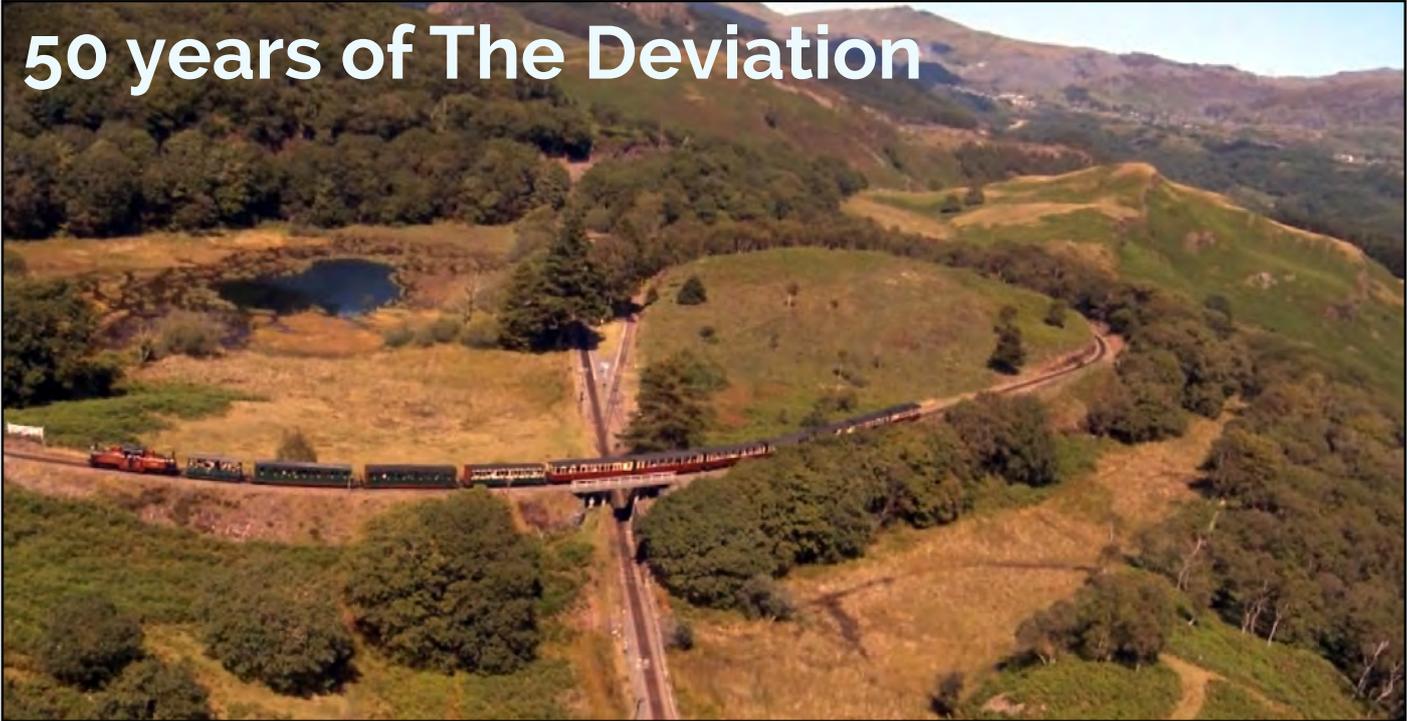


# Inside Motion

March 2015

News and information for staff, volunteers and supporters of the Ffestiniog & Welsh Highland Railways

## 50 years of The Deviation



**2015 marks fifty years** since the start of the Deviation Project—the biggest heritage railway building project seen in the UK until the rebuilding of the Welsh Highland Railway in the 1990s.

After the FR closed in 1946, no one believed the railway would reopen and a pumped storage reservoir was built at Tanygrisiau, flooding the original route north of Moelwyn tunnel. The innovative solution was to build a new spiral railway (above), which is still the

only example in the UK, to gain height before entering a new tunnel which emerged on the western side of the new lake (below).

The men and women responsible for this undertaking became known as the Deviationists and will mark the fiftieth anniversary of the project with a series of events in the Summer. Inside, one of those pioneers, Moragh Bradshaw, looks back at the days of picks, shovels, wheelbarrows and sweat.



This monthly newsletter is distributed to those who request it by email and is also accessible from the main website at [www.festrail.co.uk](http://www.festrail.co.uk) along with previous issues. Diary and event information is available on the online site. Feel free to print this document in order that people without web access can read it.

Contributions, details of group meetings etc to [athomas@fwhr.com](mailto:athomas@fwhr.com)

# Deviation 50 *Moragh Bradshaw*

On Saturday 2nd January 1965 some dozen of us stood on a wild piece of Welsh hillside and watched Mike Lewis perform a ceremony with a certain amount of pomp and a great sense of anticipation – cutting the first sod of the Deviation.

Over the next 13 years hundreds of people from many walks of life were to get involved as Deviationists. We brought our sisters, friends, work colleagues for a weekend working on the hillside. Some came once and never again; many time after time. For many it was an escape to the mountains from our offices, dirt encrusted hands hidden under the desk back there on Monday morning. A few of us were interested in railways, many not at all.

could start drilling and blasting. More rail could be laid and skips filled and tipped, each, I was told, adding  $\frac{1}{4}$  inch to the embankment.

The main event of this June's Weekend is to be a special train from Porthmadog to Blaenau Ffestiniog with a stop at Dduallt to inspect the spiral and at Tan y Bwlch Station for a meal.

Please note this is for anyone who worked on the Deviation but must be booked in advance. We have reserved the whole of Plas Tan y Bwlch, the Snowdonia National Park Centre at Maentwrog for the weekend. This accommodates some 60 people. There are still a few double rooms available which must be booked with the centre.



This ceremony performed 50 years ago is to be celebrated with a special weekend of events on 19th to 21st June this year. (sticks and Zimmer frames don't work so well in mid winter).

Most of us were unaware of the preceding months, years of surveys and negotiating of various routes around the flooded Tanygrisiau section of the original line, nor the work that continued to acquire the land on which we were to build the spiral. Gerald Fox, Mike Schumann and many others were involved in this. In the first couple of years Gerald was our mentor very much leading by example. Most days we were allowed to stop for lunch.

In the very early days we had mattocks, shovels and a wheel barrow and quickly learnt the value of shovelling boards. It was hard work but great fun. Gradually compressors and pneumatic drills appeared and with the invaluable help of Colonel Campbell, who had an explosives licence, we

It is possible to have Friday supper or Sunday lunch at the Centre even if you are not sleeping there but these must be booked in advance with the Centre.

We are gathering together photographs, videos, documents of which there are plenty from pre e-mail days. These will be on display at Plas Tan y Bwlch on Friday evening, Saturday morning and Sunday morning. All are welcome to view them.

Many of us hold with great affection Bottom Mess, the converted barn of Dduallt Manor, our first volunteer accommodation. This is now available as a two bedroom holiday let.

If you would like to join the Deviationists on the special train on 20th June or make a booking at Plas Tan y Bwlch for the event you can get a booking form by sending an email to [event@frdeviation50.org.uk](mailto:event@frdeviation50.org.uk) or by writing to Plas y Graig, Penrhyndeudraeth LL48 6LS.

# Our Mutual Friends *Peter Lawson*

## **March was particularly busy at Boston Lodge.**

On three successive weekends, an extraordinary total of 152 drivers, firemen, trainees and guards attended for 'top up' training (MICs - Mutual Improvement Classes - in historic parlance) in order to maintain their various safety critical 'competencies' - industry jargon for 'doing the job safely and properly'. On traditional steam railways, such competencies aren't achieved overnight (nor indeed six months at college, or whatever modern railway practice is) and, with distant and occasional volunteers especially, it all requires careful management.

With so many attending, one big problem was space. The mess facilities at Boston Lodge (the 'Den') accommodate about 30, and the best (but scarcely appropriate) alternative venue - the main office - no more than eight. So with 50+ people on average needing a seat, how nice of Mr Bond to make his Carriage Paintshop (capacity about 60?) available, even if it meant rewriting his schedules to enable it to be free - every Friday teatime. Thank you Norman.

The great thing about these 'meets' is the coming together of people who're fairly new to the job (or haven't quite got there yet) with those who've been doing it for years. We owe a particular debt of gratitude to those who travelled from Germany, Switzerland and the USA and to those who've been driving / firing / guarding for so long that the chances of learning much are slim, but of teaching others substantial.

Amidst sessions whose objectives were deeply (indeed potentially fatally) serious, there was much laughter. A lot of the comedy comes from hearing of other folks' misfortunes. There's no lesson better learned than finding out "what happens if..." and "what happens if you don't..." Of course we don't do this sort of work for money. We do it because we enjoy it.

Included in the weekend agendas were classes specifically aimed at those on the bottom rung of the ladder. In the main, qualified footplate crews and guards met separately, but our opening and closing MICs were shared - discussing the ways in which we 'interface' and are challenged by common objectives. The Sunday afternoon sessions were led by Stephen Greig, Customer Services Manager, who focussed our minds on our broader roles - of delivering satisfaction to those who part with their money so we can enjoy our chosen leisure pursuit.

Both groups enjoyed practical workshops with Jon Whalley (Chief Engineer) on vacuum brakes - working in accumulated muck underneath 2100, 102 and 110, and by no means a clean clothes, heated classroom experience! Jon ('Wol') also amused us (and bettered us) with his talk on 'clinker: can we



or can't we avoid it?' In the course of discussing varying firebox temperatures and the critical importance of maintaining airflow, he threw light on the ease with which a fireman, through careless oversight, can easily cause £1000s of damage to expensive components.

In addition to sessions delivered by Infrastructure staff Dan Evans (looking at various signalling installations throughout the system) and Dafydd Thomas ('working in yards'), volunteers played a key part. Thank you to Ian Rudd, our 'training train' driver. And to Nick Griffiths - our only listed volunteer 'assessor' - who dealt with the cleaners and trainee firemen, and delivered two sessions analysing our plans and actions (as locomotive crew) at particular locations, one each for the FR and WHR. Also to Kevin Lee, Ben Abbott and Tim Goodspeed for steering discussions on 'how best to train trainees' - focussing on being constructive, and motivating those at the learning stage. And to Martin Greenland, Paul Ingham and Graham Pattison for chairing groups considering the characteristics of 'our' Ffos y Fran Welsh dry steam coal - its high-friability, its low-volatility, and how best to manage its 'slow but high' heat performance.

2014 was distinguished by 68,000 trouble-free loco miles, equal to getting on for 200,000 crew miles, all largely incident-free. This is an unprecedented statistic, and a credit not only to those who work at the front of the train, but also to Tony Williams Boston and his team of fitters at Boston Lodge and Dinas, and to Sean Britton and those who work at the back of the train.

Our thanks to all those who attended, and our congratulations to those (present or absent) who help raise standards of safety critical performance on our treasured railway.

GEORGE COHEN SONS & COMPANY  
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- 2 -

Our Ref: EH/N/669  
Your Ref:

19th August, 1941.

Messrs. Hodson Ltd.,  
58, Castlegate,  
NOTTINGHAM.

Dear Sirs,

DISMANTLING THE WELSH HIGHLAND RAILWAY.

We have just acquired this railway, which runs between Dinas Junction, L.M.S. (near Caernarvon) and Portmadoc, G.W.R. It is 1'11½" gauge, and is comprised of about 1,200 tons of really splendid F.B. rails from 35 to 40 lbs. per yard, in lengths of 24 ft. to 34 ft., together with a large number of gradual points and crossings; also timber sleepers about 4'6" x 9" x 4" (main line sleepers cut in half). There is, further, a quantity of rolling stock of different sorts as well as heavy wheels and axles, lever boxes, etc.

Have you in hand, or in view, any contracts on which you could use these rails and/or crossings which are, we think, quite suitable for 24" gauge?



P.T.O.

LONDON, LEEDS, BIRMINGHAM, SHEFFIELD, GLASGOW, NEWCASTLE, MANCHESTER, SOUTHAMPTON, SPANISH, BRISTOL, BELFAST, Etc.

There are also two heavy Steam Locomotives, weighing about 15 tons each loaded.

If you would like to inspect we have a foreman on the job who would be pleased to show you round; alternatively we would arrange for one of our representatives to meet you.

We have never handled a finer parcel of secondhand rails, the majority of them being as new, and the remainder first class secondhand.

Awaiting the favour of your reply,

Yours faithfully,  
for GEORGE COHEN, SONS & COMPANY LTD.

*E. Harford*  
Manager, Machinery Dept:

A letter dated 19th August 1941 from George Cohen and Sons of Leeds seeking customers for the dismantled materials from the Welsh Highland.

## VIP visit

**Earlier this month**, Four representatives of the Sibiu Agnita Railway in Romania paid a visit to Gwynedd on a fact-finding tour of the Ffestiniog & Welsh Highland Railways in March, ahead of a trip to Romania by F&WHR volunteers at the end of May, when they travel to Transylvania to help with track repairs on the 60km historic narrow gauge railway which closed in 2001.

The four visitors, Radu Tompa, Nicoleta Tompa, Claudia Pamfloiou and Alex Barac spent several days working with the Ffestiniog & Welsh Highland tracklaying team and helped with carriage maintenance prior to the start of the new season.

Inspired by the efforts of the volunteers who rebuilt the Ffestiniog and Welsh Highland Railways, UK rail enthusiasts have formed SARUK, a group with the aim of supporting a railway restoration scheme in Eastern Europe some 2,500 miles from North Wales. This will hopefully see the return of steam to the seven kilometre stretch of the line between Cornatel and Hosman in September this year.

But before this can happen, the track has to be repaired to allow a steam loco to safely negotiate the route and to this end Alasdair Stewart is organising a UK working party to travel to Sibiu at the end of May.



Left to right: Liz Saville Roberts, Lord Dafydd Elis-Thomas, Alasdair Stewart, Claudia Pamfloiou, Nicoleta Tompa, F&WHR General Manager Paul Lewin, Radu Tompa and Alex Barac.

# Peter Tweeddale *Clive Briscoe*

After a long and arduous battle with cancer, during which he showed great courage and fortitude, Peter passed away peacefully at home on St David's Day. Peter had been a stalwart member of both the WHR's Team Wylfa and the Tuesday Gang

Peter came from the Wirral and spent his working life at the BNFL's Capenhurst plant and retired to the Caernarfon area. He was well-known to so many of us as a stalwart member of Team Wylfa (which he joined in 2003) and the Tuesday Gang, turning up regularly at Dinas in the evenings, mid-week to oil carriages and more often than not work on several other projects such as the NG15 #134 where he helped to fit out and paint the old clip shed ready for it to become the home for the early stages of No134's restoration.

He then worked on the dismantling of the loco for assessment prior to restoration. His enthusiasm for the WHR was undimmed - even into his final weeks; when receiving visiting friends from the railway he would retort with a smile "I'm still here, and even the Doctors don't know why!" and then enquire after the railways progress. His wry acerbic wit has raised a smile on many faces over the years; he will be long remembered for his desire to do a job properly and is much missed especially by his many good friends in Team Wylfa and the Tuesday Gang but most of all by his loving and caring wife Brenda and all his family.

Peter is pictured with the 'Dead Sheep' Award (a miniature hook for pulling the life-expired worsted axlebox packings out of carriage bogies) for services to carriage oiling and work in general on the WHR.



## Recycling for Kids' Week *Adrian Gray*

**Kids' Week without painting** is simply not Kids' Week but we don't let the Kids loose with large pots of paint as experience shows that disaster inevitably follows! For many years we have used recycled steel cans for decanting paint and supplies of those, suitably cleaned and with lids removed, are always sought.

There are, however, times when a rather wider container than a can is desirable and, a few years ago, our Store Dragon, Sue Sharp, identified the smaller plastic containers used for spreadable butters and low fat spreads as being a very useful alternative to the familiar steel can. These containers have the added benefit of lids which means that they can be capped at break and meal times and so save their contents from drying out and/or save the chore of dealing with steel cans a such times.

Therefore, may we appeal again for as many of these plastic containers, complete with lids as can be assembled before Kids' Week. We can (pun intended!) and still will use steel cans as well.

Delivery of recycled material is best made to Anthony Brierley at the Minffordd Infrastructure Office but they may also be left, suitably packed and labelled for Anthony at Harbour station.

Cotton rags to be used for cleaning paint brushes are also valuable, so we appeal for those, too.

Surplus containers and rags will always find a use, not least at Mega and Giga Bashes, where the participation of younger volunteers is also encouraged.

## FRS book auction

**The current auction** of selected books is finishing soon, but there are still bargains to be had. We have a growing selection of books at bargain basement prices available now and donations are always welcome. If you wish to donate books, selected magazines or ephemera please contact Iain Fraser [ifraser@fwhr.com](mailto:ifraser@fwhr.com)

[www.frsbookauction.co.uk](http://www.frsbookauction.co.uk)

# Megabash 2015

*Eileen Clayton*

**This year** we had around 80 volunteers working for us, slightly fewer than usual, however we ticked off a long list of jobs. The main activity was concentrated at Harbour Station where we completed 138 jobs, some trivial, such as a removing Sellotape marks off windows, whilst others were much more extensive, for example fitting a new sink and sink unit in the staff washroom downstairs.

There was a lot of cleaning, varnishing and painting, new door handles were fitted, the upstairs staff washrooms were re-tiled and spruced up, the flower tubs and planters repainted (well all but one!), most light fittings were cleaned whilst those under the canopy got new tubes and starters.

At long last the new cast iron Private/Preifat signs were fitted – this was on last year's list, whilst in the kitchen a new mixing valve was fitted to the staff hand wash basin to reduce the exceedingly hot temperature of the water. We also removed the cinder and ash pile by the water tower as well as the small shrubs sprouting up in the area.

Quite a lot of the jobs were noticeable, however the devil is in the detail and there were a number of small items which together make a big difference, such as cleaning grubby light switches, checking hinges and door closers (some of which need further attention) cleaning the stainless steel fag end boxes and removing green algae from the dog water bowls.

Amongst the jobs which the electrical gang completed were fitting 5 new outside lights along the Goods Shed wall over the patio area, installing additional sockets and a new light in the kitchen, an additional socket in the Signal Box and an alarm beacon on the sewage station. The alarm beacon is to attract attention should the pump fail.

We had gardeners working in Minffordd Station where the usual thorough pre-season maintenance was carried out on the Long Bed which is 410' x 15'. Our young gardeners worked on the flower bed by Ben's flat and made an amazing difference to the small garden at the side of the front door.

We had half a dozen volunteers on the station who completed work abandoned last autumn at Gigabash when rain stopped play; so the brown gloss on the down platform shelter and on the valance was completed and the railway side of the Gweithdy was re-painted cream which obliterated the numerous green blobs where the paint had flaked off. In the Gweithdy the sign-writer completed 16 signs and made a start on three others.

In Minffordd yard another half-dozen folks sorted old rainwater goods, plastic pipes, wood, metal, doors, window frames and other miscellaneous bits to progress the clearance of the site for the new Waggontracks shed.



Despite all the work, there are still jobs left to do on the list and many more will be added throughout the season so almost certainly there'll be another working party at Harbour Station in a year's time; it is hardly surprising when you consider that 200,000 passengers travel with us every year. We are looking at improvements which will reduce maintenance but there will always be plenty to do.

Gigabash is scheduled for 24th & 25th October when extra help is appreciated on the days either side. We will continue to improve the appearance of our heritage stations and there may well be more work in Minffordd Yard - the list grows like Topsy. Attention will again be given to the gardens, not just at Minffordd – this is bulb planting time at 5 of our stations. Make a note of the dates if you would like to be involved.

## Standard Class 3 takes shape

**The bunker** for new build standard gauge Class 3 82045 has been completed by Boston Lodge and delivered to the Severn Valley Railway at Bridgenorth ahead of the SVR gala at the end of March. The bunker has been temporarily fitted to its frames for display purposes. Boston Lodge has also won the contract to build the tanks and cab for the loco.



# Rest of the World Gang report *Phil Nock*

The March working week started on Saturday 14th when we found ourselves in Minffordd Yard remodelling and resleeping some of the track down there. Our first task was to lift the p-way train siding, (which is/was between the goods shed and the red joinery shop) and replace the point with plain track, thus further clearing the site for the new Waggon Tracks shed.

From here, we moved onto the curve that gives train access to the Yard from the Mineral Line. The first panel of the inner track off the point by the diesel tank was lifted, the slate "ballast" dug out, then backfilled with new ballast and the track relayed, only with the old sleepers being exchanged for new hardwood ones. Then geotextile was laid over this track and covered with slate waste. This was done to allow better access for lorries delivering bulk materials and because the existing sleepers here were life-expired.

Then we moved to the upper, (south), side of the diesel tank and lifted the track between the diesel tank point and the weighted point at the end of the Mineral Line. Again, the existing contaminated ballast was dug out, the track relaid on new softwood sleepers and those extant hardwood sleepers that were still serviceable and the whole lot reballasted.

We had something of an international air about the group, with our old friends Ulrich Daemmgen and his son Jost from Germany, along with Alex Barac and Radu Tompa visiting from the Sibiu Agnita Railway in Romania.



# Minffordd Yard Developments *Ian Hartill*

**By the time** these words appear, the next phase of the Minffordd Yard re-organisation should be well underway.

First, track work was needed. Why, you might ask. The main line into the yard, used by all PW trains and fuel trains for Boston Lodge, runs directly in front of what will be the construction site.

To ensure minimal disruption to building work and other operational train movements it was decided to carry out some major re-sleepering of this track to reduce the chance of any derailments. This was undertaken by what is definitely becoming the Rest of the World Gang, as they have been assisted by new volunteers from the Sibiu Agnita Railway in Romania.

Work on the first stage of the foundations for the building is planned to start on April 2nd when plant and equipment from Whitehouse Construction begin to arrive on site. As previously mentioned in *Inside Motion*, the area of the new building becomes a Construction Site from Monday 30th March, and as such is out of bounds to all non-authorized staff and volunteers. Please respect the site fencing and safety notices.

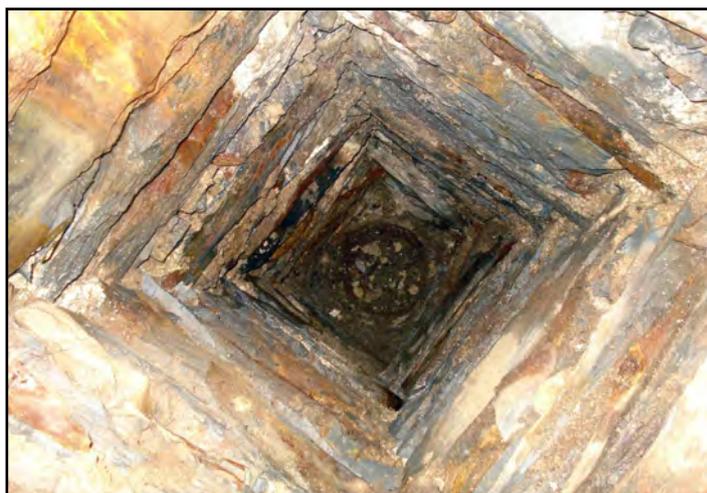
Regular reports of progress will be displayed via the Festrail website, and if anyone wants to get involved in any of the later stages of this building project keep looking at future issues of *Inside Motion* where request for help will appear, or get in contact directly [ihartill@ffwhr.com](mailto:ihartill@ffwhr.com)

The Waggon Tracks Shed project is also showing dramatic progress. Over the last few months there has been much effort put into clearing out the old and life-expired wooden buildings and old trailers around the yard. The last of the GPO old trailers will soon be moved and re-homed in Blaenau Ffestiniog.

Following persistent efforts by Rob Coulson and James Hamlin the old yard crane has now been taken off its mounting block and the central post removed. Once this last part of the metal structure was lifted out a very surprising hole was revealed, originally built to accommodate the very large central casting.

This hole has caused quite a bit of interest and as a part of the railway's 'heritage' has been carefully recorded. A similar hole will be needed when the crane gets rebuilt in its next location in the yard.

The next milestone was the demolition of the old workshop and wooden stores, last used by the buildings department. This was undertaken by a combined working party of people from Bombardier



*The men from Whitehouse prepare to start on the new workshop*

Transportation and other rail industry organisations plus footplate crews from Boston Lodge, supervised by Iain Wilkinson and Adrian Strachan. Although visibly sound, the 'red shed' workshop building had significant rot in it and re-siting this shed would have required considerable effort and not a small amount of money,

all of which is now being diverted to brand new buildings which should last for several generations.

These wooden buildings will now see one last use for the railways, as much of the shed timber was cut up and kept dry then transported to the Boston Lodge firewood container. This is hopefully a help while Mr Hanlon takes time away from his woodchopping duties.

Now that the sheds are demolished, final clearing can be completed and a start made on the new heritage storage shed.



*Preparations for the new workshop.*



*Going, going, gone. The Red Shed is no more.*



*The Minffordd Yard working group mostly met as graduate trainees at Bombardier through the years and this weekend's team comprised members from Bombardier Transportation, Rolls-Royce, Unipart Rail and the Institute of Railway Research. For a little light relaxation, they travelled to Pitt's Head behind Blanche, where they undertook grass cutting duties.*

## Vacancies

### Infrastructure Manager

Permanent vacancy

Rate of pay: Dependant on experience

Hours: 40 hours per week

The Ffestiniog & Welsh Highland Railway has a vacancy for an Infrastructure Manager. With a particular emphasis on safety, this role requires a manager with the skills to manage a substantial team of paid and volunteer staff. The position covers all aspects of infrastructure maintenance. We are looking for a candidate who can map out the detail of our maintenance programme and mentor a young team in delivering it. Strong communication skills and an understanding of volunteer motivation are essential.

#### Key Duties:

- Manage the planning and implementation of major works, maintenance and renewal of infrastructure, structures, buildings and associated equipment

- Manage the production of specifications for infrastructure, maintenance and competence

- Manage the departmental budget

- Ensure that the Department complies with all relevant legislation

- Ensure that all staff engaged in the work of the Department are properly trained, developed, supervised and competent

- Lead and manage the development of people, processes, equipment and other resources to improve the cost effectiveness of the business

- Manage and lead a process of continuous safety improvement

- Managing actions arising from professional audits of civil structures, signalling systems and buildings

- Ensure the development of the volunteer resource base in line with modern safety and competence requirements

- Ensure availability of manpower and equipment for planned maintenance programmes

- Other work as required

#### Experience, Knowledge, Qualification and Training:

- Educated to at least degree level in a relevant subject

- Membership of a recognised Professional Institute such as the Institute of Civil Engineers

- Proven relevant experience in a similar role

- A thorough understanding of Permanent Way, Signalling and Civil Engineering disciplines

- Proven effective leadership skills

- IT literate

- Knowledge of railway legislation and regulation

- Ability to speak Welsh an advantage

### Permanent Way Vacancies

We are looking to recruit new members to our Permanent Way team. Permanent Way is responsible for the inspection, maintenance and repair of the track and related infrastructure in accordance with current and developing Company policies and plans.

We have vacancies for the following positions:

**Supervisor:** must have previous experience of working in railway Permanent Way work, and experience of leading small teams and working with volunteers.

**Technician:** Must have experience of working within civil engineering and an interest in working in railways.

**Trainee:** No previous experience required however must have enthusiasm for, and interest in, railways in general and permanent way in particular. This is an opportunity for someone who has a desire to work in the railway industry to receive formal training in track and civil engineering skills.

For more information about any of the above positions please contact Jo Vincent: Email [jvincent@ffwhr.com](mailto:jvincent@ffwhr.com) or phone 01766 516073. We also accept applications by C.V. with a covering letter.

## Safety & Development Manager

Permanent vacancy from April 2015

Rate of pay: Dependant on experience

Hours: 40 hours per week

The Ffestiniog & Welsh Highland Railway has a vacancy for a Safety & Development Manager responsible for overseeing and advising on the management of safety for all aspects of the Ffestiniog and Welsh Highland Railways. Additionally this role has the special responsibility for the development and training of staff in business and safety critical roles.

### Key Duties:

- Maintain and overview the Safety Management System
- Prepare and drive the agenda for safety management meetings
- Conduct safety tours and safety audits
- Maintain a watching brief on safety in relevant third party organisations
- Conduct risk assessments and assist other staff in preparing competent risk assessments
- Maintain the safety action list and highlight required actions
- Liaise with external parties on safety issues as and when required
- Develop a competency management recording system
- Consider the future requirement for competent staff, both paid and volunteer, and develop the required competence profile. This includes succession planning, identifying relevant training programmes and seeing those programs through to completion
- Assist with special events planning
- Other work as required

### Core Skills:

- Proven experience and basic knowledge of railway track design, construction and methods of track maintenance and railway operations used on FR & WHR or similar related railway
- Good interpersonal skills/team player
- Proven effective leadership skills
- Demonstrable experience in coaching, teaching and mentoring
- IT literate
- Knowledge of H&S and railway legislation and regulation
- NEBOSH or equivalent qualification
- Assessor qualification
- Ability to speak Welsh an advantage

For an application form for the above position please contact Jo Vincent. Tel: 01766 516073 or email [jvincent@ffwhr.com](mailto:jvincent@ffwhr.com). We will also accept applications by C.V. with a covering letter.

## Beer Festival help needed

**Once again** it's time to put the call out for willing volunteers for this year's beer festival, which will be held May 15th, 16th and 17th.

As usual lots of volunteers are needed for various duties, mostly bar work. Full training will be given. If you are interested in helping out please reply with dates and times when you will be available.

Help is also needed at Dinas to set up and take down on the 14th and 18th. It would be useful to know if you may be available to turn up on either of those days. Email: [andy@tymcrowther.eclipse.co.uk](mailto:andy@tymcrowther.eclipse.co.uk)



