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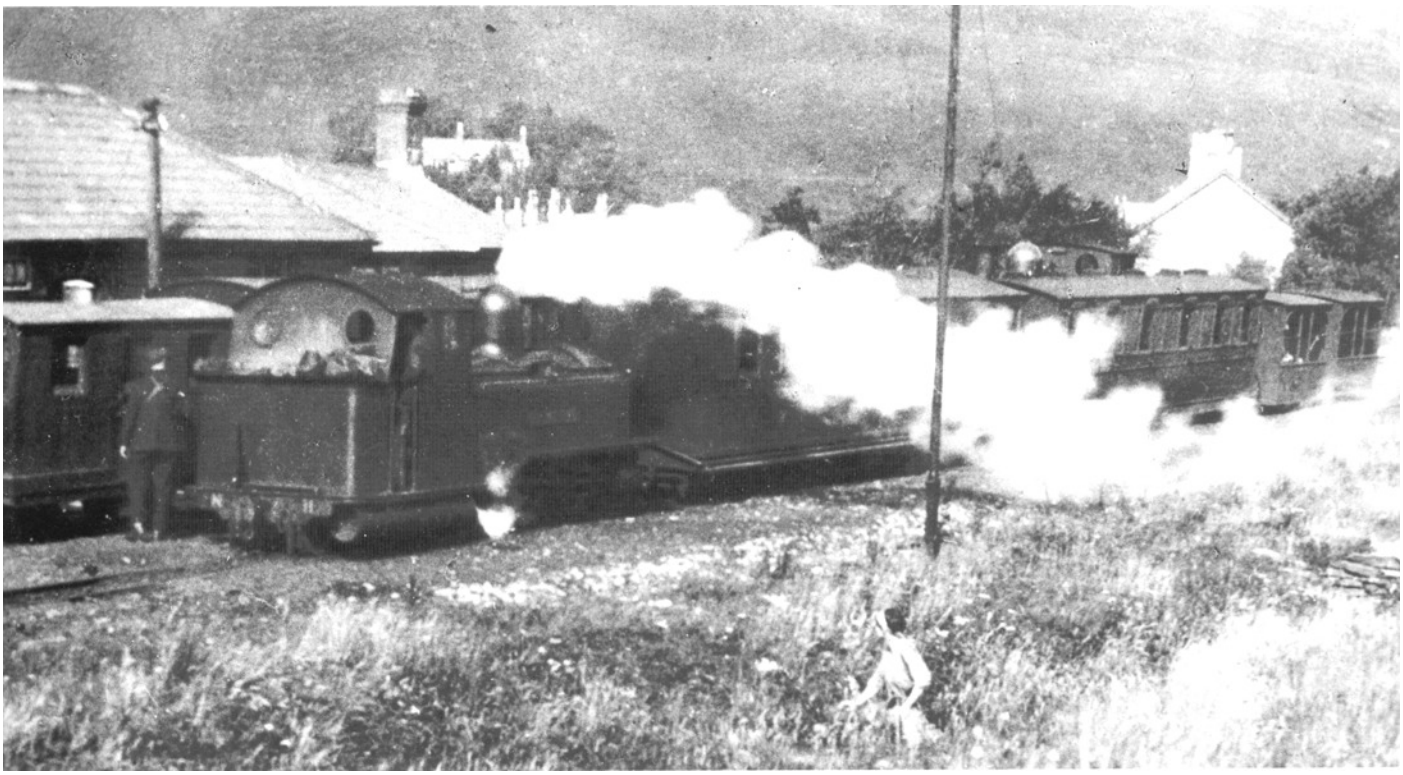
Looking back, and looking forward…

WHHG 16 (Arch 0285) is one of a series of Topical Press Agency images taken early in the life of the 'new' WHR at what had been the NWNGR terminus at Rhyd-ddu. Note that, despite the station's official name being *South Snowdon*, the name board had yet to be changed. The *Corridor* carriage behind *Prince* had not been cut down but, because it was behind an FR loco we know this to have been No. 10, the one *Corridor* to be fitted for a short period with dual brakes. From other images in this Topical set, we can deduce that the 'hidden' locomotive on the north-bound train was *Palmerston*. *Prince's* train comprised No. 10, the *Gladstone Car* and one of the 4-wheel brake vans converted from an FR *Quarrymens* carriage. The FR Bogie Brake Van was No. 3.

Anniversaries are a significant part of life. They remind us of important events, both personal and cultural. Whether we are marking for example a birthday, wedding, momentous event, or a death, an anniversary puts a flag on the calendar to remind us of something that matters. It's a chance to reflect and to join together to remember a person, for instance, who has died, or to commemorate a joyous or not so joyous event.

Whatever the anniversary, it gives us a chance to look back over the years since the event and reflect on how it has influenced either us as individuals or more generally the society around us. Remembering the past, but without letting it rule us, can be an important part of understanding who we are and how we got here. [1] In that vein, it is also helpful to be aware of what else was going on at the time of the event we are marking.

For example, a hundred years ago, in 1921, David Lloyd George, born in Manchester to Welsh parents but later living within six miles of Porthmadog, was Prime Minister and the last Liberal to hold that post. However, he became embroiled in scandal and resigned in October 1922 and, following a General



A somewhat later South Snowdon image (Arch 4398 - found in John Keylock's collection) probably from 1924 shows WHR locomotives on passing trains - *Moel Tryfan* had been cut down, but *Russell*, on the north-bound train, had not. *Moel Tryfan's* train comprised *Pickering* No. 8, an FR Bogie carriage and two *Bug Boxes* - as both were Observation Carriages they can be identified as Nos 1 and 2.

Election, was succeeded by Andrew Bonar Law, a Conservative, who had to resign for health reasons in May 2023, later in that year dying of cancer. Stanley Baldwin then became Prime Minister and it was he who once said "I would rather be an opportunist and float than go to the bottom with my principles around my neck." Here we have shades of current day politics and perhaps a philosophy pursued by Henry Joseph Jack?

Jack, a Carnarvonshire County Councillor, was also the managing director of the Aluminium Corporation based at Dolgarrog, which by 1921 had gained control of all the passenger carrying narrow gauge railways in Snowdonia. He was it seems always regarded with suspicion and as an upstart and an outsider from South Wales. At the Light Railway Commissioners' public inquiry on 18 October 1921 into the Corporation's plans for the Welsh Highland Railway, the chairman said that many people felt he wielded far too much influence. [2]

Nevertheless, Jack, in conjunction with Evan Robert Davies, was successful in driving through the creation of the WHR and in June 1923 the line was opened for traffic between Porthmadog and Dinas. Not withstanding that the tourists and commercial customers of the 1920s and 1930s still had to use the LMS's branch line from Dinas to reach Caernarvon it was still an outstanding achievement and is to be celebrated a 100 years later in 2022 and 2023.

To this end, the WHR Heritage Group has joined with the Ffestiniog & Welsh Highland Railways, the Welsh Highland Railway Society and the Welsh Highland Heritage Railway to organise the celebrations with a series of events, acknowledging key dates such as the re-opening of the Dinas to South Snowdon line on 31 July 1922 and in June 1923 the opening of Portmadoc New to South Snowdon to passenger traffic. The organising committee is already hard at work developing ideas for the celebrations and they will not just involve running special trains. The working group is therefore are open to any relevant suggestions for marking the events of 100 years ago, please just get in touch.

Members who were able to travel to Statfold Barn, near Tamworth for the Annual General Meeting in September not only played their part in an informative and enjoyable meeting that included a visit from Graham Lees, the founder of Statfold Barn, but were also able to participate in train rides and much browsing around Graham's extensive collection of narrow gauge locomotives and the trade stands. We were pleased to see that The Gowrie Project, which we have supported were present and generating a lot of interest in their recreation of the Hunslet single Fairlie.

The Spooner Family's grave in the churchyard of St Mary's, Beddgelert, after completion of the recent restoration - photo by David Roberts

The WHR Heritage Group is pleased to announce that the Spooners' Grave restoration project at Beddgelert, funded jointly with the FR Heritage Group, has been short listed for a National Railway Heritage Award. We shall know on 1 December whether we have jumped the final hurdle!

We are continuing our move to charitable status and will shortly be submitting our application to the Charity Commission to become a Charitable Incorporated Organisation. This will have several benefits including the ability to claim Gift Aid on donations.

The Group's photographic archive continues to be the focus of much thought as to how best to make it accessible to members and others. For 2022, we are aiming to be in a position to provide members with additional benefits for their subscriptions, as well as developing innovative ways of sharing research and new publications via the website. Keep a look out in the coming editions of *WHH* or indeed our Facebook page!

In October this year, we welcomed Kim Winter to the Committee. Kim had a long career as a quantity surveyor before retiring, so his experience in buildings will no doubt be called upon by us and others, in the future. For many years, Kim has been involved with both the FR and the WHR as a volunteer and he and his wife Sylvia now live close to both railways. Kim is currently collating archive photographs of Dinas Station and has been working closely with Peter Liddell and the Group's photo database.

Finally I thank members for their continued support during a difficult year and in particular your Committee without whom there would not be a WHR Heritage Group. We are all looking forward to Christmas of course, and the WHR celebrations in 2022 and 2023, so best wishes from us all.

Dymunwn Nadolig Llawen a Blwyddyn Newydd Dda!

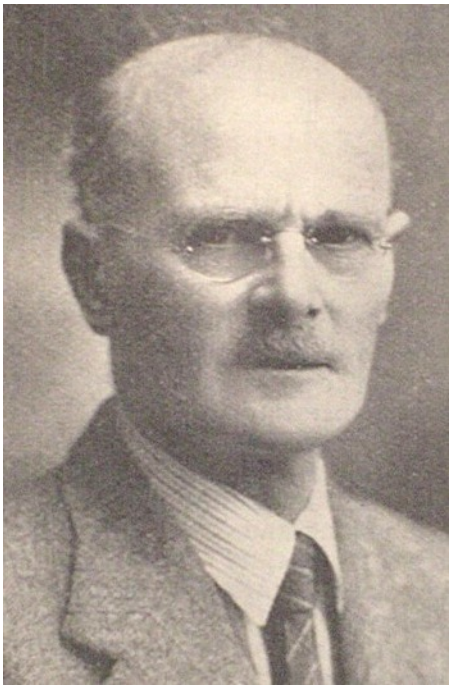
Nick Booker

References

1 based on https://tinyurl.com/4erej9a5

2 See, e.g., Festipedia at: https://tinyurl.com/v8ct4f2w

NWNGR and Welsh Highland personalities – an occasional series



Left - S.E. Tyrwhitt in 1915 (from the *GWR Magazine*)

Right - Tyrwhitt on the occasion of his retirement in 1950 (*Railway Gazette*, 8 September 1950)

The heritage that has been passed down to us is very much a product of the manifold personalities who held sway during the railways' nascence and operational periods, so it is appropriate to record their personal histories and details, just as much as it is to study the minutiæ of the physical assets they left us.

It's also appropriate gently to correct some of the minor myths that have grown up about some of these characters, for which we often have to thank James Boyd. Struggling with writing railway history while lacking many of the technical facilities and access to data that we now take so much for granted, he has been known to make unwarranted assumptions in the absence – then – of accessible sources. One such (repeated, alas, in *WHH* as recently as no. 90, p. 3) was the implication that S E Tyrwhitt was a superannuated GWR cast off [1], so perhaps it is well to start this occasional series with him – and put the record straight.

1 - Septimus Edward Tyrwhitt

The Aluminium Corporation's first move, in its bid to diversify into railways, was to take control of the NWNGR in April 1920; by the end of that year, Edward James Deane was the nominal manager and secretary of the company [2], while from 9 April 1921 Henry Joseph Jack was appointed by the Court of Chancery to take over Gowrie Aitchison's role as Receiver of the railway. On 16 July 1921 the Dolgarrog party assumed control of the Festiniog's board, dispossessing Frederick Vaughan of his directorship, but retaining him as FR General Manager. While it seems sensible to have retained that experience, the report of his death [3] suggests that there would, by then, have been doubts about his robustness. Therefore, the Dolgarrog "raiders" were going to need some "new blood" to get the new Welsh Highland up and running, and to revitalise the Festiniog. As the grouping of the standard gauge railways came closer to fruition (the Act providing for this came into force on receiving Royal assent on 19 August 1921) it would not have been surprising had Jack & co. gone looking for some competent manager from one of the minor (or even not so minor) lines. As the fall-out of the "grouping" process, such men (and it was, of course, then only men!) would be facing an up-hill struggle against the entrenched post-holders of the larger companies which would be absorbing their lines, in a situation where there would be a glut of available personnel. Dolgarrog could well have had a choice of competent applications for the top jobs at Portmadoc! But fishing in those waters would not really be practicable until early 1923 and before then there was

a new railway to inaugurate – perhaps E H R Nicholls' sojourn should be regarded as a less than successful such venture in that direction before the directors finally fell into bed with Holman Stephens.

Instead they turned to the Great Western Railway, for secondment of managerial support for a brief term – a FR board minute records that it would be "for a short time to tide over a period during which the proposals for reorganisation of the Festiniog and neighbouring railways are under consideration" and it looks as though a two-year term may have been specified. It is unlikely that we shall know for certain, but it surely does not seem likely that this incoming "support" would have been expected to have to assume Vaughan's full mantle quite so soon (or even at all) during the period of secondment. Likewise, it's not clear the terms under which the Great Western were moved to release a 36-year old middle manager to Portmadoc at the very beginning of 1922.

Septimus Edward Tyrwhitt was born in Dresden, Saxony (now Germany) on 14 May 1885 [4], the seventh child of a senior Royal Naval officer (one could speculate that his pregnant wife would only have been in Dresden were he on some official posting, such as naval attaché to the British embassy, perhaps?). In 1891 [5] the family were in Oxford (the father by now retired from the navy, aged 47) and in 1901 they were at Hastings. Young Tyrwhitt joined the Great Western at Swindon Locomotive Works as a pupil in 1904[6] and was afterwards employed in the drawing office there from 1907 to 1910, when he joined the staff of the Superintendent of the Line at Paddington. This was the department responsible for the operation of the railway (and, incidentally, the de facto passenger commercial department, there being no separate department in those days) – an admirable place to 'learn' more general aspects of the railway business beyond his engineering training. During the 1914-18 war Tyrwhitt served as a Lieutenant in France with the Royal Engineers, T.A., and was for more than two years with the 1/1 Wiltshire Fortress Company, R.E., T.A. (afterwards 565 (A.T.) Company, R.E.), which was composed almost exclusively of men from Swindon Works. He married Isabella A Christison in Neath in June 1915 [7]. During the final advance through France, Tyrwhitt was Bridging Officer, 6th Corps. After the war, from 1919 to 1921 he was Outside Traffic Manager, Ebbw Vale Steel, Iron & Coal Co Ltd (this also may have been a "career broadening" placement). In 1921 he returned to the drawing office at Swindon for a few months until dispatched at the very beginning of 1922 [8] to Portmadoc to assist Vaughan on the FR and to be designated General Manager of the NWNGR – indeed, as early as 3 January 1922 he was writing on FR business [9]. From the outset, he was obliged to report frequently to his Chairman – receiving instructions (consistently, but wrongly, addressed to S **G** Tyrwhitt) in response – on FR, NWNGR, WHR and Croesor matters, so it is clear that Vaughan was playing a minimal rôle by now.

A specimen of Tyrwhitt's actual signature (the letter reproduced below apparently carries another hand's endorsement, at least on the carbon copy of the letter). One can see why he has been mis-represented as S G Tyrwhitt by Jack - although the latter ought to have known his (temporary) employee's correct name…...

As his age testifies, Tyrwhitt was not (as James Boyd wrongly avers) at the end of his career – indeed, this move looks more like another management development opportunity for a potential officer to broaden his experience before moving upwards within the GWR. He was, of course, older than might be expected nowadays for such treatment because of the years "lost" on war service. Upon Vaughan's retirement, from 1 April 1922 Tyrwhitt was appointed General Manager both of the Festiniog and of the Welsh Highland Railway (Light Railway) Co., which was conceived from the same date; his full salary is not known (he does not appear in the lists of employees and wages compiled by the two companies in April 1923) but in respect of his WHR duties during summer 1923 he was paid £5 per month (at that time Stephens' WHR element was £8 6s. 8d a month) [10]. In a notice issued in April 1922 [11], the draft had him as Acting General Manager, but the final printed notice had deleted the "Acting". Tyrwhitt, therefore, bore the brunt of the "traffic" responsibility for the reopening of the former NWNGR, in July 1922, (and, of course, of the opening of new Welsh Highland in June 1923) as well as effecting savings on the Festiniog's operations. Curiously, in a press report [12] of a petty session case in August 1922, at which he represented the company, he was referred to as "acting General Manager on (sic) Festiniog Railway Company".

His rôle in the saga of Croesor Crossing – for which he has unjustly been accused of saddling the WHR with heavy costs for the crossing [13]– has been thoroughly explored (and his rôle vindicated) in *Chroni-*

cles of Croesor Crossing (which can be downloaded at https://tinyurl.com/223pjx3f).

Tyrwhitt's sojourn at Portmadoc ended on 30 September 1923 when he returned to Paddington[14] (letters from Portmadoc signed by him as late as 27 September 1923 exist [15]); he was, in effect, replaced by Capt. John May, R.E. *Railway Gazette* reported [16] a "general post" of GWR officers in consequence of the retirement, from 1 January 1924, of their Chief Engineer: Tyrwhitt left Paddington on appointment as Second Assistant to the Divisional Locomotive Superintendent, Cardiff Valleys Division (in effect, the erstwhile Barry Railway), Barry – but that Division was merged with the Cardiff Division – headquarters Cardiff – from 6 October 1924 (an "Assistant to" was always lower ranking than an "Assistant"). Towards the end of that same year he was promoted Assistant Divisional Locomotive Superintendent, Newport.

He joined the Supplementary Reserve of Officers, R. E., in 1925 as a Major, and commanded, from its formation that January, No. 1 (Great Western Railway) Operating Company – a transportation unit of four officers and 318 other ranks – as a supplementary reserve attached to the Glamorgan Territorial Army Association [17] (it seems this became 152 (G.W.) Railway Operating Company). This he commanded until his 50th birthday when (in the rather cruel phraseology of the service) [18] "Major S E Tyrwhitt having attained the age for removal, ceases to belong to the Reserve."

The first mention of Tyrwhitt's involvement with the Newport Advisory Committee for Juvenile Employment (giving advice to boys and girls on employment) appeared in 1934 [19] – he later became chairman. Further voluntary work was evidenced by his appointment in 1937 as county officer, borough of Newport centre, of the Priory for Wales of the Order of St. John. [20]

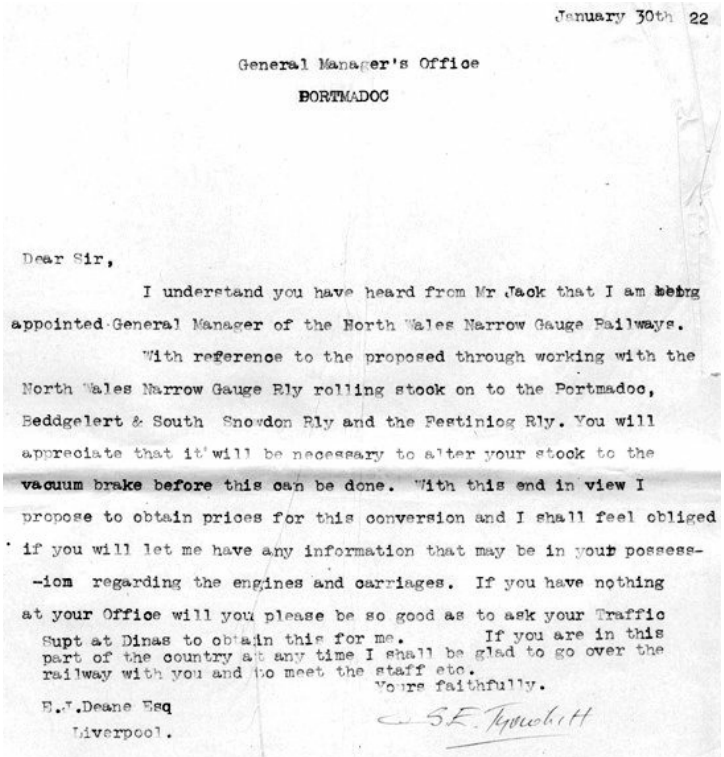
His final railway appointment, in 1945, was Divisional Locomotive Superintendent (re-designated under BR as District Motive Power Superintendent), Cardiff, from which post he retired in August 1950[21]. Tyrwhitt died of bronchopneumonia and old age on 12 September 1977 at Clatterbridge Hospital, Bebington in the Wirral, his occupation being described – entirely appropriately – on his Death Certificate as "Locomotive Superintendent – retired". His wife appears to have predeceased him; his estate was £15,661 [22].

Richard Maund

*** contributions to this series – about any director or employee of the NWNGR or WHR – will be welcomed by the Editor

References.

[1] Boyd, J I C *The Festiniog Railway: Vol. 1* Oakwood Press, 1975, p. 221
[2] *Bradshaw's Railway Manual* 1922 edition, p. 318, containing data for year end of 1920
[3] *Cambrian News* 7 April 1922, p. 7
[4] from Death Certificate
[5] from Census returns
[6] *Railway Gazette* 8 September 1950, p. 267, as are subsequent details
[7] marriage certificate, from online genealogy site; at the risk of starting a myth (!), it may well be that her father was loco superintendent of GWR's Swansea Division
[8] *Railway Gazette* 28 September 1923
[9] Gwynedd Archives file XD97/7402c
[10] Gwynedd Archives file XC2/33/51: 1922-32 Receipts & expenditure
[11] private collection of A M Davies
[12] *Cambrian News* 4 August 1922, p.5
[13] Johnson, P *An Illustrated History of the Welsh Highland Railway* OPC, 2009 p.64
[14] Gwynedd Archives file XD97/10307; *Railway Gazette* 5 October 1923
[15] Gwynedd Archives files XD97/7444n and /7444p
[16] *Railway Gazette* 16 November 1923, p. 621
[17] *Western Mail* 8 January 1925, p. 3
[18] as reported in *London Gazette* 7 June 1935
[19] *Western Mail* 19 May 1934, p. 6
[20] *Western Mail* 1 December 1937, p. 10
[21] *Railway Gazette* 8 September 1950, p. 267
[22] from Death Certificate and Probate Calendar entry, respectively



January 30th 22

General Manager's Office

PORTMADOC

Dear Sir,

I understand you have heard from Mr Jack that I am being appointed General Manager of the North Wales Narrow Gauge Railways.

With reference to the proposed through working with the North Wales Narrow Gauge Rly rolling stock on to the Portmadoc, Beddgelert & South Snowdon Rly and the Festiniog Rly. You will appreciate that it will be necessary to alter your stock to the vacuum brake before this can be done. With this end in view I propose to obtain prices for this conversion and I shall feel obliged if you will let me have any information that may be in your possession regarding the engines and carriages. If you have nothing at your Office will you please be so good as to ask your Traffic Supt at Dinas to obtain this for me. If you are in this part of the country at any time I shall be glad to go over the railway with you and to meet the staff etc.

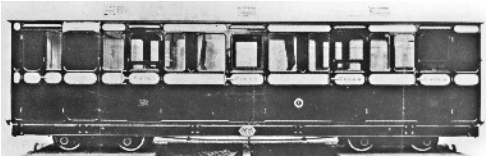
Yours faithfully.

S.E. Tyrwhitt

E.J.Deane Esq
Liverpool.

File copy of an early Tyrwhitt letter (dated 30 January 1922) from Portmadoc to Deane – the about-to-be-outgoing secretary and manager of the NWNGR.

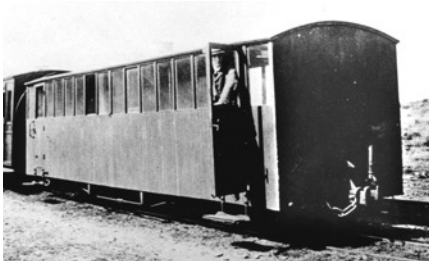
NWNGR Carriage Summary



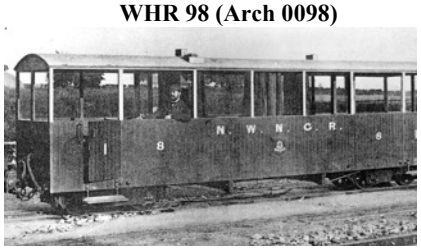
Ashbury Brake/1st/3rd Composite No. 1 - the number is visible on the carriage side and there is glass in one of the pair of guard's entry doors. On No. 2 this panel was opaque - Detail from Arch 4224/2

The three NWNGR Ashbury 4-wheel carriages. Detail from WHR 98 (Arch 0098)

One of the two Gloucester Brake/2nd/3rd Composites based on Cleminson's principle - WHR 186 (Arch 0186)



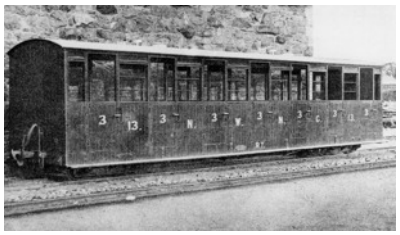
Metropolitan *Workmans Carriage*, No. 7 (of 1891) Detail from Arch 3501



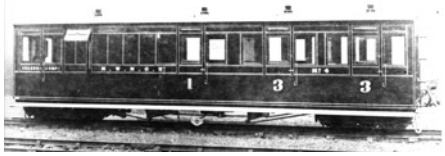
Metropolitan *Tourist Car First Class*, No. 8 (of 1891) WHR 2a (Arch 0227)

The single Gloucester All-3rd *Cleminson* - WHR 187 (Arch 0187)

Both Ashbury *Corridor* carriages shortly after delivery - No. 9 to the left and No. 10 to the right - Detail from WHHR 4a (Arch



Ashbury un-glazed *Summer*, No. 13 - WHR 1a (Arch 0226/2)



Pickering Brake/1st/3rd Composite No. 4 - one of the pair acquired in 1907 Arch 3555

General

All of the carriages owned by the Welsh Highland Railway from its inception in 1922 originated on the North Wales Narrow Gauge Railways, (NWNGR).

When these carriages passed to the WHR they were renumbered in a common series with the Festiniog Railway. WHR carriage numbers started at '23', following on from the second of the two F.R. Ashbury bogie carriages, number '22'.

The NWNGR had acquired carriages as follows: for the opening in August 1877 - two Brake 1st/3rd composites from Ashbury and three four-wheel carriages also from Ashbury; December 1877 - three six-wheel carriages to Cleminson's Patent design from the Gloucester Carriage and Wagon Co.; 1891 - the "*Workmans*" and the "*Tourist*" (later known as the "*Gladstone*") bogie carriages from Metropolitan; 1893 - two "*Corridor*" bogie carriages from Ashbury; 1894 - four "*Summer*" bogie carriages (two semi-glazed and two un-glazed) from Ashbury; 1897 - a possible bogie carriage to replace the three 4-wheelers (from Ashbury ? - see Note 9); 1907 - two Brake 1st/3rd composites from R.Y. Pickering to replace the two Gloucester Passenger Brakes (Cleminsons); a maximum sixteen at any one time. The Directors reported in 1879 that the whole of the rolling stock was hired - the NWNGR had apparently acquired it on hire purchase, but rentals had fallen behind, and some of it, including the three six-wheelers, were taken over by James C. Russell and sold to the Moel Tryfan Rolling Stock Co. Ltd. which he had set up with fellow Directors to protect his investment in the Railway, until 1880, when it was sold to the Railway in exchange for Debentures.

The numbering of carriages in NWNGR ownership is not completely clear and it has been postulated that there were two re-numbering exercises in the early 1890s. It would appear that interim numbers were applied to some vehicles as the system was changed over from the original sequence to that which was used through to the formation of the WHR, when surviving carriages were renumbered in a common FR Co./WHR number sequence.

A good deal of the evidence comes from photographs, the surviving 6-monthly accounts presented to shareholders 1881-1918, Board of Trade correspondence and Court Documents. But the latter sources are sometimes confusing at best, and suspect at worst. For example, the Carriage statistics in the accounts and Board of Trade returns appear to ignore the withdrawal of the 4-wheelers in 1897, not corrected until 1909. And on 13 June 1892 Russell wrote to the Board of Trade saying that "four (altered from five) 8 wheeled Bogie Carriages have been fitted, and a fifth will be, with Westinghouse Brake". The other evidence suggests that there were only four bogie carriages at this time, the 2 new *Corridor* coaches not being approved by the Court until the following March.

NWNGR/WHR - Passenger Carriage Summary [1] [2]

Number 1876 - 1890	Number 1891 - 1892	Number 1893 - 1897	Number 1897 - 1907	Number 1907 - 1922	Details	Date	WHR Number	Notes
1	1	1	1	1	Ashbury Brake 1st/3rd Composite	1876		1
2	2	2	2	2	Ashbury Brake 1st/3rd Composite	1876		1
3	3	3			Ashbury 4-wheel carriage	1876		2 10
4	4	3			Ashbury 4-wheel carriage	1876		2 10
5	5	3			Ashbury 4-wheel carriage	1876		2 10
6	9	4	4		Gloucester 6-wheel Cleminson Brake 2nd/3rd Composite	1877		3 8
7	10	5	5		Gloucester 6-wheel Cleminson Brake 2nd/3rd Composite	1877		3 8
8	11	6	6	6	Gloucester 6-wheel Cleminson all 3rd Saloon	1877		3
	7	7	7	7	Metropolitan 3rd saloon (Closed Coach)	1891		4 9 12
	8	8	8	8	Metropolitan 3rd observation (Tourist Coach - the Gladstone Car)	1891	29	5 9
		9	9	9	Ashbury 3rd saloon (Corridor Coach)	1893	25	6
		10	10	10	Ashbury composite saloon (Corridor Coach) - Buffet Car	1893	23 (later 24)	6
		11	11	11	Ashbury 3rd 7-compartment open (Summer Coach)	1894	26	7
		12	12	12	Ashbury 3rd 7-compartment open (Summer Coach)	1894	24 (FR No 23)	7
		13	13	13	Ashbury 3rd 7-compartment open (Summer Coach)	1894	28	7
		14	14	14	Ashbury 3rd 7-compartment open (Summer Coach)	1894	27	7
			3	3	Ashbury (?) Bogie carriage to replace 4-wheelers	1897		10 12
				4	Pickering Brake 1st/3rd Composite	1907	8	2 11
				5	Pickering Brake 1st/3rd Composite	1907	9	2 11

Notes

1) The numbers 1 and 2 are confirmed by the 1 seen inside the crest on the maker's photograph. It has been suggested [3] that these two coaches were built in 1874, consistent with the originally planned opening in November 1874, but were delayed by the late completion of the railway. Whatever date they were built the numbering suggests they were built at the same time as, or before, the three 4-wheelers (Note 2). Hence the (latest) date listed here of 1876. It has been suggested that these Brake Compos were replaced by the Pickerings in 1907, but it is more likely that the Pickerings replaced the Cleminson Brakes (see Note 10) and the Ashburys probably remained in service for some considerable time after this - the under-frame of one of them remained in service as a bogie timber wagon and can be seen in the J.F. Bolton photographs of the 1941/42 demolition trains. Additional confirmation of this fact was the listing for the 1934 lease of the WHR by the FR which included "Timber Wagon 25 ft long - old carriage converted into timber wagon to carry say 2-3 tons" [4]

2) Correspondence with B.o.T records three 4-wheelers. One of them was exhibited in Manchester on 1 May 1876 by Ashbury, the makers.[5] The B.o.T report (31 March 1883) following an accident at Snowdon Ranger in February 1883 records 4-wheelers Nos 3 and 5 being involved. There are photographs that show all three 4-wheelers - the third, logically, would have been No 4.

3) *The Carnarvon and Denbigh Herald* (weekly, published on Saturdays) of 22 December 1877, reporting on the 10th half-yearly meeting of NWNGR shareholders, noted: "Two composite carriages, 2nd and 3rd class with break compartment, and one third class carriage, each 30 feet long, were added this week, to supply a great want." These were the 6-wheeler carriages to Cleminson's patent. [6] (they were added to the stock totals in 1878) Cleminson's system was described in Edouard Vignes' 1878 publication "*A Technical Study of The Festiniog and Other Narrow-Gauge Railways*".

A letter from J.C. Russell to the B.o.T of June 1892 confirmed that "there are three 6-wheel carriages . . . two of these have brakes and brake compartment, one has not". Several photographs show all three in the same train. The report into the 1883 accident at Snowdon Ranger (see note 2) records that Carriage No 6, "six-wheel composite carriage with break compartment", was in the train.

Carriages 6, 7 and 8, (without a description) were listed amongst rolling stock hired to the railway in an agreement with the Moel Tryfan Rolling Stock Co. Ltd of December 1878 until 1880 when Debentures were issued by the railway to pay for them and outstanding hire fees. J.I.C. Boyd stated that Nos 6 and 7 were the composites and No 8 the third, [7] but his source for Nos 7 and 8 is not known. The attribution in the table follows Boyd, but is therefore, in this respect at least, speculative.

When the two carriages from Metropolitan were acquired in 1891 and were allocated the numbers 7 and 8, the number conflict was temporarily resolved by re-numbering the Cleminsons as 9, 10 and 11 [8]. In these referenced notes, Michael Bishop observed that upon the acquisition of the *Corridor* and *Summer* carriages, further renumbering would have been necessary.

There is photographic evidence from 1896 showing a Cleminson Brake carrying the number 5, indicating that a second renumbering did take place [9]. Analysis suggests that this second renumbering allocated the numbers 4, 5 and 6 to the Brakes and the All-3rd respectively.

4) The 26ft *Closed Coach* was described by its manufacturer as a *Workmans Carriage*. All windows were glazed and there was no internal connection between the two halves of the car. The seating was arranged peripherally around each of the two compartments. The carriage appears in a photograph taken at Dinas published in the WHR section of Boyd's book [10] suggesting it was taken in 1922 or later, credited to G.M. Perkins, but it had been published in an earlier edition [11] in the NWNGR section captioned "c 1909", along with a photograph of *Gowrie* by Perkins in 1909. [12] It was not retained for use on the WHR. It is possible that some of its timber was used in the 1927 *Buffet Car* conversion.

5) The 26ft *Tourist Coach* had a glazed central section and commodious open end sections (referred to sometimes as *balconies*). The original Metropolitan plans and the half-yearly accounts at the end of 1891 suggest that initially it was considered a Composite (2nd inside and 3rd outside ?). But the accounts 6 months later create a *Tourist Car First Class* vehicle at the expense of a Composite. This suggests a conversion, maybe to cater for an increasing tourist trade, but it is also possible that this was in anticipation of Prime Minister Gladstone travelling in it during a visit to Edward Watkins' chalet in September 1892. The well-known photograph in this guise as No 8 comes from Mackay's *Light Railways* of 1896.[13] In WHR days it was the only carriage whose roof was not lowered and it seems to have been known as the *Observation Coach* rather than carrying any number. It was dual-braked between May 1923 and Spring 1924.

6) The 30ft *Corridor* coaches were so known because there was internal communication throughout; they did not have external corridor connections. All windows were glazed. They were perhaps the first British ordinary carriages for any gauge to incorporate this now general "modern" layout. No. 10 was altered in the late 1890s to incorporate a central partition, with door, and a 1st-class saloon in one half. It, as WHR no. 24, was further altered in 1927 to incorporate a buffet in the erstwhile 3rd class section, and, at some time before 1934, the 'buffet-end' was altered again, the carriage being restored as a simple 3rd-class saloon.

7) The *Summer* coaches" were more spartan compartment vehicles, 29ft 11ins in length. 13 and 14 had no glazing and half-height doors while 11 and 12 had similar half-height doors with the upper section between each door glazed. No. 12, which had become WHR 24, was passed to the FR, in exchange for 3 bogie coal, wagons at the end of 1926, becoming their no. '23'. *Corridor* no 23 was renumbered as '24' at the same time.

8) Second Class was abandoned at the end of 1893 [14] and these carriages ceased to be Composites, becoming Brake All 3rd.

9) The numbers allocated to the *Workmans* (7) and the *Tourist* (8) had previously been allocated to two of the Cleminson 6-wheelers. Photographic evidence [15] shows these vehicles operating together and as it seems unlikely that the Company would deliberately have allowed a numbering ambiguity, it seems probable that some carriage renumbering must have taken place. Further photographic evidence [16][17] appears to confirm that circa 1892 one of the Cleminson Brake Composites carried the number '10' apparently confirming that such a renumbering did indeed take place. However, as the number '10' was subsequently allocated to one of the

Ashbury *Corridor* vehicles (1893) it seems probable that this first renumbering was a temporary measure leading to the eventual establishment of a more logical number structure for the NWNGR carriage fleet.

10) The Board of Trade Order of 30 December 1890 under the Regulation of Railways Act had allowed three years for the NWNGR to install Continuous Brakes on vehicles carrying passengers but the Company had managed to prevaricate, firstly over the 6-wheelers, until they were fitted, and then the 4-wheelers. Finally on 2 September 1896 J.C. Russell had to agree "to replace the three small coaches referred to at as early a date as the finances of the Company will permit, and to discontinue running the small coaches in any event by the 31st March next year." On 20th September 1897, Samuel Tanner, referring to a previous letter to Russell on the subject, wrote; "I beg to say that these were taken out of traffic some time ago and a new large Coach fitted with the Westinghouse Brake had been put into use in place thereof." This suggests the new Coach referred to is unlikely to have been any of the 8 coaches delivered 1891-94, but could have been the result of the £162 charged as Capital Expenditure under the "On Rolling Stock and Continuous Brakes" head in the second half of 1897 (expenditure on continuous brakes having been completed in 1894). This was what the previous 4 bought in 1894 had cost (a total of £649). With the withdrawal of the 4-wheelers Nos '3', '4' and '5' it is logical that the 1897 coach referred to by Tanner was given No '3'. This also fits with the 2 new Pickering coaches delivered in 1907 being given numbers '4' and '5' (as confirmed by the Pickering Order Book). Although no contemporary photographs of such a vehicle have ever materialised in service, it has been suggested that this might explain the "Mystery Carriage" photographed at Boston Lodge in the 1920s and 1930s. This carriage was clearly only suitable for quarrymen's trains (to Glanrafon Siding), quite logical if it was replacing the 4-wheelers. There was no adjustment of rolling stock totals between 1897 and 1909, although the withdrawal of the 4 wheelers was confirmed by the Continuous Brake returns.

An alternative scenario is suggested by an affidavit by Russell to the Chancery Court in his role as Receiver and Manager in February 1893. He wanted to spend capital funded by an issue 'A' Debenture Stock, including "£550 in the purchase of two large carriages capable of carrying from 30 to 34 passengers each and to order one long frame on which to place 3 small carriages which are at present very ill-suited for the line and not very safe". The purchase of the two large carriages clearly went ahead in 1893 (becoming Nos 9 and 10), but did the conversion of the 4-wheelers still running as 'piped' vehicles three years later, which if 10 ft long would have produced a 30 ft bogie carriage, ever take place? The £162 spent in 1897 could have been spent on this conversion. [18] Possibly Tanner's letter was in coded language to prevent the B.o.T. asking further questions. One of these two scenarios was probably the source of the dilapidated coach No 3 noted by Williams in 1923. Unfortunately the trail goes cold beyond this evidence.

It has been suggested that the Pickering Brake Composites were acquired to replace the Ashbury Brakes Nos 1 and 2. The Directors in their report of September 1907 on the delivery of the Pickerings said these two new "Composite and Brake Van Carriages were obtained to replace two of similar construction which had been running since the opening of the line in 1877." G. C. Aitchison had reported that "it was impossible to repair the old carriages any more as they were completely worn out". It had been found that "a carriage combining passenger compartments with a guards van and space for luggage most economical and convenient as when traffic was slack it enabled the one vehicle to be run in a train". For this reason the replacements were planned as "two similar vehicles". [19]

The entry in the Pickering Order Book confirms that these two carriages were given numbers '4' and '5' - why, if they were replacing nos '1' and '2'?

11) As it is now known that one of the two Cleminson Brakes definitely carried the number '5' and as photographic analysis indicates that the All-3rd probably carried the number '6' ahead of the acquisition of the Pickerings [20] it seems almost certain that the other Cleminson Brake was number '4' and therefore it was these vehicles that were replaced by the Pickerings. The Cleminsons were operating on the Railway in the year it opened and the Director's statement in 1907 was thirty years after the event. The chassis from at least one of the Ashbury Brakes was still operable on the WHR into the 1940's demolition activities (see Note 1) and, referring to Aitchison's comment, his sentiment seems far more accurately to describe the Cleminsons than the technically superior Ashburys.

12) Closed coaches 3 & 7 were described as "dilapidated" in 1923. It is claimed by Boyd that they were allocated numbers 32 & 34, but it seems more probable that these carriages never received WHR numbers.

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4 Boyd, James I.C. (1989). *Narrow Gauge Railways in South Caernarvonshire*, Vol. 2, The Welsh Highland Railway. The Oakwood Press. ISBN 0-85361-383-4. p.91.

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7 Boyd, James I.C. (1972). *Narrow Gauge Railways in South Caernarvonshire*. The Oakwood Press. ISBN 9780853611158.

8 Bishop M. - *The Cleminson Enigma* - *WHH* 41

9 Liddell P. - *More on the Cleminson Enigma* - *WHH* 80

10 Boyd, (1989), between pp. 070–071. photo 4

11 Boyd, (1972). between pp. 192–193. photo 26

12 Boyd, (1972). between pp. 192–193. photo 14

13 Mackay, John Charles, *Light Railways*, Birse Press, 1896

14 Per published accounts

15 Johnson, Peter (2002). *An Illustrated History of the Welsh Highland Railway* (2nd ed.). Oxford Publishing Co. ISBN 0-860935-65-5. p. 20.

16 Ibid, page 21

17 *WHH* 41, page 8

18 Bishop M. *Chancery Records Reveal an Extraordinary Proposal*, *WHH* 47

19 Russell's Affidavit to the Court 20 October 1906

20 *More on the "Cleminson Enigma"*, *WHH* 80

Ruthin & Cerrig-y-Druidion Railway (Part 2)

Barrie Hughes continues his investigations into an erstwhile railway that, had matters turned out differently, would have formed part of a narrow-gauge through-route from Portmadoc to Ruthin.

This little known 2-ft gauge railway project is not so much a 'might have been' but more of a 'very nearly was' with about 5 miles of earthworks completed between Ruthin and Gyffylliog. The history of the railway was recounted in part 1 of these notes, *WHH* 91, with a map showing its connection to the NWNGR story. (Reference to this map would assist the reader in following the discussion below). Part 2 deals with the route over the difficult mountainous terrain of the Clocaenog Forest uplands. A major problem seems to have been that the plans were rushed and not properly surveyed. In places overly steep gradients had to be relaxed by applications for several Deviations during the aborted construction.

The Author's brother lending scale to surviving R&C trackbed works in the Clywedog Valley in July 1980

Route described

Much of the constructed route can only be observed on Google Earth as neither modern 1:10,000 OS maps available on StreetMap nor even the NLS archive of 6 inch maps shows the route. Spot heights in metres are given from Google Earth. The railway commenced at Ruthin station on the west side of the LNWR station at a height of about 50 m above sea level and headed north parallel with the standard gauge, crossing the Craig-y-ddywart Quarry branch and turning sharply west before following the branch up to the quarry approaches. Here it began to climb in earnest turning north and then curving south west onto the south side of the Clywedog Valley. A proposed Deviation here saw the alignment loop to the east around a small hamlet at Bryn Clwyd, north of the quarry. It then crossed the A525 for the final time just south of Rhewl near the junction with the Bontuchel lane at a height of around 60 m. Here some of the first earthworks are visible as a line of trees towards the Bontuchel Lane which it crosses on the 65 m contour. This is probably the location complained about by the railway's neighbours as embankment landslips can be seen just west of the lane.

A section of the track bed between Rhewl and Bontuchel. The 'pins' mark the ends of the visible works with spot heights of 98 m (upper right) and 100 m (lower left).

The minimum radius of curves was 5 chains and the maximum gradient 1 in 30, steeper even than the 1 in 40 ruling grade of the WHR's Rhyd-Ddu to Beddgelert section.

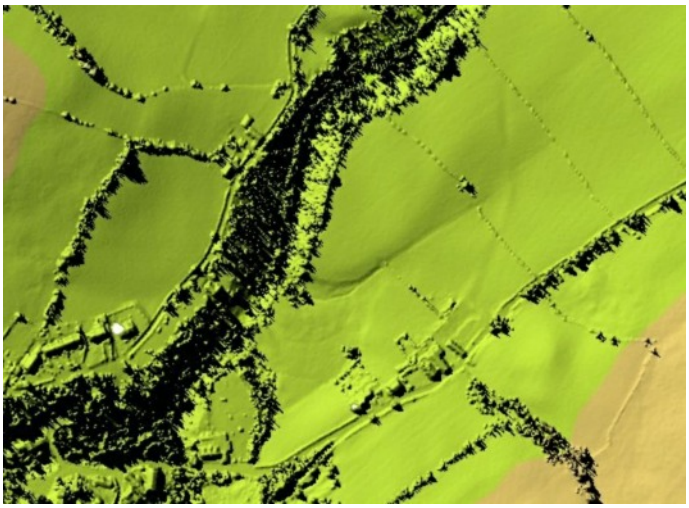
Interestingly, there was a short narrow gauge line between a clay quarry and a brickworks, near Rhewl on the north side of the Clywedog valley, as shown on the NLS OS 6" map. (Ref 1)

Having entered the Clywedog Valley the gradient increased and traces of the cuttings and embankments are visible in fields and from public footpaths. Three such footpaths cross the line in this area, which is in the form of a shelf on the south side of the valley. The public footpath on Lady Bagot's Drive on the north bank of the Afon Clywedog gives occasional views of the earthworks on the other side of the valley though forestry covers much of the route. A public footpath down from Hengoed Farm cuts across a forestry track on the 100 m contour that probably lies on the route. Gradients were Level to the Mile Post 1 (MP 1) at the Craig-y-ddywart Quarry and 1 in 44 for the next mile to MP 2, easing to 1 in 64 up to the MP 3.5 at Bontuchel, where gradients close to 1 in 30 applied to the summit.

LIDAR image

Site of the level crossing where the trackbed crossed the Bontuchel-Rhewl lane. This crossing is visible bottom centre in the LIDAR image below.

Traces of earthworks are quite indistinct approaching Bontuchel, where the alignment finally crossed the Bontuchel-Rhewl lane just to the east of the village on the 125 m contour. This was the likely location for a station, possibly with a passing loop and sidings for agricultural traffic. The approach from the east hardly shows even on the good contrast of the 2006 Google Earth image. However the UK LIDAR map fortunately covers this area and reveals the alignment curving into the station site from the north, just east of Bontuchel. When the project was abandoned the Receiver sold the lands and it appears housing was built on the station site. The original Parliamentary Plans show the route continuing straight through the village but a deviation was planned to reduce gradients.



Bontuchel with trackbed curving down towards village from right of centre. The station and road crossing would have been at the bottom centre of the image. - UK Lidar Map

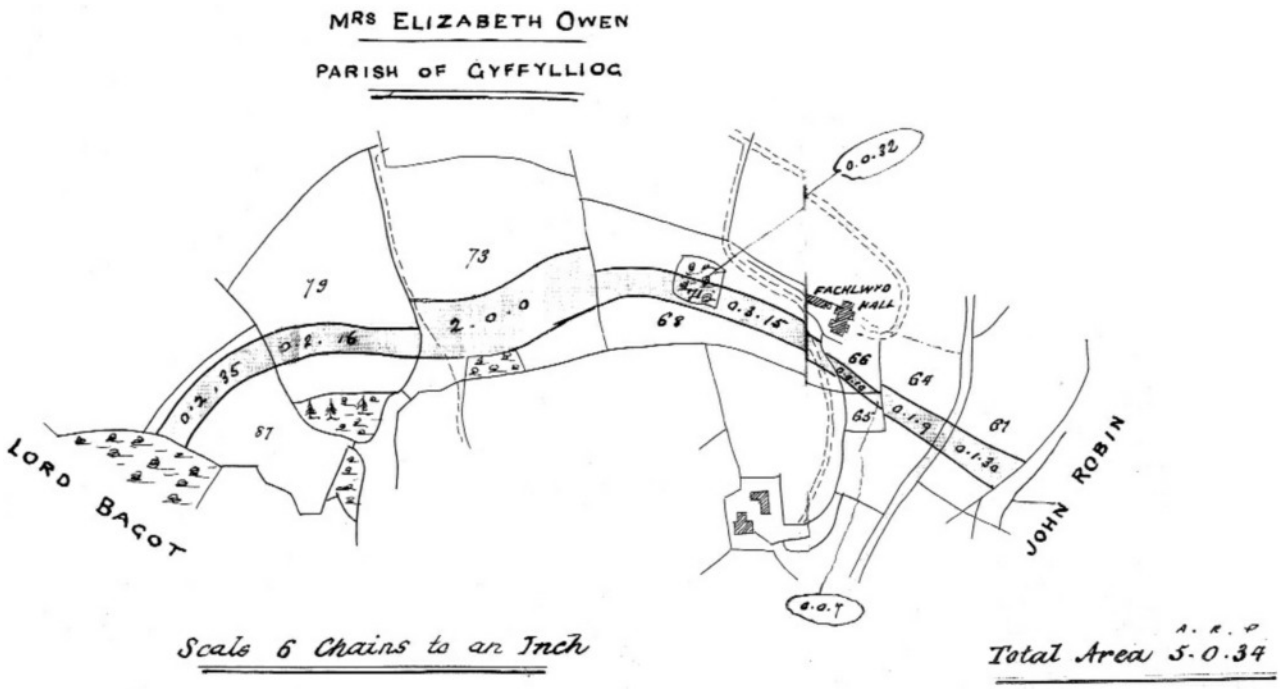
The gradient now steepened to a punishing 1 in 31.88 (rising over 3 m in 100 m) until MP 5 at Gyffylliog. To ease the gradients from the Parliamentary Plan the railway was to make a deviation into the side valley south of Bontuchel, the Nant Melin-dŵr, before doubling back and emerging right above the village centre having gained several metres. Here was to be one of the tight 5 chain curves as the railway resumed its westerly course along the Clywedog valley. The line continued along the south side of the valley before observable earthworks finally terminated on pasture land just east of Cefn-yr-iwrch farm, the observable limit of construction. The need to prepare Parliamentary Plans for these proposed Deviations to ease the gradients and the cost of Parliamentary approval was one of the reasons the scheme faltered and finally failed.

Cefn-yr-iwrch farm earthworks mystery

The earthworks at Cefn-yr-iwrch farm, shown in the photograph just above the Cefn-yr-iwrch-bach farmhouse, represent a bit of a mystery. The plan of purchased land for Gyffylliog station to the west clearly shows the railway on a very narrow strip of land just south of Fachlwyd Hall corresponding to a spot height of 205 m. It would be impossible to descend from that height to the earthworks just above the farm at 170 m at anything like the stated gradients. At 3 m rise every 100 m, the railway would need to

Photo of supposed earthworks at Cefn-yr-iwrch-bach farm - Barrie Hughes - May 1st 2021)

Shelf excavated above Cefn-y-iwrch farm with, to the right, Fachlwyd Hall - Barrie Hughes



be at least 10 m higher up the valley side at 180 m at Cefn-yr-iwrch farm and indeed a shelf can just about be discerned across the hillside through a gorse bush near the top left of the image. This suggested alignment would then have descended towards the east to meet the lane at the 170 m contour adjacent to Derwen Fawr farm. There is no obvious evidence of construction between Derwen Fawr and Bontuchel but the original erroneous Parliamentary plan shows the route crossing the lane between the two farms at a much lower height.

From Cefn-yr-iwrch farm the route continued to rise to the west to MP 5 at Gyffylliog, where the station would have been high above the village at a height of roughly 220 m. It is possible a passing loop and agricultural sidings would have been provided here as a wider patch of land had been purchased some 210 m long. A deep cutting to the west would have provided fill to make the substantial valley side shelf for the station site. The ground plan can be matched accurately against the current field boundaries and copses shown on Streetmap OS maps. (Ref 2).

See also the Gyffylliog Station Land Take Plan above.

Clocaenog Forest

At this point the route turned south east, following Nant Ladur to Pennant. The harsh gradient increased further on this section to 1 in 30 for the next three miles with the railway on a shelf on the east side of the valley. Such was the terrain that another excursion into a side valley was made necessary at Pentre Potes to gain height. The railway continued from MP 5 to MP 8 and was originally planned to pass through a 400-yard tunnel above Pennant. The proposed Deviations sought to avoid the cost of this, or at least reduce the cross section from that required for the standard gauge dimensions specified by the original Bill. The tunnel took the railway into the Nant Llyfarddu valley which it followed to a 400 m summit (similar to the Brecon and Merthyr's Torpantau summit) at 9.5 miles with gradients of 1 in 43/60.

Thereafter the railway descended to cross the Afon Alwen at Pentre-llyn-cymmer at MP 12 including gradients of 1 in 52 and 1 in 31. An exceptionally tight 4 chain curve was included before the Afon Alwen bridge. It is likely there would have been a station with passing loop and agricultural sidings here. Ideally the railway should have crossed the Alwen Gorge by a 360 m viaduct at the 340 m contour near Caer Ddunod. This would have avoided the descent into the Alwen gorge and subsequent climb up to the final summit but such costs were outside the company's budget. The Pentre-llyn-cymmer route was one of the planned Deviations as the original Parliamentary Plans had the route descending steeply to the ancient hill fort at Caer Ddunod in the Alwen Valley and climbing back up the ridge to the south.

Cerrig-y-druidion

From Pentre-llyn-cymmer the planned deviation then climbed up the south side of the Alwen valley at 1 in 243/57/97 to the MP 14.5. Here a natural defile parallel and to the west of the B 5105 brought the railway into the Nant-y-felin valley wherein lay its destination, albeit at a lower level. The terminus was originally planned to be adjacent to the Saracen's Head Inn alongside the A 5 with a planned junction with the NWNGR. However, yet another Deviation saw the railway finally descend at 1 in 45/34//97/35/72 for the last two miles into its level terminus near the

village school on the north side of Cerrig-y-druidion. The station would have featured a run round loop and several sidings for local produce. The layout of the station allowed through running towards Betws-y-Coed should the Ruthin and Cerrig-y-druidion Railway Extension Bill utilising the plans of the NWNGR No. 2 have been enacted. The route would have met the NWNGR proposed route about 1 mile west of the village adjacent to the A 5.

Postscript

While the Ruthin & Cerrig-y-druidion Railway was officially abandoned in 1884 this was not quite the end of the story. A survey of North Wales newspapers held on line at the National Library of Wales has revealed two further mentions of the Ruthin & Cerrig-y-druidion. It seems that in Spring of 1896 the local Parish Councils from Penmachno to Cerrig-y-druidion were promoting the route again to open up the district and were making approaches to the MS&LR (latterly the GCR) to extend their line from Brymbo to Ruthin and onto Cerrig-y-druidion and Betws-y-Coed (the R&C had received Parliamentary Approval as a standard gauge railway, despite being initially built as a narrow gauge railway). It seems there was no positive response from Sir Edward Watkin and these hopes evaporated with his death in 1901.

Although nothing came of these moves, Cerrig-y-druidion was not beat yet! A final reference in spring 1902, again from the local authorities, saw a group of London Financiers prepared to back a Light Railway route from Corwen through Cerrig-y-druidion to Betws-y-coed following the original plans of the NWNGR's Railway No 2/3. Nothing more appears to have been heard.

References

Ref. 1
https://maps.nls.uk/geo/find/#zoom=5&lat=56.00000&lon=-4.00000&layers=298&b=10&z=0&point=0,0

Type Ruthin in the search box.

Ref. 2 https://tinyurl.com/4bmjhuux

With thanks to Richard Stagg (*Welsh Railway Archives* Vol IV no. 10 p 231) for the Purchased Land Take ground plan at Gyffylliog.

A full route map Google Earth KML file is available from the author on application. (Strongly recommended if readers wish to follow the route in detail - Ed)

The Railway and Canal Historical Society Journal October 1972 p 85-9 R J Dean (accessible at:
https://rchs.org.uk/wp-content/uploads/2020/02/Journal-090-Oct-1972.pdf

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NL Wales Newspaper archives at
https://newspapers.library.wales/

NL Scotland Map archive at https://maps.nls.uk/

Dick Lystor has submitted another addition to his occasional series on NWNGR Accidents

William Evan Williams.

William Evan Williams, one of the first engine-men on the North Wales Narrow Gauge Railways, tragically lost his life falling from a loco on, 16 February, 1878 (a Saturday), barely nine months after the line had opened to its temporary terminus at Quellyn. His injuries were so severe that he sadly died just under a week later.

Williams was born in 1850 at Pwllheli, but by 1861 he, along with his widowed mother Ellin and sister Catherine, had moved to Tremadoc and was attending school. By 1871 the family had moved the short distance to Portmadoc, living in the back of Ynys Towyn, and Williams' occupation was given as stoker. It is not unreasonable to suggest that he had maybe found employment at the nearby Britannia Foundry, or more likely on the Festiniog Railway, although enquiries made of member Jim Hewett cannot confirm this. Maybe hearing of the newly opened NWNGR and looking to further his career on the railways, by 1877 he had moved to the district around Carnarvon where he married Mary Jones and had started a family. We know he was a driver by 1878, so perhaps he joined the NWNGR as fireman, and was quickly promoted.

As reported in the 1st March edition of the *North Wales Express*, an inquest into his death was held on Friday, 22 February 1878 by Mr John H.Roberts, district coroner. It was stated that on the 16th Williams was the driver of the 12.40pm train from Dinas to Quellyn. From the evidence it appeared that between Tryfan Junction and Waenfawr whilst leaning over the side of the engine to look at the side rods, he missed his footing and fell, hitting his head on the stonework of a culvert, fracturing his skull and badly injuring the right hand side of his head. (Although not mentioned in Roberts' report, the locomotive was one of the Fairlies, *Moel Tryfan* or *Snowdon Ranger*, as *Beddgelert* was not delivered from Hunslet's until the summer of that year.) The stoker, George Carlisle, stopped the train within 50 yards and returned to the scene of the accident along with the guard, and found Williams unconcious. He was immediately taken to Waenfawr, but as a doctor was unable to be found there, he was brought back to Dinas where he was attended to by Dr Parry from Bontnewydd, but sadly passed away on 22 February. A verdict of accidental death was recorded.

As a footnote, George Carlisle (in some accounts Carlyle) became a driver on the NWNGR after Williams' death, but left by 1881 and pled guilty to bigamy in 1882. He was jailed for twelve months!

From the Editor

Following our account of the Swann family's ownership of the station building at Cwellyn Lake (Snowdon Ranger) in *WHH* 92, I received he following letter from Cedric Lodge:

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The lead article by Nick Booker in the last issue of our Journal about Snowdon Ranger brought to mind my own association with the building.

In the mid '80s, when I was working with Trackbed Consolidation Ltd. to rescue the Welsh Highland Railway (Light Railway) Company (in liquidation), we received news from one of our directors - Bob McGregor - that the Snowdon Ranger station building was on the market. My heart leapt. This could present an opportunity to purchase a real piece of the Welsh Highland Railway. This was at a time when acquiring any of it was still a long way off.

From Bob, I found the estate agent handling the sale, rang them, and received a photocopy of the sale leaflet. It bore a poor photo. of the building, but showed the asking price: £1100. (I still have the leaflet, somewhere).

I conferred with my fellow directors, and urged them to try and purchase the building. If we all subscribed, the cost to each of us would have been about £190. Not a vast amount! Sadly, my powers of persuasion failed, and we did not proceed; a glorious opportunity lost. It has to be admitted that our liabilities would not have stopped on completion of the purchase. On the contrary, they would have increased, until we could make the building safe, and turn it round to produce an income.

Whenever we passed when I was firing, my thoughts of those days and what might have been came flooding back.

Archiving

At our recent AGM, and at our subsequent committee meeting, the subject of Archiving was discussed at some length. We covered our photographic collection and the storage thereof and we agreed that we would make the collection available either on or through our website. A website 're-design' brief has been established and is currently being pursued.

However, much of our discussion focused on our primary declared objective "Recording Yesterday for Tomorrow" and how best we might achieve not just the recording of, but also the promulgation of, recorded information. A limited sample of such information is already available through the website but hitherto promulgation has largely been through printed works - our published books, guide books and, of course, *WHH*. We agreed that in future we would make much more extensive use of our on-line facilities by assembling our recorded histories of the Welsh Highland and its parent and other associated railways as an accessible on-line resource.

In this issue of *WHH*, we include two pieces of work which have been produced with the clear purpose that they will form a part of this on-line library.

Our primary concern is that we formally record our work and knowledge but, more importantly perhaps, as guardians of that resource we wish to ensure that its standard is properly managed. A potentially significant problem with the printed book occasionally arises when 'new' information comes to light prompting a revised or a new edition of the work. Not every owner of one of our works would necessarily procure an updated version of that work with result that various versions of our history end up on individual bookshelves, books that not inconceivably might in the future be cited as a source.

The website brief noted above recognises the need for controlled access, especially where editing of information is concerned.

The first of the two articles, Richard Maund's account of the life and career of Septimus Tyrwhitt, is a first step to assembling a 'personality' library. Articles on this topic have appeared previously in *WHH* and, subject to review and possible updating, will assist in building up this record.

The second presents some work I did several years ago as an attempt to explain NWNGR carriage numbering practices. This was based on Michael Bishop's work reported in *WHH* 40 and 41, correlation with Stock and Seat Returns and emerging photographic evidence. This work was placed on Festipedia but once there was open to further editing, some of which I subsequently had to 'un-edit'. This is also intended for the on-line collection where, hopefully, we can properly manage its development should new information come to light.

Dick Lystor has completed a third piece of work, updating his guide to WHR tickets. As we saw no likelihood that we would print another issue of this now venerable book we have decided that this revised work would go straight to the on-line library. This has now been done and it can be found at:

https://www.welshhighlandheritage.co.uk/articles/

As ever, our historical library can only be as good as its contributions. We have several in mind, drawn from previous exercises, but there is much more to find and document. We encourage all members to contribute what, and if, they can to this endeavour. Such inputs could also be adapted to grace the pages of *WHH*.

Peter Liddell's Photo Analysis

WHR 194 - J.F. Bolton - October 1941.

WHR 78 - J.F. Bolton - October 1941.

WHR 25a - A. Rimmer - (May?) 1942

Following my practice from the last couple of years, as this is the December issue I dusted off my random photograph selector to see what it would throw up. The answer was Archive number 194 - a nice low number! This photograph, WHR 194 in our official series, proved to be one of J.F. Bolton's series of images taken around demolition time, mainly in October 1941, just over 4 years after the last goods trains ran in 1937.

WHR 194 shows a couple of carriages on the main running line adjacent to the goods shed. Further to the north, after a long gap, we see one of the Pickering Brake vehicles. A small 4-wheel vehicle, probably a slate wagon under frame, stands on the loop line next to the shed.

In his 1988/9 edition of *Narrow Gauge Railways in South Caernarvonshire*, in Vol 2, Boyd offered the opinion that at the end of the 1930s, many of the railway's carriages stood on the main running line whilst a few were left in the shelter offered by the carriage shed. However, it does seem highly unlikely that this would have been case. Were it so, by 1942 the carriages that he suggests were outside would have been in no fit state for firewood, never mind for sale. On the contrary it seems far more likely that all carriages were left in the shed and that it was only when Cohen's appeared on the scene in 1941 that the 'block puzzle' manoeuvres involving the carriages began. Post closure photographs show carriages in various locations at Dinas and in various sequences. However, we know that by 1942 the line-up of carriages on the main running line was as shown in WHR 25a, wherein, from the camera, the carriages are: nos. 24, 26, 27, 29 (the Gladstone) and 8.

Turning to WHR 194, the carriage nearest the camera is No 26 and the Pickering seen in the distance can be identified (by its vacuum brake pipe location) as no. 8. The second carriage was no. 27.

Extricating carriages from the carriage shed and moving them to the running line was a tricky manoeuvre - first they had to be moved onto the shed head-shunt, then reversed under the road bridge and beyond the crossover there to allow transfer over the crossover onto the main running line. Two complications had to be faced at this time - first the head-shunt was largely full of old wagons (see another Bolton photo - WHR 77) and any stock already on the running line had to be sufficiently far to the north to clear the crossover.

It has been suggested that Cohen's used the ex-Buffet Car as a mess coach as visitors in 1941-2 reported the presence of a 'counter' at its north end (see our book, *The Buffet Car*), the opposite end to its original, albeit temporary, 'kitchen'. Cohen may well have used no. 24 in this way and, if so, at the end of these manoeuvres it would have been positioned as we see in WHR 25a. Significantly, perhaps, we see in this image that it was not coupled to the carriages beyond, all of which do appear to be coupled.

There is much still to learn regarding Cohen's carriage and stock manoeuvres!

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