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TRYFAN JUNCTION UPDATE

The new year has seen dramatic progress towards the provision of a new platform. A two day working party in early February enjoyed excellent weather and with the help of a mini excavator and dumper 75 tons of slate waste was spread, levelled and compacted. Furthermore, the fence posts at the back of the platform were put in and a start made on the pedestrian/public access from the level crossing end of the site.

To complete the platform further compaction of the slate waste is necessary before the 18" square paving slabs are laid - immediately behind the kerbstone edge. Thereafter a final top dressing of crushed slate (not tarmac!) will be laid and compacted. The fence will be fitted with six wires thus separating the platform from the 'construction site' element of the area.

On the industrial archaeology front the two signal wire angle cranks on their piece of timber were removed and the resultant pi t filled in. Each crank is still fitted with 'D' shackles to which the eye of the signal wire was originally attached. The same arm of each crank had four holes to allow for signal wire tensioning. (see photo below)



With an excavator on site the opportunity was taken to dig further up the original platform and expose the extent of the pipes carrying the signal wires. This proved that there was a signal post some 12 yards from the station building as indicated on the 1913 OS map. There being two signal wires raises the question; were there two signal arms on this post or did the second wire serve a more distant signal?



Twixt Snowdon & the Sea

This less than favourable opinion of the NWNG Rly in 1907 was picked up by Richard Watson from a climbing guidebook.....

"The route is simple. You continue on the London and North-Western Railway through Carnarvon to Dinas Junction, where there is a change in more than one sense. You alight, and, in so doing, possibly notice a string of medieval trucks, which seem to have been left in a siding many years ago and allowed to drop to pieces. It has a very thriftless appearance. Surely, you reflect, these might have been disposed of to the London, Chatham and Dover Railway, *(the quintessential run down standard gauge railway)* but now, of course, it would be quite impossible to move them. However, you are altogether wrong. They can be moved, and, if they drop to pieces on the way, you will yourself suffer for their weakness, for what you see before you is no other than the regular train of the North Wales Narrow Gauge Railway.

Some of the windows are broken, and some artfully mended with bits of rough board, but the views of the beautiful scenery are not thereby greatly obstructed, as there are usually to be found convenient chinks through which the adventurous traveller may peep, not only at the country around him but also at the more or less permanent way under his feet. It is rumoured that this wonderful line will be electrified before long, and, if so, it is to be feared that new rolling-stock may be brought in, and another link with the Middle Ages rudely snapped. Our readers should therefore hurry to Dinas Junction with all speed.

When a good-sized lake appears to the right, the traveller must decide whether he will alight at Quellyn Lake Station, with a view to staying at the Snowdon Ranger Inn, or go on to the terminus, where board and lodging are simpler, but the position higher and rather more central. Whichever course he chooses, let him study as he passes the foot of the lake the wonderful little rock-buttress, called Castell Cidwm"

WEB SITE

Thanks to Richard Harrison (set up) and Keith Bradbury (webmaster) the Group site is now up and running. Here you can follow a blow by blow account of progress at Tryfan Junction, catch up with the latest Heritage news or browse through our projects. Take a look at **www.welshhighlandheritage.co.uk**

Birth of a Project - Walk Three



The trackbed as seen from Rhyd ddu looking to Pitt's Head. Photo David Allan (1998)

David Allan continues his unedited saga of the 1998 Heritage Group Inspection

Before cataloguing the third phase of the survey of the remains of the Welsh Highland Railway it is perhaps pertinent to record that in the rather haphazard way these things have of happening that David Allan found himself chairman of the Group (no chair or chairperson here!), Cedric Lodge - Secretary, Michael Davies - Treasurer, and John Keylock - membership secretary; the mysterious mechanism behind this event rather recalled Moses receiving his tablets!

So on Wednesday the 16th of August 1997, at some 600 feet above sea level the party reassembled at the site of Rhyd ddu station. Unfortunately neither John Keylock nor Alan Donaldson could be with the group on this occasion but happily we were able to welcome two more Welsh Highland devotees in the form of Dick Lystor and his charming wife, Sue. And in a careless demonstration of the power of their newly acquired office David Allan and Michael Davies were 25 minutes late, having diverted to Dinas en route for a quick business meeting with Roland Doyle.

At 10.30 am the party set off, not before having inserted two £1.00 coins per car into the demandingly authentic 'Pay & Display' machine which the Snowdonia National Park Authority had so thoughtfully introduced into this wild and beautiful area of Eryri, no doubt as part of their conservation duties!

From Snowdon station the trackbed ran parallel with the road, (see photo above) and a few feet from it. The group therefore decided to brave the hazards of what seemed to be an endless stream of left hand drive vehicles and observe the trackbed from its tarmaced replacement. Part way along, at an accommodation crossing, three wooden sleepers were still in evidence.

Several crossings and culverts were observed before the first event of any note took place. Two hundred yards before Pitt's Head rock a concrete platform adjacent to the trackbed was inspected by the team. I have to record here that this apparently harmless act inspired a stream of abuse and wild gesticulation from a distant figure on a tractor. This apparition strode towards us with that menacing gait which could have inspired some of Speilburgs more dramatic scenes in Jurassic Park. And across the summer wind could now be heard the distinctly unfriendly and less than harmonic tones of "bloody English", and then again "you bloody English have nothing here" pointing, I think, to his head - this particularly grieved Michael and myself as he is Welsh and I am Scottish! We gazed dumbfoundedly at this pitiful creature before continuing on our way, and noting that under his Bed and Breakfast sign, at the entrance to his farm, hung the notice "vacancies" ..... in English.

Following this minor distraction the aforementioned concrete platform became the subject of some discussion. Could it have been the base for a water tank? There is no record of watering facilities at Rhyd ddu station, so could this have provided that function? Perhaps it was installed to water the De Winton loco "Muriel", which was used to haul logs when the line was unofficially extended to Beddgelert forest over the unfinished PB & SS Railway during World War One. Further research is needed. *(See WHH No. 3 'Mystery at Pitt's Head')*

The track here is carried across a rushing stream by means of a small stone bridge with the two supporting RSJs still in situ. It is this stream which seems to have been diverted onto the trackbed which has caused the flooding in the cutting which follows.

So on to Pitt's Head rock where nature has clearly defined the outline of an aquiline head and features on a large upright boulder. Perhaps Pitt was in the right place at the right time to have it named after him, but who was it who gave the boulder this name? It is after all a prominent point on the railway.

The site of Pitt's Head halt caused some discussion. Michael Davies thought it was located a hundred yards or so to the North of the boulder, before the track crossed under the road, - it would be useful to identify its exact location.

The Pitt's Head road bridge, enabling the track to pass under the road on the diagonal, seemed to be in good condition. However the trackbed under the bridge, and for a hundred yards on toward Rhyd ddu, was flooded and indeed doubled as the bed of the stream mentioned earlier. Cedric Lodge said "that hidden in the thicket of willows which bounded the trackbed here was a small building according to the 1913 25 inch map.

20 yards to the south of the road bridge are the abutments of a never completed foot/livestock overbridge. (Visible in photo top of p3). The track at this point was in a cutting so that the top of the piers of the footbridge were only about three to four feet above ground level. And although there was the remains of a rusting plate and bolts on top of the piers, it was said that the walkway part of the bridge was never installed. Why was it built then? Maybe the Parliamentary Order would yield some clue. **(on re-reading Boyd he describes it as a cattle bridge - more of a hoofbridge perhaps - which was never completed, but as Michael comments a cattle drover would only have to cross the road bridge**



Michael Davies pauses on Pitt's Head road bridge to mark a feature on the map. Photo David Allan (1998)

with his charges rather than attempt to force them over a sort of above ground cattle creep which they would only enter with great reluctance).

We continued to walk along the road with the track now in the reed and heather-covered boggy field to our right. Michael said that extra long sleepers had been used on this section to help prevent the rolling of the train on the very unstable ground. At the end of this section, just before the track plunged into the start of Beddgelert Forest, we paused to try and locate the site of one of Clinker's photos. After much discussion it was decided that the photographer was standing where the new forest road had intersected with the old rail track, but due to disturbance. the site had become somewhat ill-defined.

In the midst of scrub, about fifteen yards from the boundary of the previously mentioned boggy field, Cedric pointed out the remains of a small bridge over a stream with one very rusty RSJ still in place. It was noted that the bridge was quite wide, and there was some speculation that it may also have carried the siding, perhaps for logging, which was shown on the 25 inch map.

The new forestry track had greatly disturbed the geometry here (Pont Cae'r Gors) but after about twenty yards the trackbed was regained in a deep cutting with the forestry track now to the left and parallel with it. This cutting continued for about a hundred yards, when the trackbed and the forestry road became one.

The gradient was now 1 in 40 and would continue that way, with the occasional respite, for some five miles to the Aberglaslyn Pass. The Beddgelert road was to the left of us as we walked but was obscured from view by a belt of tall pines. Suddenly the pines ended and we were left with a breathtaking panorama from the trackbed looking down and across the valley to Beddgelert and beyond.

The trackbed was now curving sharply to the right and looking across a newly felled part of the forest we could see the track below us having curved to the left again by means of a gigantic 'S' bend. Here again we tried to locate the position of another photograph, (courtesy of Mr Wheeller), taken from the train en route to Rhyd ddu.

At the apex of the curve to the left the track crossed the Afon Cwm Du by means of a ferro concrete bridge with a sort of a tow path inside it above water level and about fifteen inches wide (for sheep perhaps?). Two hundred yards on there was another concrete bridge, carrying the trackbed over the Afon Hafod Ruffydd-Isaf, supported by a very corroded length of light rail and immediately following this was the site of Mr Parry's logging siding and the terminus of the unofficial line from Rhyd ddu. The concrete bridges were not in good condition due to the deterioration of the concrete. Were these bridges constructed by McAlpines, who were noted for their devotion to the medium? And if so, they would presumably have replaced older bridges built for the logging line?

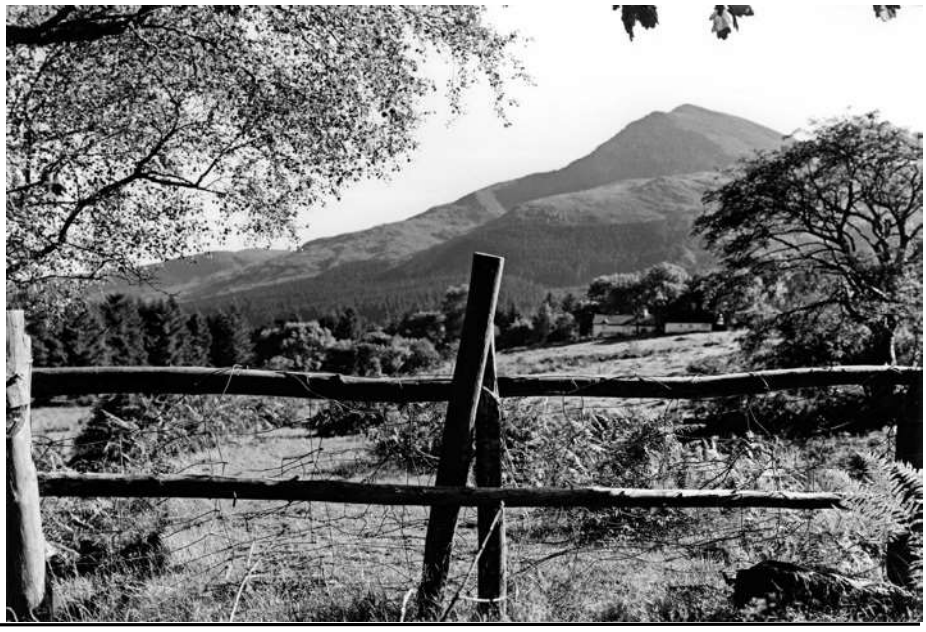
After about 300 yards the trackbed crossed a small lane, the north side of which we now know to have been the site of Hafod Ruffydd Halt, and to the east of the line here (or the left hand side facing Beddgelert) was a 40 ft siding. According to Boyd a waiting shelter also existed here.

A couple of hundred yards further on the party paused for lunch at the start of a shallow cutting just before entering some woodland.

During the course of lunch time was taken to agree a few business matters. We agreed to undertake the work of providing and erecting the nameboards at both Dinas and Caernarfon, using the material known as Foamlux. James Hewett of Cambridge had undertaken to do the work on the signage but had baulked at the idea of working in this new material. Cedric had however put him in touch with another member in Cambridge who had power tools and who might be able to help with the work. We also agreed to take on Mike Hart's suggestion to transform the interior of the station building at Dinas to a Victorian, or period waiting room.

To be continued.....

Hafod Ruffydd a few yards south of the the old halt - looking south. Photo David Allan (1998)



BEDDGELERT WATER SUPPLY 1923 - 1936

Thanks to Richard Maund's delving at Gwynedd Archives in Caernarfon this saga, which has already been well aired in this journal, takes an additional twist. During railway reconstruction on the final 180^0 curve between Cwm Cloch farm and the bridge over the lane that gives access thereto there was unearthed a considerable length of pipe running parallel with and adjacent to the trackbed. This pipe seemed to have been for a water supply but from where to where? We now have confirmation that this pipe represented the second and third alternative supply to the Beddgelert water tank.

This alternative water supply scheme was due to the intransigence of the owners of the Cwm Cloch estate, Messrs Howarth and Walsh. With Howarth's death in February 1926 his interest passed to Alexander Sharples. Either way the estate owners 'enjoyed' the water rights of the Afon Cwm Cloch.

For the 1923 opening McAlpine had installed a water supply from the Afon Cwm Cloch based on the Sir Douglas Fox drawing (fig 1). From the intake chamber 'A' (figs 1 & 3) an hydraulic ram pumped water to the tank at the station based on the system outlined in Fig 2. The WHR paid Howarth and Walsh annually in advance for these water rights but there was no signed agreement. In July 1927 Sharples and Walsh refused to accept payment until other land issues were resolved and demanded the removal of this installation from their land. To this Col Stephens responded by 'making temporary arrangements for a locomotive water supply from one of the streams crossed by the railway'. It would seem highly probable that these 'temporary arrangements' were at Nantmor where there was a stream-fed water tank in the cutting north of the station on land belonging to Owen Cadwallader Owen (member Ellen Jones' father!). It has become apparent that this supply was provided by McAlpines to water their locomotive during 1922 – 23 construction.

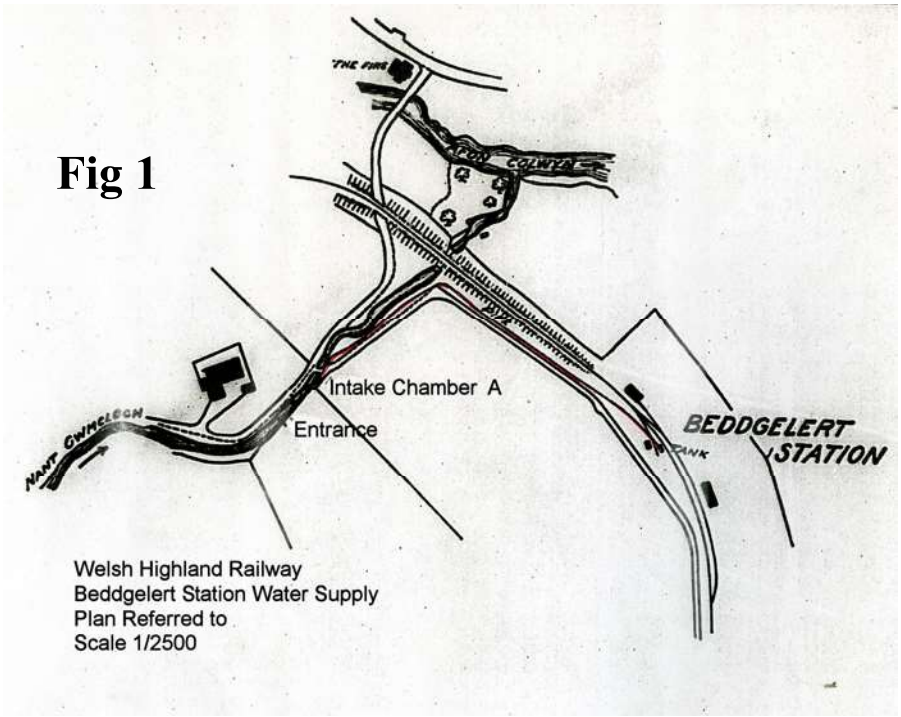


Above & below - remains of the water pipe from the spring in the PB&SSR cutting



Sharples and Walsh's intention was obviously to disrupt or even prevent the railway from operating as it set about finding an alternative source of water. By September 1927 water was still being extracted from the Afon Cwm Cloch but further upstream and from the opposite bank, 'B' (fig 3), erroneously believing that this circumvented the estate's riparian rights. To feed this water to the station a pipeline was laid around the 180^o curve of previous mention. The original (1923) pipe was removed from the estate land i.e. the river bank and Mr Owen cut off the Nantmor supply!

In October 1928 D.O. Jones, the Dinas agent, reported to Stephens that water was still being extracted from the Afon Cwm Cloch but he had found a spring on WHR land which was one of the feeds to the Goat Hotel reservoir. However, not wishing to aggravate Sharples and Walsh further he had found a spring in the abandoned PB&SSR cutting and the pipe was moved thereto 'C' (fig 3), from the river bank. This remained the source for the Beddgelert tank's water until the line closed



- And Subsequent Events (John Keylock & Richard Maund)

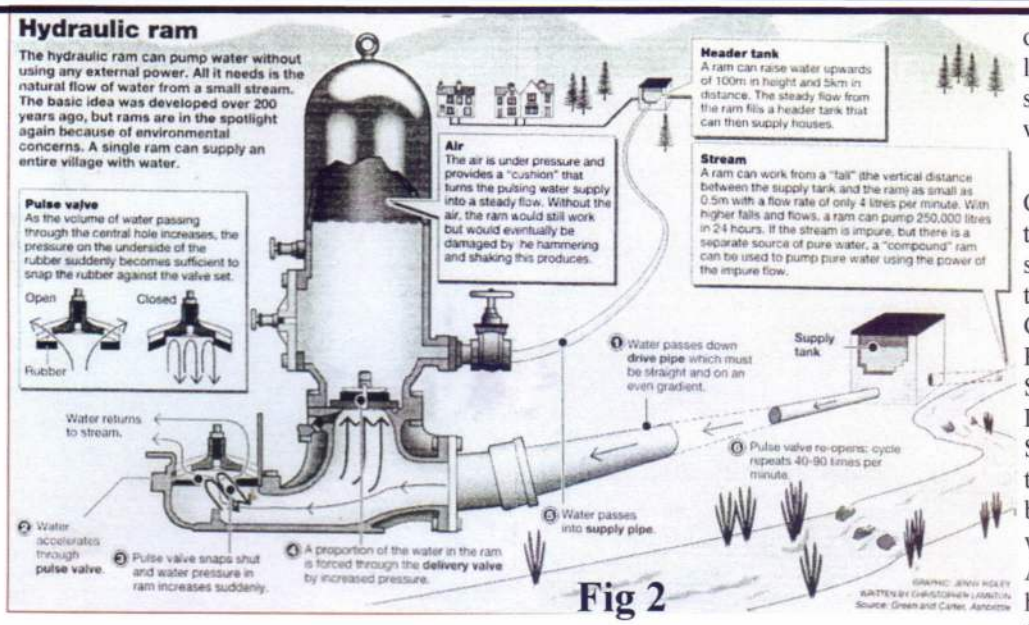


Fig 2

on re-installation at a suitable location. So utilised it would save considerable expenditure on water rates).

Charles Doble and his wife then travelled on the WHR and in a subsequent telephone conversation the writer mentioned the Gladstone coach, Gladstone the Prime Minister and his visit to Sir Edward Watkin at Hafod-y-Llan in September 1892. Now Sir Edward's grandmother was the daughter of the tenant of Doble Farm, Ashbrittle, and he always fondly remembered Ashbrittle and his grandmother's honest but humble origins.

Charles Doble had in his possession a Watkin family album of 1890s vintage entitled 'Snowdon' & said to contain photos of 'WHR' (& FR) interest. Next stop – Ashbrittle!

Behold - two photographs taken circa 1895 at 'Snowdon' – the NWNG station; one full frontal from the trackside and the other showing a single Fairlie running round its two-coach train.

Corn in Ashbrittle but worth going to Egypt for!

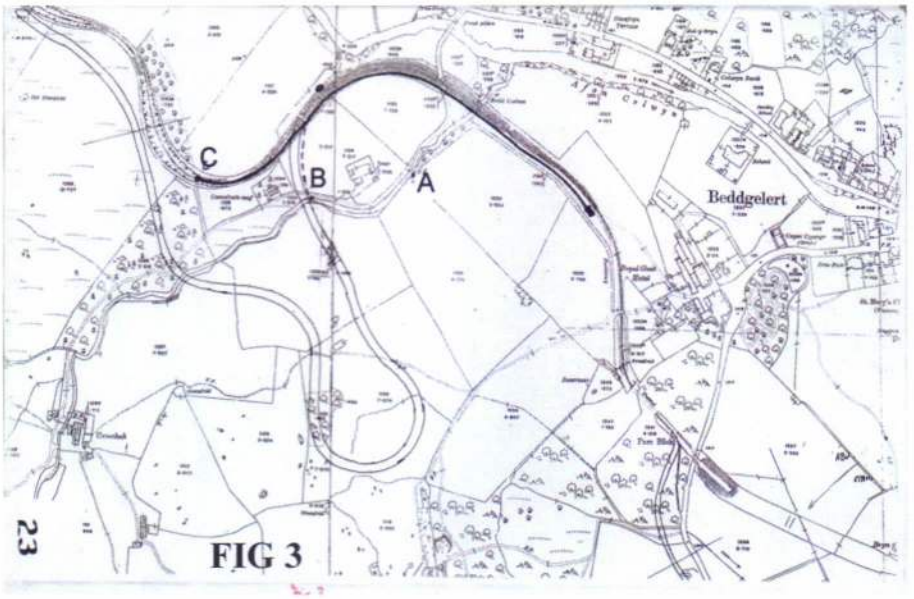


FIG 3

Below - the hydraulic ram pump purchased for £55 - photo D Allan

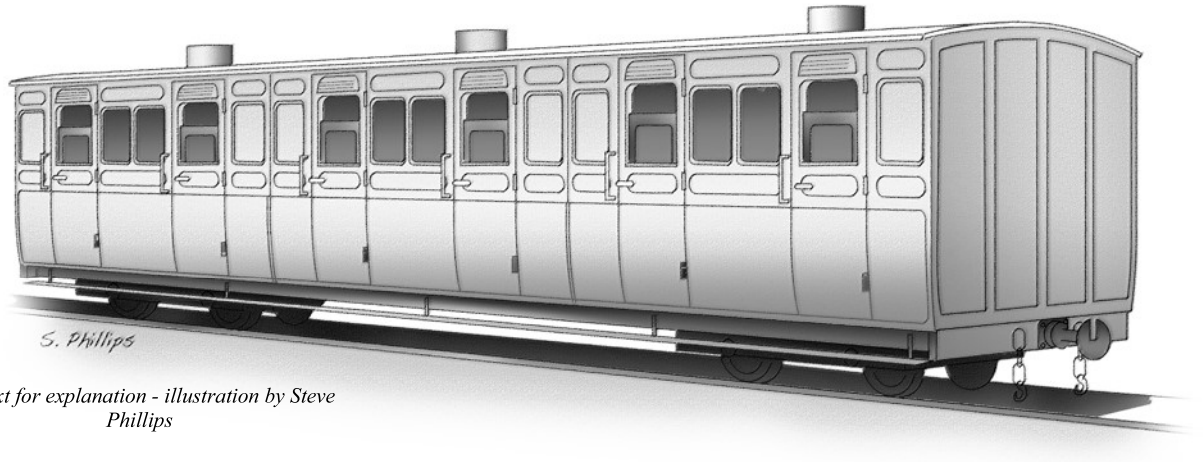


In 1997, having read 'The Lost Gardens of Heligan' John Keylock contacted Charles Doble of Green & Carter in the village of Ashbrittle, near Wellington in Somerset. This company is the world's oldest (established in 1774) manufacturer of hydraulic ram pumps which mechanically pump a small quantity of water using the power of a much larger volume of water from a spring, stream or river. The energy of a large water volume falling through a small height is sufficient to lift a smaller amount of the same water to a much greater height. Such devices were used at Heligan and on the Welsh Highland Railway where they were used to fill water tanks.

At Beddgelert an hydraulic ram pumped water initially from the nearby Afon Cwm Cloch to the water tank atop its concrete supports. It is almost certain that there was a similar installation at Snowdon Ranger and later – 1927/28 – at Pont Croesor.

Forward to 2009 when our Chairman, David Allan, was on holiday with his wife on the Lleyn Peninsula. Standing outside the farmhouse where they were staying was a Green & Carter hydraulic ram pump . The eternal optimist would have liked to think that this could have been from one of the WHR installations, but its serial number proved otherwise. It was supplied new in 1949 to a 'Building Contractor & Undertaker' near Holyhead and had not been used at the farm. However the farm does use an hydraulic ram to pump water to livestock water tanks. The disused ram has been acquired by the WHR Heritage Group as a museum exhibit or for future repair and re-use (Green & Carter have offered to repair this ram free of charge and advise

Chancery Records Reveal an Extraordinary Proposal



See text for explanation - illustration by Steve Phillips

The first Receiver of the NWNGR was Samuel Price, appointed in December 1877 at the instigation of Albert and Morris Grant, railway financiers, for non-repayment of a loan and discharged seven months later following a successful appeal by the Railway Company. However this release didn't last long as six months later, in December 1878, J.C. Russell got himself appointed to the role. He did this by organising the Moel Tryfan Rolling Stock Co. Ltd., (MTRS), in which he had a controlling interest, to lodge a petition against the Railway for non-payment of a debt of £882 (presumably for the hire of the rolling stock used on the line) for which Russell himself had obtained judgment. Russell had then assigned the debt to the MTRS* *(see end note)*. The Railway Company had no funds and were unable to pay and so Russell now controlled the NWNGR. Although, having been appointed by the Court, he was in the position of an Officer of the Court, and had to act under its directions.

This action has left us with a wealth of information in numerous affidavits sworn by Russell and his successor, Aitchison, before Commissioners of Oaths, and some twenty eight times before a Judge. (See *WHH 46* for the effect of these proceedings in the first decade of the C20th).

The story now continues with Russell's manoeuvrings in the 1880s and 90s.

In 1880 a Scheme of Arrangement settling matters with creditors was approved by the Court. In exchange for £6,000 in 'A' Debentures the debts for outstanding hire charges were paid off and the previously hired rolling stock was acquired by the Railway. Additionally an Agreement was made with the MTRS for the *"hire and ultimate purchase"* of 15 wagons *"in place of rolling stock worn out or damaged at a total sum of £462.16.0 payable by instalments over 6 years from 1st January 1881"*.

In March 1889 Ernest Edward Lake, Solicitor, and Henry Gibbins, Secretary of MTRS, obtained judgment against the Railway for £788 and successfully petitioned the Court. As a result of which

Michael Bishop does some more digging

Russell become Manager as well as Receiver, positions which he was to retain until his death in 1912. How this debt arose is a mystery - further research may reveal its origins but the sum is not shown as a creditor in the NWNGR balance sheets.

By the end of 1890 the NWNGR had been operating for nearly ten years. It had just obtained an extension of time to the Act permitting it to extend to Carnarvon Harbour and to build a new alignment to avoid the Bryngwyn incline. It was granted powers to raise £10,000 in new 'A' Debentures in place of the £6,000 Debentures referred to earlier. The extra £4,000 was designed to cope with the costs of the Act, 'sheds', Principally the requirements of the Order issued on the Company by the Board of Trade on 30th December 1890 under the Regulation of Railways Act 1889. This required it to adopt a block system and interlocking of points and signals within 18 months and fit continuous brakes to all trains carrying passengers within three years.

Russell lost little time and in February 1891 swore an affidavit that resulted in an order by a Judge under which he was *"at liberty"* to spend not exceeding £1,400 out of money (to be) raised from 'A' Debenture Stock under the 1890 Act, made up as follows:

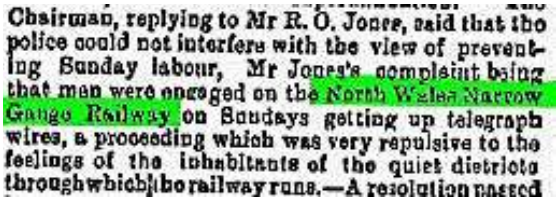
£370 on Electric Telegraph on Block signalling, **(see press cutting below)**
£110 in the erection of a Shed for repairing Carriages,
£300 on continuous brakes,
£500 on additional rolling stock, and
£120 for incidental expenses and extras relating to all or any of the aforesaid items of expenditure.

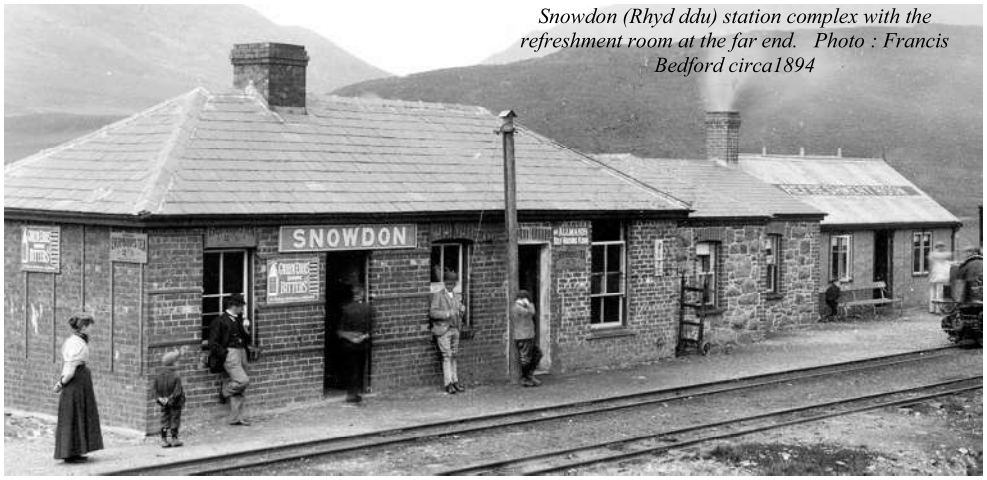
The Affidavit had asked for only £1,200, but including £40 to erect a small engine shed; and it also said that "turntables" were intended (although there never were any of these) and also "sidings" as part of the improvements.

£1,807 was raised from Debentures issued in 1890 and 1891. The accounts show Capital expenditure of £440 to obtain the Act, £473 under the head "Works, Sheds and Telegraph", and £401 on "Rolling Stock and Continuous Brakes".

The Directors' Report of 1st March 1892 confirmed that Block Telegraph had been erected on the main line from Dinas to Rhyd-ddu, and that continuous brakes were being fitted to engines and carriages. The Return of Rolling Stock at the end of 1891 shows two additional carriages (one composite and one third class) and 28 more Slate Wagons making a total of 118. The Carriages must have been the Gladstone Car (reclassified from a Composite to a Tourist Car First Class at 30.6.1892, probably in anticipation of Gladstone's travel on the line in September) and the "Workmans" Car. The totals suggest that the two Cleminson 6-wheel Composite

Complaint about Sunday working on 'telegraph wires'. North Wales Chronicle - July 1891


Chairman, replying to Mr R. O. Jones, said that the police could not interfere with the view of preventing Sunday labour, Mr Jones's complaint being that men were engaged on the North Wales Narrow Gauge Railway on Sundays getting up telegraph wires, a proceeding which was very repulsive to the feelings of the inhabitants of the quiet districts through which the railway runs.—A resolution passed



Snowdon (Rhyd ddu) station complex with the refreshment room at the far end. Photo : Francis Bedford circa1894

Brake Carriages had just been converted to '3rd class' with the abandonment of '2nd class'. The £196 spent on rolling stock in 1892 presumably includes any expense of doing this and fitting two of the engines and the two Ashbury Brakes with continuous brake as shown in the official returns.

An affidavit in February 1893 requested authorisation for further spending - firstly £800 on steel rails and fishplates from revenue. 6½ miles had already been re-laid, and it was now necessary to relay the other 2 ½ miles of the oldest part of the line, opened in 1877 - (£833 was charged to Renewals Reserve in the 2nd half year). Secondly, £850 because *"the present number of passenger carriages is insufficient for the traffic"* in Summer and Autumn. Passenger numbers had increased by 28% from 18,886 in the last half year of 1891 to 24,240 in the current one. Also the number of Quarrymen holding season tickets had increased, and *"station accommodation is inadequate and defective at the two termini and at some intermediate stations".*

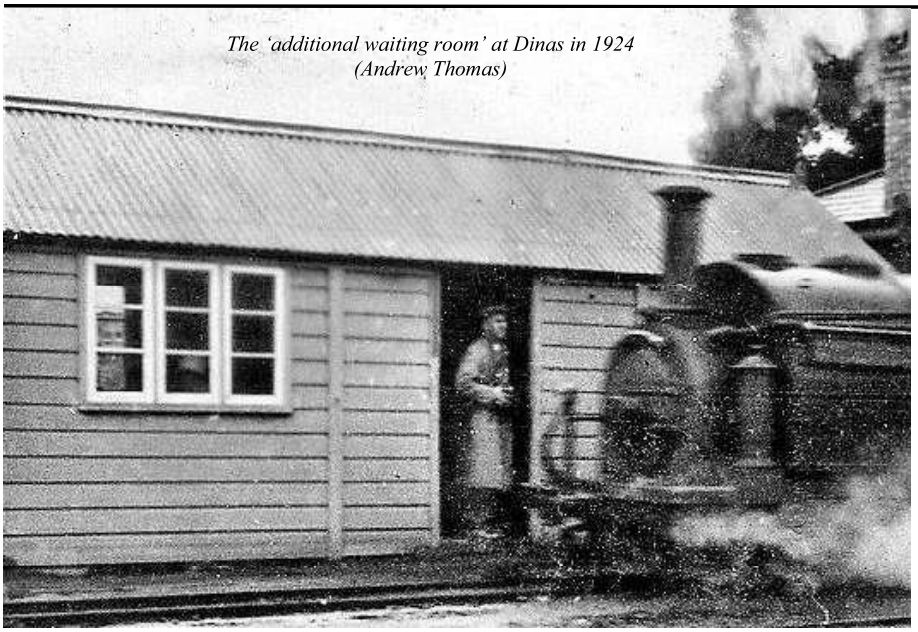
The following expenditure was to be funded from issues of further 'A' Debenture Stock:
£50 for an additional Waiting room at Dinas Station
£100 for a Waiting and Refreshment Room for the benefit of travellers going up and coming down from Snowdon Mountain at Snowdon Station, (Rhyd-ddu became 'Snowdon' in January 1893) *and*
£150 in the erection of Warehouses at 3 of the Stations (Rhyd-ddu, Bryngwyn & Waunfawr?) *on the said Railway, but it is proposed to defer those for the present.*
£550 in the purchase of two large carriages capable of carrying from 30 to 34 passengers each and to order one long frame upon which to place 3 small carriages which are at present very ill-suited for the line and are not very safe.

A further affidavit (to which the Judge agreed) a month later (March 1893) modified the above request for £100 to £200 because
"it has been ascertained that by the erection of a Stationmasters house at Snowdon Station with a Refreshment Room added will be a greater advantage and improvement than the construction of the Refreshment Room and Waiting Room."
It was argued that rent from the Stationmaster of *"2/- or thereabouts per week"* combined with that from the Refreshment Room would represent 4% or 5% on the total outlay. It was also argued that it would be an advantage that the Station Master should reside at the Station instead of at present away from the Railway.
It seems clear that the L-shaped stone-built cottage with the corrugated iron Refreshment Room added on to it were the result. The question remains whether it was immediately used for staff accommodation or used for some other purpose. *WHH No.19* records that the Stationmaster was living in the village at the time of the 1901 Census; that a ganger appears to have taken over the cottage in 1925, and a WH Rees was living in Station House in 1926. This is presumably the house Peter Johnson refers to at the north end of the station rented by the WHR. (page 26 *Illustrated History*) Sometime after the Cottage/Refreshment Room was built the brick-built station building was extended to fill in the gap between them. (A date of 1896/7 is suggested in *WHH No.18* and see the photograph of it under construction in *WHH No. 11*)

£272 was spent on *"Works, Sheds + Telegraph"* in 1892/3 and £129 in 1895; possibly the latter was the deferred expenditure on the Warehouses. It is thought that the 'waiting room' at Dinas might have been the small wooden structure known as the ticket office (see photo). The two large carriages were the third class "Corridors" Nos 9 and 10 from Ashbury, a statement at the half year meeting in October and the stock returns confirming their arrival. £254 was charged to the "Rolling Stock and Continuous Brakes" heading.

The intriguing item is the intention to put the three 4-wheelers on a long underframe. If the speculative illustration at the head of this article is correct this would have produced a 30 ft long bogie coach. Two letters from Russell to the Board of Trade in 1896 confirm that the three 4-wheelers were still running as independent vehicles, piped rather than fitted, Russell undertaking to remodel them and fit them with continuous brake or *"take them off the road as regards passenger use"* by the end of 1897. The Board would not accept this but settled for them to cease running by 31st March. The following September Samuel Tanner wrote to the Board saying that they had been *"taken out of traffic sometime ago, and a new large coach fitted with Westinghouse Brake had been put in use in place thereof."* Just possibly this could have been be coded language for a conversion in order not to excite the Board of Trade into asking more questions. But we can still dream it might have happened - modellers now have carte blanche to build an interesting Isle of Man-type vehicle! All we need is that contemporary photograph to prove it. Maybe the £162 spent on Capital Account on rolling stock in 1897 was the cost of this conversion rather than the Boston Lodge mystery coach (see *WHH 40*). And it would still be logical if it was given No 3 in succession to one of the 4-wheelers

The next affidavits were submitted by Russell in January and February 1894, with Russell saying the passenger traffic had increased - largely in the previous year and included both regular local traffic as well as the summer tourist traffic. The passenger numbers in 1893 (the year of a big advertising campaign) had gone up 35% from 1892 to nearly 54,000, including 12,326 in August - often with 400 in a train - plus slate wagons. Russell pointed out that he was *"well acquainted with the Rolling Stock of the above Company, which consists at the present time of 3 Locomotives, 9 large and 3 small Coaches, capable of carrying about 376 Passengers if the whole 12 were made up into one train. Owing to the necessities of working the traffic it is rarely possible for all them to be placed on one train in one direction, but even if this could be done the present stock was insufficient for the regular local traffic and the Summer excursion and tourist traffic."*
It was absolutely necessary, he wrote, that four new Carriages should be added to the stock. A tender had been obtained on the basis of ordering four, each carrying 56 Passengers for £165 per carriage - £660 for the four. Russell also argued that *"The*



The 'additional waiting room' at Dinas in 1924 (Andrew Thomas)

present engines (ie Moel Tryfan, Snowdon Ranger and Beddgelert) *are not sufficiently powerful to draw the heavy Passenger trains which had to be made up last summer and it was necessary to attach two engines to the trains to haul them up the gradients which are steep. This is expensive as it necessitates an extra driver and fireman and extra consumption of coal and stores; and also as the three engines are, in that case, in work at the same time there is no Engine in reserve in case of any one needing repairs or of a breakdown. I have made enquiries and have ascertained that a powerful engine suited to the peculiarities of the Railway and capable of hauling upwards of 100 tons (more than twice as great a load as any one of the present engines) can be obtained for £1,500."*
The remaining £1,523 of 'A' Debenture Stock would be issued and the balance of the £2,200 from a Bank Loan repayable from revenue over three years. The Judge made the Order as requested.

The 'Passenger Cars' were, of course, the "Summer Cars", 11 to 14, built by Ashbury at a cost of £649 and which Russell, in his role as Chairman at the May 1894 meeting, confidently predicted would be ready for the June tourist traffic. The intended new Locomotive was almost certainly a proposed replacement for '*Beddgelert'*, the 1878 Hunslet. The design drawing by the same firm dated December 1893 (reproduced on the back page of *WHH No. 46*) must have accompanied one of the quotes.

The change of mind that led to repairing '*Beddgelert'* rather than purchasing a new engine may have resulted from a lack of takers for all of the £1,523 Debenture Stock, because in the event only a further £1,000 of it was ever issued - £700 in the last half of 1894 and £300 in the first half of 1895. But whatever the reason for the decision there was a summons dated 6th March 1895 relating to a 17 year-old engine requiring *"extensive repairs and renewals which cannot be done by the Company itself."* In Russell's Affidavit 13 days later he explained: *"The Engine was inspected by the makers and they sent in an estimate for the work; but on taking the Engine to pieces they discovered that further repairs would be required, the cost of which they stated that they would keep as low as possible. I estimate that total cost will not exceed £400 and I therefore ask leave to amend the said Summons by substituting the last mentioned sum for the sum of £350. I propose to pay for the repairs and renewals out of the amount standing to the credit of the Renewals Account which is now £540.9.4."* The Judge agreed to £400.

According to The Locomotive Magazine of August 1900: *"The "Beddgelert" works the Bryngwyn branch trains which are generally "mixed", having a number of slate wagons attached. The six-coupled wheels have outside axleboxes in the main frames, so that the utmost width can be obtained between frame plates. The boiler is set at an incline in the frames so that the water may be always level, as all running is on a gradient and the engine never turns."*

In 1897 one John Paul sued the Railway for the value of slates not delivered, and also £8 for the value of a Pony: *"The Pony with others was on common land. The Company's Railway is shut off from that by a Gate which is fastened every evening by the Guard when the last train starts down. The Ponies it is believed strayed from the Common and got on the Railway either from a Private Road where the Gates on the line had been left open by persons going through or from some place where they, the Ponies were trespassers. One morning as Thomas the Guard was coming down the line with his Trolley he saw Ponies on the line. They ran down in front of him and went out of sight. When he reached a Bridge passing over a small Stream he found one Pony dead, it having fallen with its front legs through the spaces in the Bridge and its nose in the Water and so drowned. As the Pony was a trespasser and did not get on the line from default of the Company I submit the action should be defended. I am informed that it is believed that people in the neighbourhood turn Animals on to the line at night and I am of opinion that these claims should be resisted where the defence is good."*

The last affidavit worth mentioning of the 90s was in May 1899 where Russell responded to a Summons saying: *"no suitable accommodation can be obtained in the neighbourhood of Dinas Station within a short distance at a reasonable price for the Head Station Agent or Master. At present there is no one in or near the Station premises and Yard either on week days or Sundays except when actually on duty."*

Russell thought the £250 required for a House on the Company's land at Dinas Station should be funded by issue of 'A' Debenture stock, but that until the money could be raised by that means it should be sanctioned out of Revenue, there being ample funds in hand for that purpose. It was expected the Stationmaster would pay rent of £10 to £12 pa. The resulting house (which the accounts suggest cost £226 in 1899) was duly built alongside the Station and still exists in private hands.

**The MTRS Co had been set up by the Directors to acquire from Russell the 3 Engines, 3 Coaches and 4 Coal Wagons which he had bought from the makers for which the Railway could not pay to keep the line afloat. A newspaper report of a half-yearly meeting nine months later recounted that "the line possessed no rolling stock of its own as the whole if it is hired", so presumably the remaining five coaches and 116 wagons were still owned by their makers on Hire Purchase to the Railway.*

We are very grateful to Steve Phillips for his superb drawing at the top of this article of the 'might have been' use for the NWNG 4-wheelers

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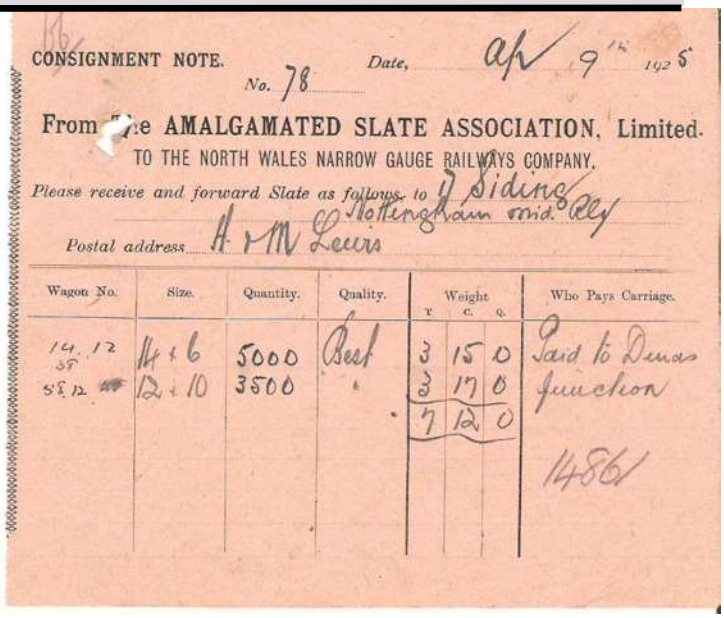
The Amalgamated Slate Association

This Association was formed in 1917 and was made up of the most important Crown quarries in the Moel Tryfan area. Having gone into Receivership in 1930 it was succeeded as lessee of the combined quarries by the Caernarvonshire Crown Slate Quarries Co., Ltd., in 1932 in which the Government had invested £18,500 to help restart production.

John Keylock Reports

Even though 1917 represented a nearing of the end of the NWNGR - a fact that wouldn't have been fully appreciated at the time – very smart consignment notes, from the best printers, were produced for the carriage of Association member's slate from the Drumhead to Dinas.

Perhaps because of over ordering or lack of use between 1917 and 1921 these consignment notes – along with other NWNGR forms – were being used well into the WHR period. The Group has a fair selection of these notes, one of which is illustrated here.



CONSIGNMENT NOTE. No. 78 Date, Apr 9th 1925

From the AMALGAMATED SLATE ASSOCIATION, Limited.

TO THE NORTH WALES NARROW GAUGE RAILWAYS COMPANY.

Please receive and forward Slate as follows to Nottingham mid. Rly Siding

Postal address H M Leeds

Wagon No.	Size.	Quantity.	Quality.	Weight T.	C.	Q.	Who Pays Carriage.
14. 12 SP	14 + 6	5000	Best	3	15	0	Paid to Dinas
SS. 12	12 + 10	3500	"	3	17	0	Junction
				7	12	0	

1486

In the extreme left hand column the wagon number into which the slates were loaded is noted. In NWNGR days there would seem to have been a maximum of 120 slate wagons available and in the period 1926/27 wagon numbers noted are between 3 and 131. There is no record of the WHR having acquired additional slate wagons so perhaps numbers above 120 were the result of making one 'runner' out of two decrepit ones.

Furthermore in the 'Wagon No.' column is another range of figures generally in the series 300 – 1000. Whose wagons were these? The quarry owners' own? It is suggested that the large figures in the extreme right hand column represent the standard gauge wagons into which the slate was trans-shipped. The consignment notes also indicate that on average a narrow gauge wagon would carry between 1,200 and 1,500 slates.

LETTERS

Dear Sir

In WHH 44, page 10, I adduced - from a letter of his dated 22 April 1925 in the National Library of Wales papers - that Lt-Col. Stephens had taken over from Eric Nicholls as managing director of the WHR in mid-March 1925. This was a silly miscalculation on my part: ten weeks prior to that letter would, of course, have been mid-February.

However, Stephens himself was subsequently rather less sure: in an affidavit sworn on 27 October 1927 he declares that he had been "Chairman and Managing Director of [the WHR] from 20 December 1924" while in another affidavit sworn on 21 July 1928 he asserts that "...since 1 January 1925 I have been Managing Director of [the WHR]."
Copies of these two affidavits can be found in the Caernarfon archives under reference XC2/33/18. More traps for the unwary in WHR history!

Richard Maund

Dear Sir
Like Richard Watson I take great delight in maps. My son happens to work in the Geography Department at Hull University and rescued from a skip bound waste paper basket a copy of the 1931 print of the O.S. Snowdonia District Tourist Map. This, like Richard's, was based on the revised 1918-9 edition but the minor corrections ended in 1931 two years before those on his map. 1931 to 1933 was of course a crucial time in the decline of the WHR.

The evidence this map gives is that the O.S. revisers were much more responsive than we would ever believe. The non W.H.R. features Richard mentions along the route are identical. The disused Glanrafon Quarry, the P.B.S.S.R works, the bridge to nowhere, and the ferry crossing are all as he describes. However the railway is extensively different. Even the name is changed.

Just north of Beddgelert your published map has the inscription "Welsh Highland Ry": (incidentally it is interesting to note the large gap between the last two words which is a clear sign of revision). On my earlier version this is given as "Welsh Highland & Ffestiniog" and tucked in just before the bridge/viaduct "Ry". The revision has removed "& Ffestiniog" and shifted "Ry" around the bend. Is this evidence of the Harbour Company wishing to disassociate itself from the millstone which had been around its neck? – the change of name must have been from information they had supplied.

All the stations on my map are operational (indicated by the full, red circles) and there are many more of them. What appears to have happened in the revision is that all the ephemeral halts have been completely removed and only the more substantial stations marked as closed to passengers. Like Richard I have Quellyn Lake, South Snowdon, Beddgelert, Croesor Junction and the three Portmadoc stations on the G.W.R., the Festiniog and the W.H.R. just south of the crossing. However Plas y Nant is also there and marked HALT. Others treated similarly are at Pitts Head, Hafod Rufydd, Nantmor, one near the ferry (Hafod y Llyn) and one at the end of the Hafod Garegog track (Ynys Ferlas). A correction has then been made further south. On my 1931 map Ynysfor is a full station whilst Pont Croesor is marked HALT but, quite properly, the status is reversed in the revision. Even the High Street Halt in Portmadoc is present (but not marked HALT!).

The coverage of our two maps is different. By 1962 the area covered by Richard's map was Map 116 of the Seventh Series with Plas y Nant near the top and, I estimate, the bottom between Dolgellau and Corris. Mine is an additional sheet, not in the standard series, which has been carefully centred to stretch from the Great Orme to Portmadog with Plas y Nant near its left hand edge. Unfortunately I can see nothing of Bryngwyn or stations north of Bettws Garmon which is on my map but just off Richard's.

Peter Mathews

OPENING THE PORTMADOC JUNCTION RAILWAY IN 1923

In *WHH* 46 the riddle of the Welsh Highland trains' departure point in Portmadoc during the Festiniog lease period was explored. A further "mystery" is why historians have claimed that the Portmadoc junction railways – the link between the FR and WHR – opened exactly one week later than the Welsh Highland main line. It is quite incontrovertible from evidence in the local (and Liverpool) press that Rhyd-Ddu / South Snowdon to Portmadoc's new narrow-gauge station opened to the public for regular traffic on Friday 1 June 1923, when stationmaster Henry Jones and his team moved from the old (1865) station to the new . What has become confused is when the cross-town link opened.

The promotion and construction of the line through Portmadoc, linking the Welsh Highland to the Festiniog, has been extensively dealt with by previous authors and need not be rehearsed in detail here, save to note that (like Gaul) it was divided into three parts:

- Welsh Highland - originally Hugh Beaver Roberts' tramway, then Croesor & Portmadoc Railway, eventually Portmadoc, Beddgelert & South Snowdon Railway - between the 1923 station and an end-on junction with the Festiniog near the junction of Madoc and High Streets: some 25 ch.
- Festiniog new build (Junction Railway No.2) from there to link with Railway No.1: ca. 4½ch
- Festiniog new build to replace the harbour line over a widened Britannia Bridge (Junction Railway No. 1) to an end-on junction with existing railway: ca. 3½ch (some 4ch. of the harbour branch thence to the 1865 station was relaid as part of the scheme).

The late Jim Lloyd's splendid artwork in *Festiniog Railway* clearly delineates the three elements (his plans in Boyd's other work do not identify the three elements, while a plan by J C Sreeves shows only the Festiniog element of the line). The new station, although standing on Welsh Highland track, definitely belonged to the Festiniog and was originally intended to replace its 1865 station (except for quarrymen's trains) and to provide terminal facilities for the WHR as "tenant" (the FR off-charged to the WHR part of their stationmaster's salary for his services). Curiously, the FR could reach its new station only by running powers over the Welsh Highland, which it exercised as far as the GWR crossing; this fact never made its way into the relevant column of the statistics of route mileage provided annually to government, nor into the Railway Clearing House records of such arrangements, however.



A horse stands peacefully on the site of the Junction railway at the 1923 station in the 1960s Photo Stuart Weatherby

Until recently it has been the accepted wisdom that this link through Portmadoc was opened to the public on Friday 8 June 1923, exactly one week later than the WHR "main line" . James Boyd stated this , without elaboration or provenance, although Johnson {2} said that ". . .the junction railways had been formally opened on 2 June and a through train was run over the

Richard Maund explodes another myth

FR and WHR. . .". Peter Johnson's attention having been drawn by the present writer to the *Cambrian News* of 8 June 1923, the latest edition of Johnson {1}, page 62, acknowledges the 1 June start date. Perhaps, therefore, it may be appropriate to expand a little on the research and thinking behind this overturning of "accepted wisdom".

In the railway trade press in autumn 1923, *The Locomotive Magazine and Railway Carriage & Wagon Review* – reporting the opening of the Welsh Highland – simply states: "The line . . . opened throughout on Friday June 1st last." It draws no distinction between the WHR "main line" and the junction railways. Acknowledgements for information are given to Tyrwhitt.

The 8 June 1923 date for the opening of the link appears to trace back to an unattributed article in *The Railway Gazette* a fortnight later which read: ". . . the new portion from South Snowdon to Portmadoc . . . was completed and opened for passenger traffic on June 1 this year." The next page - after a description of the line from north to south - continues:

"From Portmadoc station of the Welsh Highland Railway the line runs to the wharves of Portmadoc Harbour. A new junction railway has been constructed by the Festiniog Railway, under authority of the Festiniog Railway (Light Railway) Order, 1923, to form a physical connection between the two railways. This junction crosses High Street and Madoc Street at Portmadoc on the level and crosses Britannia Bridge, which has been widened, in ferro-concrete, for this purpose. The new Welsh Highland Railway was opened for traffic on June 8 of this year . . . "

Note the switch in the last sentence of the paragraph from talking of the "junction railway" to talking of the "Welsh Highland Railway", prompting the doubt as to whether the article simply confused two consecutive Fridays, and whether subsequent writers have been misled into linking the 8 June date to the opening of the junction railway.

This material was then used by sister paper, *The Railway Magazine* , but did not specify an opening date for the link line. Where the *Gazette* was aimed at the professional market, *Magazine* was for enthusiasts, and often carried slightly abridged versions of *Gazette* material. Nevertheless, the date has been handed down though Charles E Lee (who was associated with both journals): "Much of the material in this volume has already appeared during the past ten years in the form of articles which the present writer has contributed to *The Railway Magazine* and *The Railway Gazette*."

Boyd {2} does not specify the newspapers consulted but the list given for Boyd {1} fails to include the Aberystwyth-published *Cambrian News*. This is a pity because - of all the newspapers reporting the Welsh Highland's opening - theirs is the only one observed specifically to allude to the opening of the link line. A long article (unusually long for this paper!), headed "Welsh Highland Railway - Passenger Traffic Successfully Inaugurated - Excellent

Arrangements - Punctual Trains", in their issue dated Friday 8 June 1923, deals in some detail with what had happened on the *previous* Friday - even down to who were the train crew of the first WHR train; the penultimate paragraph reads:

"There is now a joint station at Portmadoc for the Highland Railway and the Festiniog Railway on a site at the back of Madoc-street West. The Festiniog Railway trains made use of the joint station for the first time on Friday morning. "

Apart from the title and first sentence, the WHR was referred to throughout as "the Highland Railway" as was quite normal then.

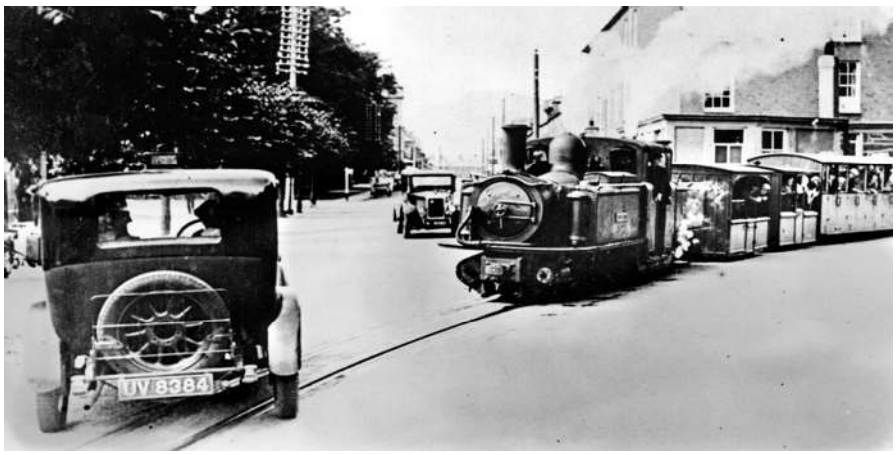
This means the junction link also opened on 1 June 1923.

The objections that might be raised to overturning a long-established opening date in favour of this date are:

1. The *Cambrian News* may have been referring to 8 June: Experience shows the paper and their Portmadoc correspondent were punctilious about chronological exactitude of this sort and would otherwise have written the sentence in a different tense, referring to "today". We can therefore be sure that they meant that Festiniog trains were diverted to the new station from 1 June. What is much more likely is that later writers (led by anonymous of *The Railway Gazette*) failed to recognise that the *News* really meant what it said.
2. The inspecting officer's (Lt.-Col. A H L Mount) report on Railways 1 and 2 was not dated until 1 June (and the Ministry's formal letter was not until 5 June) so the line could not have opened on 1 June: The inspections had all been conducted on the same day, 24 May 1923; the first report - for the WHR "main line" - was dated Tuesday 29 May and the Ministry's formal letter was dated Thursday 31 May - clearly the railway had already been given prior advice of what it would say, for they would not have received the letter itself in time to open on 1 June. In view of the urgency and political pressure for opening the railway there is little doubt that Mount would have signified that he had no intention of vetoing opening (subject only to the somewhat novel clause that threw the onus on the promoters - and which they were clearly prepared to risk); that doubtless also included the gist of his second report (about Railways 1 and 2). It has been suggested that, in relaying to Portmadoc the terms of the Ministry's formal letter of 31 May, somewhere along the line the first and second reports got unwontedly conflated. Be that as it may, the second report of 1 June (and formal letter of 5 June) dealt also with the "new" station - and that *certainly* did open on 1 June, regardless, so the Company was unlikely to be inhibited from opening the junction link at the same time!
3. No instruction notices for opening on 1 June have survived: . . . nor any for an 8 June opening (so far as this writer is aware – if anyone has a copy, please step forward)! Nor does *any* timetable (apart from a draft submitted to the Ministry in early May which was amended before being implemented) for the period between 1 June and 8 July 1923. However, Boyd {2} page 76 records that an instruction was issued that Down trains from Blaenau must stop alongside the 1865 station to set down, but that Up trains should not do so. That this instruction was dated 1, not 8, June 1923 is surely not without significance.
4. Mount's report of 29 May 1923 (which included the Welsh Highland section of the cross-town link) states "Over the section . . . between the new and old . . . stations at Portmadoc, I gather that it is not at present proposed to work passenger trains; but that in the future the new station is to take the place of the old one and trains are to work through from the Festiniog to the Welsh Highland line ": This would equally invalidate 1 or 8 June - but it is probably simply a misunderstanding: it was probably quite true that it was not intended to work *Welsh Highland* passenger trains over this section in the immediate future (the section being worked by the Festiniog), but the Company had on 10 May supplied to the Ministry a draft timetable for June showing through connections (if not through trains) with but a single station at Portmadoc.
5. The "formal opening" on Saturday 2 June in Johnson {2} was based on a Festiniog Board minute of 27th August 1923 which read:

   > "It was reported that the new junction railway had been formally opened on the 2nd day of June last and that a through train had been run from Blaenau Festiniog over the Festiniog Railway and Welsh Highland Railway to Dinas."

   Note that the minute does not specify *regular* or *public* opening, and that there was no through train at a respectable hour in the draft June 1923 timetable: this all indicates a special for the directors, rather than a regular service train. That this did not take place on either of the Fridays is not particularly curious, for at least one of the principals (Evan Robert Davies) worked in London during the week, returning to north Wales for the weekends. The minute therefore gives us no meaningful evidence as to when *regular public* services started.



Potential conflict of interest on the Junction Railway in 1936

During 1923 there was no regular through running between the two railways, even though in some cases trains on the WHR comprised FR locos. and stock; each railway terminated its services at the new station at Portmadoc (about its identifying suffixes see *WHH* 46, p. 5). A copy of the May 1923 WHR and FR instructions for working the Junction Railway *(sic)* can be found at **http://snipurl.com/u41ai** or purchased from Group Sales (John Keylock)

[1] *WHH* no. 46, p. 5 and, in particular, *Cambrian News & Welsh Farmers' Gazette* 8 June 1923 (available at **http://snipurl.com/u4192**)

[2] Boyd {1} *Festiniog Railway* Vol. 1, 1975, p.197

[3] Boyd {2} *Narrow Gauge Railways in South Caernarvonshire* Vol. 2, 1989, pp.20 and 22

[4] Johnson {1} *An Illustrated History of the Welsh Highland Railway*, 2009, p. 142

[5] Boyd {1} p.196 and Boyd {2} p.31

[6] Johnson {2} *An Illustrated History of the Festiniog Railway*, 2007, p. 117

[7] 15 October 1923, p. 303

[8] 26 October 1923, p. 514

[9] December 1923, pp. 441-449

[10] Lee, *Narrow Gauge Railways in North Wales*, foreword

[11] The National Archives MT6/3286

Observations from the Beddgelert Train Book

Derek Lystor analyses another gem

Remarkably, yet another important document from Beddgelert station has survived the ravages of time and has now come to light, in the form of the Train Book, in which arrivals and departures of trains were recorded along with various notes and remarks appertaining thereto.

The book, foolscap in size with blue card covers, is in a very fragile condition held together in places with sellotape, but appears to be almost complete with only a few pages definitely missing. The record covers train movements from June 1st 1923 to 31st September 1928, but as will be shown in this brief article, it is not comprehensive. For reasons which are as yet unclear, no record was kept of services for the years 1925 & 1927, but these may well have been recorded in another book.

The record begins right inside the front cover on Friday June 1st 1923, giving an insight into the very first timetable of the through line. The page is rubber stamped WELSH HIGHLAND RAILWAY, and headed BEDDGELERT TRAIN BOOK and entries are neatly handwritten in ink by H.D.Jones. Down trains (to Dinas) are on the left hand page with 3 columns denoting time of leaving Portmadoc, arrival at Beddgelert and departure for either South Snowdon or Port depending on the particular train working. Up trains are recorded on the right hand page with a similar layout, time of leaving South Snowdon, arrival at Beddgelert and departure for Port or S.Snowdon. Dinas is not quoted, as S.Snowdon was the next station north to have its own train book. There were 4 trains in each direction on weekdays, with an additional one on Thursday and Saturday. The earliest arrival at Beddgelert was 8.50am and the latest departure was at 10.55pm – both on a Saturday. Weekday timings were 9.00am and 7.15pm. The book shows that timekeeping, even in the first few days, was not all that good, and ominously, the first note of engine trouble was recorded on Monday 4th June!

Throughout the month of June 1923, all entries were made by H.D.Jones, and were signed by him. Come Monday July 2nd, although this date was entered by Jones, the entries are for September 1928, handwritten in pencil by D.O.Jones of Dinas. (HDJ had by this time left the employ of the WHR). Whilst it is unclear at present why the first week of July was not recorded, entries from July 11th recommence on the following page, carrying right through to October 11th. These are in a different hand to that of H.D.Jones and Down & Up trains are recorded on a single page, with much mention of waiting for down & up trains! Obviously H.D.J must have had some clerical help at this time and it may well have come from T.J.Williams who was employed as Porter from July 5th – November 5th 1923. Records from October 12th 1923 to March 31st 1924 are missing, and it is apparent that a section of the book has been lost as records begin again with the Down trains on April 1st 1924. As Down & Up trains are again being recorded on individual pages, at the very least the Up record for this date is missing.

The next section of the book covers the period April 1st – September 20th 1924, with entries in yet another hand, but this time having the appearance of that of a young person. Elfed Lewis was taken on as Boy Porter on 15th February 1924 and was laid off some time in September, so he may well have kept the record as part of his duties. Services to December 13th (after which passenger services were suspended) are not recorded, and it appears that H.D.Jones was himself laid off until sometime the following year. There follows a couple of blank pages after which entries for the period 28th May 1928 – 17th August 1928 are recorded in pencil by D.O.Jones. This is indeed a basic record of arrival and departure reflecting the meagre service in operation at the time. Remaining timings for 18th – 31st August of that year are recorded in both ink and pencil on the last two pages at the back of the book. However, HD Jones began recording timings commencing August 2nd 1926 starting two pages in from the back by turning the book upside down!!! Another Welsh Highland idiosyncrasy perhaps! The record for this year ends on October 11th, with a line drawn firmly underneath – the meagre winter service for the rest of the year being unrecorded. A "Special" is noted on October 6th, presumably being that laid on for Col A.H.L. Mount carrying out his various inspections along the route

Finally, on the back cover, there is a record of the issue of Parcel stamps during June 1923 and a pencil doodle of a steam locomotive, maybe drawn by young Elfed during an idle moment!

4th June 1923	**Down Train**	**Engine trouble between Beddgelert & Soth Snowdon**
13th June 1923	**Up Train**	**Bogie off rails between Hafod Ruffydd & Tyn-y-Coed**
23rd June 1923	**Down Train**	**Engine trouble; train off rails at Pont Croesor**
21st June 1923	**Up Train**	**Bogie off rails between Hafod Ruffydd & Tyn-y-Coed**
30th June 1923	**Up Train**	**Engine off rails at station; coupling trouble**
17th Sept 1923	**Down Train**	**Train off the rails at river bridge** *(Bryn y Felin?)*
3rd June 1924	**Up Train**	**Pickering carriage No. 4; hot axlebox, woodwork on fire**
24th June 1924	**Up Train**	**Bogie carriage No 8; hot axle**
2nd July 1924	**Up Train**	**Observation carriage; hot axle**
8th July 1924	**Down Train**	**Train off rails at Llyn** *(Quellyn?)*
19th July 1924	**Down Train**	**Train off rails at Hafod Ruffydd No. 4** *(NWNG)*
27th Sept 1926	**Up Train**	**Attaching wool wagons**
6th Oct 1926	**Up Train**	**Inspection Train** *(Col. Mount?)*
26th June 1928	**Up Train**	**Engine to assist down train**
2nd July 1928	**Down Tarin**	**Train failed owing to faulty engine**
7th Aug 1928	**Up Train**	**Engine slipping all the way to South Snowdon**

A Chapter of Accidents complied by John Keylock from the Beddgelert Train Book