

W H R Phase 4 (Porthmadog - Rhyd Ddu)

distances		site designation & identification				gradients	timetable		
miles	km	chainage	WHLR Ltd	description	FR Co	place name <small>BOLD = official & approved ITALICS = unofficial & unapproved, but permissible</small>	■ = slight ■ = steep	mph	mins
		35200		causeway		The Cob	LEVEL	10	arr 01 dep 04
0.00	0.00	34950		terminal & interchange station with shop, restaurant, toilets & car park; watering & fuelling facilities for steam locos & their crews; end of token section; historic FR/WHR boundary		PORTHMADOG HARBOUR STATION		5	dep 00 pass 05
0.06	0.10	34850	UB221/LC127	public road		Britannia Bridge		TRAMWAY 10	
0.09	0.14	34810	LC126	public footpath					
		new LC, not in TWA drawings			LC59.30	varies greatly, but averages 1 in 500 DOWN		TRAMWAY 10	07½
0.21	0.33	34620	LC125	public footpath	LC59.17				
0.24	0.39	34560		facing points & siding					
0.32	0.51	34440	LC124	public footpath	LC59.02				
		new LC, not in TWA drawings			LC58.99				
0.34	0.55	34400	LC123	public road	LC58.96	Snowdon Street		TRAMWAY 10	
0.35	0.57	34380		site of former junction		<i>Gorseddau Junction</i>	10		
0.39	0.63	34320	UB220	canal	UB58.88	<i>Pont y Cyt</i>			
0.47	0.75	34200		site of former station		<i>Portmadoc New</i>			
½ mile	0.80	34150	LC122	railway	LC58.71	Cae Pawb	LEVEL	10	09
0.50	0.81	34140	UB219	culvert		<i>Gelert's Farm</i>	1 in 500 UP	15	
0.65	1.04	33910		site of former station					
		new LC, not in TWA drawings			LC58.33	Pen y Mount Junction	LEVEL	10	11
0.79	1.27	33680	WHR(P) station & rail connection						
0.85	1.37	33580							
0.87	1.40	33555	LC121B	bridleway	LC58.11				
0.87	1.40	33550	LC121A	occupation					
0.96	1.55	33405	LC120B	occupation	LC57.97				
0.96	1.55	33400	LC120A	bridleway					
1 mile							see commentary ➔		
1.43	2.30	32650	OB217	accommodation	OB57.26	<i>Traeth Mawr, or Pugh's Bridge</i>	see commentary ➔	20	
		new LC, not in TWA drawings			LC57.21				
1½ miles									
1.65	2.65	32300	OB216	accommodation	OB56.83	<i>Portreuddyn, or Williams' Bridge</i>			
1.77	2.85	32105	UB215	culvert			effectively LEVEL		
1.77	2.86	32095	LC117	accommodation	LC56.65				
2 miles							LEVEL	10	16
2.04	3.28	31675	LC116	accommodation	LC56.21				
2.04	3.29	31660	UB214	stream		100 Year Culverts			
2.20	3.54	31410	LC115	accommodation	LC55.93				
2.25	3.62	31330	UB213	culvert					
2.41	3.88	31070	LC114C	footpath	LC55.61				
2.41	3.89	31065	LC114B	accommodation	LC55.60				
2.42	3.90	31050	LC114A	public road	LC55.58				
2.45	3.95	31000	UB212	river	UB55.54				
2.47	3.97	30980	UB211	cattle creep					
2.49	4.00	30950	LC113	public footpath	LC55.48				
2½ miles							1 in 500 UP	20	
2.56	4.12	30830	UB210	culvert			LEVEL	10	18½
2.60	4.19	30760	UB209	culvert					
3 miles									
3.25	5.23	29720	UB208	culvert		<i>Ynysfor, or Pooh Corner</i>			
3.26	5.25	29705	LC111	accommodation	LC54.26				
3.44	5.54	29410	UB207	culvert					
3.45	5.55	29405	LC110	accommodation	LC53.96	Gatws Bach			
3½ miles									
3.70	5.96	28990	UB206	culvert					
3.78	6.08	28870	UB205	culvert		Croesor Junction			
3.89	6.26	28695	LC109	accommodation	LC53.42				
3.89	6.26	28690	UB204	culvert					

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4 miles									
4.03	6.48	28470	LC108	accommodation	LC53.06		LEVEL	20	22½
4.03	6.49	28460	UB202	culvert					
4.14	6.66	28295	LC107	accommodation	LC52.89	<i>Ynysfâch</i>			
4.14	6.66	28290	UB201	culvert					
4.28	6.89	28060	LC106	accommodation	LC52.66		see commentary →	20	22½
4.28	6.88	28070	UB200	culvert					
4.29	6.90	28050	UB199	river	UB52.63	Pont Dylif			
4.44	7.15	27805	LC105B	footpath	LC52.40	<i>Hafod Garregog</i>			
4.44	7.15	27805	LC105A	occupation					
4½ miles							[LEVEL]		
4.61	7.42	27530	UB198	culvert			see commentary →	15	24
4.65	7.48	27470	UB197	culvert					
4.69	7.55	27400	UB196	river	UB51.98	Pont Ynysferlas			
4.72	7.60	27350	LC104	accommodation	LC51.96				
4.84	7.79	27160	UB195	culvert			[LEVEL]	20	25
4.88	7.85	27100	LC103B	accommodation	LC51.70	Parry's Pig Farm			
4.88	7.85	27100	LC103A	footpath					
4.90	7.88	27070	UB194	culvert					
4.95	7.96	26990	UB193	culvert					
5 miles									
5.01	8.07	26880	UB192	culvert			LEVEL	20	28½
5.06	8.15	26800	UB191	culvert					
5.07	8.16	26795	LC100	accommodation	LC51.40	Grid Gwartheg			
5.15	8.28	26670	UB190	culvert					
5.19	8.36	26590	LC99	accommodation	LC51.22				
5.36	8.62	26330	UB189	culvert					
5.40	8.70	26255	LC97	accommodation	LC50.88				
5.44	8.76	26190	UB188	culvert		HEN HAFOD			
5.46	8.78	26170	LC96	accommodation	LC50.79	temporary terminus from 21 May 2009			
5½ miles									
5.56	8.95	26000		ref. gradient →			1 in 400 UP	20	28½
5.61	9.03	25920	LC95	footpath	LC50.52				
5.62	9.05	25900		otter holt		Gwâl y Dwrgi			
5.64	9.07	25880	UB187	culvert					
5.68	9.15	25805	LC94	accommodation	LC50.41				
5.72	9.20	25750	UB186	culvert					
5.75	9.26	25690	UB185	sheep creep					
5.77	9.29	25660	LC93	accommodation	LC50.27		1 in 70 UP		
5.78	9.30	25650	UB184	stream		<i>Nantmor Bank</i>	1 in 40 UP		
5.86	9.43	25520		ref. gradient →					
5.91	9.51	25440	UB183	stream					
5.93	9.54	25410	UB182	public road	UB50.00	Nantmor Roadbridge	1 in 200 UP		
6 miles									
6.07	9.77	25180	UB181	stream		Cae Newydd	1 in 50 UP		
6.10	9.82	25130		ref. gradient →				15	
6.20	9.98	24970	UB180	culvert		Nantmor			
6.23	10.02	24930		site of former halt					
6.23	10.03	24920	LC92	public road	LC49.50	Nantmor Crossing		5	30
6.25	10.06	24890	UB179	culvert					
6.30	10.14	24810		see commentary →			1 in 40 UP		
6.34	10.21	24740	UB178	double culvert	UB49.32	Cwm Bychan			
6.36	10.24	24710	UB177	culvert	UB49.29			15	
6.41	10.31	24640	T4	tunnel	T49.10	T4 or Long Tunnel or Twnel Hir			
6½ miles									
6.58	10.59	24360		north end of tunnel		<i>Aberglaslyn Pass</i>			
6.62	10.65	24300		ref. gradient →					31½
6.64	10.68	24270	T3	tunnel	T48.85	T3	see commentary →	5	
6.67	10.74	24210	T2	tunnel	T48.77	T2			
6.77	10.89	24060	UB176	culvert			see commentary →		
6.89	11.09	23860	UB175	culvert					
7 miles									
7.02	11.30	23650	LC91	public footpath	LC48.24		1 in 370 UP	15	
7.05	11.34	23610		sheepfold		Corlan			

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7.12	11.46	23490		ref. gradient ➔			see commentary ➔	10	35				
7.15	11.50	23450	LC90	public footpath	LC48.00		LEVEL						
7.19	11.57	23380	UB174	river	UB47.98	Bryn y Felin	1 in 50 UP						
7.22	11.62	23330	OB173	A498	OB47.92								
7.33	11.79	23160		house			1 in 100 UP	15					
7.48	12.03	22920	UB172	culvert									
7.48	12.04	22910	LC89	accommodation	LC47.50								
7.49	12.05	22900	UB171	culvert									
7½ miles													
7.51	12.09	22860	UB170	sheep creep			1 in 40 UP with minor variations between 1 in 38+48	5					
7.56	12.16	22790	LC88	occupation	LC47.36	Beddgelert Cemetery							
7.59	12.22	22730	UB169	culvert									
7.68	12.36	22590	T1	tunnel	T47.15	Goat Tunnel							
7.76	12.48	22470	OB168	public footpath	OB47.05	Oberon Footbridge							
7.86	12.65	22300	intermediate station & block post, with passing loop & siding; water supply for down trains only; platform shelters & (eventually, but not in 2009) shop, café & toilets; no dedicated car parking; the foot crossing over the down line is LC47.00			BEDDGELERT temporary terminus 7 April - 20 May 2009				10	arr 40 dep 00		
7.92	12.74	22210	UB167	occupation	UB46.79								
7.95	12.79	22160	UB166	river	UB46.75	Lower Cwm Cloch Riverbridge							
7.98	12.84	22110	UB165	occupation	UB46.70	Pont Alyn							
8 miles													
8.07	12.98	21970		see commentary ➔			10						
8.08	13.00	21950	LC87	accommodation	LC46.52	Cwm Cloch Canol							
8.14	13.10	21850	LC86	occupation	LC46.43								
8.15	13.11	21840	UB164	river	UB46.42	Middle Cwm Cloch Riverbridge							
8.25	13.27	21680	LC85	accommodation	LC46.26	Cutting Mawr							
8.30	13.35	21600	UB162	culvert									
8.33	13.40	21550		see commentary ➔									
8.38	13.48	21470	UB161	culvert									
8½ miles													
8.54	13.75	21200	UB159	culvert		1 in 40 UP with minor variations between 1 in 38+48				10			
8.59	13.82	21130	UB158	river	UB45.71		Upper Cwm Cloch Riverbridge						
8.59	13.83	21125	LC82B	bridleway	LC45.70		Cwm Cloch Uchaf						
8.59	13.83	21120	LC82A	occupation									
8.64	13.91	21040	UB157	culvert									
8.69	13.99	20960		see commentary ➔									
8.81	14.18	20770											
8.88	14.29	20665	LC81B	accommodation	LC45.25								
8.88	14.29	20660	LC81A	public footpath									
8.93	14.37	20580	UB156	stream	UB45.17		Afon Glochig						
8.95	14.40	20550	LC80	private footpath	LC45.16	Tyn y Coed							
8.98	14.45	20500	LC79	accommodation	LC45.09								
8.98	14.46	20490	LC78	public footpath	LC45.08								
9 miles													
9.04	14.54	20410	UB155	culvert		15	07½						
9.09	14.63	20320	UB154	culvert									
9.27	14.92	20030	UB152	stream									
9.29	14.95	20000	request stop							Meillionen Forest Campsite	arr 09 dep 09½		
9.41	15.15	19800	LC77	occupation & public footpath	LC44.39					Meillionen (or Maggie's) Crossing	5		
9.44	15.19	19760	UB150	river	UB44.35					Afon Meillionen			
9.46	15.23	19720	LC76	accommodation & public footpath	LC44.31					Coed Mawr Crossing	5		
9½ miles													
9.51	15.30	19650	UB149	culvert						15			
9.54	15.35	19600	UB148	culvert	UB44.18								
9.57	15.40	19550	LC75	accommodation	LC44.16								
9.61	15.47	19480	UB147	culvert									
9.69	15.59	19360	UB146	stream									
9.76	15.71	19240	UB145	stream									
9.82	15.80	19150	LC74	accommodation	LC43.73								

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9.82	15.81	19140	UB144	culvert					
9.92	15.97	18980	LC73	occupation	LC43.56	Weirglodd Isaf	10	14½	
9.96	16.03	18920	UB143	culvert	UB43.49				
9.98	16.06	18890	UB142	culvert		<i>Keay's Culvert</i>			
10 miles	16.09	18860	UB141	culvert			10		
<i>new LC, not in TWA drawings</i>					LC43.33				
10.10	16.26	18690	UB140B	culvert		↓ Canal Curve, or Tro Camlas			
10.21	16.43	18520	UB140A	culvert					
10.25	16.49	18460	UB139	culvert		Canal Bog, or Cors y Gamlas			
10.34	16.64	18310	UB138	culvert					
10.40	16.73	18220	UB137	culvert					
10.44	16.80	18155	LC72B	bridleway	LC42.75	<i>Hafod Ruffydd Ganol</i>	1 in 40 UP <small>with minor variations between 1 in 38+48</small>		
10.44	16.80	18150	LC72A	accommodation					
10.46	16.84	18110	UB136	culvert					
10½ miles									
10.56	17.00	17950	LC71B	occupation	LC42.54	Hafod Ruffydd			
10.57	17.01	17945	LC71A	bridleway					
10.71	17.24	17710	UB133	stream	UB42.31	<i>McAlpine Bridge</i>			
10.79	17.36	17590	UB132	culvert	UB42.19	Tro Cwm Du	20		
10.81	17.39	17560	UB131	stream	UB42.16	<i>Pont Afon Cwm Du</i>			
10.86	17.48	17470	UB130	culvert					
10.96	17.64	17310	UB128	culvert					
10.99	17.69	17260	LC70D	bridleway	LC41.88				
11 miles									
11.03	17.75	17200	UB127	culvert		Tro Elain			
11.20	18.02	16930	UB126	culvert					
11.31	18.20	16755	LC70C	footpath					
11.31	18.20	16750	LC70B	forestry haul road	LC41.34	Cae'r Gors Cutting			
11.42	18.39	16565	LC70A	bridleway	LC41.16				
11.45	18.43	16520	UB125	culvert			10		
11½ miles									
11.56	18.60	16350	LC69	accommodation	LC40.99	Copa Crossing	1 in 100 UP		
11.65	18.75	16200	highest point on the route				LEVEL	21	
11.67	18.78	16170	ref. gradient ➡			Pitt's Head	1 in 45 DOWN		
11.79	18.98	15970	OB124	abutments only			1 in 75 DOWN		
11.80	18.99	15960	OB123	public road	OB40.56		LEVEL		
11.87	19.10	15850	UB122	culvert					
11.90	19.15	15800	UB121	culvert					
11.95	19.23	15720	(LC68)	private footpath	LC40.32	<i>Ffridd Uchaf</i>	1 in 60 DOWN		
12 miles									
12.04	19.37	15580	UB120	culvert			1 in 90 DOWN	20	
12.07	19.43	15520	ref. gradient ➡						
12.10	19.48	15470	LC67	accommodation	LC40.08	Beudy Cerrig	1 in 270 UP		
12.13	19.52	15430	ref. gradient ➡						
12.14	19.54	15410	UB119	culvert			1 in 90 UP		
12.24	19.69	15260	LC66	accommodation	LC39.96	<i>Beudy Adwy</i>			
12.24	19.70	15250	ref. gradient ➡				1 in 200 DOWN		
12.25	19.72	15230	ref. gradient ➡				1 in 85 DOWN		
12.32	19.83	15120	UB118	culvert					
12.38	19.92	15030	UB117	culvert					
12½ miles									
12.51	20.13	14820	intermediate station & block post; passing loop & sidings; water supply for up & down trains; platform shelter; toilets in adjoining SNPA car park			RHYD DDU temporary terminus 18 August 2003 - 6 April 2009	LEVEL	10	arr 25

IMPORTANT

This document is issued in good faith, for route-learning purposes, and is believed to be accurate & complete: it is however subject to the following explanations & exceptions...

- Chainages are not 100% reliable, with the exception of those in Column F, the FR Co bridge & crossing plates.
- Site designations and identifications are as finally agreed between Operating and Construction companies.
- Gradients are generally as surveyed for the T.W.A. application, and not in every case as built, but any variations between the one and the other are of a minor nature.
- Section timings are no more than projections at this stage: they are based on planned line speeds, known topography and provisional timetables.
- The historical & geographical commentary is authored by Peter Lawson, but based on a wide variety of commonly-available source material.
- Operating notes merely summarise the procedures estimated to be in place by the time the new sections of railway are open: they are NOT final!

W H R Phase 4 (Porthmadog - Rhyd Ddu)

historical & geographical commentary

operating notes

<p>← views of special interest (or easily missed) to the LEFT, i.e. driver's side</p>	<p>view to RIGHT, i.e. fireman's side →</p>	<p>selective location-specific advice & information for loco crews</p>	
<p>← The Cob embankment (Madocks' great land reclamation scheme of 1807-11) was to have been widened at the Port end to make room for a two-faced platform - FR trains departing east, WHR trains going west. Alas, not to be for 2009, nor even perhaps for 2010: so for the time being, FR & WHR trains share the single platform, with the Port Pilot diesel loco bringing trains in & out to 'meet' their out-of-gauge WHR loco.</p> <p>Harbour Station, historic terminus of the Ffestiniog Railway since 1836. Rails crossed Britannia Bridge (from 'island' to 'mainland') from the earliest days, until 1957: in fact milepost '0' was situated at the far end of the harbour, near today's Yacht Club. The WHR connection, which veered right into Madoc Street to join the route of the former Croesor Tramway, was not laid until 1923, by which time the harbour branch saw very little slate traffic. Unlike today's railway, the original WHR route went in front of the Shell filling station, running through the streets and what eventually became the present town car park, and rejoining the current alignment near today's LC124/59.02.</p> <p>← Once over the bridge, on the right, the Ynys Towyn rock, from which stone was quarried (as at Boston Lodge) for building the Cob: on the left, the former Co-op supermarket, now a Wilkinson's store, complete with a substantial newly-built extension. The tranquil Llyn Bach (always intended to be the town's inner harbour, but never finished) has become home to various species of duck, curlews, oystercatchers, cormorants, mute swans and (just occasionally) grey seal and otters: on the far side, the lock gates which separate fresh and salt water.</p> <p>← Built on the site of the town's former gasworks, Gasworks Siding (on the left, half way along the car park) is intended for use as a 'bolt-hole' for assisting locos, and road-rail transhipments to/from Boston Lodge Works. Snowdon Street Crossing has 'wig-wag' flashing lights.</p> <p>← Beyond Snowdon Street, on the left, the site of the North Wales Slate Co's premises and its sidings: all that survived in WHR days of the 1875-built Gorseddau Tramway. On the right, the former Flour Mill: in 1923, when the WHR opened, this was importing 500 tons of grain a month, and producing similar amounts of flour, most of it arriving or leaving (e.g. to Penrhyn Bakery) by rail. Y Cyt, at the end of the tramway section, is the old 'ship canal' linking Portmadoc and Tremadoc: the Flour Mill loop points were on the bridge.</p> <p>← The short-lived Portmadoc New station had a full length loop on the right, with two platforms, and - on the left - a booking office, refreshment stall, waiting room and water column. The site was virtually derelict by 1929. The land on the right was once (in the 1920s) earmarked for a combined FR+WHR works and depot to replace Boston Lodge.</p> <p>← Cae Pawb, the unique dual-gauge crossing of the Cambrian line from Paddington to Pwllheli, was re-installed in October 2006. Pre-1937, the FR's Double Fairlies were seldom seen beyond this point, probably (some suggest...) because their driving axles are (near enough) 4' 8½" apart, but more likely because loadings on the old WHR never required bigger locos than Russell, the Baldwin and the FR's little Englands.</p> <p>← Gelert's Farm depot & heritage centre is on the left - headquarters of the tirelessly patient WHR '64 Co', or WHR(P) or (since November 2008) WHHR - the Welsh Highland Heritage Railway. Portmadoc (New) - wags still call it Portmadoc NEW new - had migrated here by 1929 to avoid paying the GWR's unaffordable crossing fees, passengers being left to walk the rest of the way into the town. There's an unsightly kink in the alignment here, made necessary by an otherwise-unavoidable gas main. If the Porthmadog bypass is ever built, there will be a flyover across both railways here. Pen y Mount marks the end of the WHHR line, built on the former GWR 'Beddgelert Siding' from a terminus opposite the standard gauge station: their corrugated station hut is a fine replica of a typical WHR structure. There were extensive dual-gauge transhipment facilities here, mainly for slate from Rhosydd Quarry at the head of the Croesor Valley.</p> <p>← LC121/58.11 is OPEN, i.e. un-gated. Pen y mount & Cynfal take their names from adjacent properties on the left.</p> <p>← The next half mile follows the course of the Creasy Embankment of 1800, the first part of Madocks' land reclamation schemes in the area: more about this below. It's nominally downhill (at about 1 in 800) as far as OB217/57.26.</p> <p>← OB217/57.26 (aka 'Pugh's Bridge') marks the site of the temporary WHR(P) 'Traeth Mawr' terminus and (during 2007) loop. Both this and OB216/56.83 (aka 'Williams' Bridge') are new, replacing the 'old' (i.e. once-planned, but now abandoned) LC119 & LC118 respectively.</p> <p>← The gradient continues to 'fall' (nominally...) as far as Pont Croesor. In horse days, Portreuddyn Halt had a 250ft loop on the Porthmadog side of OB216/56.83, but this was abandoned in favour of Pont Croesor as early as July 1924, leaving just a south-facing siding with trap.</p> <p>← The magnificent Traeth Mawr estuary was 'reclaimed' from the sea by William Madocks, MP for Boston in Lincolnshire, whose 'home' was in Tremadoc, and whose name figures as prominently as any in the pre-history of the Ffestiniog Railway. His Cob embankment was built to keep salt and fresh water apart, enabling several square miles of silt flats to become the prime agricultural land they now are, and (in so doing) unwittingly creating a deep harbour at Porthmadog. It's dry(ish) now, but you could row across it in the 18th century. Ahead of us, on the skyline, from left to right: Snowdon (3561ft), the Aberglaslyn Pass, Cnicht (2265ft, directly ahead), the Croesor Valley, Moelwyn Mawr (2527ft) & Moelwyn Bach (2334ft).</p> <p>← The 14 flood relief culverts (UB214) were required by the Environment Agency, and constructed as late as October 2008</p> <p>← Pont Croesor had a 250ft loop in the 'old' days, marking the lowest point on the WHR at a mere 2.4m above sea level. A loop, block post and halt is proposed for here, and will (may...) be constructed in due course. The adjacent RSPB Visitor Centre focusses on the nearby nesting ospreys, which posed problems for the construction timetable of the revived railway. The B4410 (at LC114A/55.58) links the villages of Llanfrothen (right/east) and Prenteg (left/west) on opposite sides of the estuary: the level crossing has 'wig-wag' flashing lights.</p> <p>← Pont Croesor ('Croesor Bridge' or UB212/55.54) itself carries road and railway across the Afon Glaslyn in parallel. Always one of the WHR's most familiar landmarks, it is 65 metres long, the new rail-deck sitting on the eight original masonry piers. The railway subsequently climbs (imperceptibly...) out of the flood plain, still parallel with the road, on to a shallow embankment.</p> <p>← Cnicht, the peak directly ahead, is in fact a long Helvellyn-like ridge: it only looks 'sharp' from this viewing point.</p> <p>← At Ynysfor crossing, which is OPEN, the B4410 moves off suddenly to the right (the bend in the road known affectionately, for reasons best not repeated here, as 'Pooh Corner') but we carry straight on - into countryside so remote that only local people (or pre-war travellers with long memories, or the volunteers who laid today's track...) could possibly know it. Ynysfor itself is hidden in the trees on the left, the little wood known as Coed Trwyn-bryniau. On the right, Ty-newydd-y-morfa farm, and, in the distance, Llanfrothen village, with the FR's Tan-y-Bwlch and Penrhyn stations not too far away, over the hill.</p> <p>← The former Ynysfor Halt was situated here, at LC110/53.96, in the middle of nowhere, adjacent to the splendidly restored lodge known as Gatws Bach. Optimistically designated 'Ynysfor, for Llanfrothen' by Bradshaw in FR-lease days (the FR took over running of the WHR in 1934) there was a siding (mainly for milk traffic) and a waiting room on opposite sides of the crossing.</p> <p>← This far, we've been travelling on the route of the former (1863-built, and horse-powered) Croesor Tramway, which closed in 1930. At Croesor Junction, this continued up the Croesor Valley, i.e. straight on, with the Welsh Highland suddenly veering 90° to the left. This notorious bend has been realigned with a 250m radius (i.e. well to the left of the much sharper original) to suit today's higher speeds. Apart from rusty bridge beams, nothing survives of Croesor Junction - never a public station, but the site (after 1924) of a 140m passing loop.</p>	<p style="text-align: center;">PORTHMADOG</p> <p>Port ground frame will have six levers, the two additional levers being the WHR point and its FPL, the latter being electrically locked whenever the WHR disc signal is cleared. A release plunger is used to authorise moves on and off the WHR main line.</p> <p>WHR home and starting signals also protect the Britannia Bridge level crossing. These consist of stop boards displaying flashing yellow lights as a proceed indication.</p> <p>UP (i.e. arriving) trains must stop at Britannia Bridge stop board and use the token-operated key-switch to initiate the level crossing warnings and proceed indicators: these will only work if the WHR station points are reverse. Trains should proceed directly to the FR starting signal before being signalled back: they will normally be drawn into the platform by the Station Pilot loco, or propelled if the rearmost (i.e. leading) vehicle is 111.</p> <p>DOWN (i.e. departing) trains will be drawn out by the Station Pilot loco prior to the WHR loco being attached at the 'rear', and a brake test performed. After obtaining proceed indicators, the driver should obtain a further right-away from the guard before restarting his train.</p> <p>Snowdon St Crossing won't 'clear' for down (i.e. outgoing) trains unless the Cae Pawb Crossing Keeper is on duty. There's a key-switch to operate it manually, should this become necessary.</p>	<p>0</p>	
		<p>CAE PAWB</p> <p>Motor-operated trap points are provided either side of the Network Rail line, protected by stop boards and associated yellow LED indicators. If these are illuminated, approaching trains have permission to proceed over the crossing, but they give no guarantee of the line ahead (i.e. beyond) being clear. Points and signals are operated from a panel in the Crossing Keeper's hut. The gates will be open if a Crossing Keeper is on duty.</p>	<p>½</p>
			<p>1</p>
			<p>1½</p>
			<p>2</p>
		<p>PONT CROESOR</p> <p>In the event of the flashing white light NOT working correctly, Rule F3 applies to both LC55.58 and LC55.60. Likewise, trains must not begin to accelerate until the front of the train has passed the second of the two crossings.</p>	<p>2½</p>
			<p>3</p>
			<p>3½</p>

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		miles
<p>← views of special interest (or easily missed) to the LEFT, i.e. driver's side view to RIGHT, i.e. fireman's side →</p>	<p>selective location-specific advice & information for loco crews</p>	4
<p>The original Welsh Highland Railway had little chance of sustained commercial success, running as it did through impossibly remote and sparsely-populated areas. But for the modern tourist-driven WHR, this may be rated an advantage: as here, where - with scarcely a road or building in sight - we appear to have Wales to ourselves!</p>		
<p>← Traeth Mawr and (four miles away) the sea are now on our left: closer and closer by, on our right, the hills we must climb... →</p>		
<p>The railway briefly climbs at 1 in 400 approaching Pont Dylif, the bridge over the Afon Dylif, and falls at 1 in 200 beyond.</p>		
<p>Ynysferlas halt was on the right (with a 'standard' 40ft siding) on the Porthmadog side of LC105/52.40: from 1924, it was known as Hafod Garregog, after the house on the track (right) leading up to the B4410 at Pont Talyni.</p>	<p>Beware of lorries and horses at LC105/52.40.</p>	4½
<p>← On the left, about 300 metres away, the tall trees where the celebrated 'Pont Croesor' ospreys nest. The decks of Ponts Afon Dylif, Ynysferlas & Bryn y Felin are similar, being modern replicas of the originals.</p>		
<p>There's a short spell of 1 in 180 UP approaching Pont Ynysferlas (the bridge over Afon Nanmor) and 1 in 400 DOWN departing, i.e. the bridge is 'high'. Note that the river's name IS 'Nanmor', without a 't' - unlike 'NanTmor', the village 1½ miles down the line. In times gone by, there was a ferry, on the left, at the point where Afon Nanmor flows into the Afon Glaslyn. There's a surprise but gentle S-bend (right, then left - hence the 15mph) as we approach Parry's Pig Farm, and the area which (in 'old' Welsh Highland days) was always known as Hafod-y-Llyn.</p>	<p>Wild otters live in the pool area under UB196/51.98: avoid starting injectors, blowing down - not that you would! - or unnecessary whistling!</p>	
<p>The former Hafod-y-Llyn Halt (situated at LC103/51.70) took its name from the neighbouring farms, Hafod-y-Llyn Isaf ('isaf' = lower) & Hafod-y-Llyn Uchaf ('uchaf' = upper) and the wood, Coed yr Hafod, all on the right. It was spartan, with neither buildings nor siding. Confusingly, it was known as Hafod Garregog until July 1924, when that name was (perhaps more fittingly?) transferred to Ynysferlas, half a mile behind us at LC105. Equally confusingly, there's a Hafod-y-Llyn on the FR, just below Tan-y-Bwlch: hence the 'new' railway's careful avoidance of that name. Be all this as it may: according to elderly locals, the trains in ye old days would stop at all sorts of places, halt or no halt!</p>	<p>→ There's a high possibility of horse-riders between here and Hen Hafod: keep a look-out, and think twice before whistling!</p>	5
<p>Grid Gwartheg is Welsh for 'cattle grid' - visible on the right.</p>		
<p>← You wouldn't know it (certainly not in summer, with leaves on all the trees) but the A498 Tremadog to Beddgelert road isn't far away on the left. Ironically, this (the 'main road') clings close to the valley sides on a narrow ledge, winding forever left and right, well away from the threat of tides and flood waters. But the railway forges ahead, motorway-like, much more like the standard gauge than the narrow gauge - at full speed, on long stretches of level, straight 'main line'!</p>	<p>Where's your water? (Best have a few inches, cos you're about to lose a few inches!) How many psi on the clock? (Best have a few, cos you're soon gonna need them...)</p>	
<p>The track connecting Parry's Pig Farm with the A4085 below Nantmor is new: the old track had subsumed much of the old WHR trackbed.</p>		
<p>There was a halt (also, confusingly, known as Hafod-y-Llyn) below LC96/50.79 in 'old' WHR days. Of the three halts in this vicinity, only two were ever open at the same time: the apparent 'sharing' of names has caused much confusion! To top it all, the 'new' WHR is keen to avoid any confusion with established FR names, and Hafod-y-Llyn was of course Tan-y-Bwlch's predecessor in horse-drawn days. So Hafod-y-Llyn's new name is Hen Hafod - 'old' Hafod! The siding (now the 'arrival' line) which preceded the loop was used as a rail-laying base from November 2007 onwards, thereby avoiding the need to bring track and tracklayers down from Rhyd Ddu.</p>	<p style="text-align: center;">HEN HAFOD</p> <p>Until the Porthmadog - Hen Hafod section is open, all UP trains will enter the loop wrong road, i.e. on the left. Its short platform notwithstanding, Hen Hafod is NOT a public station. TOTP's at both ends of the loop is a possibility, but it may yet be the good old clipping+padlocking favourite.</p>	5½
<p>← At Gwâl y Dwrgl, or 'Otters' Holt', the Afon Glaslyn comes perilously close on our left: indeed, at the point where river, railway and adjacent farmtrack are in closest proximity, the dashing currents of floodwaters had washed away the railway formation altogether, necessitating substantial repairs by contractors James Cyf. When the farmtrack turns right to join the A4085, on the far right, we finally leave the flatlands of Traeth Mawr behind us, and start climbing - a hard slog at a more-or-less continuous 1 in 40, affording little relief for loco or loco crews until Pitt's Head, all of six miles away.</p>		
<p>The gradient may not look much from the train. But a broadside view of the embankment (popularly known as the Nantmor skijump) as seen from the A4085, coming in on the right, is dramatic indeed.</p>		
<p>Nantmor Roadbridge is a modern structure over the A4085, replacing the rusting hulk which maintained its conspicuous vigil here for almost 70 years.</p>		
<p>← After miles of untypical straights, Cae Newydd, a sudden but prolonged LH bend, parallel to the A4085 below. The tall but narrow embankment here had to be stabilised (in fact totally rebuilt) using modern 'reinforced earth' techniques. We're now climbing at 1 in 40, the WHR's ruling gradient, through the trees, and clinging to ledges cut into the steep rock face.</p>		
<p>The wood on the right is Coed Gelli'r-yn. Gelli'r-yn Isaf & Gelli'r-yn Uchaf are on opposite sides of the railway.</p>		
<p>Nantmor (Nantmor, for Aberglaslyn) was a halt in the old days, complete with characteristic tin-sheet shelter & 40ft coal siding. Local people have voted in favour of its re-opening, but this looks unlikely to happen in the short term. The crossing of the minor road (connecting the A4085 with various hillside settlements) is OPEN.</p>		
<p>A deep cutting sliced out of the near-vertical rockface (well-known from old photographs) leads out on to...</p>		
<p>The impressive Cwm Bychan embankment saw unlikely use as a camera platform in 1958, when the valley to the right became the Chinese town of Yangcheng in the Ingrid Bergman film "The Inn of the Sixth Happiness".</p>		
<p>T4 (the Long Tunnel, or Twnel Hir) is 280 metres long. Although the railway is still climbing at 1 in 40, we slow down for what follows...</p>	<p>→ There's an abandoned footpath on the Port side of T4 which irresponsible walkers continue to use, despite being fenced off. Be extra vigilant - up trains especially, as you'll have virtually no notice of trespassers on emerging from the tunnel.</p>	6
<p>← To the left (in particular BEHIND us on the left) the oft-photographed and truly spectacular Aberglaslyn Pass, the most celebrated of Welsh Highland landmarks, and one of THE classic railway locations in Great Britain: what a pity it's all over in two minutes! Below, the newly-rebuilt 'fisherman's path', the Afon Glaslyn, and the A498 from Porthmadog.</p>		
<p>Gradient eases to 1 in 100 for 100 metres before, through and beyond T3. It's LEVEL from the entrance to (and through) T2, and for approximately 80 metres beyond, and unexpectedly 1 in 60 DOWN for 150 metres or so - clearly visible from the footplate - beyond the T2 tunnel exit.</p>	<p style="text-align: center;">ABERGLASLYN PASS</p> <p>If you have time on your hands, remember that 90% of your passengers will have paid through the nose to see these few hundred yards of railway...</p>	6½
<p>The four Aberglaslyn tunnels are tight squeezes for the ex-SAR NG/G16 Garratts. But, happily, the PBSSR (the Portmadoc, Beddgelert & South Snowdon Railway, who built them in 1906, before running out of money) was planning to electrify their line (roof brackets to support the overhead wires have only recently been removed) and clearances are sufficient. The next two miles offer abundant evidence (almost always on the right) of the PBSSR's fruitless efforts.</p>	<p>→ IF YOU'RE ON THE INSIDE OF A BEND, YOUR MATE CAN'T SEE A THING</p>	7

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		miles
<p>← views of special interest (or easily missed) to the LEFT, i.e. driver's side</p>	<p>view to RIGHT, i.e. fireman's side →</p>	<p>selective location-specific advice & information for loco crews</p>
<p>■ Gradient steepens to 1 in 80 UP for some 60 metres approaching the river bridge, which is itself LEVEL. The PBSSR was to have gone straight on here, along the east side of the valley, before veering left, evidenced by the National Trust's all-too-obvious concrete paths. Bryn y Felln (named after the property on the RH bend) has always been one of the WHR's most conspicuous features. The adjacent footbridge is new (walkers used to risk life+limb on the rusty old railway bridge) as are the decks of both river underbridge (renewed in 2006) and road overbridge, rebuilt by Gwynedd CC and completed in November 2008.</p>	<p>→</p>	<p>Special care should be exercised at LC90/48.00, which is used by more than 60000 walkers per year.</p>
<p>The stiff climb resumes a few metres before OB173/47.92, but eases briefly to 1 in 100 for some 100m about 250m beyond the cottage, as we run parallel to the A498. As we approach the cemetery, the notorious 1 in 40 returns and (almost unnoticeable short-term irregularities excepted) remains with us (including Beddgelert station, and notwithstanding some tortuous curvature) for the next 4 miles. 'Beddgelert' is Welsh for Geleert's Grave: the story, and the shrine, as much as the village's charm, are the stuff of legends.</p>	<p>→</p>	<p>LC89/47.50 is part of the National Trust permissive path network, and commonly used by walkers ascending Moel Hebog.</p>
<p>Contrary to popular imagination, the handsome road overbridge and the isolated bridge abutments in the field opposite, have never carried a train: they're part of the proposed & abandoned 1906 PBSSR route, of which we see plenty more beyond Beddgelert. Geleert's Grave may be glimpsed in the middle of the valley. LC88/47.36 is OPEN, but the road is gated.</p>	<p>→</p>	<p>LC88/47.36 sees regular use by walkers, horse-riders, and the occasional funeral cortege.</p>
<p>At 38m, Goat Tunnel is the second longest (and has by far the tightest clearances) of the four Aberglaslyn tunnels.</p>	<p>→</p>	<p style="text-align: center;">7½</p>
<p>Oberon Footbridge is the site of the WHHR's symbolic laying of rails in the late 1960s.</p>	<p>→</p>	<p style="text-align: center;">IF YOU'RE ON THE INSIDE OF A BEND, YOUR MATE CAN'T SEE A THING</p>
<p>Beddgelert, one of the Snowdonia National Park's richest treasures, and a perennial tourist hotspot. Don't miss the river, the countless gift shops, the cafés - top notch pizzas and icecreams! - or the Sygun Copper Mine, and of course Geleert's Grave itself. The new station extends further north than the original, with a much-widened formation over UB165/46.70, to accommodate today's longer trains. The old goods shed (whose sliding door rails were easily visible until the rebuilding) has gone, but the water tower and loco inspection pit (on the left) have clung on to life, the latter incorporated into the siding on the up (left-hand) side of the station. The main station building is to be erected on the site of the old coal siding, on the right, at the south end.</p>	<p>→</p>	<p style="text-align: center;">BEDDGELERT</p> <p>Beddgelert resembles Rhyd Ddu and Dinas in having fixed distants (yes these ARE signals...) and red homeboards at each end of the station, with yellow LEDs at 12 o'clock and 6 o'clock which are extinguished when the shunt token is withdrawn.</p> <p>Until the Hen Hafod - Beddgelert section is open, there will be a stop board and stop block at the Goat Tunnel entrance. Locos of terminating UP trains which are required to run round must (a) ensure the guard has the Blaenau end - i.e. bike wagon - handbrake wound on before detaching, and (b) approach the set from the Caernarfon end with extreme caution on account of the severe downhill gradient.</p> <p>The up line has a facing point warning board for the up loop siding points, which can be unlocked with the shunt token.</p>
<p>UB166/46.75 is the first of three crossings of this stream-cum-torrent, which (as rivers do...) finds a much more direct route downhill than the railway. UB165/46.70, which is almost completely new, crosses the track which comes down from the A4085, visible through the trees on the right. Technically, Pont Alyn is the river bridge (not the railway bridge) nearer the main road.</p>	<p>→</p>	<p>Watering facilities are situated at the Caernarfon end of the station, but (in normal circumstances) are available to DOWN trains (and locomotives running round) only.</p>
<p>Start of the 'lower' or Cwm Cloch S-bend, the first of two extraordinary snake-like curves, not remotely matched by anything elsewhere on Britain's railways - except perhaps Dduallt! The problem was keeping pace with the PBSSR's planned 1 in 23 ascent (their projected route diverges to the right at Pont Alyn) which, though feasible with electric traction, was unimaginable with steam.</p>	<p>→</p>	<p style="text-align: center;">8</p>
<p>← The blue farmhouse on the right is Cwm Cloch Canol: the 'road' is the Pont Alyn bridleway we crossed at UB165/46.70. The LC86/46.43 crossing (which is gated) is mid-way through the Cwm Cloch S-bend, at which point Beddgelert is on our left.</p>	<p>→</p>	<p>DOWN train firemen: your driver won't be able to see a thing until you're out of Cutting Mawr. Put that shovel down, and concentrate on where you're going: this bend goes on forever...</p>
<p>Note the railway above us on our right: 50m away on foot, but almost 500m (that's more than a minute!) by rail...</p>	<p>→</p>	<p>N.B. LC86/46.43 is popular with hill-walkers climbing Moel Hebog: likewise (of course...) LC82/45.70</p>
<p>Incredibly, the railway we've just traversed is only a stone's throw away to our right, but already 15-20m BELOW us.</p>	<p>→</p>	<p style="text-align: center;">8½</p>
<p>End of the Cwm Cloch S-bend. Beddgelert is again on our right - still close-by, but now out of sight, except the smoke from its chimneys.</p>	<p>→</p>	<p>DOWN train drivers, be careful as you open up at LC82/45.70. A tad too much, and your water will be out of sight, and your wheels (but not the train) spinning at well over the 20mph you're aiming for.</p>
<p>Our third and final crossing of Afon Cwm Cloch.</p>	<p>→</p>	<p style="text-align: center;">TYN Y COED</p> <p>Tyn y Coed is a private residence, and should be treated with respect - best avoid any gestures (even welcoming ones) or vocal engagement! LC79/45.09 is signalled with white lights when the barriers are down, i.e. when the route is clear. If no lights are showing, STOP, check that the route is clear, whistle discreetly, and proceed.</p>
<p>At LC82, walkers on the Pont Alyn bridleway cross the railway for the third time in less than half a mile.</p>	<p>→</p>	<p style="text-align: center;">9</p>
<p>← The 1906 PBSSR proposed 1 in 23 trackbed - a deep, water-logged cutting in the trees on the right - runs roughly parallel to the current alignment here: Moel Hebog is the mountain on our left - 2565ft, so perhaps shrouded in mist? What a wonderful contrast in views - open moorland and hillside one way, thick impenetrable forest the other!</p>	<p>→</p>	<p style="text-align: center;">MEILLIONEN FOREST CAMPSITE</p> <p>On UP journeys especially, be ready for passengers at Meillionen Halt. On an NG/G16, the driver's sighting is limited, and there's a serious risk of (a) overshooting the platform, and (b) exposing the firebox crown, even if you've a full glass - best accelerate away from LC77/44.39 by gravity, i.e. without steam.</p>
<p>Tyn y Coed is the property on the right: its new approach road, on the left, replaces the old one - the trackbed!</p>	<p>→</p>	<p>Beware of high-speed cyclists (they're probably chasing the train...) at LC76/44.31.</p>
<p>On the right, a new halt for visitors to the neighbouring Camping & Caravan Site - the largest (they say...) in North Wales.</p>	<p>→</p>	<p style="text-align: center;">9½</p>
<p>Meillionen Crossing ('Maggie's Crossing', LC77/44.39) & Coed Mawr Crossing (LC76/44.31) are both OPEN.</p>	<p>→</p>	<p style="text-align: center;">IF YOU'RE ON THE INSIDE OF A BEND, YOUR MATE CAN'T SEE A THING</p>
<p>Afon Colwyn runs close by (but some way below) on the right. This collects numerous tributaries (almost all of which the railway crosses between Beddgelert and Cae'r Gors) and joins the Afon Glaslyn in Beddgelert. Although the main water way up this valley, the railway never in fact crosses it.</p>	<p>→</p>	<p></p>
<p>Start of the 'upper' or Weirglodd S-bend. Like a dog chasing its tail, we steer 180° left - from north to west to south - before swinging 180° right - to west & north again, gaining 25m in height and shifting 350m west in the 1000m process! So, confusingly, we emerge from Coed Mawr (the 'big wood') into open countryside, re-enter a minute later, and promptly leave again; and the stream at UB148/44.18 we cross again at UB142 (Keay's Culvert) and a third and final time at UB140, on Canal Curve. The original WHR embankment on the first left-hander was impossibly tall, narrow, and (therefore...) unstable - a big job for the winter of 2008/9, and not finally finished until a few nailbiting days before D-day.</p>	<p>→</p>	<p></p>

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<p style="text-align: center;">Northernmost point of the Weirglodd S-bend.</p> <p style="text-align: center;">Weirglodd Isaf is the property on the right: the level crossing is OPEN.</p> <p>→</p>		
<p>Canal Curve (or 'Beddgelert Canal' - either way, a latter-day nickname) was flooded to a depth of several feet until rebuilding work began in 2006, a forestry track having formed a dam across the cutting. Here, as elsewhere on the 'new' WHR, drainage works incorporate the best of modern materials and design, and should be much better able to cope with Welsh rainfall than the original line. UB140B is additional to the TWA (Transport and Works Act) plans and survey, hence its numbering, and curvature is slightly 'easier' than (i.e. 'outside') the original railway.</p> <p style="text-align: center;">End of the Weirglodd S-bend.</p>		10
<p>← Hafodd Ruffydd Ganol is the white house hidden away on the left, visible as we emerge from the trees.</p>		
<p>Hafod Ruffydd Halt and its little-used siding were above LC70A/41.16, on the right. There were in fact three Hafod Ruffydd houses - Isaf, Uchaf and Ganol - but not much else in this sparsely populated region, distant from any roads.</p> <p>→</p>	<p>DOWN train firemen: are you looking at your gauges, your chimney, your fire, that lass in the obs, or where you're going? Don't forget, you're the driver's eyes on these long right-handers!</p> <p>However, in a mile, three agreeable surprises await you - (a) 4 inches of water you've not seen in a while, (b) fresh air, and (c) rest!</p>	10½
<p>UB133/42.31 crosses the Afon Hafod Ruffydd Isaf, a tributary of Afon Cwm Du: its nickname, the McAlpine Bridge, refers to its builders, for no known reason. UB131/42.16 crosses the Afon Cwm-Du itself, the long right-hand bend being known as Cwm-Du Curve. During the First World War, timber was loaded here by means of a temporary siding and run-round loop (at the point where we head right) and taken to the NWNCR (North Wales Narrow Gauge Railway) at Rhyd Ddu using the PBSSR 1901-6 trackbed. The last of Beddgelert Forest's big bends takes the railway through 160°.</p> <p>→</p>		
<p>Unusually for a narrow-gauge railway, we now ride high on an embankment, round the left-hand bend known as Tro Elain, with the Forestry Commission car park below us on the right. The river coming into view (also on the right) is the Afon Colwyn again, with the A4085 Beddgelert - Caernarfon road beyond it: unlike the railway, this has come up the valley as the crow flies.</p> <p>→</p>	<p style="text-align: center;">IF YOU'RE ON THE INSIDE OF A BEND, YOUR MATE CAN'T SEE A THING</p>	11
<p>Again, unusually for a narrow-gauge railway (they tend to avoid earthworks wherever possible...) we enter a long deep cutting, Cae'r Gors. This was completely filled in during the closed (1937-2006) period, rendering the path of the closed railway almost impossible to discern, the more so because of new forestry tracks in the area. LC70A/41.16 may (eventually...) close, but LC70B/C/D (i.e. LC41.34/41.88) are new.</p> <p>→</p>	<p>LC70B/41.34 is the main crossing point for Forestry Commission traffic, including HGV vehicles. There's an emergency (999) telephone point here for use if required.</p>	11½
<p>UB125 - an insignificant little bridge (no name, no plaque...) over an insignificant little stream, but a bundle of problems...</p> <p>→</p>		
<p>← Copa is Welsh for 'summit'. Pitt's Head is only 197m (646ft) above sea level, but it's surely as dramatic a location as any of the celebrated mainline summits, partly because of its exposed situation. Overlooked from behind by Moel Hebog (2565ft), and directly ahead by the isolated Ffridd Uchaf farmhouse & Snowdon (3561ft), we're clearly at the highest point of both Nant Colwyn (the valley on the right, where we've been!) and Nant y Betws - on the left, where we're going!</p> <p>→</p>		
<p>OB124, the occupation ('cattle') bridge across the summit cutting, was never completed.</p> <p>→</p>	<p style="text-align: center;">PITT'S HEAD</p> <p>UP trains approaching Pitt's Head summit should ensure that there is a sufficient level of water in the boiler to proceed, in view of the sudden and dramatic change of gradient at this location.</p> <p>UP trains should descend the 1 in 40 bank with extreme caution, if necessary sanding before braking. It is critically important that speed should not gather into excess, in order to reduce the danger of wheels locking up with heavy brake applications on greasy rail.</p>	12
<p>← Being a PBSSR bridge, Pitt's Head bridge was built with electrification in mind, and hasn't therefore needed the surgery inflicted on former NWNCR bridges to squeeze our NG/G16s through! The cuttings on both sides were waterlogged and overgrown during the 70-year closure period. Don't miss the famous and unmistakable rock outcrop, across the road, whose profile supposedly resembles the celebrated 18th century Prime Minister.</p> <p>→</p>		
<p>The site of Pitt's Head halt, where the 'upper' footpath from Rhyd Ddu (via Ffridd Uchaf) comes down on the right, beyond which there's a long (albeit undulating) straight, parallel to the A4085 - just the job for panning shots from car-mounted video cameras, and good for replenishing the boiler after 5½ continuous miles of hard uphill work!</p> <p>→</p>		
<p>← On the left, the lonely lake Llyn-y-Gadair, and the remains of a nearby mineral tramway, unconnected with the WHR. In the distance, the twisting road over the hill to Nantlle. The exposed nature of this landscape, with winds 'funnelling' from valley to valley, can produce awful local weather (out of season) up here! But in summer, it's a peaceful sun-drenched plateau.</p> <p>→</p>	<p>Beware of cars parked at 90° to the road or railway at LC67/40.08 Beudy Cerrig or LC66/39.96 Beudy Adwy, as an average vehicle is bound to be foul of one or the other!</p>	
<p>← Terminus of the re-born Welsh Highland since August 2003, and effectively the half-way point on our journey to Caernarfon, Rhyd Ddu (originally known as 'South Snowdon', but in 1922 - misleadingly! - as just 'Snowdon') was the end of the NWNCR line from Dinas as long ago as 1881: it took various failed attempts and more than 40 years finally to reach Porthmadog. The original station site is now occupied by the Snowdonia National Park car park: today's railway had to be diverted on to new ground to the right, but retains a similar layout, with sidings at the south end, on the left. There are water towers on both running lines, but the station building and exit (to the SNP toilets) are at the north (or Caernarfon) end. Weather permitting, there's often a clear view of Snowdon from here, on the right, with 'trains' (especially steam trains) on the rack railway easily visible to the naked eye.</p> <p>→</p>	<p style="text-align: center;">RHYD DDU</p> <p>In open country, Rhyd Ddu fixed distant & homeboards (twin yellow LEDs illuminated if the route is clear) are easily seen on approach. The sidings are part of the Rhyd Ddu - Beddgelert section (i.e. not within station limits) and only accessible with the Rhyd Ddu - Beddgelert token, or (with Control's permission) the Rhyd Ddu shunt token.</p>	12½