

## Penrhyn Castle Railway Museum – Volume 2

### **The Exhibits – from the Penrhyn Railway**

Locomotive “Charles” was the first to be moved into the new museum at Penrhyn in 1963, and was Iorwerth’s pride & joy. Its moment of glory came in May 1993 when it was moved outside for the only time, and taken down to Portmadoc as the star of the Festiniog Railway’s spring gala, rejoining his younger Penrhyn sisters “Linda” and “Blanche” which have operated there since closure of the quarry railway. Here are some pictures of that memorable event, with Iorwerth showing his best profile for the media, and his best “grumpy driver” pose for us mere photographers!.....



## Locomotive “Hugh Napier”

My personal favourite, this one arrived from Penrhyn Quarry in October 1966, the last there to be saved from the scrap man, and in a rather woebegone state. A lot of spare parts were gathered together from various sources to aid the eventual restoration. Some cosmetic preservative work had been carried out on the saddle tank & smokebox by mid-1969 (right)

Here we are contemplating the main job in April 1970 .....



Iorwerth is sitting on his “potty” (the brass dome cover off the “Fire Queen”) and indicating the enormity of the task. Tony Parkins (left) has removed a token cylinder cover, keen to get started as usual. The two Keiths and our Apprentice Locomotive Engineer (with hand-sewn personalised boiler suit) Christina Hobson (right) are just posing.

## How to dismantle a steam locomotive.....

In October 1971 we decided to completely dismantle the Hugh Napier and start the chassis overhaul. Firstly jack and pack the boiler and saddle tank clear of the frames.....



Stop and pose for the camera (left to right: Ian, Charles, Eddie, Iorwerth and Keith W), then roll the chassis out from underneath.....



....then pose again. That was the easy bit. Next pack up the saddle tank another inch or so off the boiler, slide in a flat wagon from the right hand side, pack the boiler at front and back, remove the cross-packing from beneath it and lower the boiler gently a couple of inches at a time onto the flat wagon. Roll it out from under the tank. You now have a saddle tank about 6ft up in the air on two slender stacks of wooden packing and the reason that there are no pictures of this bit is that a wind got up and the whole started to sway gently from side to side and we all ran away. Despite Iorwerth's protestations that the whole caboodle was perfectly safe, he was left alone to gently lower the tank onto another flat wagon on his own; there was not a lot we could do to help anyway.

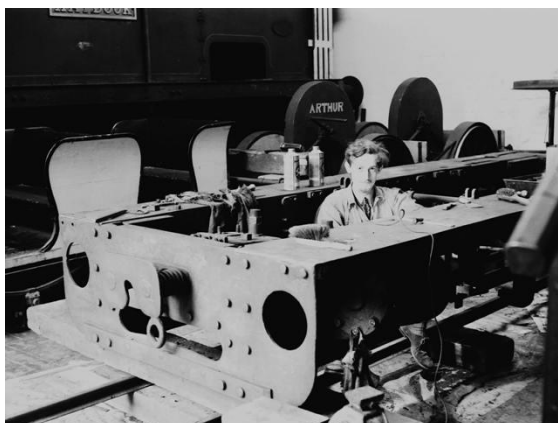


Operation complete – fortunately with no damage or injury!.....

Next, the boiler inspection; early 1971. The news was not good, as we had anticipated.....



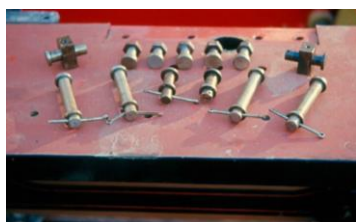
Basically the boiler was worn out, which is why the engine was stopped in Penrhyn Quarry as long ago as 1954. There were 2 options, a complete new one, or an extensive rebuild. Both were way beyond our means at the time (see later). Meanwhile Tony got to work stripping the frames and wheels, the latter removed after more jacking and packing.....



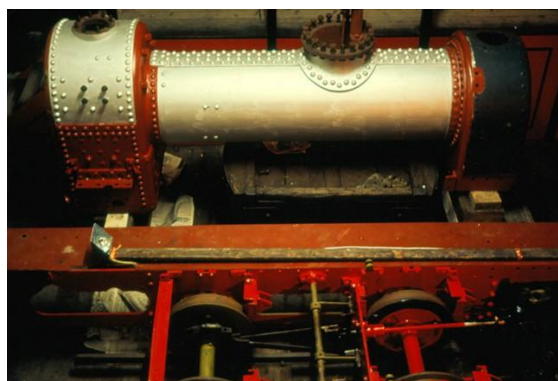
By September 1972 and aided by some fine summer weather, things were progressing well and the work in progress was on display to the visiting public (Richard Jones looks on, above right, as Tony applies thick coats of “surfacer” paint to the badly pitted rear buffer beam)....



Meanwhile, yours truly was cobbling together a complete set of valve gear from the assorted bits in our possession, some of which were from other sizes of Hunslet quarry locos and required cutting and splicing, or new sections welding in. Iorwerth dealt with all this (my expertise with the oxy-acetylene extended only to cutting things up, not joining them back together!). Many happy hours were spent in the college engineering workshop doing the machining, when I should have been studying. Here are the end results, followed by trial fitting in October-December 1975.....



Meanwhile Graham Wire did an excellent job lining out the frame sides in the original Penrhyn colours of buff and red.....



## The longest ever restoration job....

In around 2002, "Steam Railway" magazine ran a sort of competition to try to determine which locomotive restoration then in progress nationwide had taken the longest. The nominations came in, and they were for piddling little periods of 20, 23 and 25 years or so. I thought "we've been working on Hugh Napier for over 32 years now", and cheekily sent in our claim without Iorwerth's knowledge; it was duly published and we won the prize (except that there wasn't one). This, and the promise of a new boiler at last, spurred on the present volunteers, and much has been achieved since, marred only by Iorwerth's untimely passing in 2006. These pictures were taken in May 2008.....



## Lord Penrhyn's Saloon Coach

Displayed with "Charles", this plushly appointed little carriage is still in its original paintwork.....

## Quarry workmen's coach



The workers had to be content with these open, un-sprung vehicles, with hard slatted wooden seats. Many were sold off to various preservation groups in the mid 1960s as stop-gap passenger accommodation, but unsurprisingly were not at all popular and most were soon scrapped.



### Incline carriage

This older version has inclined seats, and was used for conveying guests and visitors around the vast quarry at Bethesda, up and down the cable-worked inclined planes.....

### Penrhyn Railway wagons

The museum was lucky to acquire a good selection of the more common wagon types, which have been painstakingly restored over the years.....





We have already largely covered the Dinorwic Quarry exhibits in the first part of this story. The “velocipedes” were always good for posing on, and here is a typical view, of the “Arthur” before full restoration, with Iorwerth, Ian, Eddie and Keith Walter.....

Both the hand- and foot-operated machines, also the “rail cycle” have now been beautifully restored in the museum workshops.....



The John Summers locomotives “Hawarden” and “Vesta” arrived at the museum cosmetically restored, and have required only relatively small-scale reworking since.

A brief look at some of the other exhibits.....

### “Kettering Furnaces No. 3”

This was one of the first major restorations we carried out, 1967-71, and has lasted well. Here is Tony working on the frame and wheels.....



The picture at left is not what it seems: “rub the chimney and out pops the genie”.

The Captain is actually perched precariously on the top of a tall set of stepladders, attending to the temperamental loudspeaker wiring.

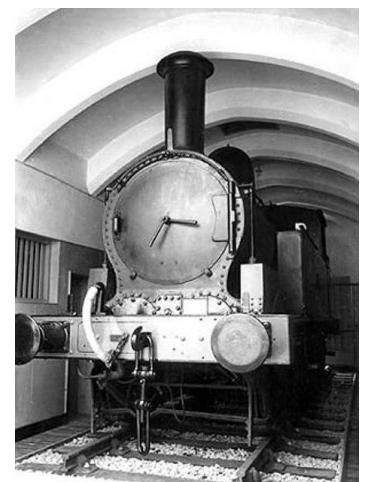
At right is a recent view, with the whole roof now replaced, and all modern electrics....



The **Beckton** locomotive was championed by Ian Jones; here he is posing proudly on his steed in July 1969, and lovingly painting the connecting rods out in the museum courtyard about the same time.....



The **L&NWR “Coal Tank”** locomotive always looked rather out of place in the museum, too large for the display space available.....





In September 1973 it was moved to a much more suitable home, at the Dinting Railway Museum, east of Manchester, where it is seen shortly after arrival.....



We always thought it was in a pretty dire state mechanically and boiler-wise, but much to our surprise it was quickly restored to working order; we were invited to the first steaming in May 1980, and to the public unveiling on completion the following month, as seen here.



It subsequently attended the Liverpool & Manchester Railway 150 year's celebration at Rainhill, and ran on BR tracks, making an especially fine sight at Manchester Victoria station on at least one occasion.



### “Watkin”

This 3ft gauge De Winton locomotive from Penmaenmawr granite quarries was another of Iorwerth's “must-haves” as Watkin was his middle name. No doubt after some coercion on his part it was donated to the museum in the spring of 1972 and moved from its previous owner's contracting depot in Llanrwst station yard on 24<sup>th</sup> May....



Here it is with proud new custodian, and recently in the museum after much cosmetic restoration.....



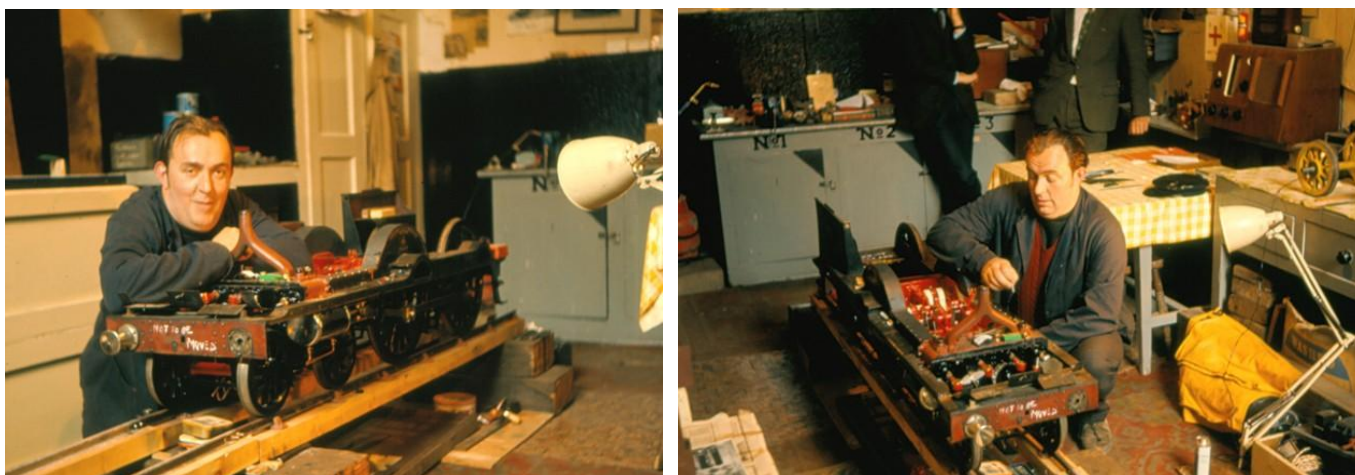
**“Orion”**

This 10.5” gauge L&NWR Webb compound locomotive was built by apprentices at Crewe railway works around 1920 and came to the museum on loan from the Stephenson Locomotive Society. Iorwerth –

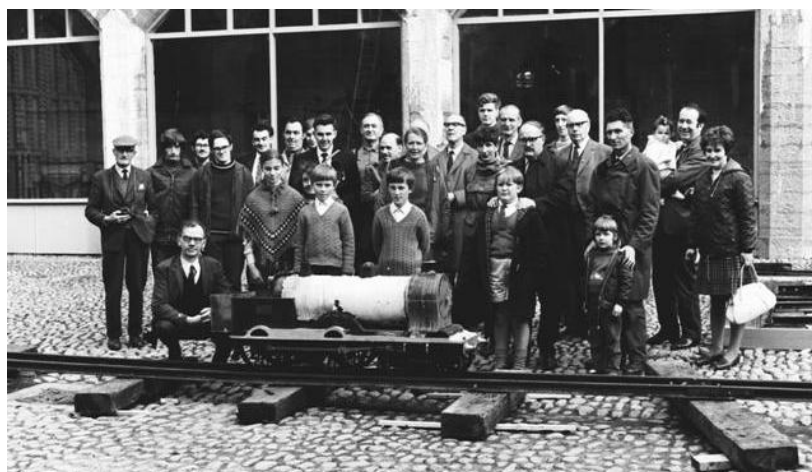
who could never be persuaded to pronounce the engine's name correctly - started on full restoration to working order in 1964, and this proved to be an even longer running job than the "Hugh Napier" although being a "miniature" it probably would not have qualified for the "Steam Railway" competition. Here is the boiler being tested for the first time on 3<sup>rd</sup> March 1968.....



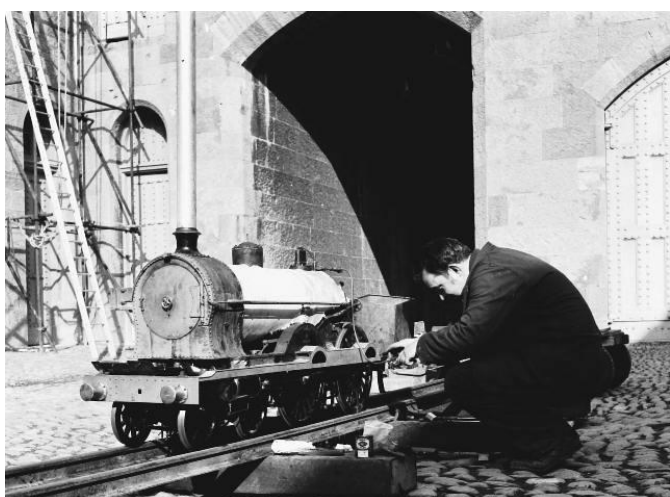
The expression on Iorwerth's face is a picture; it is about the only time we ever saw him looking just a little bit worried about what he was doing, as the safety valves lifted noisily. The pressure gauge is on the red line and everything went well however. The chassis work was almost complete by early August 1970, ready for the boiler to go back on.....



In October 1970 a party of SLS members visited the museum, and "Orion" was steamed up and down a short length of rather over-scale quarry rail for them. This group photo shows some familiar faces; in the back row at left is Harold Bowtell, Charles Young is 3<sup>rd</sup> from left and Vic Mills 5<sup>th</sup> with Iorwerth next to him. Just right of the central pillar is Mr Parry, with Keith Walter behind him.



The tender was still being worked on, so the water supply tank comprised a biscuit tin balanced on the footplate, and there were no operative brakes, as I found to my embarrassment later in the afternoon....



I was invited by Iorwerth to “have a drive” (walking alongside the machine) and conscious of the lack of brakes proceeded very cautiously. I thought that by shutting the regulator the loco would come to a stand after a couple of revolutions of the wheels. Not so, and despite putting into reverse and restraining it with all our strength, the loco carried on serenely and gently off the end of the rails! Fortunately little damage was done apart from a slightly bent copper cylinder drain cock pipe, and the post mortem “driver training course” imparted by Iorwerth elicited the information that “because it was a compound, the steam continues to work for much longer than usual” – so now you know! Needless to say I was not allowed near the thing ever again. Work continued on the tender, seen here with Charles Young.....



Fast-forward 33 years, and having somewhat lost touch with museum affairs, I was surprised to encounter “Orion” at the York “Railfest” in June 2004, on the SLS stand and more complete than I had ever seen him before! I was told that the loco had been taken back into SLS custody for completion to running order, and that this would be done in the near future. True to their word, in September the following year here he is on display at the Manchester Museum of Science & Industry, looking good, and again a few weeks later at its

new home in Colwall, Herefordshire with steam coming out of all the right places, brakes fully operational and with plenty of track on which to stretch his legs.....



### The National Trust Shop

During the 1970s gift shops were set up at many National Trust properties. At Penrhyn Castle, it was decided that a former storage room alongside the museum entrance archway would be converted to form our new shop, but the local management debated for months upon the ethics of demolishing an original internal wall and doorway to make the location more attractive to visitors. In the end Iorwerth solved the dilemma quite simply, with his large sledgehammer.....

.....and brought out the old faithful “Bonser” truck to spirit away the rubble before anyone made him put it all back again.....



Here, a few weeks later, is the end result.....



(The present shop is in a new location in part of the old stables, with the above room now used for special exhibitions & displays)

### The “Demon” Boiler

This apparently came from a bakery in Bangor, where it was used to treat stale bread for sale the following day! We thought it would be very useful as a steam supply for testing the valves etc on locomotives such as “Hugh Napier” and “Orion” – it looked in good order. “Demon” is the manufacturer’s brand name. Here is Charles carrying out a hydraulic pressure test, looking for any leaks or weak spots.....



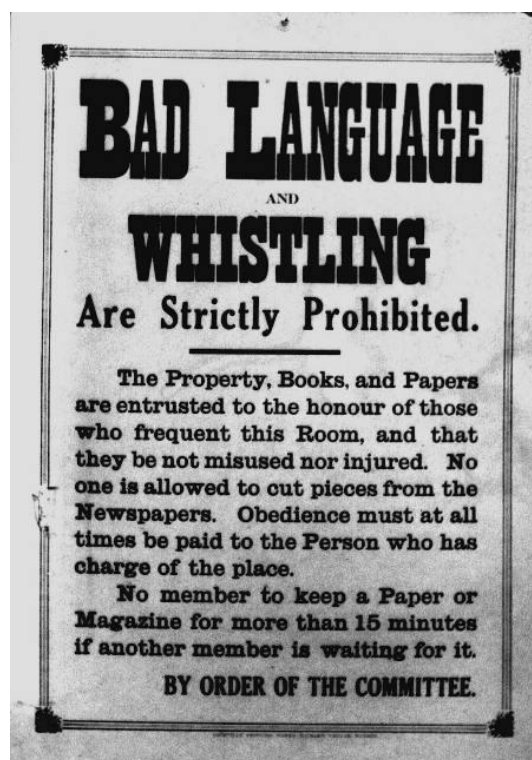


As far as I recall it passed with flying colours, but before we could make use of it was spirited away again by the powers that be. It has recently been reincarnated on Adam Barber's splendid De Winton style replica locomotive "Iorwerth"; fittingly named after the great man himself!

#### More signs of the times.....

This one was never on public display, but was exhibited by Iorwerth on the workshop wall for very many years (maybe even now?) as an attempt to preserve a degree of order and decorum during our tea breaks.....

The record-length BR enamel name board from Llanfair PG station features in several of the other photographs in these articles. It was formally presented to the museum in 1966 at a ceremony at the station by no less a person than George Dow, General Manager of the London Midland region, who had travelled up from London by special train (his personal inspection saloon carriage) with several of his staff. Here, museum curator Mr Parry is seen under the first letter "R" of Llanfair..., with George Dow on his left. Iorwerth was probably lurking somewhere in the shadows, as usual!



And here it is, as newly installed in the museum courtyard.....



Somewhat later, our fully restored collection of signs and notices was installed in the former shop room when it moved into the stables (see above), and later still, around 1985 into one of the renovated upper-storey rooms, formerly the staff flats, where they have been on display ever since, together with a fine collection of models and other artefacts formerly in the stable area.....



### The Volunteers, and the Reunions

Our volunteer gang got quite militant at times, trying to wrest power from the dictatorial Captaincy. Here is a group off to an impromptu “Board” meeting.....

From left to right: Tony Parkins, Charles Young, Andy Batham, Fred (or Dave) Stowell, Christina and David Mills.



In true working-class style, Keith Walter arrives for duty on his bicycle....



Here, Tony has forgotten his car keys; his landlady was out, so he demonstrates the gentle art of house-breaking at his digs in Maesgeirchen. That ladder looks a bit too short and rather precarious.....

He later pleaded with us not to mention his skills to the Captain, as he feared he would be given all those exciting roof repair jobs in the museum.



By 1973 many of us had left the university and gone our separate ways, but we held an annual weekend re-union in late April for several years. The date was chosen to generally coincide with the Festiniog Railway Society open day and AGM at Portmadoc on the Saturday, with the Sunday afternoon spent

reviewing progress up at the museum, followed by an excellent spread of afternoon tea in the workshop. Here is the **1975** group.....

Back Row, Left to Right:

Ifor Jones, Tony Parkins, Bill Parkes, Eddie Calvert Harrison, Charles Young.

Front row: Richard Jones, Graham Wire, Keith Walter, Rob Palmer, Ian Tate, Ian Jones, Iorwerth (who appears to be a little bored with the proceedings!) and David Mills.



And in **1976**.....

at the back Ifor, Eddie and Paul Chamberlain (a former school-friend at Egham but by now living near Denbigh). In front: Iorwerth, Charlie, Rob, Ian T, Keith W, Richard, Ian J (with his dog) and Eric Williams, the long-time storekeeper at UCNW Electronics department and Chairman of the college Railway Society.



**1977**..... back row, Jonathan Riddell (a young new student, with hair!), Eddie, Iorwerth, old Glyn from the Grand Lodge house, Graham, (unknown), Keith W, Dave & Charlie. Front: Eric, Ian T, Rob, Richard, Ian J, Ifor & Tony.....



In 1978 we did meet as usual, but the whole affair seems to have evaded my camera; and in **1979** for some reason was recorded only in archaic black and white. The numbers have dwindled a little also by then.....

From the left we have David, Eddie, young Stephen Mills, Jonathan (asleep), Keith W with his wife Sylvia, Ian, Charles, Rob, Richard, Iorwerth and Ifor.





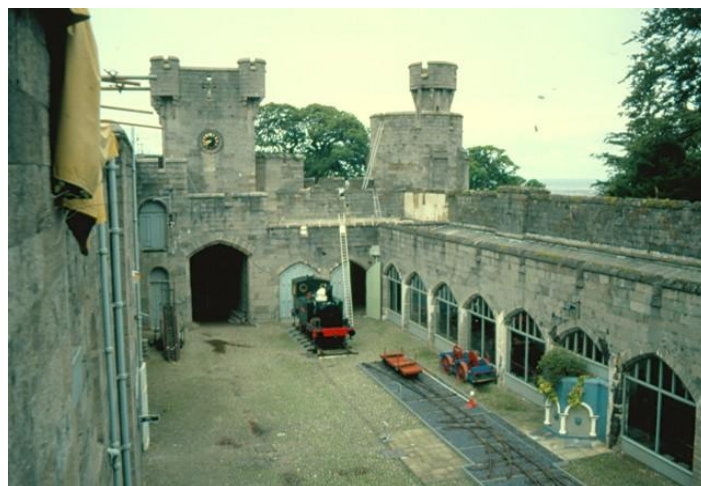
In **1980** we were blessed with glorious sunny weather for the whole weekend, even extending to sunbathing on the castle lawns on the Sunday afternoon.....



The group picture shows, from left: Rob, Richard, Eddie, Jonathan, Eric, Ian, Sylvia & Keith, Tony, David with Julie & Stephen, Charles and Iorwerth.....

In April **1981** extensive roof rebuilding work was in progress, and we were treated to a rare opportunity to view the museum from up on the battlement walkways (below right). The “Haydock” locomotive had just been brought out from its winter quarters for display during the season; and our group is adorning it here.....

Keith W is on top, then Charles, Ifor & Rob, while Iorwerth, Eddie and Neil Davies are sensibly at ground level. Jonathan, overdressed in woolly hat and gloves, observes from a safe distance in the carriage ride, in front of the “Fire Queen”.....



**1982** saw the completion of the new Blaenau Ffestiniog joint station on the site of the old GWR terminus, and of the last part of the Festiniog Railway route restoration from Tan-y-Grisiau up to that point. At the time of our visit, the FR passenger trains were still terminating at Tan-y-Grisiau, but the BR station was open and hosted a special DMU in connection with the FR AGM weekend.....



Elizabeth joined me and the gang for the first time this weekend, and so became indoctrinated in the Penrhyn lifestyle....



In the group picture (above) are David, Julie, Eddie, Iorwerth, Ifor, Rob, Stephen, Richard, Elizabeth, Keith W and Charlie, and the same 11 are re-arranged on the velocipede "Black Bess".



1983 saw us sprawled around the museum workshop during afternoon tea, complete with special celebration cake, and the picture also shows Iorwerth's recently completed magnificent canopy over the main workbench! The "steam radio" soldiers on, seen on the extreme right beside Ian ....



Our series of annual reunions came to an end in 1984, as many of the old gang were now widely dispersed around the world. We were at the museum on Saturday, and spent Sunday afternoon at Terry Robinson's "Joys of Life" centre near Bethesda, with its miniature railway, where I finally got to drive a steam locomotive again without it falling off the track.....



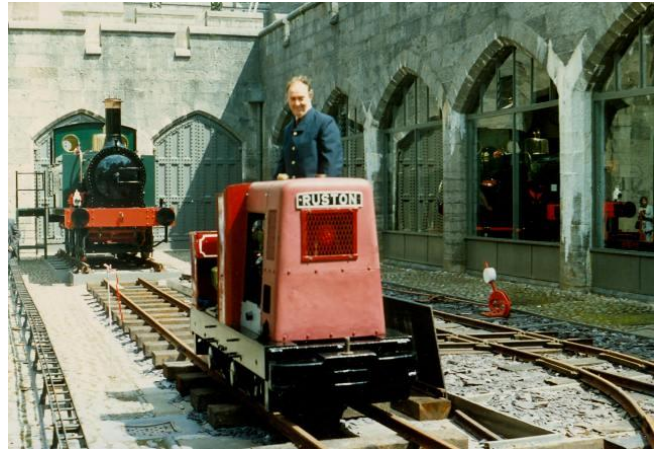
Seen here relaxing in the lounge after an enjoyable evening meal are, clockwise from left:

Ian, Charles, Ifor, Richard, Iorwerth, Tony, Stephen with Julie in front, Sylvia, Elizabeth, Dave, Rob and Eddie.....



### Museum 25<sup>th</sup> Anniversary - 1990

Our next significant social gathering was for the 25<sup>th</sup> anniversary celebrations of the opening of the museum to the public, held on 23<sup>rd</sup> June 1990. Iorwerth had restored his Ruston diesel locomotive to working order, and this was run up and down a section of quarry trackwork in the courtyard. Alongside, visitors had set up a miniature passenger-carrying line with a Hunslet quarry loco, giving short rides. This selection of pictures includes yours truly driving the diesel, and Elizabeth the steam loco; with neither of us very appropriately dressed for the purpose. Fortunately both locomotives remained on the rails throughout.....



Now then, is this first or reverse?



The group photograph on the "Haydock" loco shows us at top left, with Stephen Mills and Keith W at the cab window. Charles' wife Hilde is on the steps, with Charles, Iorwerth and Ifor below.

## Awaydays – near and far

Most Sundays – throughout the year – our gang ventured out to explore the old railways, quarries and other industrial artefacts of Snowdonia, as recorded more fully on our “North Wales” pages. Here are a few “people” pictures from our trips.....

Firstly, trying to follow the North Wales Narrow Gauge Railway branches in the Bryngwyn – Moel Tryfan slate quarrying area, 31<sup>st</sup> January 1971, with Tony and Keith W. Apparently at this point a farmer was coming towards us with a shotgun, but when he saw this strange apparition coming over his wall, turned tail and ran away!



On the cliff path down to the long abandoned granite quarries and “ghost village” of Nant Gwytheryn, on the northern Llyn coast, 25<sup>th</sup> February 1973. From left, Eddie, Rob & Charlie appropriately dressed for the Welsh winter. The footpath can be seen continuing downwards on the other side of the valley. I think we were the first people to have gone down since the snow, so it was not at all slippery underfoot.



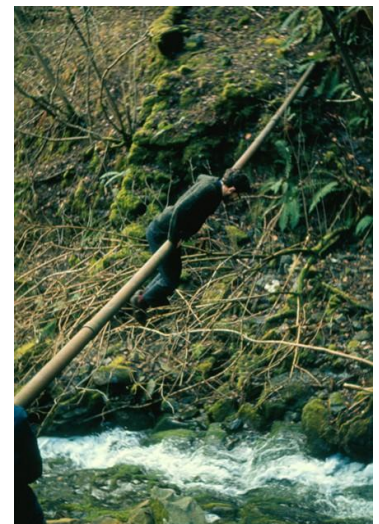
Two weeks later, somewhat better weather in the Nantlle valley, south of Caernarfon: fooling around outside the old Pen-y-Groes railway station, and finding an operational telephone box in a field near Talysarn village; Dave Stowell is outside while Keith Walter makes a call.....



Here, Charles demonstrates how to cross streams and rivers when the bridges have been removed. As he was the lightest, we always sent him across first to check that the proposed method was practicable and safe! These are on the Nantlle branch



railway near Pen-y-Groes on the same day as above, and (right) in the Gwydyr granite quarries, Conwy valley, two weeks later.



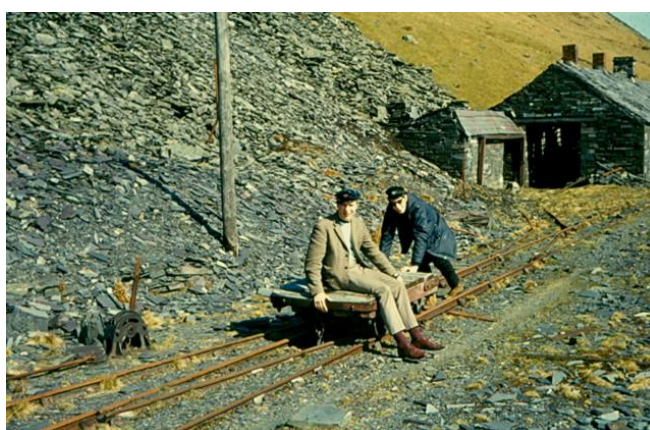
Here are some more pictures in the Conwy valley about that time, with Eddie & Ian exploring the Cowlyd tramway.....



.....and part-way up the Gwydyr incline, with Dave, Charlie and Keith W, then exploring the entrance to the old Cae Coch sulphur mine, with Christina at the back and Andy Batham on the right. The water draining out from here smelt very strongly of Sulphuric acid – good for rotting the shoes!.....



One of many visits to the upper levels of the recently-closed Dinorwic slate quarries above Llanberis; on the “Australia” gallery, 17<sup>th</sup> May 1970 with Ian & Eddie. The locomotive shed (right) still contained a derelict Hunslet steam locomotive, “Alice” at that time.....



A few weeks later, 14<sup>th</sup> June found us walking on the track bed of the L&NWR Llanberis branch alongside Llyn Padarn, and Keith W. is contemplating a novel way of getting into the former Dinorwic

Quarries workshop complex at Gilfach Ddu. Here is the solution, with the said buildings in the background. Unfortunately it was somewhat windy, and we only got about halfway across the lake – “come in number 5, your time is up!”



Another extensive slate quarrying complex we often visited was the Nantlle Valley. Here, the last vestiges of the former Nantlle tramway of 3ft 6ins gauge and horse-worked, mingled with the 2ft quarry tracks to form some complex dual-gauge sections within the Pen-yr-Orsedd workings. Here is Eddie at the top of the incline up from the valley floor, and Iorwerth gets a ride through the quarry courtesy of Ian. He has found an old but functional oil can, and does his bit by oiling round the rusty wheel bearings..... ..



Over at the nearby Dorothea quarry, Eddie and Ian have found the remains of the last steam locomotive here, the Hunslet “Dorothea”, whose shed has collapsed around her. In the background are two of the old wooden headframes on the edge of the main quarry pit, which once supported aerial cableways for raising and transporting loaded wagons from the pit floor. Amazingly the engine was later removed for preservation, transported to Cornwall, and is now in the final stages of a complete restoration to its former glory, in full working order!



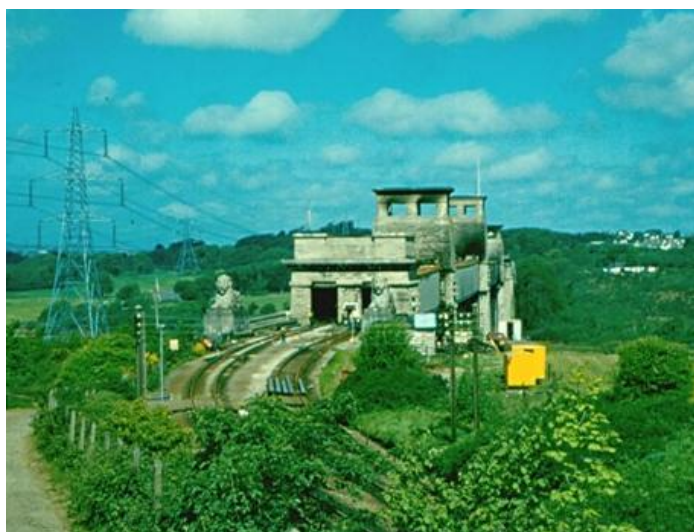
It seems to be little known that the Welsh Highland Railway Society had track laid, at Nantmor, as early as 1971. Here we are on 14<sup>th</sup> March that year, but the line did not extend very far, and subsequent progress was hindered by legal and other obstacles for many years. We never thought then that we would see this splendid scenic route rebuilt in its entirety, from Caernarvon through to Portmadoc, in our lifetimes, but it is of course finally now, after the passage of a further 40 years. Charles, Dave S and Tony are standing, with David and Christina Mills in front.....

### **The Britannia Tubular Bridge rebuilding**

It is well known that a major fire put the Britannia railway bridge over the Menai Straits out of action in May 1970.

A temporary wooden sleeper platform was very quickly erected at Llanfair PG, and a shuttle train service started up between there and Holyhead, with a bus connection over the Menai suspension bridge to Bangor station. Here it is on the 30<sup>th</sup> May, with Ian at left, Eddie, (?) and Keith Walter.....

These images show the smoke-blackened structure and the sagging iron tubes on the same day.....



The reconstruction occupied some ten years, commencing with the erection of steel arches to support the sagging iron tubes. This enabled a single line of rails to be brought back into use, while the other tube was removed. On 30<sup>th</sup> January 1972 we were fortunate to be able to travel on the re-opening





train from Bangor to Holyhead and return, and were greeted by crowds of workmen and locals as the 6-car DMU train passed over the bridge.....



We were also fortunate the following summer, on 22<sup>nd</sup> July, to be able to join an engineering group visit to the rebuilding works, and obtain these unusual views of the tube removal operations.....





By 1980 the reconstruction, including a new road deck above the railway, was almost complete, and we enjoyed another visit on 9<sup>th</sup> February that year, with some more interesting if somewhat hair-raising views.....



Meanwhile, the Bangor to Caernarvon branch railway, which had closed down in January 1970 was hurriedly re-opened for “Freightliner” container trains after the bridge fire, the containers being transferred to road lorries at Caernarvon for onward transit via the Menai suspension bridge to Holyhead and the Irish ferries. Having been on the “last train” a few months earlier, we had another opportunity when the line closed again, for good this time, on 5<sup>th</sup> February 1972, just a week after the bridge was re-opened.....



These views show the North Wales Railway Circle special train, another 6-car DMU, on the outward trip above Port Dinorwic, at Griffith’s Crossing and running into Caernarvon.

The guy leaning out of the front carriage window throughout is our own I\*\* J\*\*\*\*; unsurprisingly he earned the scorn of several eminent photographers along the line who threatened to annihilate him if they ever found out who he was – we kept very quiet!





During the proceedings at Caernarvon this symbolic signal arm appeared from somewhere in the hands of Keith W, seen here with Tony, Iorwerth and Eddie. I wonder what happened to it afterwards?

Here the train sets out for the last time from Caernarvon at dusk, with exploding detonators and our leaning-out friend back again. Someone appears to have been playing with the signals!



### And further afield.....

Either we or the college Railway Society usually organised one or two trips a year to other preserved railways. The Talylyn line was a popular venue on their AGM weekend (September) and for our Spring re-unions. Here we are with trusty van at Abergynolwyn station, the “morning after the night before” 28<sup>th</sup> September 1969, about to set out on an invigorating walk along the route of the old Nant Gwernol quarry line, then long derelict. Along the way Iorwerth tries to pick an argument about something or other with Ian, left, while Dafydd and the others look on. At more or less the same point a couple of years later, Tony and Charles are also demonstrating their sobriety.....



On 26<sup>th</sup> April 1980 we were back at Abergynolwyn again, during our reunion weekend Saturday trip.

Our group, from left is David & Christina with children Julie & Stephen, Sylvia, Charles, Keith W, Jonathan, Eddie, Dafydd, Richard, Iorwerth being observed suspiciously, Ian and Rob.....



Other trips were to the Keighley & Worth Valley Railway and the Severn Valley line. Here is Christina looking pleased with herself as she was invited onto the footplate for a ride with the crew from Haworth to Oxenhope, on 1<sup>st</sup> May 1971.



At Bridgnorth on a very murky and wet day, 16<sup>th</sup> October 1971, "Inspector Harrison" aka "the gas man cometh" aka Eddie, inspects.

The train carried our headboard, and is also seen here awaiting return from Hampton Loade, which was as far as the service ran then.....

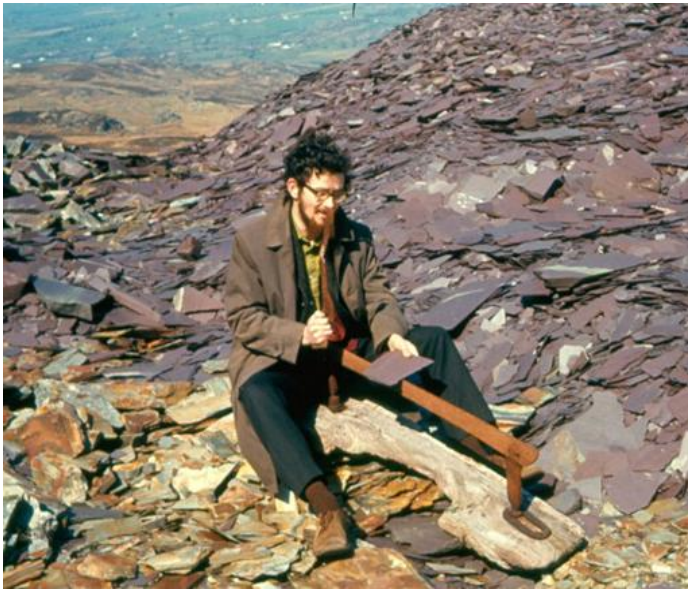


Some years later, in far better weather on 20<sup>th</sup> March 1976, our gang try unsuccessfully to obliterate the good name of the Great Western Railway at Bridgnorth, led on I suspect by Graham Wire, smartly dressed as usual, who is in front of the numberplate.

Rob is at left on the footplate, with Andy Batham at right, his left boot on Ifor's head. I forget the names of the other conspirators.....



Lastly in this random look at all our varied activities, back to North Wales, where Charles Young practises his slate trimming art in the long-derelict Cook & Ddol slate quarries high up on the Snowdon side above Llanberis, April 1972, and with Iorwerth, in reminiscence mode at Minffordd yard, Festiniog Railway during the “Penrhyn Ladies Centenary” gala weekend, May 1993.....



Keith A. Jagers      December 2010    (last updated March 2012: “Demon” boiler)