

WELSH HIGHLAND RAILWAY ITEMS AT GWYNEDD ARCHIVES

Page last updated 9 July 2012

This listing is offered as an indication to researchers into Welsh Highland history of what they may find in the Gwynedd Archives, principally at Caernarfon Record Office, Victoria Dock, Caernarfon. This list takes, as its start point, their catalogue and card indexes where an item appears to relate to the Welsh Highland Railway and its predecessors. The compiler has examined a number of the items and has provided notes of what those items contain – this does *not* purport to be a full listing of every document, but it may be helpful in guiding other researchers to items which may be of interest to them.

In each case, the first line in **bold** is as given in Gwynedd Archives' (hard copy) catalogue, in the following order: Reference | Date(s) (usually simply the first and last item in the file/folder) | Description (although sometimes abridged) : Remarks [if any].

The subsequent non-emboldened text is the compiler's *non-exhaustive* notes of contents; where there is no such text, the item/file has not been examined - users of this list who do examine such files are invited to submit their notes of contents to enable this listing to become more comprehensive: go to <http://www.railchronology.free-online.co.uk/#contact> to submit.

Note that unless included in quotation marks “ ” such notes should be taken merely as a precis of a document, rather than as a copy of actual text.

All references in sections A., B. and C. are held at Caernarfon and are prefixed X (e.g. XC2/33/1, XM/4948/399).

A. Items prefixed XC2/33/

Caernarfonshire County Council Clerk's Dept: 'WELSH HIGHLAND RAILWAY' SERIES FILES. These files relate to the County Council interest in the Welsh Highland Railway, as debenture holders, 1922-1946, and receivership thereof, and as such mainly touch on financial and company matters, although there are a few files which touch on operational subjects.

D G Jones – David Griffith Jones (DGJ below) – on 23 February 1922 was selected as Clerk to the Carnarvonshire County Council, in which role he acted as secretary to the Representatives of the Investing Authorities; he was never *directly* responsible for the running of the railway. **T D Jones & Co** (TDJ below) was the London firm of solicitors which acted on behalf of the county council. **R T Griffith** – Richard Thomas Griffith (RTG below) – was Clerk to Gwyrfaï district council, county councillor, Chairman of county council for twelve months from 2 March 1933, and Receiver and Manager of WHR from 12 April 1932 until succeeded by George Gregory Williams (county treasurer) on 8 February 1939. **Representatives of the Investing Authorities** was an ad-hoc group of representatives of the County and rural districts councils which had loaned money to the WHR venture. Their meeting minutes are printed and bound with the county council minutes (usually in or with the minutes of the quarterly county meeting next following) and, as such, are separately listed below. However, where copies have been found elsewhere in the archives, they *are* noted below. **Carnarvon Borough** was renamed Caernarvon from February 1926 (Council minute 5 of meeting 2 February 1926 – the first minutes carrying the new spelling). **Carnarvonshire County Council** was formally renamed Caernarvonshire from 1 July 1926 (the style Caernarfonshire was not in vogue during the period under notice). **NLW** denotes cross-reference to documents held in National Library of Wales, Aberystwyth.

Ref	Date	Description (and Remarks (if any))
1	1935-7	FR Co. Lease – Commissioners of Crown Lands
2		Spare copies : Lease with FR Company: Schedules, Leases & Memorandums

containing loose documents regarding FR 1934 lease of WHR *including*

- various copies of drafts of 1934 lease
- 2.6.1934 copy of E R Davies letter (to whom?)
- 2.6.1934 copy of Ministry of Transport letter to E R Davies
- copy of draft 2nd Schedule
- draft of affidavit (eventually sworn 4.6.1934) by RTG seeking Chancery Court approval to lease to FR, including: "1. I crave leave to refer to my affidavit filed herein on the 9th May 1934 (*see /35 for affidavit dated 8.5.1934*) and particularly to paragraph 6 thereof in which I state that in all the circumstances there did not appear to be any advantage in continuing to keep the railway open and that unless it could be disposed of the only course practicable was to close it." [*this gives the lie to statements that the line had been finally closed, rather than services merely suspended*]
- various copy documents (from early years of 20th C) about PB&SSR acquisition of land at St.Helens Road, Carnarvon (for abortive Carnarvon extension)

3 1933-41 Accounts of FR Co. : Directors' Report

containing copies of FR Co printed annual financial accounts and directors' reports for calendar years 1933 to 1939 inclusive

4 1937-41 Federation of British Industries – Rolling Stock

5 1934 Schedule of Stock etc.

file including only stencilled office copy of 1934 lease and several similar copies of the Schedules

6 1938-42 Appointment of New Receiver – G G Williams – War Emergency Stocks at Dinas Jn

file "Letters from 1 November 1938 to 2 October 1942" of general correspondence *including*

- correspondence about wartime dumping of coal at Dinas Jn
- suggestion of underground storage in quarries
- plan showing area owned in Caernarfon
- Chancery Order 8.2.1939 discharging RTG and appointing George Gregory Williams (County Treasurer) as Receiver & Manager
- 24.5.1941 letter from C E Lee (Joint Editor, Railway Magazine) with proof article seeking financial details.

[*continued as /74*]

7 1927-37 Copies of Statements of Account etc

8 1923-9 Appointment of receiver

9 1928-44 WHR : Claim of Messrs Walsh & Sharples

file of correspondence May 1928 – August 1944 [*continued from /54, /55 and /56*] still going on and on and on and still getting nowhere about land claim – water problems seem to have disappeared but then got into tenants' sheep falling into cuttings and killing themselves, because of lack of maintenance of WHR fencing [*e.g. copy of letter of 20.9.1941 reproduced in WHH17/8*]. Correspondence ends after sale of estate in 1944 when Receiver & Manager fobbed new owner off to WHR liquidator [*vide WHH25/8 – copy of letter of 1947 Twiston-Davies to the liquidator*] *also contains* 29.4.1937 Minutes of Representatives of Investing Authorities meeting

10 1933-41 Lt.Col. Stephens (deceased)

file of correspondence 17.7.1933-31.7.1941 of Iggulden's unavailing attempts to obtain the late Col.Stephens' outstanding payments [*continued as /11*]

11 1943 Re. the estate of Col. Stephens (deceased)

file of correspondence [*continued from /10*] 1.8.1941-23.7.1943 of Iggulden's unavailing attempts to obtain the late Col.Stephens' outstanding payments

12 1934-42 Land at St.Helens Road Caernarfon : Maps of said land and legal documents

13 1943-5 Land at St.Helens Road Caernarfon : Maps of said land and legal documents

14 1921-42 Paths – Beddgelert Parish Council, Bridges and roads over the railway : Accounts for the maintenance of bridges & roads

15 1931 Schedule of debts

16 1927-9 Great Western Railway

file of correspondence April 1927 – June 1929, principally exchanges DGJ with Stephens and TDJ about the Croesor Crossing dispute *including*

- within a file note dated 15.9.1928 the text of letter 30.5.1923 Tyrwhitt to Pole, GWR [*original in /64*]
- 2.1.1929 Stephens to DGJ: "...we have found an old journal of 1864 wherein it states that the rate for conveyance of slates from the Rhosydd Quarry (which quarry is on the old Croesor Line) to the junction with the Festiniog Railway at Portmadoc was 3/- per ton. It also states that the slates were hauled from the old sluice bridge ... on the Festiniog Railway side of the existing GWRly at -/3d. per ton to the Wharf."

It transpires that the meeting of 20.2.1929 (in London) with Warwick of the GWR was at the prompting of a meeting on 11.1.1929 between DGJ, Stephens and "Chairman of the appropriate Committee of the County Council". The GWR deputed Warwick to attend and the delay in getting the meeting arranged was all down to the GWR. No "outcome" is recorded in the file, other than the notes of the meeting of 20.2.1929.

[continued as /18]

17 1923-31 WHR : Various Documents *c.f. /52*

bundle of papers *including*

- bundle of Moses Kellow's receipts or receipted accounts for "Haulage between Croesor Jn and Gwernydd" [*Gwernydd = Garreg Hyllidrem*] (at 8d. per ton):

17.3.24 receipt for Dec 1923	10.17.1
29.3.24 receipted a/c for Jan 1924 277t 10c	9.5.0
31.3.24 ditto for Feb 1924 273t	9.2.0
30.4.24 ditto for Mar 1924 176t 16c	5.17.10
22.5.24 ditto for Apr 1924 332t 1c 2q	11.1.4
30.6.24 ditto for May 1924 372t 6c 2q	12.8.0
31.7.24 ditto for Jun 1924 315t 8c 3q	10.10.3
27.12.24 receipt for 3 months ended 30 Sep	29.12.2
- Tabulation:

"Statement of the men employed and wages paid 14 June 1930

No.	Description	Weekly amount paid (£.s.d.)
1	Agent	3.18.6
1	Guard	2.7.6
1	Driver	2.16.0
1	Fireman	1.5.0
2	Gangers @ £2.2.9 each	4.5.6
1	Ganger's underman	1.12.0
5	Station delivery agents	-.14.6 – for the five
1	Checker	-.9.8
1	Audit and Accountant (<i>sic</i>)	-.14.5

In addition to the above, there are the Transshipping Contractors at Dinas Junction, who are only paid on the tonnage transhipped and the Haulage Contractor at the Portmadoc end, who is also paid on the tonnage basis only."

- Receipts and expenses for 9 months to 30.9.1930 [*see also /37 and /58*]
- 16.3.1877 and 9.6.1884 copies of agreements with LNWR about Dinas Jn [*copy of 1877 agreement with plan at /22*]
- Minutes of meetings of Representatives of the Investing Authorities for meetings held on 6.3.1931; 17.4.1931; 24.4.1931; 23.7.1931; 1.10.1931; 15.10.1931; 5.11.1931; 7.11.1931; 2.6.1932; 26.4.1933; 27.7.1933
- typescript copy extracts of County Council meetings regarding investment in WHR from 5.1.1922 to 19.7.1923

plus a disparate raft of other copies of documents, affidavits, letters.....

18 1901-31 Claim of Great Western Railway Co

containing

- 28.11.1901 Conveyance: "Mrs Ellen Beatrice Roche and the surviving mortgagee and trustees of Tremadoc Estate to The Portmadoc Croesor & Beddgelert Tram Railway Co: Conveyance of lands in Parish of Llanfrothen..." [*further copy at /58*] [*document had been obtained in endeavour to prove that the C&P predated the A&WC*]
- 11.10.1927 Affidavit sworn by Thomas Burns Cox of GWR [*further copy at /64*] setting out their claimed debts as owed by WHR at 3.3.1927 (£1208.3.10 less owing to WHR (*i.e.* £279.6.11) giving net balance due to GWR £928.16.11 to which had been added (erroneously) two items which were FR (not WHR) giving total £934.17.1. Of the £1208.3.10, £206.4.10 was "Telephone Connection" December 1923 and £7.18.5 "Telephone" August 1924, the balance (£994.0.7) being six-monthly operating expenses and goods/passenger paid-ons.) *The details are in Exhibit TBC*

- 27.10.1927 Affidavit sworn by Stephens (in response to Cox's of 12.10.1927) which declares (inter alia) "I have been Chairman and Managing Director of [Welsh Highland Railway (Light Railway)Co] from 20 December 1924" [*but see affidavit of 21.7.1928 where he says 1 January 1925, and anyway disagrees with what Stephens himself said to GWR in letter of 22.4.1925 in NLW collection*] and goes on to rehearse the arguments about history of Croesor Crossing; exhibit HFS1 [not in this file] is the GWR's 1923 draft agreement at /65; two exhibits HFS2 set out the old inhabitants' recollections (Griffith Williams 12.8.1925 and Robert Morgan 27.1.1926)[*further copy at /58*] [*note: further response affidavit at 11.12.1929*]
- 28.10.1927 Affidavit sworn by Sydney George Wood of FR setting out their claimed debts as owed by WHR at 3.3.1927 (£1119.19.8)
- 28.10.1927 Affidavit sworn by Evan Robert Davies (of 83 Herne Hill, London) on behalf of self, Stephens, Westall and Nee on outstanding WHR directors' fees owed by WHR at 3.3.1927 (£1002.9.3 in total)
- 28.10.1927 Affidavit sworn by William Richard Huson on outstanding salary as company secretary owed by WHR at 3.3.1927 (£272.18.4)
- 28.10.1927 Affidavit sworn by Evan Robert Davies ("sole partner in the firm of Evan Davies & Co") on costs and fees owed by WHR at 3.3.1927 (£200)
- 29.3.1928 Affidavit sworn by Henry Wheeler for GWR [*further copy at /58*] (in effect response to Stephens' of 27.10.1927, although not stated as such) setting out how GWR came into ownership of land at Croesor Crossing and *includes*
 - 4. "The A&WC Railway Co took possession of the lands [of the crossing] in 1863 as is shown by a recital in the Conveyance thereof"
 - 9. "The charges involved in the protection [*of the crossing*] were in fact very small and were paid by the Cambrian Railways Company and the records do not shew that they ever asked repayment or contribution from the Croesor & Portmadoc Tramway Co."
 - 11. With the start of passenger services "... it became necessary that signalmen should be employed to protect the line and that certain telegraph and telephone apparatus should be installed..." and refers to Tyrwhitt's letter of 30.5.1923 (as exhibit HW *which is not attached – but see instead WHR's file copy in /64*)
- 12.7.1928 Affidavit sworn by Stephens responding to Wheeler's, *includes*
 - para. 9 claims Tyrwhitt's letter of 30.5.1923 "...does not by itself record any arrangement, but was a letter of enquiry only... does not constitute an admission of any fact upon which the liability of the company might depend..."
 - para. 11 declined to admit that employment of signalmen has become necessary nor necessary to install phone (at Croesor Crossing) "...nor can I find that the [WHR] Co. at any time requested the Great Western to employ signalmen or to install the said telegraph or telephone apparatus or to charge the [WHR] Co." [*there is also a draft copy of this as "settled" (i.e. approved) by Counsel (J R P Maxwell) 21.6.1928*] [*another WHR response appears to have been Stephens' affidavit of 27.10.1930 "Points of defence of the Welsh Highland Railway (Light Railway) Co and the Receiver & Manager to the 'Notes of Evidence' ", which is in NLW Box 1, bundle 2 – presumably the Chancery Master required the whole ground to be gone over again in 1930*]
- 12.7.1928 Affidavit sworn by Stephens about the Walsh & Haworth claim states "...since 1 January 1925 I have been Managing Director of the [WHR (LR) Co.]" [*see comment above, at 27.10.1927*]
- 21.6.1928 J R Perceval Maxwell's "Counsel's Opinion" in response to the request he "settle" (i.e. approve, prior to signature) the WHR response to the Cox and Wheeler GWR affidavits, *includes*
 - 4. "...It appears from the correspondence before me that this [telephone system] was installed on the initiative of the Great Western and without any request of the Welsh Highland Railway. The first reference to it which I can find is in a letter from Mr J Milne for Sir Felix Pole to Mr Tyrwhitt dated 28 May 1923."
 - 5. This paragraph rubbished the WHR claim to have been at Croesor Crossing first: "A railway may be said to be in existence at a certain point when it has come into existence as a railway, i.e. been incorporated, and when it has acquired the land at that point. On the evidence before me it appears that in 1864 the Aberystwyth Railway had complied with both these conditions but the Croesor Railway had not done so."
[*Two copies (this is precursor to Stephens' affidavit of 12.7.1928 above)*]
- 11.12.1929 Affidavit sworn by Stephens responding to Cox's affidavit of 11.10.1927 re outstanding costs and charges. Exhibits were: TBC (Cox's original account – not here but see original under 11.10.1927); HW (Tyrwhitt's 30.5.1923 letter – *not here but see original in /64*); and HFS3 (here is merely list of *dates* of letters between WHR and GWR from 4.6.1923 to

28.4.1927 to demonstrate that no negotiated conclusion had been reached between the parties – for fuller details of HFS3 see NLW Box 2) [note a previous response affidavit at 27.10.1927] thereafter, file continues correspondence from /16 from July 1929 to November 1938 including

- Half yearly account 31.12.1929
- [21.3.1930] Notes of Evidence for Master in Chancery prepared by GWR (undated but submitted by GWR 21 March 1930) [how do they square with earlier GWR affidavits?]
- 7.10.1930 Draft Points of Defence to the above prepared for WHR as “settled” (i.e. approved) by Counsel (J R P Maxwell) 7.10.1930 (which became Stephens affidavit of 27.10.1930 – see the definitive “Points of Defence” dated 27.10.1930 in NLW TDJones Box 1 bundle 2)

19 1861-1940 Acts of Parliament

contains copies of following Acts:

- Aberystwith & Welsh Coast 1861
- Creosor & Portmadoc 1865
- NWNGR 1872 (2 x typescript copies)
- NWNGR 1876
- Portmadoc Croesor & Beddgelert 1879
- NWNGR (Extensions &c.) 1885
- NWNGR 1890
- PB&SSR 1904
- NWNGR (Lease) 1873 [authority and terms of lease to Hugh Beaver Roberts]

[see also /53]

and other documents:

- Agreement between North Devon & Cornwall Junction Light Railway (“Owning Co.”) and London & South Western Railway (“Working Co.”) dated 7.4.1922
- WHR (LR) Order 1922 SR&O 1922 no. 432 (x2)
- WHR (LR) Amendment Order 1923 SR&O 1923 no. 275 (x2)
- Deed of Covenant for repayment of loans to railway between WHR (LR) Co and Carnarvonshire County Council and others dated 1 March 1924
- (1927) n.d.: Instruction to Counsel to (a) advise whether there would be liability attaching to CC for any loss on working railway if an Receiver & Manager appointed, and (b) petition Chancery Division for appointment of Receiver & Manager
- GWR (Road Transport): Petition by Bishops Castle, Festiniog, Shropshire & Montgomeryshire and WHR (LR) against as GWR Bill of 1928
- Lease between WHR (LR), RTG and FR dated 26.6.1934 (x2)
- Emergency Powers (Defence) Raw Materials SR&O 1940 no. 287 (and similar)
- Certificate allowing Receiver & Manager’s (Griffith) accounts to 8.3.1939 (including Iggulden’s balance 24.10.1931 to 12.4.1932)

20 1940-1 Festiniog Railway Co – Lease of Welsh Highland Railway

21 1937-41 Papers relating to summons for surrender of the lease to the Festiniog Railway Co

including

- office copy of 1934 lease
- Carbon copy of Affidavit sworn 16.9.1941 by G G Willams (then Receiver & Manager): Consents of Investing Authorities to Surrender of Lease, Exhibit “GGW6”, which included extracts of Minutes of meetings of Representatives of Investing Authorities 31.12.1936, 29.4.1937 and 27.7.1938, W C Davies’ letter 3.2.1937, and exchanges with all other investors about terminating lease

(otherwise, almost entirely carbon copies of documents found in other files)

22 1877-1944 Welsh Highland Railway - Dinas Junction – Festiniog Railway Co – LM&SR Co

file of correspondence July 1939 – May 1944 includes

- 16.3.1877 Agreement between LNWR and NWNGR as to Sidings at Llanwnda to which is attached plan which is source of top plan on page 188 of NGRSC Vol. I
- with LMS and FR (as lessee) re closing of Dinas and boundary dispute
- between R Evans (Portmadoc) and Daniel Owen Jones (Agent, Dinas) about dispensing with latter’s services on surrender of lease (which was variously postponed – FR ceased paying him after 16.10.1943, thereafter paid by WHR Receiver & Manager – in the end, Jones died in office – see below)
- Police report about damage to n.g. loco shed 19.4.1943 (including statement by “Daniel Jones, age 71, living at Station House, Station Master of LMS Station”)

- 30.8.1943 FR letter setting out respective terms between WHR and LMS for staffing etc. at Dinas, also related Correspondence with LMS [*WHR took over responsibility for Dinas Jn station again from FR after 16.10.1943*]
- 29.10.1943 LMS letter with plan setting out newly agreed boundary at Dinas
- 6.12.1943 signed plan showing agreed boundaries
- that D O Jones went off sick 31.12.1943 and died 4 pm 31 January 1944, without having resumed duty

23 1941-4 Beddgelert Parish Council – Cemetery – Right of Way

24 1941-5 Requisitions (a) Rhostryfan old booking office and waiting room, (b) Rhyd-Ddu booking office and waiting room

25 1927-40 Appointments of Receivers – (1) Lt.Col. H F Stephens (deceased), (2) Mr Richard Thomas Griffith, Cwellyn, C’fon, (3) Mr G Gregory Williams, County Offices, C’fon

contains copies of the Orders appointing as Receiver & Manager:

- 4.3.1927 – H F Stephens [*copy also at /57*]

On his death, James Arthur Iggulden, William Henry Austen, Alfred Willard and George Henry Willard were his “legal personal representatives” (executors). Iggulden acted as Receiver & Manager from 24 October 1931 (day after Stephens death) to 27 April 1932 inclusive

- 12.4.1932 – Richard Thomas Griffith (*RTG*) of Pen y Buarth, Llanrug “in substitution for the said Holman Fred Stephens”. *RTG* finally discharged his role 2 February 1940 on approval of his final accounts by the Chancery Master [*Certificate allowing Receiver & Manager’s (RTG) accounts to 8.3.1939 (including Iggulden’s balance 24.10.1931 to 12.4.1932) is at XC2/33/19*]

- 8.2.1939 – George Gregory Williams, County Offices, Caernarfon [County Treasurer]

See / 19 for (1927) n.d.: Instruction to Counsel to (a) advise whether there would be liability attaching to CC for any loss on working railway if an Receiver & Manager appointed, and (b) petition Chancery Division for appointment of Receiver & Manager

26 1934 Festiniog Railway Co – Lease of Welsh Highland Railway

file of letters 13 March – 1 August 1934 during negotiations for proposed lease, including

- 23.4.1934 letter from *RTG* with traffic statistics (signed by R Evans) for summers 1931-3:

<u>Receipts months July, August and September</u>	1931 £.s.d.	1932 £.s.d.	1933 £.s.d.
Passengers	239.3.11	211.5.1	461.2.1
Goods	102.4.5	106.1.3	105.19.11
Miscellaneous	4.10.2	6.14.10	7.19.7
(Totals)	345.18.6	324.1.2	575.1.6 #
<u>Expenditure for same period</u>			
Wages	277.2.10	184.9.8	221.18.9
Fuel	28.18.8	39.0.3	40.0.0
Lubricants	10.2.3	4.11.10	5.0.0
General Charges	68.0.0	33.0.0	34.0.0
Rates & Taxes	8.0.0	8.0.0	8.0.0
Nat. Insurance	7.0.0	6.0.0	6.0.0
Miscellaneous	5.0.0	3.0.0	3.0.0
(Totals)	404.3.9	278.1.9	317.18.9

- *sic* (? rounding). Some of the expenditure figures look suspiciously “round”

- 4.5.1934 letter from Evan R Davies: he and Austen (the Engineer) requested special inspection train “next Wednesday” [i.e. 9 May 1934] – train ran Gelert Siding to Dinas – with meeting at Caernarvon following day
- 15.5.1934 Minutes of meeting of Representatives of Investing Authorities – discussed proposed lease by FR
- 22.5.1934 notes (virtually verbatim) of “interview” at Caernarvon: Chairman of county council; Nee (vice-Chairman and Chairman of Investing Authorities Joint Committee); E R Davies; Griffith; and DGJ (seven pages of notes)
- 31.5.1934 E R Davies – DGJ suggesting removal of Nantmor water tank to Bryngwyn, with a view to FR engine working traffic from Bryngwyn from 10 June [rejected by Griffith letter 2.6.1934]

- 1.6.1934 hand written (presumably D O Jones?) text that became the Second Schedule of lease supplied by RTG
- various drafts versions of lease
- 1.8.1934 DGJ – E R Davies seeking reimbursement by FR costs of “WHR side” in consultations in London: TDJ £25.5.11; Council members £8.15.2; Griffith £2.17.10; DGJ £3.17.9 [FR eventually paid £30]

(for copy of final lease see XC2/33/19) (continued as /27)

27 1934-6 Festiniog Railway Co – Lease of Welsh Highland Railway

file of correspondence 1 August 1934 – 31 December 1936 (continuation of /26), including

- 20.12.1934 RTG – DGJ listing the agreements with LMS regarding arrangements at Dinas [they had been enclosed but are no longer in the file as they were forwarded to W Cradoc Davies (WCD) of the FR, at Pwllheli]
- 12.1.1935 TDJ – DGJ pointing out that lease actually effective from 26.6.1934 – immediately on signature of lease
- 14.1.1935 DGJ – TDJ confirming FR took possession 26.6.1934
- 26.1.1935 E R Davies – DGJ confirming 26.6.1934 as effective date
- 28.1.1935 affidavit sworn by DGJ to this effect
- 4.2.1935 verbatim notes of meeting of Representatives of Investing Authorities, with WCD (now FR Chairman in succession to E R Davies) and Robert Evans present to set out their position after first year’s operation. WCD sought to plead that he was unaware of the terms entered into... Results for 1934 (26 June – 31 December): receipts £1049, expenses £1338, loss £289 of which ca. £200 was running railway, the remainder “putting it in order” [these were un-audited figure and were later slightly revised]; stated to be no traffic from Croesor valley. Also shorter formal minutes of same meeting
- Exchanges about FR seeking to renegotiate lease terms
- Exchanges about various wayleaves
- FR – DGJ/RTG enclosing statement of account between FR and WHR – including statement that FR raised 9s. 8d. per week “in respect of services rendered by the FR Coy’s staff at Portmadoc etc.” from January 1928 to commencement of lease [this seems not to have produced any demur – at least in this file]
- 23.4.1936 WCD – DGJ reporting poor results
- 26.6.1936 WCD – DGJ reporting poor results
- 1935 FR Co Report & Account for y/e 31.12.1935 (printed), includes WHR data but consolidated with FR
- 1934 FR Co Report & Account for y/e 31.12.1934 (printed), includes WHR data but consolidated with FR
- 31.12.1936 Statement by WCD to Representatives of Investing Authorities

(continued as /28)

28 1937-9 Festiniog Railway Co – Lease of Welsh Highland Railway

file “Letters from 1 January 1937 to 31 December 1939” [continuation of /27] including

- typescript copy of draft lease (using % rather than percentum)
- typescript extract of council meeting 19.7.1934 approving take-over of road-over-rail bridge structures and maintenance of roads thereon
- typescript statement of Walter Cradoc Davies 31.12.1936
- minutes of Committee of Representatives of Investing Authorities meeting 31.12.1936 and subsequent correspondence
- tabulation:

“WHR Expenditure & Receipts – Year 1936

Maintenance of Way & Works	521.14.1
Maintenance of Locomotives	5.12.2 (sic!)
Maintenance of Carriages	85.10.11
Maintenance of Wagons	29.19.2
Locomotive running expenses	480.9.6
Traffic expenses	232.12.3
General charges	127.6.5
Compensation	26.5.4
Rates	32.11.4
Rate relief	20.2.10
National Insurance	27.19.11
Taxes & tithes	1.18.11
Rents payable	<u>1.10.0</u>

Total expenditure	£1593.12.10
Total receipts	<u>£1103.0.3</u>
Loss on operation	490.12.7
Add Rent payable to WHR Co. at 10% of Gross receipts	<u>110.6.0</u>
TOTAL DEBIT TO FESTINIOG RAILWAY CO	<u>£ 600.18.7 "</u>

[presumably supplied by W Cradoc Davies to County in February 1937]

- minutes of Representatives of Investing Authorities meeting 29.4.1937
- exchanges about terms for releasing FR from lease
- exchanges about alleged theft of rails July 1937 *(a false alarm)*
- 15.2.1938 FR Company Sec - DGJ regarding lifting of Croesor/Cambrian Crossing (including copies of correspondence FR – GWR) *but no copy of DGJ – RTG exchange in consequence*
- Tenancy Agreement (copy) 27.11.1923 LMS-Welsh Highland Railway (Light Railway) for that part of refreshment rooms at Dinas Jn on LMS land
- exchanges with various bodies for fencing or use of line during war

29 1931-42 Appointment of Mr R T Griffith as Receiver & Manager of the Co.

file, principally October 1931 – August 1932, *including*

- minutes of Representatives of Investing Authorities meetings 5.11.1931 and 7.11.1931
- Affidavit sworn 1.12.1931 by J H Jenkins (a Caernarfon solicitor) to the effect that RTG was educated at Llanberis County School and University College of North Wales, Bangor; served as 2nd Lt. in Devon Regt. in WWI; Clerk to Gwyrfai RDC since ca.1929 and other minor local offices
- 12.4.1932 TDJ – DGJ confirming RTG's appointment as Receiver & Manager that day

30 1934-6 Receiver's Account – Letters

31 1932-9 Receiver's Account – Copies : Wages, Accounts, etc.

32 1937-8 Receiver's Account – Letters

33 1939-44 Receiver's Account – Letters

34 1932-3 Claim of Railway Clearing House

file principally of lawyers' papers about rate relief fund to which WHR failed to contribute leading to outstanding with RCH *including*

- 10.1.1933 RTG – DGJ: "...even now goods traffic is only carried as far as Beddgelert."
- 23.2.1933 Iggulden – DGJ: "On the death of Col. Stephens I was unable to draw on his Bank account and I was without money to work the Railway; the Committee representing the Local Authorities however recommended and the County Council advanced a sum of £50 on 11 November 1931 and a further sum of £50 on 9 April 1932... to enable me to meet the wages of the men employed..." *[this is of relevance to the suspension of traffic in October 1931]*

35 1934 Second Account of Receiver & Manager – Affidavit & Exhibits

containing

- affidavit verifying Receiver & Manager's (RTG) Second Account, year 12.4.1933-11.4.1934 (3 copies) *(shows that D O Jones, Agent, Dinas Jn, hours were 0700 to 2140 daily (presumably Monday to Saturday))*
- affidavit regarding Iggulden's outstanding claim *(see XC2/33/10 and /11)*
- statement of receipts and payments *which shews that hours/wages did not increase until 15.7.1933 which must signify start of summer passenger service*

The second affidavit – in explaining the inability to settle the outstanding – refers to meeting with Crown Slate *(see XC2/33/44 and minutes of Representatives of the Investing Authorities 27.7.1933)* and that company's inability to provide traffic, and then adds that *if* the quarry company had produced traffic "I am of the opinion that the receipts of the railway in respect of goods traffic would be sufficient to cover working expenses but nothing further with regard to passenger traffic, this can only be profitable for ten weeks in the year from the middle of July to the end of September, and even then the receipts would be little more than enough to cover the extra expenses occasioned by running passenger trains, but it will be out of the question to run any passenger traffic this year *[summer 1934]* owing to the unsatisfactory state of the permanent way and the condition of the rolling stock." RTG signed this on 8.5.1934 – note the timing relative to the FR Co's expressed interest in leasing and running the line. See also XC2/33/2.

36 1911-28 Spare copies of Accounts & Returns Orders

37 1922-33 Railway Accounts & Letters

containing

- SR&O 1928 No. 1041 – Railway Accounts & Returns – 3 copies
- Railway Companies (Accounts & Returns) Act 1911: used a blank pro-forma for completion of WHR results for years 1922, 1923, 1924 (two copies), 1925, 1926, 1927, 1928.
- 1928 correspondence DGJ – Stephens regarding accounts
- Tabulated receipts and expenditure for years 1928, 1929, 1930, 1931, also 9 months ended September 1930 *which showed that for those three quarters traffic over Croesor Jn – Portmadoc section was 59 tons “goods”, 84 tons coal and 2373 tons slate [see also /58 for 1931 data]*
- Traffic statement for four months ended 30 April 1930, *including: Portmadoc – Croesor 28 tons coal @ 2s.6d. p.t.; Park & Croesor – Portmadoc 555 tons slate @ 2s.2d. p.t.; Rhosydd – Portmadoc 541 tons slate @ 2s.6d. p.t.; with the note that these rates included haulage charge of 1s.6d. p.t. being "the payment made to the horse haulier, for hauling traffic, by horse, between Croesor Junction and Gelert Siding Portmadoc, and from the Rhosydd and Park & Croesor Slate Quarries. No haulage at all being performed by the W H Rly herein". [also at /58; see also /17]*
- letter 11 December 1931 confirms Bryngwyn quarries ceased March 1931 and passenger traffic started “end of” July 1931.

38 1929-32 Financial – Ministry of Transport : Minutes & Financial accounts

39 1932-3 Hunslet Engine Co Ltd

file of lawyers exchanges about outstanding accounts for wheel tyres and Russell's brake gear (material ordered by Stephens in 1930)

40 1932-3 First account of Receiver & Manager – Copies of Documents

containing material for RTG's account to Chancery Court for 12 months from 12.4.1932, including:

- details of every weekly wage payment for the 12 month period. Examples:

Week ended 30 April 1932					
Name	Position	Hours	Rate	Payment	
D O Jones	Agent, Dinas	48	40/-	£2.0.0	<i>60/- from 14.5.1924</i>
Hugh Roberts	Driver	28	60/-	£1.15.0	
Goronwy Roberts	Fireman	29	30/-	£0.18.2	
Thomas Ore	Ganger	16	36/-	£0.12.0	
J O Thomas	Ganger	16	36/-	£0.12.0	<i>Lived in station house, Snowdon and deducted 2/- a week rent</i>
W S Jones	Carter, Beddgelert	-	3/-	£0.3.0	
J Humphreys	Delivery agent, Waenfawr	-	2/6	£0.2.6	<i>Parcels delivery</i>

Each (apart from the carter and delivery agent) was deducted 1s.7d. a week insurance off these gross figures. The loco crew were being paid for ca. 22/23 hours a week until w/e 11.6.1932 – the following week and thereafter it was 45/47 hours, and the gangers also stepped up to 40 hours, with an underman (D L Hughes) taken on from w/e 18.6.1932.

Name	Position	w/e 16.7.1932		w/e 23.7.1932		w/e 8.4.1933
		Hours	Rate	Hours	Rate	
D O Jones	Agent, Dinas	48	60/-	48	60/-	same
Hugh Roberts	Driver	42	60/-	43	60/-	same
Goronwy Roberts	Fireman	42	30/-	53	36/-	same
Thomas Ore	Ganger	40	42/-	40	42/-	same
J O Thomas	Ganger	40	42/-	40	42/-	Delivery agent
D L Hughes	Underman	40	36/-			Goods porter
	Guard			48	45/-	
H Williams	Underman, Snowdon	40	36/-	40	36/-	Gone
George Evans	Underman	not included		24	36/-	Gone
W S Jones	Carter, Beddgelert	-	3/-	-	3/-	same
J Humphreys	Delivery agent, Waenfawr	-	2/6	-	2/6	same

w/e/ 23.7.1932 is the first week of passenger service. After the end of passenger service (i.e. w/e. 17.9.1932) Hughes steps back to Goods porter (16 hours @ 45/-) and the undermen are laid off.

H Williams appears from w/e 18.6.1932 until w/e 10.9.1932 and Geo Evans from w/e 23.7.1932 until w/e 10.9.1932. J O Thomas went off sick (doctor's certificate, but no pay) w/e 13.8.1932 but re-appears w/e 8.10.1932 as Delivery agent at 2/- a week, minus rent of house 2/- a week... Occasional explanations for extra hours appear, e.g.

w/e 13.8.1932: "Enginemens time more owing to County Council required more stone, extra train was run." "Platelayer put to work two hours extra daily condition of the permanent way demanding immediate attention from Bettws Garmon on." (this was repeated the following week). w/e 18.2.1933: "Extra time due to derailment on Bryngwyn Incline when 6 wagons left the rails causing work to put same back on rails and loaded others too badly damaged into another wagon to take to Dinas. Also re-splicing wire rope which was cut and repair considerable damage done to permanent way. Also changing rail on permanent way for one that was found broken under second bridge from Dinas."

Twenty-four hours engine crew time seems to have represented two days work – this went up to 36 hours for w/e 19.11.1932 with the explanation: "3 trains from Bryngwyn".

41 1922-34 Welsh Highland Railway : Accounts

containing:

- exchanges 1930-4 with GWR and LMSR - unsuccessfully seeking that they acquire the WHR
- copies of correspondence 1933-4 with Austen seeking to settle late Col. Stephens' affairs [duplicates / 10]
- copy of draft conveyance Hawarth (*sic*) and Walsh to WHR(LR) Co to accompany Stephens' affidavit of 21.6.1928, endorsed "HFS1" [misfiled - duplicates item in / 54]
- Receiver's (Griffith) statement (dated 7 Oct 1933) of receipts and payments 1.7.1933 – 30.9.1933 [several stencilled copies plus m/s original]
- account (dated 16.8.1933) of receipts and payments 12.4.1932 – 11.4.1933 (*this was first account of RTG as Receiver. Receipts £1592.18.7, outgoings £1312.6.3, balance £280.12.4*)
- letter from RTG to DGJ 21.7.1933 seeking (*inter alia*) appointment of a replacement Receiver as he finds "...I am unable to devote the necessary time to the successful operation of this undertaking."
- Income Tax account 23.5.1922 - .1.1932
- Unpaid debentures account 31.12.1922 – 1.1.1929

42 1933-4 Accounts – Letters

43 1935-6 O C Owen, Gelli'r Ynn, Beddgelert

file of Owen's request to purchase some land adjacent to Nantmor station in 1935 [*didn't seem to come to anything*]

44 1933-5 Caernarvonshire Crown Slate Quarries Co Ltd

containing papers about attempts to persuade firm to resume rail traffic (*see also minutes of Representatives of Investing Authorities in both 1933 and 1935*)

45 1927-9 Fire at Beddgelert : Letters, Map & Insurance Policy

46 1924-7 Tourist Hotels Ltd

47 1922-4 Signed: Contracts / Specifications / Plans

file of 30.4.1922 Contract between WHR(LR)Co. and Sir Robert McAlpine & Sons to (re-) construct Welsh Highland Railway (Light Railway) comprising:

- engrossed agreement as signed by the various McAlpines, double foolscap
- Contract & Specification (prepared by Sir Douglas Fox & Partners, March 1922), cover + 35 pp foolscap carbon copy typescript [*part transcribed in WHH 36/7*]
- Schedule of prices and Quantities for Payment on account, 13pp of foolscap stencilled headings with carbon copy typescript figures [*no mention of any work associated with the actual crossing of the Cambrian, nor of Salem, Hafod y Llyn or Ynysferlas Halts*]
- List of Bridges and Culverts, 5pp (as Schedule of Prices)
- Drawings:
 1. 6" = Mile plan Existing NWN GR (Fox drawing A33395)
 2. 6" = Mile plan (with profile) Proposed railway 0mi 0 – 4.4mi (*Rhyd Ddu to just short of Beddgelert*) (Fox drawing A33400)
 3. 6" = Mile plan (with profile) Proposed railway 4.4mi – 8.6mi (*just short of Beddgelert to Croesor Jn*) (Fox drawing A33401) [*no halts between Nantmor and Croesor Jn; Hafod y Llyn and Hafod Garregog roads shown as "farm road crossings" – no mention of public roads there*]
 4. 6" = Mile plan Existing Croesor Tramway (Fox drawing B33402) (*shown as 0mi [= 8.6mi] – 3.7mi which was at Britannia Bridge end of junction railways*)
 5. Type drawing of 75'0" Span Bridge (Fox drawing A33403)

6. Type drawing of Bridges & Culverts (Fox drawing A33404)
7. Details of Croesor bridge and Type drawing of trestle (Fox drawing A33405)
8. Profile of proposed diversion mile 2.2 to 5.2 (1 in 28 grade) (Fox drawing A33409)

[the plans are in poor physical condition and need restoration work]

[note: National Archives MT 6/3007 Part III contains a copy of text (with transcription errors) but no plans]

- 48 1936-8 North Wales Power Co Wayleaves Rental**
49 1938 Electricity Distribution of North Wales & District – Wayleaves
50 1936-7 Land at Nantmor
51 1922-32 Receipts & expenditure

bundle of papers which relate solely to 1922/3, including

- copies of 1922 objections to draft Light Railway Amendment Order
- 1923 balance sheet and statement of income/expenditure (multiple copies), with loss on year's working £1484 5s.2d.
- Councillor Nee's (the Investing Authorities' Director on the WHR board) report to the Investing Authorities dated 25.4.1923 (for their meeting the following day) which included inter alia: that contract was let to Sir Robert McAlpine & Sons on 30.4.1922 for £59,985; some details of his own role; noted that audited accounts for y/e 31.12.1922 showed loss of £571 7s.9d.; and the forecast that "It is anticipated that in a few years time the Railway will be as popular as any mountain railway in Europe."
- very detailed list of outgoing for year 1923 for WHR (two copies), which showed (inter alia):
 - WHR element of Tyrwhitt's salary was £5 per month up to 30.9.1923 and of Stephens' salary was £8 6s.8d. from 31.5.1923
 - Waterlows were paid a total of £39 17s.3d. for tickets, and Colleys a total of £1 6s.9d. for punch tickets
 - Moses Kellow was paid for haulage (*between Croesor Jn and Carreg Hyllidrem*) two months £17 8s.9d.; one month £9 1s.5d; one month £10 17s.1d; and "salary" £20 and £15 (*does this relate to the period from June 1923?*)
 - G Griffiths was paid for haulage: £16 16s.0d.; £12 0s.0d.; £8 11s.0d.; £9 18s.0d.; £9 18s.0d.; £4 10s.0d.; £29. 2s.0d. (*does this relate to the period prior to June 1923?*)

52 1922-7 Various documents

principally from 1922 about debentures, but also financial results for 1924, including

- 14.11.1924 Nicholls' report of 14.11.1924 to the Directors on winter service [stencilled copy by County Council]
- 3.12.1926 W R Huson (WHR Company Secretary) reply to the questionnaire (in respect of year **1924**) [stencilled copies by County Council] *[original is at /58]*
- extract of *Cambrian News* 15.9.1922 (report of Ministry public enquiry at Portmadoc 8.9.1922)
- extract of *Carnarvon & Denbigh Herald* 21.7.1922 (advert for LRO applications for WHR and FR)
- Draft Stephens and DGJ joint affidavit of some date *post 1927 (misfiled!)*

53 1872-1922 Old Acts etc.

bundle of copies of:

- typescript copy of NWNGR Act 1872
- NWNGR (Beddgelert Light Railway Extension) Order 1900 [Cd.389]
- PB&SSR Act 1901
- NWNGR(LR) Order 1905 [Cd.2614]
- PB&SSR (Beddgelert Light Railway Extension) Order 1906 [Cd.3230]
- PB&SSR(LR) Order 1908 [Cd.4334] [also draft thereof]
- Carnarvonshire County Council's objections of 29.8.1922 to draft WHR(LR) Order 1922 (two dozen copies)
- WHR(LR) Order 1922 (six copies) [also draft thereof]
- FR(LR) Order 1922 (also two different drafts thereof)

[see also /19]

54 1923-34 Repayment of Loans, Payment of Mr Nee's expenses, Extension Dinas to Caernarfon

file: WHR Water Supply at Beddgelert

containing correspondence on Walsh & Haworth (later Sharples) dispute September – November 1929 [see also below and /9, /55 and /56]

- 1923 Draft Lease of Water Rights in the Parish of Beddgelert J E *[should be JW]* Howarth & E Y Walsh to WHR, dated 1923 (but never concluded or signed), with plan showing original railway water supply source
- 1.7.1927 and 9.8.1927 DGJ - Walsh that WHR no longer needed the disputed water supply
- 9.3.1928 Affidavit sworn by E Y Walsh and 21.6.1928 Affidavit sworn by Stephens (including as Exhibit HFS1 Draft Conveyance of freehold lands ... in the Parish of Beddgelert J W Howarth *[should be Howarth]* & E Y Walsh to WHR, dated 1923 but never concluded or signed) regarding claim about land and water supply at Beddgelert *[HFS1 also – misfiled – at /41]*
- 2.9.1929 Walsh – DGJ alleging that Stephens had (in 1927) merely *moved* the water out take further up the Cwm Cloch which was thus still infringing their riparian rights *[this needs to be read in conjunction with the other file mentioned to understand what happened here]*
- 30.9.1929 Stephens - DGJ showing (by blueprint of “current” and abandoned railway alignments at Beddgelert) with current water supply source shown (from spring in a cutting on the abandoned PB&SSR right of way) stating it had taken effect some time previously instead of from Cwm Cloch (thus refuting Walsh’s claim)

file: **Beddgelert – Aberglaslyn A487 road improvement scheme – Goat Hotel** (or was it A499?)
correspondence Feb 1931 – December 1932 *including*

- -11.1921 NWNGR and PBSS Light Railway Order – Book of Reference for extension Dinas to Carnarvon

file: **WHR – Cwmcloch Estate**

correspondence August – November 1928 regarding water supply dispute at Beddgelert *[see also above and /9, /55 and /56] including*

- 8.10.1928 DO Jones – Stephens which makes clear that they were, then, still using a source in the Cwm Cloch. He had just found the spring on WHR land which was serving the Goat Hotel [thus disposing of the “Goat Hotel supply” issue] but, rather than deplete that for the railway’s purposes, had bored a hole on the abandoned PB&SSR right of way.
- 9.11.1928 Stephens – DGJ: “...we have now taken the pipes from the Cwm Cloch River and had them carried to a stream *[he means spring]* in the cutting of the abandoned line of the old Portmadoc, Beddgelert and South Snowdon Railway nearby.” *[i.e. as per the blue print above]*

file: **WHR Extension Dinas to Carnarvon**

correspondence June – August 1923 *including*

- alleged shortfall in use of local labour by McAlpines (contractors) on building WHR
- 15.8.1923 W R Huson (WHR’s Company Secretary) to various stating LMS had withdrawn its objection to Carnarvon extension and seeking representatives for a meeting *[nothing came of it and project sank without trace]*

file: **Repayment of Loans**

correspondence April 1925 – April 1934 mainly with Ministry of Health over repayment of loans *[at other periods this correspondence surfaces in other files]*

file: **Mr Nee’s expenses**

correspondence June 1923

55 1922-9 Walsh & Haworth

The Cwm Cloch Estate was owned by Edward Yates Walsh, steel founder, of Eccles and James William Haworth, engineer, of Rhyl (died 11.2.1926) – latter’s interest then passed to Alexander Sharples, ASAA, tax inspector/incorporated accountant, of Chorlton cum Hardy, moved to Corstorphine in 1934 and to Benton (Newcastle) in 1937. Estate sold summer 1944 to W Twiston Davies of Somerset.

The owners of the Estate were riparian owners of Cwm Cloch river and had agreed to sell land for Beddgelert station – contractors found they needed extra land and Sir Robert McAlpine & Sons (who were responsible under their contract) struck a deal. Although they paid a sum of money, another £125 was allegedly outstanding from the contractors and the necessary Conveyance (drafted by Evan R Davies’ firm) was never signed (despite – allegedly – Walter Cradoc Davies endeavouring to dissuade McAlpines from paying before signature of conveyance). Part of the “deal” included water supply for Beddgelert station from river.

Stephens had reached an agreement to resolve these issues with Walsh & Haworth in early 1927 but, before any money could change hands and the paperwork be signed, the line was taken into receivership and the cash payments for Walsh stopped. WHR had been paying annually, in advance, for water rights and endeavoured to do so again for period from 1.7.1927 but owners refused to accept this without land issue also being resolved and threatened to cut of water from 1.7.1927. So began over 15 years correspondence from the Cwm Cloch owners pleading, cajoling,

threatening to cut off water supply, threatening to eject railway for wrongful occupancy of land to which it had no title ...

file: WHR: Certificate re Completion of Works

correspondence August – December 1927 *containing*

- 15.8.1924 Final Certificate issued by Sir Douglas Fox & Partners to Sir Robert McAlpine & Sons [*denoting their legal completion of WHR contract*]
- Correspondence seeking to establish who was responsible for obtaining wayleaves, especially in context of Haworth's outstanding £125 (*correspondence got nowhere*) [*see Contract Specification clause 13 at /47*]

file: WHR : Letters re Messrs Walsh & Haworth

correspondence June 1922 – July 1929 *containing*

- Stephens/Walsh exchanges of 1927 referred to in /54 and various (*unfruitful*) exchanges with McAlpines, Sir Douglas Fox *et al* over land and water issues
- 14.5.1927 Walsh – Stephens : water supply pre-payment would expire at 30.6.1927
- 13.6.1927 Walsh – Stephens : “On July 1st 1927 the supply of water from the Cwm Cloch river will be discontinued.” [Stephens paid up for year 1.7.27 – 30.6.28 but cheque was returned by Walsh playing hard-ball who wanted the land issue also resolved]
- 25.6.1927 Stephens – DGJ: “...I am making temporary arrangements for a water supply between stations, from one of the streams over which the line crosses [*this turned out to be the Cwm Cloch, a short distance up stream of previous supply, from under a bridge of the line towards Rhyd Ddu*] and am not sure that we shall not be able to do without water supply at Beddgelert Station”.
- 27.6.1927 Stephens – DGJ: “I have made temporary arrangements to take water near Beddgelert without troubling Messrs Walsh & Howarth. Therefore if the water is cut off there is no necessity for traffic on the line to cease (as Messrs Walsh & Haworth appear to think).”
- 14.7.1927 Stephens – DGJ confirming the (previous) pipework had been removed from Walsh's property

[the above letters from Stephens must have led to DGJ – Walsh letters of 1.7.1927 and 9.8.1927 as in /54] [nothing further on water matters, but the file continues with a vast exchange on the land issue...] [see also /9, /54 and /56]

56 1923-7 Original & copy letters Messrs Walsh & Haworth

file: [Stephens' own file of papers on Walsh & Haworth – file received by County Clerk 18.5.1928, and in part mirrors his own files, above] - correspondence November 1925 – October 1927 between Stephens / Portmadoc / Evan R Davies, in the pre-Receiver & Manager era *including*

An 8" pipe for water supply from river for Goat Hotel was to have been installed by McAlpines, under their construction contract and the (unsigned) land conveyance. Walsh alleged this pipe was not installed

- 30.3.1926 Walsh – Stephens complaining of losing £20 p.a. from Goat Hotel in consequence, because he was unable to supply them for lack of this pipe. [*reproduced at WHH16/7*]
- 6.4.1926 G Lewis Griffith (FR & WHR inspector, “Way & Works Dept”, Boston Lodge) – Stephens confirming that Goat's water supply was functioning. [*reproduced with accompanying sketch at WHH16/7*]

Eventually, Evan Davies suggested Walsh be invited to give WHR a month's notice to provide the pipe – which he did on 23.10.1926. After much buck-passing the hotel water issue seemed to go away. This issue was quite independent of the railway's supply.

- 28.9.1927 G Lewis Griffith – Stephens confirming that they were still taking water for railway from Cwm Cloch – but from within the railway's boundary [*this turned out to be from under a bridge – presume Phase 4 UB 164 (or, just possibly, UB 158) – so still infringing Cwm Cloch's riparian rights. In the /57 papers, note the statement about re-location of Beddgelert supply from 3pm 11.8.1927 (Nantmor incident) – presumably this was to the location mentioned in this memo.*]
- 7.10.1927 Griffith – Stephens: “...pipes along the bed of the river [*i.e. from the original outtake source*] ... have all been removed.”

file: Correspondence re Messrs Walsh and Haworth

correspondence June 1922 – November 1927 *comprising* typescript copies of all the exchanges on the disputes with Walsh & Haworth from the various files (*thus duplicating the other files mentioned herein*) [*see also /9, /54 and /55*]

57 1927-37 General letters

file: Col. Stephens Receiver & Manager of Railway Company

correspondence March 1927 to November 1931 *including*

- 4.3.1927 Order appointing Stephens as Receiver & Manager [another copy at /25]
- 26.3.1927 cutting from Liverpool Daily Post
- papers about Tourist Hotels Ltd claim
- 12.8.1927 Stephens to DGJ : “For several years a temporary water supply has been arranged at Nantmor... this was left in by the contractors. Without notice this was cut off suddenly yesterday. Fortunately, we got the new service to work at Beddgelert station (making us independent of Walsh & Haworth) at 3pm on the very day...”. Water supply was cut off by Mr O C Owen (Gelli'r ynn, Nantmor – adjacent landowner)
- 30.8.1927 O C Owen – DGT (in Welsh) saying that he had seen R Evans (Portmadoc) and resolved the question in dispute [but not stated how]
- 1.9.1927 Stephens – DGJ: “As far as I can see there appears to have been a certain amount of lack of tact on both sides [this may be implied criticism of Evans – but it might be of some other WHR/FR employe...]. I have put my side right, but I am afraid I cannot do much with Mr O C Owen as I have no influence with him. Unofficially for your private information, we do not want his water very much now.”
- 28.2.1929 Affidavit sworn by Stephens reporting first year's receivership
- 9.3.1931 Affidavit sworn by Stephens reporting previous year's receivership
- 10.11.1931 R Evans (Portmadoc) to DGJ seeking appointment as WHR Accountant [c.f. letter 12.4.1933 in next file!]

file: **WHR General** [very!]

correspondence with local councils December 1929 to April 1937 *including*

- 20.3.1930 Stephens to DGJ : “...with regard to the Receiver's Remuneration for the period of the second account (i.e. 1928/9) of £179.3.4 this is made up as under: Engineer £50 p.a., Locomotive Superintendent £50 p.a., Manager, £66.13.4 p.a., Receiver £12.10.0 p.a.”
- 17.11.1931 Iggulden to DGJ seeking back pay
- Autumn 1931 exchanged Correspondence DGJ with Iggulden and County Surveyor re latter renting and moving shelter at Salem Halt (for 2s.6d. a week) for use of his men on road widening scheme (Iggulden required shelter to be returned to Dinas, not Salem after use) – agreed December 1931 but offer not taken up
- 2.6.1932 Minutes of meeting of Representatives of Investing Authorities
- 12.4.1933 RTG to RGJ: Audit Accountant (presumably C H Rennie) resigned, work transferred to R Evans, Portmadoc [c.f. letter 10.11.1931 in previous file!]
- 12.1.1934 RGJ to RTG: resolution of Investing Authorities (approved by County Council) that “...goods service over the railway be reduced to one goods train per week.”
- copy financial statement for year 1933 (received 13.3.1934)

58 1919-32 Letters – London Agents – Documents

including

- 29.3.1928 Affidavit sworn by Henry Wheeler for GWR [see / 18 for details]
- 27.10.1927 Affidavit sworn by Stephens [see / 18 for details]
- 28.11.1901 Conveyance: Mrs Ellen Beatrice Roche etc... [also at / 18 for details]
- Statements of Expenditure & Receipt 20.7.1931 – 26.9.1931 [see also / 37]
- Statement of traffic moved, men employed, receipts & expenditure for four months ended 30 April 1930 [see also / 17 and / 37 (q.v. for precis) – with other statistics for year]

file: **WHR : General Letters**

Correspondence about promotion of light railway May 1919 – April 1924 *including* letters from H J Jack and Evan R Davies – the latter writing on 10 Downing Street headed notepaper in autumn 1921

File: **WHR: Conference 11 December 1926 [of Investing Authorities]**

Correspondence (by no means complete) December 1926 – September 1928 *including*

- Minutes of meeting 6.6.1925 (which initiated the “1924 questionnaire”)
- 9.12.1926 Stephens to DGJ: “... the train service was withdrawn last winter [he must mean winter 1924/5] but it was decided not to withdraw all trains this winter (a) because the withdrawal of the trains meant the withdrawal of parcels & goods traffic, a very undesirable arrangement, and (b) because a small passenger traffic might have been expected if it had not been for the recent coal strike. The trains you refer to [not specified in file] are mixed trains, viz. goods and passenger combined – it will certainly not pay to run separate passenger trains at present in the winter.”
- 3.12.1926 W R Huson (WHR Company Secretary) to DGJ with reply to the questionnaire (in respect of year **1924**) *including*

“

1922 1923 1924

Mileage Run 16,850 42,666 55,546

Coal Consumed 189t. 575t. 862t.

Price paid 35/3 at Dinas Jn by contract with Broughton & Plas Power company”

Item 13 (Officials, Staff) is list of staff and weekly wages at 31.12.1924 (and statement of Officials, including those apportioned from Festiniog)

59 1943-6 Quellyn Lake Station Building

60 1922-7 Debenture Interest and accounts

61 1927-33 Accounts

containing correspondence April 1927 to November 1933 *including* compilation of Statements of Amounts due at 4.3.1927 and the paper-work stemming therefrom from unhappy claimants

62 1930-4 Deposit balance

63 1927-32 [sic] Accounts 1933

64 1921-7 Great Western Railway Co Claim : Originals and copy letters

file: [Tyrwhitt's, then Stephens', file of papers on GWR dispute – file presumably received by County Clerk 1928 (at same time is Walsh & Haworth papers), and in part mirrors his own files] correspondence April 1923 - April 1927 (although mainly chronologically preceding the following file, there is some overlap) including

Prior to file, Sir Douglas Fox & Partners (the engineers) had requested that Croesor Crossing be sluiced and Tyrwhitt was following this up in spring 1923, with exchanges Tyrwhitt – GWR Oswestry engineer and Tyrwhitt – Chief Engineer, which produced:

- 2.5.1923 Milne (for Pole, GWR) – Tyrwhitt: prepared to slue crossing but only if WHR cover cost (estimated £200) [*which WHR never responded to, endorsing letter “contractor’s liability”*] and states signalbox (estimated cost £780) and signalmen (annual staff cost £366.12.0) will be necessary, and invites confirmation that WHR will meet costs [*letter endorsed (?by Tyrwhitt) to effect that Freeman (of Sir Douglas Fox & Partners – the engineers) “has spoken to Col. Pringle (of Railway Inspectorate) – he does not want signalling at crossing but will probably insist upon reduced speed say 5mph – there is no objection to this”*]
- 4.5.1923 Tyrwhitt – Jack (WHR Chairman): commenting on high cost of slue “...there is a slight crack in the crossing casting and perhaps they are providing for a new crossing altogether.”
- 28.5.1923 Milne (for Pole GWR) – Tyrwhitt, referring to Tyrwhitt’s conversation during MoT inspection on 24.5.1923 where GWR were represented, inter alia, by Henry L Wilkinson, Asst Supt of Line: now agrees no new signalling arrangements, apart from provision of phone “at the cost of your Company”; agreeable to reliance on cattle guards instead of gates and not to press for heavy (track) material being provided on n.g. line up to boundary [*does not actually refer to staffing*]
- 30.5.1923 Supt of Line Paddington– Tyrwhitt regarding regulations for crossing
- 30.5.1923 District Traffic Manager Oswestry – Tyrwhitt regarding regulations for crossing
- 30.5.1923 Tyrwhitt – Pole: noting that GWR agree to the existing signalling arrangements remaining and the provision of a new signal box being deferred subject to an independent telephone circuit being provided between Portmadoc East and Penrhyndeudraeth, agree to cattle guards being used in lieu of gates at the crossing and will not press for heavy permanent way material being provided up to the boundary; understands that the cost of the necessary alterations at Portmadoc Crossing and that of the staff will be borne by WHR and assumes cost of staff that will be will be wages of the signalmen now employed less the cost of the woman crossing keeper employed formerly.
- 31.5.1923 Evan R Davies – Tyrwhitt: a rollocking! as he (Davies) had told Wilkinson (GWR) on day of MoT inspection “...that the question of terms for manning the signal box would be reserved for discussion at Paddington...” and that Tyrwhitt has now queered the pitch... [*no wonder Tyrwhitt’s 16.6.1923 letter to Paddington was more circumspect!*]
- 4.6.1923 Tyrwhitt – staff: **“Instructions as to stopping of trains at level crossings.** The following instructions have been issued to the Drivers as to the above and is [*in*] lieu if the notice sent you on the 1st inst.:-

ALL UP TRAINS must stop by the Notice Board worded “ALL Trains Stop Dead” by Portmadoc Goods Shed

ALL UP AND DOWN TRAINS must stop dead in both directions before crossing the level crossing on Portmadoc Main Road

ALL DOWN TRAINS must stop opposite Portmadoc Old Station Goods Shed to enable passengers to alight

THE ABOVE INSTRUCTIONS MUST BE STRICTLY ADHERED TO.”

no copy of 1 June instruction in file]

- 4.6.1923 GWR General Manager (signed by J Milne for F J C Pole) to S Tyrwhitt, WHR: “With reference to your letter of 30 ult. *[May]* it will be necessary for the two porter signalmen to be stationed at Portmadoc level crossing instead of the woman crossing keeper ... and it is understood the expenses of these men will be borne by Welsh Highland Railway.” The letter went on to promise a draft formal agreement.
- 13.6.1923 GWR General Manager (signed by J Milne for F J C Pole) - Tyrwhitt: advised that GWR has instructed installation of phone Portmadoc – Penrhyndeudraeth ... “rendered necessary by the institution of a passenger service over the WHR” ... and estimated cost as £210 to be borne by WHR.
- 14.6.1923 Tyrwhitt – Davies: copied GWR letter and sought guidance
- 16.6.1923 Tyrwhitt - Pole, GWR: Acknowledged letter of 13.6.1923 which had been “referred to my Board”.
- 26.7.1923 GWR General Manager (signed by J Milne for F J C Pole) - Tyrwhitt: ... “to properly safeguard the working of traffic over this crossing, it is necessary to carry out certain alterations to the signals at estimated cost of £150. *[it is not clear whether this is the work previously estimated at £210, but it seems likely to be so; this work does not seem to appear in Mount’s report]* This expenditure is solely brought about by the running of a passenger train service by the WHR.” He again promises a “draft agreement to cover the working of traffic over the crossing.”
- 23.10.1923 Pole, GWR to May, WHR: sent GWR draft Agreement GWR and WHR as to crossing over the GWR near Portmadoc *[copy of agreement itself is not in this file but is in /65]* and also seeking information regarding “alleged” footpath right of way over the crossing
- -.12.1923 Account from GWR December 1923 “To providing Telephone communication at Portmadoc and Penrhydeudraeth

Wages	£101.18.10
Materials	<u>£104. 6. 0</u>
	£206. 4.10”

Exchanges between GWR/Davies/Nicholls *including*

- 18.7.1924 R H Nicholls (Supt of Line, GWR) – Nicholls: gave E H R Nicholls a **very** dusty answer to the latter’s (verbal) request for intercession in the matter of the Croesor crossing costs *[for what was alleged an uncle/nephew relationship it reads even more curtly – had the GWR Nicholls had his cards firmly marked by James Milne (the GWR AGM) who seems to have taken a great personal interest in the matter?]*
- 13.8.1924 Nicholls - General Manager, GWR: observes that the Croesor Tramway predated the Barmouth – Pwllheli line and that the GWR predecessor “necessitated” the crossing. States that Kellow (former manager of Portmadoc, Beddgelert & South Snowdon Railway) “has informed us that he has no knowledge of any payment ever having been made to Cambrian for either the maintenance or operation of the old signalling arrangements” *[note that it is only signalling, not track, that is being discussed]* and that the PB&SS accountant has no recollection of any payments to the Cambrian. Nicholls adds that the GWR employed and paid a woman crossing keeper prior to June 1923 *[opening of WHR passenger service]* and argues that the GWR has about 38 “trips” across the crossing, while the WHR only have 18 a day, that GWR staff are on duty at 6 a.m. whereas the first WHR trains is not until 9.38 a.m., with last WHR in winter “about 8 p.m.” but GWR staff on duty until 10 p.m. He rejects the GWR terms but suggests “cost of the signalling arrangements might be divided between our respective companies proportionately to the number of trips... taking the winter timetable as a basis” *[wonder why winter...!]*
- 16.8.1924 GWR General Manager (signed by J Milne for F J C Pole) - Nicholls: “... the employment of the two signalmen is entirely due to the institution of a passenger service over the line, and that their expense, less the cost of the woman keeper previously employed, together with the maintenance and renewal of additional signals required are properly chargeable against the Welsh Highland company. This was admitted by your predecessor in a letter to me dated 30 May 1923”. Promises to ascertain whether the expenses can be further reduced.
- 21.8.1924 Nicholls - General Manager, GWR: astutely argues that any signalling should already have been adequate to protect the standard gauge passenger trains, so WHR passenger trains should have made no difference. He then goes on to argue about the accounts not off-setting woman crossing keeper’s wages and being debited stores costs which cannot have been “new”.
- 17.10.1924 Pole, GWR - Nicholls: says new signalling arrangements were required by Ministry of Transport *[this is not borne out by Mount’s report]* and brought about by start of WHR passenger service – hence at WHR’s cost. Not prepared to accept apportionment of charges but agrees to reduced hours (9 a.m. to 9 p.m.) to be signalman plus porter signalman, reducing

annual expenses from £159 to £124. Re-submits draft agreement *[copy of which is not in this file but in / 65]*.

- 10.11.1924 file note that Nicholls called on Mr Godfrey (of GWR Paddington, who was dealing with matter) who unofficially agreed draft was very harsh and would submit to Milne (AGM)
- 11.11.1924 GWR General Manager (signed by J Milne for F J C Pole) - Nicholls: from meeting, reiterates “that the cost of the works necessary for the proper protection of this level crossing is a legitimate charge against the WHR and that liability for such expenditure was accepted by your predecessor” *[we’re all settling into established positions – no “negotiation” emerging]* but promises to see “...[if] it is possible to meet your Company in any way”.

[from these papers, E H R Nicholls seems to have gone from Portmadoc by early January 1925]

file: [Tyrwhitt’s, then Stephens’, second file of papers on GWR dispute – file presumably received by County Clerk 1928 (at same time as Walsh & Haworth papers), and in part mirrors his own files - correspondence April 1923 - October 1927 (although mainly chronologically *following* the above file, there is some overlap) *including*

- 7.8.1923 Tyrwhitt – Warwick (GWR): “...this company does not admit that there is any public right of way alongside its line. There is therefore no need for the stiles *[i.e. at Croesor crossing]* to be re-erected.”
- 30.10.1923 May - Stephens explaining that they were replacing the stiles.
- 17.10.1924 Pole, GWR - Nicholls: says new signalling arrangements were required by Ministry of Transport *[this is not borne out by Mount’s report]* and brought about by start of WHR passenger service – hence at WHR’s cost. Not prepared to accept apportionment of charges but agrees to reduced hours (9 a.m. to 9 p.m.) to be signalman plus porter signalman, reducing annual expenses from £159 to £124. Re-submits draft agreement
- 1924 GWR account with WHR for year 1924
- 11.11.1924 GWR General Manager (signed by J Milne for F J C Pole) - Nicholls: from meeting, reiterates “that the cost of the works necessary for the proper protection of this level crossing is a legitimate charge against the WHR and that liability for such expenditure was accepted by your predecessor” *[we’re all settling into established positions – no “negotiation” emerging]* but promises to see “...[if] it is possible to meet your Company in any way”.
- 16.1.1925 GWR General Manager (signed by J Milne for F J C Pole) - Nicholls: prepared to meet half the cost of installing the additional telephones and signalling if WHR pay the costs of maintaining and renewing appliances, and signalmen’s expenses as per letter of 17.10.1924
- 22.1.1925 WHR – Warwick (GWR): “Commencing on 20 January [1925] and every Friday until further notice we propose to run a passenger train on the Welsh Highland Railway leaving Portmadoc at 9.30am arriving back at 11.45am and again departing at 4.45pm and arriving back in Portmadoc at 6.45pm. I shall be glad if you will arrange attendance for this.”
- 28.1.1925 Evans – Stephens: “Notice was given to the GWR that passenger traffic was discontinued *[i.e. from 15 December 1924]*, and arrangements have been made for the Box to be open only from 9am until out engine returns from Croesor Junction at about 12.30pm. I have written to the Great Western Railway asking them to make arrangements to have the Box open to work the Market train on Fridays. They have replied that this will be done.”
- 31.1.1925 Evans – Stephens: “...as far as we can trace no payment has ever been made to the Cambrian Railways for attendance at this crossing.”

Stephens was trying to find origins of the crossing and this file includes the attempts to get affidavits from old residents

- 9.3.1925 Evans – Stephens: explains only one phone circuit and confirms that “...before the Welsh Highland started to run passenger trains over this level crossing, it was worked by a woman who lived at the house. I am informed that she was paid 15/- per week, with the house rent free. The [narrow gauge company] did not contribute a penny towards this expense, and I fail to see why this expense cannot be deducted from the extra expenditure incurred in working the box now.”
- 30.6.1927 Stephens – Evans and Griffith enquiring about the possibility of turning trains back north of Croesor Crossing in the event that the GWR closed the crossing to passenger trains, by providing a halt and running round coaches with rope
- 2.7.1927 Insp Griffith – Stephens preferred west side of line as the ground on other side falls away to the adjacent field, and showed by sketch how coaches could be rounded without use of rope
- 2.7.1927 Evans – Stephens confirmed enough level ground (about 50 yards by 3 yards) for platform and that train could be rounded without use of rope
- 5.7.1927 Stephens – Insp Griffith (Boston Lodge): “Please get the west side of the line *[just north of Croesor Crossing]* (that nearest the GWR Railway station) filled up and made fairly level at the first opportunity and have a seat put there and two posts on which hurricane

lamps can be hung also arrange to have a name board painted, "Portmadoc North". *[this was in consequence of fears that the GWR might close Croesor crossing to WHR passenger trains]*

- 12.9.1927 Stephens – Evans: "...you had better be prepared, if necessary, to stop the WHR trains on the Beddgelert side of the crossing and make passengers walk across the GWR level crossing... This however does not apply to goods traffic ... Personally I should not very much object to making the passengers always alight on the Beddgelert side of the crossing and walk over to the Festiniog train, or alight on the Blaenau Festiniog side and walk over to the Welsh Highland train." *[there was nothing further on this file about this proposed halt although it eventually came to fruition after summer 1928]*
- 20.9.1927 R Williams (Boston Lodge) – Stephens confirmed that the water tank at "Croesor bridge" is being put into order.

[Stephens was living at 23 Quarry Hill Road, Tonbridge in 1925 and writing as from 16 Devonshire Square, EC2 in October 1926]

file: **WHR : Correspondence re GWR** [this is County's own file of typescript copies of all the letters regarding the crossing from 31.8.1921 to 27.10.1927, thus duplicating the other files under this reference]

65 1922-37 WHR Letters

file: **WHR Deed of Covenant** [with local authorities for debentures]

correspondence January 1922 – June 1924 *including*

- Agenda for Representatives of Investing Authorities meeting 27.7.1933 including statement of receipt & expenses for y.e. 13.4.1933
- Minutes of Representatives of Investing Authorities meeting 26.4.1933
- 3.2.1937 Walter Cradoc Davies (FR) to DGJ: reporting (poor!) results on their lease of WHR
- -.1923 GWR draft Agreement GWR and WHR as to crossing over the GWR near Portmadoc (endorsed HFS1) *[had been attached to Stephens' affidavit of 27.10.1927 /18 and /58; document had accompanied Pole's (GWR) letter to May of 23.10.1923 (which is at /64 and also at NLW Box 2 exhibit HFS3)]*
- -.1923 draft Deed of Covenant WHR and Carnarvonshire County Council and others: Mortgage to secure Debenture Stock (several copies, with local councils' responses endorsed thereon)
- Pad of stencilled blank WHR proformas, accompanied by Dinas notepaper (of Griffith era), with D O Jones described as Agent

66 1939-40 Sale of Railway

67 1941 Sale of Railway

68 1942-3 Sale of Railway

69 1943-4 Companies Act 1929 – Winding up of company

70 1944 Companies Act 1929 – Winding up of company *c.f. /75, /76*

71 1923-40 Copies of Certificates of Debenture Stock and Deed of Covenant – Counsel's Opinion

72 1942-3 Festiniog Railway Co – Lease of Welsh Highland Railway

73 1943-4 Festiniog Railway Co – Lease of Welsh Highland Railway

74 1942-7 Appointment of new Receiver - War Emergency Stocks at Dinas *[continued from /6]*

file "Letters from 3 October 1942 to ----" *including*

- 2.10.1943 report on inspection of the properties of the WHR leading to discharge of Receiver & Manager and appointment of a Liquidator

75 1924-40 Companies Act 1929 – Winding up of Company – Documents *c.f. /69, /70*

76 1944-5 Companies Act 1929 – Winding up of Company – Documents

77 1923-45 Agency charges & disbursements

78 1946 Legal Notes

Note that

/66, /67, /68, /69, /70, /71, /75 and /76 were originally together

/3, /20, /21, /26, /27 and /28 were originally together

/6 and /74 were originally together

B. Other items at Caernarfon

These are prefixed *other than* XC2/33/ - each reference below is simply prefixed "X".

Reference	Date	Description
BJC/Maps/15	n.d.	Tremadoc Estate: Maj J E F H Roche to Croesor Railway Co. (40' = 1")
D2/8670	1873	Newborough Estate papers: Valuation of land for NWNCR in parishes of Llanwnda and Llandwrog belonging to Lord Newborough
D2/13363	1904-6	Newborough Estate papers: file of corres, papers and plans re construction of parts of PBSS
D4/16/8	n.d.	Plan of land near Tynrallt required for NWNCR no. 6
D8/4/1244	1885	Agreement as to Working & maintenance of Croesor Tramways
D8/4/1319	1867	Bundle of share certificates in Beddgelert Railway Co 25 Jul 1867
D15/18/2	1905	Valuation of property belonging to Carnarvon Harbour Trust to be sold to extend narrow gauge rly to Caernarfon
D15/19/166	1906	PBSS Agreement with Carnarvon Harbour Trust 1 May 1906
D15/19/230	n.d.	PBSS Agreement proposed with Carnarvon Harbour Trust n.d.
D88/1/22	1873	Bundle of documents NWNCR – conveyances with Hugh Rowlands at Llanwnda re Plastirion Estate
D97		Ffestiniog Railway's deposit A CD-ROM <i>catalogue</i> (price £15 + p&p) listing every document in this deposit is available from the Ffestiniog Railway's shop http://www.festshop.co.uk Copies or transcriptions of a number of files within this deposit which have particular reference to the Welsh Highland Railway have been made by the Welsh Highland Railway Heritage Group – see http://www.railchronology.free-online.co.uk/WHR-archives-XD97.pdf
D111		Welsh Highland Railway Society's deposits:
D111/1/1 to 7	1993	Proofs of evidence from Public Enquiry into application for a [Light Railway] Transfer Order [see XM/9729 for Report]
The seven parts comprise proofs of evidence from Messrs C H Eaves, M C Hart, A J G Rushton, A J Savage, M A Schumann, A D Smare, J K Steer, respectively		
D111/2	1991-2	File of the Ffestiniog Rly Co to acquire, reconstruct and operate Welsh Highland Rly: summary of High Court judgement, public inquiries, report, decisions and background information compiled by John Hopkins
D117		Welsh Highland Railway Heritage Group's deposits:
D117/1/1	1924	Welsh Highland and Ffestiniog poster relating to the proclamation of National Eisteddfod
D117/1/2	?	NWNCR poster relating to the route from Dinas Station to Snowdon Station.
D117/2	1904-16	File of documents re Glanrafon Slate Quarry
file of papers copied from National Records of Scotland (<i>formerly National Archives of Scotland</i>) BT2/5544		
D117/3/1	1923	Timetable Welsh Highland and Ffestiniog Rlys

Poster timetable effective 9 July 1923

D117/3/2 1924 Timetable Welsh Highland and Festiniog Rlys

Poster timetable effective 22 September 1924

D117/3/3 2003 Newsletter June 2003

Welsh Highland Heritage no. 20

[D117/] 1900-72 Records of the Welsh Highland Railway passed to the Official Receiver, who became liquidator following death of the initially appointed liquidator. Relates to the insolvency of the WHR Co Ltd. – Accession number 11572, still to be catalogued – not available for public reference

including: (Box 1) copies of Acts of Parliament and orders relating to WHR; agreements between land owners and precursors of WHR; copies of Light Railway Acts 1865 (? – *sic*) onwards and of Statutory Rules and Orders; copies of 1896, 1912 and 1914 Light Railway Acts; First record book of liquidator no. 0027 of 1944 and other papers; Statement of Affairs from High Court, WHR no. 27 of 1944; correspondence 1944-1952; correspondence collected by Official Receiver's solicitor to October 1973; liquidators' cash book 1944-1962; copies of some WHR £85,000 (*sic*) debenture stock; copies of earlier Court papers relating to Receivership of WHR [*WHR went into receivership in 1927*]; (Box 2) title deeds of land at Beddgelert; affidavits between WHR and landowners; copy of public enquiry October 1921 PB&SSR and NWNGR; specification of works for PB&SSR 1905, NWP&T Co LT, PB&SSR 31 July 1903; agreement between Cambrian Rlys and W R M Wynne as to construction of Tonfanau station [*near Tywyn – not obvious what is relevance to WHR*]; original hand written copies of purchase agreements of land bought by railways at Dinas Junction and land registration documents; court statements by WHR and others; sealed specification of work construction agreements NWP&T Co and Bruce Peebles 31 July 1905; Trust deeds to secure second mortgage £100,000 debentures ranking after £80,000 (*sic*) first mortgage debenture stock; miscellaneous papers

JW/Maps/15	1905	Plans, Order, estimate of expense and Book of reference PBSS and light rly extension to Carnarvon
LNWR/249	1885	LNWR Bangor Engineer's plan: Dinas Jn – General plan of station
LNWR/250	1894	LNWR Bangor Engineer's plan: Dinas Jn – General plan of lines and buildings
LNWR/251	1897	LNWR Bangor Engineer's plan: Dinas Jn – plan of sidings
M/199/1	1897-8	Beddgelert Light Railway – Letter Book
M/199/2	1897-01	Beddgelert Light Railway – Letter Book
M/199/3	1897-8	Beddgelert Light Railway – Correspondence
M/623/380	1902	County Valuer's papers: Valuation of land in Beddgelert taken by NWNGR from various
M/899/12	n.d.	NWNGR ticket Waenfawr – Carnarvon
M/923/336	1895	Newspaper cutting re extension Snowdon – Beddgelert (March 1895)
M/923/339	1898	Carnarvon Town Council re proposed light railway (December 1898)
M/1282/1-30	1897-9	Corres & papers (30 separately listed items) of Richard Davies, Portmadoc re Portmadoc, Beddgelert & Rhyd Ddu Light Railway and controversy over extension scheme
M/1467/4 - 5	1865	Notice to owners etc re extension of Beddgelert Railway (two separately listed items – Dec 1865)
M/1467/9-11	1903	Notice to owners etc re extension of PBSS (Dec 1903)

M/1637/18	1871	Circular letter 1 Dec 1871 from NWNCR solicitors re Bill in 1872 session
Single document: NWNCR parliamentary agents' standard printed notice dated 1.12.1871 to owners of intention to apply for Act in 1872 Session. Refers to property at Penrhos affected by railway no. 8 – sets out in Schedule affected land of William Williams		
M/1758/1	1877	Copy of notice re opening NWNCR line for passenger traffic 15 Aug 1877 with timetable of trains between Quellyn and Carnarvon
M/1758/11	n.d.	Copy timetable of trains of LNWR and NWNCR to Labour Day meeting, Blaenau Festiniog
Photostat of handbill (or newspaper advert) of special trains to Blaenau for meeting addressed by D Lloyd George, on Monday 1 May of an unspecified year		
M/2242	n.d.	WHR tickets
Bundle of modern Talylyn and Festiniog tickets, with one original WHR ticket: 3rd class Return South Snowdon – Beddgelert, "Actual fare 11d.", no. 328, buff outward, green return, undated		
M/2609/1	1892	Poster advertising NWNCR with timetable and fares (25 Jun 1892) for July to Sep 1892
M/2609/2	1892	Poster advertising NWNCR (July 1892)
M/2961/175	1923	Dolwyddelan papers: Pamphlet: Festiniog, Snowdon and Welsh Highland Railways – Timetables, Day Excursions and Circular Tours
General heading <i>The Wonderland of Wales</i> . LMS extract version; includes timetables 9 July 1923 u.f.n. for WHR and FR (also an SMR timetable).		
M/3736/1	1942	WHR ticket Quellyn Lake – Bangor 3rd cl return 4 Aug 1942
3 rd class Seasonal Day Excursion ticket no. 010, date stamped 3 AUG 1942 one end and 4 AUG 1942 the other †		
M/3736/2	1942	WHR ticket Quellyn Lake – Bangor 3rd cl return 8 Aug 1942
3 rd class Seasonal Day Excursion ticket no. 008, date stamped 7 AUG 1942 one end and 8 AUG 1942 the other †		
M/3736/3	1942	WHR ticket South Snowdon – Carnarvon 3rd cl return 11 Aug 1942
3 rd class Day Excursion ticket no. 221, date stamped 11 AUG 1942 †		
M/3736/4	n.d.	WHR ticket Salem Halt – Carnarvon 3rd cl return card ticket no. 274 unused
3 rd class Day Excursion ticket no. 274, undated		
M/4142/1	1929	WHR Directors' weekly returns (14 Dec 1929)
M/4142/2	1930	WHR Directors' weekly returns (6 Dec 1930)
M/4142/3	1934	WHR Directors' weekly returns (2 Jun 1934)
M/4142/4	1931	WHR Driver's Daily Returns – Hugh Roberts driver of Moel Tryfan (15 May 1931)
M/4142/5	1931	WHR Driver's Daily Returns – Hugh Roberts driver of Moel Tryfan (18 May 1931)
M/4142/6	1928	WHR report of journey by W H Williams driver of Russell Dinas – Bryngwyn (23 Mar 1928)
M/4142/7	n.d.	NWNCR weekly return of excess fares (blank form)
M/4170/238	1923	Gellirynn papers: WHR deed of exchange re land at Nantmor: O C Owen and WHR (with plan and 3 copy letters)
M/4948/399	ca.1922	Booklet: Snowdon & Welsh Highland Holiday Book [document partly decayed]

General heading *The Wonderland of Wales* although cover seems to be missing. Must be summer 1923 edition because WHR open and main line railways grouped. Issued jointly by FR/WHR/SMR. General descriptive text, plus sections relative to LMS and to GWR "areas" (i.e. north and south of Afon Wen and Blaenau Ffestiniog) which both then feature in two separate abridged editions headed LMS (see previous item) and GWR respectively. Does not contain timetables.

M/5809/36 1975 Booklet *The WHR Today* by S D Turner
M/6233/32 1922 Shorthand note books of J H Roberts, newspaper reporter – WHR public enquiry at Portmadoc, September 1922

M/6233/33 1922 Shorthand note books of J H Roberts, newspaper reporter – WHR public enquiry

not specified which – may be continuation of /32?

M/6703/14 1876 Agreement for lease of Crown land for tramway between Alexandra Slate Quay and terminus of NWNGR 7 April 1876, with plan

M/6703/18 1898 Agreement Alexandra Slate Co and NWNGR re transporting slate consignments April 1898

M/8842/4 1967 Page from *The Blast of War 1939-45* by Harold Macmillan re requisitioning of material of WHR

M/9193/118 1930 Article on WHR from Caernarvon & Denbigh Herald 23 May 1930

M/9391/2 1893 Poster for NWNGR (photocopy)

M/9729 1993 Report of Public Enquiry into application for Light Railway Transfer Order

M/Maps/199 1898 Plan of Portmadoc Beddgelert & Rhy Ddu Light Rly

M/Maps/680/15 1903 NWNGR light railway extension to Beddgelert

M/Maps/710 n.d. Maps – WHR (photostats)

M/Maps/1051/9 1901 Map re Beddgelert, Portmadoc, Snowdon Rly (1" O.S. sheet)

M/Maps/509/1 1904 Plans & sections of South Snowdon Railway Portmadoc to Beddgelert

PLANS/R/32 1861 Deposited Plans & Book of Ref: A&WC (1862 Act)

PLANS/R/33 1861 Deposited Plans: A&WC (1862 Act)

includes Portmadoc – Pwllheli section (including site of Croesor Crossing) showing limit of deviation north of Ynys Cerrigduon rock

PLANS/R/40 1864 Deposited Plans & Book of Ref: Beddgelert Railway

The abortive standard gauge scheme; note plan shows proposed line joining authorised alignment of A&WC (south of rock) while also showing A&WC "embankment" on the alignment actually built north of rock (*does this signify A&WC were building within their limits of deviation? but why did Beddgelert co want powers to connect with an alignment that was not actually being built?*)

PLANS/R/41 1864 Deposited Plans & Book of Ref: A&WC (1865 Act)

includes Portmadoc Harbour branch, with representation of Croesor Twy route on plan

PLANS/R/48 1865 Deposited Plans &/or Book of Ref: Beddgelert Railway extension to Llyn Gwynant and deviation

PLANS/R/49 1865 Deposited Plans & Book of Ref: Cambrian (1866 Act)

includes wholesale remodelling of Portmadoc harbour (whole area between Cob and A&WC line), with representation of Croesor & Portmadoc Rly route on plan

PLANS/R/88 1881 Book of Ref: Portmadoc & Beddgelert Railway

PLANS/R/94 1884/5 Deposited Plans: NWNGR

PLANS/R/97 1889 Deposited Plans: Beddgelert & Rhyd Ddu Railway

PLANS/R/100	1891	Book of Ref: Portmadoc Beddgelert & Rhyd Ddu Railway
PLANS/R/110	1898	Book of Ref: NWNCR Beddgelert extension
PLANS/R/111	1898	Book of Ref: Beddgelert & Rhyd Ddu Lt Railway
PLANS/R/116	1900	Deposited Plans: PBSS (said to be "with 1901 Act")
PLANS/R/120	1903	Book of Ref: PBSS Further Powers
POOLE/821	1898	Notice to owners etc re PB & Rhy Ddu LR with letter to Clerk of County Council
PYO Add 2458	1895	Plan of line of tramway leading from Fron and Old Braich Quay to NWNCR as exists and as to be extended by the Penyrsedd Slate Quay Co, and attached: Terms of lease for above tramway 5 April 1895
QA/P/6/25	1875	Notice of abandonment of Railway 1 authorised by NWNCR Act 1872
<i>Note that Class mark XS/ are photographs</i>		
S/245/12 – 14	1905	Photos of building of the railway near Aberglaslyn
S/1257/4	n.d.	NWNCR train crossing bridge near Bettws Garmon
S/2008/1	n.d.	Postcard view of Aberglaslyn Halt showing WHR
S/2008/2	n.d.	Postcard view of entrance to tunnel at Aberglaslyn Pass, WHR
S/2008/43	n.d.	Postcard view of Cwellyn Lake showing WHR
S/3281/6	1920s	Beddgelert station on WHR with train in foreground
S/4276	1941	Aerial photographs of Dinas, Caernarfon and Caergybi [Holyhead] Station, Y Felinheli [Port Dinorwic] and Afon Menai. Taken by a Spitfire pilot practising reconnaissance work Photographs, including WHR, from Arthur Rimmer
Vaynol/3005	1880	Lease Vaynol Estate – Richard Rogers Williams & others: land in Beddgelert, part of Glanrafon, to make an embankment and railway 8 June 1880, with plan
Vaynol/4228	1873	Valuation of Vaynol Estate land required for construction of NWNCR 2 June 1873

The card indexes contain the following Breese Jones & Casson (BJC) collection items but the class marks no longer apply as the material is being re-catalogued and may not (currently) be available. Some "BJC/Additional/" material is now under class mark XD8/4/ but not all is available. "BJC/Additional/1" is the 1962 deposit.

BJC/45	1904	Draft order of commissioners of light rlys re the PBSS
BJC/47	1879	Act Portmadoc & Croesor Rly Co new line
BJC/145	n.d.	Papers re Beddgelert Light Railway
BJC/146	n.d.	Papers re Croesor & Portmadoc Rly
BJC/Addl/1(ii)(e)	[temporarily in Box Y1-58 or F294-341]	
	1901	Lease of land for Portmadoc Croesor & Beddgelert Tram Rly Co

Presumably 28.11.1901 Conveyance: "Mrs Ellen Beatrice Roche and the surviving mortgagee and trustees of Tremadoc Estate to The Portmadoc Croesor & Beddgelert Tram Railway Co: Conveyance of lands in Parish of Llanfrothen..." [as also at / 18 and / 58]

BJC/Addl/1(xiv)(d) *[temporarily in Box F145-293]*

1898 NWNGR Directors' Report & Statement of Accounts

BJC/Addl/1(xiv)(c) [temporarily in Box F145-293]

1901 Beddgelert & Portmadoc Rly – dispute with Tremadoc Estate, with draft LRO and Book of Reference (1898) for Portmadoc Beddgelert & Rhyd Ddu Light Railway

The archive also holds the following Aberystwith & Welsh Coast Railway Acts: 29 July 1862; 13 July 1863, 5 July 1865. A copy of the A&WC Act July 1861 is in XC2/33/19. See also X/PLANS/R/32, X/PLANS/R/33 and X/PLANS/R/41

The archive also holds the Minutes of the County Council and its various Committees, which carry references to railways from time to time. Included are the Meetings of Representatives of the Investing Authorities – see supplementary list C., next below.

C. Supplementary list: Minutes of meetings of [Joint Committee of] Representatives of the Investing Authorities

This ad-hoc group comprised representatives of the Carnarvonshire (Caernarvonshire from 1 July 1926) County Council and of the rural districts (Glaslyn, Gwyrfai, Portmadoc and Deudraeth) which had loaned money to the WHR venture. The words “Joint Committee of” appeared in early references to the group and its meetings and it was also referred to as the “Welsh Highland Railway Joint Committee”. Their meeting minutes are printed and bound with the county council minutes (usually in or with the minutes of the quarterly county meeting next following) where they are available in Gwynedd Archives, Caernarfon. Where copies have *also* been found amongst the County Clerk’s papers about the Welsh Highland they are noted with the piece reference number, starting XC2/33/---

Meetings of the group or committee of representatives of the investing authorities were minuted on the following dates shown in plain type. Words in inverted commas are extracts from the minutes – otherwise only precis is given. *Italicised items are meetings other than those of the representatives or minutes thereof.*

24.9.1921: The County’s Parliamentary & Reconstruction Committee included a Joint Committee with other local authorities under heading Portmadoc, Beddgelert and South Snowdon Railway, (Minute 2) inter alia lending support for the proposed railway, and mandating William George and M E Nee to give evidence on behalf of the County, and Sir Thomas Roberts and Jonathan Davies on behalf of the joint committee for the other authorities, at the enquiry to be held on 18 October by the Light Railway Commissioners. W Cradoc Davies appeared in support of the application, which was approved. [This is the first tangible minuted “output” found for any such joint committee or conference].

The minutes of the County’s Finance Committee of 1.10.1921 (Min. 10) endorsed the above minute, while the Parliamentary & Reconstruction Committee of 3.12.1921 (Min. 2) and 5.1.1922 (Min. 9) and Finance Committee special meeting of 5.1.1922 endorsed further recommendations to the full Council that a loan should be made to the scheme and a grant sought from government from the Unemployment Fund, but these did not specifically involve the other authorities. From the agenda: “That an advance of £15,000 by way of loan be made to the Welsh Highland Railway Company, the promoters of the Portmadoc Beddgelert & South Snowdon (Light Railway) and the North Wales Narrow Gauge Railway (Light Railway) for the purposes of their undertaking such advance to be a charge upon the undertaking of the company.”

- 16.3.1922: County Council minute 19 noted the granting of the Welsh Highland Railway (Light Railway) Order, 1922: matter referred to the Parliamentary & Reconstruction Committee
- 11.5.1922: Special meeting of Parliamentary & Reconstruction Committee selected five members for the "Joint Committee of the Investing Authorities."
- 31.5.1922: "The Joint Committee was convened for the purpose of considering several matters connected with the above light railway." **[This seems to have been the first formal meeting of the Representatives].**
- 15.7.1922: [no minutes in bound volume]
- 2.9.1922: convened to consider light railway amendment order application, and agreed terms of objection to be lodged at public enquiry
- 12.10.1922: continuation of previous discussion (contained in Council minutes of 19.10.1922 and precis in Parliamentary & Reconstruction Committee minutes of same date)
- 12.10.1922: meeting of Parliamentary & Reconstruction Committee reported on the Investing Authorities' meeting "that morning" and resolved that first instalment due to WHR be paid
- 26.4.1923: Councillor M E Nee was appointed the Investing Authorities' Director on the WHR Board for three years (duly extended three years later); discussion of agreement for repayment of the loans; received a report dated previous day (original is in XC2/33/51) from Nee, including inter alia: that contract was let to Sir Robert McAlpine & Sons on 30.4.1922 for £59,985; some details of his own role; noted that audited accounts for y/e 31.12.1922 shewed loss of £571 7s.9d.; and the forecast that "It is anticipated that in a few years time the Railway will be as popular as any mountain railway in Europe."
- 17.11.1923: discussion on disputed terms for repayment of capital (a joint meeting of the County Finance and Parliamentary & Reconstruction Committees on 10.11.1923 went over similar ground)
- 11.10.1924: tabled results for y/e 31.12.1923 and noted the company was unable to pay interest. There followed, on the same day, a meeting with the company (represented by E R Davies, H J Jack, E Nicholls (Manager) and Lt-Col.Stephens (Engineer)). The poor results were attributed to (a) general decline in trade in the area, (b) loss on passenger service, (c) small goods traffic, (d) labour bill (with same rates of pay as on main lines (did the staff not have same costs of living as on main lines?); stated neither directors' nor secretarial fees had been paid. It was suggested the passenger service be discontinued (it is not clear from which side this arose but is pertinent in the light of Nicholls' paper to his Board of 14.11.1924 – see XC2/33/52) . Meeting adjourned until:
- 29.11.1924: at which the company (represented by E R Davies, E Nicholls (Manager), R Evans (Accountant) and Lt-Col.Stephens (Engineer)) submitted: (a) statement of expenditure for y/e 31.12.1923; (b) ditto. for year to 30.9.1924; (c) report from Nicholls on economies which could be effected by suspending passenger service "which the Directors had decided to do at the end of November" or as soon as they could (actually implemented 15.12.1924). Meeting adjourned until y/e 1924 balance sheet available.
- 6.6.1925 [XC2/33/58]: Balance sheet for 1924 and Receipts & Expenditure to 30.5.1925 tabled. Meeting requested accounts for 1922/3/4 be produced. (apparently, a sub-committee was convened which submitted a 'questionnaire' to the Company, to which they finally responded on 3.12.1926)
- 11.12.1926: "It was reported that the Company's accounts had been examined by the Sub-Committee appointed at the last meeting (there is no mention of such in minutes of 6.6.1925 meeting) and a list of Queries submitted to the Company ... and their replies (which had not been received until the 6th of this month [this response is at XC2/33/58]) were submitted and considered." Resolved to request a list of shareholders and "vouchers in respect of payment of salary paid to M Kellow in 1924." (hardly a decisive response to the data they had been given). Nee was re-appointed as the Investing Authorities' Director on the WHR Board.
- 15.3.1930: discussed results for 1929. The only "decision" was to ask the LMS and GWR if they would acquire the line.
- 10.5.1930: reported that both LMS and GWR had declined to take over the line. Stephens had written suggesting closure – he was to be asked for traffic and cost details (Bryngwyn and Croesor elements separately).
- 25.7.1930: figures submitted by Stephens [see XC2/33/37] duly considered; quarry owners had been interviewed but they c/would not pay more) – agreed to approach Ministry of Transport for subsidy; asked Stephens for costing for three segments separately (i) Beddgelert – Portmadoc; (ii) Beddgelert – Dinas; (iii) Bryngwyn – Dinas.
- 16.12.1930: reported that a deputation to the Ministry of Transport for a subsidy had been turned down

- 6.3.1931 [XC2/33/17]
 17.3.1931
 17.4.1931 [XC2/33/17]
 24.4.1931 [XC2/33/17]: Iggulden (for Receiver & Manager) attended to present financial statement and estimated costs; resolved to run passenger traffic and to spend money to repair loco and track; a proposal to close the line was lost
- 23.7.1931 [XC2/33/17]: Temporary advance to Receiver & Manager to avoid overdraft (*note, in this context, the letter from Iggulden dated 23.2.1933 in XC2/33/34*)
- 1.10.1931 [XC2/33/17]: Receiver & Manager (*presumably Iggulden vice Stephens*) reported passenger service started 20.7.1931 and was ceasing “on” 3.10.1931 and “...in view of the fact that there was no traffic from the Bryngwyn Quarries at the Dinas end of the line nor from the Park and Croesor and Rhosydd Quarries at the Portmadoc end, he was anxious to know the wishes of the Investing Authorities as regards the running of the railway after the above mentioned date.” “IT WAS RESOLVED that operations be suspended as from [Mon] 5th October 1931...” *Note that meeting was held on the day before the last advertised day (Friday 2 Oct) of passenger service. Tonbridge issued notice 12.10.1931 that goods etc services suspended. Note, in this context, the letter from Iggulden dated 23.2.1933 in XC2/33/34*
- 15.10.1931 [XC2/33/17]
 5.11.1931 [XC2/33/17 and /29]: reported Stephens’ death and called meeting two days later to discuss successor; noted that at a sub-committee meeting on 22.10.1931 it had been resolved to retain goods traffic on two days a week to 31.12.1931 “as an experiment”. *Goods etc. services resumed 2.11.1931*
- 7.11.1931 [XC2/33/17 and /29]: recommended appointment of RTG as Receiver & Manager at salary of £50
- 2.6.1932 [XC2/33/17 and /57]: noted appointment of RTG as Receiver & Manager and resolved – so far as the summer tourist service was concerned - that “similar services to those in operation during summer 1931 be arranged.” RTG was deputed to seek traffic from reopened quarries.
- 26.4.1933 [XC2/33/17 and /65]: inter alia, RTG “reported that the summer tourist traffic for 1932 showed a slight profit” so it was resolved that “the same be put in operation from July to September 1933”.
- 27.7.1933 [XC2/33/17] [*Agenda, including statement of receipt & expenses for y/e. 13.4.1933, at XC2/33/65*]: reported meeting 3.5.1933 with Caernarvonshire Crown Slate Quarries Co Ltd seeking traffic to rail from Cilgwyn Quarry “the same as is done by the Moeltryfan and Alexandra Quarries. At present the slates are conveyed from Cilgwyn Quarry by means of motor haulage to Penygroes Railway Station.” The quarry company responded that use of WHR would be too expensive “at present rates.” The Receiver & Manager reported that receipts for the summer tourist traffic for 1933 “compared favourably with ... same period last year.” It was resolved “that consideration of closing down the railway be deferred until the next meeting.” RTG sought release from the Receiver & Manager’s position but was asked to continue to the end of summer (*see 24.10.1935 meeting*).
- 27.10.1933: resolved to approve RTG’s suggestion of goods traffic being reduced to one train a week [*followed up by letter 12.1.1934 RGJ to RTG: resolution of Investing Authorities (approved by County Council) that “...goods service over the railway be reduced to one goods train per week.” [XC2/33/57]*
(this shows that the following statement in Railway Magazine July 1941 page 295 was in error: “In November 1933 the joint committee representing the local authorities with investments in the WHR decided to ask the debenture holders to close the line but the point was raised at a meeting of the Portmadoc UDC that it was important for the rails to be left in position between Portmadoc and Croesor Bridge, as it was hoped before long to see the quarries in the district working again....”)
- 13.3.1934: deferred decision on RTG’s suggestion of closure of the line
- 15.5.1934 [XC2/33/26]: did not address issue of proposed closure but agreed instead to develop E R Davies’s proposal for lease by FR. RTG stated that “there will be no alternative but to close the Railway unless it can be disposed of by lease or otherwise”.
Note, therefore, that after the brief closure in winter 1931/2 the Committee never did sanction closure of the line, despite the Receiver & Manager pressing for it.
- 30.5.1934 conference held in London (*involving County and district authorities, plus FR Co and Ministry*) to agree lease terms [*no minutes for this conference in bound minute book*]
- 31.5.1934 *Special Meeting of County Council approved proposed lease by FR Co*

- 19.7.1934 County Council minute 8(3) approved repairs to bridges at Pontyreil (£1400) and Pont Glanrhyd (£406), subject to Ministry of Health (sic) approval of borrowing the element which would not be covered by Ministry of Transport grants (value as yet unknown)
- 19.11.1934: inter alia: request from FR Co for agreements and documents regarding lettings, rentals and leases for which they were now responsible/entitled be referred to TDJ; decided to sell land at St.Helens Road, Caernarvon, and noted executors of late Lt-Col.Stephens still seeking settlement....
- 4.2.1935 [XC2/33/27 has verbatim notes of meeting with Walter Cradoc Davies (now FR Chairman in succession to E R Davies) and Robert Evans present to set out their position after first year's operation. WCD sought to plead that he was unaware of the terms entered into... Results for 1934 (26 June – 31 December): receipts £1049, expenses £1338, loss £289 of which ca. £200 was running railway, the remainder "putting it in order" [these were un-audited figure and were later slightly revised]; stated to be no traffic from Croesor valley. Also formal minutes of same meeting]
- 24.10.1935: reported Caernarvonshire Crown Slate Quarries representative could not send Cligwyn and Moeltryfan slate by WHR, and no prospects of Alexandra Quarry reopening for some years [see XC2/33/44]; RTG tendered resignation as Receiver & Manager
- 7.1.1936: Noted that G Gregory Williams (County Treasurer) to be appointed Receiver & Manager when RTG's accounts had been passed by Chancery Court (which took another three years...). Beginnings of dispute with FR Co over counter-claim on rental matters
- 31.12.1936 [XC2/33/21* and /28]: FR Co seeking release from their lease; Iggulden seeking Stephens' back pay (see XC2/33/10 and /11), and D O Jones his back pay – both got short shrift.
- 29.4.1937 [XC2/33/9, /10, /21* and /28]
- 27.7.1938 [XC2/33/21*]: terms for determining FR lease
- 18.5.1939: Williams finally installed as Receiver & Manager (vice RTG); letter from Iggulden (see XC2/33/10 and /11) threatening to take rails in satisfaction of Stephens' outstanding salary; Cwm Cloch estate fencing; receipt of offer to buy rails, rolling stock as scrap – to seek guidance of Chancery Court
- 18.6.1940: disposal of railway metal as scrap; Cwm Cloch estate fencing
- 3.10.1940 [XC2/33/21*]: exchanges with Ministry of Supply about sale of scrap, with FR Co about surrender of lease, with mines department about coal stocking at Dinas, and with borough about misuse of land at St.Helens Road, Caernarvon
- 15.4.1941:

* = extracts of minutes relevant to determination of FR lease

D. Other items, held elsewhere

Reference	Date	Description
<u>At Llangefni</u>		
WDD/1294	1885	Bound plans and sections of NWNGR extensions showing proposed line from Carnbarvon to Nantlle (4 plans) [formerly Caernarfon XM/Maps/1399/3]
<u>At Dolgellau (part of Talyllyn Railway's desposit)</u>		
Z/DDJ/45/1066/5	n.d.	Dinas transhipment form, WHR
Z/DDJ/51/1241	1898-1939	FR posters re-timetables (query: anything WHR included?)
Z/DDJ/51/1252	n.d.	Bundle blank consignment notes, WHR, printed with address "Dinas for transhipment"
Z/DDJ/51/1253	n.d.	Train tickets (eleven), WHR, and one Train Staff Ticket

© Richard Maund
2012