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Welsh Railways Research Circle Newsletter No.171 Autumn 2022



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Front page upper: On the 23rd August 2022, DB Schenker 66136 and 66030 double heading 34 MWA open box wagons pass through Rhiwderin Level crossing heading from Machen Quarry to Appleford Freightliner Heavy Haul near Didcot

Front page lower: Colas Rail Class 56, 56113 is seen heading east over Stormy Down Bank and is about to enter the loop to allow a London train to pass. Later in its journey the train made erratic progress, pointing to trouble with one of the wagons, until eventually the fire brigade had to be called to a fire at Wrexham. More about this working in the Winter Newsletter. Photo: Adrian King.

Back page: Courtesy of Stuart Davies ' collection.

FROM THE FOOTPLATE

Dear Colleagues,

Greetings and my apologies for a late Newsletter, the reasons for which are outlined within these pages.

The Circle needs your help if we are to survive. There are a number of vacancies that must be filled as soon as possible. Please respond to the notices in this newsletter. Nobody will be expected to jump in at the deep end. Help will be provided for anyone who comes forward, including mentored transitions to make life as easy as possible. Please help.

I'm sure that you will agree with me that the Circle has much to offer for current and future research and should be supported.

Colin.

FROM THE OPERATING DEPARTMENT

Hon. Secretary

Following on from our successful AGM the committee is eager to hold events that will bring the Circle's members together.

The first will be an open day for members at our Archive in Rhiwderin. This will be held on Saturday 12th November from 10am. If you're curious about what we've got or what's actually upstairs at Rhiwderin, come along and have a look. Tony Miller and some of his team will be there to answer any questions and find any items that you might want to look at. There is also an extensive library and collection of magazines, so if you want to have a look at that elusive book that someone's selling on Amazon for £200 because its rare, the chances are that we'll have a copy if its anything to do with Welsh railways.

The committee will also be there so if you want to ask any of us anything, please come along. The day will conclude with a committee meeting.

The second will be a meeting held in Swansea, provisionally on the afternoon of Saturday 21st January 2023. I live the wrong side of Carmarthen, so getting to Rhiwderin can be anything up to two hours along the M4. So, the committee thought it would be a good idea to hold meetings at other locations. We are fortunate that we will be able to use the clubrooms of the Swansea Railway Modellers Group at 300 Carmarthen Road, Swansea, SA5 8NJ. This will not replace the Indoor Meetings, which we hope to have up and running again soon, and will be less formal, a presentation followed by a chat rather than an actual talk. If anyone is interested, please contact me. More details will follow closer to the time.

We are still looking for an Editor for the Newsletter, a Membership Secretary and someone to take on the distribution of the Newsletter and Archive maga-

zine. If you feel you would be able to contribute towards the running of the Circle in these roles please contact me, the Newsletter Editor, Rob Foot, or the Membership Secretary, Paul Rowlands, to find out more.

Simon Parsons

Membership

Subscription renewals have progressed quickly this year. Of our total membership of 424 only 89 (23%) remain to renew as October draws to a close. If you are one of them, now is the time to act.

Our total membership is one down (424) from the Summer 2022 figure (425), and down from the 438 members we had in October 2021.

The geographic spread of our membership remains much the same. 56% (239) live in England, 40% (169) live in Wales and the remaining 4% are spread between "Overseas" (10), Scotland (3) and the Isle of Man (1). The greatest concentration of members is Southeast Wales (100) then Southeast England (93). The regional spread remains much the same and is available on the Members Section of the web site, or direct from me by request.

Since the last Newsletter we have heard the sad news that Malcolm James (member 51) of Newport died in July 2022.

Geoff Kerr (585) of Exeter resigned in August.

We welcome the following new members:

David Gowan (1296) of Malvern, interested in Welsh Railways. Carmarthen to Aberystwyth line & Aberayron branch. At present working with Lampeter Museum on a book about this route and branch line.

John Glover (1297) of Ongar, interested in railway history and preservation.

Martyn Trevellyan (1298) of Bruton, interested in Early Cambrian Railway rolling stock 1866 - 1875.

Phil Lloyd (1299) of Bromborough, interested in the railways of North Wales.

Philip Sheldon (1300) of Barnstaple, interested in Railways in social & economic development. Also, the extent to which timetables match social needs.

Dewi James (1301) of Cardiff, interested in Railway routes, carriages & wagons. Architecture & Civil Engineering.

Peter Fortune (1302) of Cardiff,

Larry Shelbourn (1303) of Newark, interested in the Cambrian Rlys, GWR, LNWR & Narrow-Gauge history.

On behalf of the Committee, I would like to thank the team that covered the Cardiff Model Railway Show. Their efforts lead to two new members and a

number of enquiries. Thank you, Mike Denman and Co. If you think this is something you could do at an event near you, please get in touch.

Paul Rowlands
Membership Secretary

Archivist

At last! Noticeable progress has been made with sifting through the John Hutton files and other material. We shall be able to consolidate the useful Hutton papers into far, far fewer files, thereby releasing more valuable shelf space. Already there are some good quality 4-ring lever-arch files that are freely available to any member who needs some. Collect from Rhiwderin or arrange a 'delivery route'.

For the short term - at least until most of the existing archival papers from a number of sources have been dealt with - there will be a moratorium on new accessions that are simply being off-loaded upon us. However, if a prospective donor of prime archival papers should appear, please let the Archivist know before accepting anything.

Interestingly, there has been a thread within the HMRS highlighting that their premises are now overloaded with boxes of 'stuff', so we are not alone

Thanks once more to the dwindling few who have been helping in recent months.

Tony Miller

Notice to Members: Newsletter and Archive Magazine Distribution

As no volunteer has come forward to take on the job of distributing the quarterly Newsletter and half yearly Archive magazine, the Committee has had no other option but to procure the services of a 3rd party commercial organisation to undertake the distribution of these publications in future.

This action clearly represents a further pressure upon the Circle's finances but in the absence of any volunteer, is considered necessary in order to maintain the continuity of service to members.

However, it is an avoidable cost and if any member is able to help out, or would like to understand more about what is involved, please contact the Circle Secretary, Simon Parsons (secretary@wrrc.org.uk), or the Newsletter Editor Robert Foot (newsletter@wrrc.org.uk).

OUTDOOR MEETINGS PROGRAMME Text and photos - Keith Dumelow

Blackmill to Hendreforgan, 20th August 2022

Although the weather forecast predicted heavy rain clearing from the west in time for our walk, I feared the worst as rain lashed my windscreen while travelling along the M4 en-route to Blackmill. But then, as if by divine intervention, the clouds parted and the rain stopped as I met up with fellow walkers Iain Pate and Ralph Melhuish.

Our walk traced the trackbed of the little-publicised route between Blackmill and Hendreforgan which was promoted by the Lynfi & Ogmore Railway to provide an additional outlet for eastbound traffic but was completed by the GWR in 1875 having absorbed the L&OR in 1873. Thus, the line projected in competition with the GWR was completed by that Company.



Hendreforgan Junction SS 980875

The walk, of around 3.75 miles, can be split into three roughly equal sections. The initial section of trackbed is in private hands but the tree line can be viewed from the route of the walk across the river. The walk, which is part of Sustrans National Cycle Route 4, then follows the trackbed and a siding which ran to Caradog Vale colliery is clearly defined by a row of trees. This colliery opened in 1885 and closed in 1906 following severe and sudden flooding which resulted in the death of 4 miners. The third section of our walk once again took us away from the trackbed and onto the hillside from where the former railway is clearly defined as it is now used as a farm track. Of particular note is the site

of Hendreforgan Junction, still clearly visible, at which point a branch curved to the north to serve the collieries of Gilfach Goch. From our position on the hillside, we got an excellent view of the green patchwork of fields forming the rolling hills across the valley and beyond, a far cry from the industrial drabness and colliery waste tips experienced by the author Richard Llewellyn when in Gilfach Goch to research his 1939 novel 'How Green Was My Valley.'

The weather had turned warm and sunny when we reached the Griffin Inn, adjacent to the site of Hendreforgan station and described as one of the real heritage pubs of Wales, where we sat outside to enjoy our sandwiches and a pint. On the wall of the pub hung a painting of the Inn with a bridge adjacent, under which the railway passed. Sadly, nothing now remains of the bridge or the station but remnants of the line can be seen as depicted in the photos and the three of us present reflected on a very enjoyable walk over a former railway well off the beaten track. In fact, such was our enjoyment of the walk that we chose to forego the bus back in favour of retracing our steps to experience the delights of the walk for a second time!



bridge at SS 958868



bridge at SS 975875

PORT TALBOT RAILWAY, BRYN TO GOYTRE, 6TH SEPTEMBER 2022

The Port Talbot Railway (PTR) was incorporated on the 31st July 1894 as a combined railway and dock company. Its mainline ran from Port Talbot via Maesteg to the Garw Valley at Pontyrrhyll with running powers over the GWR to the head of the valley. The line opened in 1898 and satisfied the mine owners of the Garw Valley who had become frustrated at the restrictions imposed on the coal export trade by the inadequacies of the harbour at Porthcawl.

Passenger services between Port Talbot Central and Maesteg were withdrawn in 1933 and although coal traffic was the mainstay of the route walked, the closure of Bryn Navigation colliery in 1964 sounded its death knell as the coal output from the Maesteg area could just as easily be accommodated via Tondur and the Lynfi Valley. The last train over the course of our walk ran from St John's Colliery, Maesteg to Margam yard on 31st August 1964.

It was bright and sunny when 6 walkers gathered outside the Royal Oak pub in Bryn on 6th September for our walk down the Duffryn Valley to Port Talbot. Before setting off we took time to study a 25 inch map of the area from the early years of the 20th century which depicted the level crossing a few feet from where we stood, the station beyond it, now occupied by houses, and Bryn Navigation colliery behind the pub. The colliery was sunk in the mid 1890s, attained a peak annual output of 96,000 tons, employed 683 in 1923 and closed in 1964. We observed the point at which the railway track serving the colliery crossed the main road of which, predictably, there is now no trace.

We were grateful that our 3.25 mile walk to Goytre, at which point the former track bed becomes a housing estate, was down the valley as the gradients are fearsome - largely 1 in 40 - which would have made a walk in the opposite direction considerably more arduous. Although the thick tree lines now prevent views across the valley, the walk is pleasant with the shallow embankments and railway fencing either side providing much evidence of former use. The route also boasts some interesting structures where the railway bridged road and river by wonderfully constructed brick arches, so characteristic of the PTR.



Double-arched bridge at SS 796901 cut signal post approaching Duffryn Junction SS 780897

The shallow remains of a bridge parapet was spotted indicating the point at which the branch left the main line to cross the river to serve Glenhafod colliery (1920 - 1958). We were now close to Duffryn Junction where the branch to Port Talbot docks and the steelworks complex departed to our left but there was little evidence of the twin bridge which once spanned the river. At this point our walking route gave way to the housing estate which now occupies the site of Duffryn Yard engine shed. We wondered while passing the houses how many of the occupants knew of the history of the land on which their homes now stood.

By now, one of the heavy showers forecast was falling as we made our way through the streets to take lunch at the Lord Caradoc pub. We agreed we'd had a most enjoyable walk but I must apologise again to the two walkers who followed me on what I believed to be a short-cut to the pub only to get lost in a

labyrinth of streets and passageways resulting in our arrival some 10 minutes after those who had walked ahead!



Rail and road bridge at SS 799905;



Group photo

SOUTH WALES MINERAL RAILWAY, YNYS-Y-MAERDY INCLINE

22ND SEPTEMBER

Three walkers gathered in the car park adjacent to Jersey Park in Briton Ferry for our final walk of the year. The park is a pleasant place to spend some time with its neatly cut grass and attractive flower beds, but in a previous existence, the land formed part of Brunel's 1.5-mile Ynys-y-Maerdy incline, a rope-worked section of the South Wales Mineral Railway with a gradient of 1 in 9.

The SWMR, which was the first railway into the Afan Valley, was a broad gauge railway promoted by colliery interests at Glynccorwg to link the mining area to the South Wales Railway at Briton Ferry and the nearby harbour. The line was constructed between 1861 and 1863 but was costly to build and expensive to operate and the railway's dependence on a single source of traffic gave rise to a precarious existence. The Glynccorwg Coal Company went bankrupt in 1878 and took the SWMR down with it. The railway remained in receivership for 29 years until absorbed by the GWR in 1908. In 1898 the Port Talbot Railway linked with the SWMR at Tonmawr and a close working relationship grew between the two companies. This resulted in the SWMR being able to divert traffic to the modern harbour at Port Talbot and thus avoid the incline's expensive bottleneck, which was abandoned in 1910. The section from the top of the incline to Tonmawr Jcn closed in 1950.

This was a walk with a difference, best described as short and sharp although we did walk for a further mile beyond the top of the incline. Not only is the incline steep but underfoot conditions are difficult, being mostly stony and often wet although the previous fine weather ensured a mainly dry walk. Before leaving Jersey Park, we witnessed evidence of the land's former use in the form of an attractive stone bridge under which the double-tracked incline passed.



Remains of the Incline Winding House at SS 760951



Incline underbridge, Jersey Park at SS 747949



Incline overbridge at SS 752951



An interesting find at the top of the incline was believed to be remnants of the winding house which was verified by co-ordinating the grid reference on my OS App with that of an early 20th-century edition of a National Library of Scotland 25-inch map. In the same vicinity, we also saw evidence of rope routes by way of shallow walls forming narrow trenches.

Beyond the incline, we located the site of a tramway that served Eskyn colliery and interfaced with the SWMR at Tir Evan Llwyd siding. It is not known precisely when mining commenced, but the existence of a siding agreement between the SWMR and the Eskyn Colliery Company dated 1915 provides a clue. It appears the colliery was very short-lived as the Eskyn Colliery Company was dissolved in 1919 and there is no record of mining having re-commenced.

A little further on and in a muddy cutting is Crythan Farm bridge which carries a minor road over the trackbed. The bridge is a listed structure and its distinctive design is typically Brunel.

Although the weather was mostly dry, we encountered a shower on our way back and the threat of further rain caused us to find the nearest pub to consume our sandwiches, with the permission of the proprietor .

Left: A mystery structure found on the Incline. Does anyone know of its purpose?

WELSH RAILWAY ARTICLES IN OTHER PUBLICATIONS

Robin Simmonds

Here is the latest selection. My thanks to Tony Harvey, Clive Smith, Terry McCarthy, and John Bushby for their contributions, and to all the others who have contributed over the years I have been compiling this piece for the Newsletter.

Back Track vol. 36 no. 6, June 2022 - pp. 374-380. Mike Fenton. London Midland & Scottish—the camping coach behemoth, Part Two. Includes the reminiscences Marjorie Richards of staying at the camping coach at Nant Clwyd on the Corwen and Denbigh line together with a picture of the coach in September 1939.

The Narrow Gauge no. 276, May 2022 - pp. 3-16. Sydney A. Leleux. Penmaenmawr quarries or Alice—one that got away. (An illustrated historical account based on the author's visit to the quarries in 1968)

Steam World Issue 417 March 2022 - pp. 24 Trains on the silver screen. Peter Chatham. (Photo of 1466 dressed in plywood armour between Colbren junction and Craig y nos for the filming of Young Winston)

pp. 30-31. Pix N Mix. 2 photos by Chris Leigh of Barmouth Bridge.

pp. 52-57. Patrick Evans. Overnight shed bash to South Wales. (Nine photos and 20 note book pages of engine numbers from 21 sheds in Wales)

pp. 58-62. Keith Jagers Fire Queen - The Great escape. (7 photos of the problems of getting Fire Queen out of the loco shed where it had been stored for 60 years)

Backtrack vol. 36 no.8 August 2022 - pp. 462-467. Terry McCarthy. The Impact of the Great War on the Railways of Gelligaer Parish and Adjoining Areas, Part 1 (First part of a two-part article primarily based in the Rhymney Valley. There is a synopsis of the railway network in pre-war days, including a table showing running powers. Outlining the developments in the coal industry in the first decade of the 20th century and the impacts on the railway system. The impact of the outbreak of the war is considered including the impact of the Railway Executive. This leads onto a section of "Tensions and Problems", notably the increased expenditure allowed by the RE (and Government) for pay and war bonuses and restrictions on passenger workings.

Illustrations: Rhymney Railway goods (mineral) and passenger trains, Photographs of collieries, New Tredegar Colliery, Deep Navigation (Treharris), Elliot's (New Tredegar) and Bargoed collieries. Crumlin Viaduct cited as a GWR bottleneck (weight restricted))

pp. 476-478. JSG on the Byways of The Western. (Series of black and white images from the British Railways steam era taken by John Spencer Gilks.

Including three of Grange Court Junction, Symonds Yat and the original Severn Bridge whilst it was still in regular use)

pp. 484-491. Stan Yates. Bidston Shed Western Outpost of The Great Central and The London & North Eastern. Part 1. (Relevant as it is virtually impossible to separate out the activities of the GCR/LNER in Cheshire from those in north-east Wales. The history of this Birkenhead area shed is Illustrated with images, maps and tables. Part 2 in the October issue, pp. 628-632)

Backtrack vol. 36 no. 9, September 2022. - pp. 516-517. The Green, Green Grass of Home. (Five colour images of photographs by David Idle and notes by John Scholes of South Wales colliery railways dating from circa 1970 each with detailed extended caption)

Backtrack vol. 36 no. 10, October 2022. - pp. 608-610. 56XX - The Workhorses of South Wales (Seven colour images of this class working in South Wales dating from circa 1958-1962, each complemented with an extended caption)

Rear cover. (Large colour image of Crumlin viaduct taken in 1958 with an eastbound train crossing)

(Editor: I cannot let this moment pass without expressing my thanks to Robin for his contribution to the Newsletter over many years. Before I took over as Editor, this column was always the first thing I turned to when the Newsletter arrived. It is an invaluable resource, containing a wealth of information of use to the casual enthusiast and serious researcher alike. On behalf of your readers and the Circle, thank you.)

Unfortunately, no one has offered to take over from Robin but rather than see this valuable resource disappear, I will take over responsibility for collating it until such time as my term as Editor ends with the Winter 2023 edition. So, if you have details of Welsh railway related articles published elsewhere, please send them to me.)

Afternoon workmen's train departures from Glascoed ROD, summer 1956

See Tony Hopkin's letter on page 46

Dep Glascoed ROD	16.32		16.37		16.42
Destination(s)	Brynmawr		Rhymney		Newport & Blaenavon LL
Dep Pontypool Rd	16.41		16.46		16.52
Route and timings		(Rhymney portion)	(Ystrad Mynach portion)		Arr Panteg & Griffithstown 16.56
	Dep Llanhilleth Middle 16.58	Dep Crumlin J 17.05	Dep Crumlin J 17.09	(Newport portion)	(Blaenavon portion)
			Dep Ystrad Mynach North 17.29	Dep Panteg & Griffithstown 16.59	Dep Panteg & Griffithstown 17.00
	Arr Brynmawr 17.39	Dep Fleur-de-Lys 17.21	Arr Ystrad Mynach 17.31	Arr Newport High St 17.25	Arr Blaenavon LL 17.28
Comments		(My comments: I have no timings beyond F-4-L).	(My comments: Train divides at Crumlin J, NOT Hafodyrrys. WTT shows destination as "Rhymney" only). Conveys Ystrad Mynach portion to Crumlin J. Detach Ystrad Mynach portion at Crumlin J.		Not advertised.
Those in brackets are my observations. The unbracketed comments are from the tables in the WTT.					

THE KING'S VISITS to WALES

Michael L. Roach

After many decades as heir to the throne Charles, Prince of Wales and Duke of Cornwall, became King Charles III on the afternoon of Thursday 8th September 2022 when The Queen passed away at Balmoral at the age of 96 years. There was an amazing amount of pomp and ceremony over the next eleven days leading up to the funeral on Monday 19th September 2022. Even before the funeral King Charles visited all four countries in the United Kingdom. It was his first visit to the Principality as Monarch and took place on Friday 16th September. The date of the King's visit was well chosen or badly chosen depending on your point of view. September 16th is celebrated in Wales as Owain Glyndwr Day to mark the day his followers proclaimed him Prince of Wales in the year 1400. Owain Glyndwr was the last native born Welshman to hold the title Prince of Wales.

The new King spent several hours in Cardiff and was warmly and enthusiastically received everywhere he went. King Charles told the Senedd "It was a privilege to be Prince of Wales for so long. Now, my son William will bear the title. He has a deep love for Wales..... Like my beloved Mother before me, I know we all share a love for this special land." He also visited Cardiff Castle and Llandaff Cathedral, where a remembrance service for the late Queen was held.. It is believed that the King and Queen Consort travelled to and from Wales by helicopter. The Queen's coffin travelled by road the 175 miles from Balmoral to Edinburgh; and by RAF plane from Edinburgh to London. It is thought that at no stage in the proceedings was the Royal Train used despite the fact that many years earlier one of the carriages in the Royal Train had been adapted to carry a coffin. It would have been logical to use the Royal Train to carry the coffin from Scotland to London, perhaps via the Settle & Carlisle and the Midlands where millions would have been able to witness the funeral train passing, as they did with the funeral train of Winston Churchill in 1965.

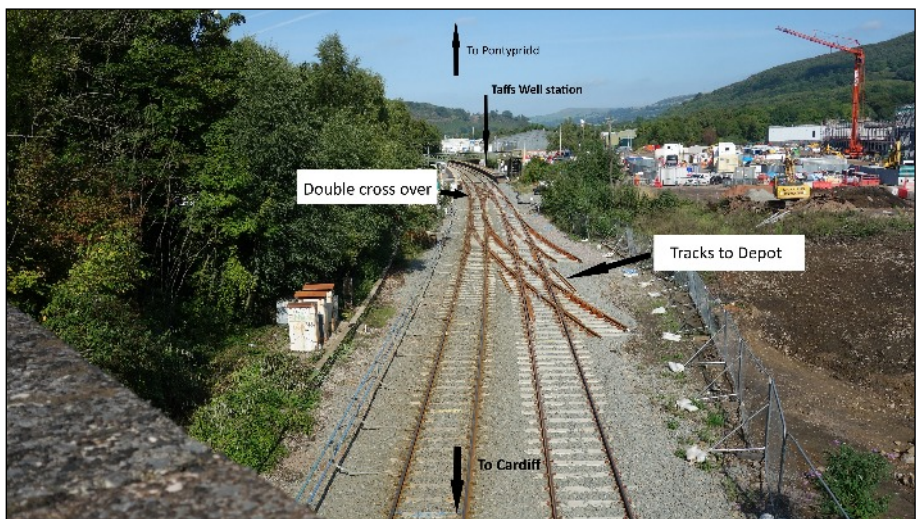
Watching the proceedings in Cardiff on television took me back 86 years to an earlier visit by a new King which I had read about in the GWR Magazine. It was on the morning of the 18th November 1936, that Edward VIII stepped out of a GWR sleeping car at Llantwit Major Station to begin a 2-day tour of Wales. At His Majesty's request the journey was made as informal as possible and the GWR's ordinary rolling stock was used throughout. The King's special train left Paddington at 00.55 that day and ran in front of the 00.55 Paddington to Swansea. The special consisted of a corridor brake first, two sleeping cars, two saloons and a corridor brake compo making a total of six coaches hauled by 5056 Ogmere Castle. The special arrived at Llantwit Major Station on time at 05.35 and was berthed in a siding in the goods yard. It was a perfect autumn day and after breakfasting and doing his ablutions the King appeared at the top of the wooden steps and posed for the assembled photographers before setting out by car for the day's engagements. The train was soon moved to Cardiff for



cleaning, watering etc and was later moved on to Mountain Ash (Cardiff Road). Here the King rejoined the train which departed just before 18.00 and travelled for about an hour to a secluded station for the night, where it could be more easily guarded and secured. The train was stabled at Usk on the line from Pontypool Road to Monmouth convenient for the King to begin the second day of his tour at Cwmbran Station. The day ended at Rhymney where the King rejoined the train for the 3 hour 25 minute journey to Paddington. King Edward VIII ascended to the throne on the 20th January 1936 and just three weeks after his trip to Wales, abdicated after a very difficult time for him because of his relationship with Mrs. Simpson.

The next major royal event was the coronation of King George VI in May 1937 on the day Edward VIII would have been crowned had he not abdicated.

Above: King Edward VIII alights from the train in the goods yard at Llantwit Major Station on the Vale of Glamorgan line.



View looking north to Taff's Well station. The tram-dept is one the extreme right.

TRANSPORT FOR WALES TRAM-TRAIN DEPOT, TAFF'S WELL

Text and Photos Gareth E. Jones

Seven months have elapsed since my last visit to the site of the TfW new tram-train depot at Taff's Well and very considerable progress has been made on the construction of the tram-train depot for the South Wales Metro. In February, only one small building had existed at the northern end of the site and there was little evidence of actual work being done. We were, of course, still in the grip of the Covid pandemic.

By mid-September the scene had changed completely and construction was taking place simultaneously in many parts of the site. Arriving by train at Taff's Well one immediately sees a double crossing at the Cardiff end of the platforms between the up and down running lines and beyond which two tracks leave the running lines and pass into the depot, see Photo 1 (previous page). At this point the lines are heading almost south-east. They will pass under a road bridge (now under construction) and then turn very sharply to head north into the depot, see Photo 2. At first sight it appears impossible for a train to take this extremely tight turn but presumably this will not be a problem for the articulated tram-trains. No track has yet been laid within the depot. The cost of the depot is £100 million.

The arrival of the first tram-train occurred on 13 May 2022, when No 398 001, first of a batch 36 three-car articulated bi-mode (overhead and battery) tram-trains arrived in Britain from the Stadler works in Valencia. It's currently at the Rail Innovation & Development Centre in Melton, Leicestershire where testing is taking place. At least four other tram-trains have now been delivered. Seven almost identical Class 399 tram-trains are in service between Sheffield and Rotherham.



Scheduled passenger services are due to begin sometime in 2023 on the Core Valley Line routes to Treherbert, Merthyr Tydfil, Aberdare and the Cardiff Bay branch. Eventually they will also operate on-street running on a short new line to Roald Dahl Plass in Cardiff Bay.

TRANSPORT FOR WALES NEW TRAINS: A QUICK GUIDE

Mike Denman

TfW state that from 2023 (presumably the company does not mean January) 95% of rail journeys in Wales and its borders will be on new trains. Here's the planned fleet.



Class 197 CAF Civity will consist of 77 trains (51 x 2 car and 26 x 3 car – 14 with 1st class accommodation, which feature premium leather seats). The trains will be stored at Machynlleth and Chester (yes, that's TfW in England). Bodyshells are built in Spain and assembled in Newport (visible from the main line when passing Llanwern). Top speed 100 mph. The first units are currently under test in

North Wales. Due to begin on long-distance services by the end of this year, which ones are not yet confirmed: Holyhead-Manchester/Birmingham; Cardiff-Holyhead; Llandudno-Blaenau Ffestiniog; Wrexham-Bidston; Chester-Liverpool; Cardiff-Manchester/Liverpool; Birmingham-Aberystwyth & Pwllheli; Ebbw Vale-Cardiff/Newport; Maesteg-Cheltenham; Manchester-Milford Haven; Cardiff-Fishguard; Swansea-Pembroke Dock replacing Class 175s by the end of next year. The above routes quoted by TfW are not all long distance and some lines have other new trains allocated to them (see below). The information about TfW trains over the time that they have been under construction has changed.



Left Upper: Class 230 are conversions of ex-London Underground D Stock trains. Vivarail has rebuilt the five units, with diesel-hybrid engines and improved interiors for the Wrexham-Bidston line. The introduction into service is long delayed (three years) not least because of a small fire under a test unit (described as a thermal incident). Maximum speed 60 mph. There is no plan to introduce them into this year's timetable.



Left lower: Class 231 Stadler Flirt DEMU will be only 11 x 4 car sets. Each unit has four diesel engines and a central power pack in a mini carriage in the middle. They can be

adapted in the future for overhead lines, batteries or hydrogen packs. The bodysells are built in Hungary, finally assembled in Switzerland and are tested in Germany, Romania, the Czech Republic and Romania. Maximum speed 90 mph. The first units are due in service this year and are a regular sight in Cardiff and Newport under test and driver training. They are planned for use on the Ebbw Vale branch and the Maesteg to Cheltenham service and based in Canton. TFW have recently purchased the old Barry shed site as an overflow facility.



Class 398 Stadler Citylink Tram-Trains will be 36 x 3 car units with 126 seats for 256 passengers in total. These are bi-mode trains with overhead pantographs and batteries. The latter used under bridges or on streets. They feature a rubber layer between the tyres and wheels to reduce noise and can travel on tight curves. They are made in Spain. Top speed 62 mph. TFW do not have powers to lay

tram lines on Cardiff streets, this is a matter for the city council. The sets will be based in the new Taff's Well depot when introduced in 2023 (month not announced).



Class 756 Stadler Flirt Tri-Mode trains will consist of 7 x 3 car and 17x 4 car sets. The latter have a capacity (according to Stadler) for 388 passengers, 194 standing and 194 seats (36 tip up). Each unit has one diesel engine and 3 x battery racks in the central power pack as well as overhead pantographs.

The battery/diesel power will be used by these Valley services when travelling to Penarth, Barry and the Vale of Glamorgan. The pantograph will raise or lower automatically preventing human error. Maximum speed 75 mph. They will be based in Canton when introduced early in 2024.

TFW have not published details about the 5% of journeys not on new trains. For example, they have just completed refurbishment of their Class 153 fleet of single units having increased the number from 8 to 26 units. And there's the loco hauled Holyhead / Cardiff 'Premier' train of Mk 4 coaches.

(Photos / Images: Class 197 Unknown / You Tube; Class 230 Vivarail; Class 231 / 398 / 756 TFW;)

LINE TO BRECON PART 4 - A WONDERFUL RAILWAY HOLIDAY IN SEPTEMBER 1962

MICHAEL L. ROACH

When I was much younger, I made several longer distance trips chasing and photographing trains, staying for a few nights in bed and breakfast. However, I only took three such holidays which lasted a complete week. The third was to the north-east of England in September 1975 for the 150 anniversary celebrations of the opening of the Stockton and Darlington Railway and I returned home an enthusiast for all things north-east and North Eastern Railway. The second was to Mid and North Wales in the summer of 1969 to visit all the narrow-gauge railways but the first was to Wales and the four lines out of Brecon in September 1962.

This was prompted by the Transport Users Consultative Committee (TUCC) hearing which recommended closure of all four lines and it was a couple of months at the most before the closures would be implemented. In a way it was a very sad and melancholy time knowing this would be the last time I would see these fascinating lines, trains and stations set in beautiful countryside and that hundreds of railwaymen would lose their jobs. The passenger routes to be closed were:

<u>Route</u>	<u>Mileage</u>
Brecon – Three Cocks Junction – Moat Lane Junction	60
Brecon - Three Cocks Junction – Hereford	38½
Brecon – Newport	47
Brecon – Neath	<u>33¼</u>
TOTAL route mileage	178¾

The holiday was taken over the first week of September 1962, which fortuitous as the children had returned to school for the autumn term and some would be seen using the train to and from secondary school in Brecon. I invited my friend Charles Fennamore but work and study commitments prevented him joining me. When I showed him my holiday photographs you can imagine his feelings. It was difficult to decide whether to press on alone but it was really my last chance to do the four lines in a comprehensive fashion, so alone it would have to be.

My plan was to go by car to take photos in the countryside but to make at least one return journey by train on each route out of Brecon. I would start at Newport Station and head north by car stopping at every station and halt along the line to Brecon and then on to Moat Lane Junction on the line from Whitchurch to Aberystwyth. That was over 100 miles and 45 stations and, if there was time, I would also go west from Brecon down the line to Neath and east from Three

The level crossing and signal box at the east end of
Dowlais Top Station on 3rd September 1962.



Cocks Junction to Hereford as far as possible. I knew from the outset it was a tall order and so it proved; I got as far west as Cray on the line to Neath but did none of the stations on the former LMS route to Hereford.

It would take many thousands of words to record what happened at each and every location during the week, instead members can read about the stations and lines in the books recommended at the end of the article. Here is a list of the locations visited each day up to the Wednesday evening and later I will describe the highlights of each day:

Sunday 2nd - Newport – Llanvihangel – Duffryn Isaf – Penrhos Junction - Drope Junction – Peterston – Cardiff (guest house)

Monday 3rd - Cardiff – Machen – Trethomas – Bedwas – Maesycymmer – Fleur-de-Lis – Pengam (Mon) – Ogilvie Village - Fochriw – Pant (Glam) – Dowlais Cae Harris – Dowlais Top – Cardiff (guest house GH)

Tuesday 4th - Cardiff - Brecon – Llanstephan Radnor – TRAIN Builth Wells dep. 12.45 to Moat Lane Junction – Builth Wells arr. 4.14 – Cradoc – Aberbran – Cray – Cray Reservoir – Devynock & Sennybridge – Brecon (GH)

Wednesday 5th - Brecon - Llanfaredd – Marteg – Llandinam – Dolwen – Llanidloes – Tylwch – Pantydwr – St. Harmons – Rhayader – Doldowlod – Newbridge-on-Wye – Builth Road – Aberedw – Erwood – Boughrood & Llyswn – Brecon (GH)

I journeyed from my home in Plymouth to Newport on Saturday 1st September 1962. The trip was horrendous with traffic jams and slow moving traffic in many places. In the late 1950s and 1960s summer Saturdays were notorious for traffic jams and journeys taking more than twice as long as usual. There were almost no dual carriageways and few bypasses on the route with the main roads passing through many towns and villages. This was the last Saturday of the school holidays and the last Saturday of the peak season. I left home in Plymouth at 09.25 and ran into the first jams at Haldon before Exeter, then at Exeter, Tiverton, Wellington, Taunton, Bridgwater and Highbridge. I arrived at the Aust ferry queue, north of Bristol, at 16.30. It was always a conundrum travelling in this direction whether to go to Aust and see the length of the queue waiting for the ferry because it was a long way off the A38 direct route if going around Gloucester which itself added many miles to the journey. The main road went right through the centre of Gloucester which could add more traffic jams. Travelling in the opposite direction from Wales to the West Country was easier because the ferry was only two miles off the A48 from Chepstow to Gloucester. After gradually moving up the queue and waiting well over two hours to get on the boat, I finally drove off the ferry and up the slipway at Beachly at 19.15 and through Chepstow. The ferry fare for a small car and driver was 7 shillings and 6 pence (37½p). At the time petrol was 5 shillings (25p) a gallon and the car only

did about 30 miles to the gallon so there was not much difference in the cost of going round the long way and the ferry fare. The advantage of taking the ferry was that it gave the single driver a break and it was a real experience which would cease with the opening of the Severn Bridge in 1966. Needless to say, the ferry did not run in the dark or rough seas.

I stopped twice in Chepstow, in different places to photograph Brunel's famous bridge across the River Wye which was being rebuilt at the time. My arrival in Newport was at 20.40 and I found bed and breakfast at 39 Corporation Road. It had taken 11¼ hours to cover 172 miles from Plymouth to Newport. Luckily the car had not overheated (a common problem in those days with no water pump) and I always took plenty of reading matter with me to read while waiting for trains. The car was a maroon 1939 Morris 8 Series E registration FKB 972 and not very reliable, but I only had one incident in the whole holiday that has stayed in the memory when I had to brake heavily on the narrow road between Talybont Dam and Torpantau Station while photographing a train at each end of the quick sprint. I had been watching "Bangers and Cash" on Yesterday TV Channel for a couple of years when during the writing of this article I saw the first Series E Morris 8 go through the Mathewsons auction in Thornton-le-Dale. It had the registration FAF 785 which was first registered in Cornwall in 1939. The car had been resprayed in non-standard colours, looked immaculate, and fetched an amazing £4,300. As an aside I was quite surprised to see that Merthyr Tydfil was still using just its original two-letter registration HB when I arrived in South Wales in 1960.

First stop on the Sunday morning was at the road bridge over the railway at the former Llanvihangel Station (closed 1958) at the top of the 1 in 82/95 bank from Abergavenny. I have always liked standing on bridges located at or near the top of steep or long inclines and the Western Region was blessed with its fair share at places like Bincombe, Churston, Doublebois, Evershot, Hemerdon, Llanvihangel, Stormy Down, Talerddig and Whiteball. Later, on the Sunday, I would photograph interesting signal boxes at Duffryn Isaf, Penrhos Junction and Drope Junction. At the end of the day's circular tour, I found a new B&B in Cardiff just off the City Centre with a Mrs. Price at 3 Colum Road.

The next day (Monday), I started out on the task that I had set myself but commencing at Machen Station and missing Bassaleg Station which was 5 miles further east, probably due to pressure of time. The highlight of this very full day was undoubtedly catching the ICI ammonia tank train, both empty and loaded at three different locations (Fochriw, Pant Junction and Dowlais Top). In the evening, I visited my former landlady at Caerphilly before returning to the guest house in Cardiff for the last time.

The next morning (Tuesday), I travelled on from Cardiff to the centre of Brecon where B&B was found at a guest house in The Watton. This was on the main road into Brecon from the east and with no bypass the road carried all the traffic on the A40. The cost was 17 shillings and 6 pence per night and the location



Above: 3201 leaves Fochriw, with its staggered platforms, on the 11.15am Newport to Brecon train on 3 September 1962.

Below: Llanstephen Radnor Halt looking north on 4 September 1962; the Halt dates from 1933





Above: Ivatt Mogul 46520 is seen taking water on Moat Lane Shed on 4th September 1962. The loco was built at Swindon and was then just 9 years old.

Below: 3693 approaches Cradoc at 5.44pm on 4th September 1962 with the 4.10pm Neath to Brecon train. The train would pass through Cradoc again just 42 minutes later with the 6.20pm Brecon to Neath.



was convenient for the railway station and for walking to the town centre to stock up with food and film every day or two. I stayed there until journeying home on the following Sunday. I travelled out each day by car visiting as many stations as possible before returning to the guest house mid-evening to plan the following day's trip. The itinerary was planned to the minute to ensure that every passenger train would be seen and caught on film and not missed during travelling between stations. Ten minutes were allowed for each station stop but inevitably there were last-minute changes to the schedule which resulted in a couple of stations being missed altogether.

Before setting out on the holiday I had decided that everything about the holiday and the railways seen would be recorded, including loco numbers, coach numbers, train logs, expenditure, times of arrival/departure, photos taken and a couple of lines about each station visited; and sometimes a sketch of the station and track layout. The first expenditure even before leaving was a new notebook (cost 9d) to do the recording! It was wire-bound and fitted in my pocket. On returning to the guest house each evening completed pages were torn out of the notebook and left in my luggage to ensure that even if the notebook was dropped or lost not all the information noted would be lost. In the autumn of 1962, the loose pages were put in a distinctive second-hand cardboard box for safe keeping and they are still there 60 years later. The notes did make it much easier to write this article and ensure the facts are correct. There will be more on the cost of things in 1962 at the end of Part 5.

As I had moved on to Brecon on the Tuesday morning, I encountered the only substantial rain of the whole holiday and I took my one and only photograph in the rain at Llanstephan Radnor Halt, the first location visited on the Mid-Wales Line. Quite bizarrely 59 years later a friend sent me a photo taken from exactly the same spot on the road bridge by the Halt of a train in the same spot travelling in the same direction. The well-known photographer Robert H. Darlaston had been there just a week or two before me. The photo and other great photos of Wales can be viewed on his website robertdarlaston.co.uk. The first highlight of the day was my first rail trip of the week, a return trip from Builth Wells Station to Moat Lane Junction Station; out at 12.45 and back at 2.50pm with enough time at the junction to see a couple of trains pass and photograph the shed from the adjacent footpath. In his fine book *Caersws – The Cambrian Railways Village* author Brian Poole devotes many pages (starting on page 53) to the life and work of the railwaymen at Moat Lane Junction Station and shed over the last fifty years of its existence. Also worth reading is *The Mid Wales Line* an excellent book by Derek J. Lowe with first-class photographs with extensive captions. At the time Moat Lane was the furthest north I had been in Wales, or England for that matter.

On arriving back at Builth Wells Station at 4.15pm I saw one of the few freight trains of the whole week heading north before setting out to motor 25 miles along the A470 to the other side of Brecon to see and photograph the 4.10pm



Above: 46505 approaches Llanfaredd Halt with the 8.15am Brecon to Builth Road on 5th September 1962. The road in the foreground is the B4567 and, immediately to the right of the train, is the River Wye.

Below: Llanidloes Station building which opened in 1864. This magnificent building survives in private ownership alongside the Llanidloes by-pass.





Above: 46505 leaves Tylwch Halt with the 12.45pm Builth Wells to Moat Lane train on 5th September 1962. This is the same loco seen some 4½ hours earlier at Llanfaredde Halt.

Below: Rhayader's up platform and goods shed on the afternoon of 5th September 1962.



from Neath Riverside and its return working, the 6.20pm off Brecon. Since the cuts to passenger train mileage of June 1958 there was only the one passenger train each way between Colbren Junction and Brecon on Mondays to Fridays. The first four stations and halts out of Brecon were visited, with the last of the four being Cray Halt which had been de-staffed 20 years earlier and had recently won, and probably deserved, the accolade of the most decrepit station on the whole of British Railways. The small buildings were derelict and the platform surfaced with grass which had not been sullied by the passage of human feet more than one day a week because of the poor one-train-a-day service which allowed just half an hour at Brecon, Monday to Friday. In 1962 Cray was a tiny hamlet of less than a dozen properties just off the A4067 but now it appears to be a prosperous and well-kept commuter and retirement village with several recently built properties, including a large bungalow built on the site of the former railway station. There is no sign of the station itself but the abutments of the bridge which carried the line over the road into the hamlet from the main road survive to show exactly where the railway was. I then motored south along the main road for just over two miles to a point where the railway came within 100 yards of the main road on a low embankment and the 6.20pm could be photographed climbing on a 1 in 65 gradient to Bwlch Summit just one and a half miles away. Cray Reservoir was in the background which would have made a nice backdrop in good weather, but the weather was not cooperating as it had become very dull, but it was nearly 7.00pm.

Wednesday was almost certainly my busiest day for distance travelled by car - 117 miles – which took me as far north as Llandinam Station, the last stop on the Mid-Wales before Moat Lane with 20 locations visited, including several not at stations. The highlights were visiting Tylwch Station which I had seen in photographs and which I really wanted to see in the flesh, and a couple of views of the line in the landscape including one of my favourites, a picture of a train crossing the river in the Wye Valley taken from the A470 near Marteg Halt. This was featured as the centre-spread in Newsletter No. 159 of Summer 2019. One of the most pleasant stations visited in the whole week was Rhayader with its collection of fir trees. The only board crossing for passengers was at the north end of the station which meant that passengers alighting from north-bound trains were faced with a walk north before crossing the track to head south the full length of the down platform to reach the exit and the station access road to the delightful small town of Rhayader. North of Bargoed and all the way to Llandinam (72½ miles), and including the 4-mile spur into Brecon itself, none of the stations had a footbridge. Regular travellers knew all about the dangers and risks of crossing the line on the board crossings but even so this was an exceptionally long walk at Rhayader especially if it was raining heavily.

In Part 5 the last four days of the holiday will be described including the highlight of the whole week on the Saturday evening, in the meantime some recommended reading

Caersws – The Cambrian Railways Village ISBN 9780 85361 7228

The Mid Wales Line ISBN 9781 909625 792

Railway Structures in Wales and the Marches ISBN 9780 952726 791

AMERICAN LOCOMOTIVES IN WALES AND THE BORDERS DURING WORLD WAR 2: SOME THOUGHTS AND AN APPEAL FOR INFORMATION

John Bushby

Some members will be aware that I have been researching the history of the United States Army Transportation Corps (USATC) locomotives in Britain between 1942 and 1945. This story, in which Wales and the Borders both featured, can be divided into three categories namely the S160 2-8-0 locomotives, the S100 0-6-0T locomotives (far fewer in numbers but much more difficult to research) and, in the Welsh context, three centre-cab diesel classes. The diesels were stored at two main sites in Britain, one of which was at and around Ebbw Junction, Newport. They saw very little use on the public railways of Britain although limited use was made of them on a few military railways in England. Inevitably, there were exceptions notably the test run with a US Army hospital train between Swansea and Newport made by USATC Whitcomb Bo-Bo on 17th April 1944 (see NLR 168 Winter 2021 pages 48 to 53).

Although probably the least known and documented of the above three categories, the USATC diesels are of considerable interest. In effect Britain hosted a large scale diesel locomotive programme, albeit for a relatively short time from late 1943 to about the end of 1944 or early 1945. This was more than a decade before the British Railways 1956 modernisation programme was formulated. Cardiff, Newport, Barry and Swansea were all involved as was, in a lesser way, Llanelli. South Wales as a cradle of diesel locomotive development in the UK? Well the argument can be made although none of the locomotives involved were either British built or owned.

My research has two aims; firstly to document the history of all USATC locomotives in Britain as a whole and secondly, to do so in greater depth in Wales and the Borders. “Wales” is used deliberately having assumed, incorrectly, that the focus would be on South Wales and the GWR as far as the S160 2-8-0s were concerned. Subsequently, I found evidence of their use in service, on loan, to the LMS in North Wales and briefly, in Central Wales. There were also regular appearances on the Chester-Shrewsbury-Hereford-Newport route in the Borders. South Wales saw considerable numbers of loaned S160s in use, often allocated to sheds in the region, in service with the GWR. There were also three major sites there for stored S260s held in readiness for the return to the Continent in 1944.. The sites were controlled by USATC railway troops based at Ebbw Junction, Newport and billeted in Caerphilly. In addition

to the loaned and stored S160s, at least 89 but probably 92 others came to Britain from the USA to be offloaded and taken in tow directly to the Channel ports en-route to the Continent. Again, there is a South Wales angle to the story although there are many gaps in it.

A number of WRRC members (and others) have taken an interest and have provided original, and hitherto unseen or obscure material of value. Much progress has been made on the S160 story but, inevitably, there are many uncertainties and unanswered questions. There is a series of fairly well known photographs of the Penrhos storage site but only a single known example of the Treforest (Tondeg to the USATC) site and none are known of Cadoxton. Even then captions for the Penrhos images tend, at best, to be fairly vague about dates though I believe we can be more specific. Whilst I am aware of the limited published sources on the USATC railway in Britain, any other source, be they photographs or notes and observations concerning the landing of any of the USATC types at the Bristol Channel ports, their onward movements to and from locomotive workshops or storage sites, and their eventual departure for Europe via Cardiff or Southampton is of value even if only to corroborate other sources.

As already intimated, the S100 story is, for various reasons, a particular challenge not least due to their use throughout Britain on short-term loan to closed military sites, collieries and other facilities. For example, in 1944 one was sent to Eardisley on the LMS Hereford-Brecon line where the US Army had established a large petrol depot. At that time there was heavy activity in terms of petroleum movements by rail, which suggests previous statements to the effect the line did not see much in the way of additional wartime freight traffic might need to be revised (see also NLR 167 Autumn 2021 page 27). In the spring of 1944, S100 Nos 1433 and 1435 were both, according to the official record on loan to the Dragon Pit (aka referred to as Dragon Siding) open cast coal working at Blaenavon. Around the same time, SR D1 0-4-2T No 2286, a complete contrast in every respect, was also in use there although whether they were both there at the same time is not yet clear. (See NLR 166 Summer 2021 page 31). Nearby Furnace Siding hosted S100 No 1436 around the same time. All in all, an unusual and very exotic menagerie for the upper part of the Eastern Valley! In addition, a quota of S100s went to the Shropshire & Montgomeryshire Railway when it was under military control, by far the most exotic motive power recorded on that line.

Nor are these examples unique but the S100 loans were often well away from the public gaze so tend to be poorly documented and rarely photographed. Then there is the question of the somewhat mysterious Duffryn Isaf site (formerly Barry Junction) where many of the S100s were stored at one time or another. No photograph has been found to date whilst records of what was on the site and movements tend to be sparse at best. Absolutely anything relating to this site during the USATC occupancy would be of interest.

Incidentally, movements of USATC locomotives between ports of arrival, and embarkation, railway workshops and storage sites etc. were undertaken by towing them dead behind British civilian railway company manned locomotives. These might be loaned S160s of course, which looked no different to their stored counterparts presenting a source of much confusion for lineside observers at the time. Other than a few exceptional instances of USATC crews at certain military sites who were 'passed' for limited, localised running of S100s, no evidence has been found to date of widespread operational use of USATC crews. One interesting but poorly documented exception concerned the loan of S100s to the GWR for docks use in South Wales. As well as locomotives, the US Army offered crews which seemingly drew objections from the unions which were reportedly overcome in due course. So did US locomotives with US crews operate over GWR docks lines and sidings?

My research has also brought to light some interesting associated topics such as the use of Swansea and possibly Newport Docks for UK War Department (WD) locomotives sent to the Middle East. How many readers are aware of that four WD Stainer 8Fs have been lying somewhere on the seabed not too far from Swansea since 1941 or that hundreds of USATC and WD locomotives and rolling stock were loaded for France at Cardiff Docks in 1944? And then there were the US Army's two chartered multi-deck Seatrain freight car train ferries that docked at Newport and Cardiff to both unload and later embark large numbers of locomotives, rolling stock and other equipment. They must have been amongst the most distinctive and interesting ships to have ever been seen at the main South Wales ports during GWR ownership. The Gulf of Mexico and Havana, Cuba had been on their regular runs to and from New York prior to Pearl Harbour. Thereafter Queen Alexandra Dock Cardiff was added to their schedules whilst confirmation as to which dock they used at Newport is still being sought. Again anything, especially diaries, lists and documents are all of potential interest not least to compare and corroborate other sources.

Finally I should emphasise my interest is confined to these locomotives in Britain. Once despatched to the Continent my interest stops, trying to reconstruct, or recover their histories in Britain is complicated enough. I can be contacted via the Editor or directly at john.bushby.12@outlook.com.

Note: Official WD records show that 840 S160s were sent from Britain to the Continent between July 1944 and late June/early July 1945. None of the class stayed in Britain, which is another urban myth, as the sole WD **owned** example came to Britain from the Continent after VE-Day whilst those currently on 'heritage' railways are much more recent arrivals. Of the 840, I have traced 837 to date and can probably account for the other three. The S100 totals are less certain. However, the same source as above gives a total of 181 sent to the Continent whilst it is known that at least 40 plus, possibly as many as 45, were still in Britain on VE-Day (8/9 May 1945). The diesels totals are still unclear

Modelling Pre-Grouping Welsh Railways

**Please complete the
survey overleaf, tear out
this page and return it
to:**

**Richard Loydall
WRRC
23 Stanton Walk
Woodloes Park
Warwick**

Modelling pre-grouping Welsh railways

Model railway layouts based on the pre-grouping Welsh railway companies are perhaps less common than those based on other companies. The PWG are looking to produce a book that highlights the modelling possibilities and opportunities provided by the Barry, Cambrian, Rhymney, Taff Vale and all the other Welsh companies; and hopefully encourages people to consider this period of railway history as a possible basis for a model railway. We would very much welcome your thoughts on the questions below.

As a modeller, what information would you find most useful in such a book?

(Please tick any of the areas below as appropriate):

- _____ Examples of models and / or layouts built by others
- _____ Details of 'kits and bits' that are available
- _____ Details of railway company history and development
- _____ Examples of prototype stations or other locations that might make a good model

- ____ Signalling plans
 - ____ Rolling stock drawings
 - ____ Prototype livery details
 - ____ Details of useful books that contain further information
- Other information – please give details:

Please return your completed questionnaire to:

Richard Loydall, WRRRC, 23 Stanton Walk, Woodloes Park, Warwick
CV34 5UY

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although I anticipate arriving at a reasonably accurate figure will not be too difficult.



Above: S160s stored on the double ended former exchange sidings looking eastwards towards Caerphilly. Note that the central running lines were left unoccupied as the line was still regular use. Collateral evidence suggests this image could have been taken in early March 1944. The site seems to be well filled and there is a frost on the trees as well as ground mist. All S160s stored here were placed facing westwards and would have arrived under tow from Ebbw Junction. Newport via Bassaleg and Rhiwderin. (Photo: US Army photograph, US National Archives)

EXCURSIONS TO PORTHCRAWL

Stuart Davies

Following on from Mike Roach's article regarding excursion tickets to Porthcawl in the Winter newsletter (No 168), the Special Traffic Notice (STN) concerning Porthcawl for July/August 1957 makes for interesting analysis. The Miners' Annual Holidays that year stretched from Monday 1st July to Saturday 13th July inclusive. To encourage and meet demand, the Authorities promoted through excursion trains and strengthened the formation of ordinary services.

The branch from Pyle to Porthcawl was 3¾ miles long and had been doubled as far as Cornelly in 1947 when the new chord giving direct access from the Swansea direction was introduced between Pyle West Junction and Heol y Sheet. The line from Cornelly to Porthcawl remained single governing a minimum headway between trains of 8 minutes (the running time between Cornelly and Porthcawl).

Due to the tortuous curvature, 63XXs were the largest permitted Engine. Bulldogs were regularly employed on the morning and evening "business" service to/from Cardiff until replaced by the large Prairies (31XX and 51XX). Although theoretically, 2251s could have been used, no photographic evidence has come to light recording this. However, there is a photograph showing a Modified Hall at Porthcawl circa 1949 which must have been an oversight by Canton's Running foreman. Unfortunately, due to the poor quality, it is not possible to identify the individual engine.

Whilst on the Sunday Porthcawl had hosted 6 excursions, on Monday 5th this was raised to 14. The interval between arrivals at Porthcawl that day give testimony to this timetabling maxim and of particular note is a simultaneous 11.55am Arrival and Departure at Porthcawl. Whilst theoretically possible, it offers some speculation of what actually happened in practice. The trains were each identified in the notice (in some cases using the Coach Circuit Diagram number) and by a train reporting number displayed on the locomotive smoke-box. Elsewhere in the STN, individual formation and timings are also to be found.

With that number of excursions, Two Tondy Crews were based at Porthcawl who relieved the foreign footplatemen at the station on arrival, run round, moved the stock into the sidings, coaled and watered the engine and kept a watchful eye throughout the day before working the train back into the station in time for the return departure. They would be relieved by the foreign crew who had a "Double Turn" booking off on arrival spending the day (in the Knight's Arms?) enjoying the sea, sand and Ice Cream before working the specials home. A wagon of loco coal was sent from Tondy with the Friday morning Goods to replenish the incoming locomotives of the specials.

On the Up-side was the Goods Yard consisting of five sidings. It was essential these were cleared each Friday in Summer in order to accommodate the Excursion stock. The six Downside sidings once giving access to the former

MONDAY, 5th AUGUST—continued.

WORKING ON Porthcawl Branch.

Train No.	Train	Pyle	Pyle West	Cornelly	Porthcawl	
..	Pyle Ordinary	7 0	—	7/ 4	7 12	
296	Pyle Ordinary	8 20	—	8/24	8 32	
296	Pyle Ordinary	9 1	—	9/ 5	9 13	
296	Pyle Ordinary	9 51	—	9/55	10 3	As S.O.
296	ECS	10 ¹ / ₂₅	—	10/29	10 ¹ / ₃₇	
295	Pyle Ordinary	10 53	—	10/57	11 5	Relief ex Cymmer.
327	9.5 a.m. Bristol extd. ..	11 35	—	11/39	11 47	S.O. Service.
321	Cardiff Excursion	11/43	—	11/47	11 55	
69	Pembrey Excursion	—	11/54	12 0 * 12 3	12 11	
70	Swansea Excursion	—	12/ 8	12/14	12 22	
59	Newport Excursion	12/18	—	12/22	12 30	
296	Pyle Ordinary	12 45	—	12/49	12 57	
325	Aberdare Excursion	1/ 1	—	1 5 * 1 9	1 17	
295	Maesteg Excursion	1/14	—	1/18	1 26	
047	Frome Excursion	1/21	—	1/26	1 34	Holiday Express. Not to be used for ordinary passenger.
—	Newport Ordinary	1 40	—	1/44	1 52	
323	Nantymoel Excursion	1 49	—	1/53	2 1	
322	1.50 p.m. Tondur Ordinary ..	2 7	—	2/11	2 19	Starts from Cymmer.
73	Swansea Relief	—	2/33	2/37	2 45	
320	Penygraig Excursion	2/42	—	2/46	2 54	
326	Pyle Ordinary	2 50	—	2/54	3 2	Llantrisant Relief.
—	Light Engine Q	2/55	—	2/59 X 3/13	3/21	Tondur dep. 2/35 p.m. To run if engine change required on Set 296.
296	Pyle Ordinary	4 45	—	4/49	4 57	
296	Pyle Ordinary	5 38	—	5/42	5 50	
71	Swansea Ordinary	—	5/46	5/53	6 0	
324	Cardiff Ordinary	6 18	—	6/22	6 29	
321	Pyle Ordinary	8 40	—	8/44	8 52	

Train No.	Train	Porthcawl	Cornelly	Pyle West	Pyle	
—	Cardiff Ordinary	7 55	8/ 3	—	8 7	
296	Pyle Ordinary	8 45	8/54	—	8 58	
296	Pyle Ordinary	9 25	9/33	—	9 37	As S.O.
296	Pyle Ordinary	10 6	10/14	—	10 18	
295	ECS to Tondur	11 ¹ / ₁₅	11/23	—	11/27	Tondur arr. 11 ¹ / ₃₂ a.m.
296	Pyle Ordinary	11 55	12/ 3	—	12 7	
—	Cardiff Ordinary	2 20	2/28	—	2 31	
—	Light Engine Q	3/ 5	3/13	—	3/17	Tondur arrive 3/35. To run if engine change required on Set 296.
296	Pyle Ordinary	4 10	4/18	—	4 22	
296	Pyle Ordinary	5 10	5/18	—	5 22	
047	Frome Excursion	6 9	6/17	—	6/21	Holiday Express. Not to be used for ordinary passengers.
71	Swansea Ordinary	6 32	6/39	6/43	—	2 Sets (71 and 73 in).
327	Cardiff Relief	6 40	6/48	—	6/52	
324	Newport Ordinary	6 50	6/58	—	7 2	
295	Abergwynn Excursion	6 59	7/ 7	—	7 11	
325	Aberdare Excursion	7 17	7/25	—	7/29	
296	Tondur Ordinary	7 25	7/33	—	7 37	
59	Newport Excursion	7 33	7/41	—	7/45	
326	Cardiff Relief	7 52	8/ 0	—	8/ 4	
322	Abergwynn Excursion	8 1	8/ 9	—	8 13	
321	Pyle Ordinary	8 10	8/18	—	8 22	
70	Swansea Excursion	8 20	8/28	8/31 ¹ / ₂	—	Covers ordinary service.
69	Pembrey Excursion	8 33	8/41	8/47	—	
320	Penygraig Excursion	8 53	9/ 1	—	9/ 5	
321	Cardiff Excursion	9 15	9/23	—	9 27	Covers ordinary service to Bridgend.
323	Nantymoel Excursion	9 30	9/38	—	9 42	

hoists when Porthcawl shipped coal in the days of sail were also available for stabling the coaching stock off the incoming excursions. The empty Stock to/from the station needed to traverse the Level Crossing twice to gain access to/from these sidings. So the signalman would develop strong arms through the use of the windlass for operating the crossing gates and a thick skin from the inconvenienced motorists.

The attached diagram shows the layout at Porthcawl and the triangle used for turning Tender Engines and if required, tank Engines.

By correlating the information contained within the Special Train Notice, the table below has been drawn up showing how fourteen excursion trains were disposed of at Porthcawl when notionally there were just the eleven sidings. The circumstances also demonstrate the detailed planning involved and the coordination necessary between points of origin to deliver this exceptional programme.

UP SIDING	Capacity	Train No	Coaches	
1	5	295	5	
2	7	323	7	
3	8	59	8	
4	8	325	8	
5	12	47	12	
DOWN SIDING				
1	12	321/324	5+5	
2	12	322/73	5+5	
3	10	69	10	
4	10	70	10	
	5	5	320	5
	6	5	326	5

Note; The Capacity shewn is in addition to Locomotive

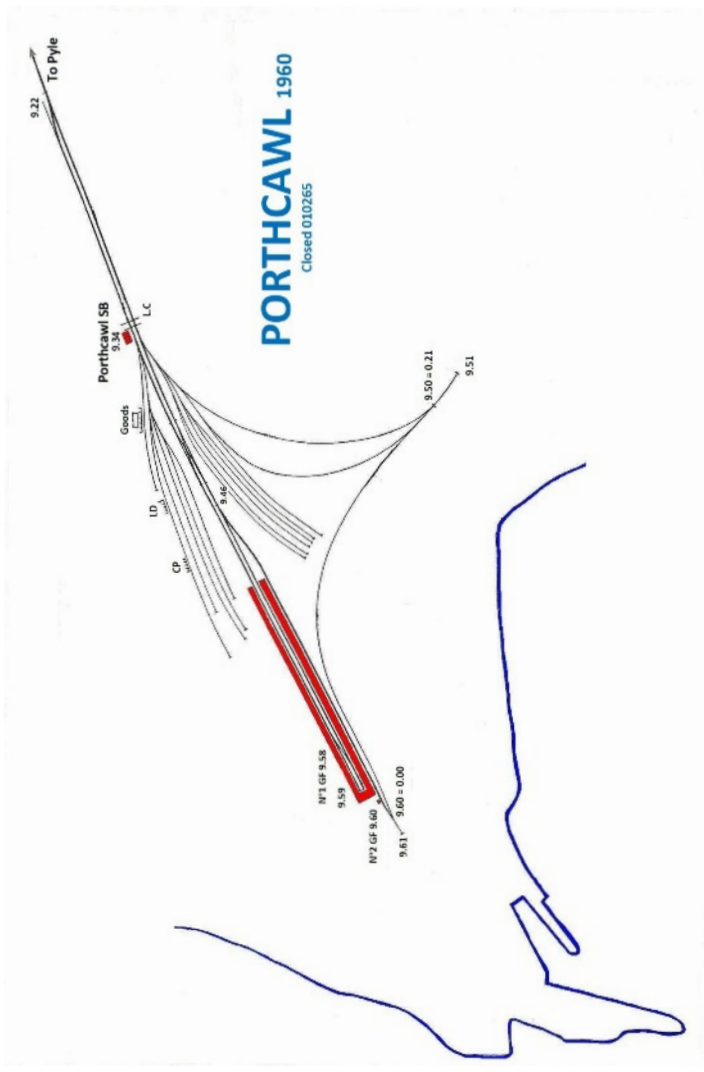
The STN also makes provision for a Porthcawl Branch Standby Train on Tuesday;

Tondu Set (Train No. 86) to be available at Pyle from 11.0 a.m., and work on Porthcawl Branch as required to 3.30 p.m. Station Master, Tondu, to arrange and provide guard. Station Master, Pyle, to render a statement of loaded and empty trips run.

2.8 p.m. Relief, Neath to Porthcawl. Cornelly 2.37 * 2.42, Porthcawl arr. 2.50 p.m. } See "Main
3.20 p.m. ECS Porthcawl to Neath. Cornelly 3/28 p.m. } Line " Notes.

Swansea-Porthcawl services will be strengthened as necessary.

On an ordinary everyday basis, the Porthcawl branch operated Mondays to Saturdays (no Sunday service) with a two or three coach Auto train shuttling to/from Pyle for Main line connections. The resources were provided from Tondy at the start/end of day with a midday return there for locomotive servicing. Albeit for operational purposes, each of these movements was advertised in the public timetable. Only in the early morning and late afternoon was a second passenger train to be found on the branch which was the business train to/from Cardiff also resourced from Tondy with corridor stock (set of 5 coaches) supplied by Cardiff Canton. Latterly, a morning and evening through service to and from Swansea was added.



FROM THE TPO

Mumbles Road



I am a member of the WRRRC and live in Nottingham. I have had this signal box name board for over forty years and have just donated it to the Blackpill Local History Society in the Mumbles. It will eventually be displayed in the Vivian Hall centre a few hundred yards away from the site of Mumbles Road Station.

I thought fellow members might like to see this rare survivor from the former Swansea Victoria to Shrewsbury line. Can anyone say if this nameboard is originally LNWR or later LMS?

Nick Sanders

GWR Working Timetable - Members may be interested to know there is a complete GWR service (working) timetable for the 14th September 1931 accessible at

<https://timetableworld.com/ttw-viewer.php?token=7a19d3cd-d970-4b54-a36c-93d97f98ac69> or <https://tinyurl.com/GWRSTT1931>

Richard Maund

A new train service between Wales and London could be launched within three years. - Prospective operator Grand Union Trains (GUT) said it wants to run five daily return services between Carmarthen, south-west Wales and London Paddington from 2025. It has submitted an application to regulator the Office of Rail and Road for permission to run the services on an open access basis in competition with Great Western Railway.

The Government issues contracts for most train services on Britain's railways, but there are four open access operators, which do not receive subsidies from the Department for Transport. They are Grand Central, Heathrow Express, Hull Trains and Lumo.

GUT's bid involves building a new station at Felindre – next to the M4 motorway to the north of Swansea – which would reduce journey times from Carmarthen and Llanelli to Cardiff and on to London by around 20 minutes.

A fleet of new bi-mode trains which can be powered by electricity or diesel would be used. Passengers would benefit from “best experience in the market” with bigger seats, more legroom, increased luggage space and a buffet car on every service, according to GUT.

The project is being developed in partnership with European investment company Serena Industrial Partners and Spanish train operator Renfe.

GUT managing director Ian Yeowart said: “We have been pleased to work on promoting this important service which will, for the first time, deliver significant new infrastructure as part of the application process. “Our high-quality offer will undoubtedly improve the user’s experience while using the UK rail network, a worldwide rail reference that continues to evolve every day. For this goal, we have been proud to work alongside colleagues at Serena and Renfe whose vision for improved services is close to our own and has enabled us to put forward this ambitious project to the ORR.”

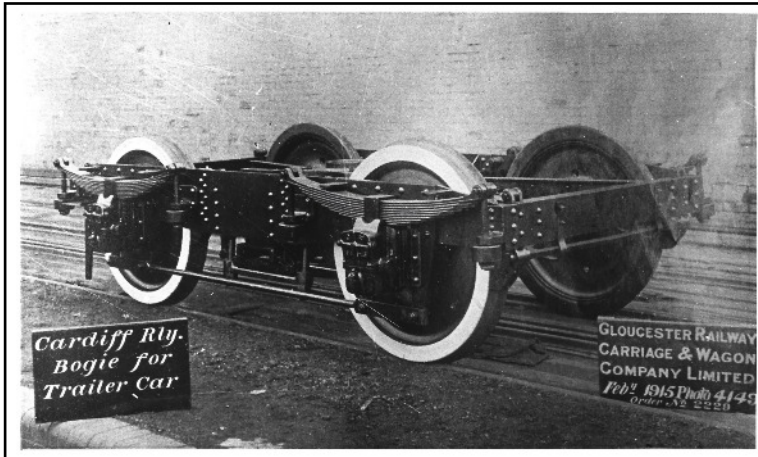
John Bushby (The Independent / James Manning/PA and many other media sources)

Trainspotting at Rhiwderyn - The monthly archiving day at the Circle's HQ at Rhiwderyn was interrupted on August 23rd by the sound of a ballast train going to the quarry at Machen. Forewarned of the return journey a short video was made, a screen shot is attached (*Editor: see front cover.*) with the Circle's HQ in the background. Local residents were held up for two minutes for the train to pass the crossing.

The lead engine was 66136 with 66030 and an impressive 34 MWA open box wagons each with a carrying capacity of 77.8 tonnes. It left Machen at 15:09 an hour later than the timetable, which showed the destination as Appleford FHH (Freightliner Heavy Haul) near Didcot. It had set off from Little Kimble near Princes Risborough at three in the morning. These destinations are often known as Virtual Quarries because of the stocks of ballast stored there. Trains run as required but traffic on the branch has increased in recent times.”

GWR Dreadnought Axle-box, ref. 'GW Echo' 238 p21 and also 'Heritage Railways' 297 September 2022. - A photo in the above issue of G W Echo shows one of the axle-box covers marked "C Ry" - I am sure this is from one of the four Cardiff Railway steam motors and trailers built by Gloster C & W Co., this lettering can be seen in Gloster photo No. 4149, of one of the bogies. As far as I am aware the title "Cambrian Railways" always had the word 'Railway' in the plural. In 1920, the Cardiff Railway converted their steam motors to trailers, removing the power units and replacing them with bogies to match the existing. They were very similar to the Dreadnought bogies but had a wheel-

base of 8 feet. Additionally the Cardiff vehicles looked very similar to the GWR ones, probably Glosters still had the drawings to hand of the GWR Diag. Q vehicles they built for the GWR.



As the axle-box under the Dreadnought has the date "1920", it probably came from one of the bogies built to replace the power units.

Richard Metcalf

The Industrial Railway Societies as a research source - Many WRRC members will be familiar with the regional handbooks published by the Industrial Railway Society (IRS). These are justifiably regarded as the standard sources in their respective fields. The IRS basically defines its remit as covering just about anything that is not or was not a public railway, or to use a North American term, a common carrier. There are inevitably border line cases but the IRS takes a non-doctrinaire approach in these matters

Details of just about anything from narrow gauge underground mine systems to military railways as well as most things in between, can be found in its published works with Wales and the Borders being well covered. In addition, the IRS has published a regular journal since 1962; a full list of past issues and articles can be found on its website (www.irsociety.co.uk) including much of Welsh and Borders interest. The contents of past issues no longer available for sale can be accessed on its site. Issues still available, which go back a couple of decades, can be bought online for fairly modest sums and thereby avoid the bureaucracy, time and expense of arranging a trip to e.g. the NRM library at York whose own run of the IRS Record only goes back to 1968.

The WRRC library at Rhiwderin does not hold a run of past copies of the IRS Record. However, there is a very thick, black A4 ring-binder folder which contains copies of relevant articles taken from past issues. This can be found on the upper shelves of the main bookcase on the left as you enter the room

i.e. not on the shelves that hold runs of various magazines. This may provide the information required and is prominently marked with a white label and black lettering on its spine.

Perhaps a member of the IRS can add more details in respect of the Society's potential as a research source in terms of its archives etc.

J Bushby

Miners' service to North Rhondda and Blaencorrgw Collieries - A service between Cymmer and a new platform, "North Rhondda/Blaencorrgw Collieries" started in March 1917. Up till now I have been blithely quoting 5th March 1917 as the start date (e.g. my letter in *Welsh Railways Archive* Nov 2012), based on 'secondary sources' (the date does **not** derive from the material I mentioned as being at NRM York) but I'd like to pin down the provenance of that start date.

The service was run by the PTR (as operator of the SWMR) on behalf of the two colliery companies. PTR minute 7024 (TNA RAIL 474/4) of 21 Feb 1917 makes clear that service hadn't yet started, but minute 7043 of 21 Mar 1917 says it "...had been put into force and [was] working satisfactorily." An indemnity signed by the two collieries (RAIL 639/19) is dated Friday 2 March 1917. So Monday 5 March 1917 is entirely plausible as the start date - but can anyone confirm that from a primary source?

Richard Maund

Railway bridge design in the Maesteg area - As part of my ongoing research for a book on the history of North's Navigation Collieries (1889) Ltd and their private railway system serving the Llynvi Valley, I recently came across an article in the Weekly Mail, dated 12th November 1910. This states the following:-

"AN INTERESTING BRIDGE"

This bridge is especially interesting because it is oval in shape, that is to say, the portion under the ground is similar to the portion seen in the illustration. The bridge was built in 1863 by Mr Joseph Hutchinson for Mr John Pennel Rowe, who was then general manager of the Llynvi Iron Company. The foundations are: - on the up side, 5ft deep on the top of solid rock; on the down side, 20ft deep on clay, after passing through a seam of coal. The bridge was built over the Llynvi Valley Railway and was used for conveying pig iron and other material from the old ironworks to the new ironworks. The height of the arch from the rail level is 27ft 6in: the width at the rail level is 26ft."

I have a lot of information on John Pennel Rowe (or Roe) (1814-1888). His claim to fame is that he was one of the Vice Presidents of the South Wales Institute of Engineers when it was established in Merthyr in October 1857.

I am not familiar with Joseph Hutchinson. Did he build other railway infrastructure in South Wales?

My question really relates to the design of the bridge. Was the “oval” shape particular to the Maesteg area or are there similar bridges in other parts of South Wales?

Gary Llewellyn

NL 170 Walnut Tree Viaduct - Not a direct answer to the query about access to the walkway under Walnut Tree Viaduct but I had a look at the end of the film *Arabesque*, in which the climax comes on and under Crumlin viaduct while it was under demolition. Although it is impossible to be sure due to editing, it looks as though a set of steps lead down from track level alongside the end abutment and then turned in to reach the walkway on the centre-line of the viaduct. It would seem this would be a logical method if the ground profile allowed.

Rory Wilson

NL 170 GKN Bedlinog - I have looked through all my books and can find no other wagons with markings similar to the dot on the GKN ones, so I presume that it is company specific. As pure speculation, I would suggest it either relates to some feature of the wagon, such as which doors were fitted, or indicates it is limited to a specific pool, traffic or location.

Rory Wilson

NL 170 Lines to Brecon Part 3 Replacement bus services – Bargoed to Merthyr - A small “thank you” to Dr Beeching - My first job in 1960 was that of an apprentice electrician at Ogilvie colliery. I attended weekly day- release courses at Ystrad Mynach College of Further Education for the initial two years of my apprenticeship. The college was easily accessible by bus from Fochriw to Bargoed and then a change to Ystrad Mynach.

However, all further courses were held at Treforest at what is now the University of Glamorgan, access to which was quite a different matter since, without my own vehicle, I still had to rely on public transport.

The railway line through Fochriw was closed on 29 December 1962 so the bus was the only option, but the first Gelligaer U,D,C service of the day, the miner's bus, departed the village at about 5:30 a.m. which was much too early and the first public service arrived too late.

Fortunately for me, there was a private bus which left the village at about 6:30 a.m. that took workers, via Bargoed, to Glascoed Armaments factory near Usk, on which I negotiated a ride as far as Bargoed, at a cost of two shillings (10p) which I paid to the driver.

My journey then continued on separate buses from Bargoed to Ystrad Mynach, Ystrad Mynach to Nelson, Nelson to Pontypridd sometimes with a change of bus at Cilfynydd, and Pontypridd to Treforest if the connection was made, otherwise I had to walk to Treforest. This took about two and a half to three hours with a similar return journey to look forward to at the end of the day.

This is where Dr Beeching played his part since, following the closure of the railway at Fochriw, which was on the Brecon to Newport line, a bus was introduced which provided two return journeys from Bargoed to Merthyr, the morning service was too late for my purposes but the evening one was not. This service was intended to alleviate any "inconvenience" experienced by users of the local Bargoed to Dowlais Top train service.

Thus, for the return journey, I caught the Merthyr train at Treforest and boarded the bus which was conveniently waiting outside Merthyr station. The bus only stopped at the locations of the disused railway stations these being Dowlais Top, Pantywaun, Fochriw, Ogilvie Village Halt, Darran and Deri and Bargoed. However, the timings were such that the bus arrived at Fochriw shortly after the local council service had left, thus leaving few or mostly, no passengers to collect.

The inclusion of Merthyr station was a sensible since every train that stopped at Dowlais Top was met by a Merthyr Borough double-decker bus for onward transmission of the passengers to Merthyr. On its outward journey this bus terminated at the very small hamlet of Pen-y-garn Ddu which was about a mile or so north of Dowlais Top station and built in the 1850's to service a Dowlais Irons Works local limestone quarry. It was accessed over the gated level crossing at the end of the platforms. The crossing gates were operated from the signal box by a pulley system, the prime mover of which was a large man-powered wheel akin to a helm that steered sailing ships.

From my experience I was usually the only person that boarded the bus at Merthyr or any other stop to Fochriw.

I used this service for about a year but I cannot recall for how long it was maintained but it certainly helped me out until I bought my first car which solved my transport problems.

As a matter of interest there is currently an hourly Stagecoach service between Bargoed and Merthyr the route of which goes via the upper Rhymney valley from Bargoed, Aberbargoed, New Tredegar, Brithdir, Tirphil, then into the Darran valley to Deri and Fochriw, then back into the top of the Rhymney valley to Pontlottyn, Abertyswg, Rhymney and on to Merthyr and takes about 75 minutes. Thus, on this service, some-one who wanted to go from New Tredegar to Pontlottyn which is about two miles north of it would take a very circuitous route and take about half an hour to do so.

Ifor Coggan

NL170 Glascoed Royal Ordnance Factory Workmen's Trains in the 1940s and 1950s - I have Working Timetables for 1947 and 1951. These show the 4.37pm from Glascoed splitting at Crumlin Junction rather than Hafodyrynys with the two portions going to Rhymney and Ystrad Mynach. There was another train from Glascoed at 4.32pm which went to Brynmawr. There was also a

normal service passenger train from Pontypool Road at 4.50pm to Aberdare which would have had to follow these two trains very closely.

Richard Coulthurst

Re David Clear's query about a specific afternoon workmen's train from Glascoed, I have a copy of the Newport District WTT for summer 1956, on the basis of which I will try to answer David's question.

Three trains left Glascoed ROF at 5 minute intervals between 16.32 and 16.42, their destinations being Brynmawr, Rhymney/Ystrad Mynach, and Newport/Blaenavon LL respectively. I think the Rhymney/Ystrad Mynach train is the one of interest to David. According to the WTT it divided at Crumlin Junction (**not** at Hafodyrynys). The Newport/Blaenavon train divided at Panteg & Griffithstown (with the portions heading off in opposite directions). There were equivalent inward workings in the morning, with four arrivals at Glascoed ROF between 6.30 and 6.46.

Getting the three trains away from Glascoed must have required smart operation, both there and at Pontypool Road. The line between Glascoed station and Little Mill Junction was single and Glascoed was a "staff station" according to the WTT.

The attached spreadsheet provides more tabulated details (see page 12)/

Tony Hopkins

NL170 Modellers' Corner LNWR Headlamp Codes - I have been reading Mike Denman's article about the conversion of a Bachmann G2 0-8-0. It is a good conversion and shows what can be done with a basically sound model. As a former Secretary of the LNWR Society I may be able to help with some information about loco lamps.

Mike's loco was converted to be a G class in 1910 having been built as a compound B class engine in 1902. As it was shedded at Swansea in 1912, it is safe to say it would bear the headlamp sockets and display the headlamp codes prepared by the RCH and adopted by the LNWR in 1902. For the LNWR this meant the existing sockets at the base of the chimney and over each buffer were supplemented by an additional socket on the middle of the buffer beam (front and rear). Incidentally, this is a useful dating point for LNWR photographs. Although not relevant to G class locos, the codes used on the LNWR before 1902 only involved five classes of train and both white and green coloured lamps. In all references to lamps, the colour is the colour of the glass, not the body of the lamp which was black.

The RCH codes underwent some refining between 1902 and 1918 and then settled until changes in 1950 and 1962, although with some alterations to the details for different types of goods trains as braking arrangements improved. After 1918, no code required the use of more than two lamps.

Therefore a G class goods engine working from Swansea from 1912 would probably be used on through goods or mineral trains for which the code was a lamp on each of the sockets on the buffer beam. After 1918 the probable types of train and lamps would be:

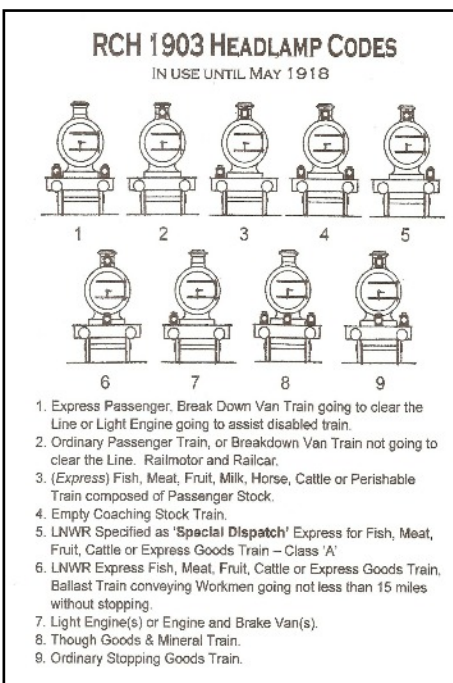
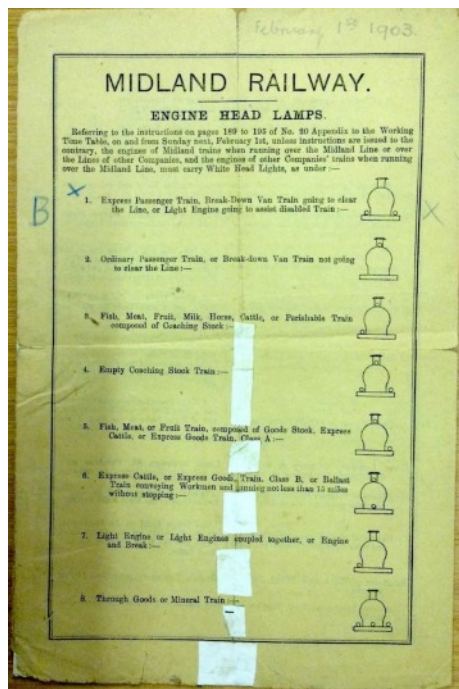
Goods, mineral or ballast not stopping at intermediate stations - lamps over right buffer and in centre of buffer beam (looking forward from the cab)

Mineral or empty wagons - lamp over right buffer (looking from the cab).

Tim Birch

Further to Mike Denman's request for information on Headlamp Codes used by the L&NWR. There were various periods of authorised Headlamp Codes used by the LNWR from 1842, I suspect that the ones Mike may be interested in are the RCH recommended ones adopted by many of the mainline companies in 1903, they lasted through to between 1918 and 1922, dependent on the Railway company.

I attach both the LNWR's descriptions and a copy of the Midland Rlys circular too. On the assumption Mike is looking for a Headlamp Code for his Class G in LNWR days, then the 3 headlamps across the bufferbeam seems the most likely arrangement he will need. Mike's class G, was rebuilt from a class B (built in 1902) during Feb. 1910, later upgraded to a G1 in Jan. 1925.



98 SECTION I.—ENGINE HEAD LAMPS AND BOARDS.

ENGINE HEAD LAMPS AND BOARDS.

The following is the Code of Engine Head Lights which must be carried to indicate the description of train. White lights only must be used for this purpose.

Except where otherwise shown, this Code must be adhered to both on the London and North Western Railway and by London and North Western Engines when working over other Companies' Lines. Other Companies' Engines, when running over the London and North Western Line, will carry similar lights.

The Head Lamps must be carried in the same position during the day as at night, unless Discs or Boards are prescribed to be carried on the Engines during the daytime.

When a Train is drawn by two Engines the Head Lamps on the second or Train Engine must not be carried in the brackets.

NOTE.—"Right-hand" and "Left-hand" side of Chimney or Buffer are to be understood as referring to the Engine Driver's right-hand or left-hand side, looking in the direction in which he is travelling. (F.H. 3085)

1. Express Passenger train, Break-down Van train going to clear the line, Light Engine going to assist disabled train, or important Empty Coaching Stock Trains.
2. Ordinary Passenger train, or Break-down Van train not going to clear the line, or Ballast Train used to carry Workmen to and from their home station on Sundays.
3. Fish, Meat, Fruit, Horse, Cattle, or Perishable train composed of Coaching Stock, or of Goods trains fitted with vacuum break throughout.
4. Empty Coaching Stock train.
5. Fish, Meat, or Fruit train composed of Goods Stock.
6. Express Cattle or Express Goods train. (See Note A.)
7. Light Engine or Light Engines coupled together, Engine and Break Van, or Bank Engine.
8. Through Goods or Mineral train, or Ballast train not stopping to work on the road.
9. Ordinary Goods or Mineral train stopping at intermediate stations, or Ballast train requiring to stop in section.



NOTE A.—Urgent Express Goods or Cattle Trains composed of Goods Stock requiring unusual despatch will, under special instructions from the District Superintendents, carry the Head Light shown in class 3.

Interestingly, the Swansea Shed allocations prior to 1912 had a larger number of the 18" 0-6-0 Goods (aka 'Cauliflowers') than any other type of loco there.

Sandy Croall
WRRC Line Superintendent - Central Wales Line.

NL170 Mystery Photo - If I am correct after poring over maps and Streetview, the mystery photo was taken at Risca with the photographer looking south east towards Newport. The bridge in the foreground carries Church Road beneath the railway at 45 degrees. On the left is a flight of steps leading up from road level to Sarn Place which does not appear to be served by a public road but presumably by a footpath between the railway fence and the properties. It may need a step ladder but it may be possible to get a very similar photograph by leaning over the fence in front of Sarn Place.

The photo came from an article about the experimental laying of two lengths of steel sleepers in the GWR Magazine for May 1929. The figures quoted are revealing - at the time this down track (to Newport) was carrying 40,000 tons of traffic daily, mostly coal. That's an awful lot of coal wagons.

Michael L. Roach

NL170, 169, 168 and 167 Porthcawl - Notes from Geoffrey (Geoff) Baker of W.C. Baker Fleet Road, Fleet, Hants.

The following is an extract from notes of a much longer conversation in September 2021 with Geoff (aged 75) regarding the history of his family business shortly before it closed its doors for good.

Geoff and railways - Geoff was always interested in railways and during school holidays he was sent to his grandparents on his mother's side who lived in South Wales, first at Maesteg and then at Porthcawl. His uncle at Porthcawl was the dispenser at Boots (Mr. Grice?)

At Porthcawl he helped out at the station. He'd be put on the train at Reading and collected at Maesteg. Geoff says he was fortunate and was always at the station. It was busy and he was genuinely interested in the working of the booking office and ticketing rather than being a trainspotter.

He was sometimes invited on to the footplate for trips to Pyle and the junction with the South Wales main line and even drove tank engines. He also travelled on the autotrain with the fireman showing him how to drive.

The tannoy system was transferred to Porthcawl from Ninian Park during the summer months but the staff didn't like using it, so Geoff was the station announcer. He would also write messages on the chalk boards. One day the District Inspector came from Cardiff, heard Geoff making announcements and spoke to him saying that if he ever wanted a job at Cardiff to come and see him.

He found the staff were great but discouraged him from a career on the railways saying there was no future. This was just prior to Beeching cuts, so he didn't choose railways as a career.

He was asked to go to a lecture at the London School of Economics and became a member of the Railway Study Association (nearly all railway managers). He came to know Alan Williams (*Modern Railways* correspondent), John

Ellis, Chris Green (Head of Network South East) and John Prideaux (Intercity Manager). He was often used as an “interested but discreet” sounding board by the managers.

Geoff said his railway affections were always with the Western rather than the Southern.

Roger Backhouse

NL170 & 169 Bute Street Junction branch

Many thanks to Ray Caston for his reply. I now have a copy of the April 1880 GWR public timetable which confirms Ray's information that there was a service between Cardiff (GW) and Penarth. There is no mention of the TVR trains from the GWR to Bute Street Jn.

I have just consulted Jeff Morgan's excellent Cardiff Station Supplement and he provides the answer to my question: services operated over the link from December 1881. This confirms Ray Caston's information that the trains were running between Penarth and Cardiff GWR station only in 1880.

I also have the following notes which may be of interest:

According to McDermot - the Bute Street Jn branch was opened with mixed gauge on 17.02.1854 and narrowed with the rest of the SWR on 11.05.1872 and the GWR Penarth Junction lines were opened in December 1875.

According to Barrie and Quick Penarth station was opened on 20.02.1878. Quick has Penarth Dock station opening on 20.02.78 and Grangetown on 29.05.82.

In the GWR Service Book for December 1886 TVR passenger trains are shewn running between Bute Street Jn and Penarth.

According to Barrie the Bute Street Jn line was replaced by the flyover in December 1896.

Jeff Stone

NL168 Cardiff Tyndall Street, Goods Depot - John Bushby provided the update published on page 46 of the last Newsletter. My apologies to John for not including his name and thanks to Richard Maund for pointing out the omission.

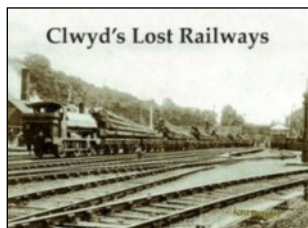
Editor



Image courtesy of
Richard Coulthurst collection.

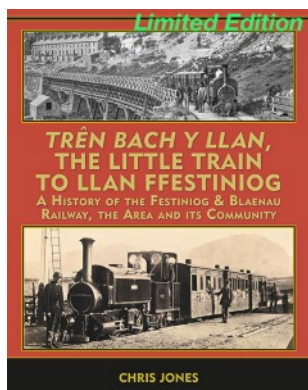
BOOKS AND BOOK REVIEWS

BOOKS



Clwyd's Lost Railways by Neil Burgess. Stenlake Publishing ISBN: 978 1 8403 3927 7RPP is £11.95p.

Clwyd was created in 1974, comprising the old counties of Denbigh and Flint in North Wales. It's mostly rural, but in the 18th century the main town of 'Wrecsam' became a centre for coal and limestone mining and the production of iron, steel and bricks. Railways sprang up alongside these in the 19th century, and the book tells their story accompanied by 56 photographs from the steam era and showing many stations now lost. A map shows all the locations. Places featured include Acrefair, Bala Junction, Cynwyd, Hafod Halt, Legacy, Llandrillo, Marchweil, Nannerch, Caerwys, Berwig, Star Crossing and many more.

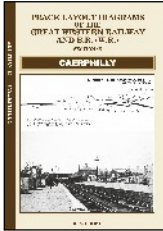


Tren Bach y Llan, The Little Train to Llan Ffestiniog - A History of the Festiniog & Blaenau Railway, the Area and its Community by Chris Jones. Lightmoor Press, 208 pages, 275 x 215mm, full colour throughout on gloss art paper, laminated printed board covers, ISBN13: 9781915069108, rrp £35.00.

The history of the Festiniog & Blaenau Railway has long been overshadowed by its internationally renowned neighbour, the Festiniog Railway, even though the two made a junction at Blaenau Ffestiniog. Although they shared the same narrow gauge the two lines were quite different, the Festiniog & Blaenau having a distinctive connection with the local, Welsh, communities from which it had drawn much of its initial investment, rather than the absent Irish financiers who expected regular dividends from the Festiniog.

This new account of the Festiniog & Blaenau Railway combines original research in local and national archives, including the financial records of the Company, together with information from local newspapers, to reflect the communities it served and the personalities involved, alongside the principal industry of the area, the extraction and processing of slate. The location of the Festiniog & Blaenau made it a player in the political manoeuvrings of the standard gauge L&NWR and GWR as those companies tried to gain access to the lucrative traffic in slate from Blaenau Ffestiniog. The account concludes with the eventual conversion of the Festiniog & Blaenau to standard gauge by the

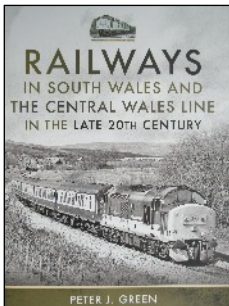
GWR's puppet, the Bala & Festiniog Railway, and the fate of its players and ambitions. The story is supported by contemporary maps and documents, together with illustrations including specially prepared drawings of the locomotives and rolling stock, previously unpublished photographs, contemporary documents and the exquisite, full colour, drawings prepared for the construction of the railway, also previously unpublished. All are presented at the largest size possible, commensurate with their quality. The author is a long-term volunteer on the Ffestiniog Railway and Co-Archivist to the Festiniog Railway Company.



Track Layout Diagrams of the Great Western Railway and B.R. (W.R.) Section 45, Caerphilly by R.A. Cooke Lightmoor Press. ISBN13: 9781915069122, 60 pages, rrp £12.00.

Never previously released, this will be available very shortly and can be pre-ordered from Lightmoor Press' website.

BOOK REVIEWS



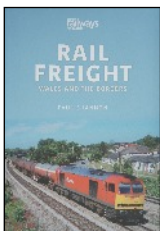
Railways in South Wales and the Central Wales line in the late 20th century by Peter J. Green Pen and Sword Transport 2022. Hardback, 193 pages, ISBN 978-1-399- 09654-7, rrp £30

This latest book from Peter Green is pretty much as the title describes with lots of good quality black and white photographs of trains in the landscape and stations, plus a few images of Woodhams scrapyards and preserved steam. The strong point is that most show something of the train's surroundings including several coal mines and the Abercwmboi Phurnacite plant with its unbelievably slender chimneys.

Although I am not a fan of railway picture books, this is better than most.

One general puzzle is that pictures of Port Talbot steel works rarely appear in books despite its contribution to rail traffic. Can anyone suggest why?

Roger Backhouse



Rail freight: Wales and the Borders (the Railways and Industry series Volume 4) by Paul Shannon, Key Books 2022. ISBN 978-1-913870-21-8, paperback, 96pp, rrp £14.99.

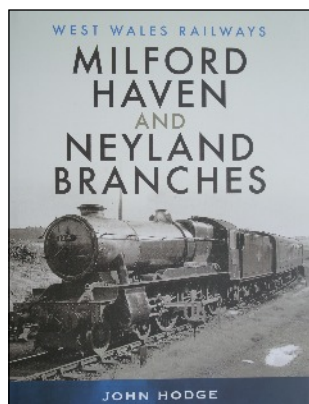
A pictorial survey of freight trains, almost all images taken in the last forty years and of course all diesel hauled. Interesting to see the types of traffic that have vanished from railways though more recent pictures show what remains; that of Cwmbargoed on page

27 gives a good idea of the former scale of the operation at Ffos-y-Fran.

Maybe I am ill-informed, but the alphabet soup of references to BBA, BLA, FPA and OTA wagons are confusing. The book could have been improved with some stand-alone pictures of wagons identifying different types.

My feeling is that books of this type rarely add much to railway knowledge whatever the quality of the images. However, this book has the merit of commendably informative captions giving details of train loads and their handling so is a useful record of freight traffic.

Roger Backhouse



West Wales railways: Milford Haven and Neyland branches by John Hodge.

Pen and Sword Transport 2022 ISBN 978-1-52679-586-1. Hardback, 128pp, rrp £25.

My former allotment neighbour Ron Roche once worked for British Railways at Neyland and observed of his time there "it all seemed so permanent". A 1921 photo in this book shows the large expanse of sidings, locomotive depot and substantial station described in Bill Morgan's "Behind the steam". Alas, Neyland was an early casualty of Beeching and the rail landscape of Pembrokeshire transformed.

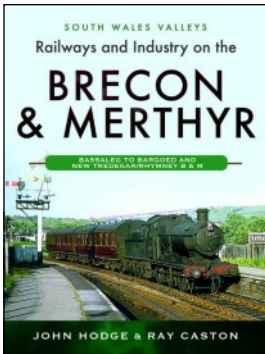
In this largely photographic study of the lines, the author concentrates mainly on the post war history. Origins and development are skimmed over but the large range of pictures will help modellers.

It is fascinating to read of the substantial fish traffic with three trains a day run from Milford Haven but all serviced from Neyland. The post 1960 development - and then loss- of oil traffic from new refineries is well covered and it is notable how much parcels traffic the railways carried.

Through trains ran to Paddington from these distant outposts. Although it was a repository for older locomotives like the Bulldogs, the County Class 4-6-0s performed well here. There are details of locomotive allocations from 1901.

These less visited lines deserve more attention so this book is welcome. However, I'd have liked a more rounded portrait with additional station plans, more early history and perhaps timetables. Nevertheless, this remains a good introduction and "the light of other days" is well lit here.

Roger Backhouse



Railways and Industry on the Brecon & Merthyr :Bassaleg to Bargoed and New Tredegar / Rhymney B & M - South Wales Valleys by John Hodge & Ray Caston.

Pen and Sword (2022). ISBN: 9781399096058. Hard-back, 243 pages, rrp. £35.00

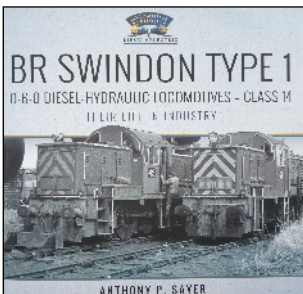
This is the first volume of three covering the Brecon and Merthyr Railway in Pen and Sword's South Wales Valleys series. The first chapter gives a history of the Brecon and Merthyr Railway starting with the rival plans for railways in the area where they hoped to supply agricultural produce to the newly industrialised coal and steel towns of South Wales. It was also hoped to gain traffic from the military presence in Brecon. The B&M is then covered through the various stages of opening, its relationships with its neighbours and to most of the route closing in 1962.

The following chapters cover the passenger services, coal, freight and motive power before the largest section which is a description of each of the major points on the line. The location analysis chapter starts in Newport High Street and covers all stations and halts to Bargoed and the line to New Tredegar and Rhymney. Each location is described and covered with a good selection of photographs from the pre-grouping B&M to BR Blue diesels. Period OS maps, signalling diagrams and track plans from R. A. Cooke are used to illustrate many of these locations. The development of each location and the industry local to the area are described in the text to create a portrait of life and operations on the B&M route.

The last chapter is a brief description of the B&M 0-6-2T locomotives, GWR Nos 421 to 436 which were the last batch of 0-6-2 tank engines built for the B&M by Robert Stephenson. All but one survived through Nationalisation until 1954 and there are many photographs of the class to illustrate their lives. This is followed by an appendix containing a selection of timetables and working notices.

I found this a really interesting story of the railway and the industry it served. The text is well illustrated with maps, diagrams and photographs; that I read it in two days probably says it all. The photograph captions add to the details in the text well, although the duplicate caption on page 61 had me foxed for a second! Being interested in signalling I particularly liked the photographs of somersault signals, although I did wonder if a lot of boxes were switched out by the number shown in the off position? I eagerly await volumes two and three.

Paul Gilson.



BR Swindon type 1 0-6-0 diesel-hydraulic locomotives class 14: their life in industry

by Anthony Sayer. Pen and Sword Transport 2022. ISBN 978-1-39901-917-0, Hardback, 296 pages rrp. £30.

Following from the author's account of the brief and unsuccessful life of these locomotives in British Rail service, he now offers a history of the life of each engine in industry.

Forty eight of the fifty six built went to industry where they proved successful. Most went to British Steel in the East Midlands and others to the National Coal Board in the North East. A few found work in Wales, at Ebbw Vale tinplate works, NCB Mardy colliery and Gulf Oil refinery, Milford Haven. Some were exported and fourteen survived into preservation.

The author offers a list of locations for each engine, their histories and eventual disposals showing remarkable dedication and attention to detail for a small class that perhaps should never have been built. One for the industrial railway buff.

Roger Backhouse

WRRC BOOKSHOP http://wrrc.org.uk/members/members_login.php

WRRC publications can be ordered on line by logging into the Members Pages and going to the publication sales tab, or you can order from Andy Nicholls. Contact details in the Shed Notices. Please make cheques payable to "Welsh Railway Research Circle".

Title	Author	Members' price	Postage
Rhymney Railway Drawings (rrp £18.00)	Nicholson, Jones & Morton-Lloyd	£15.00	£3.50
Barry Railway Drawings (rrp £20.00)	Jones, Morton-Lloyd & Bryn-Jones	£15.00	£3.50
Railway structures in Wales and the Marches (rrp £12.00)	Jones, Morton-Lloyd, compiled by J David & R Caston	£8.50	£2.50
Steam in Mid Wales (rrp £25.00)	Michael Hale	£5.00	£3.50
The Aber Branch (rrp £14.95)	Colin Chapman	£5.00	£3.50
Cambrian Railways 1921 (rrp £3.50) Out of Print	...ne Book	£3.50	£1.50

Back issues of the WRRC Archive are available at £1.00 each plus postage £1.60, please check availability with Andy before ordering.

MODELLER'S CORNER



Congratulations to Circle member Rodney Hall, on receiving the "Best Layout" award for his P4 layout Llanastr at the EM Gauge Society's 2022 Expo EM North. *(Photo courtesy Dave Hagger, Newport MRS.)*

And nice to see Richard Loydall's model of a Cambrian Railways bus, photographed on his Llawryglyn layout at the 2022 Cardiff show, featured in the EMGS *Newsletter*.

Jonathan David

(Editor: If you missed it, Richard describes how he built this beautiful model in the last Newsletter.)

Taff Vale Models RR van kit

Andrew Nummelin

Following the item in the Winter Newsletter I decided on trying one kit with a view to getting a couple more later on to show some of the variations.

The kit arrived very well packed with comprehensive instructions but I hit a few problems during the build and I offer the following as potential help to others rather than criticism of the kit itself.

The bodywork framing on the sides is undersized (e.g. thick diagonals 1.0mm x 1.0mm to represent 3.5" x 4") which made fitting the handrail on the diagonal impracticable (mine lie on the body rather than clear of it). I fitted only one handrail on the underside of the diagonal as this seems to be what is shown in photos rather than two on the upper side as in the drawing. I'd suggest making the diagonal framing as separate items and fitting the handrails before adding the diagonals to the body. The door clasps are also undersized so I added a bit of wire to represent the hinge.

The etched brake gear provided was rather poor so I decided to represent the earlier form of brakes as shown in the drawing in the Circle's book. I simply bent the push rods up rather than making correctly formed ones because of the other deficiencies in the kit. The main problem I encountered was with a combination of the W irons being set too close together and the solebars being printed too far apart meaning there is a huge gap between the cleverly fixed, highly detailed axleboxes & springs and the W irons (see photo).

I covered the roof with tissue paper (not stuck down properly!) to represent canvas. Painting was with acrylic, dark grey for the wood and black for the ironwork. Transfers came from mixed origins and had been in my stock for decades.

There is mention the Cardiff Railway vans were very similar; but the differences would require extensive work (different axleboxes, buffers, headstocks, solebar details, V hangers, door framing). Perhaps an acceptable compromise on a model running on a layout and viewed from a few feet away.

I'm very glad I bought this kit, though I probably will not buy any more in its present form. I'm sure many others will be delighted to have one of these rather than embarking on what would be quite a challenging scratch build project.

Andrew Nummelin

(Editor: A copy of Andrew's review was sent to Julian Wynn at Taff Vale Models and I understand that Julian will see what can be done with the framing in the next batch of kits and that he has a new underframe etch in development.)



Modelling pre-grouping Welsh railways

Are you interested in modelling any aspect of one or more of the pre-grouping Welsh railway companies? If so, the Circle's Publications Working Group (PWG) would like to hear from you.

Model railway layouts based on pre-grouping Welsh railway companies are perhaps less common than those based on other companies. The PWG are considering producing a book that highlights the modelling possibilities and opportunities provided by the Barry, Cambrian, Rhymney, Taff Vale and all the other Welsh companies, encouraging people to consider this period of railway history as a possible basis for a model railway. I've volunteered to co-ordinate early development work on the project.

Initial thoughts are for the book to seek to:

- (i) raise interest in this period of railway history as a modelling subject
- (ii) inform modellers about the prototype companies and the variety of possible modelling subjects they offer
- (iii) assist modellers to put their ideas into practice

If such a book is to be a success, it needs to contain information that modellers would actually find useful and encourage them to take their ideas further. I've

put together a short questionnaire (see the centre pages) to seek your views as a modeller, on what you would find most helpful to have included in such a book. We would really appreciate it if you could spare a few minutes to complete the survey and return it to us. Your views will help us develop the book.

Richard Loydall

WHY I HAVE CAMBRIAN WAGONS ON MY LAYOUT WHEN I MODEL THE MIDLAND RAILWAY

Mike McHugh

Late in 2021, I purchased some WRRRC transfers for Cambrian wagons and because I live in Australia offered to pay extra to cover the postage. Your Editor wearing his Transfers Hat explained the standard P&P charge just about covered the cost but, with his Editor's Hat firmly back on, suggested I might like to write something for the newsletter instead. So here we are. This article is a variation on one I wrote many years ago and I hope you find it of some interest.

My big interest in railways is wagons and the traffic they carried. My 4mm scale model railway layout is being built to be able to operate in four different eras, the Midland Railway around 1922, LMS around 1934, BR around 1959 and finally 2000 as a preserved line. This will allow me to run lots of wagons and I have been collecting them for many years. But why do I have Cambrian wagons? Bear with me and I'll explain.

The layout is a branch terminus to fiddle yard and like most small goods yards, most of the traffic is carried in general merchandise wagons and vans, i.e., wagons that were not built for, or dedicated to, a particular traffic. Apart from mineral wagons these were the most common wagons on all railways and from the middle of WW1 they started to become common user.

The first wagons to be pooled were unfitted open merchandise wagons and unfitted general merchandise vans. By the end of the war the wagons had got mixed up to the extent it didn't matter where you were, the mix of general merchandise wagons you would see over a period of time would be roughly the same. This begs the question as to what a typical mix looked like and how I could recreate it.

When I started this process there was a limited number of books on wagon history but British Railway Wagons by Essery, Rowland and Steel has a table of wagon ownership for December 1923, December 1932 and December 1947. This is where I started and I was able to build up a simple spreadsheet that gave me the rough ratios of wagon types for the grouping era. Since then, a lot more information has been published though not enough to provide for all the pre-group companies. However, members of various Internet discussion groups, particularly the Historic Model Railway Society, have been able to provide data from various official sources which has allowed me to get a good

idea of the number of general merchandise wagons of each of the pre-group companies just prior to grouping.

With all this data it is easy to get too focused on the numbers rather than what they meant in real life, but they do give a guide so I'll mention some.

The ratios I came up with are what was in the pool of wagons but what was in a small goods yard at any one time would, of course, be only a small selection and wouldn't necessarily be the same ratios as in the pool. However, over time the wagons that passed through the yard would be more like the mix in the pool and to represent this, my intention is to have a stock of pooled wagons for the pre-group and group eras a few times as large as my goods yard can accommodate. This has resulted in me having between 40 and 50 wagons for each of these eras other than the "2000s". Over the years a good selection of wagons of the various railway companies has been available from the trade, mostly as kits, but even so some scratch building / kit bashing is required especially when modelling general merchandise wagons of the Welsh railways and LNER constituents. So, what are the results?

Pre-Grouping Era

For pooled open wagons in the late pre-grouping period:

- there would almost certainly be a number of wagons of each of the MR, LNWR, NER and GW, in any yard (especially MR and NER who had around 17% each of the total of pooled open merchandise wagons);
- it would be likely there were some wagons of the GNR, GCR, GER and LYR and
- possibly a wagon from each of North British, GSWR, Caledonian, LSWR and SECR;
- as for the remaining pre-grouping companies, they didn't have many wagons and so, taking the whole lot as a group, there may have been one wagon, possibly two.

For vans in the same period the split would be the same, but there were around five times as many open wagons as vans.

Grouping Era.

For the grouping period in the mid-30s the picture is:

- there will be LMS and LNER general merchandise wagons in any yard at almost any time;

- there probably would be a GWR wagon or two and it is quite likely there would NOT have been a Southern one, even on the Southern itself!

The ratio of vans to open wagons was increasing and by the mid-30s there were just under 4 times as many opens as vans. The ratio of general merchandise vans to open wagons didn't reach 1 to 1 until the mid-60s.

Statistics are fine, but what about reality? There is little information about goods yards prior to quite recently and not many useful photographs, but I was able to find three articles that had appeared in Model Railways in the 1970s that analysed traffic in goods yards at various times through the 1920s and 30s which all agree with the statistics. I also found some data for another yard on an internet discussion group that also agreed with my analysis. While the ratios of wagons from different companies matched the analysis, at one yard there were more vans than would be expected and this was probably because of the type of traffic that passed through that yard.

Noticeable from the foregoing is that the smaller Welsh railways, as opposed to the English railways that had lines in Wales, fall into the very small category as far as general merchandise wagons are concerned, so their wagons would be rather rare.

As far as I can find, currently the only wagon kit in 4mm scale for Welsh railways general merchandise wagons is a Cambrian Railways 4 plank open made by Cambrian Models. They also make a 2 plank dropside open but this would not have been included in the pooling although it was the most numerous wagon type on the Cambrian and was also used for general merchandise. The Model Wagon Company made a kit for the 2 plank, which is currently available in the 51L range from Wizard models.

I have built both the Cambrian Models open wagons and a Cambrian Railways 8 ton van which was a kit made by the Model Wagon Company. They are the reason I needed the WRRC Cambrian Railways transfers.

The wagons all run on 00 gauge wheels and are all in ex-works livery, weathering is going to have to wait until I can get my weathering skills up to a reasonable standard. As usual the photos show up problems with models - the



SHED NOTICES (STAFF ROTA)

(To write to an officer whose address is not listed, please do so via the Secretary)

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offer my services to the Circle? - Get in touch with the Chairman
chairman@wrrc.org.uk

get an answer to a membership query? - Contact the Membership Secretary
membership@wrrc.org.uk

contribute to the Welsh Railways Archive (WRA)? - Contact the Publications Working Group on wraeditor@wrrc.org.uk

contribute to the Newsletter? - Contact the Newsletter Editor on
newsletter@wrrc.org.uk

add to the Circle's web pages? - Contact the Webmaster.
webmaster@wrrc.org.uk

confirm a place on a walk or a visit? - Contact the Outdoor Meeting Co-ordinator outdoormeetings@wrrc.org.uk

offer my services as a speaker at an Indoor meeting? - Contact the Indoor Meeting Co-ordinator indoormeetings@wrrc.org.uk

replace a defective or missing WRA or Newsletter? - Contact the Webmaster / Newsletter Editor respectively.

offer to help at an Exhibition? - Contact the Chairman and/or the Webmaster.

access Information Resource files? - Virtually all Resource files are readily available as PDFs; simply advise the Archivist which ones you require. The 'Lending copies' have been discontinued so if you are not internet-connected send a self-addressed A4 envelope and a quantity of stamps to the Archivist (address also in 'Shed Notices'). Allow for printing costs (3p per page) as well as postage, although that will be offset by not having to return any printed sheets.

buy Binders for WRA and other magazines? - Red, Blue and Green Cordex binders are now available to order online from the Members section of the web site where you will automatically benefit from the members discount. Prices range from £9.50 to £10.50 per binder depending on colour, including postage and packing. Alternatively, you can write to Andy Nicholls, address in the Shed Notices, quoting your membership number and enclosing a cheque made payable the Welsh Railway Research Circle.

FROM THE GUARD'S VAN

Another varied Newsletter, which I hope you've enjoyed as much as I enjoyed putting it together. It is particularly pleasing to see some present day content which will continue in the Winter Newsletter with the first in a series covering timber traffic flows.

My thanks to all those who have submitted articles and reviews or have written in to share their knowledge with us all. The quality of submission, really is first class.

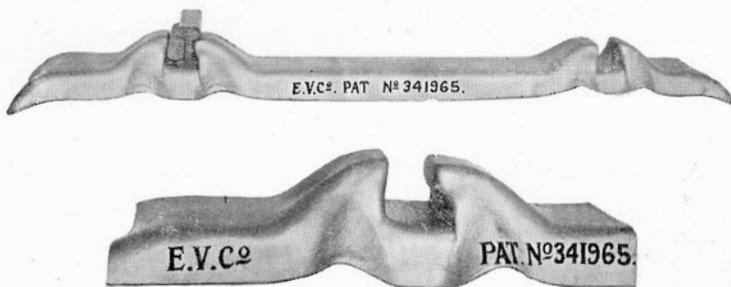
You will have realised the enforced move to using a third party mailing firm, means this Newsletter is being sent later than usual and as a consequence the Winter Newsletter will be posted at the end of January 2023 rather than before Christmas; copy deadline is 31st December 2022. We should then settle back into our usual rythm with the Spring Newsletter posted in April and the Summer Newsletter sent after the 2023 AGM.

The Publication Working Group's plan, led by Richard Loydall, to publish a book on modelling pre-grouping Welsh railways is an exciting development. Please play your part in shaping its development by completing the pull-out survey in the centre of this Newsletter.

Rob Foot
Newsletter Editor

Below: Image courtesy Michael L Roach collection.

THE EBBW VALE STEEL, IRON & COAL CO., LTD.,
EBBW VALE, Mon.



The side profile view of the steel sleeper shows a central raised section with a small rectangular feature. Below it, the text "E.V.C. PAT N° 341965." is visible. The top-down view shows the cross-section of the sleeper, with "E.V.C." on the left and "PAT N° 341965." on the right.

The "UNIT" STEEL SLEEPER.
ALL IN ONE PIECE.
NO HOLES. IMMENSE STRENGTH.
NOTHING TO COME LOOSE.

WESTERN REGION

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TUESDAYS, JULY 2nd and 9th,
THURSDAYS, JULY 4th and 11th,
FRIDAYS, JULY 5th and 12th,
1957,

TO

P O R T H C A W L

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NANTYMOEL	p.m. 12 45	s. d. 2/9	p.m. 8 20
WYNDHAM HALT	12 48	2/6	8 15
OGMORE VALE	12 53	2/6	8 10
BLACKMILL	1 0	2/3	8 0
BRYNMENYN	1 5	2/0	7 55
TONDU	1 10	1/9	7 50
KENFIG HILL	1 20	1/3	7 40
PYLE	1 30	1/0	7 30
PORHCAWL arr.	p.m. 1 45		
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