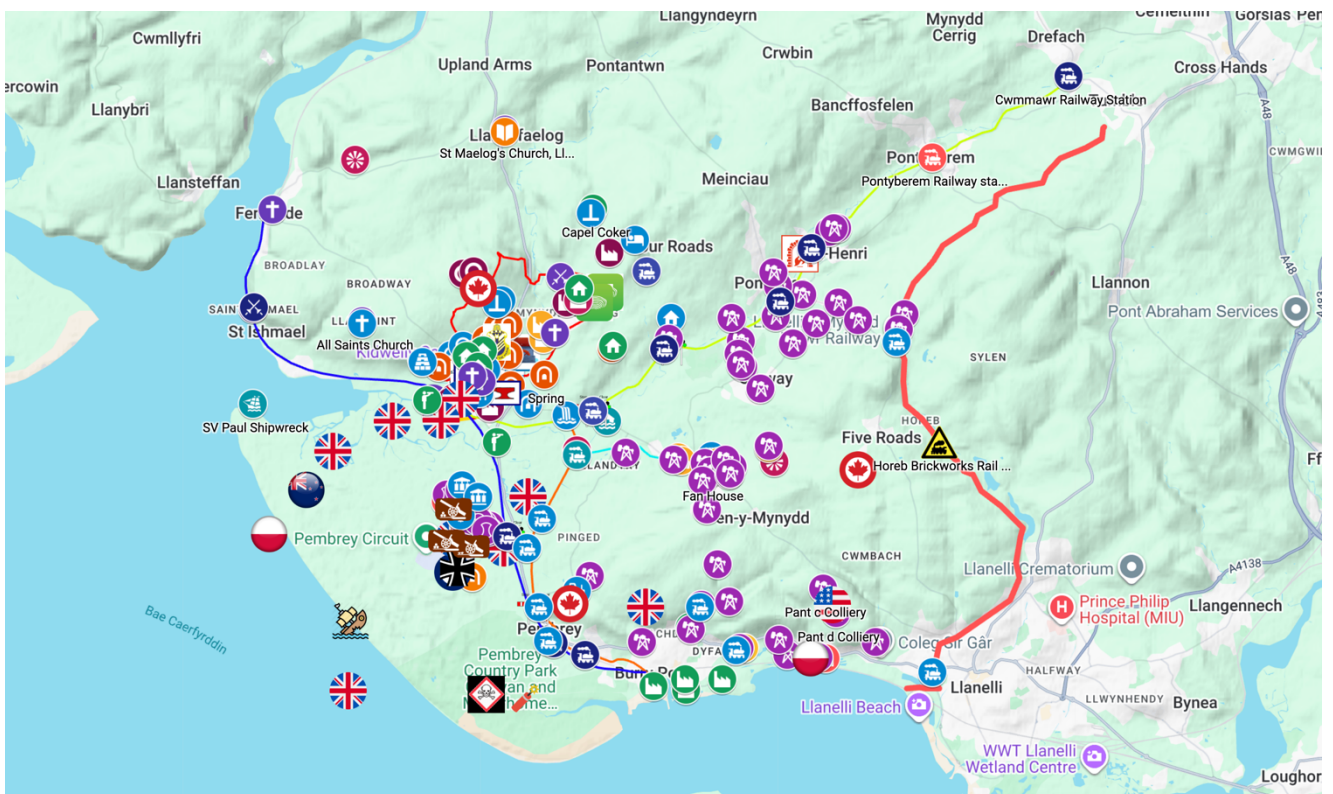


Heritage and History of Kidwelly & Surrounding Area

From the Norman Era to RAF Pembrey — A Heritage Survey



Interactive map: <https://tinyurl.com/Kidwelly-Heritage-Map>



Heritage and History of Kidwelly & Surrounding Area

Cycweli – The Town of Kidwelly

The name Kidwelly was first recorded by the monk Nennius in the ninth century, though the town and castle that survive today were established by the invading Normans in the twelfth century. Bishop Roger of Salisbury founded a Benedictine priory at Kidwelly around 1110, and the priory church, which became St Mary's, served both the monks and the lay population from its earliest years.

The town developed within a walled borough attached to the castle, with its main gateway, the Kidwelly Town Gatehouse, leading from a bridge over the Gwendraeth Fach. At the gatehouse the road branches into Castle Street and Bailey Street, both leading towards the castle, and the medieval shire hall was built over the gatehouse itself until it burned in 1404 to 1407 and was later dismantled and rebuilt, probably in the fifteenth century.

Kidwelly Bridge links the two parts of the modern town, historically connecting the priory church to the castle and its walled borough. The present structure is a double-arched nineteenth century road bridge over the Gwendraeth Fach estuary, but hidden beneath it survives an earlier medieval bridge, part of which remains visible as a pointed arch.

During the industrial revolution Kidwelly grew significantly, with large brick and tinplate works established in the town. Today it has adapted to the decline of those industries and embraces tourism and retail, anchored by its collection of historic attractions and most notably by Kidwelly Castle itself, founded in 1106.

Kidwelly Castle and the Battle of Maes Gwenllian, 1136

Kidwelly Castle occupies the lowest bridging point on the River Gwendraeth. It was built sometime after 1106 by Roger, Bishop of Salisbury, who had been granted the lordship of the entire south-west Welsh coastal plain by Henry I. In 1136 the Welsh rose against the Norman invaders in south Wales. Gruffudd ap Rhys, Prince of Deheubarth, rode north to seek aid from the princes of Gwynedd, while his wife Gwenllian led a Welsh army against Kidwelly in his absence. Gwenllian was defeated and killed at Maes Gwenllian, just north of the castle, by English troops under Maurice de Londres.

Gwenllian's actions have often been compared to those of Boadicea, another legendary Celtic leader, and she remains the only woman documented in medieval Wales to have directly commanded an army. For centuries afterwards, Welsh warriors are said to have cried "Dial Achos Gwenllian", meaning Revenge for Gwenllian's Cause, in battle.

The battle took place in a field still known as Maes Gwenllian, where a spring said to have appeared on the spot where she fell continues to bear her name; local legend holds that the field is haunted by her headless ghost. A stone monument commemorating the battle now stands outside the entrance to Kidwelly Castle, and historians continue to debate whether Gwenllian died during the battle itself or was taken back to the castle to be beheaded.

Kidwelly's military history did not end with Gwennllian. In 1258 a further battle was fought at Kidwelly Bridge, an important Welsh victory against Norman forces commanded by Patrick de Chaworth, seneschal of Carmarthen Castle, during Llywelyn ap Gruffudd's campaigns in south-west Wales.

According to the chronicle account, the Welsh camped near Kidwelly and burned the houses and town before the castle; when Maredudd ap Rhys Gryg and Patrick de Chaworth marched from Carmarthen with armed Englishmen to confront them, a fierce battle followed near the bridge in which Maredudd himself was wounded, and the Welsh ultimately prevailed, putting the English to flight back to Carmarthen with great loss.

Wells and Springs of Kidwelly

Kidwelly's hinterland preserves a remarkable cluster of holy wells and springs, several of which retain their dedications and local legends. Ffynnon Sul, on the rising ground behind the castle, once fed a well before being diverted into the town's water supply in 1905. The hill above is thought to be the mons Solomonis, or Mount of Solomon, named in an old monastic grant, and the site first appears in written records in 1587, later being known as Sundays Well in seventeenth-century documents.

Local legend holds that the spring marks the place where the Welsh prince Sawyl Bensiel was slain, its waters said to rise in commemoration of his death; by the eighteenth century the surrounding land was recorded as Parc Ffynnon Sul, Sul's Well Field. Though the well itself can no longer be seen, its waters still feed into Kidwelly's modern supply.

Ffynnon Stockwell lies on the slope of a hill called the Arles, its water running into a drain that passes beneath the road in a culvert; it has no sacred association, but tradition holds that its water was drunk with sugar, and that pins were thrown into the well for good luck. St Michael's Well, or Ffynnon Mihangel, lies a short distance west-northwest of the site of the lost chapel of Capel Mihangel, and was recorded as Saint Michells Well in 1575 and Michaells Well in 1635. Pistyll Teilo lies close to the site of Capel Teilo, where in the nineteenth century a flight of steps was said to lead down to the holy well, and Pistyll Gwyn completes the cluster of named springs around the town. A further eight unnamed springs are recorded across the area, evidence of how thoroughly the landscape around Kidwelly was once mapped by its wells.

Kymer's Canal, the Quay and the Aqueduct

Kymer's Canal at Kidwelly was the first canal of any significant length in Wales, running for about three miles. It was built by Thomas Kymer between 1766 and 1768 to carry coal from the Gwendraeth Fawr valley to a new quay he constructed at Kidwelly. The canal was later incorporated into the Kidwelly and Llanelly Canal, and in 1873 a branch of the Burry Port and Gwendraeth Valley Railway was laid along its towpath.

Kidwelly Quay itself was built around 1768 by Kymer to ship anthracite from the pits he served. Trade remained good until around 1800, after which the town began to decline as the river estuary silted, and the eventual opening of Burry Port made the quay gradually obsolete, though occasional coal shipments continued until its final closure in 1934. A seven-metre

section of quay wall still stands around three metres high, although the rest of the complex has been reduced to rubble; the lock was filled in and now forms hard standing beside the quay. The quay appears originally to have had a sea lock allowing vessels to enter and leave the canal, and the site was cleared and partly rebuilt during a government-funded scheme in the 1970s, now forming part of an amenity area.

The canal crossed the Gwendraeth Fawr by an aqueduct at Trimsaran Junction, alongside what appears to have been a small depot including at least one limekiln built into the canal embankment. One of the most distinctive features of the Gwendraeth Fawr section was the use of three inclined planes, rather than locks, to raise the canal's level; these were built between 1833 and 1837 on the recommendation of the engineer James Green.

Traffic was initially shipped through Kidwelly, but later Pembrey and eventually Burry Port became the more important outlets, and the rail junction to Trimsaran at the aqueduct, sometimes called the Kidwelly Loop, formed part of this wider network. The Gwendraeth Saw Mill, a steam-powered mill, stood close to the quay and aqueduct as part of this industrial waterfront.

Mills of Kidwelly

Three mills are recorded along the Gwendraeth Fach at Kidwelly. The Lower Corn Mill was built in 1804 on the site of a medieval mill first recorded in 1114. The mill and its attached house have three storeys, the mill built of rubblestone with brick dressings and the house rendered, both beneath a continuous slate roof; at the rear, a brick arch shows where the leat once entered the basement, having run some 150 metres from a weir on the Afon Gwendraeth Fach below the castle, a stretch of river still tidal at this point.

Middle Mill, a derelict nineteenth-century watermill, was formerly known as Cadock's Mill and is mentioned in documents of 1609 and 1779. It lies about 390 metres south-east of the site of Capel Cadog, with a road connecting the two sites, and the element Cadog also survives in the nearby place names Llangadog and Waungadog. The Upper Mill completes the group of three, sitting further along the watercourse.

Spudder's Bridge

Pont Spwdwr, or Spudder's Bridge, is thought to be the oldest surviving bridge in south Wales, dating from the medieval period and once a vital crossing on the turnpike road between Kidwelly and Llanelli. It is now a Scheduled Ancient Monument and a Grade II* listed building, used only for foot traffic. Built of sandstone masonry, it has six pointed arches: the two southernmost span the river itself, while the other four cross the floodplain, and the piers have straight, pointed cutwaters providing refuges at roadway level, a rare feature for bridges of this type in the area.

The bridge carries its own tragic legend. According to local tradition, two star-crossed lovers met at the bridge, but their families forbade the match. One night the young man was attacked and fell into the river; the girl tried to save him, but both drowned, and her spirit is said to return to the bridge at dusk to mourn him. The bridge's original Welsh name, Pont yr Ysbryd

Dwr, meaning the bridge of the spirit in the water, was over time corrupted into Pont Spuddore, giving the structure its English name.

Plas Trimsaran and Y Plas

Y Plas, the mansion that gave Trimsaran its name, stood from around 1400 until 1980 and was home to the Fychan, or Vaughan, family from about 1500 until 1684, then to the Mansel family until 1788, and later to Mr Evan Jones between 1916 and 1925. Both the Vaughan and Mansel families held the office of High Sheriff of Carmarthenshire on six occasions between them, and in 1686 Edward Mansel became the first Baronet of Trimsaran.

The estate's most unexpected legacy lies in horse racing: in 1773 Mary Mansel, widow of the second Baronet, married Lieutenant Colonel Barry St Leger, whose brother Anthony St Leger went on to found the St Leger Stakes, one of the oldest and most prestigious horse races in Britain.

Kidwelly Town Curiosities

Coleman Farm Dovecote is a sixteenth or seventeenth-century structure set on a steep hillside overlooking Coleman Farm and the town. It is a circular building of stone rubble with a shallow corbelled dome and a circular hole at the centre, containing 236 dove holes arranged in eleven tiers.

Above the door, on the inside, a much-decayed date inscription of 1571 has been noted, alongside eighteenth-century dates and initials elsewhere within. Dovecotes of this kind were a mark of gentry status, and this example was probably associated with a nearby mansion; it appears as 'old lime kiln' on the first edition Ordnance Survey County map of 1880.

A blue plaque in the town centre commemorates Thomas Kymer, born in Haverfordwest in 1722, who exploited the mineral wealth of the area and by 1759 was a Burgess of Kidwelly. In 1766 he opened the first canal in Wales, linking Carway with the port of Kidwelly, and his business meetings were held in the building that became the plaque's location, then known as the Pelican Hotel. He died in 1784 and is buried in St Mary's churchyard.

The Old Slaughterhouse on Bridge Street carries a foundation stone recording that it was built at the expense of the corporation of Kidwelly, laid on 11 July 1865 by the Mayor, Edmund Blathwayt. It is a rare survivor of a regional town abattoir that once provided fresh, locally reared produce for the community, and is considered a fine example of Victorian utilitarian architecture.

During the 1940s and 1950s it was used by Air Raid Precautions wardens and the Women's Voluntary Services, and by 2007 the building had become dilapidated and was scheduled for partial demolition as part of a redevelopment scheme, before being retained and repaired as a permanent reminder of a once-commonplace regional facility.

The town's wartime history surfaces in an unusual story known locally as the Mystery of the Clock. On Saturday 20 May 1944, before the D-Day landings, an American soldier stationed at Broomhill Mansion fired a shot at the church clock tower, reportedly after leaving a local public

house the worse for drink. The bullet hole can still be seen on the clock face, between the numerals one and two. Broomhill House itself was requisitioned during the war, serving as the headquarters of the American Army's 38th Infantry Regiment, 3rd Battalion, from March to May 1944, accommodating twelve officers and 150 enlisted men according to wartime station records.

Ferryside and the Carmarthen Bay Coast

At Ferryside, Iscoed Park and Gardens is depicted on both the first edition Ordnance Survey 25-inch map of Carmarthenshire of 1889 and the second edition of 1906. These show an orchard to the north, a large square kitchen garden double-walled on the south-east and south with a massive greenhouse in its north-west corner, and to the south a small cottage within the woods, perhaps a dower house or gardener's cottage, also with its own orchard.

A carriage drive once ran through the front of the property from the west, and a semi-circular north to south terrace faced due west, the whole set within considerable woodland with walks crossing streams by at least one footbridge.

Offshore, Cefn Sidan Beach is one of the best-known and most popular beaches in Wales, a seven-mile stretch of sand where families play in summer, but it carries a darker history as a major shipping route for the booming Welsh coal and tinplate trades. Around three hundred ships are said to have been wrecked beneath the sands of Cefn Sidan, many driven onto the treacherous sandbanks by storms, though others, according to tradition, were lured to their doom by merciless wreckers.

One of the most documented of these wrecks is the SV Paul, a wooden four-masted schooner built in 1919 in Seattle, originally named Margaretha Sager, then Mount Whitney, before becoming the Paul. At 1,538 gross tons and 230 feet in length, she was owned by Ohlman Ingerman and registered in Flensburg, Germany, and was carrying a cargo of timber from Halifax, Nova Scotia, when she ran into severe weather in the Atlantic and lost many of her sails. On 20 October 1925, while approaching Milford Haven for new orders, the Paul was caught in thick fog and ran aground in Carmarthen Bay.

Eleven crew members took to the lifeboat and were rescued by the Ferryside lifeboat Richard Astley, which then returned for the captain and the remaining four men. Despite repeated attempts by the Cardiff tug Beaver to free her, and efforts to lighten her by unloading her 1,300-ton cargo of timber, the Paul remained fast on the sands, her masts still visible as late as August 1962, a lasting landmark of the perils faced by sailors in these waters.

Industry, Quarrying and the Brick and Tinplate Trades

Kidwelly and its surrounding villages were transformed by industry from the eighteenth century onward, with brickworks, ironworks, tinplate works, quarries and a power station joining the collieries that had worked the area's anthracite since at least Tudor times. Many of these sites have left only earthworks and place names, but their records preserve a detailed picture of the working life of the valley.

Trimsaran's Industrial Heart

Trimsaran Ironworks, Trimsaran Brickworks and the Trimsaran Weighbridge formed the industrial core of the village alongside its collieries. The Trimsaran Brick Company had been operating at the Trimsaran Upper Colliery since around 1900, recorded as the Trimsaran Colliery and Brickworks Company by 1915; the colliery later passed to the National Coal Board and the brickworks to the British Anthracite Company, closing around 1967.

At the weighbridge, roughly quadrant walls of brick and stone flank the entrance; a girder marks where the former weighbridge office once stood, and although little remains of the office beyond its scales, the weighbridge deck itself survives.

The Old Caedean Engine House of 1982 and the Fan House, the site of the old ventilation shaft for the mine, complete the record of Trimsaran's later colliery infrastructure, alongside the Trimsaran Coal Washery, photographed in 1940, and the Coed Bach Washery and Trimsaran Weighbridge nearby.

Kidwelly's Brickworks and the Dinas Silica Trade

Kidwelly developed its own cluster of brickworks linked to the Gwendraeth Valley Railway and the rich silica deposits of Mynydd-y-Garreg. The first Kidwelly Brickworks, north of the station, operated from around 1858 to about 1903, opened by William Edwards of Swansea and later run by Frederick and Jenner and then, by around 1895, possibly by Daniel Stephens; the works was no longer working by 1908. A second works, south of the railway station, operated from 1903 to 1965, opened by Alderman Daniel Stephens, with a siding built to the Great Western Railway in 1904.

Twenty kilns were built at the works over the years, with at least eighteen in use at any one time, and silica from Mynydd-y-Garreg was brought in over the Gwendraeth Valley Railway's crossing of the GWR at Kidwelly. Locomotives were acquired to work this traffic in 1910, 1917 and 1947, all built by Peckett's of Bristol, while narrow gauge locomotives of two feet six inches worked the quarries from 1925 until the mid-1950s. The firm traded as Stephens & Co until 1927 and afterwards as the Stephens Silica Brick Company Ltd, closing in 1965.

A third site, Kidwelly Brick Kiln, is shown on the 1880 map only, a brick kiln and brickfield just below the main brickworks beside the Burry Port and Gwendraeth Valley Railway and the old canal. The fourth, Kidwelly Dinas Brickworks, operated from 1865 into the 1950s, opened by Redford and Harris and trading as G Redford and Co by 1884; by 1899 it was in the hands of H and HE Smart, producing fire bricks under the brand name R Dinas. A 1915 map shows

six kilns on the site, with two sidings connecting it to the Gwendraeth Valley Railway. The firm survived into the 1950s as Smart's Dinas Silica Co Ltd of Quay Road, Kidwelly, and appears to have amalgamated with both Stephens and the Penwyllt Dinas Silica Company, all three sharing offices on Quay Road; it is also possible that Smart took over the operation of Alexander Young's railway and locomotive after that business ended.

Alexander Young's Brickworks operated from 1900 to around 1927, though its origins lay earlier still. In 1877 Young built a bank of lime kilns at Penymynydd Farm, Four Roads, said to be 120 feet wide and 60 feet high, served by his own standard gauge railway running to a junction with the Gwendraeth Valley Railway at Mynydd-y-Garreg; a locomotive named Duxbury worked this line around 1905. In 1900 Young built a silica brickworks near Graig, north of Mynydd-y-Garreg.

After his death around 1903 to 1904 the business passed to William Young, possibly his son, trading as the A Y Dinas Silica Brick and Lime Company. By 1917 there were plans to enlarge the works from four kilns to six, powered by a stationary gas engine replacing the old steam engine, with bricks for the construction itself brought in from Trimsaran, since the works' own silica bricks deteriorated too quickly in wet weather for general building use. A new siding and an inclined narrow-gauge tramway were added in 1917, though the tramway saw little use.

By 1922 the works belonged to the Amalgamated Dinas Silica Brick Company Ltd, probably closing in 1921 but kept intact in hope of reopening; the company was wound up in 1927, though some buildings may have survived as late as the Second World War.

Two further brickworks served the wider area. Achddu Brickworks operated from the late 1920s to 1948 on the site of Achddu Colliery, which had closed in 1917, and Pwll Brickworks was opened around 1870 by Mason and Elkington as part of Pwll Colliery, later passing to the Cwmparc Silica Brick Co Ltd and finally the Pwll Coal and Brick Co Ltd, also known as the Star Brickworks under the imprint Star Pwll. Clay for Pwll Brickworks came from several local levels, carried by a tramway alongside the Burry Port and Gwendraeth Valley Railway line to its own coal and clay level before the works closed in 1962. New Lodge Colliery and Brickworks, opened around 1850 by Mason and Elkington, became the New Lodge Colliery and Fire Brick Co Ltd in 1882, William Watkeys Ltd around 1907 and the Achddu Colliery Co Ltd in 1911; both colliery and brickworks were shown as disused by 1913 and seem to have closed completely by 1932.

Tinplate, Optical Glass and Power

Tinplate manufacture began at Kidwelly in 1737 on the site of an earlier forge and continued until 1941. The works area has since been redeveloped as an industrial museum with a particular focus on the tinplate industry, preserving a water-powered mill, a plaque of 1801 recording a rebuilding of that year, and a fine steam engine that once powered the cold rolls. At the north end of the site the headframe and winding engine from Morlais Colliery have been re-erected as part of the museum display.

The British American Optical Company Ltd was established in Kidwelly to further the government's policy of extending light industries into special development areas. The first sod of what had been farmland, officially designated Greenfields, was turned in 1946, and the first saleable output left the factory in June 1950.

Ashburnham Tinplate Works was founded in 1890 and remained in production until 1953. Its building is architecturally plain, constructed of stone relieved with brickwork, and by 1989 remained externally unaltered, then in use by a pickle-packing firm. Carmarthen Bay Power Station was built on the north shore of the Burry estuary in 1947, first generating power on 28 June 1953, when it employed around 500 people.

During the 1980s and 1990s the station hosted trials of the Musgrove vertical-axis wind turbine alongside three other commercial turbine designs, as part of a national wind power test programme, before the station ceased generating in 1984 and was demolished in 1991 to 1992.

Copper, Lead and Explosives at Pembrey

Pembrey Copper Works was the last copperworks established in the region, occupying a site beside the dock at Burry Port and erected by the Birmingham firm of Mason and Elkington in 1849; a lead and silver works was added to the north in 1853.

The works closed in 1912, was sold the following year, and was later dismantled, though its buildings, constructed of copper slag, stone and brick, were acquired in 1923 by Frickers Metal Co Ltd, zinc oxide manufacturers; many of the original buildings had gone by 1953. The works had doubled in size between 1880 and 1907 before its closure.

Pembrey White Lead Works opened in 1870, built by Risley and Burgmann alongside the existing lead works, taking advantage of the local availability of all the materials needed to produce white lead: lead, acetic acid, spent tanning bark from the leather industries of Swansea and Llanelli, and horse dung.

White lead was used by potters to glaze pottery and was a key ingredient in paints of the period; the works also made its own paint, and from 1902 to 1905 produced ink. From 1904 the works smelted lead, though this ceased in 1910, and after the First World War the site was reopened for refining copper by the Cambrian Metal Co Ltd, who remained based there until the mid-1930s.

The isolated sand dunes of Pembrey Burrows provided ideal conditions for the dangerous business of explosives manufacture, screening the surrounding area and limiting damage in the event of an accident.

The Dynamite Works attracted producers of gunpowder and dynamite from as early as 1881, and Pembrey became one of around 200 munitions factories that sprang up during the First World War, before being rapidly run down once the war ended and closing in the 1920s. During the 1930s the central administration building served as a convalescent home and

rehabilitation centre for the children of unemployed miners. As the Second World War approached, the site was reopened and largely rebuilt as the Royal Ordnance Factory Pembrey.

Quarries and Lime Kilns

Smarts Quarry is a Site of Special Scientific Interest recognised for its geological significance, offering a rare exposure of Namurian, or Upper Carboniferous, quartz-rich sandstones some 320 million years old.

The quarry preserves bivalve feeding traces within its rock layers, fossilised evidence of marine life from South Wales' ancient estuarine landscapes, making it of considerable interest to geologists and palaeontologists studying the region's sedimentary history. Mynydd-y-Garreg Quarry was an important source of high-purity silica, extensively used in the production of firebricks, glass and industrial ceramics for its heat-resistant qualities, particularly for lining the furnaces of the iron and steel industries that drove south Wales' economic growth through the nineteenth and early twentieth centuries. Mynydd-y-Garreg Lime Works and a number of Lime Kilns and an Old Brick Kiln complete the record of mineral working on the hill.

The Collieries of the Gwendraeth Valley

The earliest record of mining in the Trimsaran area dates from the 1600s, when coal was already being extracted at Carway, and by the 1970s a more focused account notes how the area saw further coal mining alongside the construction of the first major canal in south Wales, carrying anthracite and culm from the pits near Trimsaran down to the harbour at Kidwelly. Across the wider Gwendraeth Valley, forty-four named collieries are recorded in this survey, ranging from substantial twentieth-century operations to small drift workings known only through the lists of their successive owners.

Trimsaran's Collieries

Trimsaran itself was served by a sequence of collieries under various names and owners. Trimsaran Colliery, sometimes recorded as Trimsaran A Colliery, passed through the hands of Williams, Smith and Co in 1860, the Banking Company in 1865, the Trimsaran Coal and Iron Company in 1875, the Trimsaran Colliery Company from 1880, the Trimsaran Colliery Company Ltd from 1885 to 1896, and the Trimsaran Co Ltd from 1900 to 1905. Caedean Drift, the site of the village's worst mining disaster, was worked by the Trimsaran Co Ltd from 1908 to 1920, then Ashburnham Collieries Ltd from 1925 and the Welsh Anthracite Collieries Ltd from 1930. Caer-plwmp Colliery, the Trimsaran Drap Colliery, the Trimsaran Waunffynnonau Drift, the Trimsaran Waun-hir Colliery and Waunhir No. 2 Colliery, the latter worked by J Lewis from 1980 to 1985 and the Brynllloi Colliery Co Ltd by 1990, together with the Star Colliery, owned successively by Harris and Co in 1855, Edwards and Co from 1860 to 1865, Henry Pratt in 1869 and the Star Coal Company from 1870, complete the picture of Trimsaran's mining landscape, alongside Waun y Clun Colliery, worked by G.D. Thomas (Refractories) Ltd between 1960 and 1965.

Carway and the Cynheidre Super Pit

Carway Colliery was a drift mine opened in 1863 and closed in July 1960; the site was redeveloped by British Coal in the 1980s as the Carway drift mine, intended to exploit the Carway Fawr seam and provide a replacement for Cynheidre, but it closed in 1992 without any coal having been extracted. Carway Fawr Colliery itself was worked by the National Coal Board from 1986 to 1987 and by British Coal from 1987 to 1992, while Carway New Colliery and New Carway Colliery, the latter under Jos. Birkenshaw in 1896, represent earlier phases of working in the same area.

Cynheidre Colliery, with its two shafts sunk between 1954 and 1956, was created as a new super pit intended to exploit an area of anthracite covering more than 500 square kilometres. It was later envisaged as the site of the proposed Carway Fawr drift mine but closed in 1989. The colliery was served by the Llanelly and Mynydd Mawr Railway, which had been cut back from its original terminus at Cross Hands in 1966 and closed at the same time as the colliery itself; it was worked by the National Coal Board from 1954 to 1987 and by British Coal from 1987 to 1992.

Pembrey, Pwll and Ponthenry

Achddu Colliery was a former drift mine with its own internal tramroad serving two spoil tips, skirted on its west side by the Cwm-Capel branch of the Burry Port and Gwendraeth Valley Railway; it was worked by the Achddu Colliery Co Ltd in 1905, Wm Watkeys from 1908 to 1910, Achddu Collieries Ltd in 1915 and Davis, Evans and Co Ltd in 1918. Crown Colliery Pwll and Pwll Colliery, both worked for coal and fireclay, passed through Thomas Wilkins and Co in 1860, David Jones from 1896 to 1905, the Pwll Coal and Brick Co from 1910 to 1935 and as a limited company from 1938 to 1946, before nationalisation under the National Coal Board from 1947 to 1953.

Gwscwm Colliery was worked by Evans and Williams from 1900 to 1905, Thomas Evans and Co in 1910, Pembrey Collieries Ltd from 1915 to 1930, and Thomas Evans and Co again from 1935 to 1940, while Ffrwd Colliery was held by Pembrey Collieries Ltd in 1930.

Ponthenry Colliery began with the formation of the Ponthenry Colliery Company in 1865, a typical drift mine for the valley, later recorded as the Pont Henry Colliery Co Ltd from 1895 to 1900 and the Ponthenry Colliery Co Ltd from 1905 to 1930; a second site, Ponthenry Colliery 1, represents an earlier phase of the same working. Gwendraeth B Colliery, worked by the Gwendraeth Anthracite Collieries Co Ltd from 1900 to 1910 and the Gwendraeth Valley Anthracite Collieries Ltd from 1915 to 1925, passed to the Ponthenry Colliery Co Ltd in 1930, linking the two workings.

The Smaller Drifts and Levels

A further group of smaller collieries completes the record of mining across the valley. Caepontbren Colliery was worked by H.E. Smart and Son in 1890, H and H.E. Smart from 1895 to 1896, the Caepontbren Colliery Co from 1900 to 1908 and the New Caepontbren Colliery Co

from 1910. Cilrhedyn Colliery, Cwm Capel B Colliery, worked successively by Mason and Elkington, Elliot's Metal Co Ltd, David Rees, John Rowlands, Bowen and Rowlands, Ashburnham Collieries Ltd, the Welsh Anthracite Collieries Ltd and finally the Pwll Coal and Brick Co Ltd between 1860 and 1945, and Cwmferman Colliery, worked by J. Morris and E. Griffiths in 1950, sit alongside Danybank Colliery, worked by John and Phillip Davies in 1895 to 1896, and Fforest Colliery and Ffoy Colliery.

Glangwendraeth A Colliery was worked by William Evan from 1860 to 1870, and Glangwendraeth B Colliery by the Glangwendraeth Colliery Co in 1900. Glyn Abbey Colliery was held by James Hansard in 1900. Lambert's Colliery belonged to Lambert's Collieries Ltd in 1895 to 1896. New Lodge Pit, worked for fireclay and coal, passed through Mason and Elkington from 1855 to 1860, the New Lodge Coal Co from 1869 to 1870, A. Thompson in 1875, Wise and Wood in 1880, the New Lodge Brickworks Co from 1885 to 1900, the New Lodge Brick Works Co Ltd in 1905, Wm Watkeys from 1908 to 1910, Achddu Collieries Ltd in 1915 and Davies, Evans and Co Ltd from 1918 to 1920. New Pool Colliery was worked by the New Pool Colliery Co from 1885 to 1905, Davies, Evans and Co Ltd from 1915 to 1920 and Evan Davies and Co in 1935.

Pant C and Pant D Collieries, the latter worked by Joseph Evans and his successors Jos. Evans and Son and Jos. Evans and Sons between 1935 and 1950, and Pant Colliery Co in 1908 for the former, sit alongside Plasbach Colliery at Pontyates, which opened in 1856, was taken over by the Gwendraeth Valley Collieries in 1918 and closed in 1928; a surviving photograph of its upcast shaft was taken in 1987. Pump Quart Colliery was worked by A. Thompson in 1875. Rhiwlas Colliery passed through D. Harry and Co in 1905, D. Harry and Evans in 1908 and Evan Evans from 1910 to 1918. Stradey Colliery, worked for coal and fireclay, belonged to David Jones from 1908 to 1918 and David Jones and Son from 1920 to 1950. Finally, Tygwyn C Colliery was worked by John Davies in 1930, and Tyn y Waun Colliery completes the list of named workings recorded across the valley.

Churches, Chapels and Holy Sites

Kidwelly parish is recorded as having once had five chapels of ease: Llanfihangel, Capel Teilo, Capel Coker, Capel Cadog and Capel St Thomas, scattered across the hill country above the town to serve outlying populations. Alongside these lost chapels, the area's surviving churches and nonconformist chapels chart the religious life of the community from the early medieval period through to the Methodist revivals of the eighteenth and nineteenth centuries.

St Mary's Church and the Medieval Priory

The roots of Kidwelly's parish church reach back to at least the seventh century, when this part of south Wales was a centre of Celtic Christianity under early saints including David, Cadoc and Teilo. Around 1110 Bishop Roger of Salisbury founded a Benedictine priory at Kidwelly, with the nave of the priory church serving the lay population while the monks occupied the east end. Among the treasures the monks guarded was a life-sized alabaster statue of the Virgin Mary and the Christ child, set in a niche in the chancel wall, which became an object of veneration drawing pilgrims to Kidwelly.

The church was heavily damaged by fire in 1123, possibly during a raid by Prince Llywelyn, and had to be substantially rebuilt; its tower dates from the late thirteenth or early fourteenth century. Lightning struck the church again in 1481, and when it was rebuilt the west end was truncated, perhaps to save money. Kidwelly was never a large priory, and it seems likely that the prior and two monks lived together in a single stone house on the nearby Causeway Street.

The Lost Chapels of Ease

Capel Coker once stood as a chapel of ease in the parish, its remains now within a small copse some twenty metres from the plantation of Coed-y-Garn. A standing stone at the north-east corner of the copse, six feet six inches high and described as a square pillar, was known locally as 'the pulpit'; a pair of standing stones, Meini Dwydion, lies in the same field about 110 metres to the south-south-west, with a single recumbent stone a further seven metres beyond.

Capel Teilo is thought to have served the mountain portion of Kidwelly parish, probably dating from the twelfth or thirteenth century; the earliest documentary reference comes from 1593, and the name recurs through the seventeenth century before disappearing from maps by 1750 and being described as ruinous by 1762.

It appears on the first edition Ordnance Survey map of 1888 but not on later editions, and it is thought this depiction may in fact refer to a ruined farmhouse of the same name, noted in 1905 as standing some 200 to 300 yards west of the actual chapel site. A field hedge to the north-east of the chapel site may originally have formed part of a bank encircling the site, and the holy well of Pistyll Teilo lies to its south.

Capel St Thomas, also known as Mynwent Domos, or St Thomas's Cemetery, has roots reaching back to the early twelfth century. A document of that era records that Roger, Bishop of Salisbury, granted land for the consecration of a local cemetery with the consent of Wilfrid, the Welsh Bishop of St Davids, who died in 1112, suggesting the cemetery was consecrated between 1100 and 1112. The enclosure lies around 300 yards from Kidwelly Castle along the road to Llansaint, and tradition holds that an oratory or chapel was associated with the burial ground, though its exact location and remains have become difficult to identify over time.

Kidwelly's Nonconformist Chapels

Capel Sul, known also as Ramsey House, has a layered architectural history. First built in 1787, it was rebuilt and enlarged in 1831 in the sub-classical style with a distinctive square plan. In 1862 a new building, Rumsey House, was constructed on an adjoining site by the architect T.W.A. Evans in the Italianate style, and between 1924 and 1926 this building was itself converted into a chapel under the design of J Harold Morgan of Carmarthen, with the chapel relocated to the first floor above a schoolroom; the original Capel Sul was demolished as part of this conversion.

The Old Capel Sul site, meanwhile, refers to the earlier chapel of 1785, demolished around 1930, with its chapel house surviving as a domestic dwelling until it too was demolished in the 1960s; the site now serves as a cemetery.

Siloam Chapel traces its origins to 1821, when the foundations of the building were first laid, beginning a continuous history of worship in the heart of the town. Trinity English Methodist Church was established in 1866 by Jacob Chivers, owner of the Kidwelly Tin Works, on Bridge Street on the north bank of the Gwendraeth Fach.

The original chapel building served the local Methodist community for nearly a century before its congregation dwindled and the building was demolished in 1962; a successor Trinity Methodist Church on Bridge Street, near the main bridge and adjacent to a public car park, remains an active place of worship today.

Horeb Chapel at Mynydd-y-Garreg is a Calvinistic Methodist place of worship established in the nineteenth century, which became a spiritual home for many generations as a centre for worship, fellowship, and community events. One of its most notable ministers was the Reverend David Celer Owen, who began his ministry in 1871 at Morfa Chapel in Kidwelly, built in 1830, following the Reverend Thomas Lloyd, before going on to lead Horeb Chapel for many years, drawing a committed congregation and maintaining strong ties with other Methodist churches in the region.

St Teilo's, St Ishmael's and Llandyfaelog

St Teilo's Church at Mynyddygarreg was constructed as a mission church in the late nineteenth century. The Parish Church of St Isfael, or St Ishmael, stands above the coast road from Ferryside to Kidwelly, dedicated to a sixth-century Welsh bishop of Rhos, possibly a nephew of St David, who is credited with building the first church on the site.

An information board records that the church stands on the southern pilgrims' route to St Davids in Pembrokeshire, and although the area is now isolated with only a few houses nearby, there is evidence that a community once existed below the church. The present building dates from the thirteenth century, was restored in the mid-nineteenth century, and was given Grade II listed status in 1966.

St Maelog's Church at Llandyfaelog sits within a curvilinear churchyard of nearly five acres at the meeting point of several routeways. It served as a parish church in the medieval period, belonging to the Deanery of Kidwelly, and was in the gift of the Lords of the Manor of Kidwelly, who conferred it on Ewenny Priory in 1139. It was transferred to New College, Leicester, in 1355 to 1356, but appropriated by the Bishop of St Davids, and its patronage later passed into private hands; by 1833 the living was in the patronage of the trustees of the late patron, John Mellor Esq, and at that time the parish also contained both a formal chapel of ease and an extra-parochial chapel.

The old Vicarage stands within a rectilinear, now wooded, plot adjacent to the north-western boundary of the churchyard, which is itself bounded by the road on its south side. Among the notable graves is that of the Reverend Peter Williams, the Methodist cleric and Bible commentator, who is discussed further below.

All Saints Church stands at the centre of Llansaint, with several roads converging on its curvilinear churchyard, itself surrounded by roads on every side. A holy well, Ffynnon Saint,

lies around 300 metres to the north-east. During restoration in 1862, two early Christian inscribed stones were discovered within the fabric of the church walls and were rebuilt into the south wall; these form the Llansaint Ogham Stones, bearing inscriptions in the early Irish Ogham script alongside Latin text, a combination considered to reflect cultural exchange between Wales and Ireland in the fifth and sixth centuries and dated to that period.

The church itself is first mentioned in documents of 1115, when it was a chapelry of St Ishmael's destined to be granted to Sherborne Abbey in Dorset; by 1141 it is thought the churches passed to Gloucester Cathedral, and the advowson of St Ishmael's and Llansaint was granted to the Bishop of St Davids by John of Gaunt in 1368, falling to the Crown after the dissolution. By 1833 Llansaint was a discharged vicarage in the patronage of the king, serving as a formal chapel of ease to St Ishmael's.

St Thomas's Church, Ferryside

St Thomas's Church lies near the centre of Ferryside, east of the railway station. It was built in 1875 to 1876 in Victorian Gothic style to designs by T.E.C. Streatfield, replacing an earlier Georgian church of 1825 to 1828. Constructed of snecked, rock-faced stone with freestone dressings beneath a slate roof and coped gables on moulded kneelers, the church has buttressed walls with shallow clasping buttresses to its angles. It comprises a nave with a lean-to south aisle, a lower and narrower chancel, gabled north and south transepts containing a south chapel and a north organ chamber, a gabled south-east vestry, a gabled north-west porch and a conical-roofed turret between the nave and the north transept.

Inside, rock-faced walls with Bath stone dressings rise to arch-braced rafter roofs of arched profile, boarded in the chancel, with a chancel floor of decorative tiles. Fittings include a mosaic reredos of 1876 by Powell and an octagonal freestone font with quatrefoils around the bowl on an octagonal base, while the stained glass includes work by Burlison and Grylls from 1883, Celtic Studios from 1965 and Janet Hardy from 1991.

Megalithic Sites and the Allt Cunedda Landscape

The hill of Allt Cunedda, in the parish of St Ishmael, rises to 192 metres north of Kidwelly and preserves an important prehistoric landscape. Part of its summit is occupied by an Iron Age enclosure, to the north-east of which lie two ploughed-down tumuli presumed to date from the second millennium BC.

The nearer mound, recorded at grid reference SN40540897, lies about 100 metres from the enclosure and measures 20 metres north to south, though its east to west dimension has been reduced to 15 metres by a hedge bank built across its eastern edge; it stands 0.8 metres high, with a flat stone measuring 1.3 by 0.6 metres embedded in its summit.

The second mound, at SN40750901, lies 220 metres to the east, close to the crown of the hill, and is 19 metres across and 0.8 metres high. Both mounds sit within a field system created after an enclosure award of 1854, whose hedges now restrict what would otherwise be an extensive panorama across south-west Wales.

The Penlan Ucha Enclosure lies in a field south-east of Penlan Uchaf farm, the denuded remains of a Bronze Age or Iron Age enclosure adjacent to, and immediately east of, a standing stone. The stone stands on a level terrace just where the ground begins to fall away to the east as a sloping shelf, and it is on this terrace that the enclosure itself lies. Better seen on aerial photographs, the enclosure is mainly defined by the scarp edges of the terrace, perhaps artificially accentuated; the terrace interior measures around 65 metres east to west by 60 metres. The enclosure's perimeter is clearly visible only in its south-west quadrant, where a visible arc of bank and outer ditch runs for 55 metres, fading as it approaches the standing stone. A prominent ditch fronts what appears to be a ploughed-out bank, or the scarp of the terrace itself, with traces of a counterscarp bank; the overall arrangement is around 18 metres wide, the ditch itself 13 metres wide and the inner bank 5 metres, with the ditch around 0.4 metres deep externally.

Cae Garreg Fawr Standing Stones, Meini Hirion Standing Stone and Meinillwydion Stone Pair complete the megalithic record of the area. Meini Hirion is a pointed monolith around 2.2 metres high, while Meinillwydion comprises two erect monoliths some 30 metres apart, the northern of which is also known as 'the pulpit', a name it shares with the standing stone at Capel Coker; further stones are noted in the vicinity of both sites, suggesting a once more extensive arrangement of standing stones across this part of the parish.

Two Lives of Faith and Reform

Reverend Peter Williams (1723–1796)

Peter Williams was a pivotal figure in the Welsh Methodist movement and made a lasting contribution to Welsh religious literature, above all through his efforts to make the Bible accessible to Welsh speakers. Born on 15 January 1723 at West Marsh Farm near Laugharne in Carmarthenshire, the son of Owen and Elizabeth Williams, he was educated at Carmarthen Grammar School.

In 1743 his life changed course after he was converted on hearing a sermon by the renowned preacher George Whitefield, an experience that set him on the path to ministry. He served briefly as a schoolmaster at Cynwyl Elfed before his ordination as a deacon in 1745, holding curacies in the Diocese of St Davids at Eglwys Gymyn, Swansea and Llangrannog.

His Methodist sympathies, however, did not sit easily with the expectations of the established church, and he was dismissed from these posts; undeterred, he fully embraced the Methodist movement in 1747, joining leaders such as Howell Harris, Daniel Rowland and William Williams Pantycelyn. He is buried at St Maelog's Church, Llandyfaelog, where his grave remains a notable feature of the churchyard.

Hugh Williams (1796–1874) and the Rebecca Riots

Hugh Williams was a prominent Welsh solicitor and political activist remembered for his role in the Chartist movement and his support for the Rebecca Riots. Born on 18 February 1796 at Gelli-goch near Machynlleth, he trained as a solicitor and became a leading figure in nineteenth-century Welsh political reform. He played a crucial part in bringing Chartism to

south Wales, organising the first radical meeting in Carmarthen in 1836, which led to the formation of the Carmarthen Working Men's Association; his commitment earned him recognition as an honorary member of the London Working Men's Association in January 1838, and he later represented Welsh branches at the National Convention of 1839, providing free legal defence for the Llanidloes rioters at the Welshpool assizes in July that year.

During the Rebecca Riots of 1843 to 1844, Williams acted as solicitor for rioters from Talog and Pontardulais, addressing mass meetings and drafting petitions to the Queen on behalf of protesters opposed to the high tolls imposed on the region's roads. While sympathetic to their grievances, he condemned the nocturnal attacks on the tollgates themselves, positioning himself as an advocate for reform through legal and political means rather than direct action.

RAF Pembrey, 1939–1957

Royal Air Force Pembrey was a station located near the village of Pembrey, Carmarthenshire, three miles north-west of Burry Port and just over ten miles south of Carmarthen. It remains in use today as Pembrey Sands Air Weapons Range. During the Second World War, RAF Pembrey served as the base for many of the period's flying aces, including Wing Commander Guy Gibson of Dambusters fame.

By May 1940 its three tarmac runways were complete, and the airfield passed first to 11 Group RAF Fighter Command and then to the newly formed 10 Group. Supermarine Spitfire pilots of 92 Squadron used Pembrey as their base from 18 June 1940, including Squadron Leader Stanford Tuck, until 12 August, alongside Geoffrey Wellum, later author of the memoir *First Light*, and Tony Bartley. During the Battle of Britain, 92 Squadron pilots due at readiness at dawn would spend the night in a tent set up beside their aircraft.

Common aircraft types based at Pembrey included the Supermarine Spitfire, used throughout the war for air defence, interception and pilot training; the Hawker Hurricane, vital in the early war years for defence missions and training and central to the Battle of Britain; the Miles Master, an advanced trainer that prepared new pilots for frontline fighters; the Boulton Paul Defiant, which served briefly in the night-fighter role with its distinctive turret-mounted gun; and later in the war, the Hawker Typhoon and Tempest, used primarily in ground-attack roles for their speed and heavy armament.

The Gunnery Dome

Training methods at RAF Pembrey evolved to prepare both aircrews and anti-aircraft gunners for the realities of aerial combat. One particularly innovative tool was the Dome Trainer, a simulation system designed to train anti-aircraft gunners in target tracking and accuracy. Inside a specially built dome, a film projector displayed moving images of enemy aircraft on the curved interior surface, creating an immersive training environment in which gunners fired a simulated weapon that projected a point of light onto the screen to show where their shots would have struck a real target. This allowed instructors to assess aim, reaction times and accuracy without live ammunition, providing a safe, cost-effective and highly effective method of refining gunnery skills before trainees faced fast-moving aerial targets in combat.

Coed Farm, 1941, and the Rescue of Sergeant Cave

On 21 May 1941, farmer William Howells of Coed Farm, Pined, became an unexpected hero following the crash of Westland Lysander V9361. Hearing the aircraft come down near Mynydd Pembrey, Howells climbed the steep hillside to reach the wreckage, already engulfed in flames. Despite the danger of exploding .303 ammunition, he pulled Sergeant Cyril Cave from the burning aircraft, though he was unable to save Flying Officer Peter Lochnan, trapped in the twisted cockpit. Howells was later awarded the British Empire Medal for his courage, though he carried burn scars from the rescue for the rest of his life; fragments of the aircraft remain at the crash site to this day.

The Lysander itself, assigned to 225 Squadron, had crashed shortly after taking off from RAF Pembrey on a sea rescue mission, en route to locate a downed Tiger Moth in foggy conditions near the Severn. It came down on a hill 1,000 yards north of the airfield, exploding on impact and catching fire. Flying Officer Peter William Lochnan, a former Hurricane pilot during the Battle of Britain who had recently volunteered for air-sea rescue duties, was killed in the crash, dying shortly before he was due to return to Canada and just a day after his first wedding anniversary. Sergeant Cyril Cave recovered from his injuries and continued serving with 276 Squadron, but was killed in another crash the following year. The events of that day were also linked to the death of Flight Lieutenant William Rider on the Gower Peninsula, a close friend of Lochnan's. The hillside where the Lysander came down still holds scattered .303 rounds and fragments of aluminium, quiet traces of the tragedy.

The Martin B-26 Marauder at Penrhyn Farm, Pwll, 1943

On 4 June 1943, a Martin B-26 Marauder named Mi Laine was caught in thick fog while descending to find somewhere to land. It flew into a hay barn at Penrhyn Farm, Pwll, near Llanelli, and exploded. The aircraft was on a squadron transfer flight from Port Lyautey in Morocco to St Eval when it crashed three miles south-east of RAF Pembrey at 16:15 hours, assigned to VIII Air Force Bomber Command's 322nd Bomb Group, 449th Bomb Squadron. The weather ceiling and visibility were both zero, with solid overcast and light rain, and investigators attributed the loss to an instrument let-down over hills in unfamiliar territory, with no radio or blind approach facilities available.

The aircraft was flying level at considerable speed when its left engine struck a tree, its right engine then hit a hayrick, and the aircraft glanced off a bank, shedding its left outboard wing panel and left horizontal stabiliser before dropping over a second bank into the centre of the field, where it burst into flames; the left engine came to rest near the second bank. Investigators were able to trace the path of the main wreckage clearly, though none of the control pedestal could be found to allow a check of the control positions. The crew comprised the pilot, First Lieutenant John Reiss; the navigator, First Lieutenant Eugene Manning Carby; a passenger pilot, Second Lieutenant Earl William Shoop; and Technical Sergeant Raymond Shoemaker.

The Hurricane of 316 Polish Squadron at Pwll, 1941

Hurricane W9231 was assigned to No. 316 Polish Fighter Squadron of the Royal Air Force. On 17 May 1941 the aircraft crashed at Pwll, near Llanelli, during a forced landing brought on by engine problems. The pilot, Flight Lieutenant Waclaw Wilczewski, escaped without life-threatening injuries. No. 316 Squadron was one of the Polish squadrons formed in the United Kingdom during the war, made up largely of Polish pilots who had escaped occupied Europe to continue the fight from British soil.

The Hampden of 14 OTU at Five Roads, 1940

Handley Page Hereford I L6036 was one of one hundred aircraft delivered to the RAF by Short and Harland of Belfast between August 1938 and June 1940. Although never used operationally, the Hereford proved popular with Hampden training units, particularly 14 Operational Training Unit.

On 30 September 1940, Flight Lieutenant N.W. Timmerman was ferrying the Hereford from RAF Cottesmore to Pembrey when, just after 19:00 hours and on final approach, the aircraft suffered an engine failure. Timmerman, the sole occupant, skilfully force-landed the aircraft into a coppice of small trees near Caerbigyn Farm on the outskirts of Five Roads, about four miles north-west of Llanelli. Although the aircraft was a complete write-off, Timmerman emerged unscathed.

The crash site is now part of a grazing field next to the Tir John bungalow and has been cultivated over the years; the incident occurred just two weeks after the loss of Hampden P4311, recorded separately below.

Flight Lieutenant Nelles Woods Timmerman, a Canadian pilot serving with the RAF, was already known for his exceptional flying skills. In May 1940 he had become the first pilot in Bomber Command to destroy an enemy aircraft using his front gun at night, downing an Arado 196 seaplane near Norderney in the Frisian Islands, for which he was awarded the Distinguished Service Order on 23 September 1941. After the war he returned to Canada, continuing his career in aviation until his death in 2001.

The Miles Martinet Collision at Ty Newydd Farm, Burry Port, 1943

On 20 November 1943, near Ty Newydd Farm just north of Burry Port, a Miles Martinet, HP366, was engaged in simulated air gunnery practice, a routine sight in the skies above the sparsely populated area of Mynydd Pembrey during the war. At around 09:35 hours two aircraft were seen flying in close formation over the farm. Glyn and Irfon Davies, working on the farm under the supervision of their grandfather Tom Davies, were used to the noise of aircraft overhead, but that morning the familiar sound was broken by a distinctive thud as the aircraft collided in mid-air.

Looking up, the Davies family saw the Martinet begin to spin uncontrollably before crashing into a hedge near the farmhouse and bursting into flames. Tom Davies grabbed a billhook and rushed to the crash site, attempting to break open the canopy and rescue the crew, but the intensity of the fire forced him back. Emergency services arrived quickly but could not save the

two airmen aboard. The pilot was Sergeant Richard Williamson Rigby. The crash site, with its stunted undergrowth and traces of molten aluminium where the aircraft burned, remains a quiet reminder of the incident.

Bristol Blenheim L1218 near Pinged, 1942

On the evening of 24 May 1942, Blenheim L1218, assigned to the Air Gunnery School at RAF Pembrey, crashed near the village of Pinged during a camera gun exercise, a routine training flight.

The aircraft, carrying a crew of four, developed trouble in mid-flight, with flames visible from its starboard side. Percy Jones, a local resident travelling on a bus near Pinged Post Office, watched the aircraft descend rapidly before it crashed in flames, narrowly missing the Post Office and cutting through a hedge before coming to rest; one engine was thrown from the aircraft and landed near a nearby house.

Jones and other passengers rushed to the scene, attempting to help despite the intense heat and the danger of exploding ammunition from the wreckage. Jones bravely tried to pull one crew member from the debris, but the man was already dead. RAF and civil rescue services soon arrived and secured the area, but all four crew members had been killed.

The investigation into the cause was inconclusive, though it raised the possibility of fuel leaking from a pipe and igniting on the hot exhaust, a theory that could not be confirmed. The pilot was Sergeant Kenneth Ramsdale, aged twenty-five.

Hawker Hurricane P3871, Cefn Sidan, 1941

On 12 January 1941, Hawker Hurricane P3871, assigned to 70 Squadron, was lost in a tragic accident near Cefn Sidan, close to RAF Pembrey. The base saw multiple Hurricane accidents during early 1941, as squadrons stationed there carried out intensive training and operational exercises.

At 11:35 hours, Flying Officer Alec Cyril Chapple was leading a practice formation flight of three aircraft at 1,000 feet over the airfield. During a manoeuvre to reposition within the formation, Sergeant Boucher, flying a different Hurricane, P3716, attempted to close the gap with Chapple's aircraft but approached too rapidly, colliding with and striking Chapple's wing.

The collision flipped Chapple's Hurricane over in mid-air, and it crashed inverted onto the airfield, killing him. The accident illustrates the risks of formation flying and the inexperience of newer pilots at the time and was one of several Hurricane incidents at Pembrey that year, when squadrons including 79, 316 Polish and 32 Squadron were temporarily stationed there for training and operations between February and June 1941.

The Capture of a Focke-Wulf Fw 190A-3, 1942

On 23 June 1942, one of the most extraordinary events of the Second World War unfolded at RAF Pembrey: the unexpected capture of a Focke-Wulf Fw 190A-3, at the time the Luftwaffe's most advanced fighter. Introduced in 1941, the Fw 190 was superior to the RAF's Spitfire Mark

V in speed, manoeuvrability, and firepower, giving German pilots a significant advantage, and understanding and countering it had become an urgent priority for the Allies.

The aircraft was flown by Oberleutnant Armin Faber of Jagdgeschwader 2 'Richthofen', an elite Luftwaffe squadron, who was engaged in a dogfight with RAF Spitfires over Devon. In the confusion of battle Faber became disoriented and flew north, believing he was heading south across the Channel towards German-occupied France. Exhausted and low on fuel, he spotted an airfield and made a textbook landing, confident he had reached friendly territory; in fact, he had landed at RAF Pembrey.

Ground crews watched in astonishment as the sleek, unfamiliar fighter rolled to a stop, quickly realising it was a pristine example of the formidable Fw 190 rather than a British aircraft. Faber was taken prisoner, still unaware of his error, and his navigational mistake proved an invaluable gift to the Allies: the captured aircraft was transported to the Royal Aircraft Establishment at Farnborough for detailed evaluation, giving British engineers and pilots their first close examination of the type.

Further Crashes Around Kidwelly and Pembrey

Bristol Blenheim Z6348, Pant Teg Farm, Pinged, 1943

On 11 May 1943, Blenheim Z6348, assigned to No. 1 Air Gunnery School, crashed at Pant Teg Farm, Pinged, in Pembrey, possibly as the result of a flap failure while the aircraft was in the landing circuit. All four crew members were killed: Warrant Officer Frederick John McDaniel, the pilot; Leading Aircraftman John Charles Noble, an air gunner under training; Leading Aircraftman Kenneth Taylor, also an air gunner under training; and Leading Aircraftman Reginald R.I. Smythe, likewise training as an air gunner. The crash stands as a reminder of the risks faced not only by operational crews but by trainees still mastering the aircraft's defensive systems.

Wellington Z1147, Penlan Uchaf Farm, Kidwelly, 1943

Wellington Z1147, assigned to 311 Squadron, suffered engine failure and crashed at Penlan Uchaf Farm, Kidwelly, on 23 May 1943. The aircraft was on a ferry flight from Talbenny to Luton when the failure occurred, but despite the crash the crew survived, a fortunate outcome compared with many of the other incidents recorded in this area.

Hawker Hunter WT563, Kidwelly, 1957

Hunter WT563 was assigned to the 233 Operational Conversion Unit. On 20 June 1957 the aircraft crashed on take-off about 200 yards east of Kidwelly railway station; the cause of the crash remains unknown. The pilot, Flight Lieutenant Arthur Robert Johnston, was killed and was buried at Pembrey. The crash is one of the latest recorded at Pembrey, falling within the post-war jet era of the airfield's history.

Hawker Hurricane I V6958, Kidwelly, 1941

Hawker Hurricane I V6958 was one of 500 delivered to the RAF by Gloster Aircraft between August 1940 and January 1941, serving with both 249 and 316 Squadrons. On 13 June 1941 it

collided with another aircraft, possibly identified as V9523, and was subsequently abandoned near Kidwelly. The aircraft's Merlin engine was later discovered by a farmer during ditching work, with the remains of the airframe found abandoned against a hedge; the Abergavenny Air Training Corps recovered substantial remains from the hedge a year or two later, and remarkably the maker's plate was still riveted to the structure, positively identifying the aircraft as V6958.

The recovered engine was initially displayed at the 2478 Squadron Air Training Corps museum; after the museum closed around fifteen years later, the engine was rescued and put on display at Kidwelly. The incident highlights the value of recovering and preserving such artefacts in understanding and remembering the role of wartime aircraft. The pilot, Pilot Officer Stanley Gordon Hillman, died in the crash, though his place of burial remains unclear from available sources.

Handley Page Hampden I P4311, Gwendraeth Marshes, 1940

Hampden I P4311, assigned to 14 Operational Training Unit at RAF Cottesmore, was returning to RAF Pembrey from an air-to-air firing exercise on 17 September 1940 when, while approaching to land near Kidwelly, the starboard engine failed. A strong, gusting crosswind further compromised control, and the pilot was unable to retract the lowered undercarriage because the hydraulic system was powered by the failed engine.

The aircraft lost altitude and crashed into the Gwendraeth marshes, bursting into flames on impact and killing all four crew members: the pilot, Basil York Sowter; Sergeant David Jack Blair; co-pilot Sergeant George Warden Brown; and Operator/Air Gunner John Douglas Laing Cooper. The combination of engine failure, a strong crosswind and the inability to retract the undercarriage proved fatal, and the crash occurred just two weeks before the Hereford L6036 incident at Five Roads, recorded above.

Vickers Wellington X LN553, Kidwelly Marshes, 1945

On 6 January 1945, Vickers Wellington X LN553, operated by No. 1 Air Gunnery School, stalled and dived into the Kidwelly marshes near Pembrey airfield during a training exercise. The crash site lies within the restricted Ministry of Defence firing range at Pembrey and is designated a Protected Place under the Protection of Military Remains Act 1986; access remains tightly controlled.

The wreckage lies at the edge of a large creek, with its starboard side buried in the salt marsh, extensively damaged on impact, and further degraded over the years by unauthorised removal of parts.

Of the seven crew members on board, six were killed and only the rear gunner survived. The exact cause of the stall is not documented, and may have resulted from pilot error, mechanical failure, or the demanding conditions of the training exercise itself. Among those killed was Flying Officer Beverley John Wentworth Thomson, the pilot.

Bristol Blenheim Z6187, near RAF Pembrey, 1942

On 16 February 1942, Blenheim Z6187, stationed at RAF Carew Cheriton and operated by No. 254 Squadron, took off at 14:54 hours on a fishery protection patrol over the Irish Sea. Accompanied by a second Blenheim, the aircraft monitored the waters off the southern tip of Ireland for over two hours before setting course back to base at 18:10 hours.

As the aircraft returned, visibility deteriorated with worsening weather and approaching darkness, and Z6187, piloted by Pilot Officer John Tully of the Royal Australian Air Force, became disoriented over Carmarthen Bay.

At 20:25 hours the crew located RAF Pembrey's runways using radio-homing bearings, but during the landing attempt Tully misjudged his approach and initiated a go-around for a second attempt; the aircraft's flaps were retracted at too low an altitude, causing it to lose height, strike the ground near the airfield and explode into flames.

Pilot Officer Tully was injured; the observer, Flight Sergeant Reginald Fenney, was seriously injured and died two days later, being buried at Hoylake near Liverpool; and the air gunner, Sergeant H. Carey, was also injured. An investigation found that the aircraft's altimeter had been defective, and Tully was exonerated of any blame for the crash.

Cefn Sidan – Two Hurricane Losses

Two Hawker Hurricanes were lost over Cefn Sidan beach during training exercises. On 8 May 1941, while engaged in target practice over the beach, Hurricane Z2324, flown by Lieutenant Olech Antoni Kawczynski of the Polish forces, crashed, killing him. Kawczynski had been born on 20 February 1916 in Wudzyn, Poland, where his early life was marked by a strong sense of duty and patriotism that led him to join the Polish Army and rise to the rank of Lieutenant before continuing his service with the RAF in Britain.

Hurricane Mark I P3122 was lost during an air-to-ground strafing practice session at Cefn Sidan. Sergeant Charles Albert Venn, a relatively new pilot who had earned his wings the previous November and had accumulated just twelve hours on Hurricanes, descended too low during a strafing dive and fired his guns for too long, failing to pull up in time to avoid an obstruction on the beach, likely an anti-invasion pole. The aircraft crashed into the sea, and the accident was attributed to the pilot's misjudgement during the dive. Sergeant Venn was twenty-six years old at the time of his death.

Vampire WZ478 and the Death of Squadron Leader Wakeford, 1953

The Vampire T.11 WZ478, assigned to 233 Operational Conversion Unit, suffered a fire in its engine bay shortly after taking off from Pembrey on 22 September 1953. About five minutes into the flight the pilot reported the fire and attempted an emergency landing; the aircraft descended in steep S-turns with its landing gear down, but stalled at fifty feet, struck the ground and broke apart, killing both crew members on board.

The pilot was Squadron Leader Lionel Hubert Wakeford, a distinguished RAF officer born in Weymouth in 1915, with a long career spanning the Second World War, including service with

216 Squadron flying Bristol Bombays and later with the elite Pathfinders of 139 Squadron. He flew over 2,400 hours, was twice mentioned in despatches, and held the Distinguished Flying Cross. After the war he continued in the RAF and was instrumental in establishing 233 Squadron at RAF Pembrey in 1952 as a conversion unit. While training a new pilot, W.H. Williams, in the Vampire jet, the engine fire took hold shortly after take-off, and despite efforts to return to base the aircraft crashed near the runway, killing both Wakeford and his trainee. Wakeford was buried at Pembrey, St Illtyd's churchyard.

RAF Pembrey — The Camp and Its Buildings

Beyond the runways and the aircraft, themselves, RAF Pembrey was a small town in its own right, with the buildings and infrastructure needed to house, feed, fuel, protect and entertain the men and women stationed there.

The RAF Pembrey Control Tower stood at the operational heart of the airfield, while a scatter of surviving structures, recorded across the site as the Bomb Store, F Type Hangers, Fit Ops and Tower, Fuel Compound, Gas Decontamination, Latrine and Showers, Pump House, the Ruined TB and Type B Huts, the Squash Court, Tennis Court and Leisure facilities, the Technical Block, the WAAF Institute, WW2 Aircraft Parking, two WW2 Hangers, and three further structures recorded as PH1, PH2 and PH3, together with two Type B huts recorded simply as TB, complete the picture of the working camp.

The Bomb Store

The Bomb Store at RAF Pembrey was a vital facility designed to securely house the airfield's stock of bombs and munitions. Given the inherent dangers of storing high explosives, the structure was carefully engineered with triangular blast walls to minimise damage in the event of an accidental detonation. These reinforced walls were positioned to direct the force of any explosion upward and outward in only two directions, rather than allowing the blast to radiate in all directions, significantly reducing the risk of secondary explosions and protecting surrounding personnel, equipment, and buildings.

The Fuel Compound and Pump House

The Fuel Compound played a crucial role in maintaining warmth and providing heat for the camp's numerous buildings during the cold months. It stored coal and coke, used to fuel the pot-bellied stoves and cookers found in mess halls, institutes, dining rooms and other key areas around the airfield. In the cold, damp conditions of a Welsh winter, reliable heating was vital for both the comfort and wellbeing of personnel, and this humble facility sat at the heart of the camp's day-to-day operations, ensuring the smooth running of both cooking, and heating systems and maintaining morale across the station.

The Pump House represented the Bulk Petrol Installation Type A1, an essential facility ensuring a constant and reliable supply of fuel for aircraft, vehicles and equipment. Given the strategic importance of RAF Pembrey, the installation was built to handle fuel safely and efficiently, with strict protocols to mitigate the risks of storing large quantities of flammable liquid in bulk tanks, whether underground or above ground, with robust protection against

leaks or accidents. As the airfield's aviation and ground operations depended on a steady fuel supply, this installation played a critical, if often unseen, role in keeping RAF Pembrey running.

Gas Decontamination

The Double Gas Decontamination Centre was a critical facility designed to protect airmen and women from the effects of chemical warfare. In the event of a gas attack, personnel would enter through the front doors and proceed to designated rooms where they would remove all clothing before showering thoroughly; if traces of the chemical agent remained, they would wash in a bleach solution to neutralise it, after which wounds could be treated on a first-aid basis. The building was sealed from the outside atmosphere and equipped with air conditioning to maintain higher internal air pressure, preventing toxic gases from seeping inside, while a heating plant provided ample hot water for the decontamination process.

Although the RAF took extensive precautions, gas warfare was never used during the Second World War, and the decontamination centres were repurposed as storage facilities for gas masks and other non-essential equipment, maintained in pristine condition throughout the war in case they were needed. After the war the buildings found a new purpose as gas attack training facilities, ensuring future generations of airmen remained prepared for chemical threats.

Latrines, Showers and Daily Life

Amid the high-stakes operations at RAF Pembrey, the Latrine and Shower Block provided essential sanitation and hygiene facilities for aircrew and ground personnel, a crucial part of daily life ensuring cleanliness and basic comfort in a demanding military environment. The latrines were simple but functional, designed to accommodate the large numbers of personnel stationed at the airfield, while the shower block allowed servicemen to wash after long hours on duty, particularly mechanics and aircrew working in harsh conditions. Maintaining hygiene was vital not only for health and wellbeing but also for discipline and morale, and despite the pressures of wartime operations, the station's infrastructure allowed those stationed there to carry out their duties with a sense of normality and routine.

Sport and Recreation

RAF Pembrey was not only a place of intense military activity but also one where airmen and women could find moments of respite during their off-duty hours. On the airfield, a squash court stood on one side, providing a venue for exercise and competition, while a tennis court on the other offered a space for friendly rivalry and recreation. In the 1950s, young student pilots stationed at Pembrey made the most of their downtime: on sunny days they would remove the nets from the tennis court and head to the nearby beach to fish for dabs or whatever else they could catch, with the day's catch later taken to the Officers' Mess, where one of the RAF cooks would prepare the fresh fish for a meal, either straight away or saved for later.

Even some of the senior instructor pilots found time for outdoor pursuits, with early morning mushrooming a popular pastime among instructors heading to the local woods to forage. At a

time when the RAF shops had limited offerings, even junior officers could often only afford the mushroom stalks, while the more senior men treated themselves to the prized mushroom heads, a rare indulgence that made for a special treat. These small but cherished activities offered a welcome break from the pressures of military life, fostering camaraderie and connection among officers of all ranks during their time at RAF Pembrey.

The WAAF Institute

The WAAF Institute served as an important hub for the Women's Auxiliary Air Force personnel stationed at the airfield during the Second World War. Its tower chimney housed the boiler room, providing vital heating to buildings and huts across the base and ensuring warmth for the men and women working there in often harsh conditions.

One former WAAF, who attended a station reunion in 2002 as guest of honour, had worked at RAF Pembrey as a sparkplug cleaner and tester, an essential role in maintaining the airfield's aircraft, while also playing the trumpet in the WAAF camp band, which provided entertainment for personnel during their downtime. She lived to the age of 101, having enjoyed what those who knew her described as a remarkable innings.

Although the WAAF Institute was the main recreation building, the women themselves were billeted in West Camp, on the other side of the airfield, adding an extra layer of separation from the rest of the base. This arrangement did not diminish the strong sense of community the WAAF formed during their time at Pembrey, and the memories of friendship, music and shared hardship from those years remain an integral part of the airfield's history.

The Gwendraeth Valley Railway and Its Stations

The railway network that grew up to serve the collieries, brickworks and quarries of the Gwendraeth Valley followed the route of the earlier Kidwelly and Llanelly Canal, much of which was prone to flooding. Built originally as a freight-only line, the Burry Port and Gwendraeth Valley Railway came under public pressure to provide passenger services, and a series of stations and halts opened across the valley from 1909, most of them closing to passengers in 1953 while freight traffic, particularly coal, continued in places until as late as 1996.

The Main Lines

The Gwendraeth Valley Railway formed the backbone of this network, with the Burry Port to Gwendraeth Valley line and the Pembrey to Ferryside main line providing the principal routes, and a branch line running to Trimsaran serving the village's collieries directly. Horeb Brickworks Rail Sidings provided dedicated sidings for loading bricks onto rail trucks, linking the brickworks of Mynydd-y-Garreg directly into this network.

A short distance to the north, the Llanelli and Mynydd Mawr Railway preserves part of this story as a heritage railway project, located six miles north of Llanelli. Its route is recognised as Britain's first operating public railway authorised by Act of Parliament, in 1802, beginning traffic in May 1803 as the Carmarthenshire Tramroad. The heritage railway opens on selected

days throughout the year, offering standard gauge train rides over a stretch of running line that is gradually being extended as funds allow, with rolling stock including diesel locomotives and diesel multiple units; other heritage organisations, including the Gloucester Railway Carriage and Wagon Museum, the Cab Yard and the London Transport Traction Group, are also based at the site and are expected to play an active part in its future, alongside plans to develop the surrounding woodland for nature-related activities.

Stations and Halts of the Valley

A series of stations and halts served the communities strung along the Burry Port and Gwendraeth Valley Railway between Kidwelly and Cwmmawr. Cwmmawr for Tumble railway station opened in 1913 to timetabled passenger services and served the Cwmmawr area until 1953. Pontyberem railway station opened to timetabled passenger services in 1909, though services for miners had begun as early as 1898, and likewise served its area until 1953. Ponthenry railway station opened in 1909 and served the Pont-henri area until 1953.

Pontyates station opened on 1 February 1909 on the Kidwelly and Cwmmawr section of the line, with Trimsaran Road to its south and Ponthenry to its north, and was closed by the Great Western Railway in 1953, the last passenger train running on Saturday 19 September that year. Pontyates grew to a significant size owing to the number of collieries in the area it served; the freight service for coal traffic continued until 1996, by which time the last of the local collieries had closed. As late as 2011 a single track remained in situ, with the eastern platform still present though the station buildings themselves had been demolished; the Bridgend and Rhwyth public houses once stood nearby.

Glyn Abbey railway station opened in 1909 as Pontnewydd Halt, serving the Pont-newydd area and its hinterland until 1943. Craiglön Bridge Halt may have served the Craig-Lon Colliery and its workers near Pembrey, though that business closed in the 1930s; the halt continued to serve the Lando area between 1932 and 1953, and a firing range was located nearby during the Second World War. Trimsaran Road railway station opened in 1909 at Morfa and served the Trimsaran area until 1953, lying some distance west of the village itself.

Kidwelly Flats Halt served the Royal Ordnance Factory and RAF Pembrey between 1941 and 1957, situated on the West Wales main line rather than the Gwendraeth Valley branch, reflecting the wartime importance of the airfield and ordnance factory to the local rail network. Further halts and sidings recorded across the area, including Orlando Halt, Pembrey Halt, Pinged Halt, the junction at Ty Coch, Mynydd y Garreg, New Lodge Brickworks, the Royal Ordnance Factory Station, Sandy Junction, Ty-Mawr Siding and the sidings at Cwm Capel Colliery, complete the dense network of halts and connections that once threaded through the valley, most now vanished but still traceable in the landscape and in the memories of those who used them.

Heritage Trails and Walks

A network of heritage trails allows visitors to explore the sites described in this survey on foot. The Discover Kidwelly trail runs from Glan yr Afon through the heart of the town, an approximately 1,400-metre walk taking in the Old Slaughterhouse, Kidwelly Castle and St Mary's Church among other points of interest, offering a journey through the town's history in a single short circuit.

The Kidwelly Circuit Trail extends to nine miles, following public footpaths across the surrounding farmland as a guide rather than a fixed route. The Kymer's Canal Walk covers 1.7 miles as a heritage trail along the quay and Kymer's Canal, tracing the route of Wales' first canal from the harbour towards its source in the Gwendraeth valley. The Silica Quarry Trail runs for 1.6 miles, again intended as a guide, with walkers encouraged to keep to the path as much as possible across the quarried landscape of Mynydd-y-Garreg.

Birdwatching at Kidwelly

Kidwelly is an excellent site for birdwatching, particularly for waders and wildfowl, with semi-rarities such as the Pectoral Sandpiper occasionally recorded. The nearby sewage farm attracts further interesting species, including Firecrest, wintering Chiffchaffs and Blackcaps. Among the birds regularly seen at Kidwelly are Little Egret, Curlew, Redshank, Snipe, Teal, Wigeon, Pintail, Shelduck, Kingfisher and Marsh Harrier, reflecting the diverse habitats around the town, from estuary and marsh to farmland and woodland, that make it a rewarding location for birdwatchers throughout the year.

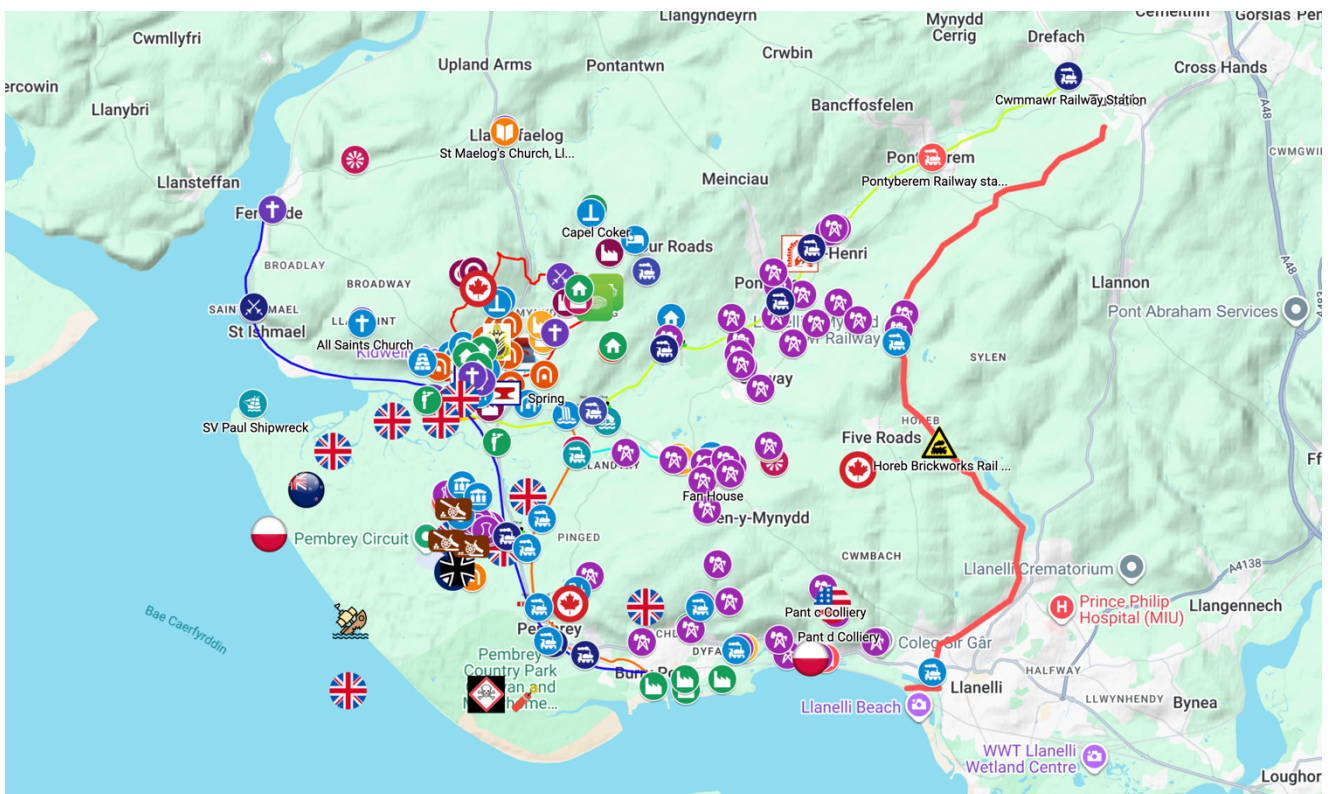
Conclusion

From the field where Princess Gwenllian fell in 1136 to the runways from which Spitfires and Hurricanes flew during the Battle of Britain, Kidwelly and its surrounding parishes hold an unusually dense and varied record of Welsh history within a small area. Castle and priory, canal and quay, collieries and brickworks, chapels and standing stones, and the wartime story of RAF Pembrey all sit within walking distance of one another, connected by the river, the railway and the heritage trails that now allow visitors to trace this history on foot. Taken together, the sites recorded in this survey and in the accompanying GPS ledger preserve a picture of a community shaped in turn by faith, by industry, by war, and by the enduring memory of those, like Gwenllian, William Howells and the airmen of Pembrey, whose stories are woven into this small corner of Carmarthenshire.

Vivit Post Funera Virtus — Virtue Lives On After Death | Graham Tudor Emmanuel, Kidwelly | 2026.

Heritage and History of Kidwelly & Surrounding Area

GPS Site Ledger with Live Map Links













Interactive map: <https://tinyurl.com/Kidwelly-Heritage-Map>






Heritage and History of Kidwelly & Surrounding Area — GPS Site Ledger

This ledger records the named heritage sites of Kidwelly and the surrounding area with their GPS coordinates, for the use of future historians and researchers. The sites are grouped into ten sections following the structure of the original survey: Heritage Sites, Industrial Sites, Collieries, Religious Sites, Megalithic Sites, RAF Pembrey, Places of Interest, Heritage Trails and Walks, the Gwendraeth Valley Railway, and Rail Stations, Halts and Sidings. Coordinates are given in decimal degrees, latitude and longitude. Each entry carries a QR code which, when scanned, opens that site's exact position directly in Google Maps, allowing this printed ledger to be used as a live field reference. Entries without recorded coordinates, including trail routes and rail lines, are not listed here but are described in the accompanying article.

Heritage Sites










Site Name	Latitude	Longitude	Map (QR)
ISCOED, PARK AND GARDENS, FERRYSIDE	51.777347	-4.343587	
Kidwelly and Llanelli Canal Aqueduct 1975 Pics	51.724302	-4.278013	
Kidwelly Quay	51.733362	-4.321179	
Kymers Canal	51.731190	-4.319487	
SV Paul Shipwreck	51.732702	-4.373805	
Cefn Sidan Beach-Graveyard of Ships	51.692982	-4.345086	
Aqueduct Trimsaran Junction	51.723465	-4.278043	
Battle of Kidwelly-1258	51.737930	-4.308460	
Battle of Maes Gwenllian (1136)	51.755958	-4.283026	
Pont Spwdwr (Spudder's Bridge)	51.729653	-4.269069	

Kidwelly Castle / Castell Cydweli	51.739061	-4.305856	
Pont Henry Blast Furnace	51.760277	-4.212381	
Gwendraeth Saw Mill (Steam)	51.733287	-4.320737	
Craiglon Bridge Halt Railway Station	51.695290	-4.290380	
Glyn Abbey Halt	51.742840	-4.251028	
Kidwelly Flats Halt Railway Station	51.708600	-4.298820	
Trimsaran Road Railway Station	51.731590	-4.273390	
RAF Pembrey 1939-1957	51.712305	-4.311380	
Glyn Abbey	51.748585	-4.250347	
Home Guard Observation Post	51.752258	-4.274436	
Kidwelly Bridge	51.737697	-4.308626	
Kidwelly Town Gatehouse	51.738497	-4.308189	
Lower Corn Mill	51.737976	-4.307250	
Middle Mill Kidwelly	51.741074	-4.299223	
Upper Mill	51.742190	-4.294240	
Ffynnon Stockwell	51.741789	-4.315306	

Ffynnon Sul	51.743438	-4.311657	
Pistyll Gwyn	51.741681	-4.309104	
Pistyll Teilo	51.743019	-4.267784	
Spring	51.738006	-4.287770	
Spring	51.741744	-4.298547	
Spring	51.739591	-4.318862	
Spring	51.741065	-4.303380	
Spring	51.744538	-4.305078	
Spring	51.746764	-4.301656	
Spring	51.747150	-4.298474	
Spring	51.736095	-4.297696	
St Michael's Well	51.732838	-4.292722	
The Old Slaughterhouse	51.738256	-4.309969	
Broom Hill House (US Military HQ 1944)	51.744078	-4.301983	
Coleman Farm Dovecote	51.740371	-4.323957	
Cycweli-Kidwelly Town	51.737502	-4.308500	

Gwenllian Monument	51.738864	-4.306188	
Thomas Kymer-Blue Plaque	51.736727	-4.307894	
Mystery of the Clock	51.736858	-4.306665	
Castle Weir	51.738970	-4.305071	
Gunnery Dome	51.709590	-4.306230	
Plas Trimsaran	51.722239	-4.219911	











Industrial Sites

















Site Name	Latitude	Longitude	Map (QR)
Coed Bach Washery	51.730730	-4.281346	
Trimsaran Coal Washery	51.723278	-4.238229	
British American Optical Company Ltd	51.744765	-4.288157	
Kidwelly Tin Plate Works	51.747227	-4.288632	
New Lodge colliery and brickworks	51.688025	-4.228821	
Old Caedean Engine House 1982	51.722060	-4.236304	
Trimsaran Brickworks	51.724770	-4.221391	
Trimsaran Ironworks	51.723084	-4.248356	
Trimsaran Weighbridge	51.722298	-4.247158	

















Fan House	51.720181	-4.238617	
Alexander Young's Brickworks	51.760467	-4.268472	
Kidwelly Brickworks 1	51.733883	-4.314596	
Kidwelly Brickworks 2	51.733201	-4.315479	
Kidwelly Brick Kiln 3	51.731052	-4.319569	
Kidwelly Dinas Brickworks 4	51.732081	-4.303835	
Mynydd-y-gareg Lime Works	51.751197	-4.281196	
Smithy	51.738336	-4.309079	
Smithy	51.734687	-4.300246	
Achddu Brickworks	51.691855	-4.244926	
Ashburnham Tinplate Works	51.681106	-4.255448	
CARMARTHEN BAY POWER STATION	51.682328	-4.235196	
PEMBREY COPPER WORKS	51.680382	-4.245747	
PEMBREY WHITE LEAD WORKS	51.682435	-4.246109	
Pwll Brickworks	51.686145	-4.204568	
Smarts Quarry	51.753100	-4.270000	

Mynydd y Garreg Quarry	51.751308	-4.272857	
Dynamite Works	51.678901	-4.293300	
Royal Ordnance Factory Pembrey	51.679585	-4.304969	
Old Brick Kiln	51.701050	-4.309150	
Lime Kilns	51.751736	-4.277874	

Collieries

Site Name	Latitude	Longitude	Map (QR)
Achddu Colliery	51.691574	-4.244502	
Caedean Drift	51.721850	-4.240250	
Caer-plwmp Colliery	51.720350	-4.238690	
Caepontbren Colliery	51.752700	-4.211380	
Carway Colliery	51.739536	-4.228970	
Carway Fawr Colliery	51.749040	-4.181210	
Carway New Colliery	51.735450	-4.223800	
Cilrhedyn Colliery	51.723780	-4.263830	
Crown Colliery Pwll	51.686826	-4.216175	
Cwm Capel b Colliery	51.696060	-4.241540	

Cwmferman Colliery	51.696630	-4.233100	
Cynheidre Colliery 1&2	51.746369	-4.182968	
Danybank Colliery	51.747380	-4.207430	
Ffrwd Colliery	51.701190	-4.274280	
Fforest Colliery	51.744310	-4.229660	
Ffoy Colliery	51.751240	-4.201020	
Glangwendraeth a Colliery	51.754200	-4.218840	
Glangwendraeth b Colliery	51.756720	-4.219980	
Glyn Abbey Colliery	51.744670	-4.251120	
Gwendraeth b Colliery	51.743750	-4.214130	
Gwscwm Colliery	51.689210	-4.258780	
Lambert's Colliery	51.741820	-4.230400	
New Carway Colliery	51.740060	-4.229740	
New Lodge Pit	51.688010	-4.230000	
New Pool Colliery	51.689620	-4.218500	
Pant d Colliery	51.694440	-4.201450	

Pant c Colliery	51.699000	-4.205290	
Plasbach Colliery Pontyates	51.748760	-4.219489	
Ponthenry Colliery 1	51.764144	-4.203802	
Ponthenry Colliery	51.764850	-4.201390	
Pump Quart Colliery	51.748530	-4.232330	
Pwll Colliery	51.686370	-4.206870	
Rhiwlas Colliery	51.703490	-4.236550	
Star Colliery	51.718640	-4.241210	
Stradey Colliery	51.689080	-4.190050	
Trimsaran Colliery	51.722464	-4.249729	
Trimsaran a Colliery	51.725040	-4.221590	
Trimsaran Drap Colliery	51.721200	-4.232210	
Trimsaran Waunffynnonau Drift	51.719740	-4.233300	
Trimsaran Waun-hir Colliery	51.722510	-4.234230	
Tygwyn c Colliery	51.747980	-4.195000	
Tyn y waun Colliery	51.764830	-4.202410	

Waunhir No.2 Colliery	51.719930	-4.232800	
Waun y clun Colliery	51.713400	-4.239570	

Religious Sites

Site Name	Latitude	Longitude	Map (QR)
Vicarage 1888	51.734664	-4.306951	
All Saints Church	51.747809	-4.341510	
Capel Coker	51.768559	-4.273183	
Capel Sul-(Ramsey House)	51.737350	-4.308576	
Capel St Thomas + Cemetery	51.742653	-4.305822	
Capel Teilio	51.743418	-4.267473	
Horeb chapel	51.753877	-4.277479	
Old Capel Sul Location (Cemetery)	51.741547	-4.310688	
Siloam Chapel	51.739548	-4.307263	
Parish Church of Saint Isfael (St Ishmael)	51.750290	-4.373980	
St Maelog's Church, Llandyfaelog	51.782970	-4.299460	
St Mary's Church	51.736810	-4.306378	
St Teilo's Church	51.745787	-4.284779	

ST THOMAS'S CHURCH, FERRYSIDE	51.768229	-4.368219	
Trinity English Methodist Church	51.737886	-4.309136	
Llansaint Ogham Stone	51.747508	-4.341521	

Megalithic Sites

Site Name	Latitude	Longitude	Map (QR)
Grid Ref-SN40540897-TBC	51.756650	-4.311750	
Grid Ref-SN40750901-TBC	51.757070	-4.308730	
Penlan Ucha Enclosure-TBC	51.751190	-4.301180	
Cae Garreg Fawr Standing Stones	51.751750	-4.300490	
Meini Hirion Standing Stone	51.751090	-4.301760	
Meinillwydion Stone Pair	51.767556	-4.273901	

RAF Pembrey – Airfield, Aircraft Crash Sites and Camp Buildings

Site Name	Latitude	Longitude	Map (QR)
RAF Pembrey Control Tower	51.701967	-4.314809	
Coed Farm 1941	51.698485	-4.278144	
Trimsaran - Martin B-26 Marauder	51.695963	-4.202576	
Pwll - Hurricane W9231	51.686154	-4.209018	
Five Roads - Handley Page Hereford I L6036	51.720660	-4.194930	

Burry Port - Miles Martinet HP366	51.695650	-4.257840	
Pembrey - Westland Lysander V9361	51.696165	-4.280222	
Pembrey - Bristol Blenheim L1218	51.706350	-4.299770	
Pembrey - Hawker Hurricane P3871	51.708040	-4.314480	
Pembrey - De Havilland Vampire WZ478	51.709350	-4.307020	
Pembrey - Bristol Blenheim Z6348	51.715770	-4.292430	
Focke-Wulf Fw 190A-3	51.702543	-4.313607	
Kidwelly - Wellington Z1147	51.753860	-4.307420	
Kidwelly - Hawker Hunter WT563	51.733520	-4.312590	
Kidwelly - Hawker Hurricane I V6958	51.729820	-4.318200	
Kidwelly - Handley Page Hampton I P4311	51.729530	-4.332660	
Kidwelly - Vickers Wellington X LN553	51.724140	-4.350200	
Pembrey - Bristol Blenheim Z6187	51.717000	-4.357990	
Cefn Sidan-Hawker Hurricane, Z2324	51.709000	-4.369270	
Cefn Sidan - Hawker Hurricane Mk1 P3122	51.680270	-4.345620	
Bomb Store	51.714811	-4.316927	



F Type Hangers	51.710437	-4.310704	
Fit Ops + TWR	51.712763	-4.311411	
Fuel Compound	51.711594	-4.308709	
Gas Decontamination	51.711514	-4.309481	
Latrine & Showers	51.710411	-4.304052	
Pump House	51.716114	-4.316511	
Ruined TB & Type B Huts	51.713096	-4.308215	
Squash Court, Tennis Court, and Leisure	51.709307	-4.304117	
TB	51.710690	-4.306069	
TB	51.711341	-4.307314	
Technical Block	51.717124	-4.312657	
WAAF Institute	51.709679	-4.304846	
WW2-Aircraft Parking	51.712257	-4.312591	
WW2-Hanger	51.717921	-4.312076	
WW2-Hanger	51.715820	-4.307355	
PH 1	51.713349	-4.314631	

PH2	51.706701	-4.309309	
PH3	51.707643	-4.316512	



Places of Interest

Site Name	Latitude	Longitude	Map (QR)
Hugh Williams (1796-1874) Rebecca Riots	51.750376	-4.373749	
Rev. Peter Williams	51.782431	-4.299461	




Heritage Trails and Walks

Site Name	Latitude	Longitude	Map (QR)
Bird Watching	51.733492	-4.322565	
Bird Watching 2	51.725748	-4.301675	

Gwendraeth Valley Railway

Site Name	Latitude	Longitude	Map (QR)
Llanelli & Mynydd Mawr Railway	51.744011	-4.183901	
Horeb Brickworks Rail Sidings	51.725761	-4.170918	

Rail Stations, Halts and Sidings

Site Name	Latitude	Longitude	Map (QR)
Cwmmawr Railway Station	51.792594	-4.133026	
Glyn Abbey Halt	51.742794	-4.252231	
Orlando Halt	51.688997	-4.285078	

Pembrey Halt	51.686827	-4.275876	
Ponthenry Railway Station	51.761353	-4.208757	
Pontyates Railway Station	51.751541	-4.217894	
Kidwelly Flats Halt railway station	51.708606	-4.298821	
Trimsaran Road Railway Station	51.731595	-4.273398	
Ty Coch Juntion	51.756956	-4.257415	
Pontyberem Railway station	51.777920	-4.172949	
Cwm Capel Colliery	51.695480	-4.241700	
Craiglon Bridge Halt Railway Station	51.695519	-4.289628	
Pinged Halt	51.711620	-4.288310	
Mynydd Y Garreg	51.762710	-4.261140	
New Lodge Brickworks	51.687640	-4.231260	
Royal Ordinance Factory Station	51.689471	-4.286805	
Sandy Junction	51.683700	-4.173030	
Ty-Mawr Siding	51.706470	-4.292980	

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