



BOTTOM LINE

The Electronic Newsletter of The Blaenavon Heritage Railway July 2021



Welcome to the July 2021 issue of the electronic version of Bottom Line. It is intended to publish this newsletter bi-monthly. If you wish to receive the newsletter by email then please click the subscribe button on our website at <https://www.bhrailway.co.uk/>

The Society manages and staffs the Railway Shop, 33 Broad Street, Blaenavon, NP4 9ND and Eric's Emporium located at the Furnace Sidings Station. All profits from the shop, the emporium and other fundraising activities support the Blaenavon Heritage Railway. Telephone 01495 792263

Email: shop@pbrly.co.uk

Society Chairperson: Anne Simons

Society Secretary: Martin Herbert

Society Treasurer: Peter Hunt

Society Vice Chairman: Ian Longworth

Society Committee Members;

Mark Tainton,
Steve Thomas,
Colin Boor,
Dave Haylins
Kevin Mayo

Bottom Line is published by the Pontypool and Blaenavon Railway Society.

Edited by; Steve Thomas & Martin Herbert

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The Company is responsible for all aspects of the operational side of the railway including locomotives, rolling stock, buildings, stations, track and future developments. The railway is staffed entirely by a loyal band of volunteers and is overseen by a board of directors who are elected and co-opted by the membership.

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Roster Clerk: Linda Lewis

Membership Secretary: Linda Lewis

Operations Director: Alex Hinshelwood

Stations Manager: Huw Morgan

Steam Inspector (Drivers): David Price

Steam Inspector (Fireman/Cleaner):

Alex Gourlay and Alex Hinshelwood

Uniform Grades Inspector: Philip Tiley

Diesel Inspector: Matthew Thomas



Cover photo: 'Firing Empress'
(photo courtesy of South Wales Tourism 2021)

Photo above: 'Rosyth' August 2020
(photo by Steve Thomas)

**The Pontypool and Blaenavon Railway
Company (1983) Ltd**

is a not-for-profit, volunteer-run charity.

Charity registration number: 514809.

Registered address:

33 Broad Street, Blaenavon, Torfaen, NP4 9NF

Facebook and website links:

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Model Railway Club

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Support us by becoming a member.

Blaenavon's Heritage Railway is supported by approximately 400 members. By paying a small annual subscription they help keep the railway running for future generations to enjoy.

Benefits:

In addition to helping to preserve our railway, members enjoy a range of exclusive benefits and opportunities. These include:

- Up 50% off ticket prices on normal (i.e., non-event) running days.
- A 5% discount on purchases from Eric's Emporium and The Railway Shop
- Receiving our Top Line in-house magazine, with the latest news, photographs and articles
- Access to a regular Electronic Bottom Line newsletter. (by download from our website)
- An invite to our exclusive members evenings, with delicious food and drink, entertainment and trains.

Becoming a member is also essential to becoming a volunteer at the railway, and many members go on to undertake a range of voluntary activities with us! However, even if you do not wish to become a volunteer, by becoming a member you will be helping us to preserve and maintain our railway for future generations to enjoy!

How to join:

Those wishing to become a member may join either the Pontypool and Blaenavon Railway Company or the supporting Pontypool and Blaenavon Railway Society.

Membership of the Company is open to British nationals aged 18 and over and affords the widest range of benefits. This the recommended route for eligible adults to become involved, granting the greatest range of privileges and opportunities. Others, including foreign nationals and young persons under the age of 18, may join the Society.

Annual membership prices:

Annual membership prices are currently as follows:

- Adult Company membership: **£15.00**
- Adult Society membership: **£15.00**
- Joint adult membership (Company or Society): **£23.00**
- Society membership for under 18s: **£7.50**

Lifetime membership prices:

We also offer the opportunity to become a lifetime member of the railway for a onetime payment. The current prices are:

- Lifetime individual membership: **£300.00**
- Lifetime joint membership: **£525.00**

Become a member online!

We are currently finalising a brand-new online membership application process.

[click here to download a membership form.](#)

You will need a PDF reader installed on your device to open the file.

Purchase online membership or renew membership.

<https://www.bhrailway.co.uk/onlinestore>

Please send completed membership forms to the below address, enclosing a cheque for the appropriate fee.

**Membership Department
The Railway Shop,
33 Broad Street,
Blaenavon,
Pontypool,
Torfaen
NP4 9NF**

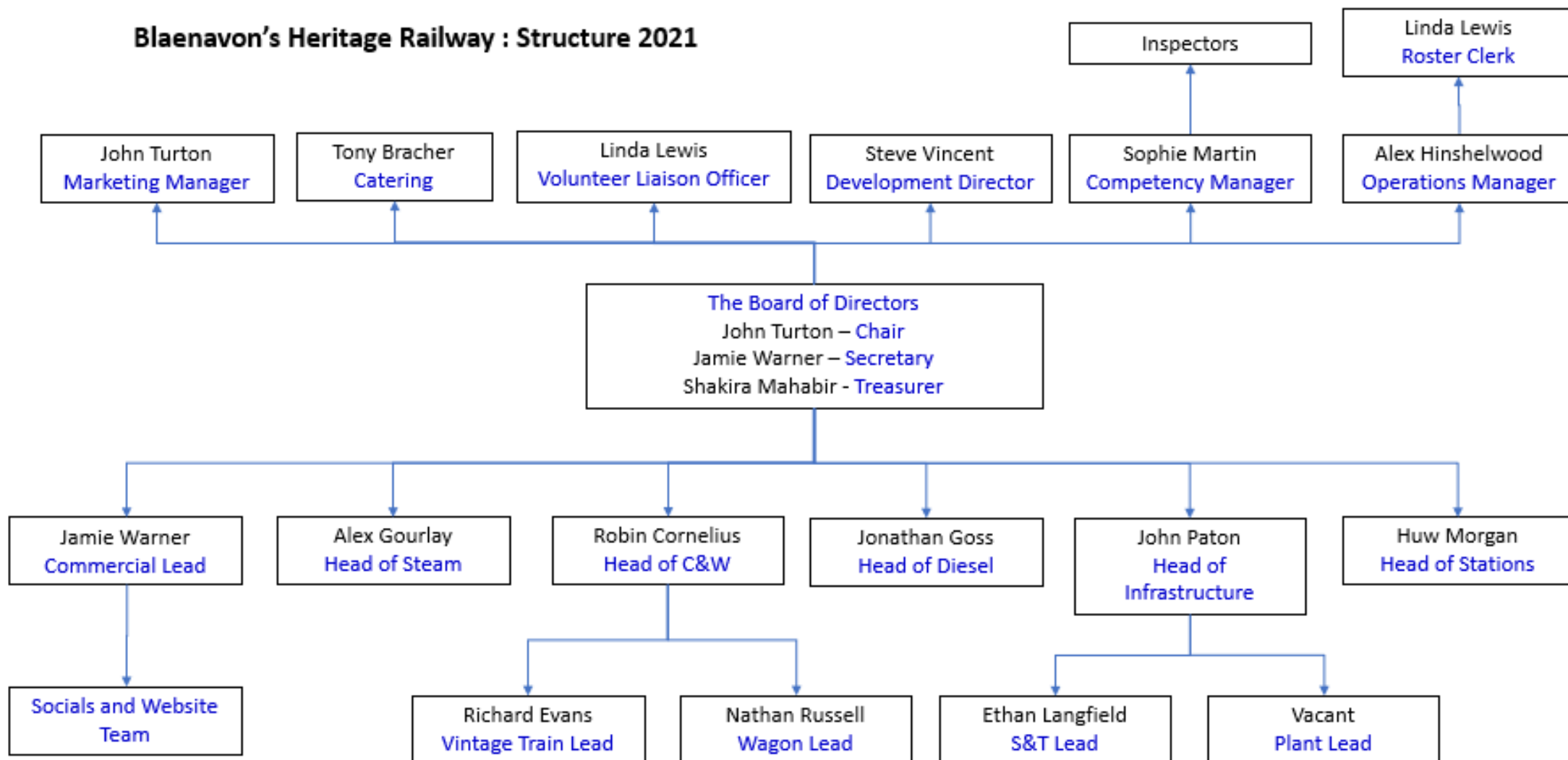
Alternatively, you can take your form to Eric's Emporium or The Railway Shop for processing. Memberships can be paid by both cash and card at both locations.

Membership terms and conditions:

The terms and conditions of membership are outlined on our website.

<https://www.bhrailway.co.uk/membership>

Blaenavon's Heritage Railway : Structure 2021



Note: the Safety Management System is the responsibility of the relevant Head/Manager with the Board accountable.

Carriage and Wagon Department Report – July 2021 (submitted by Martin Hope)

Before each daily running session, the rostered guard undertakes an examination of the carriages using a checklist of 14 items. This check provides a valuable back up to the ongoing maintenance carried out by the Carriage and Wagon Team.

Any faults which come to light when the carriages are in service can be added to the notes section of the checklist.

The Carriage and Wagon Department is responsible for considering any reported defect and taking the appropriate action.

Recently a guard reported on the checklist that the lights in the TSO carriage were not working. Whilst not essential during the Summer Running Season the lights are used during Halloween and Santa Specials and the fault was programmed for investigation and repair.

The lighting fault was found to be due to the batteries which have to be charged on a regular basis in the carriage being drained too quickly by the fluorescent light fittings. When the carriages were in service on the main line the dynamos provided enough power to keep the lights on but this is not the case on the short runs on the PBR.

Arthur Llewellyn was asked to see if he could come up with a solution. He removed all the equipment which raised the 24 volts output from the carriage batteries to 240 volts to power the fluorescent light tubes which were also scrapped. He designed and installed bespoke 24 volts LED lighting strips which replaced each fluorescent tube.

A great job which has saved the railway a large sum of money as each 24 volts LED light fitting tube can cost about £36.

An in-house solution and the fantastic result can be seen in the photo.



Unique, Unusual and Historic Features on the Pontypool & Blaenavon Railway

Our railway has a number of features considered to be unique, or at least unusual, in standard gauge railway preservation.

We are the highest preserved standard gauge railway in Britain. Whistle Inn station, currently the top end of the line, is 1309 feet (399 metres) above sea level. If we can reinstate the line back to Waenavon station, 2 miles 01 chain from Brynmawr, the end of the line will be 1401 feet (427 metres) above sea level. Waenavon station, when it was open, was the highest station in England and Wales above sea level. It was only surpassed by Wanlockhead station in Lanarkshire, Scotland, which was 1413 feet (431 metres), which was closed to all traffic on 02 January 1939.

The railway also has some, if not THE, steepest gradients on a preserved standard-gauge line. When the line was built, the gradient from Waenavon summit to Tyre Mill sidings was laid out on a constant 1 in 40. However, due to subsidence caused by working from Big Pit, the section of line in the cutting between Furnace Sidings and the intersection bridge is now on a gradient of 1 in 27!

Just below Furnace Sidings, at 3m 58½c is the rail-over-rail or intersection bridge. This was built when the railway first opened in 1869 to accommodate the Blaenavon Company's railway linking Big Pit to the old ironworks, and an intersection bridge is believed to be unique in standard-gauge railway preservation. The line over the top is nowadays only used as a head shunt to access the washery sidings, or to stable wagons at Big Pit. The bridge still has its original wrought-iron outer girders which date from 1869.

Other structures with their original wrought-iron girders from 1869 are under bridges No 13 (Old Pit Road), No 14 (Big Pit Road, formerly over Blaenavon Company Lines), No 16 (Cycle Track) and overbridge No 18 (Forgeside Road). Bridge 13 only retains its original outer girders, which do not now carry any live loading as new steel intermediate girders were installed in 2009 during the works to reopen the line to Blaenavon High Level.

In the yard at Furnace Sidings (not normally available to the public), the entrance to the drift mine that was built by the National Coal Board is still visible, and also in the yard is the concrete washery tower, known locally as "the Torch", due to its shape. Very few of these structures survive today.



The Concrete Washery Tower. Photo by Steve Thomas

Also in Furnace Sidings yard is the NCB's wagon weighbridge and its associated office, which still exist at the lower end of the yard.

Finally at Big Pit station stand the last remaining abutment of the bridge that carried the high-level lines used for carrying iron ore and coke to the tops of the furnaces at the Blaenavon iron and steel works. This bridge was constructed c1915.

Other Details

Railway distances have been measured in miles and chains from their earliest days, and this practice is still continued today on Network Rail in order to maintain continuity with historical records. For the uninitiated, a chain is 22 yards (20.1168 metres), and there are 80 chains to a mile.

The main line of our railway runs from the stop block at 2 miles 72 chains at Whistle Inn (distance measured from zero at Brynmawr East Junction on the Merthyr Tredegar and Abergavenny Line), to 5m 02 chains at Coed Avon Farm, just over ¼-mile below Blaenavon High Level station, giving a total length of 2 miles 10 chains. Furnace Sidings station is located at 3 miles 33 chains. The Big Pit Branch commences at 3m 47½ chains and terminates at 3m 67¾ chains, a total length of a fraction over a quarter of a mile, although the distance from Furnace Sidings station is 34¾ chains.

A complete round trip on the railway when normal running is in operation, from Whistle Inn to Coed Avon plus the Big Pit Branch, gives a round trip of fractionally over 5 miles.

The line was opened from Brynmawr to Blaenavon on Monday 01 November 1869 for goods traffic and on Saturday 01 January 1870 for passengers. It was extended southwards from Blaenavon to Abersychan & Talywain on Wednesday 01 May 1878 for both passenger and goods.

Regular passenger services on the line ceased from Monday 05 May 1941 and the last ever coal train from Big Pit ran on Wednesday 12 March 1980. Steam working on the P&BR commenced on Saturday 11 August 1984, between Furnace Sidings and Whistle Inn (then called Garn-yr-Erw).

Submitted by Alastair Warrington



The Rail Over Rail Bridge. Photo by Alastair Grieve



High Level station 2021.. Photo by Huw Morgan

P & B 9629 Pannier Loco Group

Submitted by Tim Goss and Martin Herbert.

After a very inactive year or more we are very slowly moving forward with a few members returning from lockdown.

Work has resumed on the refurbishment of the axle boxes and we have acquired a hydraulic power pack for the riveting of the frames.

Construction of the riveting frame is also underway. Cleaning, de-rusting and painting of many smaller components is underway and it is hoped that with enough people available a start can be made on cleaning down and de-rusting the footplates, which have suffered over the last year.

Those of you who know a little about the history of our GWR Pannier Tank no. 9629, will know that the last shed it was officially allocated to, before withdrawal, was Pontypool Road, which would allow us to claim that it was a local engine.

However, we did not know if there was any evidence that the move to Pontypool Road actually took place. It was not uncommon, at the end of steam, for reality to be somewhat different from what was officially recorded.

The move to Pontypool was officially during the week ending 18th April, 1964 and going through some of the old papers I have, I've found a report that 9629 was seen in Pontypool Road shed on the 19th April, that year.

After that, it was not recorded again on further visits to the shed in that year. It was sold to Barry scrapyard on the 11th November, 1964 and was seen in Cardiff a couple of days after that, so it remains unclear as to whether 9629 ever worked out from Pontypool, though it can be said, it seems, that it did spend some time there.

Tim Goss and Martin Herbert.

Obituary

In July 2021 we received the sad news that Warwick Davis, one of our members and volunteers had passed away after a short illness.



Warwick had been a supporter of the Pontypool & Blaenavon Railway for many years, despite living away in the West Midlands in recent years.

He kept his contact with the Railway going, by being a member of the P&B Railway Society Committee and making it his business to drive down from home to Blaenavon in his motorhome and stay a few days to help out the Railway in any way he could. He would do this a number of times each year.

He became particularly adept at selling raffle tickets to our visitors, but perhaps more importantly he used this time to talk to the passengers and explain to them the achievements and the goals of our Railway.

Those of us on the Society Committee will miss his support and interest.

The Steam Gala is back!

Report and pictures submitted by Alex Hinshelwood.

Our annual steam gala has become a fixture in the calendar since 2008, when we welcomed 5619 to celebrate the 25th Anniversary. Since then, we have had a huge range of visitors from the Par Twins to City of Truro and the Super D! The visit from the Coal Tank was something pretty special too. Although, 41312 and 1369 have been the steam teams favourites for their capability and economy.

Over the last decade or so we have also hosted a number of industrial visitors to complement our fleet, including celebrities such as 'the Mardy Monster' and Sir Gomer.

Due to Covid restrictions the 2020 summer events were cancelled, but now that the restrictions have eased sufficiently, our flagship event to resume in 2021.

The plan for 2021 is to utilise our home fleet which now consists of 4 operational locomotives alongside our 4 refurbished MK1s and saloon. To add interest the Mineral Wagons will be out with our restored shark brake van. The locomotive stud will comprise of Bagnall 3061 'Empress', Andrew Barclay 1385 'Rosyth No. 1', Andrew Barclay 1219 'Caledonia Works' and Hunslet 1873 'Jessie'.

The gala weekend on 11th, 12th September 2021 will allow us to showcase our railway and offer a great experience to our visitors while our shunter, loco and train crews are put through their paces.

This year we will be encouraging pre-booking through our online ticket provider so that we can control numbers and satisfy the Covid risk assessments including track and trace. The easing of restrictions does mean we can begin to offer rover tickets again and open up our carriages a little more, however, passengers will be required to wear face coverings when on the train and in public areas.

Following on from the Gala weekend we hope to welcome back our popular Ghost Trains.



Photo by Alex Hinshelwood.



Photo by Alex Hinshelwood.



Diesel department photographs courtesy of Jonathan Goss
Descriptions on the following page.

Facilities:

Top shed

The clear and sort out has begun, a pneumatic system install has started with the backing of the board and further investment authorised, which is very welcome news indeed. The area is currently clear whilst we undertake very dirty and wet works just outside.

Mainliners:

- 31203: Work has continued with a cosmetic overhaul internally and still continues alongside other priorities; it is planned to be fired up for preliminary exam ASAP.
- 37216: Last Saturday saw the loco running for a few hours whilst we undertook preliminary tests with most passing, work continues investigating challenges with the braking system and we are currently awaiting contractor's assistance.
- 37023: Work continues off site with the overhauling of the power unit from 37203 whilst onsite we have progressed with the engine bay roof both externally and internally

Shunters:

- 1344: Has continued to work hard with non-revenue earning services
- 5511: Work is completed, the FTR undertaken and we welcome the loco back into traffic. Sounding much stronger than before though there are a few minor works still to be undertaken.
- 7063 (170) Has been taken out from the shed for a well needed clean before small works commence with a slight reduction in unskilled jobs.
- 22497 (RT1) Is progressing slowly, though all unseen to the untrained eye. Lubrication points have been removed thoroughly cleaned out and refitted with the axle boxes next up on the target.



Photo still from video by Matthew Thomas.

If you would like to help out at all please do not hesitate to contact any member of the department.



Photo courtesy of Everyman Theatre

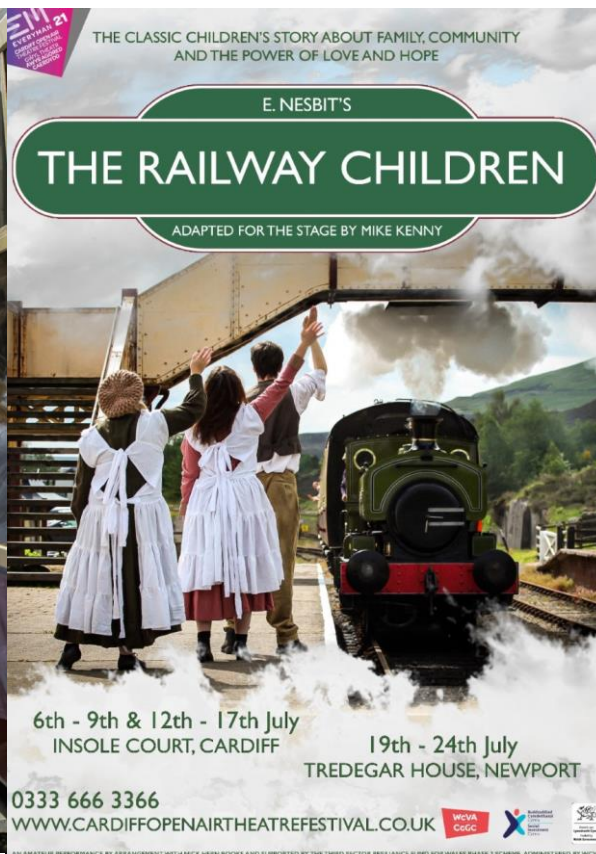


Photo by Steve Thomas



Photo by Huw Morgan

The Railway Children production by Everyman Theatre Report by Steve Thomas.

In June 2021 the Everyman Theatre, based at the Sherman Theatre in Cardiff, visited the railway to shoot promotional photographs that were used on their poster and publicity for their production of E. Nesbitt's 'The Railway Children'. The productions were directed by Simon H. West and written for the stage by Mike Kenny and formed part of their 2021 Open Air Theatre Productions that were staged at

Insole Court in Cardiff between 6th July – 9th July and 12th July – 17th July at 6pm
and
Tredegar House in Newport between 19th July – 24th July.

When Bobbie, Peter and Phyllis move to rural Yorkshire with their mother following the imprisonment of their father, they leave a comfortable, safe existence to discover a world that is insecure and hard, but one filled with love, resilience and humanity. And always running through that world is the railway, in particular the 9.15 to London...

The Everyman Theatre were very appreciative of the co-operation and support from the railway.

I attended the first night of the performance at Tredegar House and was very impressed by the show. A very difficult play to stage but they managed to give a very credible adaptation of what is probably one of the most famous books based around a railway.

**Steam Department Report and photos.
submitted by Alex Gourlay.**

Andrew Barclay 'Rosyth No. 1'

Following repairs, the locomotive passed its in steam boiler exam on 24th May with our boiler inspector, the loco has worked all trains in June with no issues.

Hunslet 1873 'Jessie'

Returned home to us on 1st July following its hire period at the Dean Forest Railway where the loco operated 20 days through May and June. Some maintenance and a boiler washout will now be undertaken. Once this is complete Jessie will share the running days through end of July and August with Empress.

Bagnall 3061 'Empress'

In service, operated the bulk of our trains through May and June with no issues.

Andrew Barclay 1219 'Caledonia Works'

A successful fitness to run exam, steam test and test run was undertaken on 31st May, the loco is available for traffic as and when required.

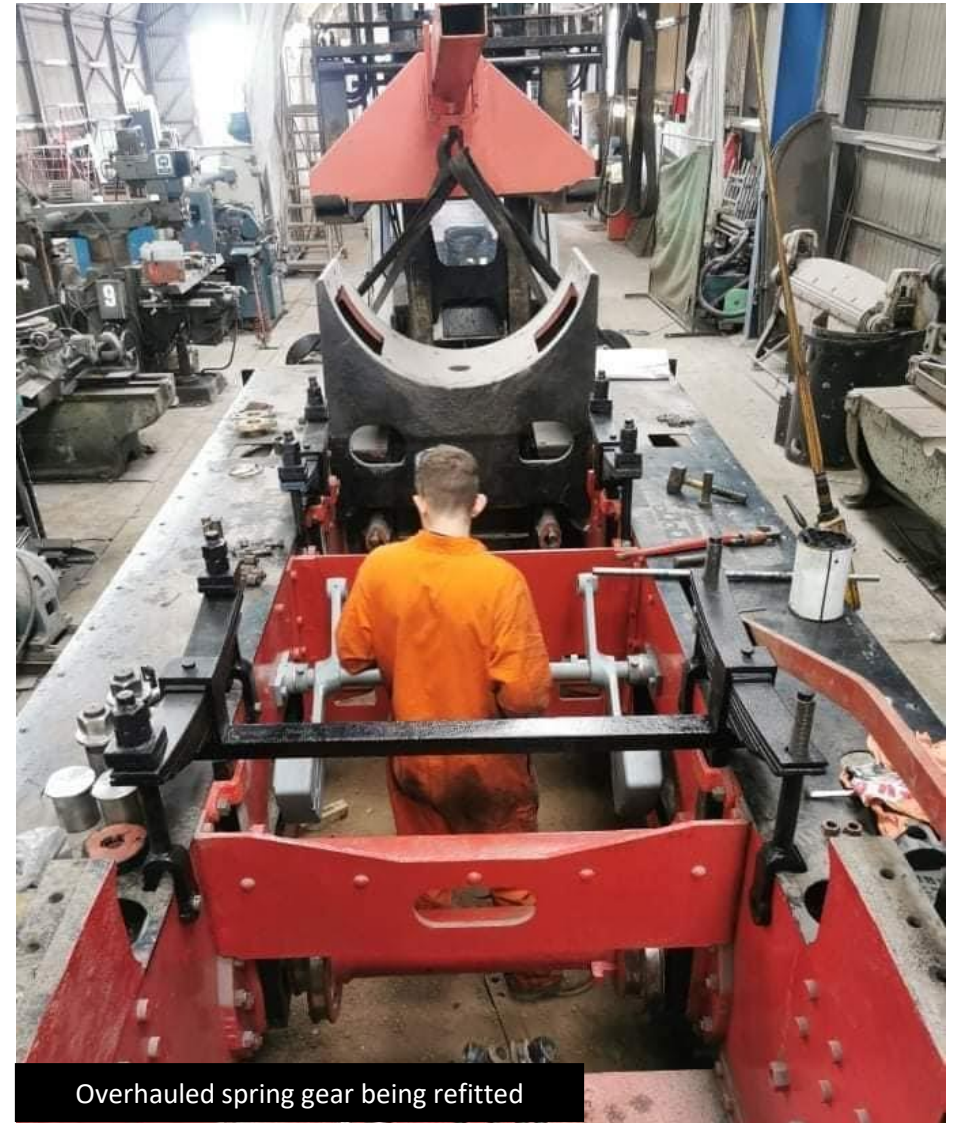
RSH Austerity 71515 'Mech Navvies'

Dismantling of the locomotive continues between running trains and carrying out running repairs on the working fleet. The big ends, little ends and side rods have now all been removed, cross heads split from the piston rods and a start made on jacking up the chassis to remove the axle boxes for inspection. Our boiler insurance examiner has also visited to ascertain what work is required on the boiler for its ten-year overhaul.



Andrew Barclay 2074 'Llantarnam Abbey'

The overhaul of the chassis continues at pace at West Somerset Restoration Williton. The axle boxes are all complete bar one bearing which was found to be porous when machined. A replacement bearing is to be cast which following delivery and machining should see the wheels put back under the chassis. In the meantime, all the spring gear, slide bars, cross heads, pistons, piston rods and cylinders have been overhauled.



The Railway Shop

Submitted by Martin Herbert.

Many thanks to those of you who have been supporting the Shop and the Emporium in recent weeks. The Emporium has been regularly re-opening as planned in parallel with the Railway and the Shop has returned to its 6 days a week (with a few exceptions) opening in town. Please make use of these if you can.

One of the more popular aspects of the Railway Shop is the pre-owned (i.e., second hand) section of the shop. It is not just a place for bargains (though there are some to be had) but it is also a place of interest. Anything can show up, from locos that have never left their box through to well-used and battered Triang and Wrenn memories from an earlier age. In addition, there can be a range of spare parts and bits that have come off or perhaps fallen off older items. Perhaps these are just the thing you've been looking for in order to progress your latest project.

The shop is happy to sell items in this space on behalf of individuals where we take a commission following their sale or we can take donations or buy stock off people for onward sale. Of course, I wouldn't want to forget the large collection of pre-owned railway books we have for sale both in the shop and the emporium.



OO gauge railcar by Heljan

A recent delivery from Bachmann has seen their model of the Class 150 DMU in GWR green livery arrive, which appears to have been popular.



For fans of the previous version of the GWR we still await the release of both Accurascale's model of the GWR 4-6-0 'Manor' Class loco and Rapido's post nationalisation 15XX Pannier Tanks. Do get in touch if you are interested in acquiring one of these.



Last time I mentioned how we were looking for another couple of volunteers to help us with the Shop and we remain open to offers. A great way to support the Railway indoors, warm and out of the rain.

However, we have another plea. Over time, we have acquired a number of more obscure type items that have a monetary value but are unlikely to sell in the Shop or the Emporium. We would like to look to selling them on the internet (i.e., E-bay). Is there anyone out there that has some knowledge of the world of E-bay, who might like to help/guide us through what needs to be done here? We look forward to hearing from you.

Emporium Report
Submitted by Steve Thomas

The Emporium, located at Furnace Sidings station is open every running day throughout the season and stocks a wide range of toys, games, books, souvenirs plus our own exclusive branded goods.

New ranges stocked in July include the very popular BigJigs railway items for the younger enthusiast. These solid wooden push along locos are complimented by their own wooden track and accessories and are a perfect introduction for our fledgling enthusiasts.

BLAENAVON'S HERITAGE RAILWAY

*** NEW RANGE ***

Now in stock at in the
EMPORIUM

**BIGJIGS
RAIL**



We also continue to stock a very wide range of Thomas the tank engines and accessories plus the very popular range of Teamsters rail and road toys.



Our exclusive clothes range is proving to be really popular at the moment with ties, T shirts, polo shirts, hoodies, fleeces and sweatshirts being good sellers. Certain colours and sizes are on offer at the moment with up to 15% savings of the normal price. (No additional member discount on these prices though).



Due in stock shortly will be our own exclusive branded baseball caps.

We also stock an exclusive range of mugs, fridge magnets, coasters, mouse mats, postcards, badges, pens etc,



Members receive a 5% discount off the normal selling price with the exception of pre-owned books and magazines or already reduced 'SALE' items.

Tearoom report

Submitted by Tony Bracher.

The Fireman's Shovel tearoom is running as smoothly as possible with the few dedicated volunteers we have. If you would like to help, we are always looking for extra volunteers. Get the family members involved whilst you're down the yard, they could be helping in the tearoom. It's a relatively clean and easy job!

Next time you grab your free coffee/tea that you have truly earned why not try one of our pies/pasties. Or even a toasted teacake or scone with butter.

Since opening we have been surprised by the number of walkers and passers-by coming into the Café. A lot of them didn't know that the Station had a Café. Now they do, hopefully they will be dropping in for a cuppa and a cake.



Meet a volunteer

Matthew Stephen Ellis

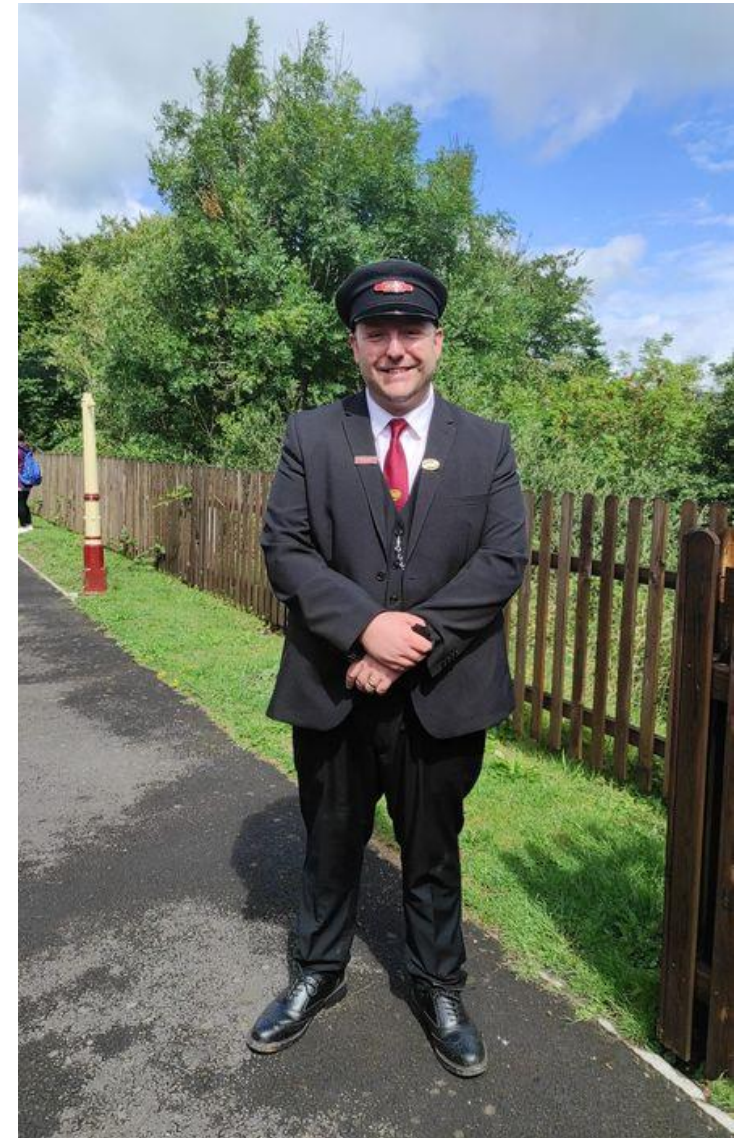
I'm Matt, a 30-year-old father of two and database administrator that works for the Office for National Statistics.

I first became involved with the railway by joining the diesel traction department in 2018 having been recommended by Matt Callaghan having worked together indirectly.

I decided to volunteer at PBR due to a fascination and love for railways that stems back to my childhood. My father had a long and illustrious career with BR, as a freight and passenger guard for over 20 years so needless to say that railways have always been a passion of mine.

My duties involve assisting the DTD with the general maintenance of the diesel mainline and industrial locomotives and other stock however training has recently commenced that aim to have many volunteers competent in many areas of the railway such as shunting and driving.

Most recently, I have volunteered myself to undertake training to assist with guard duties due to an eagerness to follow in my father's footsteps.



Modeller and Volunteer

Photos and article submitted by George Haylock.

A new addition to the services offered through our Railway Shop is a weathering service offered by one of our volunteers and modellers, George Haylock.

If your rolling stock or locos would benefit from a more realistic appearance, check out my bespoke weathering and customisation service for N, OO and O gauges which will soon be available via The Railway Shop in Broad Street, Blaenavon.

Using a variety of techniques and mediums, I can produce detailed finishes with your desired level of dust, oil, limescale, rust, chipped paintwork and so on. Oily rag finishes are another possibility, and I can fit anything from real coal loads and detailing packs to etched name/numberplates, as required. An accomplished model maker and a member of P&BR since primary school, I provide weathering services alongside my university course, where I am studying for a degree in Design, specialising in making props. My work has been featured by the likes of Hornby, Airfix, and Modelu who 3D prints figures and accessories for model railways.

Examples of my recent work can be found on Instagram [@g.haylock](https://www.instagram.com/g.haylock) and Facebook @GeorgeHaylockMaker and you can contact me on georgehaylockmaker@outlook.com

After a chat with myself to confirm your exact requirements, I'll give you a quote. Then you simply drop your stock into The Railway Shop. I will collect the item, do the weathering and return it to the shop within an agreed timescale. It couldn't be easier to enhance your stock, and there's no worry about it being damaged or lost in the post!



Station(s) Improvement Report

Article and photographs by Huw Morgan.

It has been a very busy couple of months for the station department, work has continued with the development of the Whistle Inn Station with the new look fence to match Blaenavon High Level.

Recently we took the mini digger up to the Whistle to scrape the platform surface taking away the old weeds and grass top in readiness for a new gravel surface.

I have been asked by the board to look into quotes to renovate the footbridge at Furnace Sidings so work in the background is busy as well.

I'd also like to take the opportunity to thank everyone who has help me in the renovations, upgrades and general help, it is very much appreciated.



I was talking to someone the other day how it would be good to maybe have some half barrels for planters at the Whistle to give it some colour and then we received a donation of 4 so many thanks, it's truly appreciated.



Photo by Huw Morgan

I collected four lampposts from just outside Minehead.

Anyone wishing to donate towards the lampposts please get in touch.

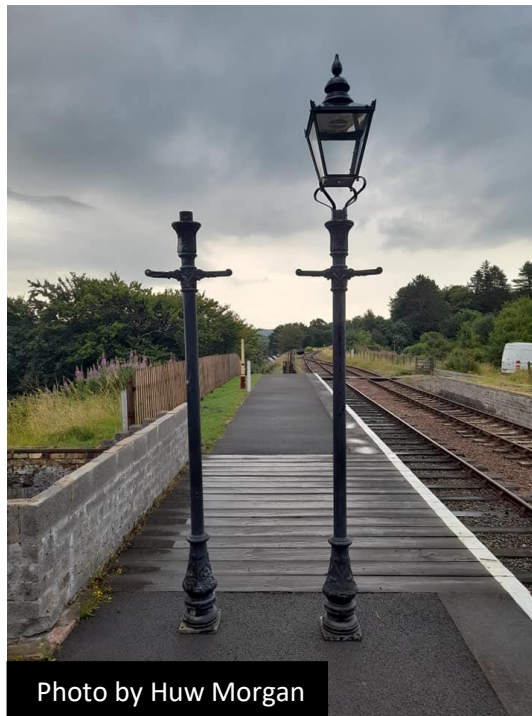


Photo by Huw Morgan



Mini digger being transported to Whistle Inn station
Photo by Steve Thomas



Photo by Huw Morgan

Promotional events.

Submitted by Steve Thomas

Over the past couple of months, the railway has been fortunate to be featured on television, newspapers and in tourist board promotions.

During just one day at the railway the BBC did a local news report on the re-opening of the railway following the lifting of COVID restrictions. This was shown on BBC Wales news. The same day a reporter from the South Wales Argus did a similar feature for their newspaper.

ITV Wales also featured the railway in an episode of their popular 'Coast and Country' series. This proved to be an excellent programme and the railway came over in a very professional, positive and friendly way. If you missed it you can view it here:-

[Coast & Country, Series 9 : Episode 9 | Wales Programmes \(itv.com\)](https://www.itv.com/programmes/coast-and-country-series-9-episode-9)

Visit Southern Wales, a tourist information organisation took numerous photographs and a video that will feature heavily in their publicity campaign to encourage individuals and groups to holiday in the South Wales area.

The video was featured during an online promotional day that attracted over 44 coach and tour operators. The railway was included in this day when a PowerPoint presentation with additional narrative was delivered via Zoom alongside other attractions such as Cardiff Castle, Penderyn Whisky, The Royal Mint etc.

All this served as an invaluable 'free' source of publicity to show what the railway has to offer whilst featuring the work of our invaluable volunteer team.



Phil Tiley being filmed for BBC Wales News report
Photo by Steve Thomas



Jamie Warner being interviewed for Southern Wales Tourism
Photo by Steve Thomas





A trio of photographs from volunteer Thomas Coombes

If you have any PBR related stories or anecdotes you would like to have included in the next issue of 'Bottom Line' then please forward them to: steve.thomas@pbrlyco.uk by no later than September 20th 2021. Thanks to all those who contributed reports for this issue.

Items submitted may be edited to fit in available space. The views expressed in the articles in this issue are those of the contributors.

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