

## **RECOLLECTIONS OF THE CAMBRIAN STATION, OSWESTRY LAYOUT**

### **BY THE LATE MR JACK WILKINSON, LINK DRIVER**

1. Pedre Fford Contractors

Train owned by Savin

Site where the Station is

That house is still there

Strachan No 3

Built the line to Up Llangynog

Pedre Fford (or Pedairffordd) is near Penybontfawr – the Oswestry side

2. BR Standard 262 Goods / Passenger Engine. About to work a train to Aberystwyth from Oswestry. Standing on the down platform. The old station is in the background.

Oswestry Engine 89A (Depot Number)

3. Aberystwyth Engine “Odney Manor” at a turntable at Oswestry

Offices at the rear of the tender

(When they went to Swindon, these engines had a new chimney and new blast pipes in the smoke box to help in the smoking of the engine.) They have done away with the dome top(?)

4. North Box. Crane in the Jubilee Sidings. Wagon being unloaded. These are wagons of coal for the shed. They are standing on the “Spare Road”. Light engine approaching Oswestry from the Ellesmere direction. Coal Stage and Coal Bank in the centre right. Signals: The signal on the right-hand Signal Box was an Indicator Signal. When you came off the shed, you had this signal off first at the bottom of the bank. That brought you up to the Indicator Board which told you where you were going to go to. You could either go on the down main, the middle road, the up road or the bay siding. The signals at the rear are coming in from the Gobowen direction.

Left hand took you on the down platform

Middle took you on the Middle Road

Right hand took you in the Bay.

Signal on the right used if you going to Whitchurch or Ellesmere (behind engine)

The wagons on the right are shunt engines on the side of the works.

5. A passenger train leaving Oswestry for Whitchurch. 80 Class BR Engine 262

Building behind is old GW Station that came in from Gobowen to Oswestry

GW Warehouse behind smoke

All sidings were called the Branch Yard. Building at back left circa 1918 a skating rink which was taken over by Crosville. In the 2<sup>nd</sup> War a Pump Factory (Coventry Climax) Fire Engine

Train in the Bay is the Gobowen / Oswestry Auto. Used to connect with all the passenger trains.

Water tower used to supply all the Station (front left).



6. Main Yard  
Shunt Engine standing on the Spare Road outside the Cambrian Works  
Wagon of ballast in the foreground  
Shows part of the Works bridge. Engine on top of roof.
7. Local offices on left in front of wood drying shed. Slats for wind to go through – for Works  
Foreground building attached to the Works is the Wheelhouse where they used to put new tyres on the wheels and turn them.  
In the centre is the Oil Store for the Works  
The Sidings are the Works Sidings  
Shunting Engine was employed from 8.30 a.m. – 4.30 p.m. shunting wagons in for repair and shunting wagons out after repair  
In the centre is the shed after conversion (new roof with smoke vents)  
Road to Whitchurch goes on the right of the shed and the road to Gobowen goes on the left of the office.
8. Loco going on or off to shed. No 7827  
Works on the right  
Van at the front is Henry Pooley's van who used to repair the weighbridge. (He used to travel round repairing weighbridges). Mr Price of Newtown worked for Pooley  
Brake Vans: The first is GW. The second is LMS  
The wagons are in for repair or waiting to be taken out after repair.
9. Train 262 BR heading for Whitchurch  
Factory sidings on the left of photo  
Wagons going into the Coal Stack siding.  
Shed was a weighbridge – check tension on springs  
Castle Engine on the weighbridge sidings. The new road is Llanwddyn  
Whitchurch main line and the sidings for the factory are on the left  
The big chimney is the stationary boiler chimney that used to supply all the shed with hot water for washing out boilers, pumping oil out of barrels into big tanks and warming wash basins.  
Jet of steam for copper piping
10. Five Manors at a shed prepared in readiness for the Royal Train circa 1962/3. Firemen and drivers were asked to clean these engines if they had got nothing to do, and they looked as though they were brand new within a week. Nos: 21, 28, 27, 19 and 22.
11. Ditcheat Manor on the left on No 4 Road. Also, 3, 2 and Inside Road. In front is coming off the turntable. Light on right. Big Arc light lit up.
12. No 58 Gobowen Auto standing in Bay Platform. At back train entered Station from Welshpool direction. Coaches at the rear on the Gas Road. They used to put the coaches up and fill them with gas. Used in later times if we wanted re-blocking. Station is at the back. Station Inspector's Office is at the back of the rear train.

13. Goods on the Middle Road arrived from Welshpool direction.

Passenger train on the Up Road

Coaches on the Gas Road (on the left)

A bridge connected the Down Platform to the Up Platform. At the front of the bridge is the Station Inspector's Office.

All trains leaving Station are restricted to 10 miles per hour (see on the right)

Off	Whitchurch	On the	Gobowen
The	off	shed	off the
Middle	the	off	Up Road
Road	Up	the	
is	Road	Up Road	
Gobowen(?)			

The back shows No 1 Road. All trains going to Aberystwyth and Welshpool to use that. Signal at back.

Denis Butler, Ellesmere

White diamond on signal. Track circuited.

14. Passenger train leaving Up Platform en route for Whitchurch

Gobowen Flyer is in the Bay

The left wall is the boundary wall for the Works.

Behind is the Shunters Cabin and at the back of that is the Wheel Tappers Cabin

No 1 Road is in front of the wall

Water tower is on the right and Crosville Garage

15. BR Ivatt Engine. Shunting in the Branch Yard.

Coal Wharf is on the right

Joseph Williams, Tom Milner, Jack Eccles (lug coal for railway), The Co-op, Williams and Wilson

The two buildings in the centre were stables

Brick building: Joseph Williams and Tom Milner

Galvanised and wooden one next to gate owned by Jack Eccles

Offices on the left are gone now – Café now

First door on the right side – toilets

Next door was Liverpool Echo

Next door was Tom Milner (Footballer?)

Next door was Williams & Wilson

Next door was Co-op

Holy Trinity Mission Room – Children's Playgroup now



16. Scene inside Works

Traversa

Bring in the engine

Split it up

Locos under renovation

17. June 1912

Herbert Jones. Designed Jones locomotive

18. Signal Box. Coney Green Crossing

Two houses on the right: first house was occupied by Ern Simpson (a Porter), the second house was occupied by Mr Davies from the Station Master's Office.

Shunting Engine off No 1. Pilot 1638.

19. 7822 Foxcote Manor waiting to go into the Works for repair

Behind her, against the door, is a BR Tender

Shed on the left. In the Cambrian days this stood on the site of a small gas plant. Up to 1965 it was used by the men who used to repair the water columns.

20. 7828, 7827, 7819, 7822

Five Manors

Ivatt Locomotive on the outside road

New shed

Engine Llanwyddyn (?)

Two signals – one on Whitchurch main line coming into town

Left-hand signal took you up No 1 Goods

Right-hand signal took you towards the Down Platform

21. Cambrian days

4<sup>th</sup> on the left, Mr Frank Roberts, Chief Mechanical Engineer in the Works (last Mechanical Engineer in the Works in Oswestry)

22. The second building on the left was the Cambrian Institute and all the men on the

Railway were asked to give 6d a week out of their pay to help build it.

On the right is a ballast train in the Jubilee Siding under the crane

There is another ballast train in the Top Loop

Train approaching Oswestry from the Gobowen direction – BR Loco

23. Cambrian Days

Factory

Foundry in the Works

Moulds

24. Foundry. "Chairs" – what line goes in

Sieve sand

Gas light

Overhead traversing crane

25. Assembly Works Staff
26. Erecting Shop  
Cambrian engines  
No lockers – hanging clothes on the sides  
N.B. Safety Valves. Two separate pot valves. One would blow off then the other one would blow off after it.
27. Scene of Wheelhouse in the Works.  
Wheel Turning Lathe on the left
28. Wheel
29. –
- 30 A Tank Engine outside the Works
31. Cambrian Coach  
Engineers Saloon – Chief Engineer used to travel all over the Cambrian. When the saloon was redundant, they made it into a mess and sleeping van for the engineering department  
Standing on the Garden Sidings  
Line in front where they had small trolleys. When the Engineers were going to take some bricks etc, they put them on trolleys to load them.  
Back left is Station on Down Platform  
On right is Station on Up Platform  
Crosville Garage on the right
32. Cambrian
33. Driver, W (Bill) Edwards, Oswestry, turning engine on the turntable  
Offices on the right  
Loco 80135  
Pre 1965  
Oswestry Depot