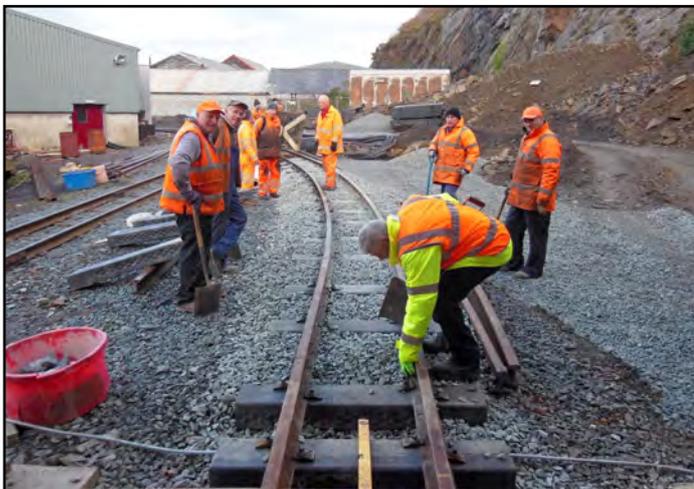




New Carriage Shed nears completion



The new **Heritage Carriage Shed** at Boston Lodge continues to make excellent progress, with the Rest of the World Gang tracklaying over the weekend of December 3rd-4th as part of their latest working week.

The three road shed's structure is now complete with lights fitted and drainage installed. The shed roller doors are due to arrive before Christmas, providing long-overdue secure storage to protect the railway's priceless fleet of historic carriages. Plastic sleepers are being used due to their longevity.



This newsletter is distributed to those who request it by email and is also accessible from the main website at www.festrail.co.uk along with previous issues. Diary and event information is also available online.

To be added to the email distribution list, please fill in the form at <http://tinyurl.com/pmjl6ue>

All contributions, details of group meetings etc to insidemotion@ffwhr.com

Hello Porthmadog!



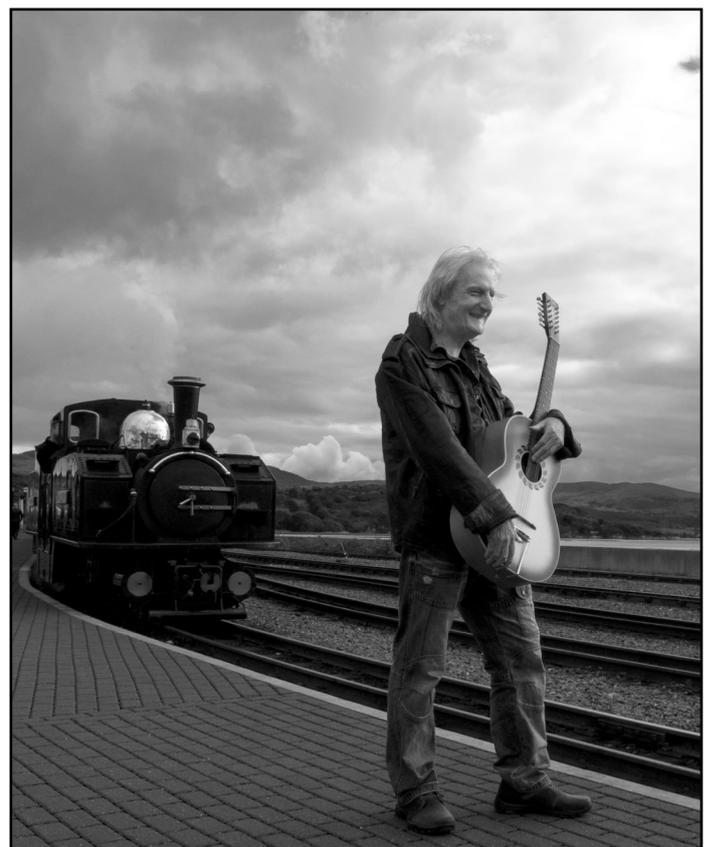
Guitarist and guitar designer Paul Brett visited Harbour Station to produce the video for his new Statesboro' 12 string and the crew of *Earl of Merioneth*, Iain Wilkinson and Paul Lewin, took the opportunity to form an impromptu backing band for the cameras.

Paul launches his new guitar at the world's biggest music show, NAMM, in California in January and the video will form an integral part of the worldwide launch.

Paul is rated as one of the best 12 string acoustic guitarists in the world and has played or recorded with The Strawbs, The Overlanders, The Crazy World of Arthur Brown, Elmer Gantry's Velvet Opera, The Velvet Opera, Tintern Abbey, Fire, Roy Harper, Al Stewart, Lonnie Donegan, Ralph McTell, Status Quo, Barclay James Harvest, Paul Brett's Sage and in his own right.

He has an extensive collection of rare guitars, including one owned by Blind Willie McTell in the 1930s which was the inspiration for the new instrument, named after Blind Willie's classic *Statesboro Blues*.

You can watch the video at <http://tinyurl.com/paulbrett>



Quirks II continues to take shape



Plans are being firmed up for what promises to be our biggest event of 2017 – Quirks & Curiosities II.

Following the success of the last Quirks in 2010, the Railway has received numerous requests to stage a sequel and this one promises to be bigger, better and quirkier than before!

Tickets for the event are on sale now, in time for purchase as Christmas gifts, with the added incentive of a free 'spotters event guide' for advance tickets purchased before January.

Pictured above is the WW1 Campagne Tractor which will be travelling from France for the occasion.

Yet more quirky and curious guests are in the pipeline and owners of suitable items can still get in touch by emailing quirks@fwhr.com



Winter volunteering at Boston Lodge

There's always plenty of work to be done at Boston Lodge, especially in the "quiet" period when the trains aren't running. The carriage specialists of Team X meet once a month throughout the winter, 9-10 December, 21-22 January, 18-19 March and 15-16 April. Contact Norman Bond nbond@fwhr.com for details.

And between Tuesday December 27th and Friday 30th, there's a chance to help with the 'hibernation' of steam locos before they take a well-earned winter break. Contact Julie Stirland jstirland@fwhr.com if you'd like to lend a hand.



118 heads for Butterley



'Tin Car' 118 is on its way to the Golden Valley Light Railway at Butterley in Derbyshire, following its sister carriage 119 which made the journey last year. The one mile long Golden Valley Light Railway operates through the main museum site and country park at the Midland Railway – Butterley in Derbyshire, and normally operates on weekends and bank holidays and some mid- week dates from April to October.

"We very much look forward to the delivery of our new carriage," says Alan Calladine of the Midland Railway Trust. "It will provide much-improved accommodation for our passengers and give us a substantial increase in passenger capacity. I can tell you that the GVLR volunteers are absolutely delighted about this "re-homing" project and look forward to welcoming 118."

Adds F&WHR General Manager Paul Lewin, "As we continue our programme of introducing new and re-bodied passenger rolling stock on the F&WHR, we are delighted that some of our older carriages are finding a new lease of life on other heritage railways. We hope that 118 – together with 119 – will bring increased levels of

comfort for passengers on the Golden Valley."

Carriage 118 was built at Boston Lodge Works in 1977 using ex Isle of Man frames. During 1991 the interior was refurbished, new doors and flooring installed and the seating re-upholstered.

The carriage's last passenger run on the FR was on the 1335 return service from Porthmadog to Blaenau Ffestiniog on Sunday 30th October 2016.



History uncovered at Tan y Bwlch



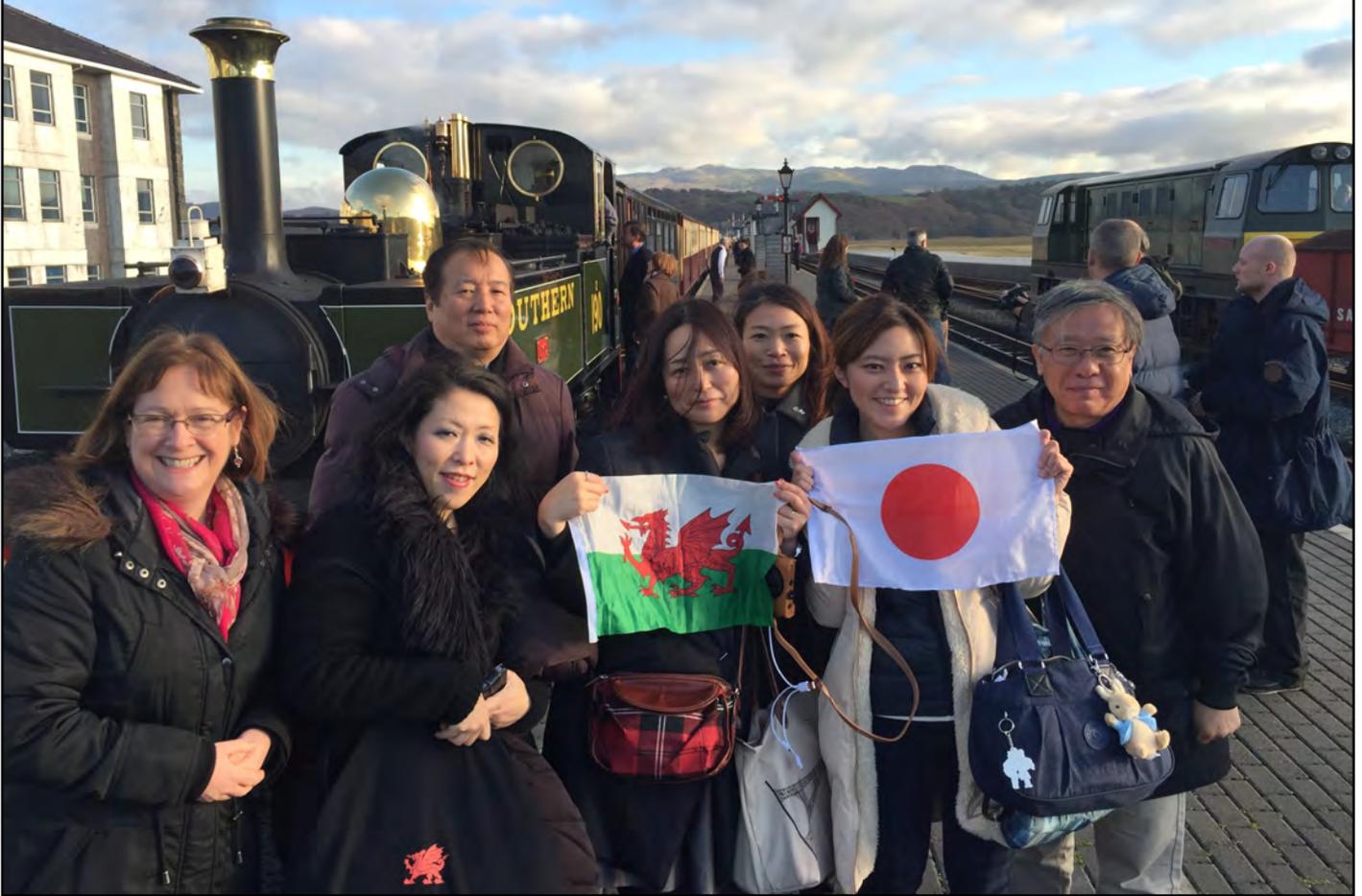
Whilst preparing the formation for the new Blaenau End points at Tan y Bwlch, the original course of the railway along Creuau Bank was revealed. The southern end of this embankment was covered when the formation was widened prior to the construction of Tan y Bwlch Station in 1873, when it replaced the original horse stage at Hafod y Llyn. The extensive winter works programme at Tan y Bwlch is due for completion by December 23rd and forms part of the ambitious project to preserve the original formation of the Ffestiniog and to maintain the gradient profile of the original gravity railway.



"As guardians of this unique railway, it's our duty to cherish the engineering excellence of the railway that was built in the 1830s," says General Manager Paul Lewin. "Where possible, we will increase the ballast depth under the track to allow the use of mechanical aids to maintenance, but this is not possible in many locations such as under bridges and on top of embankments."



Japanese VIPs visit



The board of JATA, the Japanese Association of Travel Agents, visited the railway in November on a fact-finding tour. The delegation rode to Hafod y Llyn in Pullman observation carriage 150 before an overnight stay at the Royal Sportsman and meetings with other local businesses. It is hoped that the trip will lead to an increase in tourists from the Far East. Below, Lyd was the locomotive used for Hafod y Llyn shuttle duties, becoming the first loco to use the new ground frame at the halt (inset).



Caernarfon Station is no more!



Work has started on the new station building at Caernarfon. The first stage was to move the toilet block to the former Age Concern building on the other side of St Helen's Road that will form the temporary booking office and shop for the duration of the 2017 season, with the new building due to open for business in Spring 2018. The temporary station buildings that have given sterling service over the last few years have been cleared and track panels lifted in order that work can begin to re-site the main sewer seen exiting the wall below Segontium Terrace in order that it is not obstructed by the extended track layout of the new station. Building work on the station itself is due to begin in March 2017.

Help needed

The next phase of the Boston Lodge re-development begins in January and consists of upgrading of the sewage system and management of waste water that is discharged from the site.

The current septic tank is too small to cope with the numbers of people now using the site, and will be replaced with a small sewage treatment plant, using much of the existing pipework including the existing outfall pipe into the Traeth. With the new setup the water discharged into the Traeth will be much cleaner.

An oil and water separator will also be installed and will be progressively connected to the pits and new drains so that dirty and contaminated water can be dealt with and the possibility of a pollution incident reaching sensitive areas will eventually be eliminated.

The design for this installation has been completed and major items of hardware are now on order for delivery to before the end of the year. The installation neatly divides into two sections. Firstly, repair of the outfall pipe across the main road and Cob cycle path. When the drains system was surveyed it was found that this old ceramic pipe had been crushed in two places.

This will be replaced with ductile iron. A contractor has been appointed to carry out the work and arrangements have been made with Gwynedd Highways for a partial closure of the Cob while the pipe is replaced. This work begins on 9th January 2017.

The second and more complex stage is the installation of the new treatment plant and oil separator and its associated pipework, which will be undertaken by Whitehouse Construction. Before this stage of the work can go ahead there is some preparation to be done and this is where I am asking for help. This will involve clearing all items from around the outside pit and fuel siding area, moving the picnic tables and chairs, and lifting the rails from the outside pit and part of the fuel siding.

This must be completed before 23rd January 2017, so I am looking for a number of volunteers for weekends either in December, or over the Christmas-New Year holiday period, or at the start of January. If you are able to help please get in touch by email to myself ihartill@fwhr.com, or Trish Doyle tdoyle@fwhr.com

Ian Hartill

Young person sponsorship *Nick Young*

My first experience of the Ffestiniog Railway was watching a video entitled 'Steam 2000' as a child which included a feature on the Railway. My parents and I then visited during a family holiday in about 2004. (Sorry if it makes anyone feel old, but I was 6.) It is fair to say that I was hooked on the FR by then and when the opportunity arose in 2013 to choose the destination of our next family holiday, I was straight on the internet to look at holiday lets in the TLC.

The cottage I found was Campbell's Cottage, a conversion from the previous Dduallt Mess of deviation fame. I struggle to give more information about the cottage itself as I spent most of my time at its main attraction – Campbell's Platform, the private halt built for Colonel Campbell when he lived at Dduallt Manor. As I spent the best part of a week on and around the railway, I became an increasingly familiar face to the engine crews.

One afternoon spent at Porthmadog, I happened to be sitting next to (I now know to be) the late John Pratt. He was waiting for a Garratt to arrive for him to fire to Rhyd Ddu and back and we were both sat of the then very busy wall between the railway and the road. After a bit of general conversation, he suggested that I should come back and volunteer, something which I had considered for the week I was there but being 15 with non-railway parents, wasn't the easiest. Almost as soon as I got home to Hertfordshire, I began researching the Ffestiniog Railway Society, organising work at Boston Lodge and accommodation at Minffordd Hostel, now something of a second home!



Having worked my first summer of four weeks at Boston Lodge as a loco cleaner, I was itching for more but such fun as AS Levels stopped any attempt to escape to the TLC before the next summer holiday. While planning my return visit for the summer of 2015, it was suggested that I apply to the society for sponsorship, which I did. A few months later, I received word that I had been successful in my application and I would receive £25 per day for my 4 weeks' work, again at Boston Lodge.

Somehow I managed to convince my parents to allow me to escape to the TLC not once but three times during 2015/2016, for Vintage Weekend, October and February half-terms. During February half-term, I had my first encounter of Ff&WHR work outside of Boston Lodge, with three guarding experience days on the Welsh Highland services to Rhyd Ddu and to top it all, a day on 'Linda' as trainee fireman at the end of the week.

For the summer of 2016, I again applied for sponsorship to work at Boston Lodge but for various reasons, it was suggested that I work for the Permanent Way department for the duration of my stay, instead of Boston Lodge. This was a new challenge for me. ►

◀ especially the 6am starts! My work this summer allowed me to experience the operational railway from 'the other side', spend several hours at locations I am used to passing at 15 or 20mph. I, or rather my back, also gained a comprehensive understanding of the physical nature of permanent way work – I ached in all sorts of places, the existence of which I had never previously acknowledged!

It is often said that people come to the railway for the trains, but come back for the people and that is certainly true for me. The 'FR Family' is a very special one and it makes the railway somewhere where, hopefully, everyone feels welcome and comfortable. The many and varied stories told in the pub by and of drivers, firemen, guards, fitters and so many more, past and present, are quite incredible. The railway must be a somewhat unique place in that way, being that you can go to the pub after work and there will always be someone to talk to about anything from stories of early preservation to the intricacies of the ETS token system.

Engine cleaning is not always about polishing brass and paintwork and Scotchbrite-ing bright work. Tasks I have been assigned during the day have varied greatly from chopping wood for lighting the engines, to painting the underframe for the new service car, number 125. There are obviously some less exciting tasks, but someone has to do things like clean the engine shed floor with the 'Rambo' steam cleaner, clear the loco ash from the yard and, least glamorous of all, clearing the sump in the 'long shed' pit.

Suggesting this job seems to be about the best way of clearing the yard of loco cleaners, beside tea breaks of course! The pit sump is a small square hole in the middle of the loco pit. Being directly downhill from the shed and also being the place where engines stand during the prep and disposal in the mornings and evenings, the pit gets covered in oil, grease and ash. This combination makes a rather disgusting, thick, black sludge which collects around the pit pump, which removes water from the pit – or it should! When this pump stops working, it is the job of the ever present Richard Hanlon and one or two unlucky cleaners to use external submersible pumps to remove the water from the pit and a bucket to remove the slime from the sump. The only saving grace of this job is the ability to one-up any fireman or cleaner who has not had the 'opportunity' – not that we are competitive!

I will, without doubt, be returning for next summer, although the department is as yet undecided. Having started university this year, I no longer have to seek permission before visiting the TLC and have already made my first escape of the year to Vintage Weekend.

I would urge any young people considering work at the railway to take the opportunity with both hands. I would consider beginning work at the FfWHR as one of the best things I have done in my life so far. There is so much to learn from life at the railway, both working and socially. Staying in the hostel has prepared me extremely well for university accommodation with simple things like cooking, washing up and even, very occasionally, cleaning!

Carriage Cleaning

The inter-season deep clean is well underway, focusing on the insides of our passenger carriages.

There are a wide variety of tasks involved, such as pottering along with a duster or mop, wiping the finger marks from a ceiling, or beating the dust from a seat cushion.

The work is often inside in various locations around the railway so is an ideal winter volunteering opportunity for anyone who would prefer not to be out in the elements.

There are also the winter service sets to look after. An ideal 'just an hour' job would be to join us while the Hafod Y Llyn train is sitting in Porthmadog platform from 12:30 and help keep the brass and glass clean and gleaming or help wash the outside of the carriages.

Looking ahead to next season, the increased amount of brasswork on the new super saloons means we are particularly interested in hearing from anyone who could help with polishing the door handles and grab rails. Both occasional visitors and regular volunteers will be made welcome. This is a simple task which can make a huge difference to the presentation of our trains.

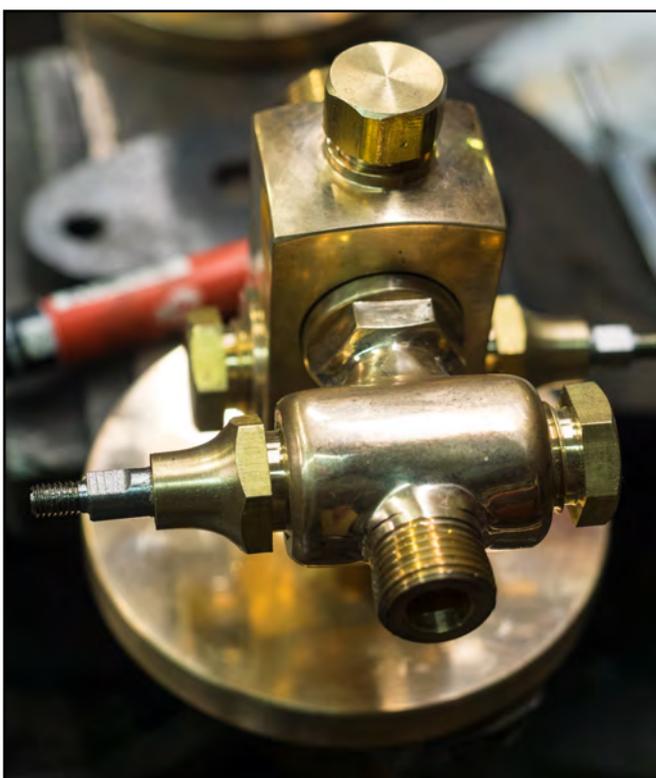
If anyone is interested in joining in, email Hazel Prent at hprent@ffwhr.com



Pony gallops ahead



Large England *Welsh Pony* is progressing well as the loco's 150th birthday approaches next year. The boiler is taking shape with tubeplates in place, holes drilled for stays and brass fittings assembled for the backhead. The loco last steamed in 1940.



New Double Fairlie parts arrive



The first parts for new Double Fairlie *James Spooner* have arrived at Boston Lodge. Pictured above, in front of the old sand dryer and *Welsh Pony's* cab, the tapered boiler barrels, fireboxes and firebox wrapper lie alongside smaller palletted components.



Harbour Station works

Work at Harbour Station is due to start after the Christmas break on Wednesday January 4th. This will comprise completing the drain from behind the beer cellar and across towards the Cob Records building.

A new fence running from the beer store side of Spooner's main entrance to the Cob Records building will incorporate new double gates and increase the size of the bin compound. Whilst works are in progress the bins will be moved to the far end of the car park.

Spooner's itself will be closed for redecoration from approximately two weeks from Monday January 9th. The decision was made to bring in professional decorators to carry out the work during the winter

quiet period in order to be ready for a fresh start to the 2017 season.

The old part of Harbour Station will also be receiving long-overdue attention to its IT cabling during January. Staff will be relocated in Portakabins in the car park, while the General Manager will take up residence in four carriages from the 'B' set, including Pullman observation car 150, service car 150 and two superbarns, which will be stabled in the FR platform road for the duration.

The train will also be used to provide staff meeting room facilities while Spooner's is unavailable due to the redecoration works.

Mutual Improvement *Tim Maynard*

Well I only lost two carriages to fire and only one of those was a buffet car. Fortunately, it was only a virtual fire, just one of the practical exercises that was part of this year's Mutual Improvement Classes. The MIC weekends have been a feature of locomotive crew's annual diary for some years, extended to Operations Department controllers, guards and signalmen in 2015. Such as is the popularity in 2016 that three such weekends were needed to accommodate everyone who wanted to attend.

This year we used a lecture theatre at Plas Tan-y-Bwlch. The room also made it easy for feedback from an experienced bunch of enthusiastic railway men, you might say heated at times, but non the worse for that. The first session was lead by Phil Brown looking at subjects as diverse as operation of works trains, departments working closer together, time management and management of trainees.

An important part of the morning was a session on safety. Nick Griffiths looked at our approach to this vital topic, highlighting human factors, risk assessment and safe systems of work. The culture of safety rightly exists at all levels across the Company, lead by the Board of Directors. We were divided into teams for the afternoon and joined a train at Porthmadog for the short journey to Pont Croesor for a number of practical sessions. The train stopped on the way at Cae Pawb with a simulated brake fault, requiring one of the teams to sort it out and fast. Delays here can have a serious knock on effect to Cambrian Coast train services.

Those on the passenger facing side, i.e. guards, might from time to time come across difficult passengers. For this exercise a driver acting as a guard was confronted by a member of the public with a complaint, the lesson being to stay calm and consider ways in which to take the heat out of the situation. We also had a lesson on how to manually operate Train Operated Trailable Points, a feature of the Welsh Highland. This was an essential refresher following a couple of minor incidents. The train then set off back to Porthmadog and stopped under one of the 'Telly Tubby bridges' where one carriage was said to be on fire. The team I was in was told to manage this potentially major incident, with my role being the guard. Part of the set up was an unusual marriage of two carriages with old and new style corridor connections. Having instructed other members of the team to evacuate the burning vehicle I set about uncoupling it to allow the loco to drag it clear of the rear of the train, the fireman would then uncouple it from the front of the train to isolate it.

But, that unusual marriage couldn't be uncoupled quickly, so with flames licking ever closer I moved one carriage back and sacrificed the buffet car as well, sorry Mr. Lewin. Obviously there was much more to it: managing passengers, calling the emergency services and ensuring everyone was safe were all part of the exercise. Shortly after we hit a car on a level crossing, others sorted that one out!



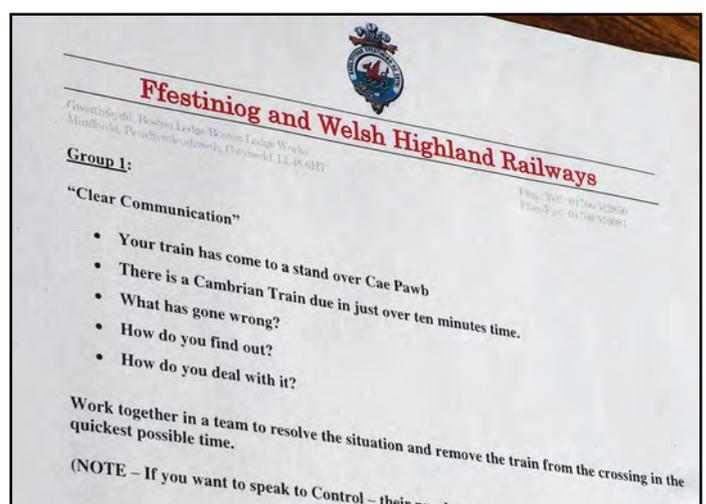
That wasn't the end of the day, as in the evening we all got together at the Ship for a very convivial meal.

The MIC continued on the following day. Operations staff had a session on subjects such as tickets and fares and the use of defibrillators being provided at some stations. Locomotive crew had their own session, I assume on the peculiarities of the steam locomotives or some such esoteric subject. We all returned to Plas Tan-y-Bwlch for the final afternoon wrap up session.

Practical training of this sort is part of the story of the Ffestiniog and Welsh Highland Railways. I was involved in several such events during my first period on the railways staff in the 1970's, on one occasion being the passenger with the heart attack.

Now an annual event, the MIC weekends are an crucial part of refreshing knowledge and team building for all train crew. We don't just make sure our passengers enjoy their journey, as a team we also ensure they have a safe one. I cannot highlight enough how important these sessions are, and would encourage all involved in train operations to join in one of the 2017 Mutual Improvement Classes.

*Tim Maynard - Operations Department
volunteer Guard and Signalmen.*



Congratulations to Safety & Development Manager Nick Griffiths in attaining the NEBOSH National Diploma.

NEBOSH is the National Examination Board for Occupational Safety & Health and offers a range of qualifications. To quote NEBOSH "The NEBOSH National Diploma is the flagship NEBOSH award and is the first UK vocational qualification to be developed specifically for health and safety professionals. Since its introduction in 1988 it has become established as the most popular qualification of its kind, with over 10,000 students having successfully gained the Diploma."

The Diploma is a post graduate diploma in Occupational Safety & Health, and covers three areas: Managing Health & Safety; Hazardous agents in the workplace; Workplace and work equipment safety. To achieve the Diploma the candidate must sit three 3 hour examinations, and submit a 10,000 word dissertation that demonstrates a practical understanding of health and safety.

The Company benefits by having in-house the knowledge and expertise to manage risk - preventing accidents to staff and customers, minimising ill health, and ensuring compliance with legislation.



A satisfied visitor writes:

Hello

In August 1961 a 14 year old boy scrambled across the stream at the Aberglaslyn Pass, clutching his Box Brownie camera, to reach the derelict trackbed of the Welsh Highland Railway. He took a photograph of one of the tunnels before wading back to the family and their 100E Ford car that was waiting in a layby. In October 2016 that same boy, older but certainly no wiser, travelled on that same piece of trackbed. This time he was on board your Garratt hauled train and what an amazing experience it was. My wife and I had a superb day out on your railway and hope it won't be 55 years before we can do it again!

The on-board service was top class.

Kind regards

John Smith
Carriage & Wagon Manager
Chinnor & Princes Risborough Railway

Waggon Tracks Shed Working Parties

Participants should contact Will High at williamchigh@gmail.com

29th-31st of December 2016

28th/29th of January 2017

18th/19th of February 2017

18th/19th of March 2017

14th-17th of April 2017

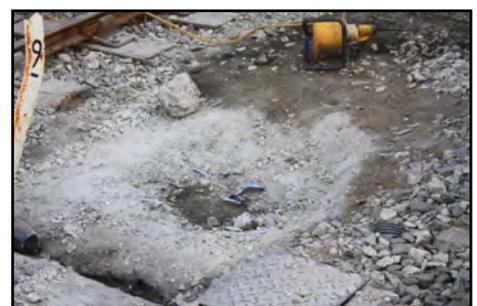
27th-29th of May 2017

Stump removal



There were four stumps left after the removal of the Minffordd Yard gantry crane built by the late Paul Dukes which had served the railway well for many years and the trackside drain team was given the task of removing them during Gigabash weekend.

It took over 10 man hours to remove each of the two stumps and the other two are yet to be removed. The bases had to be Kango hammered away before disc cutting could commence.



WHR North Wales Group

11 Ionawr / 11 January

Speaker to be confirmed

8 Chwefror / 8 February

Julian Birley - The Bala Lake Railway Extension & The Repatriation of Penrhyn Quarry Loco 'Winifred'

8 Mawrth / 8 March

Gareth Haulfryn Williams - The Vale of Rheidol Railway

12 Ebrill / 12 April

Richard Sant - The next Patriot class locomotive

10 Mai / 10 May

Group's AGM + John Ellis Williams - The Continuing Story.

17 Mehefin / 17th June

The one day outing - Cambrian Line tour - Bus from Bangor to Pwllheli, train via Porthmadog & Barmouth to Penhelig, stop for lunch - Penhelig Arms. Continue via Machynlleth, Shrewsbury and Chester back to Bangor. Bus will then run as far as required to return people to pick-up points.

Gorffennaf / July.

The long weekend trip, possibly to Ireland, dates to be confirmed.

13 Medi / 13 September

Norman Kneale - Renowned railway photographer.

All meetings at Mountain Rangers Social Club, Rhosgadfan, Caernarfon. LL54 7EY and commence at 19:30.

Real Ale and sandwiches available.

Everyone is welcome.

WHR West Midland Group

Live in the West Midlands, passing through or just keen to visit the mountains, deep valleys, crystal clear streams, herds of wandering wildebeest and glaciers of Birmingham? You would be very welcome to come to any of our meetings: We meet in the Dennis Carson Room, Dame Elizabeth Hall, Firbank Close (off Oak Tree Lane), Bournville, Birmingham B30 1UA. (This is about 2 miles south west of Birmingham city centre).

Meetings start at 7.30 pm and end at about 10.00 pm.

(A) Thursday 19th January: 'Chemins de Fer du Calvados' by Peter Lee. The Chemins de Fer du Calvados was a 600mm network serving Falaise, Arramanches, Ouistreham, Bayeux, Caen and other towns in Normandy. Much of it closed in the 1930s but parts survived until the D Day Landings, when tanks destroyed much of the track. The first train of the day on 6th June 1944 reached Luc sur Mer, at one end of Sword beach, never to complete its journey. At its height the system extended to 234 kilometres.

February: AGM

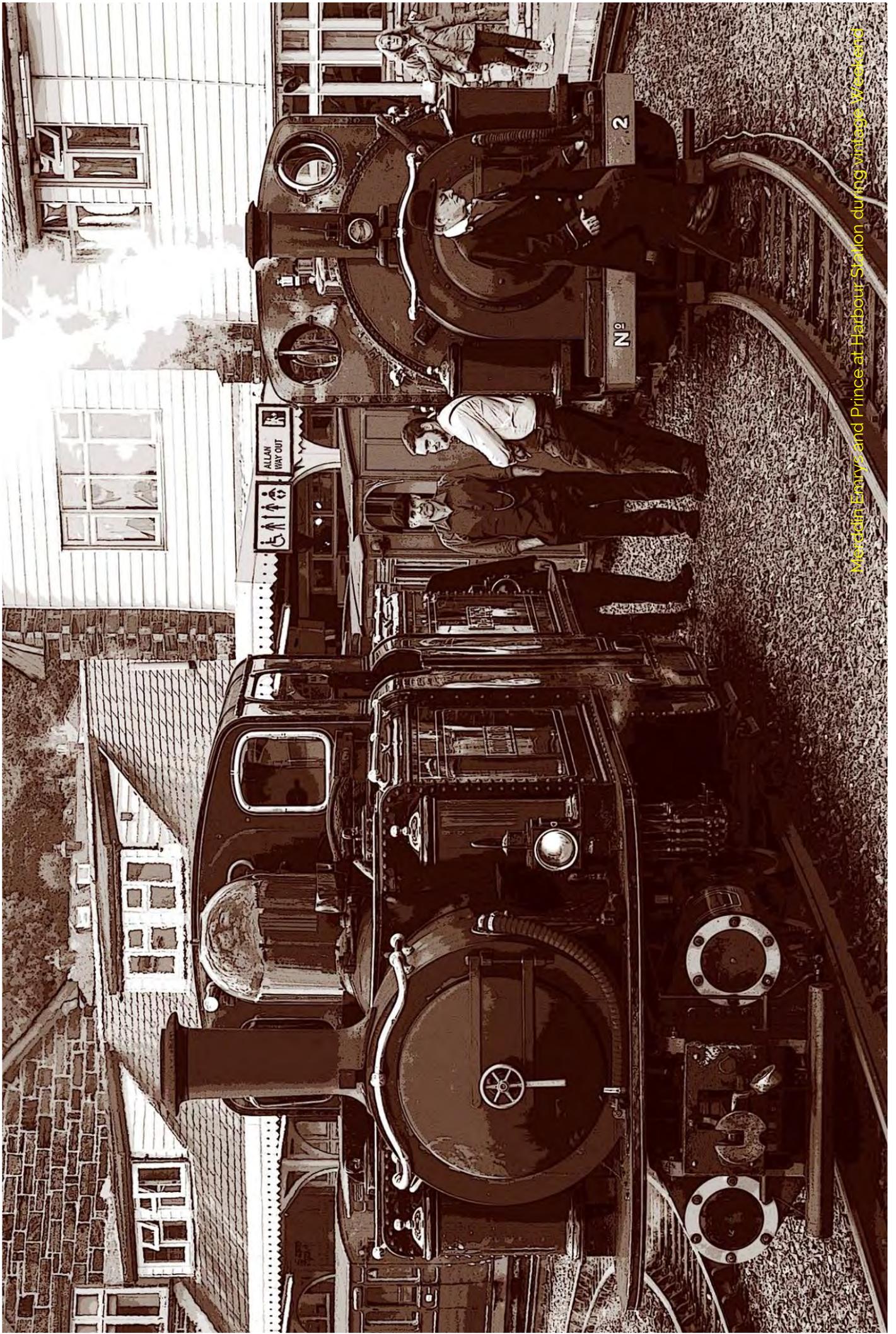
Thursday 16th March: 'The Great Western Society's Steam Railmotor' by Peter Jennings of the Great Western Society. This locomotive (is that the correct description?) was built in 1908 and restoration was completed in 2011. Peter will take us through its history, how it works and its post-restoration trips including the Looe and Brentford Branches.

Thursday April 13th: 'Trains in 2016' by Dave Waldren. Dave's films are legendary, both for the content and the film quality. This will be no exception. Featuring our own WHR trips to Chasewater and Amerton, also covering special events at Fairbourne, Corris and more in the first half, and after tea, Rio Grande steam on the Cumbres and Toltec and Durango and Silverton 3 foot gauge railroads in Colorado, USA.

Thursday May 18th: 'The New LMS Patriot Project The Unknown Warrior' by Richard Sant of the LMS-Patriot Project. This is the story of the Baby Scots and the project to build a new one. The original locomotives were designed by Sir Henry Fowler and went into service from 1930 onwards and all were scrapped at the end of steam.

Thursday 15th June: 'Fifty Years a Railwayman' by Adrian Shooter. After a career in the upper echelons of British Rail, Adrian became the chairman of Chiltern Railways (a post which he held until 2011), and is of course, owner of the Indian themed 2ft gauge Beeches Light Railway which runs around his house in Oxfordshire. This you really should not miss!

More information: Mike Hadley 01386 792877/07860 828876 e-mail: mike@mandhhadley.co.uk



Moradali Emrys and Prince at Harbour Station during vintage Weekender

Coming down the track...

- 10, 11, 17, 18, 22, 23 Dec WHR Santa trains
- 10, 11, 17, 18, 22 Dec FR Santa Trains
- 1-2 April, Megabash
- 8 April: The Snowdonian
- April 22nd - 23rd: New Volunteers weekend
- 28 April - 1 May 2017 Quirks & Curiosities II
- May 13th - 14th: Gaerfyrion Food Festival
- May 19th - 21st: Welsh Highland Railway Cwrw'r y Cleddau / Rail Ale
- May 27th - June 11th: North Wales Festival of Gardens
- June 10th: The Snowdonian Limited
- September 8th-10th: Welsh Highland Railway - Super Power
- September 23rd: Trailfest
- October 6th-8th: Ffestiniog Railway Victorian Weekend
- October 27th, 28th, 29th: Ffestiniog Railway Halloween trains
- December 10th, 11th, 17th, 18th, 22nd, 23rd: Welsh Highland Railway - Santa Trains
- December 10th, 11th, 17th, 18th, 22nd: Ffestiniog Railway - Victorian Santa Trains

Palmerston at Bryn Felin with a vintage shuttle during the WHR gala

