

THE WELSH HIGHLAND RAILWAY HERITAGE GROUP

England & Wales · Charity number 1202400

Details

Status Registered

Legal form CIO

Registered 2023-03-20

Register [View on the Charity Commission register](#)

Contact

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Activities

Objects: THE OBJECTS OF THE CIO ARE:FOR THE PUBLIC BENEFIT, TO ADVANCE THE EDUCATION OF THE PUBLIC AND PROMOTE PRESERVATION OFTHE HERITAGE OF THE WELSH HIGHLAND RAILWAY (LIGHT RAILWAY) COMPANY, ITS PREDECESSORCONSTITUENT AND ASSOCIATED COMPANIES, LOCATED PRINCIPALLY IN NORTH WALES BY:A. PROMOTING AND PUBLISHING RESEARCH INTO THE HISTORY OF THE RAILWAY, ITS ARTEFACTS,CUSTOMERS, DIRECTORS, EMPLOYEES, ENVIRONMENT, EQUIPMENT, OWNERS, SUPPLIERS AND OTHERASSOCIATED SUBJECTS;B. PUBLISHING VIA APPROPRIATE MEDIA THE ACTIVITIES OF THE WHRHG, INCLUDING RESEARCH BYMEMBERS AND OTHERS;C. RESEARCHING, LOCATING, RECORDING, CATEGORISING, CATALOGUING, PROTECTING, CONSERVING,PRESERVING, AND RESTORING AS APPROPRIATE, THE BUILDINGS, BRIDGES, MINERAL LINES, QUARRIES,INFRASTRUCTURES, LOCOMOTIVES, CARRIAGES AND WAGONS, AND OTHER ARTEFACTS, INCLUDINGDOCUMENTS, PHOTOGRAPHS AND RECORDS, AND WHERE APPROPRIATE FACILITATING THEIR USE BY THEWELSH HIGHLAND RAILWAY;D. PROVIDING GRANTS TO CHARITABLE ORGANISATIONS IN FURTHERANCE OF THE ABOVE OBJECTS.

Activities: To advance the education of the public and promote the the heritage of the Welsh Highland Railway, its predecessor companies, by various means including research, publishing via appropriate media the activities of the WHRHG, conserving, preserving, and restoring as appropriate, physical remains and

intellectual property associated with the railway; providing grants in furtherance of its activities

Classification

- **How:** Makes Grants To Organisations, Sponsors Or Undertakes Research, Other Charitable Activities
- **What:** Arts/culture/heritage/science
- **Who:** The General Public/mankind

Geography

- Throughout England And Wales

Finances

Period end	Income	Expenditure	Assets	Employees
2025-12-31	£6,254	£4,737	-	-
2024-12-31	£24,931	£6,392	-	-
2023-12-31	£5,136	£7,077	-	-

Trustees

Name	Role	Appointed
NICHOLAS GEORGE BOOKER	Chair	2023-03-20
Adrian Christopher Gray B.Sc.		2023-03-20
CEDRIC CHARLES LODGE		2023-03-20
Christopher Glyn Jones		2024-05-30
Kingsley Winter		2023-03-20
PAUL LACEY		2024-11-12
Peter Liddell		2023-03-20
Robin Humphreys-Davis		2023-03-20
Roger Greenhalgh		2026-05-10

Accounts

Review of 2025:

Safeguarding the Railway's Past; Securing the Future.

Treasurer's Report

The Financial Statements for 2025 accompany this review.

The accounts for 2025 show a surplus of £1,517.

The Group receives most of its funds from annual subscriptions and donations, and we are grateful to members for supporting the Group.

With the Group now being a charity, we are able to reclaim Gift Aid on donations and subscriptions. Thank you for those who have already signed Gift Aid forms, and if you haven't already completed one, there is a Gift Aid form enclosed with the AGM papers with details of where to send it.

During the year, funds were deposited with the Skipton Building Society who were paying a higher rate of interest than our bank.

Funds were set aside during the year for the full cost of the work undertaken at Glan yr Afon, which was completed in January 2026.

The Balance Sheet confirms that we had cash funds of £45,725 at the 31st December and identifies the funds we have earmarked for the future projects.

With the regular increase in postage and other costs, the Trustees took the decision in the year to hold annual subscriptions for those opting to have a digital copy of the WHH Journal at £15 but for those continuing to have print copies, increasing it to £18.

Paul Lacey - Treasurer & Trustee

Membership

Once again, another disappointing year. At the end of the year, membership stood at 223, a decrease of eight over the previous year. Eleven members failed to renew and there were sadly four deaths. However, seven new members joined during the year. As with last year, members were once again generous with their donations, sending a total of just over £400 which however was a considerable decrease over 2024. It was encouraging that Life Membership numbers continue to slowly increase.

The annual membership figures at 31/12/2025 were as follows:-

Life 58; Ordinary 165.

Dick Lystor - Membership Secretary

Archives

Before the last AGM visits were made to the XD117 archives at Caernarfon and verified that all the items we had placed there were still there and could be accessed on request. The footfall for accessing both railways' archives is too low to allow the Records Office to prioritise XD117 to be professionally catalogued by them. However, the current listing on the Group's website (compiled by Richard Maund) lists most of the individual items that are available. Only the folders of individual letters and forms are not fully listed. If anyone would like to volunteer to fill this gap, we would be most grateful.

A large, framed LMS poster advertising Snowdon and WHR day excursions from Abergele was purchased from ebay for the archives. This is quite a 'beast'(!), being over a metre tall and 600mm wide, with a lovely illustration of a train going up Snowdon (Eryri) and advertising the five valleys tour and dates probably from the 1920s.

During the year we drafted an agreement to allow the Group to store its photographic archives and remaining paper archives in the Minffordd Annex - remaining under our control, but closer to the railway for agreed access. This document was offered as a draft to the FR Co. Through the Heritage Advisory Committee of which the Nick Booker and Chris Jones are members, they suggested the format be changed to a 'Memorandum of Understanding' and offered a re-write in this format. This is now agreed and signed, allowing the future transfer of items to the safe care of the Annex and potentially to storage with the FR Modern Archives when a building is ready. For the Annex, the FRS has kindly installed more shelving to facilitate their arrival.

Chris Jones - Archivist & Trustee

Sales

Another quiet year for the Sales Dept. The F&WHR were our only trade customer, ordering across the range three times which is pleasing as it puts money into the Company's coffers.

There were just 14 retail orders, mainly the books on Bryngwyn, Croesor and of course, Saints Way. The older books, Buffet Car and Wheeler's Day are ordered rarely.

The revised 2nd edition of Ghosts due to be published in early 2026 has raised significant interest with some 50 retail pre-orders and an order for 30 copies from F&WHR. A busy April is anticipated and looked forward to!

Adrian Gray - Sales Officer & Trustee

The WHH Journal and Publications

During the year the usual four editions of WHH (plus an Index covering issues 51 to 100)) were published with articles on a wide range of subjects relating to the history of the WHR and its predecessors. My thanks go to our contributors who both manage to research what some may regard as obscure aspects of the WHR's history but also turn previously unknown facts into 'cracking good stories'! Whether it's 'A tale of two tearooms' at Nantmor, insights into the lives of the personalities who ran the WHR, aspects of the railway's signalling, profiles of those who spent their holidays photographing the brief life of the railway in the 1920s and 1930s, the Editor's contributions and those of others, there was as usual always something to interest and entertain all readers. During the year the Trustees took the decision to amend publication dates in order to facilitate the economic distribution of the Annual Report and Accounts to members.

A significant additional piece of work shared with some other Trustees was the preparation of the revised edition of Ghosts of Aberglaslyn, which goes to print in the early part of 2026.

Peter Liddell - WHH Journal Editor

Digital Media

The Group's webmaster, David Tidy retired during the year after many years of successfully managing and improving the Group's website and we wish him well for the future. David proved difficult to replace and we therefore took the decision to appoint an agency to maintain the site and welcomed Matthew Allen of Dunamis Web Services Ltd to look after the digital aspects and it continues to be our window on the world.

The Facebook page managed by the chairman continues to generate a lot of interest amongst aficionados of the Welsh Highland Railway and has proved instrumental in the recruitment of both our Treasurer and now our Secretary. At the time of writing we have 3,696 followers, 50% of whom are under 55 which is mildly re-assuring! Just over 80% are from the UK.

Nick Booker - Social Media Manager

Chairman's Review

When the Welsh Highland Railway Heritage Group was set up nearly three decades ago, its remit was clear: to salvage what remained of a once-pioneering narrow-gauge line's heritage before reconstruction nearly swept away the last physical traces of its past. Following the last demolition train of 1941, for many years after, enthusiasts and photographers picked their way along the abandoned track bed, noting the fading features of the North Wales Narrow Gauge Railway and its successor, the Welsh Highland Railway. Yet, until the mid-1990s, no systematic attempt had been made to record the remnants of a line that once threaded through some of Snowdonia's most dramatic landscapes.

The decades after closure were not kind. Many of the corrugated structures erected in the 1920s quickly disappeared; slate roofs, doors and windows from earlier NWNCR buildings were reclaimed by farmers, leaving the shells to succumb to weather and time. By 1996, with the Ffestiniog Railway poised to rebuild the WHR, a small circle of long-standing followers and friends resolved to document the line before it was transformed beyond recognition. They walked the old route from Dinas to Porthmadog in stages—photographing, sketching and cataloguing as they went.

Interest grew, and the Welsh Highland Railway Heritage Group was born. Its early leadership came from figures deeply rooted in the line's story: David Allan, whose initial idea had sparked the track bed surveys; Michael Davies, born on the final day of the WHR's independent existence in 1934; the late John Keylock, who shouldered both secretarial roles; and supporters such as Dick Lystor and Cedric Lodge. The first issue of the Group's journal appeared in November 1996.

In the years since, the Group's focus has evolved from emergency preservation to careful restoration and thorough historical research. Many original features - most from the NWNCR era - have been protected or reinstated, providing today's passengers something of the atmosphere that once defined the line.

The most ambitious and expensive undertaking has been the resurrection of Tryfan Junction station. Opened in 1877 at the meeting point of the main line and the Bryngwyn branch, the station embodied the confidence of the slate boom. After closure in 1937 it slid into dereliction, enveloped by vegetation and, according to local lore, briefly repurposed as a gentlemen's club. Tracklaying for the restored WHR prompted the Heritage Group to secure permission to rebuild the station. Work began in 2009, and by 2012 the building's shell stood once more; a platform followed, and trains now stop there on request.

The project was funded entirely by the Group, helped by book sales, appeals and generous bequests. Contributions from Cymdeithas Rheilffordd Eryri and Llanwnda Community Council supported specific elements, while individual donors funded memorial benches and signs. Today, the station acts as a gateway to the Llwybr Llechi - the Slate Trail - giving walkers access to the quiet slopes of Mynydd Mawr and Moel Tryfan.

Plans to complete a full "heritage cameo" at the site, including a reconstructed signal box and demonstration track, have been hampered by the location's remoteness and the practicalities of installation. Proposals for visitor facilities, such as toilets, have stalled for similar reasons. However, in 2025 trustees decided to explore new opportunities tied to the Snowdonia Slate Trail and the area's UNESCO World Heritage status, alongside potential uses in outdoor education, wellbeing walks and heritage interpretation, for which some essential services will be required to be installed, subject to agreement with the Ffestiniog & Welsh

Highland Railways (FR & WHR) management. We hope that 2026 will see the implementation of some of these ideas. Essential maintenance work has taken place on the building, partially funded by the Group.

Other restoration projects include the Beddgelert water tower, whose concrete supports - saved at the Group's insistence - now hold a new tank installed in 2013, creating a much-photographed heritage tableau when in use. The ash pit and lamp room, largely rebuilt by the Midlands Group of the WHR Society, have also been conserved, as have the Spooner graves at Beddgelert and the remains of the Bettws Garmon station building. However, it is worth noting that all restoration and conservation work creates long term financial liabilities.

One significant heritage survivor is the Glan-yr-Afon weighbridge and its surrounding site. Following persistent lobbying by the Group in 2025 and years previously, steps were taken by the FR & WHR management in the early months of 2026 to clear the vegetation and adjust the fencing to allow sheep to graze over the site and thus keep any new growth under control. This work has been funded by the Group as has the conservation work undertaken on the now revealed remains of the weighbridge building. Passengers on passing trains can now see the quarry incline and be in a position to better understand the importance of the quarry to the early history of the railway.

Research by members has produced a steady stream of publications, the latest being a revised edition of *Ghosts of Aberglaslyn*, which will be published in 2026. The book chronicles the thwarted ambitions of the Portmadoc, Beddgelert & South Snowdon Railway. The Group's archive continues to expand and includes what is believed to be the definitive collection of original tickets. The growing store of documents and other items is now held both at Minffordd and by Gwynedd Archives. The photographic collection is being scanned and is accessible through the Group's website.

Yet the future of the Group and its work relies on people. Recent appointments - Paul Lacey as Treasurer and Roger Greenhalgh as the incoming Secretary will help sustain the Charity's governance. But the Group needs new volunteers to take on key roles, from editor of the *Welsh Highland Heritage* journal to future chairmanship.

A year or so ago as I peered through a rain-streaked window at Tryfan Junction and as the mountains shifted colour with each passing cloud my companion reflected "Time and tide wait for no man, we need new hands if we're to keep the momentum going."

Others had ensured that the line was rebuilt, but it was the Heritage Group that had secured its soul - its stories, its forgotten corners, its improbable endurance - they were not left behind and lost.

The Welsh Highland Railway has endured war, dereliction and decades of uncertainty. The preservation of its heritage now rests, as ever, in the hands of those willing to carry the story forward.

Finally, our thanks must go to all those Trustees who made contributions during the year to the running of the WHR Heritage Group some of whom with their individual reports have contributed to this Review of the Year. In particular our good wishes go to Mike Hadley who is retiring as a Trustee and Secretary of the Trust. Mike has been involved with the WHR for many years, both through the Midlands branch of the Welsh Highland Railway Society and as a member and Trustee of the Heritage Group. He has been involved in many restoration and rebuilding projects on the railway including those at Bettws Garmon, Tryfan Junction, the Lamp Hut at Beddgelert and the Spooner Graves. His contribution will not be lost entirely as he has agreed to stay on as 'Buildings Advisor.' In his place, as Secretary and Trustee, we welcome Roger Greenhalgh.

Nick Booker - Chairman and Trustee

WELSH HIGHLAND RAILWAY HERITAGE GROUP CIO

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDING 31st DECEMBER 2025

	2025	2024
	£	£
INCOME		
Annual Subscriptions	3,088	3,145
-Gift Aid recovered	203	-
Donations	485	1,384
-Gift Aid recovered	92	-
Legacies	-	18,515
Sales - journal, guidebooks, books etc	1,558	1,491
Sales - artefacts	-	71
Bank interest	829	324
TOTAL INCOME	6,254	24,931
EXPENDITURE		
Conservation		
Projects		
-Dinas Station Building	106	300
-Kerr Stuart 4415 Fund	-	1,000
-Baldwin 50 Fund	-	2,000
Artefacts	-	148
Books, guidebook printing, postage costs	1,192	1,022
Journal		
Printing	1,057	1,262
Distribution	1,131	186
Administration		
AGM/meeting expenses	665	140
Membership Secretary expenses	-	31
Website Maintenance	532	228
PayPal charges	54	75
TOTAL EXPENDITURE	4,737	6,392
EXCESS OF INCOME OVER EXPENDITURE	1,517	18,539

WELSH HIGHLAND RAILWAY HERITAGE GROUP CIO

BALANCE SHEET FOR THE YEAR ENDING 31st DECEMBER 2025

	2025 £	2024 £
CURRENT ASSETS		
Cash at bank Current Account	2,119	1,667
Cash at bank Deposit Account	7,930	41,277
Cash at Skipton Building Society	35,676	-
Debtors and Prepayments	233	-
Stock	4,806	5,655
	<u>50,764</u>	<u>48,599</u>
CREDITORS		
Subscriptions received in advance	302	720
Book orders	696	-
Other creditors	369	-
	<u>1,367</u>	<u>720</u>
NET CURRENT ASSETS	<u>49,397</u>	<u>47,879</u>
REPRESENTED BY FUNDS AVAILABLE		
Funds- Unrestricted and Designated		
-Archiving	2,250	2,250
-Beddgelert Water Tower	538	538
-Building Maintenance	4,788	3,788
-Closed Halt Signs	561	561
-Digitising Historic Documents	874	874
-Dinas Station Building	594	700
-Dinas Goods Shed Roof	6,206	6,206
-Glan yr Afon	7,050	1,500
-Tryfan Junction	1,843	1,793
-Uncommitted	24,693	29,669
NET FUNDS	<u>49,397</u>	<u>47,879</u>

Checked by Celia Adams FCA.

Chartered Accountant membership number 6112390

I have checked the Balance Sheet
and Income and Expenditure Account

Celia Adams FCA

2/3/26

Accounts

WELSH HIGHLAND RAILWAY HERITAGE GROUP

Registered Charity 1202400

Grŵp Treftadaeth Rheilffordd Ucheldir Cymru

Adroddiad yr Ymddiriedolwyr ar gyfer 2024 - Treftadaeth - Gorffennol, Presennol a
Dyfodol Y flwyddyn yn gorffen ar 31 Rhagfyr

Trustees' Report for 2024 - Heritage - Past Present and Future

Year ending 31 December

Chairman's Review

Ten years ago, in the first WHH Journal of 2014, I wrote of the sad death of John Keylock, the retirement from the chair of David Allan and a number of other changes in the administration and management of the Group. Looking forward into 2015 and beyond I commented on Tryfan Junction, the Cambrian Crossing box and Beddgelert Water Tower while also covering the subjects of archives including the photographic collection and our small objects collection. A decade on, we can look back on successes and dare I say failures while also congratulating ourselves on the wealth of research that members have conducted on the Welsh Highland Railway and its predecessors and associated activities since the Group was founded in 1997. This is reflected in the 105 editions (as at December 2024) of WHH most of which are available on our website and represent an invaluable resource open to all. In addition, there are the books published by the WHR Heritage Group on specific aspects of the railway's history and of course, the photographic collection of which a growing selection is now available online to members. Physical projects have taken a slight backseat recently although Tryfan Junction continues to be a focus of attention and financial investment! In a recent initiative we have been looking at ways of improving the facilities there including the provision of a lavatory, which of course it possessed in NWNGR days. It would make the location more 'user friendly'! However, there are a number of hurdles to surmount so a rapid result is unlikely. The Glan yr Afon weigh bridge and immediate surroundings remain an undeveloped heritage and interpretive resource. If the site was cleared and the building remains conserved, they would provide excellent added value to the railway's 'offer'. A development proposal and an offer of financial support for the necessary work here has been made in the past. We hope that with the conclusion of the Boston Lodge Project, attention will focus on the untapped heritage assets of the Welsh Highland line!

Apart from the WHH, our only print publication this year has been Stephen Murfitt's 'The Saints' Way', which provides a fascinating insight into the legal aspects of the railway's rebirth. Originally published as an electronic 'book', the decision was made to publish a print edition and these have been well received with good reviews in the enthusiast press. At the end of the year, we took the decision to produce a revised edition of 'Ghosts of Aberglaslyn', the history of the Portmadoc, Beddgelert and South Snowdon Railway by Messrs Manners and Bishop originally published in 2016. Preparation is now underway with an anticipated publication date of the second half of 2025.

Our foray into the lives of some of the photographers of the Welsh Highland and its predecessors that started in 2022/23 with Alfred Croughton has continued. During the year, the articles on Arthur Rimmer reflect the help afforded to us by his son Philip in finding out more about his life, for which we are grateful. The research has cast fresh light both on the recording of the past history of the 'old' WHR and the birth of the railway restoration and preservation movement.

Much of the Group's document archive has now been moved to storage at Minffordd and is under the care there of one of our newer Trustees, Chris Jones.

We supported both the KS4415 project and the WHHR's Baldwin Restoration Fund financially during the year.

A substantial legacy from a deceased member's estate was received unexpectedly during the year which places us in a relatively healthy financial position. We are considering how best to invest this windfall in a suitable WHR heritage project.

There are separate officer's reports relating to the particular aspects of the Group's activities and I commend these to your attention. Our thanks are due to all those who serve on the Board but particularly those who have functional responsibilities including the Treasurer, Secretary, Journal Editor, Membership Secretary (and Archivist), Journal Editor, Web Master and Sales Officer without whom the Group could not function. I must also thank the printers of our Journal and some of our recent books, ZPQ Designs of Lytham St Annes for their good service.

Succession planning within the Group has been of particular concern to me ever since I took on the role of chairman from David Allan and I'm pleased to say that we are slowly attracting new faces to our board.

In May we welcomed Chris Jones, the FR & WHR Honorary archivist as a Trustee and he has already made his presence felt in the Group. At the AGM at Waunfawr in October, we welcomed Paul Lacey who is taking over from Peter Roughley as the Group's Treasurer. Peter has taken a well deserved retirement from dealing with the numbers and is to be congratulated on his diligence and patience in dealing with our accounts in an exemplary fashion over the past few years. At the meeting, we all agreed that future AGMs should be held on a date in the period mid March to the end of April following the year end and thus more relevant to what happened during those 12 months. This was certainly the case in previous years but somewhere along the line they became later in the year, possibly Covid was to blame!

We will need to seek a successor David Tidy as web master who wishes to stepdown from the role in June 2025 – he will be sorely missed for all his work in developing our website and his general insight into heritage matters on both the WHR and the FR.

Returning to the subject of Tryfan Junction, in three years' time we will be celebrating the 150th anniversary of the opening of the original NWNCR main line from Dinas Junction to Bryngwyn that opened in 1877. By then, there will have to be new trustees in place including a new chairman, to help organize the festivities and run the Group – we hope! Applications are awaited!

Finally, my thanks to all my fellow trustees for their continuing support during 2024.

Nick Booker
Chairman

Officers' Reports

Sales – Adrian Gray

2024 was another 'steady' year for the Sales Dept, enlivened by the publication of Stephen Murfitt's award winning essay "The Saints' Way" which generated a welcome flurry of activity.

We continue to receive orders for the Heritage Guide Books and our other publications from the F&WHR Shops but almost all other trade with booksellers has dried up.

It is clear from my work for this Group and the FR Heritage Group that themed Christmas cards are no longer an attractive proposition and that reproductions of historic ephemera no longer sell in any quantity. Well produced books publishing original research, however, will sell.

Website – David Tidy

Over the past year there have been approximately 350 visits to the website per month, mostly from the UK. Some 275 new users visit the website each month. Around half of the visitors venture beyond the front page and view some 5 pages each on average. The most popular pages are the Croesor Tramway book, the Journals, the WHR History and Map, and the WHR in Archives.

The most significant updates during the year have been the addition of "The Saints Way" and of course the quarterly issues of the Journal. Two major additions have been the set of historic maps compiled in connection with rebuilding the WHR and the archive of the large website started by Ben Fisher to record the progress of the construction work.

The Group's online photo collection is steadily growing on the PiWiGo website entirely as a result of the efforts of Peter Liddell. At the last count there were 1369 images in 65 albums. Access to the collection continues to be restricted to members only.

Membership – Dick Lystor

Membership at the end of 2024 was 231. We continue to pursue at ways of recruiting new members including the use of social media, principally Facebook currently.

Archives – Dick Lystor

At the end of 2024 the decision was taken to relocate the Group's archives, mostly documents to the archive store at Minffordd and this took place in early January. While a list of the items deposited at Gwynedd Archives exists, the cataloguing of the Group's archives is a matter requiring resolution in 2025.

The Journal – Peter Liddell

Through 2024, we published and distributed 4 issues of *Welsh Highland Heritage* – Issues 102 to 105.

At the 2023 AGM, I highlighted the substantial increases in distribution costs that were then in the offing, suggesting that members should be encouraged to accept

their Journals electronically. A small number accepted this, but these acceptances only increased the total number of members who take their copies of *WHH* in this way to 25. This is just under 11% of our current membership.

Whilst the postage increases implemented recently have not affected the price of 2nd-class large stamps, mailing costs remain high. We avoided the 35% increase in stamp prices by buying in bulk before the last price increase in October 2023. However, the last of those stamps was used when distributing *WHH* 106 at the end of February so we will 'feel' that 35% price increase from now on!

Our Charity would benefit from increasing the proportion of *WHH* distributions using non-postal alternatives, either electronically to individual members or by providing accessible copies of the Journal in a members-only section of our website.

We continue to consider other publication options – late in 2023 we published the winning entry to the Centenary Research Competition, *The Saints' Way: A Failed Mission - Ffordd y Saint* by Stephen Murfitt.

This publication process was in a real way also research as we explored the balance between electronic publication – the document is accessible via our website – and the production of hard copies for sale through our usual outlets.

Work continues towards the similar publication of Michael Bishop's second-place winning contribution to that same composition – *Money Without Trace*.

Towards the end of 2024, we began work to upgrade our earlier publication *Ghosts of Aberglaslyn*, the history of the North Wales Power and Traction Co and of the associated Portmadoc, Beddgelert and South Snowdon Railway. Hopefully, this will proceed to publication shortly – again, as with *The Saints' Way*, we will be looking at the options of possible electronic publishing alongside the production of 'hard-copy' volumes.

Treasurer - Paul Lacey

The style of presentation from that in the past is changed and the 2023 figures have therefor been restated.

The accounts for 2024 show a surplus of £18,539 and we were delighted to benefit from a legacy of £18,505 from the estate of the late Pamela Sybil James. Without this legacy the surplus would have been £24.

The Group receives most of its funds from annual subscriptions and donations and we are grateful to members for supporting the Group.

Support was given to the Baldwin 590 Fund of £2,000, the Kerr Stuart Fund of £1,000 and works at Dinas station of £300. In addition, funds were set aside to support Archiving (£2,000) and Dinas Goods shed Roof (£5,000).

The Balance sheet confirms that the Group had cash funds of £42,944 at the 31st December and identifies funds earmarked for future projects.

I am grateful to Peter Roughley for the smooth transition on becoming Treasurer and for his patience in answering all my initial questions.

WELSH HIGHLAND RAILWAY HERITAGE GROUP CIO

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDING 31st DECEMBER 2024

	2024	2023 (Restated)
	£	£
INCOME		
Annual Subscriptions	3,145	2,606
Donations	1,384	753
Legacies	18,515	-
Sales – journal, guidebooks, books etc	1,491	1,385
Sales – artefacts	71	278
Bank Interest	324	213
TOTAL INCOME	24,931	5,235
EXPENDITURE		
Conservation		
Projects		
-Tryfan Junction	-	1,784
-Closed Halt Signs	-	939
-Dinas Station Building	300	-
-Kerr Stuart 4415 Fund	1,000	-
-Baldwin 590 Fund	2,000	-
-Archiving	-	626
Artefacts	148	676
Books, guidebook printing costs	1,022	557
Journal		
-Printing	1,262	1,292
-Distribution	186	2,390
Administration		
AGM/meeting expenses	140	16
Membership Secretary expenses	31	50
Website Maintenance	228	184
Centenary expenses	-	24
PayPal charges	75	46
TOTAL EXPENDITURE	6,392	8,584
EXCESS (REDUCTION) OF INCOME OVER EXPENDITURE	18,539	(3,349)

WELSH HIGHLAND RAILWAY HERITAGE GROUP CIO

BALANCE SHEET FOR THE YEAR ENDING 31st DECEMBER 2024

	2024 £	2023 £
CURRENT ASSETS		
Cash at bank Current Account	1,667	1,330
Cash at bank Deposit Account	41,277	22,681
Stock	5,655	5,441
Cash float	-	132
	48,599	29,584
CREDITORS		
Subscriptions received in advance	720	244
NET CURRENT ASSETS	47,879	29,340
 REPRESENTED BY FUNDS AVAILABLE		
Funds – Unrestricted and Designated		
-Archiving	2,250	250
-Beddgelert Water Tower	538	538
-Building Maintenance	3,788	7,788
-Closed Halt Signs	561	561
-Digitising Historic Documents	874	874
-Dinas Station Building	700	1,000
-Dinas Goods Shed Roof	6,206	1,206
-Glan yr Afon	1,500	1,500
-Tryfan Junction	1,793	1,733
-Uncommitted	29,669	13,890
NET FUNDS	47,879	29,340

I have checked the Balance Sheet and Income and Expenditure Account

Celia Adams FCA 17th March 2025

Chartered Accountant membership number 6112390

THE WELSH HIGHLAND RAILWAY HERITAGE GROUP

England & Wales - Charity number 1202400

Accounts

WELSH HIGHLAND RAILWAY HERITAGE GROUP

Registered Charity 1202400

Trustees Report for 2023 - Heritage - Past Present and Future

Year ending 31 December

Apart from the memories, there are at least two legacies of the WHR Centenary Celebrations. One is Stephen Murfitt's winning Centenary Competition essay and the other, the station name boards now installed at historic halts along the WHR.

Originally, the intention was to have Stephen's Murfitt's essay - "The Saints' Way: a failed mission – Ffordd y Saint" as a free pdf download on the Group's website. The story of how a wise High Court Judge secured the preservation of a railway, rather than the creation of an albeit saintly long-distance footpath has created a good deal of interest among visitors to our website. However, just recently Stephen enquired about a print version. Fortunately, we had set up the pdf as a 'proper printed book' including having an ISBN number and with the correct number of pages to facilitate printing and binding. A short sample run convinced us – it looked 'jolly nice' - so by the time this article appears you should be able purchase the printed version that includes a cover picture commissioned by Stephen from the artist Rebecca Whalley plus some additional photographs, demonstrating that railways and footpaths are not necessarily mutually exclusive.

In his essay, Stephen explores the history of negotiation and manoeuvring behind the original failure of the Welsh Highland Railway and its subsequent resurrection. Mr Justice Vinelott's decision proved to be a significant milestone in the Welsh Highland's one hundred years of history and is now accorded the recognition it deserves. A 'must' for the bookshelf and only £9! The shops at Caernarfon and Harbour station will be stocking it and it will be for sale via our website.

The Station name boards' project was proposed as a WHR Centenary Legacy Project in the early spring of 2023. It is a credit to Adrian Strachan, who managed the project, his team of volunteers and the company who manufactured them that nearly all of them were installed by the end of 2023. All the locations will ultimately have a notice along the lines of 'Trains no longer stop here' so that unsuspecting walkers do not attempt to wave down a passing train! The work was jointly funded by the Welsh Highland Railway Heritage Group and the Welsh Highland Railway Society from existing funds.

In the early years of the WHR's reconstruction, a guide was created as an aid to the many railway staff having to learn the new route of the rebuilt WHR using photographs taken by that master of the camera David Tidy who has been involved with all manner of WHR activities over the years and is the Group's webmaster. The guide is now a feature on the Group's website and follows the route from

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Caernarfon to Porthmadog in stages. Photographs of key landmarks and features are displayed and there are operational information notes. The later sections of the line from Rhyd Ddu to Porthmadog are covered in the greatest detail, being depicted before the opening of the line. The earlier sections which were already in operation by then are covered less fully using photos taken from the train.

The Group has a very extensive photographic archive of over 5,000 images of the railway and other relevant subjects dating from the 19th century and into the current century including those taken and collected by David Allan, John Keylock and many others. Many of these are now available for members via a link on our website, as we scan and post them.

We continue to buy prints and negatives at auction and elsewhere when we are not beaten to the mark by others. For example, last year we bought some 300 colour slides taken in the 1980s and 90s of slate quarries in Gwynedd – some of immediate interest to ourselves. The images were originally taken by Clive Stevens for an illustrated talk by Nick Pell. The Group now own the copyright. The quality is generally quite good and the subject matter / content generally interesting and certainly provide a good impression of how things were in the 1980s early 90s. The Croesor ones in particular are interesting because they have a couple of good views of the converted winding house. More recently, we acquired a works photo of SILURIAN a Hunslet built locomotive that worked at Glan yr afon Quarry.

In line with the continuous improvement of our website and as we create 'added value' for our £15 annual subscription, member Richard Maund has set up links on the History/Archives page which give access to for example, the transcript of the 1922 Contract and the accompanying plans, the 1923 Working Instructions, the 1934 Lease and a Chronology of the Stations and Operations of the WHR. Much of our Archive is at Gwynedd Archives relating and a list of holdings can be accessed via our website.

Our quarterly journal 'Welsh Highland Heritage' covers the history of the WHR and its predecessors and for example from the current edition includes articles on the Croesor Tramway, the management of the FR and WHR in the 1920s, Company 'personalities' such as Colonel Stephens and the regular feature 'Peter Liddell's Photo Analysis' where our esteemed editor of WHH manages to tell the reader a story about the image which might include the time of day from the shadows cast quite apart from subject itself.

Possibly the most significant pieces of North Wales Narrow Gauge Railways' architecture that remains untouched is the Glan yr Afon Weigh Bridge building. For many years before the coming of the 'new' Welsh Highland Railway, this was very visible evidence of one of the major sources of traffic for the NWNGR. Yet in 2024,

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the site is overgrown and the remains of the building unconserved despite the importance of the quarry to the early history of the railway.

There are significant practical obstacles to doing anything on the Glan yr Afon site including access and the ownership of the quarry and the surrounding land. However, those kind of obstacles did not put off the founders of the original WHR Society / '64 Company and later those who drove the eventual building of the railway we have today. Some clearing was done in 2019 as part of the 'Journey into the Past' trains programme but sadly, the vegetation is once again engulfing the site and the weigh bridge building.

A project was discussed at a FR/WHR Heritage Company Board meeting pre Covid but along came down the 'lock down' and rather more urgent matters got in the way. However, the time may now have come for revisiting a Glan yr Afon Weigh Bridge project that ought to lead to the conservation of the building remains and to opening the site line to the incline of the quarry that played such an important role in the history of the NWNGR / WHR.

The Boston Lodge Project has raised the profile of the heritage legacy of both the FR and the WHR and the benefits to interpreting and explaining both the physical and intellectual history of the railways. The UNESCO World Heritage Status of 'The Slate Landscape of Northwest Wales' has served to underline and enhance the importance of the slate industry and its associated transport communications. Heritage attracts millions of domestic and international visitors annually, many to Wales and the future of both railways surely lies in developing further heritage assets for the railways to promote and exploiting their potential for providing 'added value' to those who pay to travel on them.

WELSH HIGHLAND RAILWAY HERITAGE GROUP CIO
BALANCE SHEET AS AT 31ST DECEMBER 2023

	Year	2023	2022
		£	£
FIXED ASSETS			
Plant & Machinery		947.00	947.00
Less: Accumulated Depreciation (@ £176 pa)		947.00	947.00
Current Value		0.00	0.00
CURRENT ASSETS			
Cash at Bank (C/A: £1,330.27. D/A: £22,680.99)		24,011.26	26,558.81
Debtors (see note 1)		0.00	0.00
Stock		5,441.14	5,998.41
Cash float - A Gray		131.71	131.71
Total		29,584.11	32,688.93
Less: CURRENT LIABILITIES			
Creditors		0.00	0.00
Subscriptions received in advance		243.71	271.57
Total		243.71	271.57
NET CURRENT ASSETS		29,340.40	32,417.36
REPRESENTED BY FUNDS AVAILABLE:-			
COMMITTED (see separate sheet for details)		15,449.61	13,739.13
UNCOMMITTED (see separate sheet for details)		15,832.09	16,691.78
Surplus/Deficit (-) for year on Income and Expenditure Account		-1,941.30	1,986.45
NET CURRENT ASSETS		29,340.40	32,417.36

Notes to the Accounts:

1. Debtors (under 1 year): £0.00
2. As it is impossible to estimate, no provision has been made for the future liabilities of Life Members such as supply of Journals and membership costs.

Pete Roughley Feb 2024

Checked by Celia Adams FCA

Chartered Accountant membership number 6112390

I have checked the Balance Sheet and
Income and Expenditure Account
20/3/24
Celia Adams FCA

WELSH HIGHLAND RAILWAY HERITAGE GROUP CIO**INCOME & EXPENDITURE ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER 2023**

	Year	2023	2022
INCOME		£	£
Annual subs		2,581.20	2,774.08
Subs in Advance		243.71	271.57
Life subs		0.00	691.52
(Total Membership 2022 = 259; 2023 = 240 (Life:53))		2,824.91	3,737.17
GENERAL DONATIONS		670.18	656.90
SPECIFIC DONATIONS (see Committed Funds)		60.00	60.00
 SALES of Journal, Guidebooks, Books, DVDs etc			
Income		1,338.59	2,227.81
Less: cost of sales Xmas Cards: + P&P: - 28.57 Postage Rec'd:)		28.57	-222.05
Profit/Loss (-) on Sales		1,367.16	2,005.76
 Bank Interest		213.49	12.46
 TOTAL INCOME		5,135.74	6,472.29
 EXPENDITURE			
 JOURNAL			
Printing		1,292.20	1,265.00
Distribution		2,390.08	1,140.31
Total		3,682.28	2,405.31
 CONSERVATION			
Artefacts Purchased: £579.17 less Sales: £283.56		398.15	295.61
Committed Fund Spending (see separate breakdown)		2,723.27	1,425.08
Preservation (Photo Gallery Housing)		0.00	82.42
 ADMINISTRATION			
A.G.M/Meeting Expenses		15.59	57.56
Centenary Expenses		24.00	6.95
C.I.O. Costs		0.00	12.60
Depreciation of Plant & Machinery		0.00	0.00
Membership Secretary's Expenses		49.73	17.49
Website maintenance		184.02	182.82
 TOTAL EXPENDITURE		7,077.04	4,485.84
 EXCESS OF INCOME OVER EXPENDITURE		-1,941.30	1,986.45

Pete Roughley Feb 2024