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SOME FURTHER MEMORIES.

I think I had better start at Cardiff where I was born and from where I came as a babe in arms and frequently during the years to Cowbridge. Leaving Cardiff on a stopping train we ran through the delightful lower reaches of the Ely River through Ely, St.Fagans and Peterston-super-Ely to Llantrisant where we changed from the G.W.R. to the T.V.R. (Taff Vale Railway).

Llantrisant had four platforms including an island and a bay. There could be 4 trains there at once - Cardiff/Swansea; Swansea/Cardiff; Llantrisant/Penygraig in the bay and the Cowbridge train on the left hand side of the island platform. Alas the station is no longer there, trains running non-stop Cardiff/Bridgend. The Cowbridge train had come from Pontypridd, having crossed the main lines to get to the platform. The train usually consisted of two coaches with an engine in the middle with controls at either end of the coaches. In effect the engine propelled while the driver in the control navigated the train. Five minutes to Llanharry Station, which had a stationmaster and also a slip-off into a line kiln and another to the Iron Ore works.

Across Ystradowen Moors with a down gradient and a rollicking 40 n.p.h. to Ystradowen Station, again with a stationmaster (Bill Lewis whose son lives in Cowbridge) and a siding for the saw mills; next Maendy and Trerhyngyll Halt - a high sounding name but just a plain wooden platform with a corrugated iron shack, as was Aberthaw Halt a mile on. Slow up for the staff to be passed to the signalman and into Cowbridge Station and Stationmaster Williams, whose son Frank is a staunch Churchman of ours. Now this was a comparatively new station built for the extension of the level to Aberthaw. The old station was where Druids Green Estate is now and consisted of a covered platform, several sidings, an engine shed and goods offices. Two or three engines would be deputed here and a medley of trucks, carrying hay, fertilizers, agricultural machinery, live-stock and, of course, coal. It was a hive of activity and one of the outstanding characters there was Dan Punter, father of Gwilyn. (I should have said the journey from Cardiff, if there was a good connection at Llantrisant, took 45/50 minutes).

Cowbridge Station had the honour of unloading and loading the King's bull which was being exhibited at Cowbridge Show in the 20s and 30s.

Now if one wanted to get to the Leys or Barry, one caught one of the 4 or 5 through trains from Llantrisant through a cutting, then Beaupre Woods, first stop St.Hilary Halt; then St.Mary Church Road Station; Llanbethery Halt and Flenington Moors, St.Athan Road Station and eventually Aberthaw Low Level. In passing I would say that the stations between Llantrisant and Cowbridge were in or very adjacent to the place whose name they bore but the ones between Cowbridge and Aberthaw were quite a distance from the Villages involved. At Aberthaw the train would be pushed into the siding while the engine went off back to St.Athan Road to do some shunting with lime trucks. The passengers would proceed up a hill under a bridge carrying the Bridgend/Barry line and into Aberthaw High Level to entrain for Barry. Before the War this line carried a very important train known as the Port to Ports express. Starting at Swansea, then Port Talbot, Bridgend, through Llantwit, Aberthaw, Barry, Barry Docks, Penarth it arrived at Cardiff whence it travelled over the G.W.R. to Banbury, the old Great Central to Sheffield, Great Northern to York and the North Eastern to Newcastle taking, I think, about 10 hours. It was composed of G.W.R.coaches one day and Great Central the next and had a restaurant car. There was a through coach to Hull.

There were, I think, about 10 trains a day between Cowbridge and Llantrisant, the first leaving here about 7.00 a.m. and the last arriving here about 11.00 p.m., known as the Rodney because if one was not a very respectable character he was known as a Rodney. Can anyone tell me why?

The engines later on were usually 0. 6. 2 tank engines - for the uninitiated this is translated as no front bogies, six coupled driving wheels and two trailing wheels under the small tender or coal bunker. There were about 5 or 6 coaches. As there were no buses then the trains were well patronised. They were happy, care-free and relaxed days and I think we are far worse off by the passing of them. At least, the trains did run whereas frequently these days the buses do not!

Alongside the road from the station to Eastgate Street were allotments and tilled mostly by railwaymen. The Fire and Ambulance Stations are there now.

When Cowbridge became a station of some importance houses were built for the employees in what is now known as Croft Street; it used to be called Taff Street.

Travellers on the railway after the 1914-18 War - Milton Adams, now Churchwarden and Organist at Llanblethian, who was an official at Ely Station; Bill Edwards, father of Bob Edwards, Woodlands Close, Bank Manager at Tonyrefail; Bob Williams, father of Terry Williams of Cowbridge and of Glyn Williams, ex County Librarian, who was in the Inland Revenue at Pontypridd; Dr. Evan Thomas, ex County M.O.H. and Hon. Physician to the Queen, who was then a student at Cardiff University; Ralph Williams, son of the Bear Hotel and brother of Evan Williams, who won the Grand National on Royal Mail in 1937, he was an engineer; Bill Davies, a Bank Official and brother of Mrs Mabel Caines; Harold Yorwerth, son of Tom Yorwerth, several times Mayor of Cowbridge, who work at the Docks; Willie and Leonard Webb, brothers of Miss Annie Webb, the latter's widow being Mrs Gwyneth Webb, both students in Chemistry; Glyn Davies, who lived in Llanblethian, he was the right hand man to Joe Hall, a Hay Merchant in Cardiff. There must have been others and, if I have failed to mention them, I crave pardon as my memory is not what it was.

Selwyn Davies.

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CORRIGENDA.

I am afraid I made an error regarding the successor to Mr Wayne Morgan regarding the Solicitors practice at Taynton House. He was succeeded by Mr F.G.Walker of the firm of Gaskell & Walker - not by Mr Gaskell.

The Downs were cultivated by the Women's Land Army not the Welsh Allotment Association.

Selwyn Davies.

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PLANE TRUTH 1. British Airports Authority report that a record of 33.4 million passengers used its seven airports in 1976. Heathrow had nearly 2,000,000 more passengers to record a total of more than 23 million, over nine per cent up on 1975.

PLANE TRUTH 2. The cost of Concorde to the Government from the beginning of the project to December 31st 1976 was £727,000,000!

NO EXPLOSION? The Minister of State for Health in a written reply in the House of Commons recently calculated that the population of the United Kingdom in year 2000 will be 58.3 million.

TOURISM. Great Britain earned a record £417 million during the first nine months of 1976. The figure is nearly double that for the whole of 1975!

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COWBRIDGE 1914 - 1918.

I found the article by Councillor Selwyn Davies in the April issue of the magazine to be of much interest.

There are very few of us left from those far-away days but perhaps a little further information might not be out of place.

Before the First World War there were 3 garages, 23 public houses, 2 breweries, 3 Doctors and one Blacksmith. One of the Doctors, Dr. Charles Booth Meller attended to his patients invariably dressed in a top hat and a long-tailed coat. He was very much loved and respected and a great philanthropist. The other two were Irish, Doctor Hastings Torney and Dr. Moyrihan.

Only two of the public houses were self-supporting - the Duke and the Bear. The landlords of all the others were fully employed in various capacities unconnected with the beer trade. In those days, the City Inn, the Bush and Cross Inn were all quiet country inns with rarely a customer during the daytime.

The two Breweries were situated in the High Street - one opposite the Duke and the other near the present Betting Shop at the Bridge (but the other side of the river (before it was altered).

I believe Colonel Homfray owned the first motor car in Cowbridge. I remember it well - a blue Daimler limousine - L.6. - the sixth car to be registered in Glamorgan. Other early motor car owners were the late Mr Ebsworth of Llandough Castle, the late Sir Thomas Mansel Franklin and Sir Francis Price Fothergill of Hensol Castle. The cars were Wolseley, Talbot and a white stean car. I do not know who the first lady motorist was but my late sister, Mrs Dena David, started driving in 1914. I had my first licence in 1911 (one could get a motor cycle licence at the age of 14 in those days). I used to borrow my brother's 1909 3½ h.p. Triumph.

The late Mr Arthur Evans opened the first garage, about 1909, at the Old Arnbury, which stood at the site of the Spar Deep freezer shop. Mr M.E. Jones opened his garage opposite the Bear (now Eddershaws) and soon afterwards came Mr A.T. Mills, who built an imposing place where the Co-op now stands. The imitation motor car wheels are still to be seen at the window corners. There was much rivalry between the three. Motor cycle races were held starting at the Town Hall and finishing at the top of Prinrose Hill. Stewards stopped all traffic at the cross roads where the traffic lights now operate!

Every March a great fair was held in Cowbridge and the main street was choked with carts which were parked on either side of the road. "Roundabouts" were sited on the Bear Field and it was a great time for the youngsters.

Compulsory attendance by Grammar School boys at all 11.00 a.m. Saints Days Services at the Church was the rule. We did not get a half day but if the Revd. Isaiah Roberts officiated we had to return to finish off the morning session; where the Curate was not in so much hurry and if the service finished after 11.30 a.m. we were allowed the rest of the morning off! The Vicar had a tiny 6 h.p. single cylinder De Dion car.

Before 1914 there were only 60 boys at the School. The hours were 6.55 - 8.00 a.m. (7.30 - 8.00 a.m. in the Winter); 8.55 - 12.00 (Noon); 1.55 to 4.00 p.m.; 6.55 - 8.20 p.m. The Headmaster, the Rev. William Franklin Evans was greatly respected by the staff and pupils.

When the War broke out most of the cricket team joined up at once. Several joined the 5th Welch Regiment. Two of the Dunn brothers, Frank and Jack, were killed at Suvla Bay. They went there with my brother Bruce. A third brother, Tom, was drowned at Monmouth early in the War. That meant the loss of three brothers out of 5 whilst Mr and Mrs Dunn also died during the War. One brother - Guy - still lives.

(Concluded overleaf)

It is sometimes good to be reminded what efforts we are still able to make for children in need even though the cost of running a Church at all is becoming hard to sustain. Last year we raised £105 for the Save the Children Fund; £450 for the Church of England Children's Society; £55 for the Mother and Baby Home at Ely and from the Sunday School children in the main, £65 for work among children in Zaire. And that is only part of it!

Stanley H. Mogford.

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PUBLIC HOUSES IN COWBRIDGE - AS THEY ONCE WERE. WHO CAN COMPLETE OR CORRECT THIS LIST.

<u>NAME.</u>	<u>LOCATION.</u>	<u>LANDLORD/LANDLADY.</u>
Three Boars Head.	Now a dress shop, High Street.	Arnold Willis
White Lion.	Peter Alan's Offices. "	Kept one of these.
<u>HORSE & GROOM.</u>	By Town Hall.	Sam Hayter; later Bert Griffiths.
<u>BUTCHERS ARMS.</u>	Became Red Dragon; now Master Brewer.	At one time Jimmy Blair Cardiff A.F.C. and Scottish International.
Blue Bell.	Now the Spar.	Mike Fitzgerald.
Bridge Inn.	Where Mr Harold Phillips now lives and present craft shop.	Mrs Crowley.
Wheelwright Arms.	Now D. Brown & Sons Ltd.	Mr Aubrey, who was a Wheelwright.
Druids.	At entrance to Druids Green.	I believe a Mrs Foster.
<u>COMMERICAL.</u>	Now Eastgate.	Mr Thomas.
Railway.	By Traffic lights.)
<u>EDMONDES ARMS.</u>	Corner of Aberthin Road.) Cannot remember.
Crown and Anchor.	Cardiff Road.)
Westgate.	House now being renovated.	Mrs Russell. Mr Russell was a professional to Cowbridge Cricket Club.
Greyhound.	Double fronted house in row of Cottages, Westgate.	Mrs Willis.
Pelican.	Townsend's Offices.	Cannot remember.
Bush.	On corner of The Butts.	Mrs Morgan. Later by a Mrs Walker.
<u>MASONS ARMS.</u>	Next to nearby car park.	Jim Cross; followed by his son Frank.
<u>BEAR.</u>	High Street.	Morgan family; followed by a Greek Shipowner. Later by the Williams family.
<u>DUKE.</u>	High Street.	Arthur Spencer, followed by Tom Pratt.
Cowbridge Arms.	Where the Electricity Showrooms are now.	Mrs Labdon.
Royal Oak.	Where Gaskell & Walker's Offices are.	Mr Thomas, known as Thomas the Carrier. He delivered goods from the Station.

You will note I have underlined the existing pubs which amount to 7. There are, of course, 3 - the other being the VALL opened 10 - 12 years ago. There was a Brewery there in my early days.

Selwyn Davies.