
TICKETS
of the
WELSH HIGHLAND
RAILWAY
1922 – 1936



Compiled by
Derek Lystor
& John Keylock

INTRODUCTION

Collecting is a particularly British mania and since the general demise of steam traction on the railways of Britain, the collecting of 'railwayana' has become a growth industry. Items that in the 1950s would have been scrapped now change hands at auctions for incredible prices and societies and organisations nurture the hobby. With the reintroduction of passenger services over a rebuilt WHR, interest in the old Welsh Highland Railway has grown enormously and its tickets form a tangible link with the past.

In compiling this catalogue the authors have only included those tickets definitely known to have existed and accept that the list is certainly not complete. Much of the information has been compiled from the Beddgelert & Dinas Ticket Register, made available by the Welsh Highland Heritage Group, but apologies must be given for any errors or omissions. The authors would welcome any additional information on the subject for inclusion in any future editions, and at the same time are grateful to those individuals who have loaned their ticket collections and provided relevant information.

Place names are those used during the period covered.

Derek Lystor & John Keylock 2007

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Front Cover: Beddgelert in the summer of 1934, with Guard Dafydd Lloyd Hughes in the Gladstone coach (right) and Goronwy Roberts (left). (Gwynedd Archives)

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THE WELSH HIGHLAND RAILWAY

A brief historical background

Events leading to the formation of the Welsh Highland Railway and its subsequent history are well documented and only a brief description is necessary here to set the scene.

Schemes to link the towns of Carnarvon and Portmadoc via Beddgelert were finally realised with the opening of the Welsh Highland Railway on June 1st 1923 albeit with a change of train at Dinas Junction. The through route from Dinas Junction (some 3 miles south of Carnarvon on the LMS Bangor to Afon Wen line) to Portmadoc, a total distance of 22 miles, included portions of two much older lines linked by a new section some 9 miles in length between South Snowdon (originally Rhyd ddu) and Croesor Junction.

The northern end of the line was the refurbished North Wales Narrow Gauge Railway from Dinas to Rhyd Ddu (later known as Snowdon, then South Snowdon) which was completed in 1881 but closed to passengers in 1916. The southern end from Croesor Junction to Portmadoc was the erstwhile Croesor Tramway (later the Croesor & Portmadoc Railway), a horse worked line opened in August 1864 to serve various slate quarries in the Croesor valley. In 1901 the Portmadoc, Beddgelert & South Snowdon Railway was incorporated to acquire the Croesor line, upgrade the necessary portion to passenger carrying standards and construct a link to the NWNGR at Rhyd Ddu (by then known as plain Snowdon). Little work was done and powers lapsed in 1913.

The scheme was revived just before the first world war and led in January 1922 to the formation of the Welsh Highland Railway (Light Railway) Co. Ltd., to acquire the three undertakings and provide the intermediate link, the necessary Light Railway Order being granted in March 1922. Passenger services were restored over the former NWNNG section to South Snowdon on July 31st 1922 and throughout to Portmadoc New and via the cross town link to Harbour Station (Festiniog Railway) on June 1st 1923.

After an encouraging start, the fortunes of the railway dwindled and, as a portent of what was to come, passenger services were withdrawn at the end of 1924. Although some very limited market day services operated during that winter and full services were reintroduced in the summer of 1925, passenger figures never again reached those attained in 1923. The lack of revenue and consequent operating loss forced the line into receivership, with the appointment of Lt. Col. Holman Fred Stephens as Receiver in March 1927. Winter services were decidedly thin thereafter, being abandoned completely from September 1930, and from then on the railway only operated a summer service until closing entirely at the end of the 1933 season. The FR, surprisingly took a 42 year lease on the WHR from July 1934. The railway took on an air of renewed confidence with stations being tidied up and repainted, and an improved train service was provided. In an attempt to attract more custom, locomotives and carriages were repainted, the latter in a variety of bright colours. Nantmor was renamed Aberglaslyn and much effort was put in publicising the Five Valleys Circular Tour to attract day tourists from the North Wales resorts via the LMS

Despite their best efforts, the FR were unable to stem the losses incurred in operating the WHR and passenger services were finally withdrawn after operation for the last time on September 26th 1936. Goods traffic continued until the end of May 1937 and the last train ran over the line in June 1937 to collect wagons and equipment for storage and ultimate disposal at Dinas.

TICKETS

With the resumption of passenger services in 1922, booking offices were provided at Dinas Junction and South Snowdon, later to be complemented by those at Beddgelert and Portmadoc (New) (a station actually owned by the FR) once the through route was opened. All were stocked with a comprehensive range of standard 'edmondson' type card tickets, which included those for dogs, cycles and perambulators. Those passengers joining trains at intermediate stations and halts were catered for by the use of punch tickets issued by the guard on board, although in some circumstances this was not the case. For example, entries in the Beddgelert Ticket Register, show that on more than one occasion passengers boarding at Nantmor were issued with Beddgelert tickets, one such case taking place on Saturday 8th September 1923 when an excursion was arranged from Nantmor to Barmouth.

As the years went by, and passenger figures diminished, the use of card tickets declined and booking office facilities were shut for reasons of economy. First to go was that at South Snowdon in late 1923, with the dismissal of the station mistress Myfanwy Jones, responsibility passing to Hugh Davies Jones, Station Master at Beddgelert, from November 3rd. A directive from Robert Evans of the railways' traffic office at Portmadoc in August 1925 gave instructions for handing in collected tickets at Dinas, Beddgelert and Portmadoc. These two latter offices survived until the end of the 1928 season, leaving only that at Dinas staffed until all passenger services ceased in 1936.

Along with the punch tickets, guards also issued two series of standard edmondson card tickets on the train. These were for Day Excursions and Season Day Excursions to Bangor and Carnarvon from stations on the former NWNG section of the line (with the exception of Dinas), all apart from South Snowdon being unstaffed. The tickets were in blocks of unknown number, being held together at their top edges by a strip of adhesive rather like a writing pad. It is surmised that these were printed by the L.M.S.

Various other types of both paper and card tickets completed the range available on the Welsh Highland Railway.

1. Card Tickets

Three successive printers produced card tickets for the railway, but the precise dates when changeovers occurred are impossible to verify accurately. Apart from the LMS issues mentioned above, the initial printer was Waterlow & Sons of London who continued to supply until c1925, when certain issues were printed (but not necessarily used right away) by Williamson of Ashton-under-Lyne. In 1934 or 1935 there was a final change to JB Edmondson of Manchester, who supplied certain tickets during the remaining years. Waterlow had produced a comprehensive range and the relative scarcity of passengers meant that only tickets covering the more popular journeys needed to be reprinted. Consequently all types were probably used concurrently after 1925. Even though in September of that year Robert Evans requested that '*all obsolete tickets be sent to Portmadoc office without delay*', it is not uncommon to find tickets from the Waterlow era having been issued right up to the withdrawal of passenger services. At Beddgelert a certain degree of economy was practised when, from July 1st 1924, the term 'Day Excursion' seems to have been dropped in favour of 'Cheap Day', although the two series of Excursion tickets to Carnarvon and Bangor continued to be used until the office closed. As will be seen in the catalogue 'Cheap Day' tickets were available from all four stations at one time or another.

At no time were card tickets produced catering for journeys to or from Pitt's Head, Hafod Ruffydd or Croesor Junction, and the latter halt (sometimes known as Tanlan) holds the distinction of not appearing on any printed WHR ticket at all.

Waterlow & Sons 1922 - 1925

The earliest tickets coincide with the initial opening from Dinas Junction to South Snowdon, and an initial print run of 500 per ticket seems to have been the case. Fares are not shown and the class is printed in upper case. When the line was extended through to Portmadoc in 1923, a further printing covering Beddgelert & Portmadoc and reprints of the more popular Dinas and South Snowdon issues bore the legend 'Actual Fare' after the class. Earlier returns had the conditions printed in four lines of type whereas those on the later issues were reduced to three and a half. Expenditure on card tickets and free passes for 1923 was £39-6-3d and £5-2-9d the following year. One anomaly exists in this series; the 1st Class single Beddgelert – Nantmor bore a printed fare of 4½d, although that quoted in the ticket register (and charged) was 6d. It would seem that only 11 tickets were ever issued for this particular journey! In line with the general reduction in fares on the Festiniog Railway from 1st March 1924, those on the WHR to both Tan y Bwlch and Blaenau Festiniog were adjusted accordingly. Changes to specific fares are noted within the ticket listings.

Williamson c1924 – c1934/35

Only eight issues were printed by this firm, and they are all distinguishable by their smaller type face, narrow serial numbers and rather insipid colour washes. All known tickets are Third Class with 'Actual Fare' becoming simply 'FARE' on ordinary singles. Most of the printings were first used in 1927, but examples are noted as being issued as early as 1924 and as late as 1935.

J B Edmondson c1934 – 1936

Coinciding with the FR lease, the well-established firm of J B Edmondson became supplier for the remaining years of the WHR. The tickets are easily recognisable with negative block serial numbers and a generally old fashioned look. Dates of first issue are to be found in the catalogue.

An interesting misprint occurs on some of the Dinas – Blaenau Festiniog 3rd Class Singles in that they are headed 'Festiniog Railway'. These only seem to appear in 1936 and a possible explanation is that as lessee, the FR would have placed orders for further supplies of tickets for the WHR and Edmondson may have mistakenly assumed that they were for the FR themselves.

2. Punch Tickets

As with the card tickets, various printers were successively used to produce punch tickets for the guards use on board train. They were in blocks of fifty held together by staple or pin.

Bell Punch Company 1922 - 1923

The Bell Punch Company of London, with printing works at Uxbridge, Middlesex, produced two series, comprising eight singles and eight corresponding returns, used exclusively when services terminated at South Snowdon. They also supplied ticket racks and cash bags to the railway and hired out ticket punches @ 17s 6d quarterly.

Various printers 1923 – 1933

On completion of the through route, a range of singles-only geographical tickets covering all stations and halts (with the exception of Croesor Junction) were printed by Colley's Ltd., of Bermondsey. Orders to the value of £3-5-0d were supplied in 1923 and of £3-11-6d between March and August 1924. A further 8000 were ordered in September, but not supplied until at least mid October. On August 6th 1923, Hugh Davies Jones, Beddgelert Station Master, asked Portmadoc Office for further supplies of both 3d and 6d tickets and was sent fifty of each, '*Closing No. 850 in each case*'. These must have been the most popular denominations used as two months later he sent 400 punch tickets of other values to his counterpart Daniel Owen Jones at Dinas. In a letter dated August 31st 1926 to C.H.Rennie, the Auditor, Evans was trying to get the Dinas and Portmadoc issues to be separate and to be called A & B. However, there are examples headed C, which may have corresponded to Beddgelert, but we have no evidence to support this supposition.

Both Edmondson and Williamson supplied reprints which were generally smaller than the original series and distinguishable from one another in minor details. Edmondson examples refer to Ynysferlas, whilst those from Williamson carry the later Hafod Garregog.

JB Edmondson 1934 – 1936

From 1934 onwards, Edmondson became the sole printer and supplied both singles and returns. Two of the eighteen values doubled up as composite single/returns. This series was probably introduced when the FR took over, as the fare stages commence at Portmadoc rather than Dinas. The returns show some minor variations both in type face and having Waenfawr sometimes hyphenated Waen-fawr.

3. Miscellaneous Tickets

There were a number of tickets produced for the railway which do not conveniently fall into the aforementioned groups. Waterlow & Sons seem to have produced most of these tickets which can be divided into standard Edmondson types, larger thin card issues and paper tickets. Some are headed Welsh Highland Railway and others Welsh Highland & Festiniog Railway. Of the standard card types, both 1st and 3rd Class Free Tickets were available 'From.....to.....and Back', signed S E Tyrwhitt, General Manager, on the WHR issues and H F Stephens, Managing Director, on the WHR/FR examples. Tyrwhitt was General Manager until September 1923 and Stephens MD from the beginning of 1925, so dating these particular tickets is straightforward. Both types had perforated corners which when removed denoted that they had been issued to a child.

Standard LMS issue Supplementary Tour tickets (all brown) covered the portion of the particular tour over Welsh Highland metals.

There were at least four types of large thin card ticket, all approximately 3½" x 2½", cloth board or leather effect and 'Available to all Stations', with the Company's name printed on the front. Examples include two types of First Class Free Pass and Third Class Weekly and Fortnightly Season Tickets, sometimes referred to as Holiday Contract Tickets. Of the latter, ten of each denomination were sent to South Snowdon booking office on July 13th 1923 from Evans at Portmadoc Office.

The paper tickets are the largest in size known to have been issued by the railway. There were four principal types: - Local & Through Singles and corresponding Returns. These were printed by Waterlow and could be used for either 1st or 3rd Class travel. The exception was the Through Single which was specifically 3rd Class. 1st Class Singles are mentioned in a letter from the Audit Office to H D Jones at Beddgelert in October 1925, but there is no reference to them in the Beddgelert Ticket Register. However, in 1927, 1st Class Local and Through Singles and Returns were printed by H T Woodrow & Co of Liverpool.

In all cases, singles were two-piece comprising travel ticket and counterfoil, whilst returns were three-piece, outward, return and counterfoil. They were in book form and the tickets were detached on issue leaving the counterfoil stub behind. With the corners removed, these tickets also became valid for children. Each book contained 100 tickets and had thick card covers.

4. Child Tickets

In addition to the types which have already received mention, standard Waterlow Edmondsons for children under the age of twelve years were overprinted CHILD in red. Only four varieties are known to the authors, three Day Excursion returns and one 3rd Class single, that from Portmadoc to Pont Croesor. A possible explanation for this apparent lack of child tickets is that the WHR followed contemporary LMS practice in ticket cancelling, whereby the type and position of the cut-out removed indicated to whom the ticket was issued. A large 'Edmondson type 30' cut-out removed from the bottom of an ordinary ticket indicated that it had been issued to a child. (see page 18). These cut-outs had to be carefully pasted on to a sheet of paper by the Station master and sent to Portmadoc office along with all other collected tickets and fares. From surviving evidence, child fares were usually half those of an adult.

5. Privilege Tickets

Privilege tickets were issued to employees of the WHR and their immediate relatives and dependant children up to the age of 14 years in exchange for a Privilege Ticket Order. A memo from Tyrwhitt dated August 13th 1923 stated that *'interchange privilege ticket orders are now granted to female relatives who act as bona fide housekeepers to active or retired members of staff (single or widowers) and who are entirely dependant upon them'*. Similar facilities were accorded to employees of other railway companies with current exchange agreements and also, when those undertakings were in common ownership with the WHR, those of the Snowdon Mountain Tramway, Festiniog Railway and certain staff of the North Wales Power Company.

6. Special Tickets

To cater for special events, the railway sometimes ordered specially printed tickets, produced in small quantities. One such occasion took place on June 18th 1924 when a trip to Barmouth was organised for Rhyd Ddu Sunday school. The somewhat optimistic print run was 200 Adult @ 4/8d and 100 Child @ 2/4d, of which only 47 and 12 respectively, were sold! A memo from John May, Superintendent of the WHR, was sent to the station master at Beddgelert explaining that tickets would be issued locally by E H Owen, Tan-y-Graig, Rhyd Ddu and that unsold tickets were to be handed in at Beddgelert Station for dispatch to the Traffic Office at Harbour Station. At Beddgelert, the station master was authorised by the Audit Office on August 17th 1925 to requisition from the Portmadoc office a supply of cheap excursion Tickets to cater for *'bookings on special occasions at authorised fares less than the usual excursion fare, where specially printed tickets are not supplied. The special fare must be entered in ink on the ticket before issue.....'*

Other special tickets are suggested by references made in various documents and handbills issued from time to time, but all surviving evidence points to the use in the main of the local paper tickets printed by Waterlow.

Ticket Inspection

With reference to the inspection of edmondson type tickets, those issued to children, female employees and wives of male employees were denoted by large cut outs (Type 30, see Appendix) at the bottom of the ticket, whilst adult members of the general public, both male and female, had theirs denoted with a small cut out at the top of the ticket. (see page 35). Tickets were clipped at the issuing station or by the guard on board. Cut outs were retained by the station masters at the issuing stations and had to be carefully pasted onto paper and sent to the traffic office with the weekly returns. Further details of ticket inspection can be found in Appendix 1.

N.B. Unless specifically illustrated, all tickets had blank reverses.



Above - (left) Bell punch machine produced by Williamson for cancelling paper tickets. The WHR tendered to hire this apparatus.

Above - (centre & right) Date stamping presses supplied by Edmondson & Waterlow for use on both the NWNG & WHR

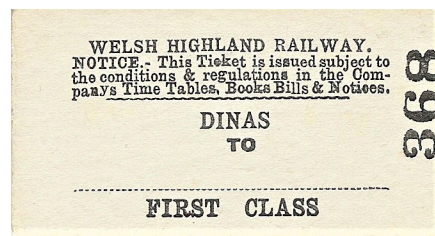
Left - Edmondson plate from the date stamping press.

Part 1.

Waterlow & Sons

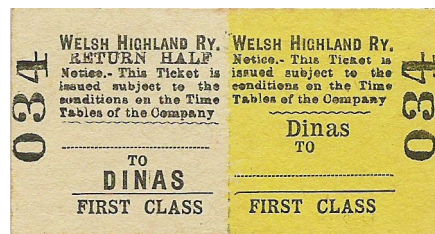
1922

Type:- 1st Class Single
Date Introduced:- 1922



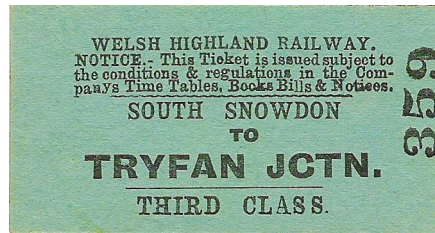
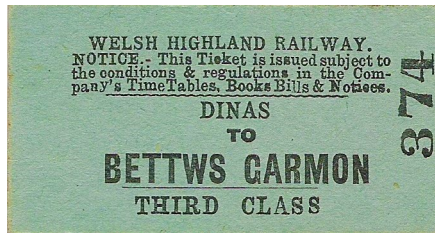
Dinas South Snowdon
to:- to:-

Type:- 1st Class Return
Date Introduced:- 1922



Dinas South Snowdon
to:- to:-

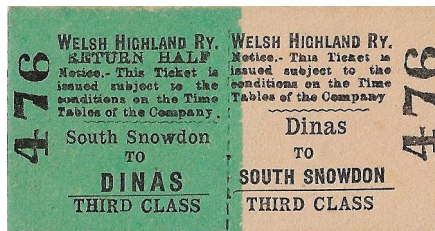
Type:- 3rd Class Single
Date Introduced:- 1922



Dinas to:-	South Snowdon to:-
Tryfan Jctn	Dinas
Waenfawr	Tryfan Jctn [1]
Bettws Garmon	Waenfawr
Salem Halt	Bettws Garmon
Quellyn Lake	Salem Halt
South Snowdon	Quellyn Lake

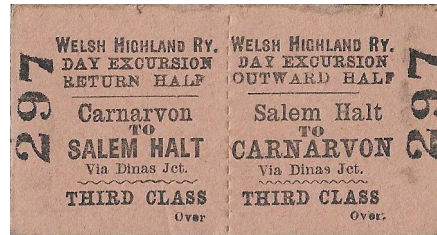
Note:- [1] 1/- hand written in ink on some issues.

Type:- 3rd Class Return
Date Introduced:- 1922



Dinas to:-	South Snowdon to:-
Tryfan Jctn	Dinas
Waenfawr	Tryfan Jctn
Bettws Garmon	Waenfawr
Salem Halt	Bettws Garmon
Quellyn Lake	Salem Halt
South Snowdon	Quellyn Lake

Type:- 3rd Class Day Excursion Return (Foreign)
 Date Introduced:- 1922



NOTICE.—This ticket is issued subject to the conditions on the Time Tables, Books, Bills and Notices of the respective Companies over whose Railways it is available, and the holder by accepting it agrees that the respective Companies are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways. The contract of each Company is limited to its own Railways. Not transferable.

Tryfan Jctn to:-	Carnarvon via Dinas Jct	Salem Halt to:-	Carnarvon via Dinas Jct
Waenfawr to:-	Bangor via Dinas Jct. Carnarvon via Dinas Jct	Quellyn Lake to:-	Bangor via Dinas Jct.
Bettws Garmon to:-	Carnarvon via Dinas Jct	South Snowdon to:-	Bangor via Dinas Jct. Carnarvon via Dinas Jct

Type:- 3rd Class Season Day Excursion (Foreign)
 Date Introduced:- 1922

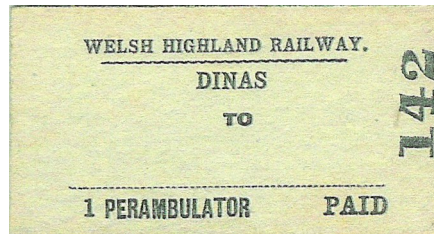


Tryfan June to:-	Bangor (LM&S) via Dinas Junc
Bettws Garmon to:-	Bangor (LM&S) via Dinas Junc
Quellyn Lake to:-	Bangor (LM&S) via Dinas Junc
South Snowdon to:-	Bangor (LM&S) via Dinas Junc

Part 2.

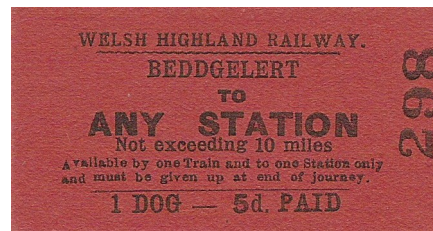
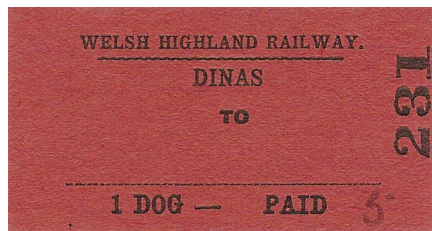
Waterlow & Sons 1922/1923

Type:- Perambulator
Date Introduced:- 1922



Dinas to:-

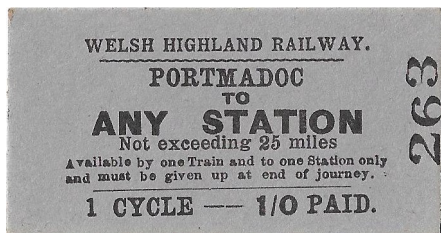
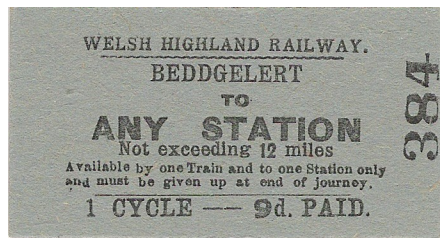
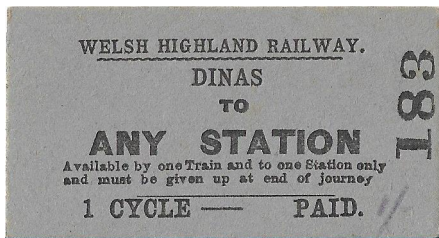
Type:- Dog Ticket
Date Introduced:- 1922/23



Dinas to:-	.....[1]	Beddgelert to:-	Any Station Not exceeding 10 miles	5d
			Any Station Not exceeding 20 miles	11d
		Portmadoc to:-	Any Station Not exceeding 10 miles	5d
			Any Station Not exceeding 20 miles	11d
			Any Station Not exceeding 30 miles	1/4

Note:- [1]:- 5d handwritten in ink on some issues.

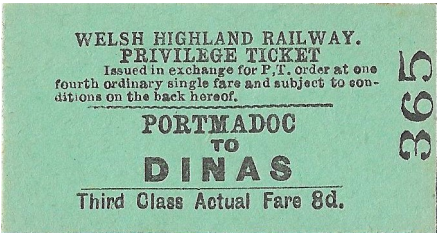
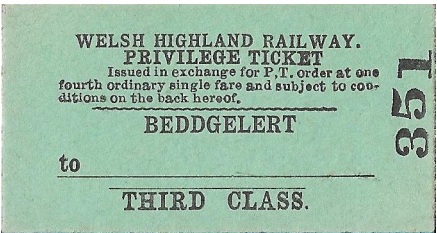
Type:-	Cycle Ticket
Date Introduced:-	1922/23



Dinas to:-	Any Station [1]	Beddgelert to:-	Any Station not exceeding 12 miles	9d
			Any Station not exceeding 25 miles	1/-
South Snowdon to:-	Any Station	Portmadoc to:-	Any Station not exceeding 12 miles	9d
			Any Station not exceeding 25 miles	1/-

Note:- [1]:- 1/- handwritten in ink on some issues.

Type:- 3rd Class Privilege Single
Date Introduced:- 1922/23



NOTICE.
Privilege Tickets are issued on the express condition, and their acceptance and use are to be taken as evidence of an agreement, that the Company is not to be held liable to the holder or to his or her representative for loss of life, injury, or delay, or loss of, or damage to, property however caused.
NOT TRANSFERABLE.

Dinas to:-	.....	Beddgelert	.....
	Portmadoc	8d	to:-
Portmadoc	.....	
to:-	Dinas	8d	

Type:- 3rd Class Privilege Return
Date Introduced:- 1922/23

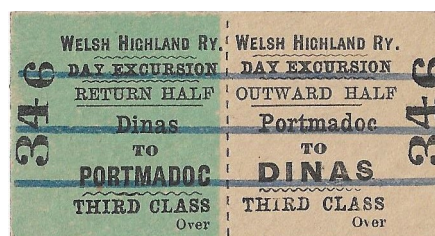


NOTICE.
Privilege Tickets are issued on the express condition, and their acceptance and use are to be taken as evidence of an agreement, that the Company is not to be held liable to the holder or to his or her representative for loss of life, injury, or delay, or loss of, or damage to, property - however caused.
NOT TRANSFERABLE

Dinas to:-	Beddgelert
Portmadoc	to:-
South Snowdon	Portmadoc
to:-	to:-
	Beddgelert 6d
	South Snowdon 9d

Note:- Heading :- Welsh Highland Ry; WELSH HIGHLAND RY; or WELSH HIGHLAND Ry
Class:- THIRD CLASS or 3rd Cl, Actual Fare.

Type:- 3rd Class Day Excursion Return
Date Introduced:- 1922/23



NOTICE.—This ticket is issued subject to the conditions on the Time Tables, Books, Bills and Notices of the respective Companies over whose Railways it is available, and the holder by accepting it agrees that the respective Companies are not to be liable for any loss, damage, injury, delay, or detention, caused or arising off their respective Railways. The contract of each Company is limited to its own Railways. Not transferable.

Notice. This ticket is issued subject to the conditions on the Time Tables of the Company.

Without Overprint

Dinas to:- [1]
South Snowdon [2]
Blaenau Festiniog

South Snowdonvia..... [3]
to:- Dinas [4]

Salem to:- Carnarvon via Dinas

Beddgelert Bangor via Dinas Jct.
to:- Carnarvon via Dinas Jct.

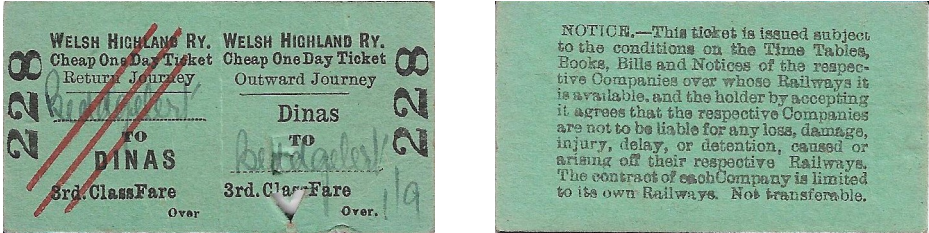
Portmadoc Quellyn Lake
to:- South Snowdon
Beddgelert
.....via.....

With Overprint

Portmadoc to:-
Dinas
Beddgelert

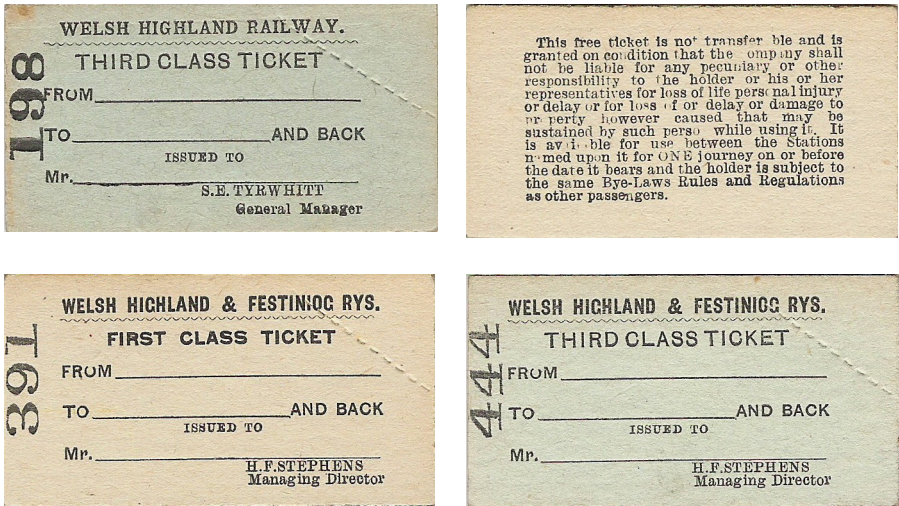
Notes:- [1] & [3] First issued August 1922. [2] & [4] First issued September 1922

Type:- 3rd Class Cheap One Day Return
 Date Introduced:- 1922/23



Dinas to:-	.....	Beddgelert	.....
		to:-	
South Snowdon to:-	.....	Portmadoc	.....
		to:-	
	Dinas		

Type:- Free Ticket
 Date Introduced:- 1922/23

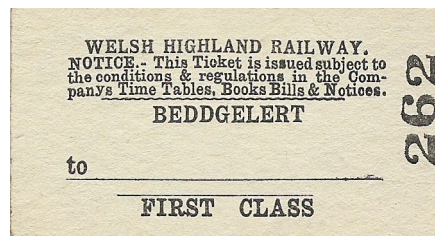


Part 3.

Waterlow & Sons

1923

Type:- 1st Class Single
Date Introduced:- 1923



Portmadoc to:-	Beddgelert to:-
..... Nantmor (for Aberglaslyn) 1/2 Beddgelert 1/6	..... Nantmor (for Aberglaslyn) 4½d * Portmadoc 1/6

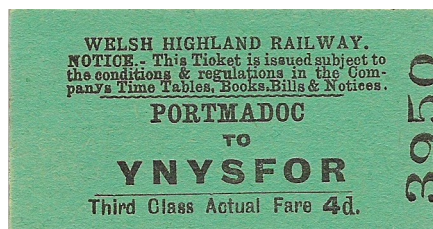
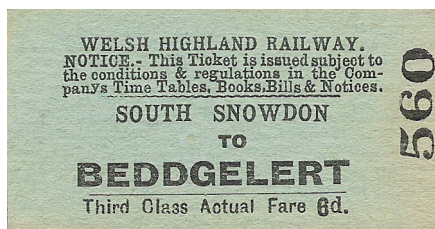
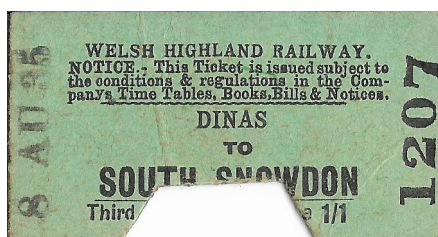
Note:- * The actual fare was 6d; ref Beddgelert Ticket Register

Type:- 1st Class Return
Date Introduced:- 1923



Portmadoc to:-	Beddgelert to:-
..... Nantmor (for Aberglaslyn) 2/- Beddgelert 2/9	..... Nantmor (for Aberglaslyn) 9d Portmadoc 2/9

Type:- 3rd Class Single
Date Introduced:- 1923



Dinas to:-

Tryfan Jctn	3d
Waenfawr	6d
Bettws Garmon	6d
Salem	8d
Plasynant	9d
Quellyn Lake	1/-
South Snowdon	1/1
Beddgelert	1/9
Nantmor (for Aberglaslyn)	2/-
Portmadoc	2/8
Tany Bwlch	4/2
	[1]
Blaenau Festiniog	5/5
	[2]

Beddgelert to:-

Bangor via Dinas	3/3	[3]
Carnarvon via Dinas	2/1½	[4]
Dinas	1/9	
Waenfawr	1/3	
Bettws Garmon	1/-	
Quellyn Lake	9d	
South Snowdon	6d	
Nantmor (for Aberglaslyn)	4d	
Hafod y Llyn	4d	[5]
Hafod Garregog	6d	[5]
Ynysfor	8d	[5]
Pont Croesor	9d	[5]
Portmadoc	1/-	
Tany Bwlch	2/6	
Blaenau Festiniog	3/9	

South Snowdon to:-

Dinas	1/1
Waenfawr	8d
Beddgelert	6d
Nantmor (for Aberglaslyn)	10d
Portmadoc	1/6
Tany Bwlch	3/-
Blaenau Festiniog	4/3

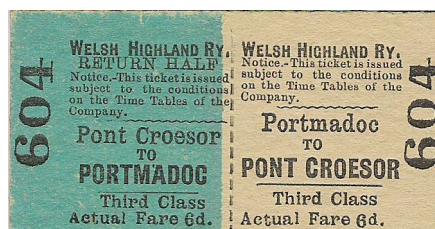
Portmadoc to:-

Dinas	2/8
South Snowdon	1/6
Beddgelert	1/-
Nantmor (for Aberglaslyn)	9d
Hafod y Llyn	8d [5]
Hafod Garregog	6d [5]
Ynysfor	4d [5]
Pont Croesor	3d [5]

Note:- [1] 3/10 Hand-written in ink on some issues, (but none ever issued)
[3] & [4] First issued August 1924.

[2] 4/6 Hand-written in ink on some issues
[5]. Introduced from 9th July 1923

Type:- 3rd Class Return
Date Introduced:- 1923



Dinas to:-		Beddgelert to:-	
Waenfawr	9d	Bangor via Dinas	4/11
South Snowdon	1/9	Carnarvon via Dinas	3/5
Beddgelert	2/8	Dinas	2/8 [3]
Nantmor (for Aberglaslyn)	3/3	Waenfawr	1/11
Portmadoc	4/6	Quellyn Lake	1/3
Tany Bwlch	6/8	South Snowdon	11d
	[1]	Nantmor (for Aberglaslyn)	7d
Blaenau Festiniog	8/4	Hafod Garregog	11d [4]
	[2]	Ynysfor	1/2 [4]
		Pont Croesor	1/4 [4]
		Portmadoc	1/9
		Tany Bwlch	3/11
		Blaenau Festiniog	5/7
South Snowdon to:-		Portmadoc to:-	
Beddgelert	11d	Dinas	4/6
Nantmor (for Aberglaslyn)	1/6	South Snowdon	2/9
Portmadoc	2/9	Beddgelert	1/9
Tany Bwlch	4/11	Nantmor (for Aberglaslyn)	9d
Blaenau Festiniog	6/7	Hafod y Llyn	1/2
		Hafod Garregog	11d
		Ynysfor	8d [4]
		Pont Croesor	6d [4]

Note:- [1] 6/6 Hand-written in ink on some issues, (but none ever issued)

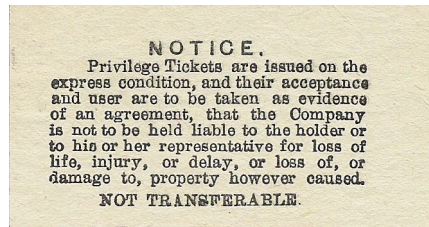
[2] 7/8 Hand-written in ink on some issues

[3] Later reprints showed incorrect fare of 1/9.

[4] First introduced 9th July 1923

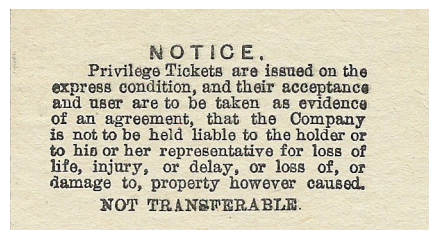
[Original series of returns have 4 lines of conditions, whilst later reprints have only 3½]

Type:- 1st Class Privilege Single
Date Introduced:- 1923



Portmadoc	.....
to:-	

Type:- 1st Class Privilege Return
Date Introduced:- 1923

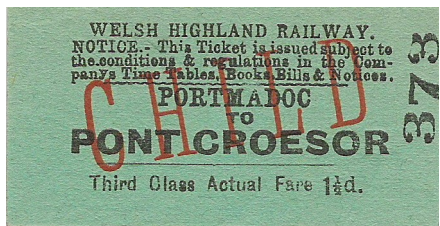
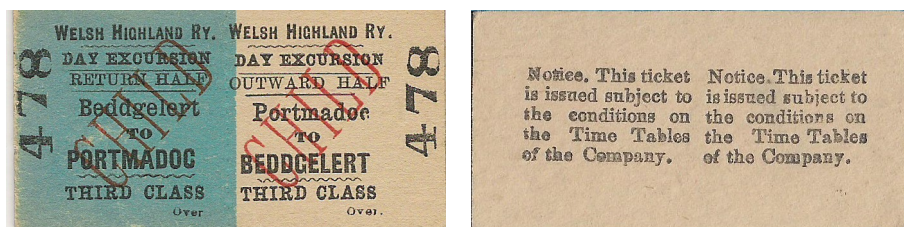


Portmadoc	.....
to:-	

Type:-	3 rd Class Supplementary Tour Ticket (LMS issue)
Date Introduced:-	1923



Type:-	Child Issues
Date Introduced:-	1923



<u>Day Excursion</u>		<u>3rd Class Single</u>	
Dinas to:-	Portmadoc	Portmadoc to:-	Pont Croesor 1½d
Portmadoc to:-	South Snowdon Beddgelert		

Type:- 3rd Class Season (Weekly & Fortnightly)
Date Introduced:- 1923

WELSH HIGHLAND RAILWAY
AND
FESTINIOG RAILWAY.
No. **117**
WEEKLY SEASON TICKET.
THIRD CLASS.
Available between all Stations.

From 19
To 19

Issued to

The use of this Ticket is restricted to the person to whom it is granted. Any other person using it will be liable to the penalties incurred by a Passenger travelling without having paid his fare. This Ticket is to be exhibited when required, and is issued on condition that the holder is subject to the Company's Bye-laws and Regulations.

S. E. TYRWHITT,
General Manager.

Issued by

WELSH HIGHLAND RAILWAY
AND
FESTINIOG RAILWAY.
No. **413**
FORTNIGHTLY SEASON TICKET.
THIRD CLASS.
Available between all Stations.

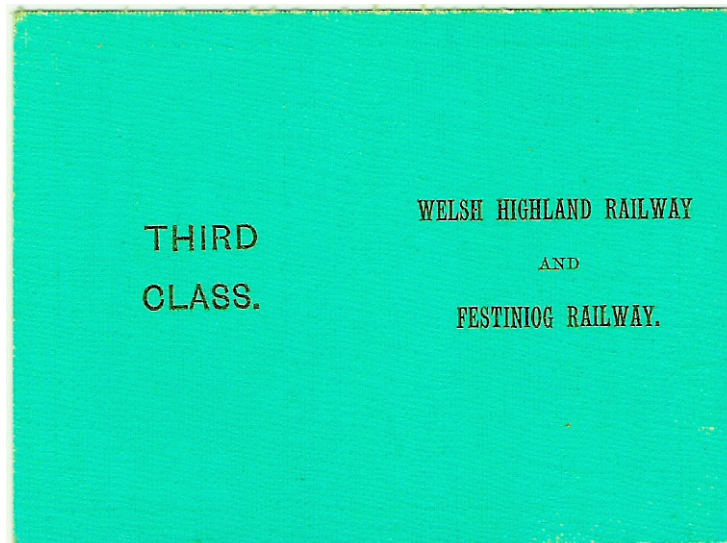
From 19
To 19

Issued to

The use of this Ticket is restricted to the person to whom it is granted. Any other person using it will be liable to the penalties incurred by a Passenger travelling without having paid his fare. This Ticket is to be exhibited when required, and is issued on condition that the holder is subject to the Company's Bye-laws and Regulations.

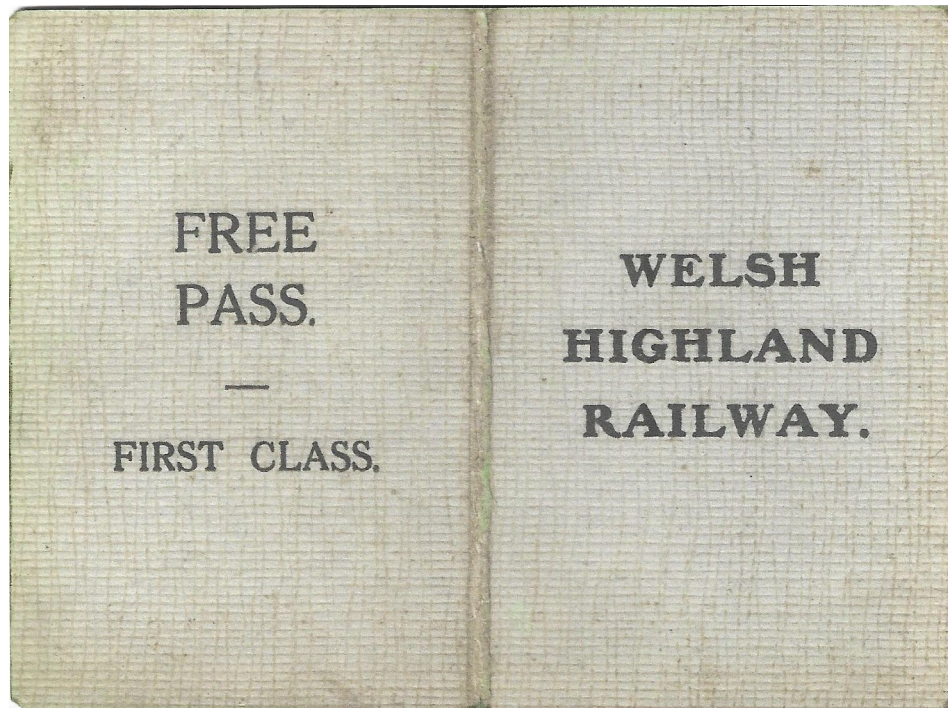
S. E. TYRWHITT,
General Manager.

Issued by



Fares:	
-	
Weekly	15/-
Fortnightly	25/-

Type:- 1st Class Free Pass
Date Introduced:- 1923



WELSH HIGHLAND RAILWAY.

No. 43.

First Class.—Free Pass.

ISSUED TO

Lt Col. H. F. Stephens R.E.

available between

All Stations

To December 31st 1923

UNLESS PREVIOUSLY CANCELLED.

The use of this Pass is restricted to the person to whom it is granted. Any other Passenger using it will be liable to the penalties incurred by a Passenger travelling without having paid his fare. This Pass is to be exhibited and given up when required, and is issued free, and so accepted by the holder on condition that he undertakes all risk, loss or injury to himself, or his luggage, however caused, and that he is subject to the Company's Bye-laws and Regulations.

S. H. Gwynedd.

Type:- Local Single Ticket
Date Introduced:- 1923

<p>(3)</p> <p>Welsh Highland Railway.</p> <p>LOCAL SINGLE TICKET</p> <p>COUNTERFOIL.</p> <p>No. <u>052</u> 192</p> <p>CLASS.</p> <p>From _____ Station</p> <p>To _____ Station</p> <p>Booking Clerk.</p> <p>NOTES.—The destination station must be written boldly.</p> <p>When the Ticket is issued to a Child the top corner must be cut off by the black line, and sent to the Audit Office.</p>	<p>Waterlow & Sons Limited, London, Dunstable & Watford.</p>	<p>Welsh Highland Railway.</p> <p>NOTICE.</p> <p>This ticket is issued subject to the conditions in the Time Tables of the Company.</p> <p>No. <u>052</u></p> <p>LOCAL SINGLE JOURNEY TICKET.</p> <p>Available for One Person for One Journey only.</p> <p>(To be completed within _____ days of issue.)</p> <p>Date of issue _____ 192</p> <p>(Month to be written in full.)</p> <p>CLASS.—Not transferable.</p> <p>From _____ Station,</p> <p>To _____ Station,</p> <p>Fare paid _____</p> <p>Booking Clerk,</p>
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Type:- Local Return Ticket
Date Introduced:- 1923

<p>(4)</p> <p>Welsh Highland Railway.</p> <p>LOCAL* TICKET.</p> <p>COUNTERFOIL.</p> <p>No. <u>095</u> 192</p> <p>CLASS.</p> <p>From _____ Station</p> <p>To _____ Station</p> <p>Revised Fare paid _____</p> <p>Booking Clerk.</p> <p>NOTES.—The destination station must be written boldly.</p> <p>* State here whether Single or Return.</p> <p>When the Ticket is issued to a Child the centre piece of the top must be cut off by the black line, and sent to the Audit Office.</p> <p>W. & S. Ltd.</p>	<p>Welsh Highland Railway.</p> <p>NOTICE.</p> <p>This Ticket is issued subject to the conditions in the Time Tables of the Company.</p> <p>LOCAL* RETURN.</p> <p>Available for One Person for one Journey only.</p> <p>No. <u>095</u></p> <p>Date of Issue _____ 192</p> <p>(Month to be written in full.)</p> <p>CLASS.—Not Transferable.</p> <p>From _____ Station</p> <p>To _____ Station</p> <p>Revised Fare paid _____</p> <p>Booking Clerk.</p>	<p>Welsh Highland Railway.</p> <p>No. <u>095</u></p> <p>From _____</p> <p>To _____</p> <p>NOTICE.</p> <p>This Ticket is issued subject to the conditions in the Time Tables of the Company.</p> <p>LOCAL* TICKET.</p> <p>Available for One Person for one Journey only.</p> <p>No. <u>095</u></p> <p>Date of Issue _____ 192</p> <p>(Month to be written in full.)</p> <p>CLASS.—Not Transferable.</p> <p>From _____ Station</p> <p>To _____ Station</p> <p>Revised Fare paid _____</p> <p>Booking Clerk.</p>
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Note:- Tickets shown approximately half size.

Type:- 3rd Class Through Single
Date Introduced:- 1923

(1) Welsh Highland Railway.

THROUGH SINGLE TICKET
COUNTERFOIL.

No. **010** 192 CLASS.

From _____ Station

To _____ Station

On _____ Railway

Via _____

Revised Fare paid _____

Booking Clerk.

NOTES.—The destination station must be written boldly.

When the Ticket is issued to a Child the top corner must be cut off by the black line, and sent to the Audit Office.

Waterlow & Sons Limited, London, Dunstable & Watford.

Welsh Highland Railway.

Date _____ No. **010**

From _____ To _____

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills, and Notices of the respective Cos. and Proprietors on whose Railways, Coaches, or Steamboats it is available; and the holder by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay, or detention caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. No transferable, and if used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited and the full fare charged.

No. **010**
THROUGH SINGLE JOURNEY TICKET.
Available for One Person for One Journey only.

(To be completed within _____ days of issue.)

Date of issue _____ 192 (Month to be written in full.)

THIRD CLASS.

From _____ Station,

To _____ Station,

On the _____ Railway.

Via _____

Revised Fare paid _____

Booking Clerk.

Through Tickets in cases where the Journey is not continuous, do not include the cost of transfer between Railway Terminals in Towns, or between Railway Stations and Steamboats.

N.B.—This Ticket must be shown, and given up when required.

Type:- Through Return Ticket
Date Introduced:- 1923

(2) Welsh Highland Railway.

THROUGH TICKET
COUNTERFOIL.

No. **000** 192 CLASS.

From _____ Station

To _____ Station

On _____ Railway

Via _____ and Return

Revised Fare paid _____

Booking Clerk.

NOTES.—The destination station must be written boldly.

* State here whether for 1 Day, 2 Days, &c., as the case may be.

When the Ticket is issued to a Child the centre piece of the top must be cut off by the black line, and sent to the Audit Office.

Welsh Highland Railway.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Cos. and Proprietors on whose Railways, Coaches or Steamboats it is available, and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay or detention caused or arising off their respective Railways, Coaches or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches and Steamboats. A transfer is an indelible fraud. If used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged. This Ticket is issued subject to the general regulations of the Cos. and Proprietors and to the terms mentioned on the Excursion Bill relating to it, and is available only to and from the Stations named thereon.

THROUGH* TICKET.
Available for One Person for One Journey only.
RETURN JOURNEY, as per Bill advertising the train.

No. **000** Date of issue _____ 192 (Month to be written in full.)

CLASS—Not Transferable.

From _____ Station

On the _____ Railway

To _____ Station

Via _____

Revised Fare paid _____

Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Terminals in Towns, or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown and given up when required.

Welsh Highland Railway.

No. **000**

From _____ To _____

When the current cut at this Ticket is only available for a CHILD not exceeding 12 years of age.

Welsh Highland Railway.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Cos. and Proprietors on whose Railways, Coaches or Steamboats it is available, and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay or detention caused or arising off their respective Railways, Coaches or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches and Steamboats. A transfer is an indelible fraud. If used in contravention of the Cos. and Proprietors' conditions and regulations it will be forfeited, and the full fare charged. This Ticket is issued subject to the general regulations of the Cos. and Proprietors and to the terms mentioned on the Excursion Bill relating to it, and is available only to and from the Stations named thereon.

THROUGH* TICKET.
Available for One Person for One Journey only.
OUTWARD JOURNEY, as per Bill advertising the train.

No. **000** Date of issue _____ 192 (Month to be written in full.)

CLASS—Not Transferable.

From _____ Station

To _____ Station

On the _____ Railway

Via _____

Revised Fare paid _____

Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Terminals in Towns, or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown and given up when required.

Tickets shown approximately half size.

Type:- 1st Class Free Pass
Date Introduced:- 1924



WELSH HIGHLAND & FESTINIOG RAILWAYS.

No. 20

FIRST CLASS.—FREE PASS.

ISSUED TO

Col H. F. Stephens

Available between ALL STATIONS.

Until 31st Dec., 1924,

unless previously cancelled.

The use of this Pass is restricted to the person to whom it is granted. Any other passenger using it will be liable to the penalties incurred by a Passenger travelling without having paid his fare. This Pass is to be exhibited and given up when required, and is issued free, and so accepted by the holder on condition that he undertakes all risk, loss or injury to himself, or his luggage, however caused, and that he is subject to the Company's Bye-laws and Regulations.

John May

W. & S. Ltd.

Part 4.

H.T.WOODROW & Co.

1927

Type:- 1st Class Local Return
Date Introduced:- 1927

Welsh Highland Railway.		Welsh Highland Railway		Welsh Highland Railway	
LOCAL* TICKET		NOTICE.		NOTICE.	
COUNTERFOIL.		This Ticket is issued subject to the conditions in the Time Tables of the Company.		This Ticket is issued subject to the conditions in the Time Tables of the Company.	
No. 000		No. 000		No. 000	
FIRST CLASS		TICKET.		TICKET.	
From Station		Available for One Person for One Journey only		Available for One Person for One Journey only	
To Station		No. 000		No. 000	
Revised Fare paid		Date of Issue 192		Date of Issue 192	
..... Booking Clerk		FIRST CLASS.—Not Transferable.		FIRST CLASS.—Not Transferable.	
NOTES.—The destination station must be written boldly.		From Station		From Station	
#State here whether Single or Return		To Station		To Station	
When the Ticket is issued to a child the centre piece of the top must be cut off by the black line, and sent to the Audit Office.		Revised Fare paid		Revised Fare paid	
		..... Booking Clerk		..... Booking Clerk	

Note:- Ticket shown at reduced size.

Type:- 1st Class Through Single
Date Introduced:- 1927

(1) Welsh Highland Railway
THROUGH SINGLE TICKET.
COUNTERFOIL.

.....192
No. **010**
FIRST CLASS.
From Station
To Station
On Railway
Via
Revised Fare paid
..... Booking Clerk

NOTES.—The destination station must be written boldly.

When the Ticket is issued to a Child the top corner must be cut off by the black line, and sent to the Audit Office.

Welsh Highland Railway.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Books, Bills and Notices of the respective Cos. and Proprietors on whose Railways, Coaches or Steamboats it is available, and the holder by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay or detention caused or arising off their respective Railways, Coaches or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches, and Steamboats. **Not transferable**, and if used in contravention of the Cos' and Proprietors' conditions and regulations it will be forfeited and the full fare charged.

No. **010**
THROUGH SINGLE JOURNEY TICKET.
Available for One Person for One Journey only.

(To be completed within days of issue)

Date of issue 192
(Month to be written in full)

FIRST CLASS.

From Station
To Station
On the Railway
Via
Revised Fare paid
..... Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown and given up when required.

When this corner is cut off this Ticket is only available for a Child not exceeding 12 years of age.
Date
No. **010**
From
To

Type:- 1st Class Through Return
Date Introduced:- 1927

(2) Welsh Highland Railway.
THROUGH TICKET
COUNTERFOIL.

.....192
No. **000**
FIRST CLASS.
From Station
To Station
On Railway
Via
Revised Fare paid
..... Booking Clerk

NOTES.—The destination station must be written boldly.

* State here whether for 1 Day, 2 Days, &c., as the case may be.

When the Ticket is issued to a Child the centre piece of the top must be cut off by the black line, and sent to the Audit Office.

Welsh Highland Railway.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Cos. and Proprietors on whose Railways, Coaches or Steamboats it is available, and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay or detention caused or arising off their respective Railways, Coaches, or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches and Steamboats. A transfer is an indictable fraud. If used in contravention of the Cos' and Proprietors' conditions and regulations it will be forfeited, and the full fare charged. This Ticket is issued subject to the general Regulations of the Co. and Proprietors and to the terms mentioned on the Excursion Bill relating to it, and is available only to and from the Stations named therein.

THROUGH* TICKET
Available for One Person for One Journey only.
RETURN JOURNEY, as per Bill advertising the train.

No. **000**
Date of issue 192
(Month to be written in full)
FIRST CLASS—Not Transferable.

From Station
On the Railway
To Station
Via
Revised Fare paid
..... Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown and given up when required.

Welsh Highland Railway

No. **000**
From
To

Welsh Highland Railway.

This Through Ticket is issued subject to the conditions and regulations referred to in the Time Tables, Bills and Notices of the respective Cos. and Proprietors on whose Railways, Coaches or Steamboats it is available, and the holder, by accepting it, agrees that the respective Cos. and Proprietors are not to be liable for any loss, damage, injury, delay or detention caused or arising off their respective Railways, Coaches or Steamboats. The contract and liability of each Co. and Proprietor are limited to their own Railways, Coaches and Steamboats. A transfer is an indictable fraud. If used in contravention of the Cos' and Proprietors' conditions and regulations it will be forfeited, and the full fare charged. This Ticket is issued subject to the general Regulations of the Co. and Proprietors and to the terms mentioned on the Excursion Bill relating to it, and is available only to and from the Stations named therein.

THROUGH* TICKET
Available for One Person for One Journey only.
OUTWARD JOURNEY, as per Bill advertising the train.

No. **000**
Date of issue 192
(Month to be written in full)
FIRST CLASS—Not Transferable.

From Station
To Station
On the Railway
Via
Revised Fare paid
..... Booking Clerk.

Through Tickets, in cases where the Journey is not continuous, do not include the cost of Transfer between Railway Termini in Towns, or between Railway Stations and Steam Boats.

N.B.—This Ticket must be shown and given up when required.

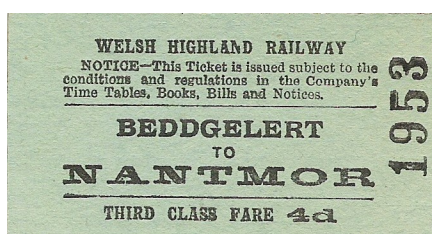
Note:- Ticket shown at reduced size.

Part 5.

Williamson

c.1925 - 1935

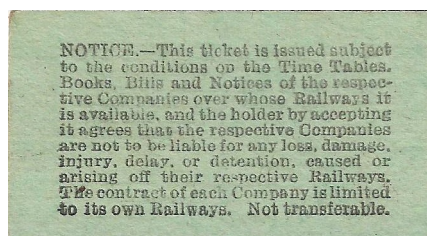
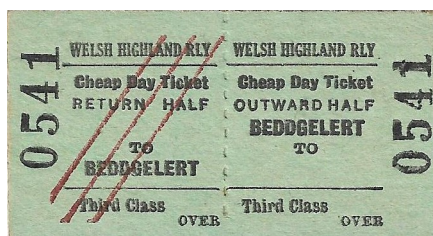
Type:- 3rd Class Single
Date Introduced:- c.1927



Beddgelert	Nantmor	4d	[1]
to:-	Portmadoc	1/-	[2]

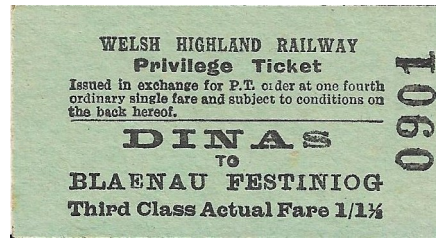
Note:- [1] Possibly in use by June 1927.
[2] In use week commencing 16th May 1927.

Type:- 3rd Class Cheap Day Return
Date Introduced:- c.1927



Dinas	.....	Beddgelert	.....
to:-		to:-	

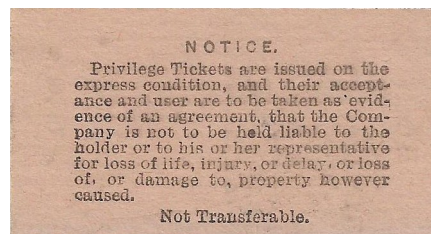
Type:- 3rd Class Privilege Single
Date Introduced:- c.1927



Dinas to:- [1]
Blaenau Festiniog 1/1½ [2]

Note:- [1] Never issued, Waterlow print used until closure.
[2] Possibly introduced in 1925 when Ordinary Fare was reduced to 4/6.

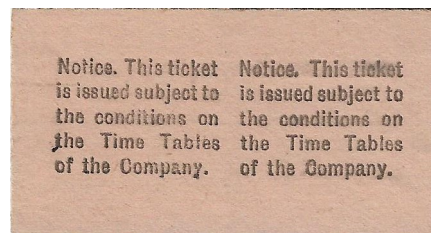
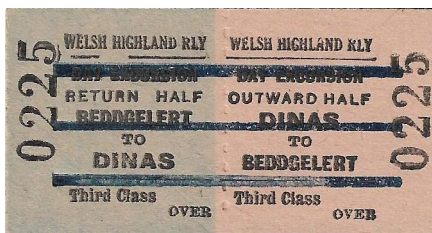
Type:- 3rd Class Privilege Return
Date Introduced:- c.1927



Dinas
to:-

Note:- In use after Waterlow series exhausted.

Type:- 3rd Class Day Excursion Return
Date Introduced:- 1935



Dinas
to:- Beddgelert

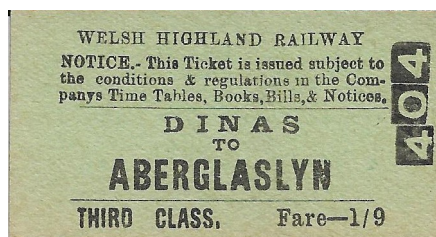
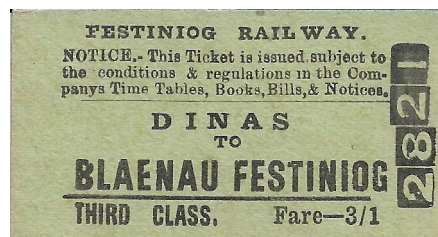
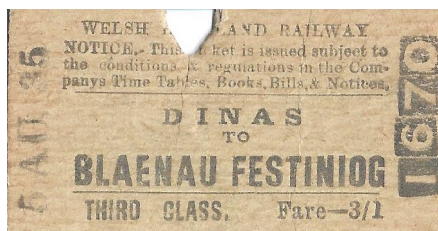
Note:- First issued in August 23rd 1935, after Edmondson series (qv) exhausted.

Part 6.

Edmondson

c.1934

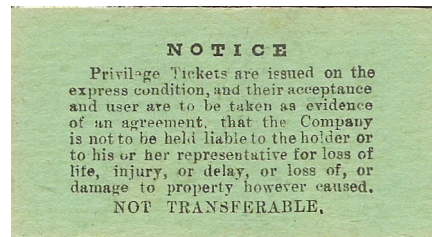
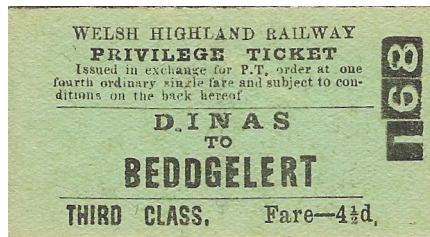
Type:-	3 rd Class Single
Date Introduced:-	1934



Dinas	Aberglaslyn	1/9	[1]
to:-	Portmadoc	2/-	[2]
	Blaenau Festiniog	3/1	[3]

Note:- [1] First issued July 1935. [2] First issued August 1936.
[3] Welsh Highland Railway headed tickets first issued July 1934, but exhausted by September 1935.
Further tickets headed Festiniog Railway.

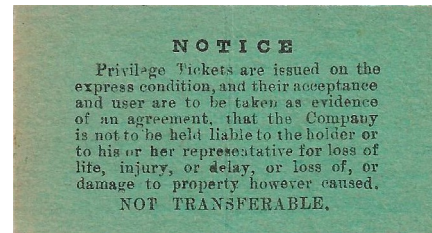
Type:- 3rd Class Privilege Single
Date Introduced:- 1934



Dinas to:-	South Snowdon	3d	[1]
	Beddgelert	4½d	[2]
	Portmadoc	8d	[3]

Note:- [1] First issued 6th September 1935. [2] First issued July 1935. [3] First issued July 1934, fare reduced to 6d from July 1935.

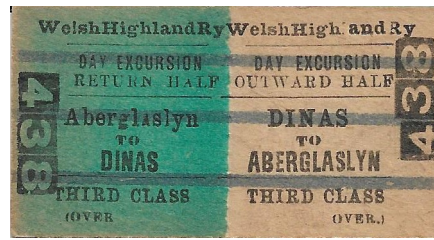
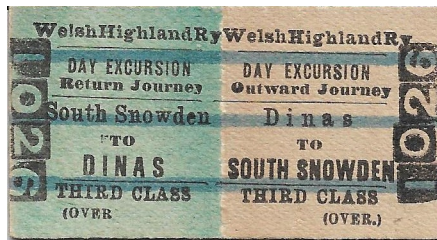
Type:- 3rd Class Privilege Return
Date Introduced:- 1934



Dinas	South Snowdon	6d	[1]
to:-	Beddgelert	9d	[2]

Note:- 1. Series first issued 10th September 1935. 2. First issued August 1935.

Type:- 3rd Class Day Excursion Return
 Date Introduced:- 1934



Notice. This ticket is issued subject to the conditions on the Time Tables of the Company.

Outward/Return Journey type:-		OUTWARD/RETURN HALF type:-	
Dinas to:-	.....	Dinas to:-	Aberglaslyn [3]
	South Snowden (<i>sic</i>)		Portmadoc [4]
	Beddgelert [1]		
	Nantmor [2]		
	Portmadoc		

Note:- [1] Series exhausted by August 1935, Williamson used until closure (qv).
 [2] Withdrawn August 1935, replaced by Aberglaslyn issues.
 [3] Introduced August 1935.
 [4] Series probably never issued.

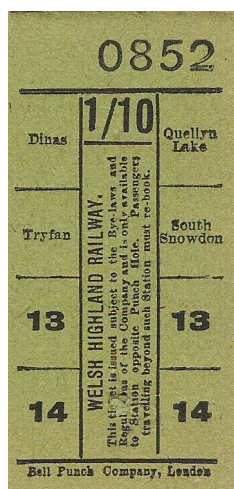
Part 7.

Punch Tickets

1922

BELL PUNCH Co.

Type:- 3rd Class punch Singles & returns
Date Introduced:- 1922



Singles:

=

3d	Lilac
5d	Purple
8d	Orange
11d	Grey
1/-	Dark Grey
1/4	Grey-green
1/10	Green
2/3	Dark Blue

Returns:

=

4d	White
8d	Pink [1]
1/-	Blue
1/5	Green
1/8	Buff
2/-	Brown
2/9	Light Buff
3/6	Pale Orange

Note:- [1] Headed 'Welsh Highland Railways'

Various Printers

1923 -1933

Type:- 3rd Class punch Singles
 Date Introduced:- 1923
 Printer:- a) Colley
 b) Williamson
 c) Edmondson

A 2593		
Waelwawr	1 1/2 d.	Bettws Garmon
Bettws Garmon		Salem
South Snowdon		Pitt's Head
Pitt's Head		Hafod Rhydydd
Nantmor		Hafod y Llyn
Hafod y Llyn		Ynys Ferlas
Ynys Ferlas		Ynysfor
Ynysfor		Port Croesor
1		1
2		2
3		3
4		4
5		5
6		6
7		7

(a) Colley

C 0745		
Dinas	8d	Salem
Tryfan		Quellyn Lake
Waelwawr		South Snowdon
Bettws Garmon		Pitt's Head
Salem		Hafod Rhydydd
Pitt's Head		Nantmor
Hafod Rhydydd		Hafod Garregog
Bedd-gelert		Ynysfor
Hafod-y-Llyn		Port-madoc
24		24
25		25
26		26
27		27
28		28
29		29

(b) Williamson

A 4180		
Dinas	6d	Bettws Garmon
Tryfan		Salem
Waelwawr		Quellyn Lake
Bettws Garmon		South Snowdon
Salem		Pitt's Head
Quellyn Lake		Ynysfor
South Snowdon		Rhydydd
Bedd-gelert		Hafod Garregog
Nantmor		Port Croesor
Hafod Garregog		Port-madoc
19		19
20		20
21		21
22		22
23		23

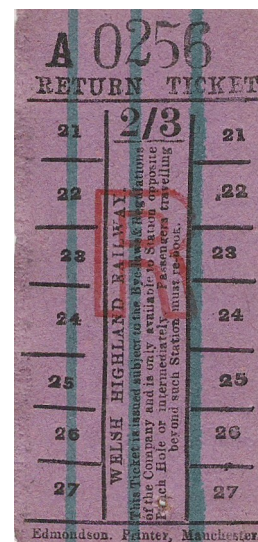
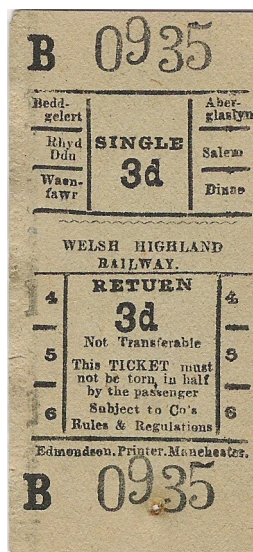
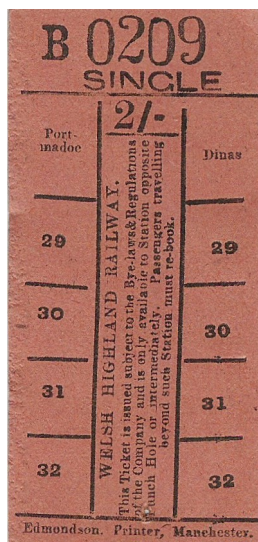
(c) Edmondson

1 1/2	Blue	(a)	1/	Buff	(a)
d			1)
3d	White	(a) & (b)	1/	Mauve	(a)
			3)
4d	Mauve	(b) & (c)	1/	Cream	(a)
			6)
6d	Green	(b) & (c)	1/	Blue-grey	(a)
			9)
8d	Mauve	(a) & (b)	2/-	Light Green	(a)
)
9d	Orange	(a)	2/	Yellow	(a)
			3)
1/-	Brick Red	(a) & (c)			

EDMONDSON

1934

Type:- 3rd Class punch Singles & returns
Date Introduced:- 1934



Single:		Composite:		Return:		
-		-		-		
2d	Green	3d	Yellow	6d	White	o/p Pink
6d	Yellow	4d	Mauve	9d	Yellow	o/p Pink
9d	Lt. Buff			1/-	Blue	o/p Green
1/-	Green			1/3	Green	o/p Pink [1]
1/3	Purple			1/6	Red	o/p Red
1/6	Dk. Pink			2/-	Green	o/p Blue [2]
1/9	Blue			2/3	Mauve	o/p Green
2/-	Orange			2/6	Orange	o/p Mauve

Notes:- [1] & [2] also exist with the fare values in bolder type and with Waenfawr hyphenated on two lines.

Appendix 1

- (25) Collection and Examination of Tickets. Particular care must be taken in the examination and collection of tickets; see that the date, station, and class is correct, and that persons over twelve years of age do not travel with half tickets, or over fifteen with Privilege tickets, nor children over three years of age without tickets. When excess fares are collected, receipts must be *made out* and handed to the passenger at the time. All tickets collected must be cancelled immediately. Passengers joining trains at halts will be booked by the guards, the tickets must be issued to the passengers before train leaves the halt, each ticket before being handed to the passenger must be punched by special punch opposite the name of the station up, or down, on side of ticket as the case may be, these tickets to be collected at stations in the usual way, and at halts by the guards who will cancel the tickets by tearing the ticket almost in half, other tickets collected at halts should be cancelled in same way, sorted in numerical order, placed in an envelope or tied up in a bundle, and sent to Traffic Office, Portmadoc, daily. Particular care must also be taken in examining through tickets, to see that they are properly available over these railways, if not, full ordinary fares must be charged. Special attention is also directed to the bills and publications issued from time to time, governing the issue of Excursion, Circular Tour, and other cheap tickets.
- (26) Guards must record on their journals the approximate number of passengers joining and leaving trains at the different stations.

Extract from Festiniog & Welsh Highland Working Instructions, October 1925

COLLECTION AND EXAMINATION OF TICKETS

UP TRAINS

To be examined and nipped at Dinas, Beddgelert, Portmadoc (New), and Portmadoc (Old) when trains start from there.

Tickets in Nos. 22 and 26 trains to be examined and nipped at Tanybwlech, and Blaenau Festiniog tickets collected.

Tickets of all other trains to be examined and nipped at Tanygrisiau, and Blaenau Festiniog tickets collected.

Tickets of passengers alighting at other stations to be collected by person in charge, or, when there is no one in charge, then by the Guard of the train. Tickets of workmen and other passengers joining No. 22 train at Dduallt and Tanygrisiau to be collected before passengers enter train.

DOWN TRAINS

To be examined and nipped at Blaenau Festiniog (L.M.S.), Tanygrisiau tickets collected; and all tickets in workmen's portion of No. 10 train to be collected. Minffordd, examine collecting Portmadoc tickets.

Examine at Portmadoc (New), Beddgelert, and Tryfan Junc. collecting Dinas Tickets.

Tickets of Passengers alighting at other stations and halts to be collected by person in charge; or, when there is no one in charge, then by the Guard of train.

On special occasions, when there is heavy passenger traffic, it may be necessary to make special arrangements. Stationmasters and Guards should advise Head Office when this is necessary, so that instructions may be issued. The utmost care and vigilance must be exercised by all concerned in the collection and examination of Tickets.

Directive from General Manager's Office, Portmadoc, 1924

Appendix 2

20
JOHN B. EDMONDSON, MANCHESTER,

RAILWAY TICKET NIPPERS.

SPECIMEN OF VARIOUS CUTS MADE BY NIPPERS.

NO. 1	2	3	4	5	6	7	8	9	10	11
NO. 12	13	14	15	16	17	20	21	23	24	25
NO. 26	27	28	29	30	31	33				

The Ticket Nipper is chiefly used to show that the railway ticket has passed examination at a certain station, or to cancel the ticket altogether.

I make a special Railway Ticket Nipper, with moveable type, to indent the current date into the ticket, each being supplied with a type to cut a private mark, used by inspectors.

PRICES ON APPLICATION.

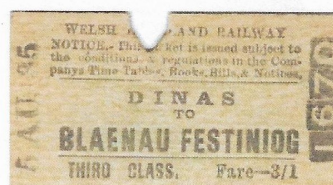
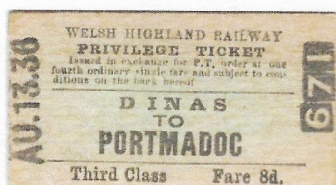
PAPER TICKETS.

When a cheaper than cardboard ticket is required, a similar article in paper is supplied; and, having invented special machinery for the above, I am able to offer Paper Tickets, of various colours and sizes, at greatly reduced prices to other firms, and may say that the speed that I can supply them at cannot be exceeded.

PRICES ON APPLICATION.

SPECIMEN OF PAPER TICKETS IN ROLLS.

TRANWAY TICKETS.	FOOTBALL TICKETS.	THEATRE TICKETS.
1000	1001	1002
LONDON, GLASGOW, DUBLIN.		



A View at Beddgelert.



*Guard Dafydd Lloyd Hughes, wearing money & ticket bag and punch machine, watches attentively as the Beddgelert coal siding points are unlocked. 1935 or 1936.
(R.R.J.Plummer; courtesy J.I.C.Boyd)*