run?

Russell's previous house at Merrow was knocked down and the site redeveloped for housing and his last residence in London was obliterated in the widening of the Cromwell Road in the early part of the 20th century. However, his two other

London houses remain, 86 Queen's Gate is privately owned and occupied and 40 Russell Square where he was born now forms part of the offices for the British Museum. As for his Scottish interests, the Creag Mhor house at Onich, near Fort William, which he owned from the late 1890s to his death, is a guest house. If the Group were to direct any of its activities towards Russell's properties perhaps it should lobby for a blue plaque on number 40 Russell Square?

The geographical question as to how far the Group should extend its interests is perhaps answered by the Group's aims as follows:

To locate, record, categorise and preserve as appropriate buildings, bridges, mineral lines, quarries, infrastructures and other artefacts, including documents and records, associated with the Welsh Highland Railway and its predecessors with a view to their preservation, restoration and, where appropriate, eventual re-incorporation into the rebuilt Welsh Highland Railway. ⁽⁵⁾

Perhaps the salient words are '...where appropriate, eventual re-incorporation into the rebuilt Welsh Highland Railway.' Currently our efforts on the buildings front are directed at conserving the remains of Betws Garmon Station building and supporting the efforts of the railway to pursue a similar activity at Glanrafon. Furthermore, we continue our active interest in the Group's 'flag ship' restoration, the Tryfan Junction Station building. On the locomotive side we have provided financial support to the Kerr Stuart 4415 restoration which has strong links to the WHR while as noted elsewhere in this Journal we are sponsoring 'heritage trains' which underline the commitment of both the Company and ourselves to the railway's history and heritage.

Our stated 'Aims' do provide a boundary albeit flexible to what we should or should not be doing. I am a great pragmatist, and while we know that one of Russell's steam yachts, MADGE, later renamed HINBA was lost off the Gold Coast in 1924, nevertheless perhaps we should be grateful that none of the other yachts that Russell owned, appears to have survived, otherwise we might have a yacht section in the Group!

References:

- 1) *Haslemere Herald* 30th January 2018
- 2) *LONGDENE HOUSE HASLEMERE*, A J Bennett, January 2018
- 3) www.measuringworth.com
- 4) <http://tinyurl.com/y84jpf2e>
- 5) Welsh Highland Railway Heritage Group Constitution Endorsed...at an electronic Special Meeting of the Committee on 12th March 2017

Next stop for Tryfan Junction and Bryngwyn!

Mike Hadley describes how the Heritage Group will be supporting this year's F&WHR's heritage trains programme.

As impressive as a Garratt is hauling a rake of modern carriages with on-board facilities, and as innovative and creative as the design for the new Caernarfon Station is, there is, nevertheless, a desire amongst many to preserve and, in some cases, recreate the WHR of the 1920s and 30s. The Heritage Group has been highly successful in its restoration of buildings and structures, such as the station building at Tryfan Junction and the water tower and lamp hut at Beddgelert, while it also has a considerable publishing record on the WHR's heritage and history. The Welsh Highland

Heritage Railway has created the excellent station building at Pen y Mount and has done an outstanding job of restoring *Russell* and carriages such as the Buffet Car and the Gladstone Car.

However, the dream of many of us has been to see a regular heritage train run on the 'original' railway, and so we were delighted when Clare Britton, the Company's Commercial Manager, contacted us with her plan to investigate the feasibility of running four such trains in August.

Continued on page 12

Another New Old Photo!

Historically, Saturday July 14th, 1928 is not a particularly important date, although Wikipedia tells us that on that date a Berlin court ruled that it was not immoral for businessmen to work in shirt sleeves, how times change...

However, in North Wales an unknown photographer took a 'snap shot' of 'Train & Party...Crossing Snowdon Range (sic)...' with the Welsh Highland Railway's Baldwin 590 featuring prominently. We know this, as the photograph appeared on eBay in November and was subsequently bought on behalf of the Heritage Group by Dick Lystor, our Membership Secretary and Archivist. There then followed what I can only describe as an immensely impressive and erudite forensic discussion by various Group members on the image and what it could tell us. I suggested to our esteemed Journal Editor, who also contributed, that the discussion might feature as a brief note in the next Journal describing how a simple snapshot taken 90 years ago can reveal interesting insights as to how the WHR worked and the people who were employed and travelled on it. Slightly facetiously, I commented that 'it only needs Peter to examine the shadows to tell us the time the shutter went down on the camera and we would have a well-rounded description of time and place.'

My initial observation was that the passengers, or customers in modern parlance, were in lightweight summer gear, including the chap in ankle length chinos, while the guard was wearing a three-piece uniform, no doubt in some kind of serge. He may have thus wished that he had used more cologne after shaving that morning.... given the probable summer temperature. As I have discovered, the weather of July 1928 was remarkable for the long period of heat and drought, with abundant sunshine, which set in after the first week over most of England, Eastern Scotland and a large part of Ireland. A period of twenty days without rain was

experienced at many places from East Anglia across to the borders of Wales, south-westwards into Devon and even locally into Southern Ireland ⁽¹⁾.

By the time this photograph was taken, the Baldwin had been

on the WHR for five years. It was bought by the railway in 1923 when there was a severe shortage of locomotives. When photographed, 590 was heading a south-bound train and was stopped by the water tower at Quellyn Lake station. This station was previously known as Snowdon Ranger for a short period after the NWNGR first opened in 1878.

590 was standing on the point leading off to the siding. The point-rod visible to the left ran to a trap point on the siding, which had been installed to replace the original scotch. Similar changes took place on the three sidings at Beddgelert. The station building is 'out of shot' to the left of the end of the train.

There is a re-railing jack on the left-hand side of the buffer beam and a spare coupling chain on the right-hand boiler tie bar. Note that the 'skirt' below the buffer beam had been modified to curve upwards at its outer ends – originally this had square ends. Note also the modification to the slot in the buffer beam introduced, presumably, to reduce the lateral swing of

Nick Booker summarises discussions prompted by the Group's recent acquisition of a 'new' photo of the operational WHR



the front coupler.

The Buffet Car is to be seen immediately behind the locomotive with the other Ashbury Corridor behind that. There is no sign of a Pickering in the train so braking facilities must have been provided by one of the Road Vans. LPC photo 1660 (WHR 157) shows *Russell* on a northbound train at Beddgelert in 1928, standing on the loop line with the Buffet Car, Ashbury semi-glazed Summer No. 26 and Road Van No. 2, suggesting that the two carriages plus road van combination was not unusual for the period.

A female Buffet Car attendant is leaning out of the window nearest to the locomotive. The uniformed man is the guard and he is wearing a suit, possibly as instructed by a letter about employees clothing issued in November 1922 by S. E. Tyrwhitt, who was the Company's General Manager for a brief period from April 1922 to September 1923. Staff were allowed one suit annually ⁽²⁾. Interestingly, Tyrwhitt was born in Saxony in 1885 and died in Bebington on the Wirral in 1977 at the grand age of 92.

The group standing beyond the guard is, we might assume, the 'Party' referred to in the annotation on the back of the photograph and consists of a gentleman wearing a large flat cap, tightly buttoned jacket and ankle length trousers and three ladies in summer dresses and hats. The photographer was probably another member of this group. At the back of the train, an unidentified face looks on.

In the Group's archive, there are two letters from Robert Evans of the Festiniog Railway, both dated July 13th, 1927, concerning the operation of the Buffet Car. One is to Mr Cass explaining on which trains the Buffet Car will run and asking him to make the necessary arrangements so that the 'car' can be put into use on the following day. The other is to the railway guards and is worth reproducing in full as it explains not only on which trains the Buffet Car was to operate but also how customers were supposed to get their refreshments.

Buffet Car

The above is to run commencing as from tomorrow and must be attached to the following trains:-

It will start from Beddgelert on the 10-35 am from Portmadoc, at Beddgelert Station, taken to South Snowdon, detached from this train and put on the 12 - o'clock train ex Dinas for Portmadoc New Station. Attached on the 2-14 pm to Beddgelert, and back attached on the 4-0 pm train from Portmadoc to South Snowdon and back to Beddgelert on the 4-20 pm ex Dinas.

This is to be run by the Proprietor of the Saracen's Head Hotel, Beddgelert. Passengers requiring refreshment can get on the car at the different halts and after getting refreshments they would have to rejoin their seats at the next stopping place, after they had finished taking refreshments. Please note, advise all concerned and acknowledge.

R Evans

The 1928 timetable (from July 9th) ⁽³⁾ shows only one train daily in each direction at 'Quellyn Lake'; July 14th was a Saturday when the 12.00 from Dinas train called, if required, at 12.45 pm; this same train is shown arriving at Croesor Junction at 2.13 pm after a 30-minute layover at Beddgelert, from 1.22 to 1.52 pm.

This timetable may look simple but it is not without interest. This was the second operating season for the Buffet Car ⁽⁴⁾ and in that year it was based at Dinas – in 1927, it had been based at Portmadoc and operated in out and back trains to South Snowdon. Even though it was based at Dinas, the responsibility for provisioning and managing the Buffet Car

lay with Mr John Cass, the proprietor of The Saracen's Head at Beddgelert ⁽⁵⁾, who had the licence to run the Buffet Car.

The 1928 timetable varied throughout the season. On Monday to Friday the train from Dinas reversed at Beddgelert, but on Saturdays the train carried on to Croesor Junction and reversed there, presumably offering the Saturday passenger the opportunity to enjoy the splendours of the Aberglaslyn Pass.

The Buffet Car was converted from an Ashbury 1st/3rd composite carriage in 1927 and it was one of the first ever refreshment carriages on a narrow gauge railway. However, it was not very successful, perhaps because of the difficulties of accessing the refreshments as described in Robert Evan's letter of July 13th 1927. The gross takings ⁽⁶⁾ between 18th July and 24th September 1927 amounted to £21 18s 10d approximately £1,200 in today's money based on the Retail Price Index. Interestingly beer sales accounted for around a fifth of the takings. On the 26th September 1927, Robert Evans wrote ⁽⁷⁾ to Colonel Stephens saying that Mr Cass, the proprietor of the Saracen's Head had told him that 'it was not worth for him to run it as the receipts last week were very small, not even enough to pay the wages of the attendant...and that (therefore) I have sent it to dinas (sic) to be put in the Carriage Shed'

Nine months later on 22nd May 1928 ⁽⁸⁾, Colonel Stephens was asking of Robert Evans what had happened to the Buffet Car stove and noting that 'this car is to start running on the 28th instant.' Stephens telegram must have crossed his letter on the same subject, with Evans reply and appended is a PS, 'I want the old stove found'. As an example of long distance micro management, this takes some beating!

The following month in a letter dated 11th June 1928, i.e. just about four weeks before the subject of our photograph, Robert Evans wrote ⁽⁹⁾ to Stephens as follows '...am sorry to say that the Buffet Car is not doing much at present. This is owing to very few passengers travelling by the Welsh Highland Railway. Very few Circular Tour Passengers are travelling, this is I understand owing to the very small number of visitors on the North Wales Coast'

The inscription on the rear of the photo reads:

Train & Party

Welsh Highland Rly

Crossing Snowdon Range (sic)

Sat July 14th 1928.

Note that it says 'Crossing Snowdon Range' and not 'Crossing at Snowdon Ranger'. As noted previously, in 1928 the station was not called Snowdon Ranger, but was renamed Quellyn Lake by the NWNCR in January 1893. Snowdon Ranger was its proper title at opening on 1st June 1878, even though it was advertised locally as Quellyn – not Quellyn Lake – during summer 1878. Quellyn Lake remained the official name throughout the rest of the life of the NWNCR and all of the WHR period. The comment is interpreted as implying the traverse from near sea level at Dinas to the same altitude at Portmadoc, crossing the Snowdon Mountain Range. Fortunately, at Rhyd Ddu there was a very handy pass rendering this traverse practical!

The sun angles that can be deduced from the photograph are entirely consistent with a 12:30 timeframe.

When we come to the identity of the well-dressed guard, we are in less certain territory. Daniel Owen Jones the station master at Dinas Junction also carried out certain commercial duties on behalf of the LMS. However, Mr Jones was apparently very much wedded to Dinas Junction and it is perhaps improbable that he would have served as a train guard.

Based on the records we have available, the following men are known to have been employed on the WHR as guards:-

Guards	Date	Notes
Dafydd Lloyd Hughes	1922 - 1936	Bryngwyn 1922, Dinas. Sometime Porter and underman
Ellis Lewis	1923 - 1924	Portmadoc FR
Ellis Jones	1922 - 1923	Dinas until 1923, then FR Portmadoc. Worked over WHR 1925 - 1927 and maybe beyond
R.T.Owen	1923	Dinas. (9/7 - 1/10/23) - 26/10/25) - then FR.
Lewis Jones	1923 - 1924	Dinas, South Snowdon & Beddgelert. Sometime Porter. FR
Robert Jones	1926	Portmadoc. On WHR July 19 - Sept 18 1926. FR

Guard Lewis Jones of Minffordd did much work on the WHR and there is correspondence regarding his application for a free ticket to go home from time to time. However, the dates we have for his employment are before the date of the photograph.

It is interesting to speculate whether the guard in the photograph is the same gentleman seen standing on the footplate of 590 in the picture showing *Little Giant* and 590 at Dinas (LPC6506⁽¹⁰⁾). The similarity of the gent in both pictures is quite strong. If this is the case, then there are two options, either Ellis Jones or Lewis Jones, who were both Dinas based in 1923, the date of the 590 & *Little Giant* photograph. However, there is little evidence to show that either of these men were employed on the WHR after 1924 or 1926 respectively.

A further possibility is that as the Festiniog Railway was closely involved in the operations of the WHR, even at this time, it is very possible that the smartly uniformed man is in fact a Festiniog guard. FR employees were generally better attired than those on the WHR!

With the post WW1 period of prosperity over by 1928, tourism in North Wales would have been affected by the state of the UK economy i.e. high unemployment, depressed wages and a general decline in prosperity. The re-introduction of the Gold Standard by Winston Churchill in 1925 had pushed up interest rates and created an overvalued pound sterling with a deleterious impact on UK exports. However, poverty amongst the unemployed contrasted with

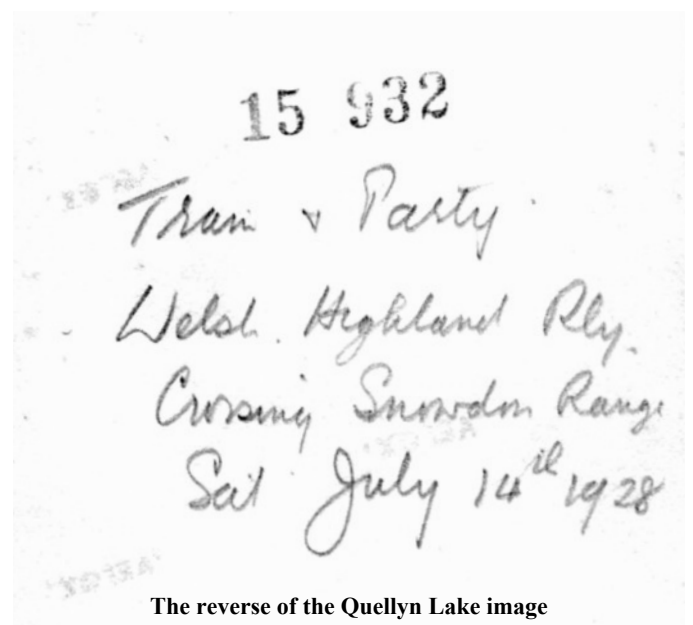
a growing and confident middle class, among whom would have been our passengers on the 12 noon train.

One photograph with one annotation on the back has provided a good story and some insight into the vicissitudes of being a pioneer in narrow gauge railway catering.

My thanks in alphabetical order to Brian Critchley, Michael Davies, Peter Liddell and Dick Lystor without whom, I could not have written this article and also of course to the unknown photographer.

References:

- 1) Monthly Weather Report of the Meteorological Office. VOL. 45. No. 7. July 1928 Crown Copyright
- 2) Gwynedd Archives (ref XD97 22722).
- 3) See copy of the combined FR/WHR timetable, from July 9th - J.I.C. Boyd Narrow Gauge Railways in South Caernarvonshire, Volume 2, page 99
- 4) Peter Liddell *The Buffet Car*, 2nd Edition, 2015
- 5) John Cass was also the owner of the Tan-yr-Onen Hotel, Beddgelert and bought The Saracen's Head in 1927 selling it in 1930 - see <http://tinyurl.com/ybpjomzw>
- 6) Account - Festiniog Railway Co & Mr J Cass Beddgelert
- 7) Letter FR 2029/E/2453a/MR/ Sept 26th 1927
- 8) Also referenced FR 2029/E/2453a/MR - WHR letterhead Tonbridge Kent 22nd May 1928
- 9) Also referenced FR 2029/E/2453a/MR - copy of 11th June 1928
- 10) To see this picture, go to, for example, Boyd's *Narrow Gauge Railways in South Caernarvonshire*, Vol 2, 1989, 5th picture between pages 38 and 39.



The reverse of the Quellyn Lake image

For further information on the Welsh Highland Heritage Railway's programme to restore the Imperial War Museum's Baldwin No. 794 as a replica of Baldwin 590, please visit:

<http://www.whr.co.uk/appeals/baldwin-rebuild>

The Baker Images - A Photo Analysis Special

Stanhope W. Baker visited the Festiniog and the Welsh Highland Railways in 1936 and has left us a number of photographs taken over four days – the 7th to the 10th of July. Students of the Welsh Highland will also note the photographs he took on the Isle of Purbeck in May 1953, showing *Russell* in operation on Fayle's Tramway.

The 'Baker' images in many ways can be compared to Wheeler's set of photos, but there are many fewer and are without the accurate chronology bequeathed to us by the latter photographer. Whereas Wheeler used one camera with a strict negative-numbering sequence, the image references on Baker's photos take two distinct forms – a simple three-digit number or a three-digit number preceded by the capital letter 'L'. As the timings of these photos overlap this infers that Baker was using two different cameras.

Baker appears to have taken some 35 photos of the FR and WHR, mostly over a three-day period almost at the start of the latter's 1936 operating season – the Railway's last. The season commenced on Monday July 6th and Baker appears to have arrived in Portmadoc on Tuesday 7th and then taken the bulk of his photographs on Wednesday 8th, Thursday 9th and Friday 10th July. There are annotations on the back of some of his images which appear to allow these photographs to be tied to particular dates. However, analysis of the pictures suggests that not all of these recorded dates can be correct. In addition, some, but not all, of the prints in our collections carry image reference numbers, indicating an image sequence if not a strict chronology. Finally, July 8th appears to have been a nice sunny day which allows specific times to be estimated for each of these images. 13 of these 35 photos are to be found in the WHR collections (WHR 117 to 129), of which 5 (of 22) were taken on the 8th.

His photos taken on the FR can be found on the F&WHR Online Photo Archive (<http://217.34.233.120:8086/>) and Table 1 below lists known FR and WHR images with the appropriate WHR and F&WHR (iBase) reference numbers. In some instances, we do not have a specific Baker image reference so these have been placed in the table in a sequence suggested by location and, where possible, time of day. These speculative entries are marked in italics. It must be appreciated when studying Table 1 that a degree of informed speculation and some guesswork has contributed to its generation. Photographs have been located in what appears to be the correct sequence which, in some cases has led to a correction of the date recorded hitherto and/or the allocation of a Baker reference number where the current records do not indicate such. Obviously, should additional information surface, particularly reliable indication of hitherto 'missing' reference numbers, this work would then be revisited.

In setting up this sequence, I have assumed that Baker's reference system is logical, i.e. the numbers indicate the order in which the photographs were made. Where there are additional clues, e.g. clear shadows, this sequence has been confirmed. Where this sequence clearly cannot be reconciled with recorded date information then that has been questioned and 'corrected'. It should be noted that at least one of the images in our collection shows a question mark adjacent to Baker's recorded date, implying a degree of uncertainty on

his part, perhaps? If only Baker had left us a detailed diary the equivalent of that generated by Hubert Wheeler!

I do not intend to discuss every image in this sequence now – we would not have the space – but I will look at a few of the images and discuss how and why they are where they are in the sequence. I have no doubt that this series of images will offer rich fields for discussion in future 'Photographic Analysis' columns.

The table starts with a photograph to be found in the F&WHR On-line Archive at iBase 630. It shows an FR up-train, reportedly headed by the double Fairlie *Taliesin*, setting out across the Cob at, judging by the shadows, about 16:00. The Archive allocates a date of 07/07/1936 to the image, but no indication of a Baker reference number. The 1936 FR timetable shows a departure from Harbour at 16:15 so this at least seems consistent. This is the only Baker image in the set with a recorded date of July 7th, so is this correct? It would at first glance not seem inconsistent, however Baker's 8th July photos show *Taliesin* on a down train at Minffordd at about 18:30 (iBase 660 and 669), the return working of the 16:15 departure. In the list of Baker references, image nos. 553 and 554 are unaccounted for but, if the assumption regarding the sequencing of these numbers is correct then these two images would have been taken before 15:00 so neither of these could have been iBase 630. This strongly suggests that the photo's date WAS July 7th, in which case its reference number would have been earlier than 543 – the first July 8th image recorded in the table. I have therefore suggested, tentatively, a reference number of 542 but there may well have been other images between this and 543.



**Baker image no. 544 - WHR 125 - Portmadoc Harbour,
8th July 1936**

The first image with a declared Baker reference is 544 (WHR 125), a view of Harbour Station showing *Taliesin* waiting to depart to Blaenau with *Russell* and a WHR train on no. 3 road. The sun angles suggest a time ca. 10:30 – the timetable shows the first morning departure (to Blaenau) at 10:20 followed by the WHR departure to Beddgelert at 10:45. Judging by the shadows cast by the sun, Baker's photograph of the notice board at Portmadoc Harbour (iBase 138 – no Baker reference number) was taken earlier than these first train movements so, again tentatively, I have suggested the reference number 543.

Baker Ref.	Date	Location	WHR	iBase
542	07/07/1936	<i>Portmadoc Harbour (Cob)</i>		630
543	08/07/1936	<i>Portmadoc Harbour</i>		138
544	08/07/1936	Portmadoc Harbour	125	
545	08/07/1936	Minffordd		672
546				
547				
548	08/07/1936	Blaenau Ffestiniog (Tan y Grisiau)		2633
549		<i>Blaenau Ffestiniog (GWR)</i>		1804
550	08/07/1936	Blaenau Ffestiniog (LNWR)		1615
551	08/07/1936	Tan-y-Bwlch		2706
552	08/07/1936	<i>Portmadoc Harbour (Cob)</i>		2587
553				
L.869	08/07/1936	Portmadoc Harbour		624
554				
555	08/07/1936	Portmadoc High Street	117	
L.870	08/07/1936	Portmadoc Harbour	120	
556		<i>Cambrian Crossing</i>	122	
557		<i>Portmadoc New (North)</i>	124	
L.871	08/07/1936	Boston Lodge		1052
558	08/07/1936	Minffordd		688
559	08/07/1936	Minffordd		660
560	08/07/1936	Minffordd		669
561	08/07/1936	<i>Portmadoc Harbour (Cob)</i>		629
L.872	09/07/1936	Minffordd		2600
562	09/07/1936	Beddgelert	126	
L.873	09/07/1936	Beddgelert	118	
563	09/07/1936	Beddgelert	121	
564				
565	10/07/1936	Aberglaslyn	129	
566	10/07/1936	Bryn-y-Felin	127	
567	10/07/1936	Beddgelert	119	
568	10/07/1936	Beddgelert	123	
L.874	10/07/1936	Boston Lodge	128	1022
L.875	10/07/1936	Boston Lodge		1138
569 L.876 (?)	10/07/1936	<i>Portmadoc Harbour</i>		2377

Table 1 - A list of the 1936 Baker images assembled in chronological order with WHR and F&WHR (iBase) cross references. Entries in *italics* are speculative in terms of allocated Baker reference number and/or date.

If the sequence in Table 1 is correct we have a clear view of Baker's schedule over these three days, particularly the Wednesday. His photos show an out-and-back trip from Portmadoc to Blaenau Ffestiniog (GWR), travelling both ways on the first train out of Portmadoc, the 10:20 departure which would have returned him to Portmadoc just before 13:00.



**WHR 117 (Baker 555) - Portmadoc High Street
July 8th, 1936**



**WHR 120 (Baker L.870) - Portmadoc Harbour
July 8th, 1936**



**WHR 122 (Baker 556) - Cambrian Crossing
July 8th 1936**

His photographs of the Welsh Highland taken after his return to Portmadoc comprise WHR 117, 120, 122 and 124 (his 555, L.870, 556 and 557 respectively). These are all very much pictures of the WHR, rather than from the WHR, indicating that he remained in the Portmadoc area. The photos show,

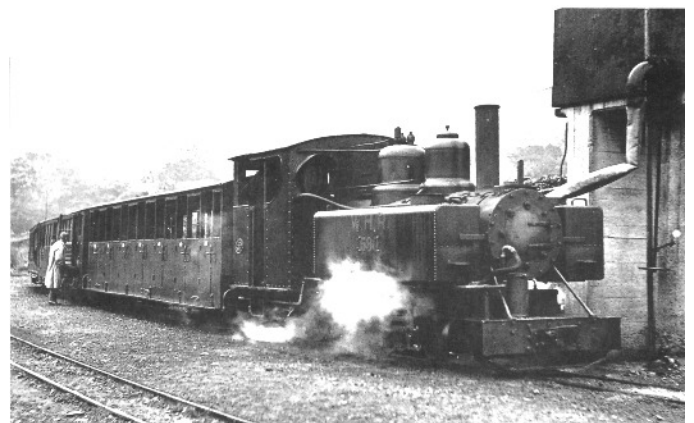


**WHR 124 (Baker 557) - Portmadoc New - north platform
July 8th, 1936**

respectively, the arrival of the 14:55 from Beddgelert as it crossed the High Street, *Russell* preparing to take the 15:55 back to Beddgelert, *Russell* and train crossing the GWR on the level and the same train at the Portmadoc New north 'platform'.

Baker then seems to have made his way to Boston Lodge (L.871) and on to Minffordd (558, 559 and 560). The latter two were taken at about 18:30 and show the last down train of the day returning to Portmadoc. From August 3rd a later service was introduced, departing Port at 18:50 to return at 21:01, but, of course, Baker's visit was in July.

As an example of an 'anomaly' we can look at L.872 (iBase 2600) showing the double Fairlie *Merddin Emrys*. The location of the photo is recorded as Portmadoc Harbour and the date as July 8th. However, the location is surely Minffordd and the sun tells us that the time was around midday. If this was the 8th, then at midday the photos discussed earlier appear to place Baker between Blaenau and Tan-y-Bwlch on a down train. Even if Baker's 'second camera' was in the hands of someone else our assumption that L.872 would have been taken after L.871 would indicate that L.872 couldn't have been taken on the 8th. I have suggested that this picture, showing the 12:30 departure from Portmadoc paused at Minffordd (to pick up slate empties?) was more likely taken on the 9th.



**WHR 126 (Baker 562) - Beddgelert
July 9th 1936**

On the 9th, after his visit to Minffordd, Baker made his way to Beddgelert to photograph the interchange between the Portmadoc train (14:00 departure) and the Dinas train (13:30 departure), a crossing process between 14:35 and 14:55. There was little by way of helpful sunshine on this day, so we must rely on the timetable to pin down the schedule. Of the three train crossing events that day, two took place at South



WHR 118 (Baker L.873) - Beddgelert
July 9th 1936



WHR 127 (Baker 565) - Approaching Bryn-y-Felin
July 10th 1936



WHR 121 (Baker 563) - Beddgelert
July 9th 1936



WHR 119 (Baker 566) - Beddgelert
July 10th 1936

Snowdon and only one at Beddgelert - WHR 126, 118 and 121 (his 562, L.873 and 563). A superficial examination of WHR 121 might suggest that *Russell* was running 'light engine'. However, close examination of the right hand side (as viewed) of the locomotive will show a full-length carriage running board beyond the locomotive together with a glimpse of a carriage side, enough to indicate that this was not a Pickering. As the Ashbury 'Corridors' only had steps below their doors, it follows that the carriage immediately behind *Russell* was one of the Ashbury 'Summers' and that there must have been at least a Pickering, or alternative brake vehicle, behind that, confirming that this indeed was a train arriving from Dinas. The presence of two trains at Beddgelert therefore confirms the time of day – the timetable shows that the Portmadoc train should have arrived before the Dinas train, just as we see in the photograph.



WHR 123 (Baker 567) - Beddgelert
July 10th 1936



WHR 129 (Baker 564) - Pass of Aberglaslyn
July 10th 1936

We cannot determine from Baker's photographs how he travelled to Beddgelert on July 9th, but he visited the station again on the 10th, this time travelling on the train. WHR 129 and 127 (Baker 564 and 565) were taken from the train, the first looking back along the Pass and the second looking forward towards Bryn-y-Felin. He took two pictures at Beddgelert, WHR 119 and 123 (Baker 566 and 567).

After taking these four photos, Baker returned to Portmadoc (by train?), visited Boston Lodge and finally photographed the Harbour and Harbour Station complex, looking down from Marine Drive at about 19:00. There is no indication as to which camera was used to make this image.

Following this necessarily 'sketchy' summary of Baker's movements in July 1936, some of the individual photographs warrant more detailed discussion. Most specifically, we need to understand how *Russell* operated Port to Beddgelert trains on the 8th but was operating out of Dinas on the 9th and 10th. Future Photo Analysis columns will address such issues.

Anniversary Photo Quiz - The Answers

No.	Description	First Published
1	A.W. Hutton's 'posed' picture of Baldwin 590 entering Nantmor with a train from the north - Ref B.202 - 1936	Issue 49 - Page 5
2	The station building at Quellyn Lake (Snowdon Ranger) as photographed by Bill Rear in 1948	Issue 57 - Page 8
3	<i>Palmerston</i> pauses at Tryfan Junction with a train of FR stock en-route to Dinas - 1923 - Topical Press Agency 2475 - WHR164	Issue 9 - Page 5
4	<i>Russell</i> paused at the Beddgelert water tower with a Dinas-bound train in 1928 - LPC 1661 - WHR 24	Issue 62 - Page 20
5	Maker's photograph of Ashbury Brake Composite No. 1 mounted on standard-gauge wagon for delivery	Issue 22 - Page 5
6	The Goat Cutting looking south towards the tunnel entrance - post-WHR metal aqueduct on track bed - David Allan - October 2005	Issue 29 - Page 4
7	NWNGR 'Ridge-top' covered van photographed at Rhyd Ddu, as the station was then called, ca.1892 - F.R. Archives -	Issue 64 - Page 8
8	Dick Kerr petrol-electric locomotive under trial at Dinas Junction in 1917.	Issue 41 - Page 5
9	The point lever at Rhyd Ddu with <i>Moel Tryfan</i> beyond, recently arrived from Dinas - ca.1892 - F.R. Archives	Issue 69 - Page 10
10	Beddgelert - Passengers waiting expectantly in 1934 - Photo by J.T. Suffield	Issue 42 - Page 1
11	One of the WHR covered vans in the coal siding at Beddgelert in 1928, seen in this enlargement from LPC 1661 - WHR 24	Issue 70 - Page 3
12	Pont Traeth (Pont Croesor) photographed in the Croesor Tramway period	Issue 40 - Page 6
13	A close-up of <i>Russell</i> 's Walschaerts combination lever set up. The locomotive was standing on the link line at Harbour Station - C.E. Box Collection - ca.1925	Not previously published in <i>WHH</i>
14	The 'business end' of Baldwin 590's Walschaerts Valve Gear - photographed by A.W. Croughton at Dinas in 1924 - WHR 216	Issue 66 - Page 12
15	The front end of <i>Gowrie</i> 's Walschaerts valve gear installation. The loco was standing at Snowdon Station (Rhyd Ddu) in 1909 - H.L. Hopwood - WHR 5	Issue 54 - Page 9
16	The final dismemberment of <i>Moel Tryfan</i> - Portmadoc - 1954	Issue 42 Page 13
17	The surviving base of the Pitt's Head stone crusher - David Allan - 1997	Issue 3 - Page 3
18	The controlled dismantling of Waenfawr Station Building - David Allan - September 1999	Issue 6 - Page 1
19	A Dinas-bound train parked across the Bryn Afon occupation crossing (Salem) - F.M. Gates - July 1934	Issue 5 - Page 2
20	The roof of a proposed PBSSR electric locomotive photographed on the Bruce Peebles stand at the Crystal Palace ET&R Exhibition - July 1905	Issue 29 - Page 7

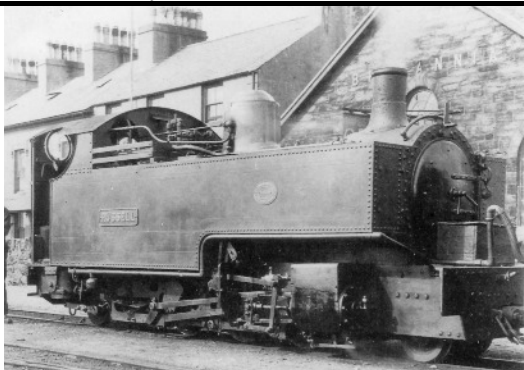


Photo No. 13 - The complete image showing *Russell* on the Cross Town Link connection at Harbour Station. Portmadoc, ca.1925

From the Editor

Membership

Dick Lystor has sent me the following note:

“There are still a number of members yet to renew for 2018. Please send your subscription and SAE should you require a card to the membership secretary before the end of March, otherwise we will sadly assume that you no longer wish to remain a member or receive the Journal”

Dick’s address is:

14 Teign Village
Bovey Tracey
NEWTON ABBOT
TQ13 9QJ

Dick has asked me to point out that this cut off point does not apply to those who historically renew after March 31st (i.e. members who pay by Paypal and SO’s.)

Chronologies

Richard Maund writes:

A chronology of opening and closing dates for stations on the North Wales Narrow Gauge Railways and Welsh Highland Railway (Light Railway) originally appeared in *WHH* 63, since when further research has revealed the need for the following corrections.

Dates were given in accordance with the “with effect from” convention (in the case of closures, the date from which no train ran, rather than date of last train, but bearing in mind Sunday was always a *dies non* for no regular services were scheduled on the Sabbath); the 1936 passenger closure is recorded as from Monday 28 September as the final trains ran on Saturday 26th.

The mileages shown were from WHR working timetables of 1923/4, estimated from Fox drawing A.33395, or (for the Bryngwyn branch) taken from the 1934 lease. However, Maj. Marindin’s report of 31 July 1877 to Board of Trade gave Quellyn as 4m 25ch from Tryfan Jn and Bryngwyn as 4m 36ch from Dinas (end of line to end of line) – hence the amendment below. Indeed, mileages quoted in a number of recognised sources need to be treated with a little caution, too, in view of confusion over precisely where mileages were measured from at Dinas.

Section A: Table 1: Passenger stopping places: NWNGR period

Salem Halt: the unadvertised use for quarrymen to Glanrafon possibly started from 14 May 1881 and possibly ceased Oct 1901; the halt later came into general “on request” use – no date known

Quellyn: the distance should read 6m 25ch (*see comment above*)

Snowdon: should read **Snowdon Ranger**; renamed **Quellyn Lake** Jan 1893. Note that Snowdon Ranger was its proper title at opening, even though

advertised locally as Quellyn [*not Quellyn Lake*] during summer 1878. It was never officially just “Snowdon” – that was a misreading of *Bradshaw’s Guide* which – pressed for space – used “Snowdon R” as an abbreviation of “Snowdon Ranger” for a period.

Section B: Goods stations

Quellyn: the distance should read 6m 25ch; with no pointwork, facilities for handling goods must have been limited at this temporary terminus, although company’s half-yearly report (*Carnarvon & Denbigh Herald*, 22 Dec 1877) did state that it was opened for goods on date shown

Snowdon: should read **Snowdon Ranger**; renamed **Quellyn Lake** Jan 1893.

The section of line from Rhyd Ddu to Coed Mawr (Beddgelert Forest) (*discussed in first para. below table*) ended at a loop at about grid ref SH570502, just beyond Afon Cwm-Dû bridge (short of Hafod Ruffydd), as seen on 6” Mile OS map at:

<http://maps.nls.uk/view/101606901>

Reference to *Railway Magazine* (*in fourth para. below table*) should be to **July** 1941 issue, page 295.

An **Operational** Chronology appeared in *WHH* 57 providing a simple look-up table to show for any given date whether (and if so broadly what level of) train service was scheduled to be operating during the Welsh Highland period from 1922 to 1937. This, too, is now available on the Group’s website, from the same URL as above.

The two chronologies (corrected as appropriate) can now be found on the Group’s website, via:

https://is.gd/WHR_chronology

Richard Maund

25 January 2018

The Heritage Group’s Website

Readers are encouraged to visit the Group’s redesigned and enhanced website which recently went ‘live’ at <https://www.welshhighlandheritage.co.uk/> There is much to see there – not least, the two chronologies and *WHH* Issues 57 and 63 mentioned above. Indeed, the Journal section of the website carries all back issues of *WHH*, currently fully accessible up to Issue 69 – go to:

<https://is.gd/WHHJournal>

Additionally, our publication *The Chronicles of Croesor Crossing*, 2009, has long been out of print and, as there will not be a reprint, a full copy of this book, with amendments and updates, is now available for download from the website.

Peter Liddell's Photo Analysis



The major part of this Issue's analysis is to be found from page 6 in my notes on the Baker Images. However, I will note an additional matter here.

The photographs above show the 'before' and 'after' steps in a digital repair process undertaken by Chris Jones. The photograph, showing *Russell* in the very early days of the WHR arriving at South Snowdon Station, was taken by H.M. Comber and appears here by courtesy of the FR Archives. Whilst not perfect, the repair process has undoubtedly provided a dramatic improvement in image quality.

We can now clearly see *Russell* in un-trimmed form, still fitted with air-brakes, coupled to one of the railway's Ashbury un-glazed 'Summer' carriages, also in original full-height condition. The 1922 timetable showed three trains per day from Monday, July 31st, arriving at South Snowdon at 10:30,

12:50 and 18:30 Monday to Friday. On Saturday the second train ran just over one hour later, arriving at the then terminus at 13:45. The Saturday schedule showed time savings at Tryfan Junction, Waenfawr and Quellyn Lake, giving a shorter overall journey time than the other services.

It appears that this was a sunny day and the shadow cast by the station's prominent telegraph pole, seen at the bottom of the image, gives us a useful guide to the time. The angle of the shadow suggests a time between 13:45 and 14:00 which in turn suggests that this photo was taken on a Saturday. The 1923 timetable shows trains crossing at South Snowdon between 12:45 and 13:00, outside our time range, suggesting that the 1922 date is the more likely. Dates later than 1923 are ruled out as by then *Russell* had lost its air-brakes.

With thanks to Chris for his work on this photograph!

Continued from page 2

This is a new venture for the F&WHR, and in order to encourage it we have agreed to support the initiative in two ways: firstly we are going to sponsor each of the four trains, and secondly we are to provide volunteers to act as hosts.

The plan (which is still very much in its early stages and so is subject to change) is for four such trains to be run, one each on Sundays 5th, 12th, 19th and 26th August. Each train will be hauled by *Prince* with two of the older bogie carriages and will start from Dinas at 10.00 am, and travel to Tryfan Junction where there will be a stop of about 55 minutes before the train proceeds to Waunfawr. It is likely that a packed lunch will be provided here.

The train will then proceed to Rhyd Ddu. Various return options are being investigated, including a classic Whiteway's coach from Waunfawr to Dinas. Whiteway ran a competing bus service and so contributed to the downfall of the original WHR!

The Heritage Group sees the principle of heritage trains very much as a 'work in progress' in that we realise that there are

other, perhaps more desirable, locomotives and coaches that might be used, but we accept that this is a start. If the venture is a success, who knows what could happen in years to come!

Volunteers will be needed:

- at Dinas, where there will be a photographic display, passengers will need to be 'met and greeted' and some of the history of the line explained.
- at Tryfan Junction where we will be providing refreshments.
- On board and
- Possibly on the Whiteway coach.

Don't worry if you are a little hazy regarding some of the history; we will provide everyone with basic information and handouts. If you are interested in volunteering, please contact

Mike Hadley on 01386 792877 mikehadley@gmx.co.uk

or Nick Booker on 01926 864900

nick.booker@welshhighlandheritage.co.uk

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