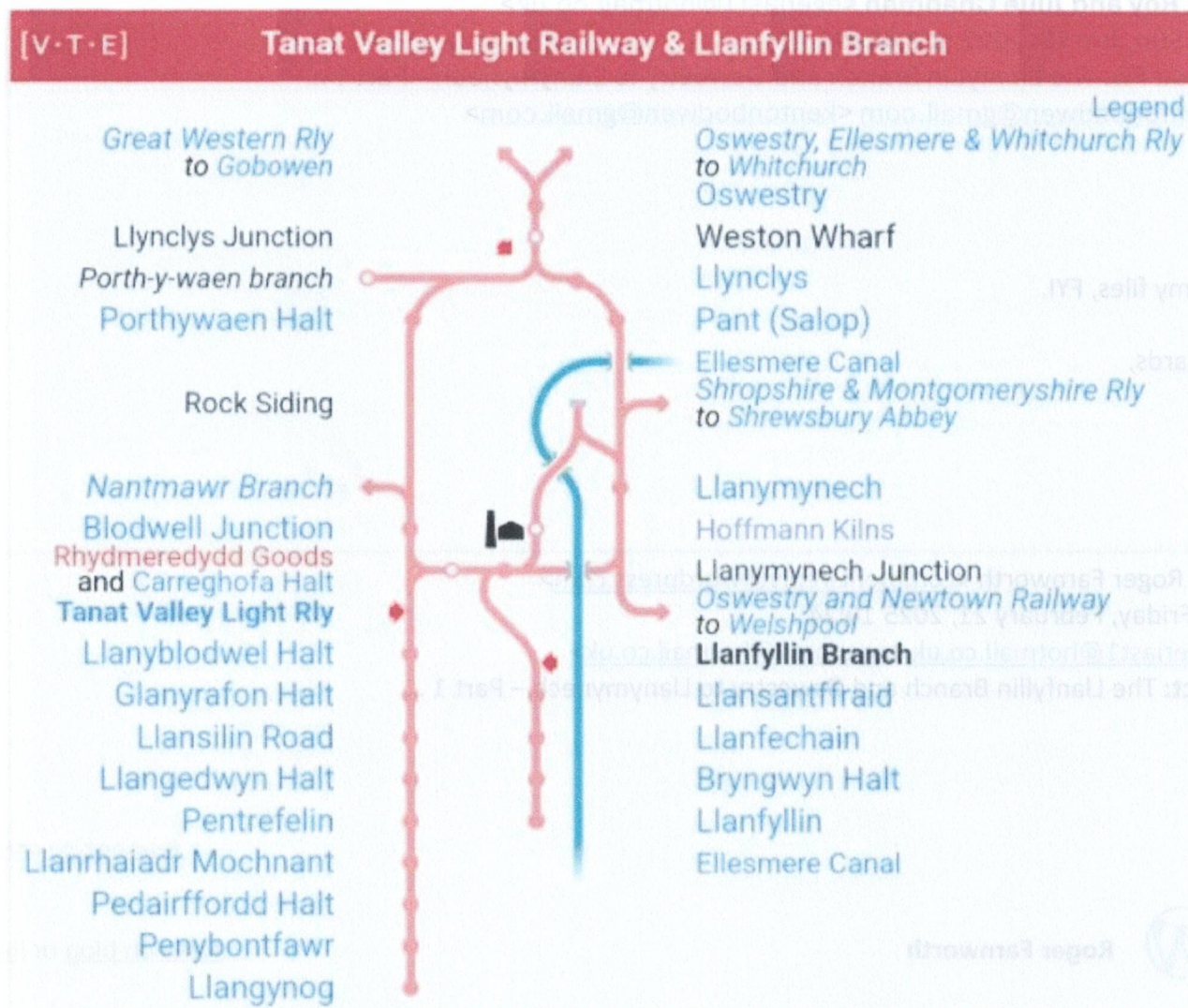


The Llanfyllin Branch was featured in an article by Stanley Jenkins in the October 2003 issue of *Steam Days* magazine. [3]

The immediately adjacent Tanat Valley Light Railway is covered elsewhere on this blog. The articles about that line can be found [here](#) [4] and [here](#). [5]

The two lines ran into the hills to the Southwest of Oswestry. The local Cambrian network is shown diagrammatically in the image below.



This schematic map, provided by Wikipedia, shows the local rail network. It shows the Llanfyllin Branch (which was to the South of the Tanat Valley Light Railway) at the bottom-centre of the map, © Public Domain. [1]

Trains on the branch ran from the Welsh border town of Oswestry then Llanfyllin in the Berwyn Mountains. The branch left the Oswestry & Newtown Railway at Llanymynech, where the station nameboard called on passengers for Llanfyllin and Lake Vyrnwy to disembark and change trains. The lake is a nearby beauty spot where there is a reservoir supplying water to Liverpool.

In July 1864, the Oswestry & Newtown Railway joined with other local concerns to form the Cambrian Railways Company with its headquarters at Oswestry.

Llanfyllin's townfolk formed a company to secure a rail link to the Cambrian network. The Cambrian began to show some interest when ideas of an East-West mainline came to the fore.

A 10-mile branch was agreed from Llanfyllin to Llanymynech which, in the view of the companies which would soon form the Cambrian, would hinder any rival's attempt to construct a mainline between the Midlands and the Welsh coast.

The modest scheme received Royal Assent on 17th May 1861 and the Act empowered the Oswestry & Newton Railway to build branch lines to Llanfyllin and Kerry. The Llanfyllin Branch was soon pegged out in advance of construction. It presented few engineering challenges as *"for much of its length the proposed branch line would follow a comparatively easy course along convenient river valleys, and with few physical obstacles to impede [the] work."* [3: p627]

"The line was substantially complete by the early months of 1863, a significant event being the arrival of the locomotive Nant Clwyd at Llanfyllin in March of that year. The railway was opened on 10th April 1863 and branch trains began running through to Oswestry on 17th July 1863." [3: p627]

The railway "was single track throughout, with intermediate stations at Llansantffraid and also Llanfechain. At Llanymynech the junction was situated to the North of the station, and this necessitated an awkward reversal when trains entered or left the branch. There were no tunnels on the branch, although several overbridges or underbridges were required including a 90-yard viaduct between Llanymynech and Llansantffraid. An additional stopping place was opened at Bryngwyn in the first few months of operation, although this new station was merely a request stop with no provision for goods traffic. The trains travelling eastwards to Oswestry were regarded as up workings, while westbound trains were down services." [3: p627-628]

The new railway was soon functioning as a typical country branch line with a modest service of around five trains each way. *"Minor changes took place at Llanymynech in 1866 in connection with the opening of the Potteries, Shrewsbury & North Wales Railway, but in the event this undertaking was more or less a total failure. Much later, in 1896, the Llanfyllin branch junction was re-aligned using part of the PS&NW route."* [3: p628]

"The Llanfyllin branch found a welcome, unexpected source of heavy freight traffic in the 1880s when Liverpool Corporation obtained powers for the construction of a massive dam at Llanwddyn, about seven miles to the west of Llanfyllin. By this means the surrounding valley was turned into a reservoir known as Lake Vrynwy from which water was supplied to Liverpool via a 75mile-long aqueduct. Materials needed in connection with this gigantic feat of Victorian engineering were

delivered by rail to Llanfyllin, which became an important railhead while the reservoir scheme was under construction." [3: p628]

In 1922, the Cambrian became an integral part of an enlarged GWR as part of the grouping required by the Railways Act of 1921.

Road competition led the GWR to become "a large-scale user of motorised road transport, with railway-owned lorries being employed for local cartage work in urban areas and as 'country lorries' for collection and delivery work in rural areas. Certain stations were selected as 'country lorry centres', while others were down-graded in various ways so that, by the later 1930s, many smaller stations were handling very little carted freight traffic. Oswestry and Llansantffraid, for example, both became 'country lorry centres', and a large rural area was then served by road transport, with GWR vehicles running on regular routes. In this way the railway could fight back against the road-transport operators." [3: p628]

The GWR was also a pioneer in the use of motorised road passenger services. "By the post-Grouping period the GWR had introduced road feeder services on a very large scale, rural Wales being regarded as an ideal area for the employment of such vehicles. Oswestry emerged as an important centre in the company's motor-bus network, with services radiating to towns such as Llangollen, Welshpool, and to Llanfair Caereinion. These extensive road services needed a relatively-large allocation of motor vehicles, among the buses working from Oswestry during the 1920s being Burford 30cwt buses Nos. 801, 807, and 861, and Thornycroft 30cwt vehicles Nos. 911 and 936. The GWR buses ... worked in close conjunction with the trains as useful feeders for the railway system." [3: p628] This was an early example of an integrated transport network!



Jenkins comments that *"the line was worked by short-wheelbase coaching stock for many years, although in GWR days 2-coach 'B-sets' and other formations were employed."* [3: p629]

The Cambrian Railway had very few small tank engines which meant that tender engines worked many of their small branch lines. Usually these would be 'Queen' class 0-6-0 locomotives. Following the grouping, GWR locos began to appear on the branch lines around Oswestry, particularly Armstrong and Collett 0-4-2Ts. Jenkins tells us that *"these newcomers included '517' 0-4-2T No 848 which worked on the branch at various times until its withdrawal in 1945, being out-stationed in the branch sub-shed at various times. The familiar Collett 0-4-2Ts were introduced by the GWR in 1932 as replacements for the veteran '517' class 0-4-2Ts on local passenger services."* [3: p630]

The first examples of the non-auto '58XX' locomotives appeared on the branch in the 1930s. Jenkins notes that No. 5816 was sent to Llanfyllin shed as early as August 1933, while by 1947, the resident branch engine was No. 5806. The auto-fitted '48XX' class also arrived at Oswestry in the mid-1930s. These locos could also be seen on the Llanfyllin Branch. [3: p630] Dean goods 0-6-0 locos were also seen at times on the branch. Jenkins notes appearances of Nos. 2482 and 2535. No doubt the branch was served by a number of pannier tank (0-6-0PT) locomotives of different classes that were stabled at Oswestry. After nationalisation, by the mid-1950s, a group of Ivatt '2MT' 2-6-0s were allocated to Oswestry and were employed on the branch. *"As there was no turntable at the terminus the Ivatt Moguls generally ran tender-first towards Llanfyllin and then returned to Oswestry facing in the right direction. Several Llanfyllin branch services were at this time through trips to Gobowen which continued northwards over the Great Western branch to connect with the Shrewsbury & Chester main line. ... At Gobowen it was found that the clearance between the stop block at the end of the down bay platform was insufficient for an Ivatt 2-6-0 running tender-first, and drivers were therefore instructed to enter the bay running chimney-first; this instruction probably explains why the engines normally faced northwards when they were running on the Llanfyllin route!"* [3: p631]

The Route

We commence our journey at Oswestry Railway Station. We noted first that from 1860 onwards there were two separate stations in Oswestry - a GWR station and a Cambrian station.

The first 25" OS map extract below shows the general arrangement of railway facilities in the centre of Oswestry at the turn of the 20th century. The second focusses on the two railway stations.

Jenkins comments that *"the line was worked by short-wheelbase coaching stock for many years, although in GWR days 2-coach 'B-sets' and other formations were employed."* [3: p629]

The Cambrian Railway had very few small tank engines which meant that tender engines worked many of their small branch lines. Usually these would be 'Queen' class 0-6-0 locomotives. Following the grouping, GWR locos began to appear on the branch lines around Oswestry, particularly Armstrong and Collett 0-4-2Ts. Jenkins tells us that *"these newcomers included '517' 0-4-2T No 848 which worked on the branch at various times until its withdrawal in 1945, being out-stationed in the branch sub-shed at various times. The familiar Collett 0-4-2Ts were introduced by the GWR in 1932 as replacements for the veteran '517' class 0-4-2Ts on local passenger services."* [3: p630]

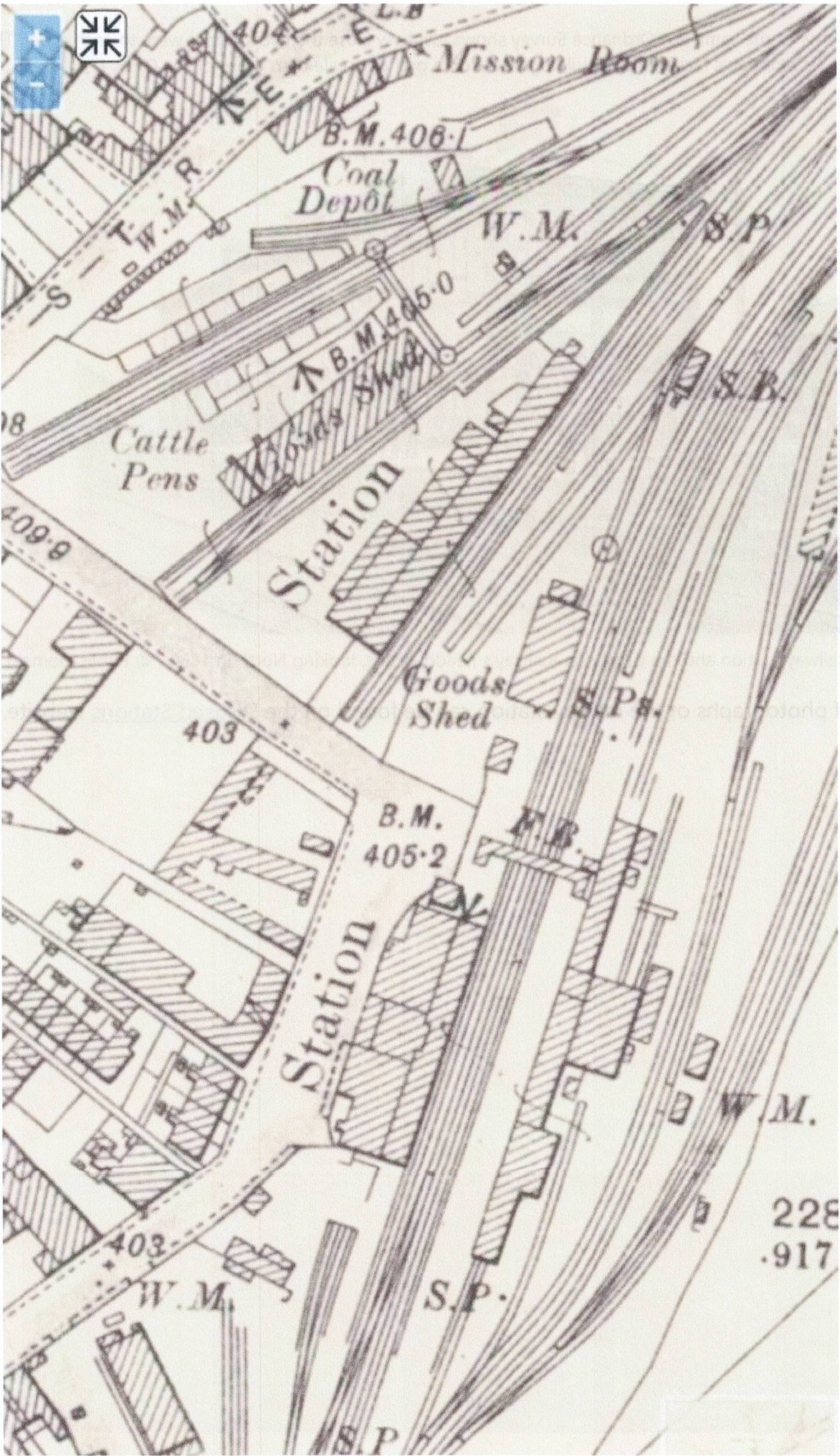
The first examples of the non-auto '58XX' locomotives appeared on the branch in the 1930s. Jenkins notes that No. 5816 was sent to Llanfyllin shed as early as August 1933, while by 1947, the resident branch engine was No. 5806. The auto-fitted '48XX' class also arrived at Oswestry in the mid-1930s. These locos could also be seen on the Llanfyllin Branch. [3: p630] Dean goods 0-6-0 locos were also seen at times on the branch. Jenkins notes appearances of Nos. 2482 and 2535. No doubt the branch was served by a number of pannier tank (0-6-0PT) locomotives of different classes that were stabled at Oswestry. After nationalisation, by the mid-1950s, a group of Ivatt '2MT' 2-6-0s were allocated to Oswestry and were employed on the branch. *"As there was no turntable at the terminus the Ivatt Moguls generally ran tender-first towards Llanfyllin and then returned to Oswestry facing in the right direction. Several Llanfyllin branch services were at this time through trips to Gobowen which continued northwards over the Great Western branch to connect with the Shrewsbury & Chester main line. ... At Gobowen it was found that the clearance between the stop block at the end of the down bay platform was insufficient for an Ivatt 2-6-0 running tender-first, and drivers were therefore instructed to enter the bay running chimney-first; this instruction probably explains why the engines normally faced northwards when they were running on the Llanfyllin route!"* [3: p631]

The Route

We commence our journey at Oswestry Railway Station. We noted first that from 1860 onwards there were two separate stations in Oswestry - a GWR station and a Cambrian station.

The first 25" OS map extract below shows the general arrangement of railway facilities in the centre of Oswestry at the turn of the 20th century. The second focusses on the two railway stations.

An extract from the 25" Ordnance Survey revised map of 1900, published in 1901, shows the large Cambrian Loco and Wagon Works which sat Northeast of the town centre. The two lines from the North and East of the town (from Gobowen and Whitchurch) met at the North side of the Works. The GWR line terminated at its station just to the West of the Cambrian's Works. The Cambrian's station was a little further to the South. [7]



A closer view of the same 25" Ordnance Survey shows just how close the two stations were to each other. The Cambrian's facilities and buildings were on a grander scale than those of the GWR. [7]



Oswestry Railway Station and the Cambrian Railway's headquarters, looking North in 1860s, © Public Domain. [31]

A series of photographs of the railway station can be found on the [Disused Stations](#) website. [32]



Gwesity Railway
view from

After the group
station became
of an enlarged
boy was created
large goods shed
canopies, and
Goods facilities
the station. The
situated to the
conversion to a
loading area."

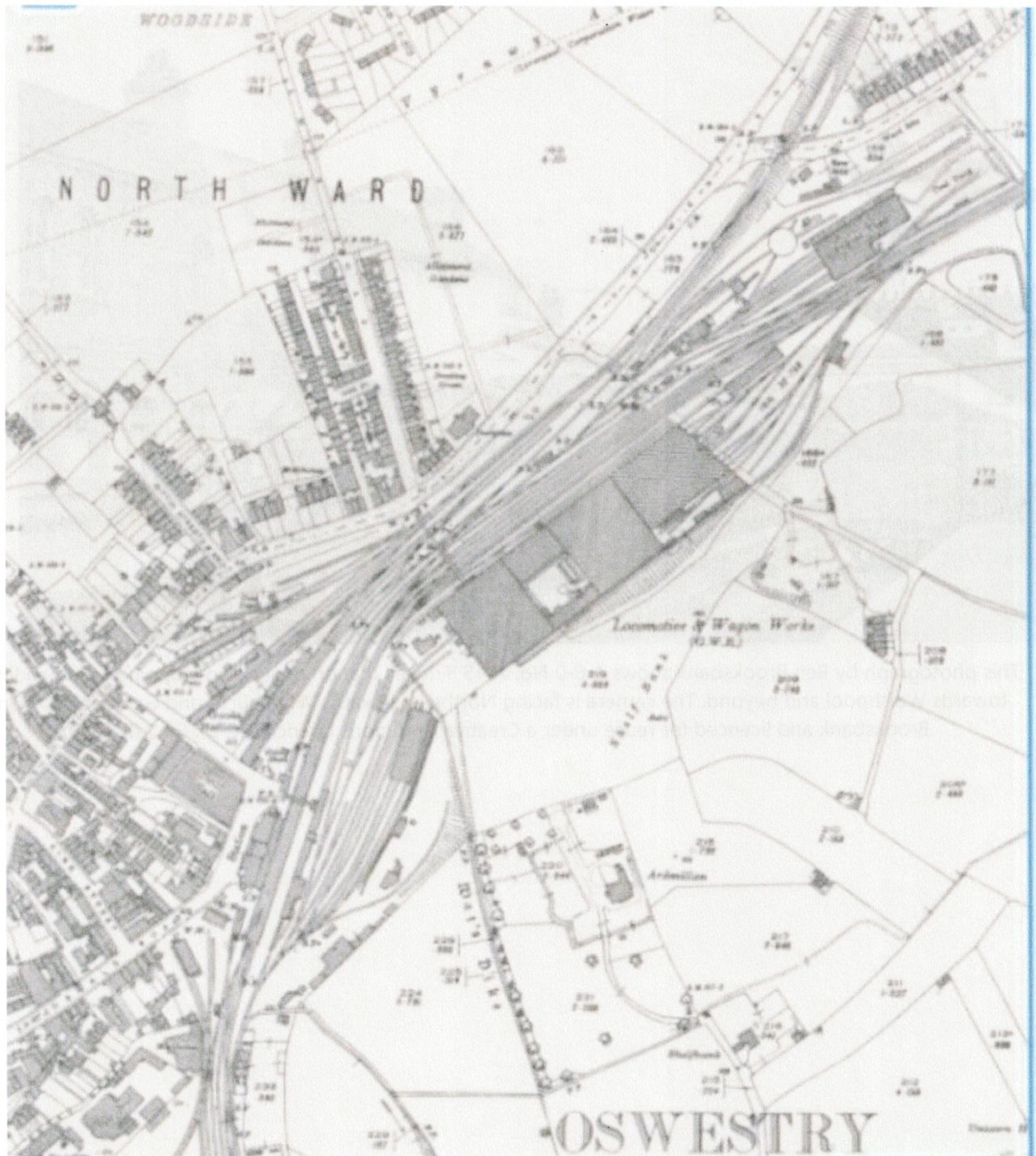
Goods facilities
Gwesity engine
between the line
cooling plant was
Cambrian cooling
tank while the
GWR one erected
The next two m

Oswestry Railway Station (at the top of this image) and the Cambrian's Works (nearer the camera) seen in an aerial view looking from the Northeast across Oswestry (EAW056424, 1954). Historic England. [30]

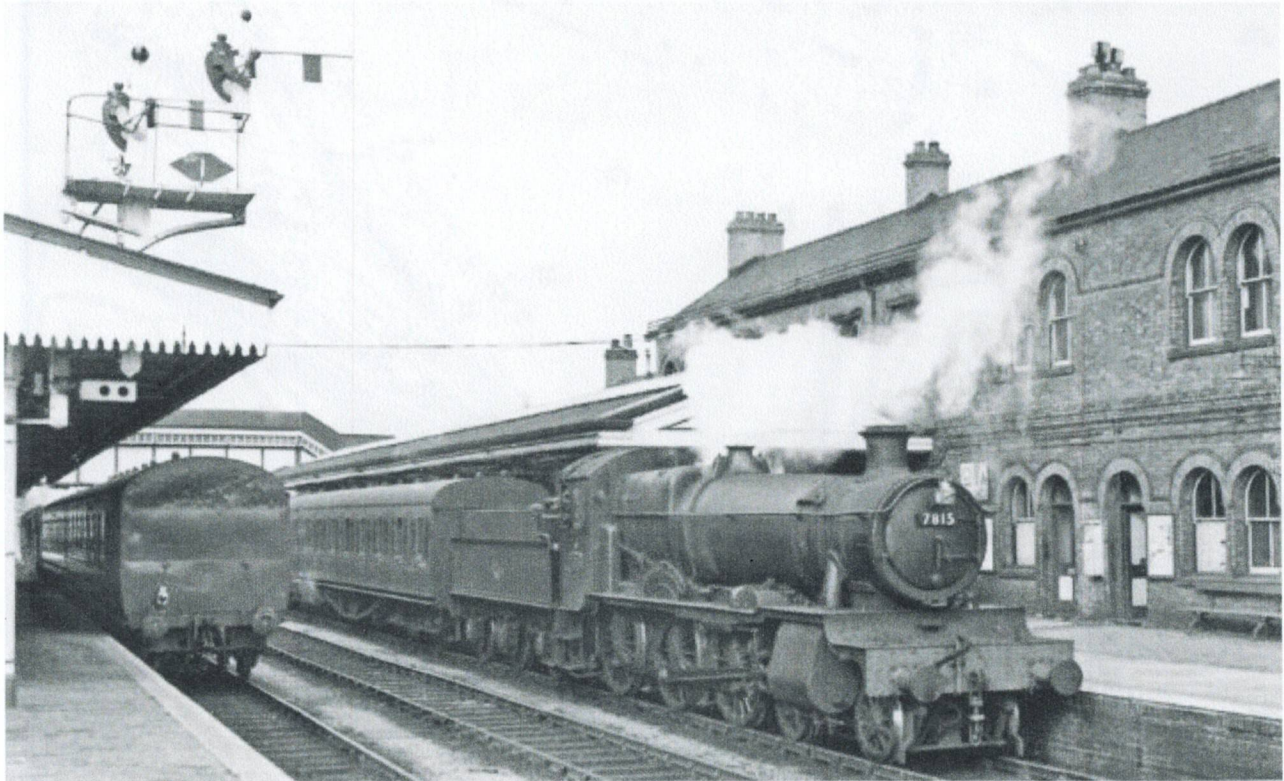
After the grouping in 1922 the GWR set about rationalising their inheritance. The old Cambrian station became the town's passenger facilities and the GWR station was converted into the hub of an enlarged goods yard. *"The Cambrian platforms were extended by 300ft, and a new branch bay was created on the west side of the station on a site that had previously been occupied by a large goods shed. At the same time the main up and down platforms were equipped with new canopies, and electric lighting was installed in place of gas in the goods yard and engine sheds. ... Goods facilities were provided on a lavish scale, with sidings at both the north and south ends of the station. The main goods yard, which incorporated the original Great Western terminus, was situated to the north of the passenger station; the former terminus remained largely intact after its conversion to a goods depot, although part of the platform canopy was boxed-in to form a goods loading area."* [3: p632]

Goods facilities extended both to the North and South of the enlarged passenger station. Oswestry engine shed contained six terminal roads and sat to the North of the station complex, between the lines to Whitchurch and Gobowen. Jenkins tells us that a *"standard GWR raised coaling plant was erected as part of the post-Grouping improvements, and this replaced an earlier Cambrian coaling stage. The Great Western coal stage was surmounted by a 45,000gallon water tank, while the old 45ft-diameter locomotive turntable was taken up and a new 65ft-diameter GWR one erected."* [3: p632]

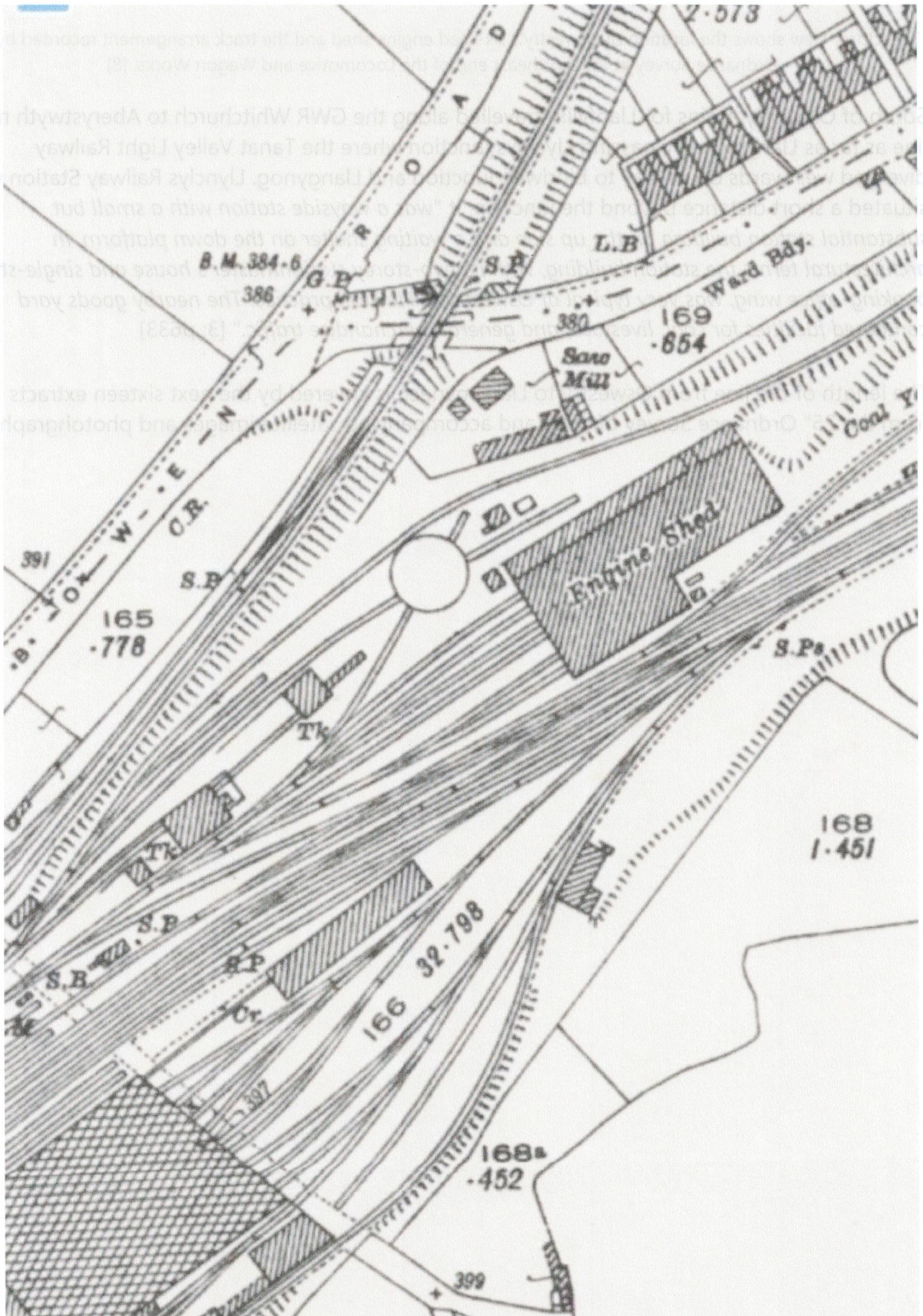
The next two map extracts focus on these changes.



The 25" Ordnance Survey revised in 1924 and published in 1926 shows the revised facilities with the old GWR station now indicated as a Goods station. [8]



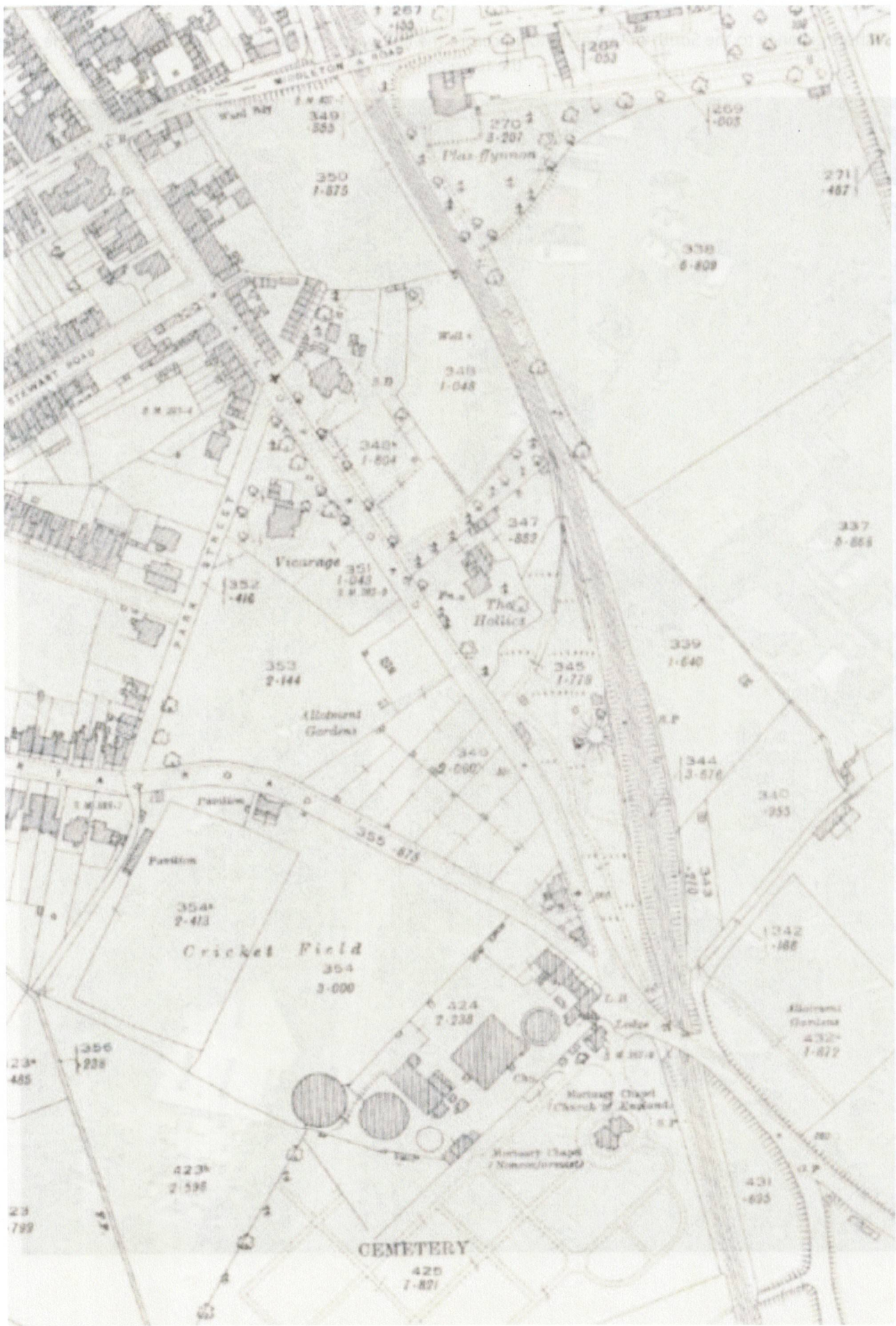
This photograph by Ben Brooksbank shows 4-6-0 No. 7815 'Fritwell Manor' on a down stopping train heading towards Welshpool and beyond. The camera is facing Northeast towards Whitchurch and Gobowen, © Ben Brooksbank and licenced for reuse under a Creative Commons Licence (CC BY-SA 2.0). [29]



This closer view shows the location of Oswestry's six-road engine shed and the track arrangement recorded by the Ordnance Survey at the Northeast end of the Locomotive and Wagon Works. [8]

South of Oswestry, trains for Llanfyllin travelled along the GWR Whitchurch to Aberystwyth main line as far as Llanymynech, passing Llynclys junction where the Tanat Valley Light Railway diverged westwards on its way to Blodwell Junction and Llangynog. Llynclys Railway Station was situated a short distance beyond the junction. It *"was a wayside station with a small but substantial station building on the up side and a waiting shelter on the down platform. In architectural terms the station building, with its two-storey stationmaster's house and single-storey booking-office wing, was very typical of Oswestry & Newton practice. The nearby goods yard contained facilities for coal, livestock, and general merchandise traffic."* [3: p633]

The length of the line from Oswestry to Llanymynech is covered by the next sixteen extracts from the 25" Ordnance Survey of 1900 and accompanying satellite images and photohgraphs.



CEMETERY
425
7-871

Cricket Field
354
3-000

Vicarage
351
1-043
S.R. 30-3

The Hollies

Allotment Gardens

Mortuary Chapel
Church of England

Mortuary Chapel
Nonconformist

Pasture

354
2-413

355
2-875

324
7-238

Lodge

Allotment Gardens
432
1-872

A.P.

339
1-640

344
3-576

340
-955

343
-870

1742
-188

431
-695

350
1-875

348
1-048

340
1-804

347
-882

351
1-043
S.R. 30-3

353
2-144

345
1-778

337
3-885

338
6-809

271
-487

209
053

269
-005

270
3-297

349
-553

287
-153

Woolston Road

Ward Key

Stewart Road

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

Woolston

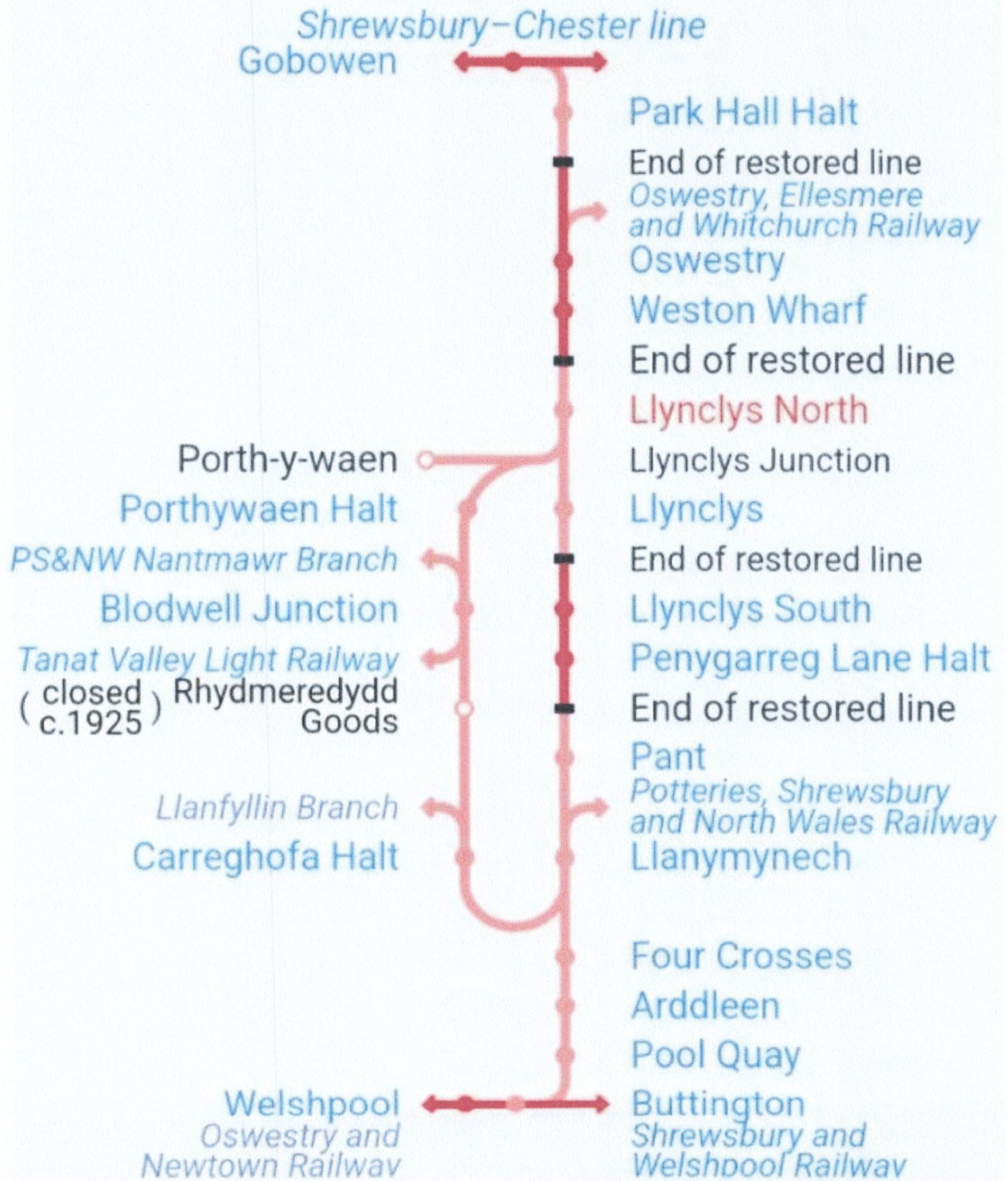
A short distance to the South of Oswestry town centre the line passed under Salop Road adjacent to the gates of the town cemetery. [9]



[V·T·E]

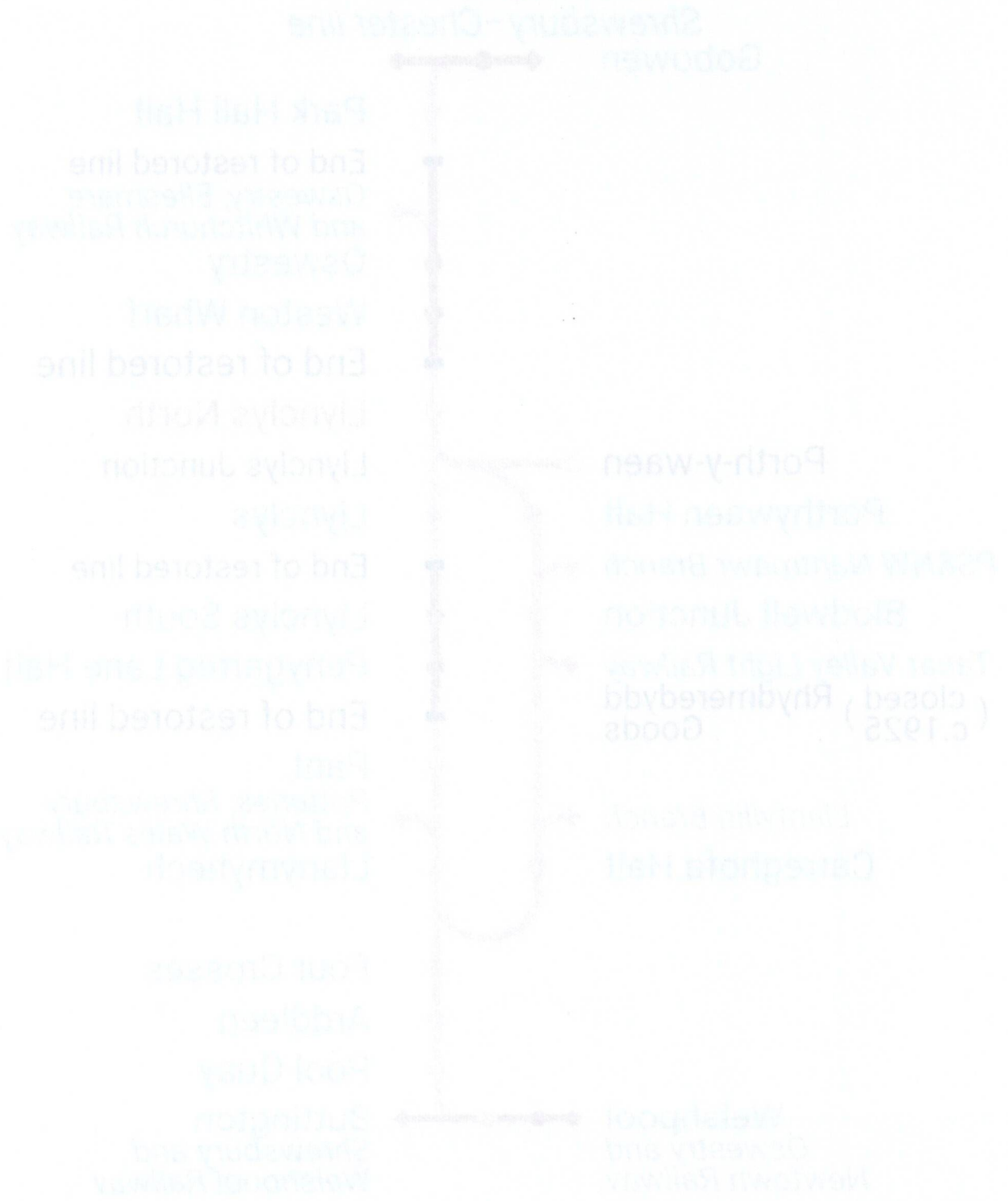
Cambrian Heritage Railways

Legend



This schematic map shows the lengths of the line between Gobowen and Welshpool that have been restored as of the end of 2024. [17]

The same location in the 21st century. [Google Earth, February 2025] The line South from Oswestry is single track, it is part of the **Cambrian Heritage Railways** based at both [Llynclys](#) and Oswestry in the restored Oswestry Railway Station. It was formed after the 2009 merger of the Cambrian Railways Society and the Cambrian Railways Trust, it aims to reinstate the infrastructure required to operate trains from [Gobowen](#) to Llynclys Junction (for [Pant](#)) and to Blodwel. Cambrian Heritage Railways also operates the Cambrian Railways Museum in the Oswestry railway station's former goods depot. [17]



The schematic map shows the lengths of the line between Gobowen and Westpool that have been restored at the end of 2024 [17]

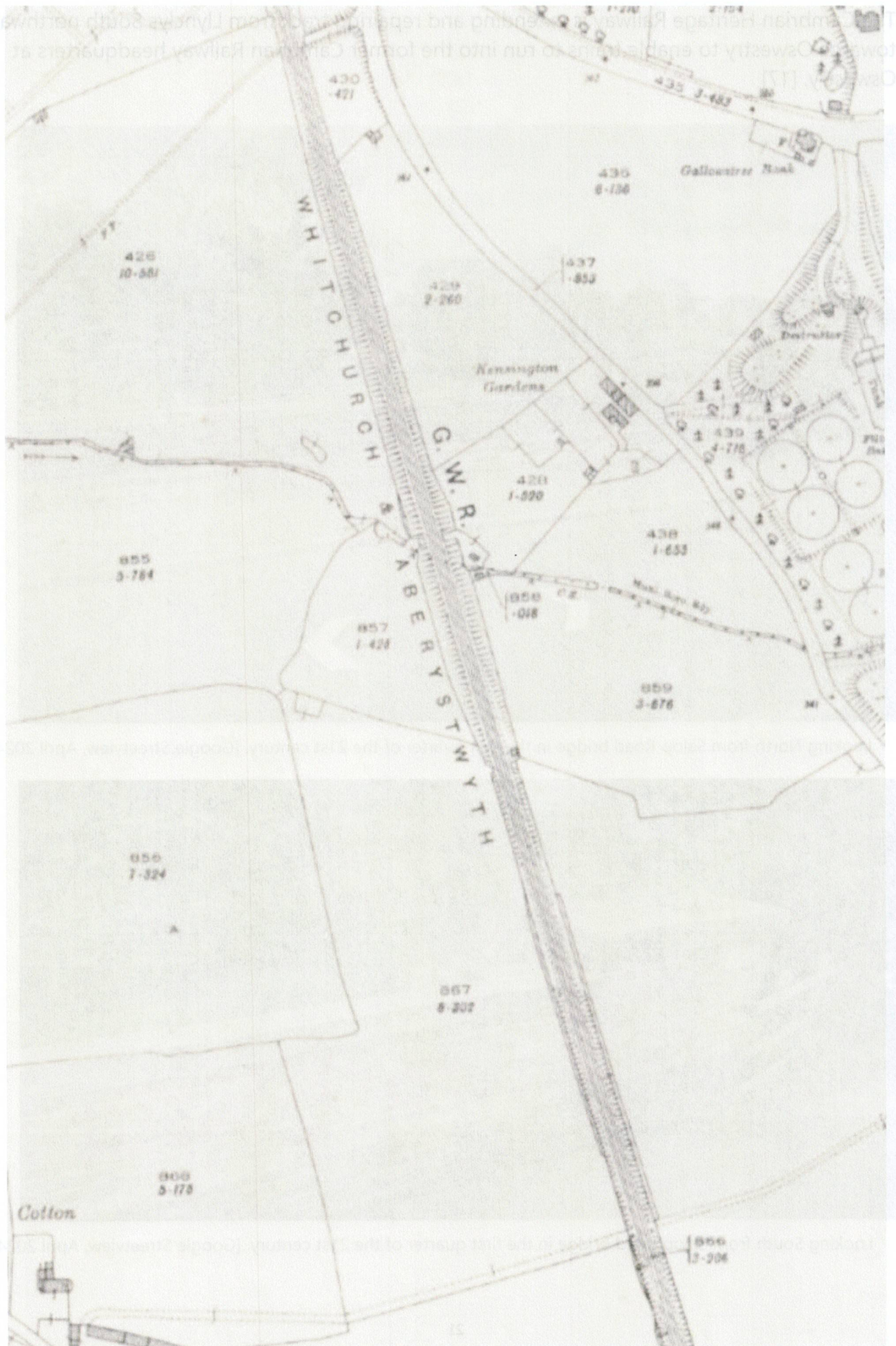
The Cambrian Heritage Railway is extending and repairing track from Llynclys South northwards towards Oswestry to enable trains to run into the former Cambrian Railway headquarters at Oswestry. [17]



Looking North from Salop Road bridge in the first quarter of the 21st century. [Google Streetview, April 2024]



Looking South from Salop Road bridge in the first quarter of the 21st century. [Google Streetview, April 2024]



The line continued South from the Salop Road bridge. [9]



Further South, the line continued to track South-southeast. [9]

The line continued South from the Salop Road bridge. [9]



Further South, the line continued to track South-southeast. [9]

The line passed to the East of the small village of Weston. [10]





The same location in the 21st century. This is Weston Wharf Station on the Cambrian Heritage Railway. [Google Earth, February 2025]

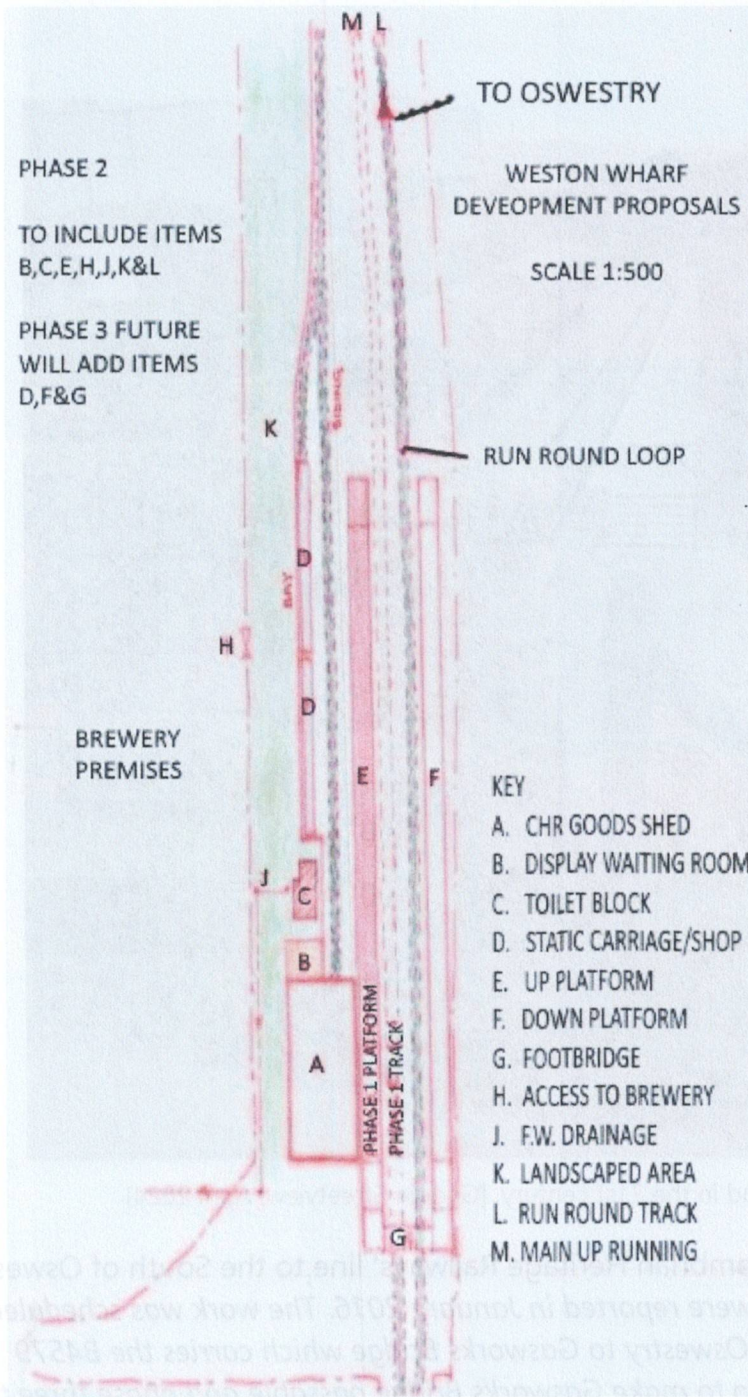


Looking North from Weston Road in the 21st century. [Google Streetview, April 2024]

Weston Wharf Railway Station on the Cambrian Heritage Railways' line to the South of Oswestry. *"Plans to extend the line from Oswestry were reported in January 2016. The work was scheduled to proceed in three stages: phase one from Oswestry to Gasworks Bridge which carries the B4579 Shrewsbury Road over the line, phase two to make Gasworks Bridge passable and phase three to reach Weston Wharf. [24] At Gasworks Bridge, the track had to be lowered to allow trains to pass under the steel girder frame installed to strengthen the bridge. Funding was received from Shropshire Council and Oswestry Town Council." [25][26][28]*

"By April 2022 the 2 miles (3.2 km) of track from Oswestry to Western Wharf, which lay abandoned for more than 50 years, had been reinstated. The station was officially opened on 2 April 2022 by Helen Morgan MP and Vince Hunt, Chairman of Shropshire Council. It consists of a

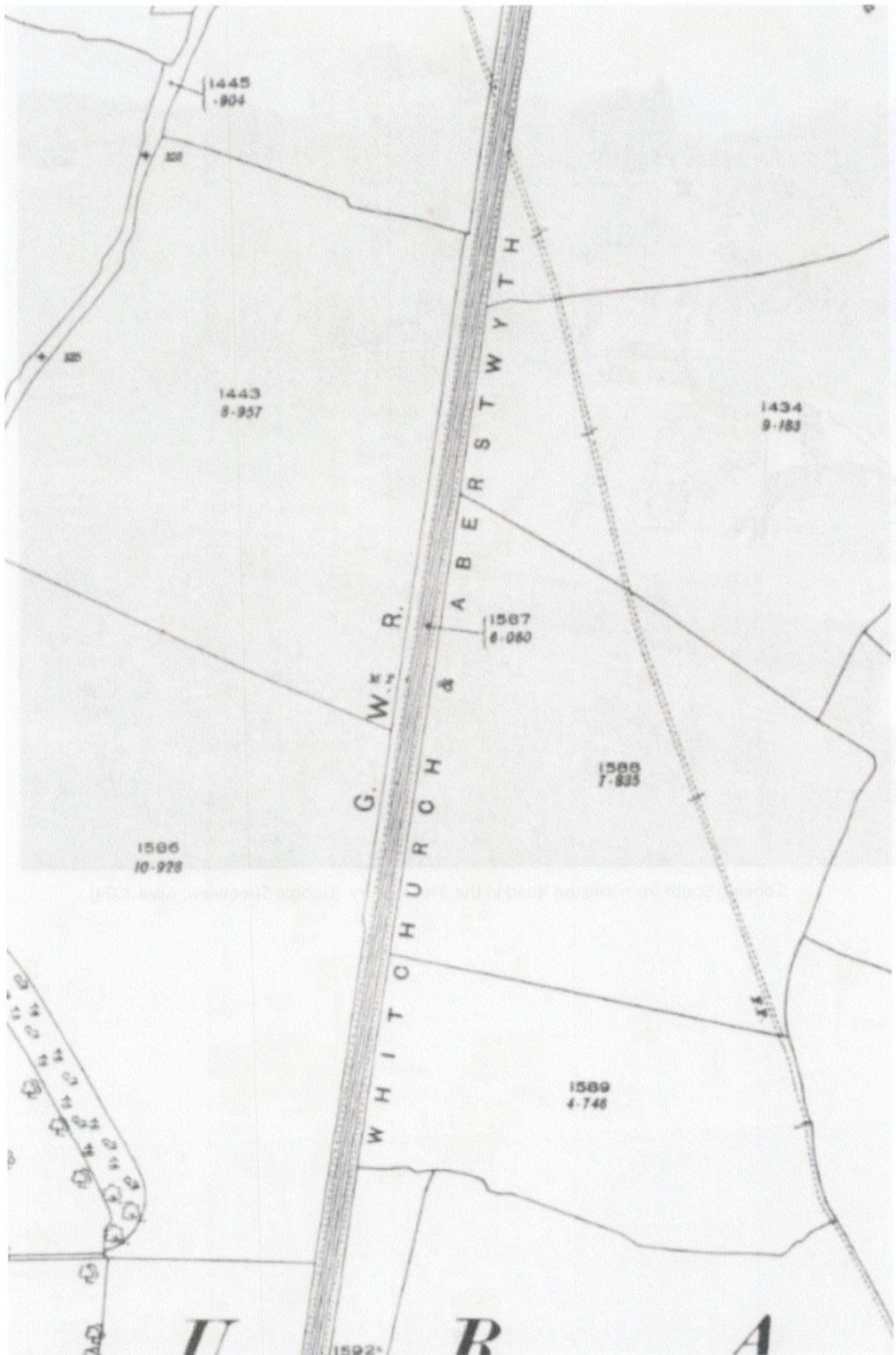
single platform, a run-around loop and a siding. Previously, there was no station here, only a goods depot." [27][28]



Weston Wharf Railway Station development proposals as shown in the Cambrian Heritage Railway's newsletter in 2019. [27]



Looking South from Weston Road in the 21st century. [Google Streetview, April 2024]



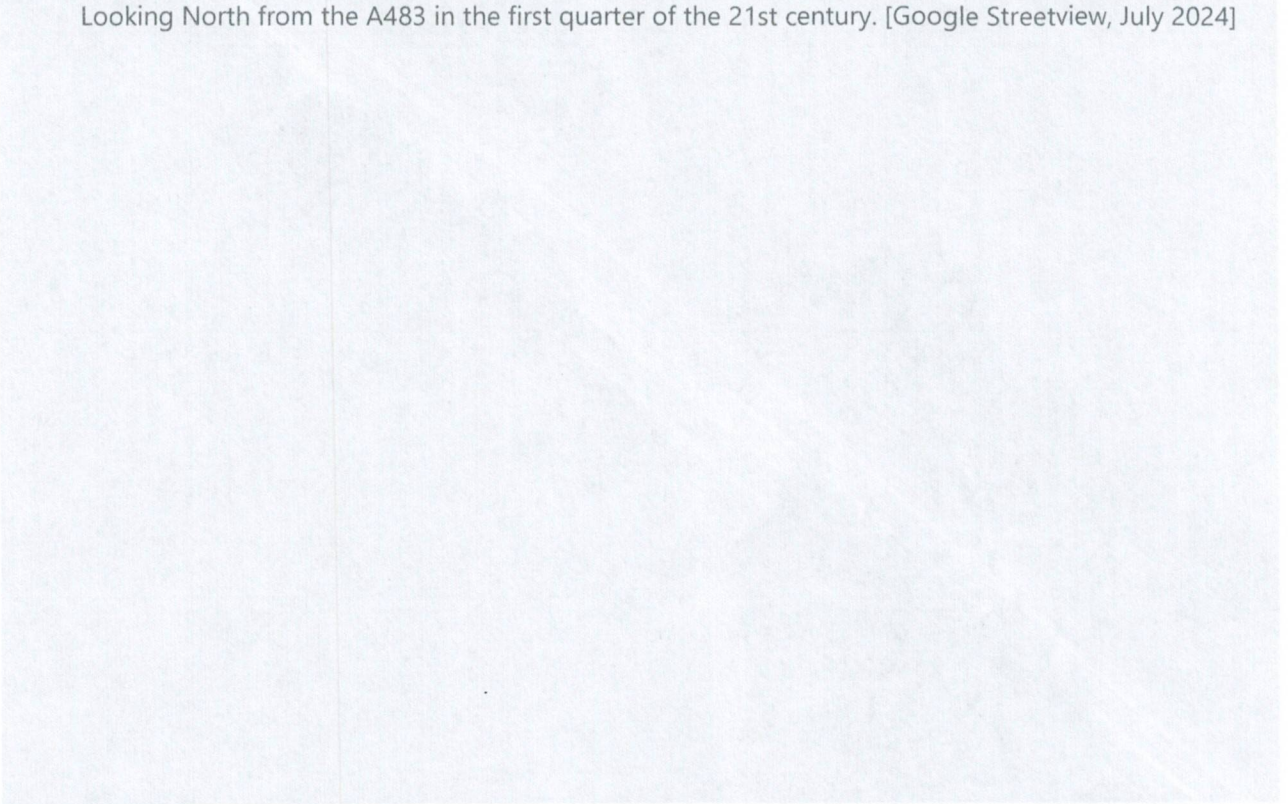
The line continues South-southwest [10]



The modern day A483 crosses the line of the railway a little to the South of Weston Wharf. [Google Earth, February 2025]



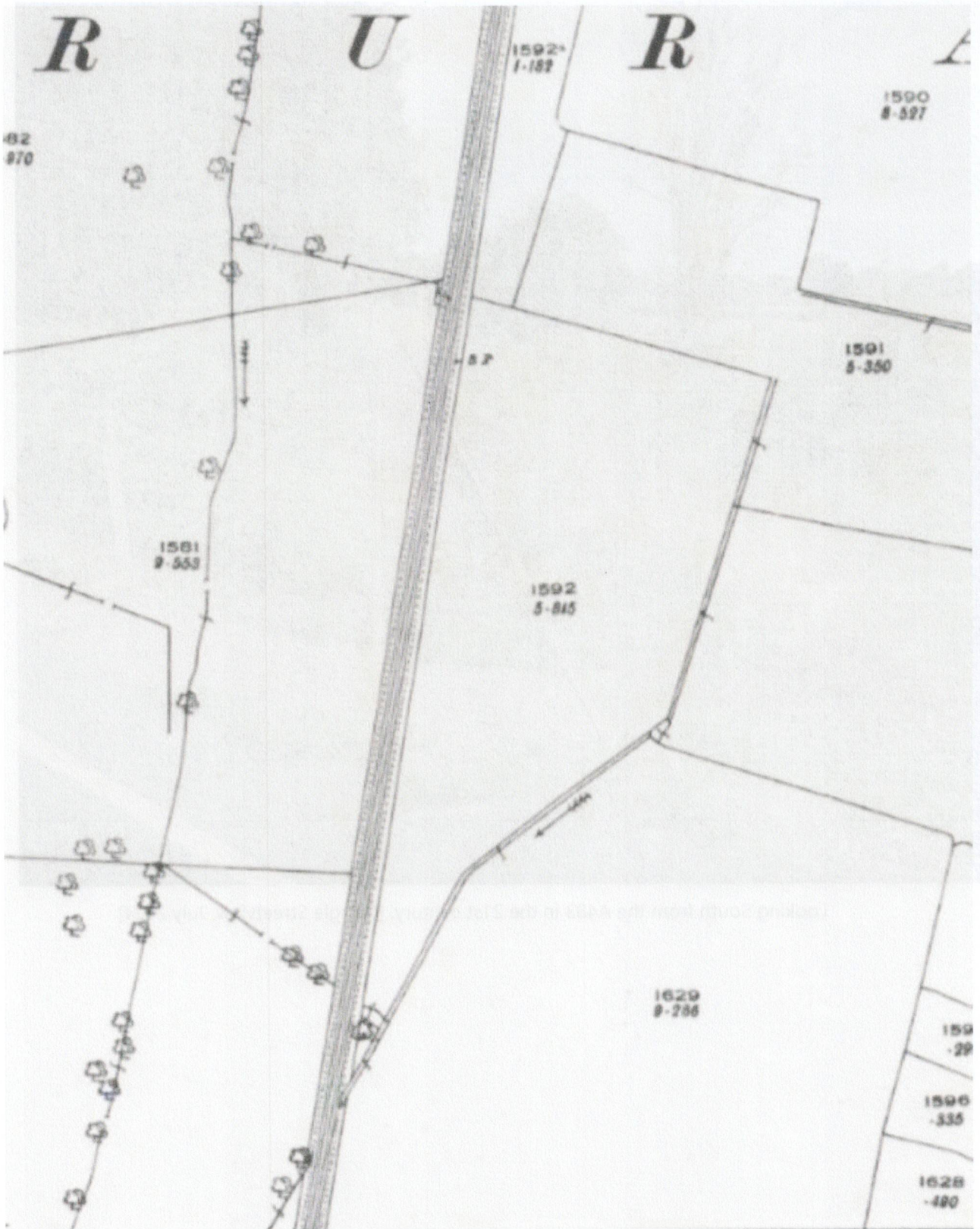
Looking North from the A483 in the first quarter of the 21st century. [Google Streetview, July 2024]



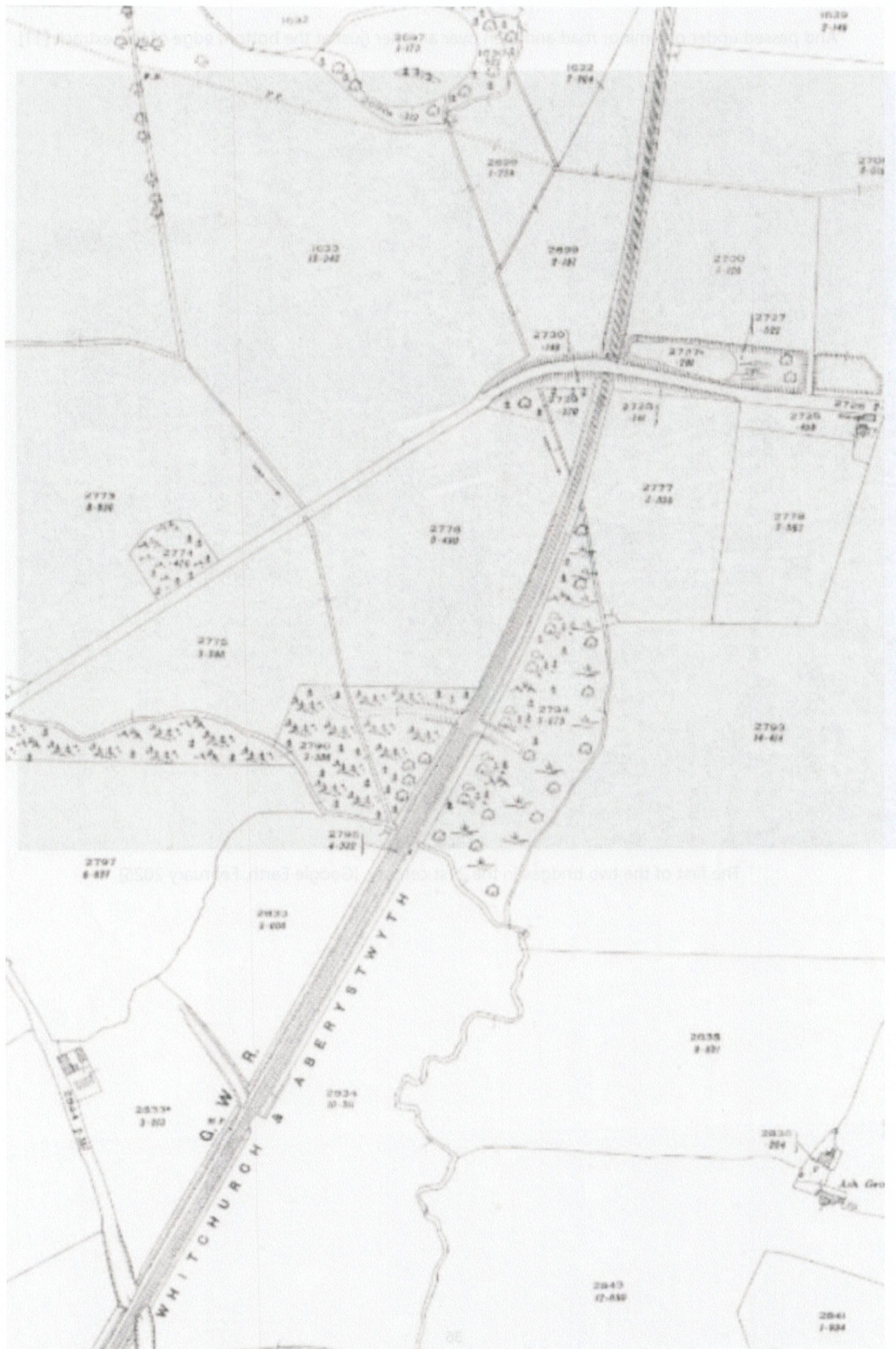
The modern-day A483 crosses the line of the railway to the south of Weston. While Google Streetview



Looking South from the A483 in the 21st century. [Google Streetview, July 2024]



The line continued South-southwest. [10]



And passed under one minor road and then over another (just at the bottom edge of this extract. [11]



The first of the two bridges in the 21st century. [Google Earth, February 2025]



Looking North from the minor road bridge in the 21st century. [Google Streetview, April 2024]



Looking South from the same minor road bridge in the 21st century. [Google Streetview, April 2024]

The second of the two bridges in the 21st century [Google Earth, February 2022]



The second of the two bridges in the 21st century. [Google Earth, February 2025]



Looking South through the bridge spanning Albridge Lane. [Google Streetview, April 2024]



Looking North through the bridge spanning Albridge Lane. [Google Streetview, April 2024]



Beyond Albridge Lane Bridge, the line continued Southwest passing under another minor road bridge which carried Church Lane and which can just be seen at the bottom of this extract from the 25" Ordnance Survey of 1900. [11]



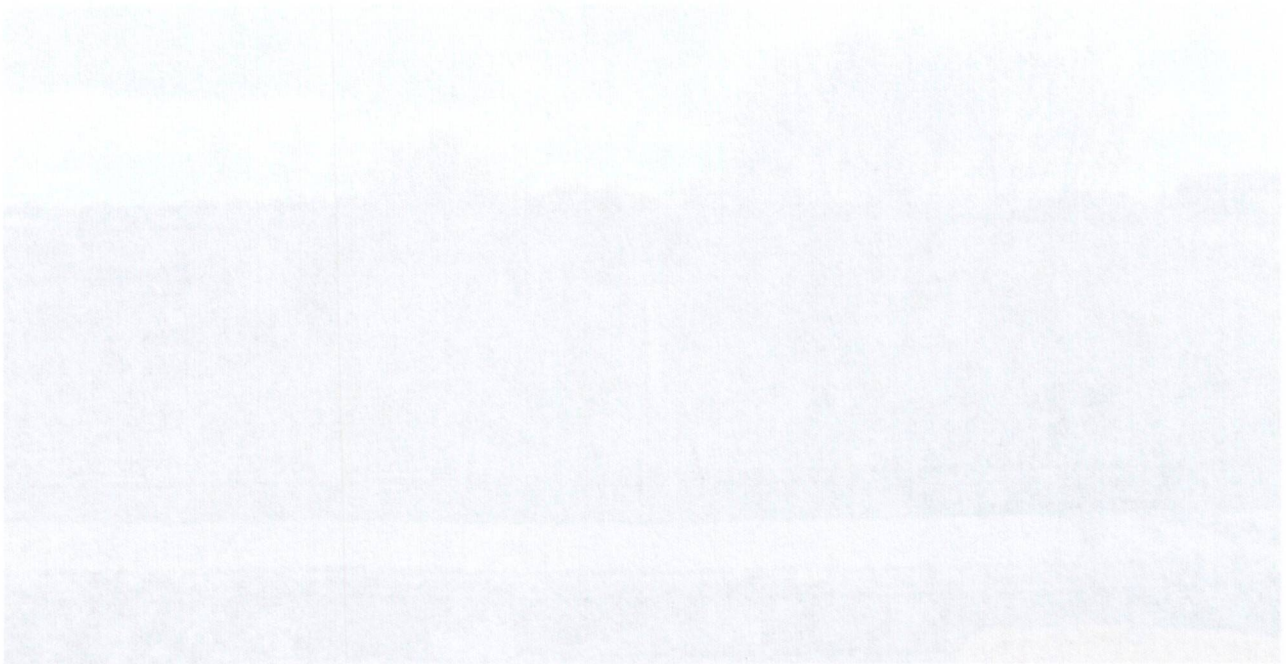
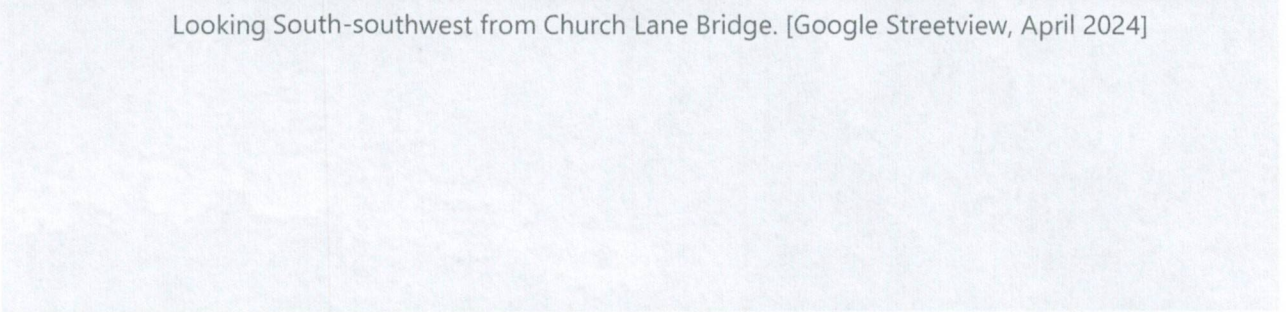
Church Lane Bridge as it appears on satellite imagery in the 21st century. [Google Earth, February 2025]



Looking North-northeast from Church Lane Bridge. [Google Streetview, April 2024]



Looking South-southwest from Church Lane Bridge. [Google Streetview, April 2024]





On this next extract, the minor bridge appears at the very top. South of that bridge the village of Llyncllys was passed after the Tanat Valley branch left the main line heading West. [12]



The same location as it appears on the ESRI [satellite imagery provided by the National Library of Scotland (NLS).
[20]

The Tanat Valley Light Railway is covered by two articles which can be found [here](#) [18] and [here](#). [19] The route of the main line and that of the Tanat Valley Light Railway are defined by the lines of trees in the 21st century. The village has extended across the railway line.



Looking North from the B4396 at Llyncllys. The building is Llyncllys Railway Stationmaster's House and booking office which are now in private hands. Jenkins describes the station as a "wayside station with a small but substantial station building on the up side and a waiting shelter on the down platform. In architectural terms the station building, with its two-storey stationmaster's house and single-storey booking-office wing, was very typical of Oswestry & Newton practice. The nearby goods yard contained facilities for coal, livestock, and general merchandise traffic." [Google Streetview, April 2024]



Looking South from the B4396 at Llyncllys along the preservation line. ... Llyncllys South Railway Station was built by the preservation railway to replace the original Llyncllys Railway Station. [Google Streetview, April 2024]

Llyncllys South Railway Station is located just South of the original located Llyncllys station, "on the other side of the B4396 road bridge. During the original commercial operation of the line, the site was used for goods handling. ... The station was built as an alternative to the original Llyncllys station, which has become a private house. Work on the South station began in 2004 and opened to the public in 2005. CHR currently keeps the bulk of its rolling stock here, on a number of sidings, and a new carriage shed is set to be built after having gained planning permission in 2007." [23]

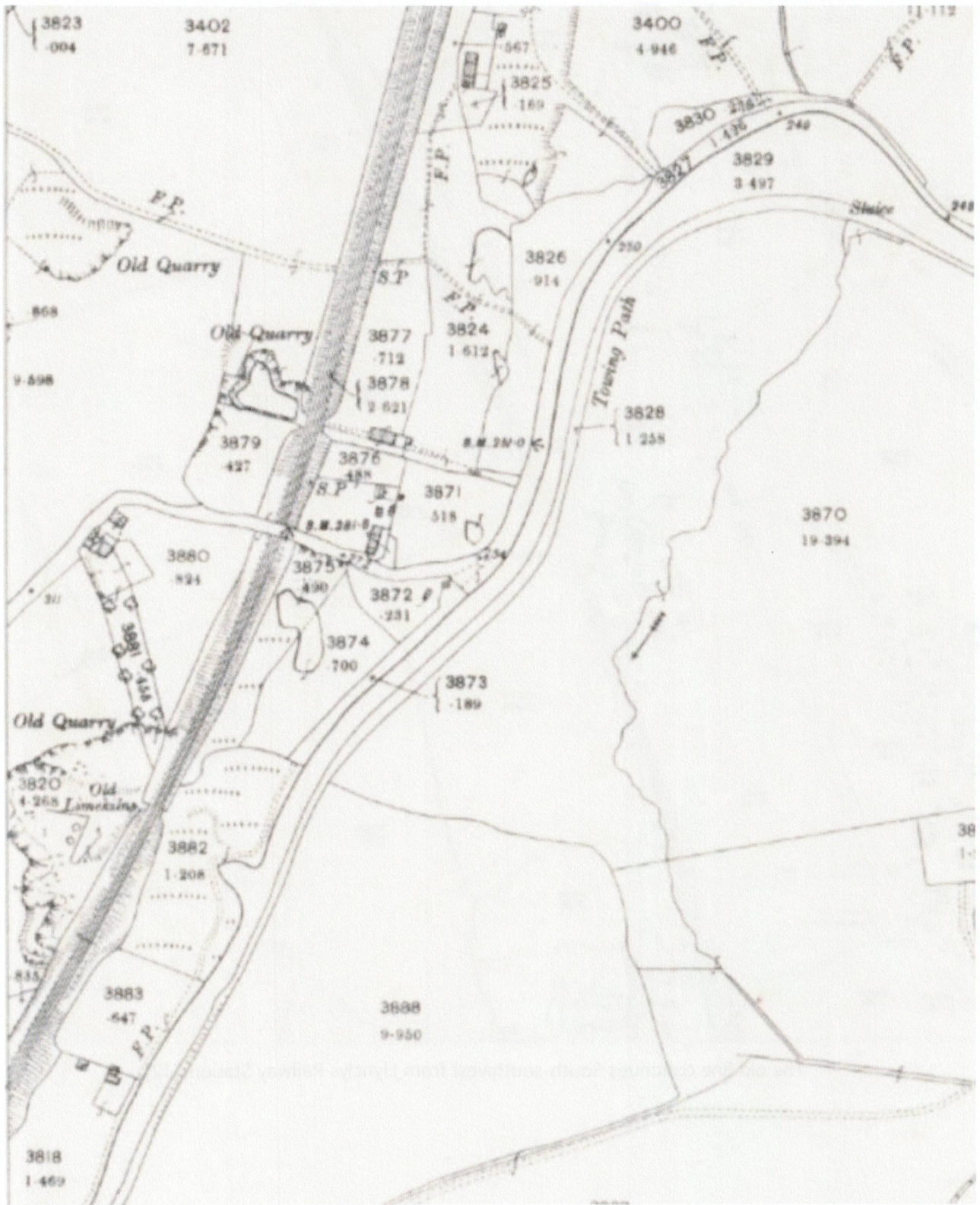
A photograph of 78xx class 4-6-0 No 7819 'Hinton Manor' running past what was formally Haystacks siding (on the left) and Warehouse siding (right) at Llyncllys with a 'down' Whitchurch to Aberystwyth service in 1963. Can be found [here](#). This location is now the Cambrian Heritage Railways Llyncllys South Station © Andrew Dyke.

More photographs and maps of Llyncllys Railway Station can be found on the [Disused Stations](#) website. [33]

South of Llyncllys trains ran on through Pant to Llanymynech which was nearly 6 miles South of Oswestry.



The old line continues South-southwest from Llyncllys Railway Station. [12]



And then ran parallel to and on the West side of the Shropshire Union Canal. Close to the mid-point on the West side of this image the line is bridged by Penygarrreg Lane. [13]



The same area in the 21st century as it appears in the NLS ESRI satellite imagery both highlighted by the lines of trees. Penyarreg Lane and bridge can be seen quite easily on this image. The length of the Montgomery Canal (Shropshire Union Canal) in the vicinity of the village of Pant is known as the Shropshire Gap. The Shropshire Union Canal Society is working to renovate the derelict length of the Canal. [21][22]



The view North-northeast from Penygarreg Lane. The bridge forms the end of the heritage line. The view South from the lane is completely blocked by a high Leylandii hedge. This is the Southern limit (in 2025) of the preservation line. [Google Streetview, April 2025]

The same view in the 21st century or it appears in the NLS 1841 estate map, both highlighted by the lines of the Penygarreg Lane and bridge can be seen quite easily on this image. The length of the Montgomery Canal (Shropshire Union Canal) in the vicinity of the village of Penygarreg (The Shropshire Union Canal Society is working to renovate the 4.6km length of the Canal [2025])



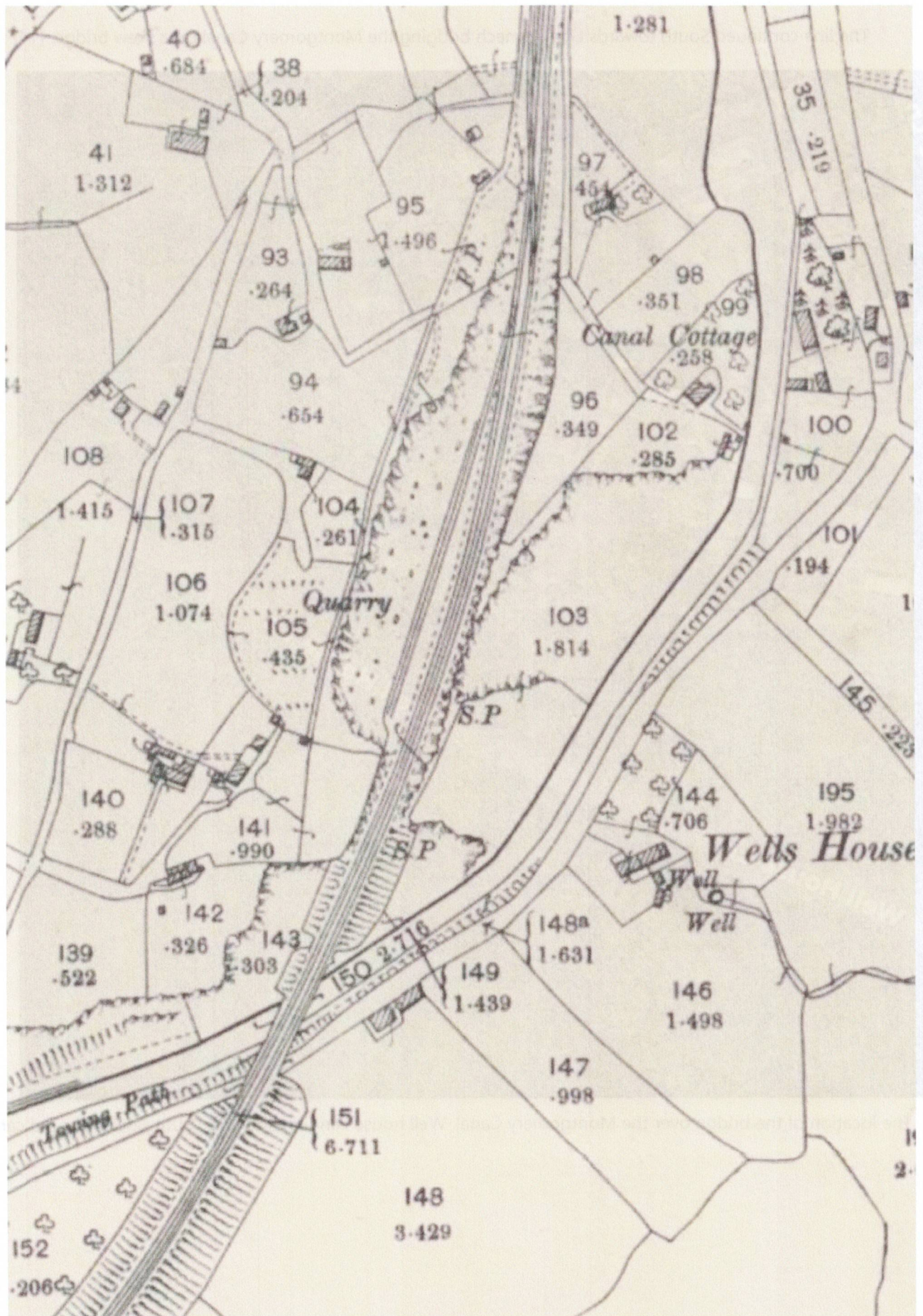
The same location in the 21st century. A comparison of this satellite image with the map extract immediately above is illuminating. Access to the canal wharf from the West was a shared underbridge. Both the tramway and the road passed under the bridge. The road then turned sharply to the South running parallel to the canal before turning East to cross the bridge over the canal which is still in place in the 31st century. Removal of the railway had meant that a new alignment of the road on the West side of the canal has been possible. [Google Earth, February 2025]



Looking North along the line of the railway towards Llyncllys and Oswestry. [Google Streetview, April 2024]



Looking South along the line of the railway towards Llanymynech. [Google Streetview, April 2024]



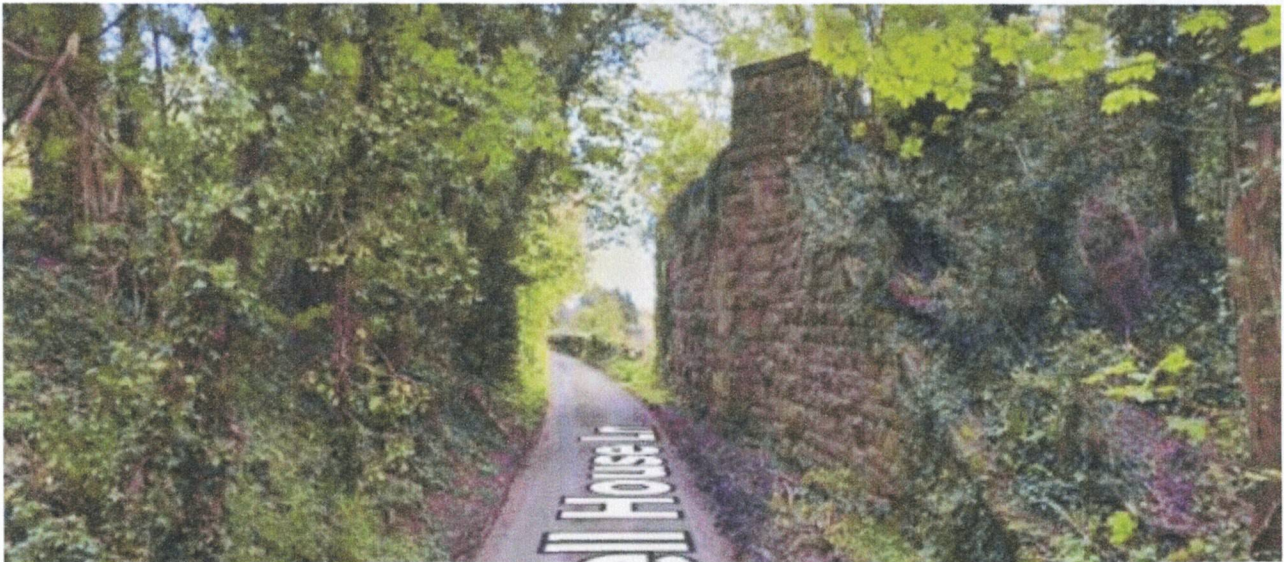
The line continued South towards Llanymynech bridging the Montgomery Canal on a skew bridge. [14]



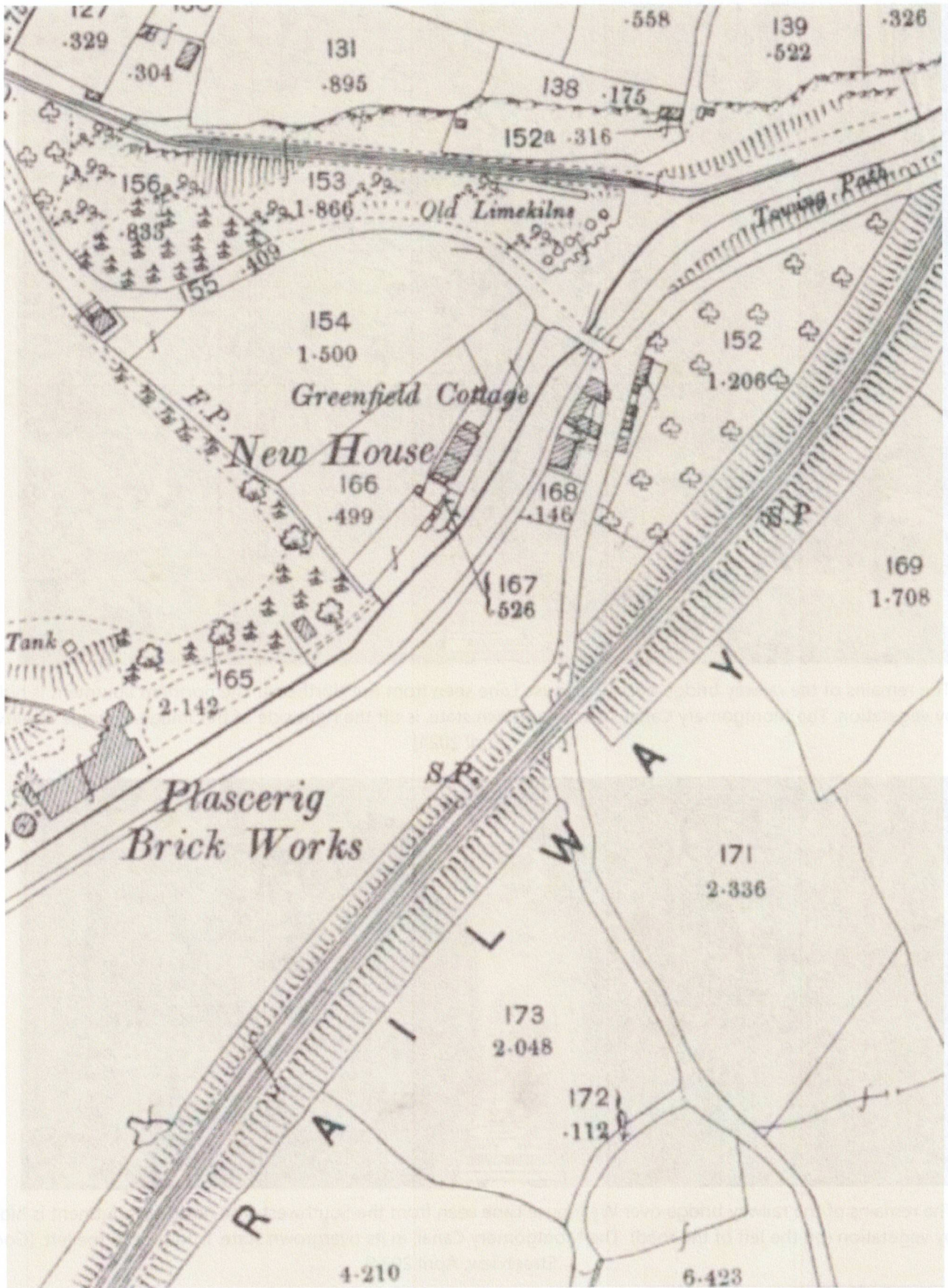
The location of the bridge over the Montgomery Canal. Well house Lane runs on the South side of the old canal.



The remains of the railway bridge over Wellhouse Lane seen from the Northeast. The northern abutment is hidden by vegetation. The Montgomery Canal, in its overgrown state, is off the right side of this image. [Google Streetview, April 2024]



The remains of the railway bridge over Wellhouse Lane seen from the Southwest. The northern abutment is hidden by vegetation (on the left of the road). The Montgomery Canal, in its overgrown state, is further to the left. [Google Streetview, April 2024]



After crossing the Canal and Wellhouse Lane, the line passed through a shallow reverse curve and bridged another lane. [14]

The location of the bridge in the map extract above is shrouded by the tree canopy. A modern satellite image would show very little as does the Streetview image below.



Looking Northwest through the location of the bridge at the centre of the map extract above. The bridge, including its abutments, is no longer present. The road leaving the lane to the left climbs onto the old railway embankment and follows the route of the line for a few hundred metres, giving access to a private dwelling and a sewerage farm. [Google Streetview, April 2024]

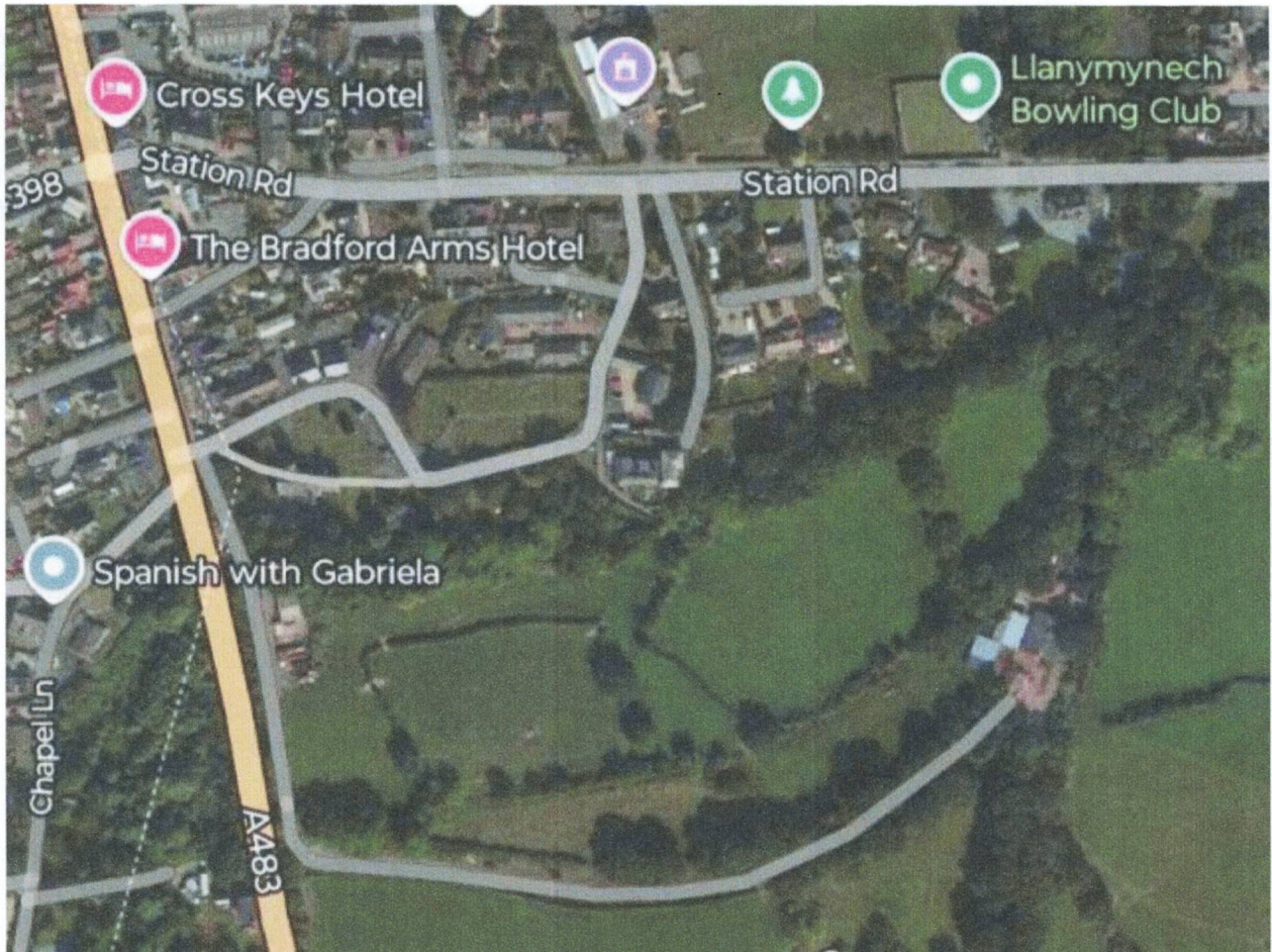


Llanymynech

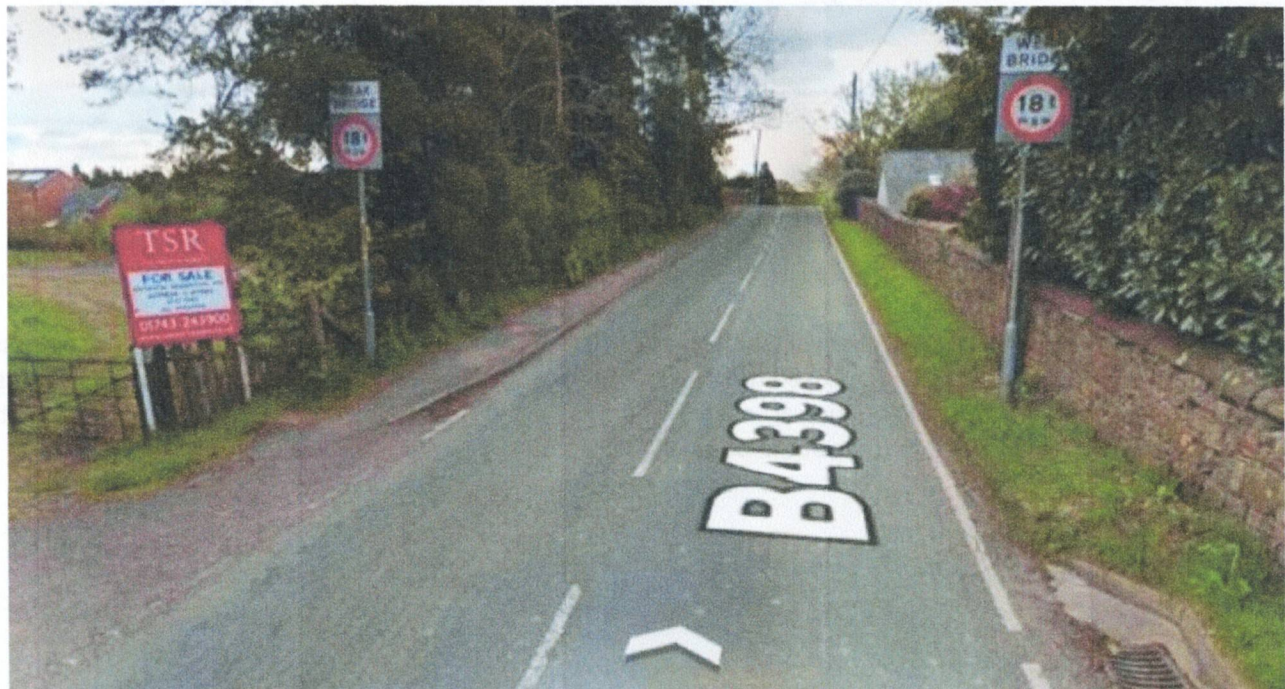
The 25" Ordnance Survey of 1900 shows the original junction between the Cambrian's Whitchurch to Aberystwyth line and the Llanfyllin Branch to the North of Llanymynech Railway Station. With this junction facing North, trains from and to Llanfyllin were required to undertake an awkward reversal along the main line into Llanymynech Station. The replacement alignment can be seen towards the bottom of this extract. It followed the line of the old extension to the Potteries, Shrewsbury and North Wales Railway (PS&NWR). By the time of this survey the length of the original branch just to the West of this map extract had been abandoned. A short chord (also off the left of this extract) linked the branch to the PSNWR. [15]



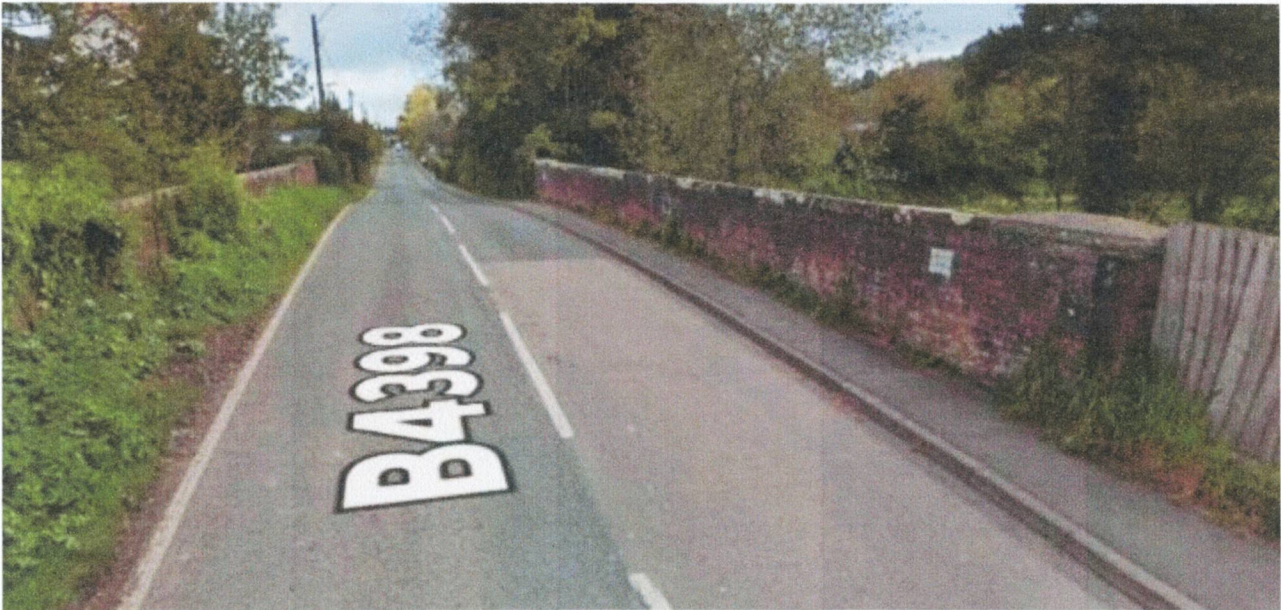
This extract from the 6" Ordnance Survey from before the turn of the 29th century shows the alterations necessary close to the main line. The PS&NWR crossed the line to Newton from Oswestry on the level at a diamond crossing. A new chord was necessary to allow trains access to and from the main line. That chord was placed to the South of the original line (the earthworks of the original line can be seen to the North of the new chord). [35]



The same area shown on Google Maps' satellite imagery. Station Road crosses the site of the old station at the top-right of this image. The mainline runs South down the right side of the image. The route of the Llanfyllin Branch is marked by the track marked in grey running West from the location of the junction to the A483. [Google Maps, February 2025]



Looking from the West along Station Road (B4398) on its approach to the bridge over the old railway. The railway station was under this bridge. [Google Streetview, April 2024]



Looking West along Station Road from the location of the East abutment of the bridge over Llanymynech Railway Station. [Google Streetview, April 2024]

This extract from the 6" Ordnance Survey of 1906 published in 1914, shows the relationship of the old and new routes taken by branch trains for and from Llanfyllin. The earlier alignment is shown as dashed and runs to the north of the later alignment. The chord linking the two is on the left of this extract. The bridge which carried the main road south from Llanymynech over the branch can be seen at the right of this map extract. [15]

Llanymynech Railway Station was the point of departure for Llanfyllin branch trains from the main line. In early years this required trains serving Llanymynech from Oswestry to undertake a reversal in order to travel along the branch. The same applied to trains from Llanfyllin needing to call at or terminate at Llanymynech.

This was addressed by providing a short chord line from the Llanfyllin branch to what was once part of the Potteries, Shrewsbury and North Wales Railway (P&SNWR). This remodelled layout enabled branch trains to serve Llanymynech station without reversing, although the new junction arrangements necessitated the abandonment of a small portion of the original Oswestry & Newton branch. ... Further changes ensued in 1911 when a connection was established between the former P&SNWR line and the Tanat Valley route at Blodwell Junction. This new line created a useful loop line between the Llanfyllin and Tanat Valley branches, although in the event the two-



This extract from the 6" Ordnance Survey of 1900, published in 1902, shows the relationship of the old and new routes taken by branch trains for and from Llanfyllin. The earlier alignment is shown as dismantled and runs to the North of the later alignment. The chord linking the two is on the left of this extract. The bridge which carried the main road South from Llanymynech over the branch can be seen at the right of this map extract. [16]

Llanymynech Railway Station was the point of departure for Llanfyllin Branch trains from the main line. In early years this required trains serving Llanymynech from Oswestry to undertake a reversal in order to travel along the branch. The same applied to trains from Llanfyllin needing to call at or terminate at Llanymynech.

This was addressed by providing a short chord line from the Llanfyllin Branch to what was once part of the Potteries, Shrewsbury and North Wales Railway (PS&NWR). *"This remodelled layout enabled branch trains to serve Llanymynech station without reversing, although the new junction arrangements necessitated the abandonment of a small portion of the original Oswestry & Newton branch. ... Further changes ensued in 1911 when a connection was established between the former PS&NW line and the Tanat Valley route at Blodwell Junction. This new line created a useful loop line between the Llanfyllin and Tanat Valley branches, although in the event the two-*

mile connecting line between Llanymynech and Blodwell Junction had a comparatively short life, and it was closed in the mid-1920s." [3: p635]

Llanymynech grew as a Victorian village after the opening of the Montgomeryshire Canal in 1797. This length of Canal became part of the Shropshire Union Railways and Canal Company and then part of the LNWR. The Canal was only abandoned after the LNWR became part of the LMS. The Canal was not abandoned until towards the end of the Second World War (1944). Although Llanymynech has a Welsh name it sits on the English side of the border with Offa's Dyke running through the parish. [3: p635]

The Oswestry & Newton Railway "*constructed a simple two-platform station southeast of Llanymynech, plus an adjacent goods yard, to enable shipping of locally quarried limestone, and created products of quick lime and lead. However, under its Act of Parliament, it had agreed not to disturb the operations of the existing local tramways or canals, and hence access across each would either be over (bridge) or under (aqueduct). ... The Hoffmann kilns were located on the opposite side of the canal to the chosen station site, and if accessed on the level would have required an aqueduct to be built under the canal. Not having the money to achieve this, the O&NR agreed to junction with the local tramways north of its station at "Rock Siding". It hence built a bay platform on the northwest side of the station, from which line extended to the "Rock Siding". To access the Hoffmann kilns, trains would firstly enter the bay, then reverse up the slope to the "Rock Siding", where they would then change direction again by pulling forward over a bridge to the Hoffmann kilns.*" [34]



Llanymynech Railway Station in 1962: An unidentified ex-LMS Ivatt Class 2 2-6-0 arriving tender first into the station, © Lamberhurst, and authorised for reuse under a Creative Commons Licence (CC BY-SA 4.0). [37]

Details and more photographs of Llanymynech Railway Station can be found on the [Disused Stations](#) website. [36]

Once the chord linking the old Llanfyllin Branch and the PS&NWR had been built and the chord between the main line and the PS&NWR was complete, trains from Oswestry and Llanymynech diverged West off the main line just South of Llanymynech Railway Station.

The Llanfyllin Branch

After running off the main line, trains for Llanfyllin passed under what would become the A483. The bridge appears on both of the last OS Map extracts above.

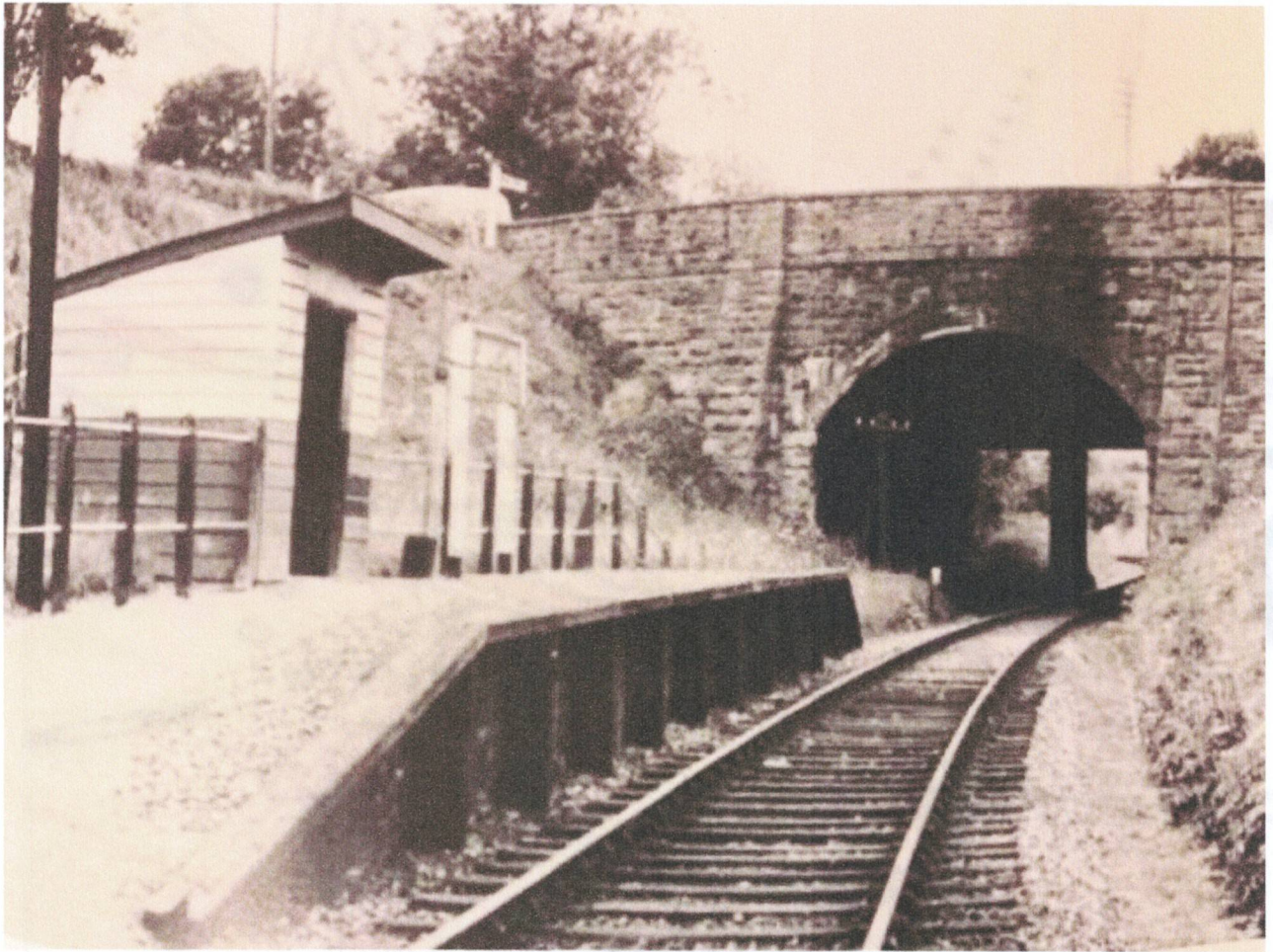


Looking South along the A483. There is nothing to see, at road level, of the bridge over the old railway. The line ran on the near side of the terrace visible on the right. [Google Streetview, July 2024]

Carreghofa Halt was the first stop on the Branch, it was just a short distance from the mainline close to the chord which served to link the old branch and the PS&NWR line. It was an unstaffed stopping place, opened by the GWR on 11th April 1938, "*its facilities comprised a short platform on the down side of the running line. The platform was of earth & cinder construction with revetting of old sleepers. A small wooden shelter was provided for the comfort of waiting travellers, while the simple platform was fenced with tubular metal railings. ... Other features of minor interest at Carreghofa included a sleeper-built permanent-way hut to the east of the platform and an unusual overbridge immediately to the west of the halt. The bridge, which crossed the railway on a skewed alignment, was a single-span structure carrying the B4398 road and the Montgomeryshire Canal.*" [3: p635]



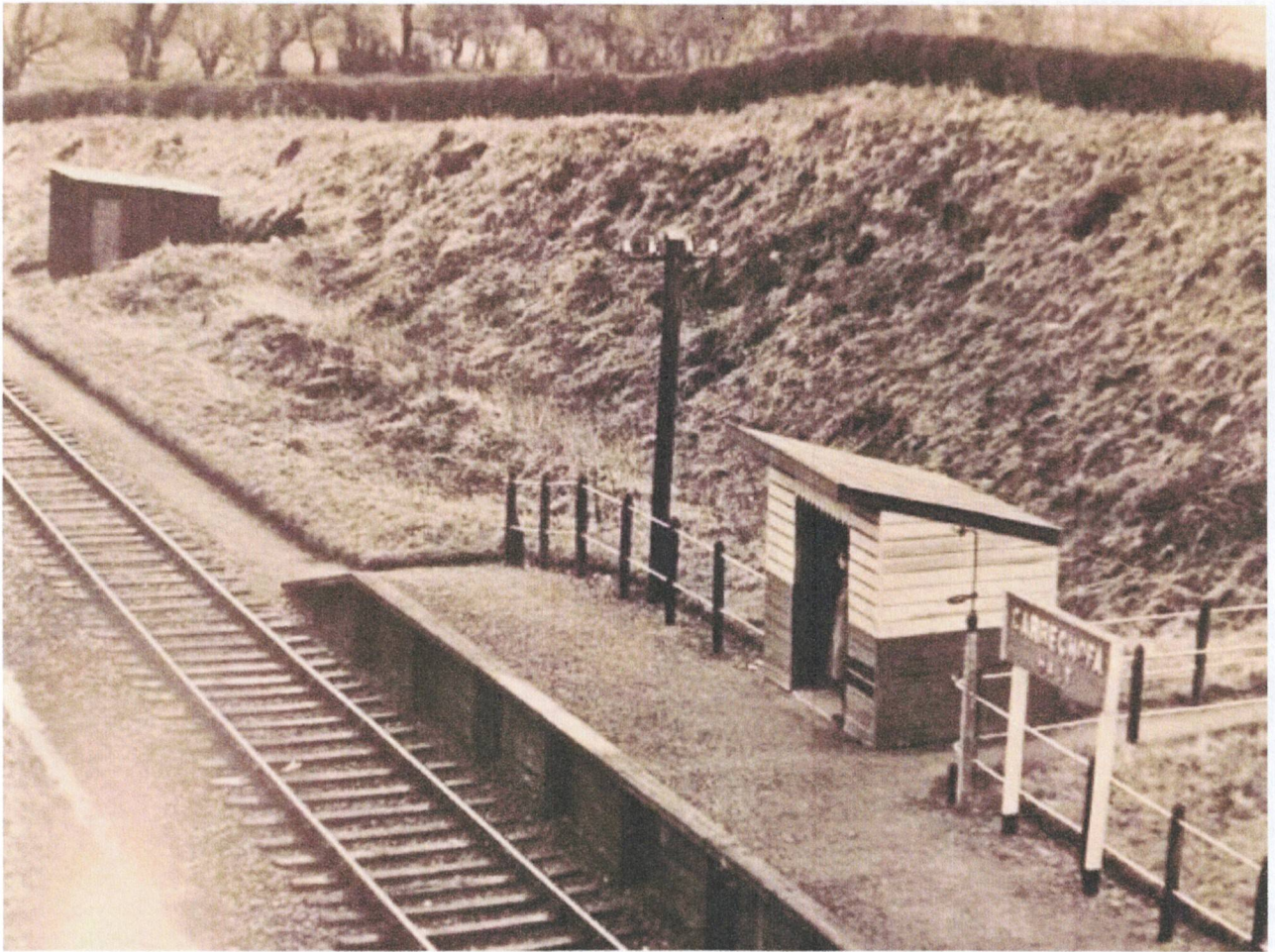
The location of Carreghofa Halt as it appeared on an OS Map from 1957. The trackbed of the Nantmawr Branch is seen heading North off the extract. The trackbed of the original Llanfyllin Branch runs East-West across the top of the extract. The chord from one to the other leaves the line of the old Nantmawr Branch to the North side of the canal aqueduct/road bridge. [38]



Carreghofa Halt looking Northwest towards the road/canal bridge. This image was shared on the Disused Stations Facebook Group by John Williams on 14th October 2024, © C.C. Green. [39]



A very similar view in the spring of 2024, © John Williams, shared by him on the Disused Stations Facebook Group on 14th October 2024, and used here with his kind permission. [39]



Carreghofa Halt looking from the road/canal bridge towards Llanymynech. This image was shared on the Disused Stations Facebook Group by John Williams on 14th October 2024, © A.M.Davies. [39]



A very similar view from the road/canal bridge in the spring of 2024, © John Williams, shared by him on the Disused Stations Facebook Group on 14th October 2024, and used here with his kind permission. [39]

Having passed beneath the road/canal bridge, "trains reached the junction between the Potteries, Shrewsbury & North Wales branch to Nantmawr and the short connection which gave access to the original Llanfyllin route. This 26-chain curve was opened on 27th January 1896 as a means of linking the PS&NW route to the original 1863 branch." [3: p365][4][5]

References

1. https://en.wikipedia.org/wiki/Llanfyllin_Branch, accessed on 1st February 2025.
2. <https://www.geograph.org.uk/photo/202600>, accessed on 1st February 2025.



A relatively low quality view from the road bridge/canal aqueduct looking Northwest. The stored wagons on the right sit on the Nantmawr Branch. The chord to Llanfyllin heads off to the left. [40]

Now heading pretty much due West the branch sets off for Llansantffraid. We will pick up this next length of the route in the second article in this short series.

References

1. https://en.m.wikipedia.org/wiki/Llanfyllin_Branch, accessed on 1st February 2025.
2. <https://www.geograph.org.uk/photo/2026003>, accessed on 1st February 2025.

3. Stanley Jenkins; *The Llanfyllin Branch*; in *Steam Days*, Red Gauntlet Publications, Bournemouth, October 2023, p626-638.
4. <http://rogerfarnworth.com/2019/09/18/the-tanat-valley-light-railway-and-the-nantmawr-branch-part-1>.
5. <http://rogerfarnworth.com/2020/03/17/the-tanat-valley-light-railway-and-the-nantmawr-branch-part-2>.
6. <http://www.oswestry-borderland-heritage.co.uk/?page=20>, accessed on 7th February 2025.
7. <https://maps.nls.uk/view/121148177>, accessed on 8th February 2025.
8. <https://maps.nls.uk/view/121148180>, accessed on 8th February 2025.
9. <https://maps.nls.uk/view/121148759>, accessed on 8th February 2025.
10. <https://maps.nls.uk/view/121148795>, accessed on 8th February 2025.
11. <https://maps.nls.uk/view/121148822>, accessed on 8th February 2025
12. <https://maps.nls.uk/view/121148855>, accessed on 8th February 2025.
13. <https://maps.nls.uk/view/121149311>, accessed on 8th February 2025.
14. <https://maps.nls.uk/view/121149305>, accessed on 8th February 2025
15. <https://maps.nls.uk/view/121149329>, accessed on 8th February 2025
16. <https://maps.nls.uk/view/101593993>, accessed on 10th February 2025.
17. https://en.m.wikipedia.org/wiki/Cambrian_Heritage_Railways, accessed on 10th February 2025.
18. <http://rogerfarnworth.com/2019/09/18/the-tanat-valley-light-railway-and-the-nantmawr-branch-part-1>
19. <http://rogerfarnworth.com/2020/03/17/the-tanat-valley-light-railway-and-the-nantmawr-branch-part-2>

20. <https://maps.nls.uk/geo/explore/#zoom=17.0&lat=52.81110&lon=-3.06206&layers=168&b=ESRIWorld&o=8>, accessed on 11th February 2025.
21. <https://maps.nls.uk/geo/explore/#zoom=16.6&lat=52.79815&lon=-3.06797&layers=168&b=ESRIWorld&o=0>, accessed on 11th February 2025.
22. <https://shropshireunion.org.uk/the-shropshire-gap>, accessed on 11th February 2025.
23. https://en.m.wikipedia.org/wiki/Llynclys_South_railway_station, accessed on 14th February 2025.
24. [Shropshire heritage railway to start on extensionhttps://en.m.wikipedia.org/wiki/Weston_Wharf_railway_station#cite_note-1](https://en.m.wikipedia.org/wiki/Weston_Wharf_railway_station#cite_note-1); in the *Shropshire Star*, 3rd January 2016, accessed on 14th February 2025.
25. [Steaming on! Oswestry's heritage railway project is on track thanks to six-figure cash boost](#); in the *Oswestry & Border Counties Advertiser*, 25th January 2018, accessed on 14th February 2025.
26. [Oswestry Group clears the way for Weston Wharf extension](#), in *The Railway Magazine*. 13th September 2019, accessed on 14th February 2025.
27. [Weston Station](#), in *On the Weston Front*. 2 February 2019
28. https://en.m.wikipedia.org/wiki/Weston_Wharf_railway_station, accessed on 14th February 2025.
29. <https://www.geograph.org.uk/photo/2510794>, accessed on 14th February 2025.
30. <https://www.britainfromabove.org.uk/image/EAW056424>, accessed on 14th February 2025.
31. <http://www.disused-stations.org.uk/o/oswestry/index.shtml>, accessed on 14th February 2025.
32. <http://www.disused-stations.org.uk/o/oswestry/index.shtml>, accessed on 14th February 2025.
33. <http://www.disused-stations.org.uk/l/llynclys/index.shtml>, accessed on 14th February 2025.

34. https://en.m.wikipedia.org/wiki/Llanymynech_railway_station, accessed on 15th February 2025.
 35. <https://maps.nls.uk/geo/explore/#zoom=16.8&lat=52.77910&lon=-3.08497&layers=257&b=ESRIWorld&o=100>, accessed on 15th February 2025.
 36. <http://www.disused-stations.org.uk/l/llanymynech/index.shtml>, accessed on 15th February 2025.
 37. [https://commons.m.wikimedia.org/wiki/File:Ivatt_2-6-0_at_Llanymynech_railway_station_\(1962\).JPG](https://commons.m.wikimedia.org/wiki/File:Ivatt_2-6-0_at_Llanymynech_railway_station_(1962).JPG), accessed on 15th February 2025.
 38. http://www.disused-stations.org.uk/c/carreghofa_halt/index.shtml, accessed on 20th February 2025.
 39. <https://www.facebook.com/share/p/1KLDf7Svq6>, accessed on 21st February 2025.
 40. I failed to keep a record of the source of this image and have not been able to relocate it.
-