

Inside Motion

Sept - Oct 2015

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

Victorians steam into Porthmadog



October traditionally marks the last major event of the railway's calendar, the Ffestiniog's Victorian Weekend. This year saw the return of the popular gallopers at Harbour Station and once again shops along the High Street joined in the fun with staff in Victorian costume throughout the weekend.

An intensive timetable saw appearances by gravity slate trains, Spooner's Boat and special guest Gerald Dickens - great, great grandson of Charles - put on a performance at Tan y Bwlch on the Friday night and at Porthmadog throughout Saturday (right).

Palmerston made a welcome return to traffic in as-yet unlined red livery and Harbour Station was packed with staff and visitors dressed for the occasion. Pupils from Ysgol Eifion Wyn got the proceedings off to a great start with specially-composed songs performed on the platform before being rewarded with a free ride on the gallopers.

More pictures inside...



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 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@ffwhr.com

Victoriana on the Ffestiniog



This page and next:
A selection of pictures from the FR's Victorian Weekend.

Vintage Weekend



Building projects *Ian Hartill*

New Workshop Building

The building shell is now nearing completion. During week 41 the remaining large roller doors for both workshops, and the double doors to the marketing store will be fitted. The new crane has been delivered and is only waiting for an installation date from Pellobys. This was put back to allow parts of the internal walls to be built in advance. A snagging inspection with J. Lloyd & Son's sub-contractors is also required to attend to a number of small finishing off jobs and to fit the remaining fire escape window.

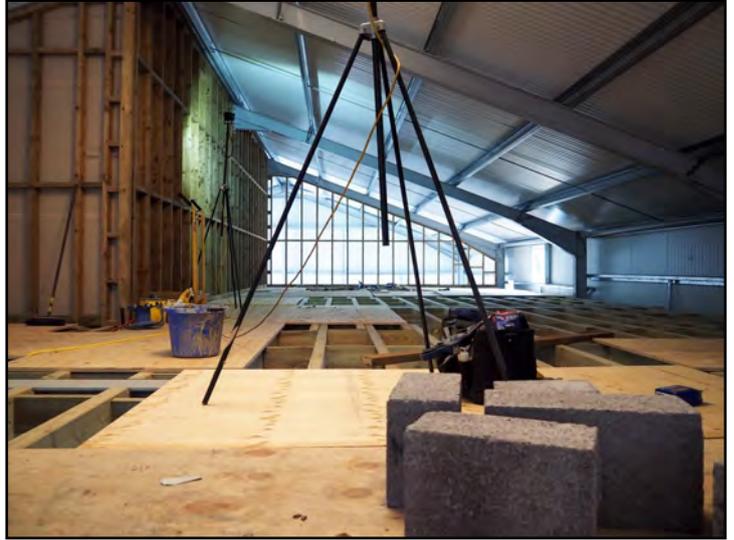
The second phase of the project, completion of the internal fit out, is now well underway, with the Buildings Department already having built more than half of the internal walls to first floor level.

The nine main steel beams that support the first floor are now in place and work is continuing to build the dividing stud walls. These rise from the top of the block walls and extend to full roof height. All walls will be covered in plaster board and then plastered.

Installation of the first part of the electrical system has begun. The main power cable has been pulled in from the yard substation ready for terminating at the distribution board, which can be fixed once the walls in the mess room area are complete. At the last electrical working party, a temporary supply was connected to the building. This enables use of various tools and work and testing the workshop crane once it is installed. The first floor pattern loft (above) is taking shape rapidly.

Once all the doors have been fitted the objective is to progress the internal walls as far as possible to allow various working groups to make a start on wall painting during Giga Bash weekend (24th & 25th October).

From now on there will be opportunities to get involved with the internal fitting out work. If you want to get involved either at Giga Bash weekend or at other times contact either Anthony Brierley abrierley@ffwhr.com or myself ihartill@ffwhr.com



Waggon Tracks Project



Brell Ewart and his team of four from Whitehouse Construction spent a week in July working on the site. Much progress was made, for which the project team are most thankful. The concrete foundation bases for the building framework were poured and the preassembled fixing bolts installed. A new yard drainage system was also installed to deal with the potential large volume of rainwater from the roof, which includes a large capacity soakaway drain situated near the end of the coal hole. An additional chamber was included to allow the existing

yard drainage system to be re-built and improved. Finally, while the large digger was on site, the opportunity was taken to complete the grading for the fan of tracks which will eventually lead to the east end of the shed.

Following delivery of the final drawings for approval, J. Lloyd's have been working hard to complete the fabrication of the steel framework. All the materials for the Z rails, purlins and other components which make up the remaining framework of the building are already on site. Erection of the framework began as soon as it arrived on site.

The shed is believed to be the first time in UK railway preservation that a building has been constructed on this scale for the storage of Waggon's rather than locos or carriages. We own the largest fleet of 19th Century railway goods vehicles in the world, all original FR assets, numbering some 220 waggons. The shed provides space for all of them - both restored and unrestored - with five roads and nearly half a kilometre of track.

We currently have 60 restored waggons, but the aim is to increase this to 120, allowing the recreation of gravity slate trains of the same size as those operated in the railway's heyday.

Other notable progress

The new power cable has been pulled into the goods shed from the substation. Once a new cable tray is installed in the Goods Shed the new cable can be connected to the distribution board, and the old supply cable removed. Working parties led by Dave High have continued with the modifications and installation of the turnouts leading to the east or Maenofferen end of the WTS.

Dan Jones has been designing the new main doors. These will be fabricated over the winter as soon as funds and labour are available. Again if you would like to contribute or help, contact either myself or Iain Wilkinson iwilkinson@fwhr.com

Boston Lodge Developments

Progress here is less tangible but ideas and plans are progressing. Gwynedd Consultancy has completed a ground investigation and soil sampling, and provided technical reports for; the areas around the access ramp and numbers 3 and 4 cottages, the foreshore below the existing carriage shed, and the works yard adjacent to the septic tank. Using this information various design options for a new access ramp have been prepared and the pros and cons of each scheme have been reviewed by our in-house design team of Stuart McNair and Alan Brant, as well as the Boston Lodge Steering Group. Various comments and suggestions have been made and designs are currently under review in order to arrive at a scheme that will solve most of the current problems with the ramp, while maintaining as far as practical the heritage character of the Boston Lodge halt area.

On the other side of the site the focus is on creating sufficient land for the new carriage shed with the minimum impact on the foreshore area. Gwynedd Consultancy have produced proposals for a design to widen the embankment, which have been discussed with Natural Resources Wales flood protection and ecological team. The concern is how any development would affect the Special Area of Conservation (SAC site) which makes up the majority of the foreshore land on the seaward side of the Cob. An ecological impact assessment report is currently being prepared, which will assist in the decision and planning process.

One of the most significant considerations in the redevelopment of Boston Lodge is ensuring that the heritage of the site is protected and documented. During the first two weeks of October a second series of archaeological digs was carried out. These covered the area of the old carpenter's shop (where the old tunnel mess building stood until Kids week) and the remaining two gunpowder sheds.

Also of concern is the Listed Building Status of the site. The majority of the buildings at Boston Lodge are already listed, and many of the others directly affect these due to the way the buildings are linked together. Therefore to avoid any problems in the future it is intended to hold an early meeting with the local Listed Buildings Department to review the outline proposals and seek guidance on how best to proceed while protecting those buildings which have historical significance.



Thanks, Santa Dafydd Thomas

The recipient of the Welsh Highland Railway Society's Token of Appreciation at this year's AGM was Tony Murphy, who has been a track volunteer on the WHR with the North Wales Gang long before it was known as the Black Hand Gang.

He started at Glan y Pwll twenty years ago, where he learnt the rudimentary elements of laying track under the watchful eye of the Ffestiniog Railway's Permanent Way staff. But Tony's award was not really for this, although this level of volunteering commitment deserves to be recognised in itself; it was for his role as the Welsh Highland Railway's Santa on the hugely successful Santa Trains.

Tony, pictured right with driver Roland Doyle, has been our Santa from the very beginning and he has made that role his own with a unique style. He has been a true trooper, even turning up on one occasion when full of cold because he didn't want the children to be disappointed. His take on the role of Santa is one of the key factors in the success of our Santa Trains, which attract passengers from far and wide.



We regularly see families coming from as far away as Liverpool because 'it's the best Santa Train we've ever been on'. Some parents still come even after their children have grown up because they enjoy it so much!

David Black

It is with sadness that we report the death of David Black and that his funeral was held on Monday 21st September.

He joined the Ffestiniog Railway as Assistant Works Manager in the early 1990s. He was a skilled engineer and played a major role in the restoration of Quarry Hunslet locomotive *Lilla*.

During his career, David also worked as an engineer on the Bala Lake Railway and was works manager at the Fairbourne Railway during its 15 inch gauge days.

He left the F&WHR in 2001 and returned to lecturing in Dolgellau. He had suffered from cancer and was led to understand that it had been successfully treated, but it unfortunately returned and David died at his home in Arthog. He is pictured with Fairbourne Railway loco *Katie* at the Kirklees Light Railway earlier this year.



Steel-bodied carriages *Paul Lewin*

The programme to re-body carriages continues. Last year old carriage 119 was replaced by a new super saloon and shortly we will have 117 in service with its new body too. The new vehicle, whilst continuing the house style associated with the FR Barns of the 1960s, are designed and built to a much higher standard. They feature superior seat spacing, double glazing, efficient heating, better handrails and steps, wide doors and increased luggage capacity.

They are designed with passengers' needs in mind, including those with more luggage, buggies and special access needs.

Once a vehicle has gone through the re-bodying program we are left with a steel body shell without bogies or brake gear. The interior fitting rotations have been planned such that the best seats from these vehicles are moved to those still in service. What is left is a body with fairly worn seats. This of course leave us with a problem as to how to deal with storing something that has been part of our recent history but currently has no use on the railway nor is it possible to use them as they have no running gear and we have nowhere to store them.

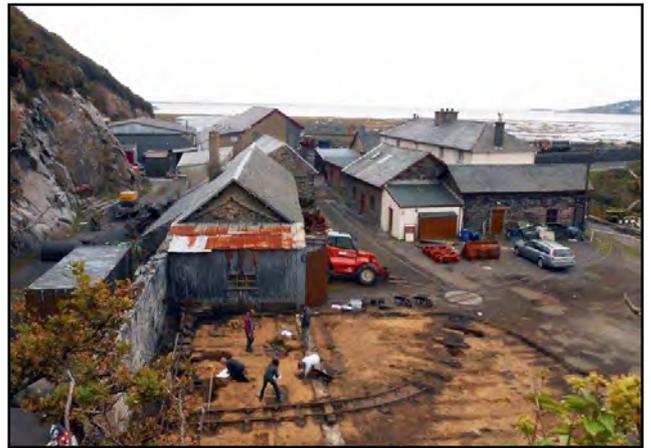
Rather than scrap them the best solution is to sell them to other railways. We have been fortunate in finding two railways in the UK each wanting to take these bodies, refurbish them and put them on bogies in their possession. In each case the railways have a short running line to which these carriages are well suited. In due course 118 and 120 will follow 117 and 119 to these new homes. This means that these vehicles will not be lost and will continue to bring pleasure to passengers for many years to come.

Some time ago, carriage 121 was converted to service vehicle 124. Carriage 110, the first of the steel-bodied carriages, has been earmarked for preservation and will be retained in traffic for the foreseeable future. In the case of carriage 116, an earlier vehicle with aluminium body sides, this has been modified to have its first class compartment removed and its windows changed such that seat spacing akin to the newer vehicles is possible. It too should see service for quite some time yet.

Pictured (top) 18 months ago, Carriage 111, the observation car with a driving compartment from push-pull days is to be transferred to departmental service complete with its current bogies. This vehicle offers only 11 first class seats and has part of the rearward view obscured by the driving compartment. Like 117-120 it is not easily modified due to the nature of its construction. It is replaced by Pullman observation car 150 (above) which has new pair of bogies allocated to it

The three Carnforth carriages 112-114 will continue in service for some time yet and the original barns will be carefully considered for minor modifications when they come due for overhaul with a view to improving some of the problem areas associated with them.





Boston Lodge Memorial

The **Boston Lodge memorial**, dedicated by the Bishop of Bangor in 2010 (above left), is being relocated to a new location, offering a view over the Works and to the sea beyond. The relocation is necessary in order to enable access to the new carriage shed planned for Glan y Mor. The second picture shows the view from the memorial's new location, along with work continuing on the Boston Lodge archaeological dig, which has revealed yet more hidden track in the Top Yard. (below)



Welsh Pony progressing well

Work has started on machining Large England *Welsh Pony's* new cylinders at Boston Lodge Works.

Nearly all the required components are now on hand enabling rebuilding to begin for the loco's planned return to service in time for its 150th birthday in 2017.



Help needed

Looking for a gentle but fulfilling job to enjoy on winter days?

With the changes in storage brought about by the Minffordd yard development and work at Harbour Station we have a lot of work to do tidying up our archives. We have several jobs to do including listing, tidying and indexing a collection of posters and drawings. We also need to work through many boxes of archive material prior to sending them off for storage at the archive offices in Dolgellau. There are also racks to be built in the new workshop building in readiness to house the numerous historic patterns in our collection whilst cataloguing them on line. And, as they say, lots more besides...

If you would like to get involved please email Pauline Holloway pholloway@ffwhr.com to arrange an introductory discussion with Paul.

Your railway needs you! *Dafydd Thomas*



For the forthcoming winter we have an intensive programme of track renewal and maintenance planned. In order to achieve all our goals so that we have two fully operational railways by mid-February 2016 we need your help; so please take a look at the dates on the next page and see if you can come along and help.

The Permanent Way Department will at last be back to full strength by the end of October when we will have three new members of staff in place plus some additional help for the winter. They will be fully engaged throughout the week in pushing the track renewal programme on the Ffestiniog line but they will need the volunteer gangs at weekend to keep progress going. There will be contractors to do a lot of the heavy work.

The maintenance programme on the Welsh Highland line will be totally undertaken by volunteers and / or contractors. The jobs range from laying new track from Penrhyn Crossing through to Highgate Crossing to giving the WHR bridges a bit of TLC, as well as installing a new turnout for Boston Lodge Old Loco Shed and laying track on a new alignment on the WHR; with also a number of other vitally important jobs.

The Dee & Mersey Gang, the White Rose Gang, the Black Hand Gang, the Rest of the World Gang, the Tuesday Gang and the Tuesday Gang South will all be working hard doing their bit, not only at weekends but also during the week.

But we still want more, there are gaps at some weekends that we need to fill so come along as individuals or join together with your friends, neighbours or colleagues and form your own gang.

On the list of jobs, a red star means no volunteers have yet signed up for the task and there are a lot of red stars. Please help me get rid of them. If you can help or would like more information please contact me or Tom.

Dafydd Thomas 07919 414877 dthomas@fwhr.com
Alun Tomlinson 07919 414883 atomlinson@fwhr.com



Winter Works Programme 2015 -2016

DATES	Gang confirmed	Ffestiniog Railway	Welsh Highland Railway
24 – 25 October	Gap needs to be filled.	Preparation for winter programme – predrilling sleepers. *	Preparation for winter programme. *
31 October & 1 November	Dee & Mersey / Black Hand	Preparation for winter programme – predrilling sleepers.	Lever frame at Rhyd Ddu.
7 – 8 November	Rest of the World – 7 th to 13 th	Preparation for winter programme. *	Fish plate servicing
14 – 15 November	Black Hand / White Rose - 13 th to 15 th	Laying new track from Penrhyn Crossing to Highgate Crossing.	Bridge maintenance
21 – 22 November	Gap needs to be filled.	Laying new track from Penrhyn Crossing to Highgate Crossing. *	Lever frame at Rhyd Ddu. *
28 – 29 November	Dee & Mersey / Black Hand	Laying new track from Penrhyn Crossing to Highgate Crossing.	Lever frame at Rhyd Ddu.
5 – 6 December	Rest of the World – 5 th to 11 th	Laying new track from Penrhyn Crossing to Highgate Crossing. *	Bridge maintenance & fish plate servicing
12 – 13 December	Black Hand	Completion of Penrhyn to Highgate relaying. *	Lever frame at Rhyd Ddu.
19 – 20 December	XXXX	Santa Trains everywhere.	Santa Trains everywhere.
26 December	xxxx	Post Christmas	Post Christmas
27 – 30 December	Joint Gang – all welcome.	This will be something different and interesting.	This will be something different and interesting.
2 – 3 January	Gap needs to be filled.	Preparation for relaying at Minffordd (Lottie's) crossing. *	Lever frame at Rhyd Ddu. *
9 – 10 January	Black Hand	Removal of old turnout at Boston Lodge Old Loco Shed. *	Track work at Cae Bryn Siriol and Cae Pawb.
16 – 17 January	White Rose – 15 th to 17 th Rest of the World – 15 th to 22 nd	New turnout at Boston Lodge Old Engine Shed.	Track work at Cae Bryn Siriol and laying new track at Coed Bryn Siriol.
23 – 24 January	Black Hand	Boston Lodge crossing refurbishment. *	Installation of new turnout at Pont Croesor.
30 – 31 January	Gap needs to be filled.	Track reinstatement at Tan y Bwlch bridge. *	Completion of turnout at Pont Croesor. *
6 – 7 February	Black Hand	Completion of works at Minffordd crossing. *	Completion of turnout at Pont Croesor.
13 – 14 February	White Rose – 12 th to 14 th	Completion of works at Minffordd crossing.	Fish plate maintenance. *

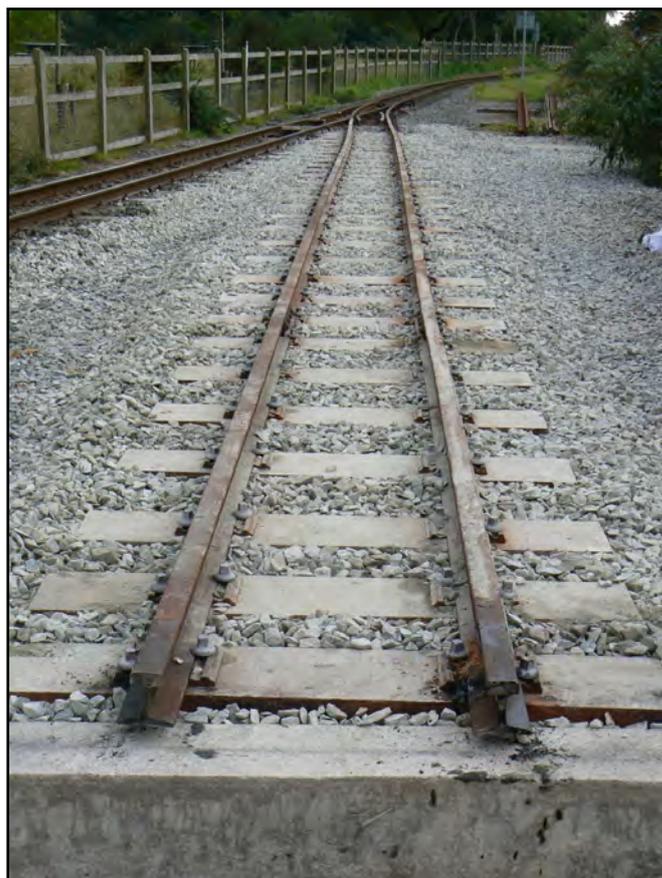
Gasworks siding completed



Kim Winter of Imperial College London organised a working party of ICR&TS members on the WHR on 25/9/15 and started work on the Gasworks Siding at Llyn Bach.

The siding was completed the following weekend by the Black Hand Gang and will be used for stock movements requiring road transport.

The first loco to use the siding later this month will be Quarry Hunslet *Winifred*, visiting for a photo charter.



Safety *Nick Griffiths*

Headphones! Following a recent near miss all staff are reminded that they must not use MP3/iPods/etc. with headphones or ear pieces when they are on duty. It is virtually impossible to hear approaching trains when they are worn.

Accident/Incident reporting: a reminder that accidents and incidents need reporting to Pauline Holloway using the proforma which can be found in First Aid boxes or are available from your manager.

Statesman Rail

Our friends at Statesman Rail, organisers of the charter trains that regularly bring passengers to the F&WHR, are looking for stewards to look after passengers on their rail tours. Volunteers need to board at the first departure station and alight at the last station on the return. The days are long, but breakfast and dinner are provided. The cost of rail travel and hotels is paid when required and volunteers receive £50 per trip.

If any volunteers would be interested in helping out next year, email operations@statesmanrail.com or phone 03453 102458.

- October 24-25 Gigabash, Minffordd
- October 29 - 31 FR Halloween trains
- October 29 WHR Halloween train
- First week of November - photocharters with guest Quarry Hunstlet *Winifred*
- November 28-29 Warley National Model Railway Exhibition, Birmingham NEC
- December 12, 13, 19, 20, 22, 23 WHR Santa trains
- December 12, 13, 19, 20, 22 FR Santa trains
- 26 - 28 March Family events around the railways
- 16 April The Snowdonian 80 mile round trip
- 30 April-2 May Ffestiniog Railway Members' Weekend
- 20 - 22 May Welsh Highland Railway Cwrrw ar y Cledrau/Rail Ale
- 25 July - 29 Aug Summer of Fun
- 28 July, 4, 11, 18, 25 Aug Ffestiniog Railway Jazz Trains
- 21 Aug Classic Car & Family Day at Dinas
- 9-11 Sept Welsh Highland Railway Super Power
- 18 Sept Ras y Cob
- 24 Sept Traffest
- 7-9 Oct Ffestiniog Railway Victorian Weekend.
- 27, 28, 29 Oct Ffestiniog Railway Halloween trains
- 27 Oct Welsh Highland Railway Halloween Train
- 10, 11, 17, 18, 22, 23 Dec WHR Santa trains
- 10, 11, 17, 18, 22 Dec FR Santa Trains

Coming down the track...