

Trimsaran (TRIM)



Trimsaran, located in the Gwendraeth Valley of Wales, played a role in the Industrial Revolution, although its significance was relatively modest compared to larger industrial centres. Here's a breakdown of Trimsaran's role:

1. **Coal Mining:** Trimsaran, like many areas in the Gwendraeth Valley, had coal mines. Coal was a crucial resource during the Industrial Revolution, powering steam engines in factories and locomotives for transportation. The coal mines in Trimsaran contributed to the region's coal production.
2. **Transportation:** Trimsaran's proximity to the coast and its coal mines made it an essential location for transportation infrastructure. The construction of railways and canals in the Gwendraeth Valley helped transport coal and other goods more efficiently, connecting Trimsaran to larger industrial hubs.
3. **Agricultural and Industrial Link:** Trimsaran also served as a link between the agricultural and industrial sectors. It supplied agricultural products to support the growing urban populations in industrial areas, contributing to the overall economic growth during the era.
4. **Local Industry:** While not a major industrial hub itself, Trimsaran likely had some small-scale local industries, such as coal processing or cottage industries, that provided employment and contributed to the local economy.

In summary, Trimsaran's role in the Industrial Revolution was primarily centered around coal mining, transportation, and supporting industries. While it may not have been as prominent as some other industrial centres, it played its part in the broader industrialization of the Gwendraeth Valley and Wales during this transformative period.

Burry Port, Kidwelly, and Trimsaran, all located in the Gwendraeth Valley of Wales, played interconnected roles in the development of the Industrial Revolution in the region.

Calvinistic Methodists

The Methodist movement and the expansion of their chapels had a significant influence on Trimsaran during the Industrial Revolution. Here are some keyways in which their presence impacted the community:

Spiritual and Moral Guidance: During profound social and economic transformations, the Methodist movement in Trimsaran emerged as a guiding force, providing spiritual and moral direction. As industrialization presented both challenges and opportunities, Methodist chapels became sanctuaries—offering solace, fostering a sense of community, and grounding residents in moral values.

Community Cohesion: Transcending their role as places of worship, Methodist chapels in Trimsaran evolved into vibrant community hubs. Beyond religious

ceremonies, these chapels served as vital centres for social interaction and support. The palpable sense of belonging and camaraderie within the chapel community played a pivotal role in fortifying social bonds amid the dynamic shifts of the industrial era.

Education and Literacy: The commitment of Methodism to education manifested in the establishment of Sunday schools and literacy programs in Trimsaran. This focus on education held particular significance during the Industrial Revolution, empowering individuals with the knowledge and skills essential for navigating the evolving employment landscape.

Charitable Activities: Attuned to the challenges of their time, Methodist chapels in Trimsaran actively engaged in charitable endeavours. From aiding the impoverished to advocating for workers' rights, the Methodist community stood as a beacon of support. In an era marked by harsh working conditions, they championed improved treatment and enhanced living conditions for laborers.

Temperance Movement: A distinctive feature of many Methodist congregations was their involvement in the temperance movement, advocating for sobriety and reduced alcohol consumption. This advocacy was particularly relevant in an industrial setting where excessive drinking posed societal challenges and familial disruptions.

Ethical Business Practices: The influence of the Methodist movement extended to business practices, emphasizing ethical conduct in trade and commerce. Adherents in Trimsaran, inspired by the movement's principles, engaged in business dealings marked by honesty, fairness, and integrity, contributing to a more ethical economic environment.

Legacy and Cultural Impact: The enduring legacy of the Methodist movement is etched into the fabric of Trimsaran and kindred communities. The chapels, erected during this transformative period, stand as enduring cultural and historical landmarks, testifying to the lasting impact of Methodism on the region's identity.

In summary, the Methodist movement, and the expansion of their chapels in Trimsaran during the Industrial Revolution played a multifaceted role. They provided spiritual guidance, fostered community cohesion, promoted education and literacy, supported charitable activities, advocated for workers' rights and temperance, and influenced ethical business practices. These contributions helped shape the social and moral fabric of Trimsaran during a time of profound change and industrialization.

Trimsaran and its Religious Heritage.

Noddfa Welsh Baptist Church was built in 1879 in the Arts & Crafts style with a gable entry plan.



Baptist churches are a part of the Protestant Christian tradition and are known for their belief in adult baptism and the autonomy of individual congregations. The term "Baptist" is derived from their practice of baptizing believers only and not infants.

The history of a specific Baptist church, such as Noddfa Baptist Church in Trimsaran, would likely involve the local community and its religious development.

Remember that the history of a church is often intertwined with the history of the local community, and exploring both aspects can provide a richer understanding of Noddfa Baptist Church and its role in Trimsaran's history.

Memorials: - <https://tinyurl.com/Noddfa-Memorials>

Sardis Welsh Independent Chapel Bryncaerau Trimsaran



Sardis Independent Chapel in Trimsaran, Carmarthenshire, has a rich history dating back to its initial construction in 1831, with a subsequent rebuilding in 1874. The present chapel, crafted in 1874, showcases the Simple Gothic style of the gable entry type, a prevalent architectural trend in 19th-century Welsh chapel construction. Gable entry chapels, characterized by a prominent gable end facing the road, often incorporate Gothic Revival features such as pointed arches and other distinctive Gothic elements.

Understanding the historical context of Sardis Independent Chapel involves considering several common practices associated with independent chapels in Wales during the 19th century:

The chapel's present structure, dating back to 1874, is a splendid representation of the Simple Gothic style, specifically the gable entry type. This architectural design, widely embraced in 19th-century Welsh chapels, is characterized by a commanding gable end facing the road. The chapel features distinct elements in harmony with the principles of the Gothic Revival, adding to its architectural significance.

Rebuilding in 1874:

The decision to embark on a reconstruction project in 1874 was likely prompted by several factors. These could include the growth of the congregation, the need for

repairs or expansion, or evolving architectural preferences. During this period, it was not uncommon for chapels to undergo transformation to adapt to the changing needs of the community, reflecting a dynamic period of development.

Denomination and Independence:

The term "Independent" holds historical significance, indicating the chapel's affiliation with the Independent or Congregationalist tradition. Independent chapels operated as autonomous congregations, distinct from a formal hierarchical structure. This autonomy played a pivotal role in shaping the religious and cultural landscape of Welsh communities throughout the 19th century, making Carmel Chapel an integral part of this vibrant heritage.

This combination of architectural evolution and denominational independence reflects the dynamic history of Sardis Independent Chapel, highlighting its significance in both religious and cultural contexts within the community of Trimsaran.

Memorials: - <https://tinyurl.com/Sardis-Memorials>

Tabernacle Chapel (Welsh Calvinistic Methodist) Trimsaran



"The History of Cwm Gwendraeth Methodism and the District" Extract from the Book" In a historical excerpt from the book and delve into the fascinating account of the establishment of Methodism in Cwm Gwendraeth and the surrounding district.

Here are the edited passages:

In a piece published in the 'Guardian,' we learn of a Grand Eisteddfod held at Kidwelly Castle. The music critic for the event was Mr. Mountainous, the Secretary was Mr. Morgan of Farm y Garreg, and the Treasurer was Mr. D.L. Anthony from Penlan. Impressively, the eisteddfod committee contributed over £30 towards the 'building fund' of the new Chapel in Trimsaran.

On April 30th, 1874, the 'Guardian' published a notice regarding 'Tenders' for the construction of a chapel in Trimsaran. The notice was in effect for a period of 6 weeks. Here's the notice: 'Tender wanted for the construction of a chapel in Trimsaran; plans and specifications available for viewing with Rev. D.G. Owen in Kidwelly. Tenders to be sent to T. Morgan of Horeb, Llanelly!'

Trimsaran experienced significant growth following the opening of Coal Works and Iron Works, leading to the establishment of a Calvinist Methodist congregation in the area about eighteen months prior. To commemorate this growth, Mr. Combe, the

coal works manager, hosted a tea event for the children of the Sabbath school. The tea was served on the lawn in front of his house and was orchestrated with great care by Miss Combe and other ladies from Kidwelly. After about a hundred children had enjoyed their tea, they expressed their gratitude to Mr. and Miss Combe through Rev. D.G. Owen of Kidwelly, who conveyed their thanks on behalf of the children. Mr. Combe was delighted with the children's enjoyment and expressed his hope that it would not be their last meeting. The children had a wonderful time, and books were distributed to them by Mr. D. Nicholas of Kidwelly.

While the exact date of the foundation stone laying remains somewhat unclear, it is likely that it occurred on July 28th, 1874. The honour of placing the foundation stone fell to Mrs. P. Daniels, the wife of Mr. Daniels, the manager of the coal works at Llandyry House. The ceremony was presided over by Mr. T. Morgan of Horeb, and it commenced with Rev. D.G. Owen invoking good fortune by leading the assembly in the familiar hymn 'Setting up a Tent in the land of Chosen.' Subsequently, the prayer of dedication was delivered by Rev. T. James of Llanelli. An English address was delivered by Rev. Joseph Evans of Carmarthen before inviting Mrs. P. Daniels to lay the foundation stone. In a brief address on behalf of his wife, Mr. Daniels expressed his pleasure in witnessing the construction of two chapels and a school near the works, and he expressed his hope that the village would experience moral and spiritual improvement as a result. The audience thanked him for the honour and extended their appreciation to his wife.

Other addresses were also given by Rev. O. Edwards, B.A. of Llanelli, J. Davies of Llanelli, J. Griffiths of Ferryside, D.G. Owen of Kidwelly, W.D. Williams of Penclawdd, and Mr. Stephens of Brynamman.

Following the meeting, a delightful meal was hosted at Llandyry House by Mrs. Daniels. The first contractor selected for the project was Mr. Richard Morgan.

Continuing our exploration of the history of Cwm Gwendraeth Methodism and the district, we recount the events that transpired in the aftermath of an accident and the various efforts made to fund the construction of Tabernacle Chapel in Trimsaran.

Tragedy struck on April 6th, 1875, when the scaffold unexpectedly collapsed, injuring five men, two of them severely. Mr. Morgan, the contractor, suffered a broken leg, while a young man sustained a broken arm. This unfortunate incident brought construction to a temporary halt. The responsibility of overseeing the project was undertaken by the Reverend John Griffiths of Ferryside.

The architectural planning for Tabernacle Chapel was entrusted to Mr. G. Morgan of Carmarthen.

To raise funds for the construction of the chapel, numerous concerts and Eisteddfods were organized in the area. On October 16th, 1874, a concert was held in Morfa, Kidwelly, in support of the Tabernacle's 'building fund.' The event was chaired by Mr. J. Dudley Thomas, and featured performances by 'Eos Morlais,' Miss M.A. Lewis, Harriet Jones, Mrs. D.C. Davies from Carmarthen, and the Glee Party from Kidwelly, led by Mr. J. Anthony.

On October 20th, another concert took place at Tabernacle Baptist Chapel in Burry Port, once again in aid of the 'building fund' for Tabernacle in Trimsaran. Mr. J.K. Hand presided over this event, with contributions from 'Eos Morlais,' Miss Morgan, Mrs. Williams, Mr. D. Thomas, Miss Randell, and the 'Glee Party' from Capel Newydd. The successful arrangement of this concert was attributed to the efforts of Mr. T. Morgan of Horeb.

On March 7th, 1876, an Eisteddfod was organized in Trimsaran. The event was chaired by Mr. L. Williams, the manager of the coal works, and led by Mr. D.T. Morris from Ferryside. Literary criticism was provided by Mr. D. Richards and Mr. T. Williams, with Mr. W.T. Res serving as the music critic. Following the Eisteddfod, a concert was held, raising £15 for the 'building fund.'

A significant milestone occurred on March 26th and 27th, 1876, when Tabernacle Chapel was officially opened. A notice in the 'Guardian' read, "A very neatly furnished and moderately large chapel called Tabernacle, built at the cost of £1,100 to meet the requirements of the Calvinistic Methodists, was opened at Trimsaran on Sunday and Monday, 26th and 27th March 1876." The opening services were conducted with great solemnity. Sunday morning began with a prayer meeting, followed by sermons delivered by Rev. D.G. Owen of Kidwelly and Rev. John Griffiths of Ferryside. In the afternoon, Rev. T. James, M.A. of Llanelli, and Rev. T. James of Hendre preached, and in the evening, Rev. D.G. Owen of Kidwelly and Rev. T. James of Llanelli delivered sermons. The following day, Monday, included morning sermons by Rev. John Evans of Llanelli and Rev. E. Edmunds of Swansea, and afternoon sermons by Rev. D.C. Lewis of Llandyfaelog and Rev. J. Lewis of Carmarthen, who preached in English. The evening concluded with sermons by Rev. J. Lewis of Carmarthen and Rev. E. Edmunds of Swansea. The afternoon services were inaugurated by Rev. W.C. Jenkins of Sunday Chapel, Kidwelly, and in the evening by Rev. H. Curry of Kidwelly. The opening celebrations had already raised as much as £100.

On August 12th, 1876, a 'De Party' was organized for the Sunday School children in the field adjacent to the Chapel, known as the Institute Field. Nearly a hundred children attended this joyful event.

In 1876, following the successful 'De Party' for Sunday School children, a series of delightful events unfolded. After tea, the choir, under the guidance of Mr. Phil. Phillips from Trillum, filled the air with beautiful songs. Mr. Tom Phillips also lent his talents to sing triads and anthems. The musical interlude was followed by spirited sports and games for the children, which continued until eight o'clock, leaving everyone in high spirits. To conclude the festivities, sweets were distributed to all, with the entire event overseen by the attentive care of Rev. J. Griffiths of Ferryside, Mr. L. Williams, the manager of the works, and Mr. Phil. Phillips.

The year 1877 marked the annual meetings of the Chapel, which took place on the Sunday and Monday of December 16th and 17th. Preachers included Rev. W.D. Williams of Penclawdd, Mr. D. Jones of Casllwchwr, J. Lewis of Carmarthen, and E. Jones of Llanpumsaint, a probationary minister of the Church. In each service, collections were taken for the 'building fund.'

The first minister of the Church was Rev. Edward Jones, who resided at Clun farm for a brief period while working as a shepherd. After a period of fluctuations, Rev. D. Geler Owen of Kidwelly assumed the pastorate of Tabernacle Chapel. The elders of the Church from its inception included Mr. David Williams, John Phillips, Charles Lloyd, John Jenkins, John Morris, Thomas Beynon, Thomas Jenkins, David Lloyd, David Jones Williams, and John Morgan.

Under the leadership of Rev. Geler Owen, the Church flourished. In 1907, an organ worth £50 was acquired for the Chapel. The following year, in 1908, a beautiful and practical vestry, valued at £350, was constructed. The builders responsible for this project were Mr. David Williams and Mr. David Tom Williams. The vestry was inaugurated on Easter Sunday, April 19th, 1908, with sermons delivered by Reverend W.W. Lewis of Carmarthen and Mr. Jones of Trefeca College. By this point, most of the debt incurred had been paid off. The Chapel had been a significant financial burden on the monthly meeting's 'fund' for an extended period, but the cost and effort had ultimately culminated in success. These achievements were highlighted in the Church's report for 1908:

- Number of complete members: 101
- Number of attendees, including members and children: 200
- Total Sunday School attendance: 120
- Conclusion to the Ministry: £40-3s-11d

During the period from 1908 to 1919, historical records are scarce, leaving a gap in our knowledge. During this time, Rev. Geler Owen had to step away from his role as a shepherd due to illness. Then, in October 1919, the pastoral duties were undertaken by the Reverend Richard Lloyd.

The Minister's Induction Meeting was conducted on Tuesday, November 25th, 1919, in the afternoon and evening. It was presided over by Rev. Thomas Jones of Rhostyllen, with the presence of D. Geler Owen, E.J. Herbert, D.E. Jones, B.A., J. Owen Jones, H. Pryse Jones, Mr. Jones of Rheoboth, Mr. Williams of Carway, and Mr. Jones of Kidwelly, among others. Rev. Richard Lloyd was the minister at the time, and the names of the elders in the Church included Mr. David Williams of New Houses, Mr. David Tom Williams of Gwynfryn, Mr. Thomas Jenkins of Pleasant View, Mr. Thomas Morris of London House, Mr. Thomas Beynon of Hip Farm, and Mr. John Phillips of Riverside.

Rev. Lloyd diligently recorded various church events, including the baptism of children, receptions into communion, marriages, and burials in the churchyard. Due to space constraints, only the most significant events were noted in the minutes.

One notable event occurred on December 25th, 1919, when a girls' choir led by Mr. Thomas Jenkins presented a recital of the cantata 'Hosanna the children.' This was followed by a second recital in January 1920, which became a tradition in the years that followed. Some of the songs performed during these recitals included 'Shepherds of Bethlehem,' 'Rejoice in the Lord,' 'Twelfth Mass,' and 'The City of God.'

In 1924, there was a change in the Christmas customs, with a shift from carol singing to a Christmas concert. Mr. T.J. Jenkins' sons organized a concert, presided over by Dr. Harvey and Rev. G. Lewis, B.A.

By 1929, a different conductor, Mr. Haydn Thomas A.T.C.L., was leading the Christmas concert. During this event, the song 'Ymgom yr Adar' was performed, accompanied by Mr. T.J. Jenkins.

This period marked a time of change and adaptation in the traditions and activities of Tabernacle Chapel, reflecting the evolving interests and talents of its congregation.

On September 26th, 1920, Tabernacle Chapel selected new elders to serve. The chosen elders were Mr. Archie Griffiths, David Jenkins, William Lodwick, Benjamin Lloyd, Thomas Gomer Lloyd, and David Thomas. Notably, Mr. Benjamin Lloyd declined the role of elder. The list of officers for the Church in January 1921 was as follows:

- Elders: Mr. Thomas Beynon, Mr. John Phillips
- Secretary of the Seats: Mr. David Tom Williams
- Secretary of the Church: Mr. Thomas Jenkins
- Leader of the Gan (Choir): Mr. Thomas Morris
- Treasurer: Mr. David Thomas
- Service Order Inspector: Mr. William Lodwick
- Collections Secretary: Mr. David Jenkins

- Caretaker of the Sacraments: Mr. Thomas Gomer Lloyd
- Caretaker for Ministry Envelopes: Mr. Archie Griffiths
- Cemetery Inspector: Mr. John Lloyd

Additional officers included Mr. Haydn Thomas, the Organist, and for the Sunday School, Mr. Thomas Williams served as Inspector, Mr. Sidney Lewis Williams as Secretary, and Mr. Sidney Griffiths as Treasurer.

One of the significant entries during this period was a tragic accident that occurred on April 26th, 1923, at Trimsaran Colliery. The incident involved a serious accident when the shackles broke, causing the "Spake" to plummet far below the surface. In just a few seconds, ten lives were lost, and fifty individuals sustained injuries. Two members of Tabernacle Chapel, Mr. William Jenkins of 'Derlwyn' (aged 44) and Mr. David Tom Davies, son of William and Sarah Davies of New Houses (aged 19), lost their lives in this tragic event. This catastrophe cast a heavy cloud of grief and sadness over the entire community, as many homes were deeply affected.

On January 27th, 1924, a Savings Bank was established in collaboration with the Sunday School. The Sunday School officers appointed included Mr. David Charles Lloyd as Secretary, Mr. Gwilym Morris as Treasurer, and Mr. T. Jenkins and Sidney Griffiths as Trustees.

Another notable event was the departure of Mr. Joseph John Joseph, 'Tŷ r Onên,' to the United States of America on May 9th, 1927. A Departure Meeting was held at Tabernacle Chapel, presided over by the Shepherd, with speeches delivered by Thomas Jenkins, David Thomas, David Evans, Archie Griffiths, and William Reynolds. In the evening, a lecture on the text 'The Commandment of Zion' was given by Rev. Robert Ellis of Tycroes. On the following Sunday, Rev. Robert Ellis preached in the morning and evening, and Rev. Morgan Jones of Saron Furnes preached in the afternoon. A special service was held on Monday night, featuring preaching by Rev. D. Rees Jones and Idwal Jones.

In 1931, the Education Committee in Carmarthen requested the use of the vestry and furniture for a daily class. A daily class was conducted in Tabernacle Chapel for an extended period, with a rental fee of 15 shillings per week.

Another significant transition occurred in 1934 when Mr. D.T. Williams stepped down from his role as the Church secretary after serving for 32 years. He was succeeded by Mr. Hector Jenkins.

On May 19th, 1935, a decision was made to hold a service, marking another important chapter in the history of Tabernacle Chapel.

In January 1938, a fund was initiated to acquire a new organ for the Chapel. This fund was collected over the course of several years.

A significant turning point in the history of Tabernacle Chapel occurred in June 1939 when a unanimous decision was made to "call" a new Shepherd. The Church had been without a shepherd for nine years. On July 4th, Mr. William Edwards of Pembrey, representing the Kidwelly District and Presbytery of South Carmarthen, visited to discuss the Church's choice for a new shepherd. A pastoral committee was formed. On December 31st, 1939, it was decided to trial four preachers and present their names before the Church. These four preachers were Mr. E.J. Evans, J.M. Mathias, O.J. Evans, and Edward Harris. Edward Harris received the "call" to minister at Tabernacle in March 1940, and founding meetings were held on September 19th, 1940.

The meetings were presided over by Rev. D.E. Jones, B.A., of Pembrey, and included various sessions. In one session, the history of the Church was presented by Mr. A.J. Griffiths of Tegfan, the history of the call was presented by Mr. T.G. Lloyd of Doncen, and Mr. David Evans of Pantglas, Manordeilo, represented Talsarn Church. On behalf of North Merlin Presbytery, the Rev. Evan Williams, M.A., B.D., and Mr. David Evans of Pantglas, Manordeilo, were present. Mr. Glanfrwd Harry represented the students, and Mr. Ivor Evans of Llanstephen and Rev. W.H. Williams of Llandyfaelog represented Carmarthen South Presbytery. Representatives from various churches and districts also contributed to the proceedings.

A significant service took place on Thursday night, including a sermon by Rev. J.C. Lloyd of Llanstephen Blaenannerch, and the ordination of Mr. Edward Harris. Moving forward to 1942, a request from Mr. Hector Jenkins for release from his position as Secretary was granted, and Mr. T.G. Lloyd was selected to assume the role.

The culmination of years of effort to collect funds for the 'Organ Fund' was realized in 1949 when a new pipe organ was acquired for Tabernacle Chapel. The organ's inauguration featured an excellent recital by Mr. D.J. Evans of Llanelli.

In 1951, new elders were chosen, including W.E. Charles,

Daniel Evans (<https://www.findagrave.com/memorial/261215204/daniel-evans>) ,

Thomas John Jenkins (<https://www.findagrave.com/memorial/232790372/thomas-john-jenkins>) ,

David Charles Lloyd, and J.J. Thomas. Additionally, Mr. Sidney Griffith stepped down as Treasurer, with

Mr. John Jenkin Thomas (<https://www.findagrave.com/memorial/260852044/john-jenkin-thomas>) taking his place.

These developments reflect the ongoing growth and evolution of Tabernacle Chapel in Trimsaran.

In 1952, a decision was made to paint and beautify Tabernacle Chapel. The opening meetings of the Chapel in October 1952 included the task of opening the door, which was entrusted to Mr. David Thomas. The festival featured a sermon preached by Rev. D.R. Beynon and Rev. L. Jones.

In 1955, a request was received from the B.B.C. to record the singing at the Sanctuary, which took place in July. The broadcast was later aired in August.

The need for additional elders arose in 1961, leading to the selection of five new elders in July: Mr. Lennard Evans,

Gwilym Griffiths

(<https://www.findagrave.com/memorial/261215477/gwilym-dickens-griffiths>)

Rees John (<https://www.findagrave.com/memorial/259742158/rees-john>) Haydn Thomas, and Sidney Lewis Williams. On December 1st, 1963, Mr. T.G. Lloyd retired as Secretary of the Chapel, and

Mr. Howell Wynn Jenkins

(<https://www.findagrave.com/memorial/261215670/howell-wynn-jenkins>) took his place as Secretary, while.

Mr. Samuel Lloyd

(<https://www.findagrave.com/memorial/248681696/samuel-lloyd>) assumed the role of Publications Secretary.

Mr. Thomas Gomer Lloyd

(<https://www.findagrave.com/memorial/252740678/thomas-gomer-lloyd>) continued as Publications Secretary, a position he had held since 1929, and had served as General Secretary since 1942.

In 1966, during the Christmas season, Mr. Haydn Thomas A.T.C.L., who had faithfully served as the organist for approximately 50 years, retired.

Mrs. B.M. Harries was chosen as the new organist of the Chapel, and Mrs. Heather Killa became the Sub-organist.

During the summer of 1967, the Chapel was equipped with a new heater, enhancing the comfort of the congregation. In March 1968, new elders were chosen, including Messrs. Ronald Davies, Wynn Jenkins, James Williams, and Cyril Phillips. Among them, only

Mr. Cyril Phillips (<https://www.findagrave.com/memorial/231154558/cyril-phillips>) accepted the call. Consequently, in March 1969, more elders were chosen: Messrs. Hywel Daniels,

Daniel John Lodwick (<https://www.findagrave.com/memorial/259835869/david-john-lodwick>) and

Joseph Lloyd (<https://www.findagrave.com/memorial/245221005/joseph-lloyd>)

In April 1970, Mr. Hywel Daniels took on the role of Treasurer of the Church following the passing of

Mr. John Jenkin Thomas (<https://www.findagrave.com/memorial/260852044/john-jenkin-thomas>)

who had served as Treasurer for 19 years.

In December 1972, a testimonial was offered to

Mr. Thomas John Jenkins (<https://www.findagrave.com/memorial/232790372/thomas-john-jenkins>)

for his dedicated service as a song leader for 37 years, and

Miss Olive Eynon (<https://www.findagrave.com/memorial/261189371/olive-virginia-eynon>) was selected to succeed him.

Tragedy struck in March 1975 with the sudden and unexpected passing of the beloved minister, Rev. Edward Harris, B.A., B.D., who had faithfully served the Chapel for 35 years. Mr. Harris had eagerly anticipated the Chapel's Centenary in 1976 and had started summarizing the Church's

history, but unfortunately, he did not live to see his wish fulfilled. His loss was deeply felt in the community, where he was widely respected for his service and commitment to the Chapel.

The passing of the beloved minister, Rev. Edward Harris, marked a sombre period for Tabernacle Chapel in 1975. Due to a shortage of ministers, a joint arrangement was made involving Tabernacle Chapel, Pontiets, and Soar, Pontyberem. A pastoral committee was established to oversee the three Churches. In response to the need for a new minister, a call was extended to Mr. William John Ambrose (<https://www.findagrave.com/memorial/225734103/william-john-ambrose>) who was completing his studies at college.

The founding meetings for Mr. Ambrose's induction at Tabernacle Chapel in Trimsaran took place on Wednesday, October 26th, 1977. The meetings were presided over by Rev. Samuel Davies of Carmarthen. Several ministers and individuals participated in the proceedings, including Rev. Gwyn Davies Jones, Rev. Richard Hughes, Rev. Wyndham Williams, B.A. B.D., Rev. Gareth Davies, and Rev. Dan Davies, B.A. Other participants included Messrs. Dyfrig Jones, Elwyn Evans, W.O. Williams,

Samuel Lloyd (<https://www.findagrave.com/memorial/225734103/william-john-ambrose>)

Kenneth Treharne (<https://www.findagrave.com/memorial/225734760/kenneth-cyril-treharne>) and

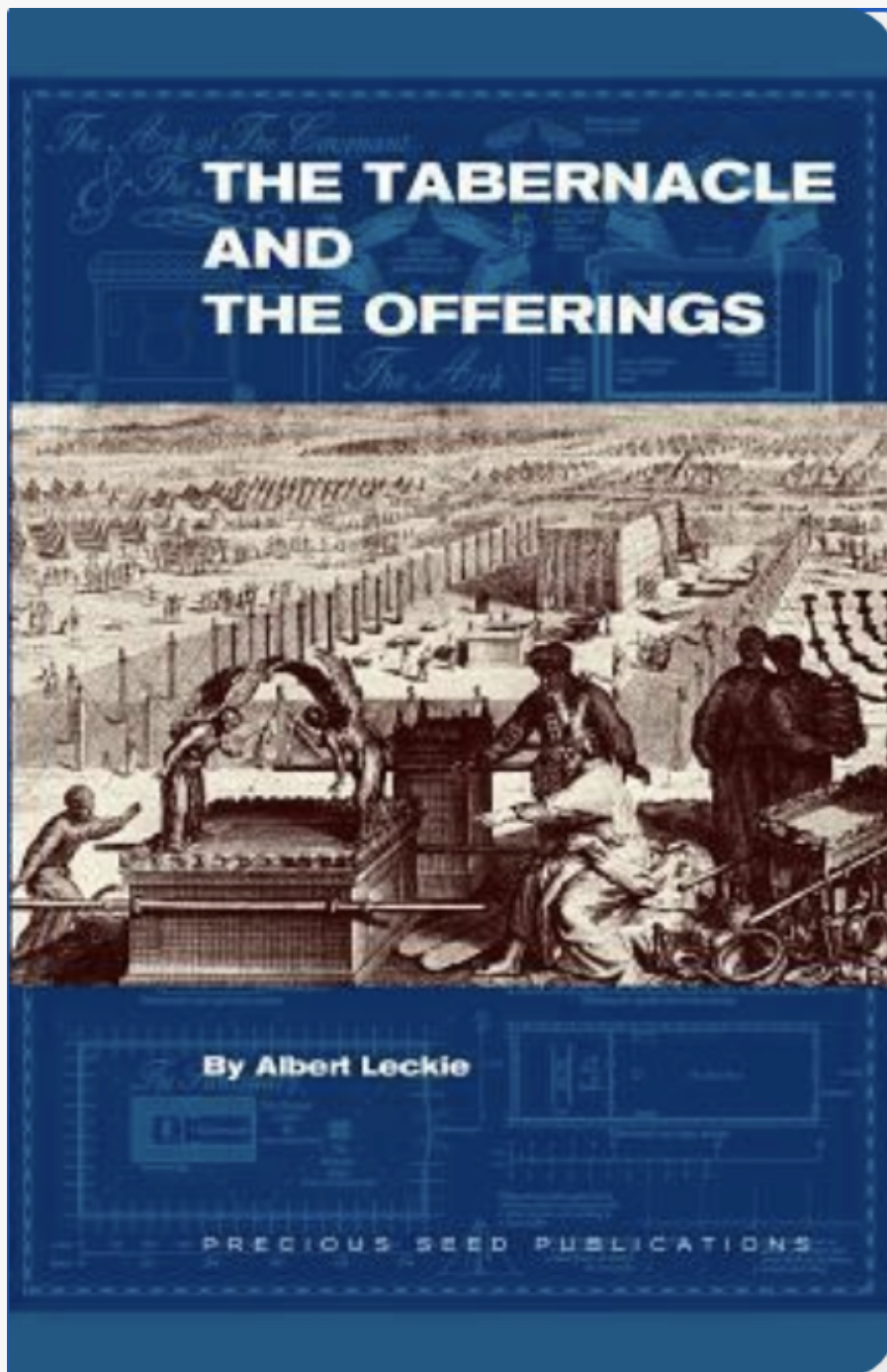
Goronwy Jones (<https://www.findagrave.com/memorial/260185757/goronwy-jones>)

The evening session featured a sermon by Rev. T. Arwyn Thomas of Haverfordwest. In the same year, Mr. Ambrose was ordained at Leytonstone, London.

In the following year, new elders were chosen for Tabernacle Chapel. The individuals selected to serve as elders were Messrs. Alun Killa, David Daniels, Meirion Davies, and John Williams. Mr. John Williams accepted the call to serve as an elder. These appointments and the induction of Rev. W. J. Ambrose reflect the ongoing commitment of the congregation to the Chapel's spiritual leadership and growth.

The Tabernacle was also preached at by Albert Leckie who wrote "The Tabernacle and the Offerings" for nearly thirty years. Mr. Leckie conducted the Trimsaran Bible Readings in southwest Wales. These were held in August each year and proved to be helpful to many believers in their understanding of a wide range of truth. In 1980 the Readings were devoted to the study of the

tabernacle. Tape recordings of these Bible Readings have become available within the last few years. These have been transcribed and edited into a form suitable for publication and this book is the result. An edited transcript of ministry given elsewhere by Mr. Leckie on the Levitical offerings has also been included. This book contains many glorious themes of truth in respect of the person and work of our Lord Jesus Christ that will remind an older generation of the rich ministry enjoyed from our brother and establish younger believers in the faith once for all delivered to us.



Memorials: - <https://tinyurl.com/Tabernacle-Memorials>

The Llandyry Church Cemetery.

Llandyry Church, steeped in the annals of medieval history, stands as a testament to the spiritual legacy of times long past. The exact origin of its dedication remains veiled in the mists of time, lending an air of mystery to its venerable presence. Nestled within an irregularly shaped churchyard, this hallowed edifice maintains a profound connection with the nearby remnants of Llandyry Chapel, a mere 60 meters to the south-east. The echoes of devotion still reverberate through this chapel of ease once a spiritual refuge and known to have provided solace until at least 1888.

This architectural masterpiece is not merely a building; it's a living relic, bearing the distinction of a Grade II listing. Fashioned from limestone rubble adorned with the elegance of bath stone dressings, its form embraces a cruciform layout that exudes an aura of significance. The very arrangement of its structure tells a story — a two-bayed chancel, a resplendent five-bayed nave, the welcoming enclave of a south porch, a modest single-bayed vestry (nestled north of the chancel's western bay), and the sentinel-like presence of a west bellcote.

Elements of antiquity intertwine with the fabric of this church, whispering tales of bygone eras. The chancel, nave, and transepts stand as testaments to medieval craftsmanship. The chancel and nave, their origins veiled in the mists of the thirteenth to fourteenth centuries, evoke a sense of reverence. The transepts, added with the passage of time during the fifteenth or sixteenth century, bear the weight of centuries in their stone walls.

A journey through its sacred confines reveals hidden treasures. A simple yet enigmatic square aumbry nestled north of the altar hints at its medieval origins. An ancient northern side window bears witness to the passage of countless seasons. The two-light east window opening, though evoking medieval whispers, wears the visage of 1876. The south door, adorned with a two-centred surround, possibly an echo of restored medieval craftsmanship, beckons the faithful with an air of solemnity.

Restoration, a testament to the dedication of those who came before, weaves another chapter into the narrative. Around 1850, the hands of Mason and Elkington, overseers of the Bury Port Copper Works, brought renewal to these hallowed stones. Yet, the mists of history were not content, and 1876 saw the addition of the vestry and the south porch, as well as a renewal of the roof's embrace. The side wall windows, a dance between single and double lancets, emerged during this period, etching their mark into the architecture. The

bellcote, its tale traced to that era undeniably present by 1898, may have been a silent witness to these restorative endeavours. Within the nave, the stalls, pews, and wainscot dado, each with its own story, stand as living witnesses to the care bestowed upon this sacred abode.

The march of time continued, as did the legacy of devotion. The octagonal font, a symbol of spiritual rebirth, found its place in the embrace of the late nineteenth to early twentieth century. A modernity of sorts, manifested in the mid-twentieth century, introduced the unobtrusive comfort of a hot water system, a juxtaposition of contemporary convenience against the backdrop of tradition.

The narrative of Llandry Church expands even into the twentieth century, as the west end of the nave stretched its reach in 1907. Here, a three-light traceried west window took its place, a beacon of illumination both metaphorical and literal. The oak altar table, born of the post-war year of 1946, and the oak pulpit, a creation etched in the annals of 1966, stand as markers of evolving reverence and the unending march of time.

The building's design is also unique, with the choir and sanctuary is known as a weeping Chancel slightly offset at an angle, symbolizing Christ's head tilted to one side on the cross.

The Llandry Cemetery is a place of beauty, where the natural world meets the man-made where the past and present unite a common purpose.



Llandyry Church, while specific historical records for the church are limited, we can piece together a general history of the church based on available information and the architectural features mentioned in the previous text.

1. **Medieval Origins:** Llandyry Church has medieval origins, with parts of the building believed to date back to the 13th or 14th century. The church's core fabric from this period likely includes the chancel and nave. These structures may have served the local community as a place of worship for centuries.
2. **Transept Additions:** During the 15th or 16th century, it is believed that the north and south transepts were added to the church. These additions expanded the church's layout and architectural significance.
3. **Restorations:** Over the centuries, the church underwent several restorations to maintain and improve its condition. Notably, in the mid-19th century (around 1850), the church underwent restoration work, likely carried out by Mason & Elkington, managers of the Copper Works at Burry Port. This restoration was necessary due to the church's deteriorating state.
4. **1876 Restoration:** A more significant restoration occurred in 1876. During this period, the church underwent extensive changes and renovations. These included the addition of a vestry and south porch, changes to the church's windows, roof and floor renovations, and the installation of underfloor heating flues.
5. **20th Century Alterations:** In the mid-20th century, a hot water system was installed in the church, indicating efforts to modernize its facilities for the congregation's comfort.
6. **Listing as Grade II:** The church was designated as Grade II listed in 2002, indicating its historical and architectural significance.

While specific historical events and anecdotes about Llandyry Church may be scarce, its enduring presence and architectural evolution over the centuries provide valuable insights into the local religious and community history of the area. The church continues to stand as a historical and cultural landmark in Llandyry, serving as a place of worship and a testament to the region's heritage.

What an incredible journey this has turned out to be! I've been immersed in a world of discovery and connection, all centered around a local gem – the Llandyry church. It's a place where generations of my family have found their final resting spots. A personal mission to uncover these ties has led me down an unexpected path.

As I've frequented the church in my pursuit to locate and document each family member's grave, fate threw me a chance meeting with a remarkable individual – Declan Owens, the Llandyry Church Warden. Conversations flowed, and I learned that he was deeply involved in a project to meticulously document all those laid to rest in the church cemetery. The dedication to this endeavour was evident in the beautifully maintained grounds that cradled the history of countless souls.

Eager to contribute, I eagerly delved into their existing documentation plan. However, it soon became clear that this system was not as comprehensive and up to date as it needed to be, especially with the constant addition of new graves. Recognizing an opportunity to lend my expertise, I proposed a more efficient approach to memorial documentation.

In the span of just a week, I crafted a new system. Armed with a Word document and grid reference numbers, I meticulously recorded each memorial's details, capturing their essence through photographs of the weathered gravestones. Then, a seamless transition to modern technology occurred as I harnessed the power of Google Lens to transcribe the scanned text information onto the Findagrave Cemetery site. This dynamic duo of Word and Lens, further enriched by Google Translate, bridged the language gap, allowing a wider audience to appreciate the inscriptions, many of which were in Welsh.

This endeavour has sparked an unexpected joy within me. Beyond the act of documentation, it's the harmonious fusion of tradition and technology that fuels my enthusiasm. My system guarantees accuracy, with any discrepancies promptly rectified and preserved. The magnitude of completing this feat is not lost on me; a swell of pride accompanies each entry made.

Although the task ahead is formidable and demanding, I embrace every step with open arms. Yet, I yearn for a local ally, someone well-versed in the intricacies of the app, who could expedite the process. Currently, my routine includes on-site visits to acquire GPS coordinates, ensuring seamless integration with the larger project's framework.

The potential impact of this collective effort is deeply stirring. The preservation of the church's history feels like a sacred duty, and I'm humbled to play a part. With unwavering dedication, I press on, anticipating the day when this project reaches its culmination. In my record-keeping, I've also thoughtfully logged the locations of unmarked graves, providing reference points for the future.

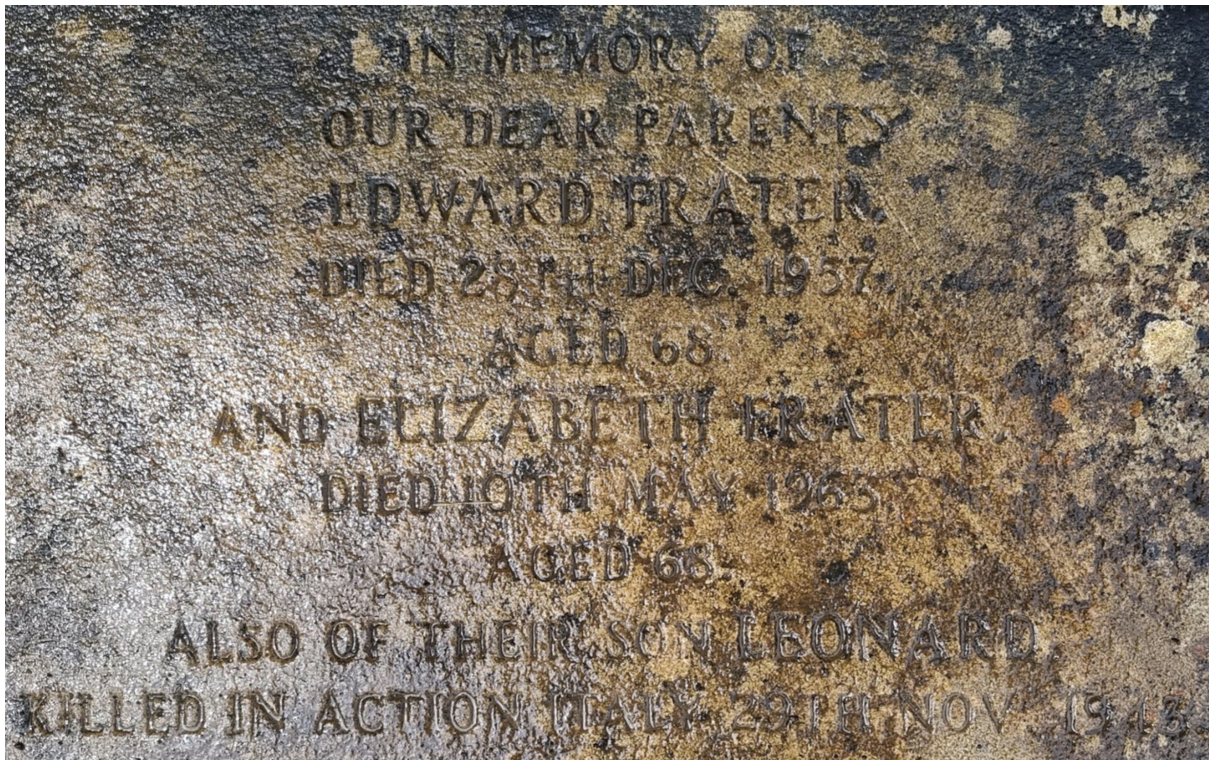
Today has been especially profound. My collaboration with Declan Owens in the Llandry Cemetery memorial documentation has yielded rich rewards. Simultaneously, my exploration of ancestral roots through Findagrave has illuminated a new dimension of my heritage. This venture is not without its challenges; time and weather have left some memorials nearly illegible. In a remarkable twist of fate, I embarked on a mission to restore their stories.

One particularly weathered memorial, cloaked in layers of lichen and moss, caught my attention. Armed with a specialized cleaner, I dedicated myself to revealing its hidden inscription. After meticulous efforts, Edward, and Elizabeth Frater's memorial (Plot PW-C8) names emerged. Their stories, intertwined with the history of this place, stand as a testament to the power of perseverance and the enduring spirit of remembrance, humbled to discover the location of his burial in Italy.

I felt compelled to preserve this important connection between Edward, Elizabeth, and their beloved son, Leonard, on Findagrave. It seemed fitting to pay tribute to their memory and ensure that others could also find solace in their story.

It is from this inscription I found on their memorial stone led me on a journey of discovery to find out who their son Leonard Frater was who was killed in action in Italy on 19th November 1943. This is what I found and his memorial in Italy.

IN MEMORY OF
OUR DEAR PARENTS
EDWARD FRATER
DIED 29TH DEC 1957
AGED 68.
AND ELIZABETH FRATER
DIED 10TH MAY 1963
AGED 68
ALSO OF THEIR SON LEONARD
KILLED IN ACTION ITALY 29TH NOV 1943



From the poignant inscription I uncovered on their memorial stone, a new chapter of discovery unfolded before me – one that would lead me to Leonard Frater, the son of Edward and Elizabeth Frater. Leonard's story, intertwined with the indelible mark of sacrifice, stirred my curiosity. The name etched onto that stone held within it a tale of courage and duty that resonated through time.

Leonard Frater, a Fusilier bearing the service number 14200801, stood among the ranks of the Royal Inniskilling Fusiliers' 6th Battalion. As history unfolded, this battalion played a role in the sweeping North African campaign and later became part of the forces that ventured into Italy, a land embroiled in war.

It was amidst these unforgiving battlegrounds that Leonard's fate was sealed. On the 29th of November 1943, during a daring assault on a ridge that cast its shadow over the Sangro River, tragedy struck. Artillery fire, an indiscriminate messenger of destruction, claimed Leonard's life at the tender age of 20. His youth belied the weight of the responsibilities he bore and the courage he exhibited.

Leonard found his final resting place in the Sangro River War Cemetery in Italy, a solemn testament to the countless lives altered by the tumultuous events of that time. The inscription on his gravestone captures the essence of his sacrifice – a fusilier in the ranks of The Royal Inniskilling Fusiliers, cut down on the 29th of November 1943 at the age of 20.



Each letter etched into the stone becomes a thread connecting the past to the present, and the sacrifice of a young life to the enduring memory of those who fought for freedom.

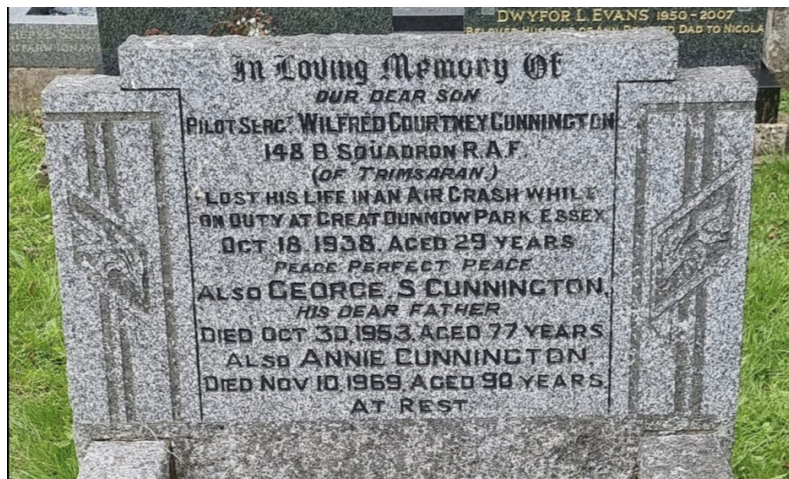
As we stand before Leonard's memorial, I'm reminded of the intricate tapestry of history, woven from the threads of countless lives like his. Each name represents a story, a family, and a legacy. Leonard's legacy is one of bravery and selflessness, a reminder that the echoes of war are not just dates and battles, but the lives of individuals who should never be forgotten.

With each day more family history is discovered before I came onto the grave of George & Annie Cunnington with an inscription that mention their son Wilfred Courtney Cunnington with the mention on the headstone of his fate in the WW2.

As the days unfold, the tapestry of family history continues to reveal its intricate threads, each thread representing a story waiting to be told. And in this journey of discovery, I stumbled upon the grave of George and Annie Cunnington (Plot PN-J4), bearing an inscription that spoke of their beloved son, Pilot Sergeant Wilfred Courtney Cunnington, whose fate was intertwined with the tumultuous times of World War II.

The headstone, a silent sentinel of memories, bore witness to Wilfred's sacrifice. It read:

"In Loving Memory of OUR DEAR SON PILOT SERG WILFRED COURTNEY CUNNINGTON 148 B SQUADRON RAF (OF TRIMSARAN) LOST HIS LIFE IN AN AIR CRASH WHILE ON DUTY AT GREAT DUNNOW PARK ESSEX OCT 18, 1938, AGED 29 YEARS PEACE PERFECT PEACE"



Driven by the desire to uncover the story behind this brave soul, I delved into the annals of history. The narrative that unfolded painted a picture of dedication and tragedy. Pilot Sergeant Wilfred Courtney Cunnington, a member of the esteemed 148 Squadron of the RAF, found himself in the cockpit of a Vickers Wellesley Mk. I, identified by the serial number K7716.



Tragedy struck on the 18th of October 1938, as two aircraft, including Wilfred's Wellesley K7716, met in a devastating mid-air collision. The other aircraft involved, Wellesley K7714, was also from the same 148 Squadron. The collision occurred over the skies of Great Dunmow, Essex. In an instant, lives were forever altered, and the fate of those aboard the ill-fated K7716 was sealed.

The crew of K7716 included:

- Sgt Reginald Prosser (aged 24)
- Sgt Wilfred Courtney Cunnington (aged 29)
- Act Sgt James Crane Irwin (aged 31)

All three valiant individuals lost their lives that day, their spirits forever imprinted on the pages of history. Their sacrifices stand as a testament to the risks and challenges faced by those who took to the skies in service of their nation.

Wilfred Courtney Cunnington, a Pilot Sergeant who had embarked on his duties with bravery and determination, now rests in eternal peace, his memory enshrined in the hearts of those who remember. His age, 29, is a stark reminder of the youthfulness that war often claimed, a poignant reminder that every life cut short was a world of potential and dreams.

As I stand before his memorial, I reflect on the profound impact that a few lines of text can have, capturing the essence of a life and its untimely end. Wilfred's story joins the tapestry of history, a thread woven with the threads of countless others who made the ultimate sacrifice for a greater cause. Their legacy lives on, as does the gratitude of generations who will never forget their sacrifice.

With each passing day, the journey through history brings new chapters to light, unveiling stories that have weathered the sands of time. Among the markers of remembrance, the memorial headstone of Nathaniel and Eliza Hancock (Plot PN-K8) stood as a silent testament to a family's enduring love and sacrifice, with an inscription that echoed through the years:



"PEACE IN LOVING MEMORY OF NATHANIEL HANCOCK DIED JAN. 8. 1937 AGED 59 YEARS. EVER IN OUR THOUGHTS, ALSO HIS DEAR WIFE ELIZA HANCOCK DIED SEPT. 23, 1955: AGED 76 ALSO OF THEIR SON RICHARD GEORGE HANCOCK B.S.M-RA DIED ON ACTIVE SERVICE 1939-1945 EVER REMEMBERED"

This inscription held a poignant reminder of the sacrifices made by this family during a time of global turmoil. The mention of their son, Richard George Hancock, who died on active service, ignited a spark of curiosity, driving me to uncover more about his story.

And so, the journey of discovery led me to the remarkable story of Warrant Officer Class II (Battery Serjeant-Major) Richard George Hancock. His service, marked by dedication and courage, unfolded against the backdrop of World War II. Tragically, his life was cut short on the 14th of November 1942, in the sands of Egypt, amidst the fierce battles of El Alamein.

The scroll that commemorates his sacrifice reads:

"This scroll commemorates Battery Serjeant-Major R. G. Hancock Royal Regiment of Artillery held in honour as one who served King and Country in the world war of 1939-1945 and gave his life to save mankind from tyranny. May his sacrifice help to bring the peace and freedom for which he died."

Richard George Hancock's role in the struggle against tyranny is a testament to his bravery and selflessness. He stands as a symbol of all those who served, whose sacrifices paved the path to a better future. The battles

he fought were not just on distant lands; they were the embodiment of a collective effort to preserve freedom and humanity.

As I reflect on his story, I am reminded of the interconnectedness of history and how the lives of individuals intertwine with the greater narrative. The inscription on the headstone and the scroll of commemoration stands as a bridge between the past and the present, ensuring that Richard George Hancock's memory endures, and his sacrifice continues to inspire. May his legacy be a beacon of hope, reminding us of the price paid for the peace and freedom we hold dear.

I chanced upon an inconspicuous headstone, Plot (PF-C6) which soon revealed itself to be a poignant memorial that held a deeper narrative.



IN MEMORY OF
PRYCE LLOYD
DIED NOV 26: 1917
AGED 70 YEARS
ALSO GRIFFITH HIS SON THIS SON
KILLED IN ACTION IN FRANCE
MARCH 28, 1918, AGED 28 YEARS

This solemn inscription piqued my curiosity, prompting me to delve further into the story of Pryce Lloyd's cherished son, Griffith. It became evident that Griffith was not laid to rest here, and my curiosity drove me to uncover more details. As I delved deeper, this is what I uncovered.

This is for the memory of Griffith Lloyd, Private, 307171, Lancashire Fusiliers.

Griffith Lloyd, the cherished son of Pryce and Ellen Lloyd. A life intertwined with the land, both Griffith and his father served as Gamekeepers at Trimsaran, residing at the Keeper's Lodge before the world was plunged into conflict.

Answering the call of duty, Griffith enlisted in Kidwelly, joining the ranks of the 2/8th Battalion, Lancashire Fusiliers. This valiant unit was affiliated with the 197 Brigade, a crucial part of the 66th (2nd East Lancs.) Division. Their journey led them to the Western Front, a theatre of sacrifice and valour, which they reached by the 16th of March 1917. From there, they ventured to the shores of Flanders.

As the seasons shifted, September of 1917 found them stationed in Ypres, where they steadfastly participated in the harrowing Battle of Poelcapelle. With determination, they then marched southward to the Somme, a name etched in history. On the fateful 21st of March 1918, the tumultuous tempest of the German Spring Offensive swept upon them at the Battle of St Quentin. Undaunted, they held their ground, and in the subsequent westward movement, they engaged in the Actions at the Somme Crossings—a chapter where destiny would unfold for Griffith.



In the crucible of battle, Griffith sustained wounds that would ultimately claim his life. Aged just 28, he passed away on the 28th of March 1918. His final resting place is Namps-Au-Val British Cemetery, France—an eternal abode where his bravery and sacrifice remain forever enshrined.

In humble tribute, we honour Griffith Lloyd, his unwavering courage, and the legacy he bestowed upon history. May his memory be a beacon of inspiration for generations to come.

This marked another chapter in the history of this cemetery.

This another sad story which made me think of my family and what I would feel if this had happened to me. I was recording the details of a memorial stone of Mary Anthony (Plot PE2-D1) and took in the enormity of what I saw before me on the inscription.



I N LOVING MEMORY OF
DAVID
SON OF DAVID & MARY ANTHONY
Of AQUEDUCT IN THIS PARISH WHO DIED
NOV 8, 1880, AGED 6 MONTHS
MARY ANTHONY
APRIL 27, 1884, AGED 29 YEARS
ALSO MARY DAUGHTER OF THE ABOVE
BORN APRIL 27th, 1884, DIED APRIL 21st, 1901.

Indeed, the inscriptions on the memorial stones hold within them stories of heartbreak, loss, and the fragility of life. As you stood before the memorial stone of Mary Anthony, the weight of the narrative etched into the cold stone must have been palpable – a testament to the profound grief that can touch a family's life.

In the span of these few lines, a tale of tragedy and loss is woven, a tapestry of lives cut short, and hearts left shattered. The dates, the ages, and the relationships carved into the stone carry the weight of entire lifetimes condensed into a few words. The stark reality of Mary Anthony's story is heart-wrenching.

To lose a son at only 6 months old, to pass away at such a tender age of 29, and then, a cruel twist of fate, to bring a daughter into the world on the same day she herself would depart – it's a narrative that encapsulates the harshness of life's uncertainties. The story of Mary Anthony and her daughter Mary is a poignant reminder of the delicate balance between life and mortality, the fleeting nature of our existence.

Standing before that stone, the realization must have hit you with a wave of empathy and reflection. It's moments like these that make us pause and ponder our own lives, the lives of our loved ones, and the profound vulnerability that accompanies our journey through this world. Such stories bridge the gap between history and personal experience, making us realize that while time marches on, the emotions and the essence of human experience remain timeless.

As we contemplate the stories etched into these stones, may they inspire us to cherish the moments we have, to hold our loved ones a little closer, and to find meaning and purpose in the face of life's uncertainties. The vulnerability that you sensed in those inscriptions reminds us of the

importance of compassion and understanding – for each life, no matter how brief, carries its own weight and significance in the grand tapestry of existence.

I've been dedicating my time and effort to meticulously record the cemetery memorials at Llandyry Church. This journey, undertaken in collaboration with the church warden, has been a profound and humbling experience. Today, I'm thrilled to share my reflections on this endeavour, hoping that you will find it as moving to read as I found it to live.

The process of documenting these memorials has been nothing short of overwhelming in the most touching way. Each gravestone represents a life – a story waiting to be uncovered, shared, and remembered. As I've walked among these silent sentinels, the weight of history has settled upon my shoulders, inviting me to honour the lives that once thrived within these hallowed grounds.

The gravestones are more than markers; they are windows into the past. The names, dates, and inscriptions etched into the stone reveal glimpses of triumphs and tribulations, joys, and sorrows. Every name is a thread in the rich tapestry of our shared human experience. The names may be weathered, but they still speak to us, reminding us of the lives once lived and the connections that endure beyond time.

Through this project, I've come to realize the deeply personal nature of remembrance. The act of preserving these memories is a gift to those who came before us and to the generations that will follow. It's a way of saying, "Your stories matter. Your existence is not forgotten." In this age of fleeting digital interactions, there's something sacred about the permanence of these inscriptions, standing as a testament to the lives they represent.

As I reflect on the countless hours spent amidst the stones, my heart is full of humility. The enormity of history and the tapestry of humanity that resides within this churchyard have left an indelible mark on my soul. It's a reminder that life is precious, fragile, and ultimately fleeting. The stories that these stones hold is a reminder to live with purpose, to cherish our moments, and to leave a legacy worth remembering.

So here it is, my attempt to put into words the emotions that have swelled within me during this journey. I invite you to read, to share in this experience, and to join me in honouring the lives that have contributed to the fabric of this community. I hope my words capture even a fraction of the awe and reverence I've felt in the presence of these memorials.

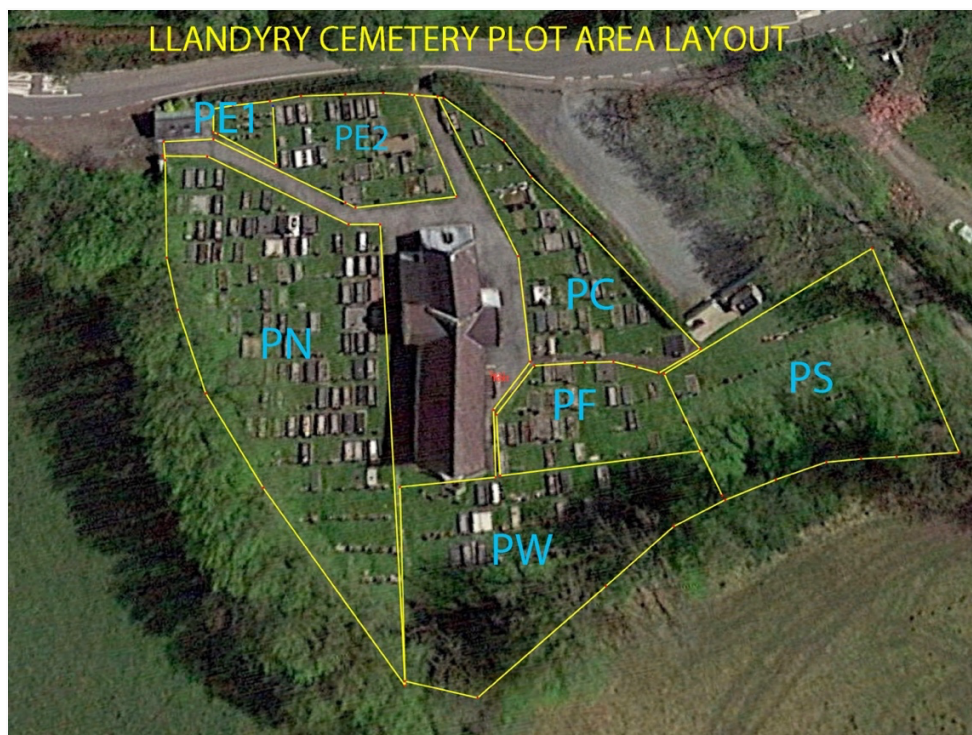
Thank you for being a part of this journey with me. I believe that these stories, these lives, and these moments of remembrance are worth every effort, and I invite you to explore this shared history with me.

With heartfelt gratitude,

Graham Tudor Emmanuel

Acknowledgments: We extend our sincere gratitude to Coflein for providing valuable insights into the history of Llandry Church. Additionally, we would like to thank www.findagrave.com for offering the necessary tools to preserve pertinent data and facilitating our information-gathering process. Your contributions have greatly enriched the content and quality of this project.

Llandry Cemetery Memorial Plot Layout Location



Memorials: - <https://tinyurl.com/Llandry-Memorials>

Carmel Welsh Independent Chapel Pembrey

Carmel Welsh Independent Chapel in Pembrey stands as a testament to its enduring history, having evolved through multiple phases of construction and expansion. Initially built in 1828, the chapel underwent its first extension in 1829, reflecting the growing needs of its congregation.

A significant reconstruction took place in 1882, ushering in a new era for Carmel Chapel. This phase likely involved either the complete rebuilding of the structure or a substantial renovation, aligning the chapel with the architectural trends of the late 19th century.

As the community continued to thrive, the chapel experienced another enlargement in 1929. This expansion not only accommodated the increasing congregation but also embraced the architectural styles of the early 20th century. The chapel's design during this period followed the Simple Round-Headed and Sub-Classical style, characterized by rounded arches and classical elements.

The current chapel, dated 1929, stands as the culmination of these historical transformations. It features the distinctive gable entry type, a design that emphasizes a prominent gable at the entrance. Today, Carmel Welsh Independent Chapel is not only a place of worship but also a living testament to the architectural and cultural heritage of the Pembrey community.

While the chapel is physically closer to Pembrey, its accessibility made it a popular choice for the residents of Trimsaran and Pen y Mynydd. The proximity of the chapel to both communities facilitated its extensive use for a range of events, including weddings, funerals, and religious meetings.



<https://tinyurl.com/Carmel-Memorials>

Gwendraeth Valley Railway

The Gwendraeth Valley Railway left an indelible mark on the mining industry in the Gwendraeth Valley throughout the 19th and early 20th centuries. Its impact was multifaceted and instrumental in shaping the economic and cultural landscape of the region.

The primary function of the Gwendraeth Valley Railway was to streamline the transportation of coal from the valley's numerous collieries to coastal ports for export. This strategic railway significantly reduced both the cost and time associated with moving coal, thereby enhancing the economic viability of mining operations.

The existence of a reliable railway system spurred the expansion of mining activities in the Gwendraeth Valley. Mining companies, buoyed by the improved transportation infrastructure, became more willing to invest in new collieries and increase production.

Connecting the Gwendraeth Valley to coastal ports like Burry Port, Kidwelly, and Llanelli, the railway facilitated the export of coal to national and international markets. This increased export capacity played a pivotal role in the valley's coal industry, providing access to a broader customer base.

The construction and operation of the railway created employment opportunities for residents. From laying tracks to staffing railway stations and maintenance crews, the railway industry became a significant source of jobs in the valley.

Beyond its role in coal export, the railway also streamlined the importation of essential resources needed for mining operations. This included machinery, timber for support structures, and other vital supplies, further supporting the growth of the mining industry.

The Gwendraeth Valley Railway provided a competitive advantage to the local coal industry. Its efficiency in transporting coal to markets surpassed that of other regions, making the valley's coal an attractive choice for buyers.

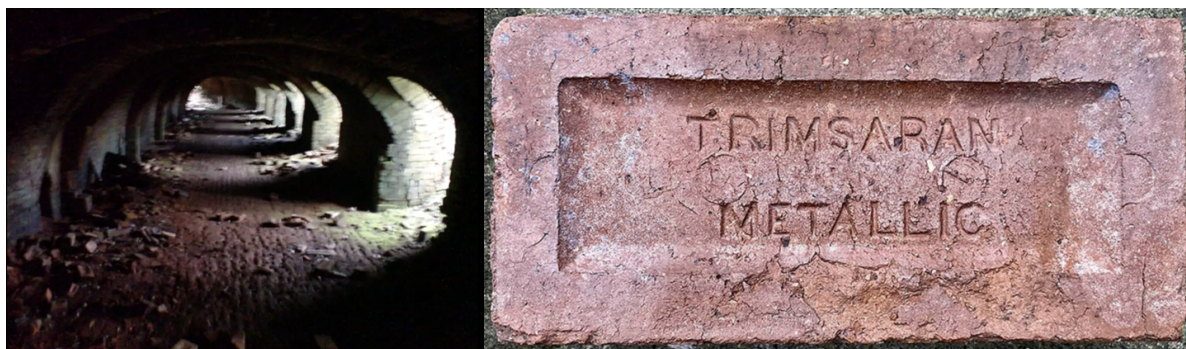
In addition to its economic impact, the construction and maintenance of the railway infrastructure contributed to overall development in the valley. This included the building of bridges, tunnels, and the railway itself, enhancing connectivity within the region.

The legacy of the Gwendraeth Valley Railway persists in the cultural and historical identity of the region. Railway stations, tracks, and associated structures stand as tangible reminders of the valley's industrial heritage, contributing to a narrative that transcends time.

In summary, the Gwendraeth Valley Railway played a crucial role in the Gwendraeth Valley's mining industry by improving coal transportation, expanding mining operations, increasing export capacity, creating job opportunities, providing access to resources, offering a competitive advantage, contributing to infrastructure development, and leaving a lasting cultural impact. It was an essential component of the region's industrial landscape during the height of the coal mining era.

The History of Trimsaran Brickworks & Adjacent Trimsaran Coal Mine.

The history of Trimsaran Brickworks is closely intertwined with the adjacent Trimsaran coal mine, forming a rich tapestry of industrial development in the region.



The story begins with the Trimsaran coal mine, established in 1860 and initially owned by Williams, Smith & Co. This marked the early stages of mining operations in Trimsaran, likely providing the initial impetus for industrial growth in the area. By 1865, ownership transitioned to the Banking Co., a shift often driven by financial and operational considerations common in the coal mining industry.

In 1875, a pivotal change occurred as the Trimsaran Coal & Iron Co. assumed ownership of the mine. This transformation suggested a broadened focus, possibly incorporating iron-related activities alongside coal mining. Such diversification was a strategic response to the changing industrial landscape of the time.

Further alterations in ownership, particularly the transition to the Trimsaran Colliery Co. in 1880, potentially indicated strategic moves or management shifts to enhance efficiency and productivity in coal extraction.

The subsequent transformation into Trimsaran Colliery Co. Ltd in 1885-1896 marked a significant step, perhaps driven by a need for increased capital and broader stakeholder involvement.

By the early 20th century, the coal mine underwent another restructuring, emerging as Trimsaran Co. Ltd between 1900-1905. This evolution may have been a response to evolving business strategies, economic conditions, or technological advancements in the mining sector during that era.

During the same period, around 1900, the 'Trimsaran Brick Co' became a prominent presence at the Trimsaran Upper Colliery. The coal mine and the brickworks likely operated in

proximity, sharing resources and potentially a labour force. The brickworks capitalized on the availability of raw materials such as coal, essential for the firing process in brick production.

The symbiotic relationship between the coal mine and brickworks is evident as the colliery operations merged into the NCB while the brickworks continued under the management of the 'British Anthracite Co.' This transition, accompanied by the eventual closure of the brickworks in 1967, marked the end of an era, signifying a shift in the industrial landscape.

The legacy of Trimsaran Brickworks endures a testament to its vital role in the region's industrial heritage. The integration of these historical narratives illuminates the interconnectedness of coal mining and brick production, providing a holistic view of the industrial evolution that shaped Trimsaran. Rich historical records, including photographs, maps, and employee documentation, stand as witnesses to this remarkable industrial journey.

Trimsaran Brickworks Production Flow

In the industrial dance of creation that was the Trimsaran Brickworks, the raw symphony of production began in the quarry, nestled between the brickworks and the Plas. Here, a quartet of workers diligently blasted rock under the watchful eye of Elvet Phillips, the maestro of detonation.

The stones, liberated from the quarry's grip, embarked on a subterranean journey beneath the Plas Road, riding in drams to their next destination—the crusher. This mechanical maw, a formidable amalgamation of a large bowl and a heavy wheel, tirelessly churned the stones into a powdery embrace of dry clay.

The metamorphosed clay then found itself in the arms of a mixer, where water became the alchemist's touch, crafting the perfect potion. The concoction, now clay in its rebirth, was ushered into moulds where compression bestowed upon it the distinctive Trimsaran Brick shape—9 inches long, 4 inches wide, and 2 inches deep.

Some bricks were blessed with a touch of artistry, as coloured sand cascaded upon them, painting the external face in vibrant hues.

Barrows patiently waited to cradle the moulded bricks, ferrying them to the kiln's chamber. Two kilns, each adorned with its chimney stack, stood sentinel with a total of 32 chambers, ready to embrace the bricks for their fiery ordeal.

As each chamber reached its zenith of fullness, a ritualistic bricking-up occurred, leaving a solitary peephole to witness the impending transformation. The inferno within, stoked by small coal from above, rendered the kiln a crucible of metamorphosis. The glass sentinel atop the brick stack attested to the furnace's mastery, its melted form confirming the temperature's ascent to the sacred 1000 degrees Celsius.

A meticulous 21-day choreography of preheating, baking, and cooling followed, an elaborate ballet performed by the kiln. The heat, once unleashed upon the first eight chambers, pirouetted to the next, leaving behind a trail of perfectly fired bricks.

The unveiling of the chamber's contents marked the climax, as bricks, now sculpted by the kiln's fiery hand, were paraded on barrows to await their next journey. From railway trucks to lorries, the bricks embarked on a terrestrial odyssey to the coal yard, ready to be handballed onto building sites.

Amidst this choreographed chaos, the hardy Trimsaran brick emerged, christened as an engineering marvel. No whisper of automation graced this industrious saga; instead, every stage bore the indelible mark of human hands.

In the shadow of closure in 1967, the once-thriving brickyard left behind memories, embodied in photographs capturing the bygone days—the maps of 1904 and 1914, the faces of employees in 1962, and frozen moments from 1955.

As the dust of time settled over Cwm y Rhyfel, a landscape defined by Plas, Brickworks, and Upper Drift, the two cottages, Cwm y Rhyfel Cottages 1 and 2, stood as silent witnesses to an era when bricks were more than mere building blocks—they were the tangible echoes of an industrial symphony.

The Legacy

The legacy of the 'Trimsaran Brick Co' at the Trimsaran Upper Colliery, dating back to 1900, endured through various iterations, initially known as the 'Trimsaran Colliery and Brickworks Co' in 1915. A subsequent transition saw the colliery operations integrated into the NCB, while the brickworks retained its autonomy under the management of the 'British Anthracite Co,' ultimately ceasing operations in 1967.

In its heyday, Trimsaran Brickworks stood as a pivotal industrial cornerstone deeply embedded in the local heritage. The intricate dance of production unfolded with the extraction of stones from the Quarry strategically positioned between the brickworks and the Plas. Guided by Elvet Phillips, locally esteemed as Elvet y Godian, a skilled team of four employed blasting techniques to ensure the stones were precisely sized for the impending crusher.

Transported underneath the Plas Road, the stones were carefully loaded into drams before meeting the embrace of the crusher—a formidable amalgamation of a large bowl and a heavy wheel. This meticulous grinding process transformed the stones into dry powdered clay, a fundamental ingredient in the subsequent alchemy of brick production.

The dry powdered clay underwent a ritualistic union with water, with a precise water-to-clay ratio serving as a linchpin in achieving the desired final product. The resulting clay mixture found its purpose in moulds, where compression bestowed upon it the iconic dimensions of a Trimsaran Brick: 9 inches in length, 4 inches in width, and 2 inches in depth.

Craftsmanship reached its zenith as coloured sand could be blasted onto the bricks, creating an external finish adorned with a spectrum of hues. The moulded bricks, now works of art, embarked on a journey to the kiln chamber, a critical juncture in the production process featuring 16 chambers in each of the two kilns—a total of 32 chambers. This orchestration allowed for the firing of an impressive 15,000 bricks per chamber.

The kiln chambers, meticulously arranged, facilitated the passage of hot air to ensure an even distribution of heat during the firing process. Once sealed, the chambers underwent a transformative journey, reaching temperatures of approximately 1000°C. A glass bottle atop the brick stack acted as a sentinel, melting at 900°C to signal the correct temperature attainment.

The firing process, sustained by the meticulous addition of small coal, extended over an exhaustive 21-day period. Post-firing, the bricks were handled with the utmost care, delicately loaded onto barrows, and transported to railway trucks (later lorries) for distribution. Every stage of this manual process bore the imprint of dedicated craftsmanship.

These bricks, reaching construction sites, found purpose in two distinct types: Face bricks for visible areas and common bricks for plastered surfaces. The Trimsaran brick, celebrated for its exceptional hardness, held the prestigious title of an engineering brick—a testament to industrial craftsmanship.

The closure of the brickyard in 1967 marked the end of an era, leaving behind a legacy that reverberated through the local area. CWM Y RHYFEL, encompassing Plas, Brickworks, and the upper drift, stood as a testament to historical importance.

Adding a human touch to this industrial landscape were two cottages near the brickworks, named Cwm y Rhyfel Cottages 1 and 2. These cottages contributed to the historical narrative of Trimsaran Brickworks, further enriched by a wealth of historical records, including photographs, maps, and employee documentation, providing a glimpse into the evolution and profound history of this industrial powerhouse.

Nestled in the annals of time, Trimsaran emerges as a place with a rich historical tapestry woven with threads of mining, industry, and ancient settlements. The mining saga in Trimsaran traces its roots back to the 1600s, where the first echoes of coal

extraction resonated in Carway. By the 1760s, the burgeoning mining activities prompted the creation of Kymer's Canal, a vital lifeline transporting coal and culm to Kidwelly harbour. The pulse of the village quickened, reaching its zenith in 1931 when over 700 hands toiled in the mines, shaping Trimsaran into a thriving community.

Around 1900, the brickworks joined this industrious symphony, laying the foundation for the village's houses. Concurrently, a small steelwork nestled in the rail yard, adding another note to the harmonious melody of industry. The c19 witnessed the rise of three chapels, architectural hymns to the village's growth.

The mining landscape underwent a transformative shift in 1931, as the Jackson Open Cast replaced drift mines. In the 1990s, Wimpey delved deeper into the earth, extracting another layer of history. Amidst the coal-laden soil, whispers of an ancient past surfaced—three Iron Age defended enclosures dating back 2,000 years, silent witnesses to the eons that unfolded in Trimsaran.

Tracing back to the 14th century, three settlements, Muddlescum, Cilferi, and Cilrhedin, adorned the landscape. While Cilrhedin and Muddlescum endured the sands of time, Cilferi succumbed to the Open Cast's relentless advance.

In the pages of history, Griffith Dwnn of Muddlescum left an indelible mark, fighting in Agincourt in 1415 before ascending to the esteemed role of Receiver of Kidwelly in 1427 and County Sheriff in 1432. His lineage, the Mansel family, found their abode in the Plas Trimsaran during the 18th century. The illustrious walls of the Plas once hosted John Wesley, who marvelled at its "few large, handsome rooms" before succumbing to the upheaval of the Open Cast.

Spudder's Bridge, a relic from the 14th century with later alterations, weaves another strand into Trimsaran's narrative. In the 1840s, the toll house adjacent to the bridge witnessed tumult as Rebecca rioters, champions of protest, against turnpike roads and tolls, left their mark on history. The toll house, a silent witness to rebellion, stands as a testament to a bygone era when the tolls exacted more than a financial price—an old lady's life lost in the echoes of protest.

Trimsaran, a palimpsest of epochs, invites exploration into its layers—mining, industry, ancient settlements, and the resilient spirit of a village etched into the very fabric of time.

Reminders of Trimsaran Past.



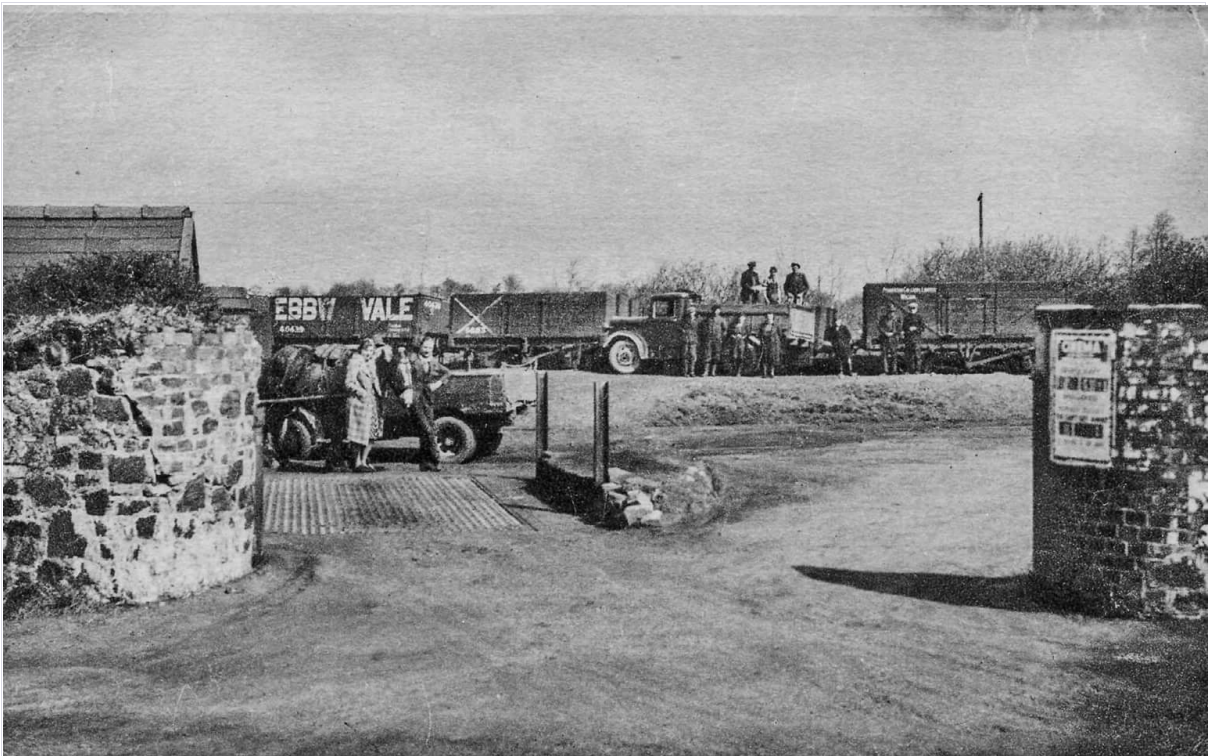
The Bird in Hand Pub



Star Inn & Trimsaran School



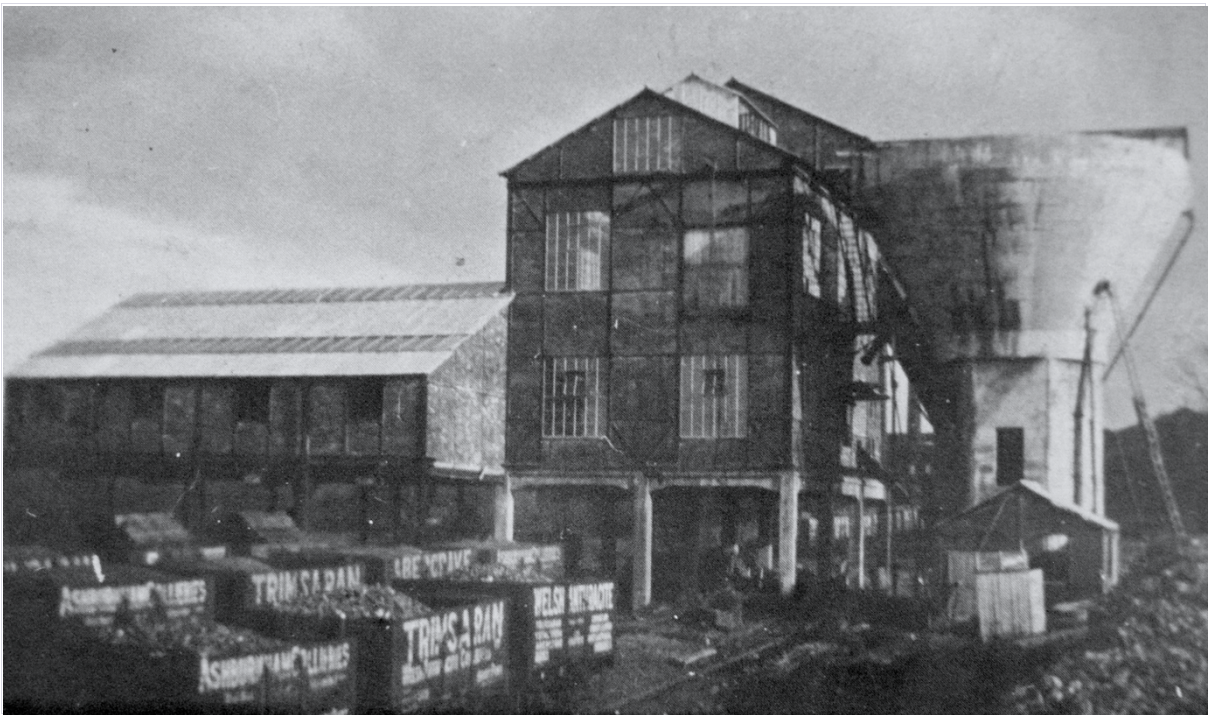
Trimsaran School



Trimsaran Coal Yard & Weigh Bridge



The Miners Arms



The Coal Washery

The Sale of the Plas Trimsaran.

TRIMSARAN STEAM COAL COLLIERY AND IRON WORKS

COPY REPORT OF MR. BROOKE RIDGWAY SMITH, Mining Surveyor, of West Bromwich, Staffordshire,

TO JOHN HOLLINGWORTH, ESQ., AND OTHERS, THE GENTLEMEN NEGOTIATING FOR THE PURCHASE OF THE WORKS AND FIXED PLANT, AND LEASE OF MINERAL GROUND.

LONDON WATERLOW AND SONS, PRINTERS, CARPENTERS' HALL, LONDON WALL.

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TRIMSARAN COLLIERIES AND IRON WORKS [Copy.] TO JOHN HOLLINGWORTH, ESQUIRE.

SIR,

In providing a report on the Trimsaran Collieries and Anthracite Iron Works, I find it essential to offer some initial observations on the overall features of the property.

The local position of Trimsaran lies within the parish of Pembrey, Carmarthenshire. From a mineralogical standpoint, it is situated at the extreme western edge of the Anthracite portion of the Carmarthenshire coal basin. Conveniently positioned in proximity to the sea, it is merely 3 miles from the small harbour of Kidwelly (featuring a station of the South Wales Railway) and approximately 5 miles from the harbours of Pembrey and Burry Port (the latter boasting a floating dock) at the mouth of the Burry River. According to the published tide table of the Burry Commissioners, vessels of 500 tons can load afloat, and it is asserted that at neap tides, there is 2 feet greater water depth than at Swansea. Communication is facilitated by a canal directly connecting to the harbours.

The Trimsaran minerals span a surface area of nearly 750 acres within a ring fence. This encompassing tract comprises Anthracite coal, iron ore, and fire clay. The collieries have been operationalized, accompanied by the establishment of iron works and a fire brick facility.

The quantity of mineral extracted thus far is relatively modest, given the location of the property beneath Pembrey mountain. Except for one seam, the workings have been limited to shallow levels in the surface crop, leaving the majority of mineral below ground level untouched. Mining operations involve add it levels or tunnels, pits, slants, and various steam and hydraulic engines for water pumping and mineral extraction. The iron works feature two blast furnaces with a weekly production capacity of approximately 50 tons of pig iron each, aligning with the standard size in the Anthracite district. Additionally, the iron works comprise a cast-house, modern blast engine, refinery, and two small cupolas for remelting.

The property is equipped with several ponds supplying boilers to blast engines and furnace Tuyères, (Tuyères are nozzles or pipes through which air is blown into a furnace, typically a blast furnace or a forge, to facilitate combustion and the melting of metals. The term is often used in the context of metallurgy and metalworking. The air blown through the tuyères helps in the oxidation of metals and promotes the high-temperature processes necessary for various industrial

applications, such as smelting and refining.) catering to various steam and hydraulic engines. Well-maintained surface roads and 2 to 3 miles of railways and tramways enhance the overall infrastructure. The site also includes 28 workmen's cottages, a manager's house, an office, a shop, and other ancillary structures.

Wagons and Convenient Buildings: Among the general effects are a cast house crane, weighing machines, general barges, and wagons for removing the coal and iron, trams for underground and pit use, patterns for castings, flasks and foundry implements, safety lamps, Smiths' and Miners' tools, office furniture, etc. In fact, all the appliances that were in use when the works stopped, nothing having been removed.

No underground works were in progress at the period of my visit. My sources of information upon this point have therefore been the plan of the estate showing the seams of coal as they crop out on the surface of the land; two working plans of the colliery and iron mine ground, showing the drainage and horseway levels, also the veins worked, and depth of workings drained; a horizontal section of the seams of coal and courses of iron mine; lastly, the vertical section of "The Geological Ordnance Survey of Great Britain." Trimsaran from its westerly position forms the first sheet in this series, published by Longman and Co., for Her Majesty's Stationery Office, and comprises almost the entire "Vertical Section No. 1." The Trimsaran coal veins and courses of mine are shown on the Government section with exceeding minuteness, and it is accompanied with remarks which enhance its value as an authentic document. These various sources I have checked with each other, and from them as well as from personal inquiry of old colliers and miners in the neighbourhood, aided by such general indications as the surface afforded, I derived my data for this part of my report.

The prominent points for the attention of persons proposing to carry on extensive iron and coal works on any property are: First, is there an abundance of minerals? Second, are they of average quality? Third, can they be cheaply worked? The nature and extent of the existing openings, the condition of the underground workings, and any special feature of detriment or advantage to the property are also important though subordinate matters for consideration.

I need hardly observe that Anthracite is distinguished from other coal by its greater proportion of carbon; it is therefore next to charcoal, the best-known fuel for smelting iron from the ores.

Except for some small and unimportant courses, the entire Anthracite of Great Britain is contained in two patches of the South Wales basin, the first in Pembrokeshire, known as the Pembrokeshire Anthracite, the second in Carmarthenshire and the adjoining counties, known as the Carmarthenshire Anthracite. The first is the most

highly carbonized, but the best veins are small, and from their scarcity, the coal commands a high price for malting purposes. There are no iron works in operation in Pembrokeshire.

The Carmarthenshire Anthracite is somewhat less pure than the Pembrokeshire, but it is in greater abundance, and it is much esteemed for the first process of smelting.

iron from the ores.

As the bituminous and Anthracite districts approach each other, this coal assumes various transition states of semi-bituminous, free-burning, and Anthracitic, the latter joining the class of higher carbonized Anthracites. Within the range of a mile and a half north and south on the Trimsaran estate, there are upwards of 20 veins of coal. The upper veins approach free burning, while the greater part of the middle and lower veins is of the Anthracitic class. In fracture, some of the upper veins closely resemble the famous Llangennech steam coal, which is worked at four miles' distance, but the Trimsaran veins are richer in carbon and are all completely smokeless. This has an important bearing upon its past history as well as upon the prospects of this Trimsaran mineral property.

The following are the principal veins of coal that crop out on the surface of the Trimsaran estate:

1. The Carway
2. Culla vein
3. Rider
4. Vangog
5. Waunhir double 2 feet
6. King's vein
7. Two-foot
8. Yard seam
9. Big vein
10. Small vein
11. Green
12. The Greygog
13. Mole
14. Drap
15. Wainfynonne
16. Quarry
17. Golden
18. Upper mountain
19. Bankog
20. Dythel

Total Thickness: 57 feet

In addition to the above, there are other veins beneath Trimsaran, which do not crop out on the estate. Among these is a second 9-foot vein, stated to be only 20 fathoms deep at the extreme northern edge of the property, but the crops of the lower veins are not shown on the plan, and I do not enumerate them.

The dip from the north to the south of all the measures of coal and iron ranges from 1 in 3 to 1 in 4. The length along the level course of the seams east and west will average about a mile. The proportion of carbon exceeds 90 percent. The specific gravity of the coal unbroken is reckoned equal to a cubic yard to the ton. The total quantity of coal beneath the estate is estimated at about 20 million tons. This is certainly an enormous quantity of coal. The coal is of undoubted excellence for iron smelting.

I am informed that it was for some time shipped to France for the use of the ironworks at Marguisc Mining Mr. Thomas Butler, formerly agent for the colliery, some statistics are given of the use Journal, 9th of Trimaran coal, as a steam fuel, at various works in London. It is stated also that June 1855. the lime for the new London Bridge was almost entirely burnt with Trimsaran small coal. From the pay books produced to me, the information of old colliers working similar veins of coal in the neighbourhood of Trimaran, and my own estimate of the depth it must be raised and the mechanical appliances necessary, I consider the coal will cost on the pit bank, all expenses included save rent and interest of capital), about 25. 6d. a ton. The expenses of conveying the coal to the harbour and putting on board ship, average 1s. 8d. a ton. The Royalty Rent, I understand, is proposed to be 6d. a ton, making the total charges 4s. 8d. a ton. The selling price, "through and through," is 7s. 6d. a ton. Iron. The iron stone accompanies the coal, laying between the seams, either above or below the coal, as shown in the section. The various courses have an aggregate thickness of about 100 inches. The quality is rather richer than the ordinary argillaceous ores of Wales, a mixture of various courses of Trimaran ores, giving, on analysis, an average of 34 per cent. of iron. The castings for weighing machines, crane, foundation plates, waggon wheels and other purposes on the estate were made from the iron on the spot. They bear the mark of the works and are their own evidence of quality. The heavy castings for the 2 swivel bridges at Swansea (cast at the Llanmore Iron Foundry, Llanelly), were also made in great part from Trimaran Iron; in fact, I think it may be taken for granted that the reputation of the iron is sufficiently well established. The proportion of hematite ore used was about 1-12th. A course of black band iron stone, 22 inches thick, runs through the property. I estimate the cost of making the iron and putting the same on-board ship in port (Agencies Royalty Rent, wear and tear and all expenses) at something less than 23 a ton. The selling price of Anthracite iron is higher than that of the ordinary descriptions; at present it ranges at £4 10s. to £5, free on board, but as a considerable quantity would be

disposed of as castings at a higher rate, I think an average price, including castings, of £4 15s. may be realised, which will give a profit of 35s. per ton. The proposed Royalty Rent is 3s. 6d. per ton on the iron made. Coal and iron ore of course free.

FIRE-BRICK These works were constructed for the requirements of the estate. The bricks have STABILISIL- MENT. been used for the furnace linings, the hot air stoves, and other purposes where resistance to intense heat is required. There are rollers worked by a water wheel of 21 feet diameter; drying and tempering sheds, and a kiln capable of burning about half a million of bricks per annum. The bricks have also been sold for use at the Copper and Tin Works at Neath, Swansea, Llanelly, and Carmarthen, and they have been shipped abroad to France and other places. The length of time they have stood the intense heat of the blast furnace would certainly warrant comparison with the celebrated fire brick of Sturbridge, but the trade does not appear to have been pushed beyond the surplus sales more than what the wants of the establishment required. Two excellent courses of clay accompany the coal seams and are cheaply worked with the coal. So great is the demand in Carmarthenshire and adjoining counties for fire bricks, for all sorts of metallurgical purposes, that I think it not improbable the sale might be raised to three million of bricks annually, at a profit of 10s. a thousand. Having considered the main points of quantity, quality, and cost, I have now to course observe on the nature of the openings by which the minerals have hitherto been worked, was broken and the probable condition of the present underground levels.

UNDER- LEVEL's. The two great works for draining the coal and mine are the St. Leger level and the New Inn level. There is also a third below level drainage by the engine on the Cadean Pit, on the Yard Vein, but no drifts having been taken across the measures, it applies only to that vein, and is comparatively unimportant. The coal and mine has been raised partly by horseway level and pits, and partly by slants driven from the surface crop of the coal itself into the earth along the course of the seam. The principal veins worked have been the Yard, the Green, the Grey Gog, and the Principal Big Veins. The Grey Gog and Big Veins have been worked by slants drained by level. coal veins The Drap and Wainfynonne have been to a trifling extent also worked by slants in the crop. The Big Vein slant has been driven down 120 yards in the coal (equal to a depth perpendicular of 40 yards). The coal is raised by water wheel, or in dry seasons by a small steam engine at the head of the slant. At the western part of the estate, the Yard, Green, Grey Gog, and Big Veins have each been worked by pit. It will assist an examination of the mineral workings of Trimaran if we consider the Viewed as estate as divided into two parts, eastern and western. Induced, a fault, or more properly collieries. two distinct a "roll," in the stratification of some of the veins, near the centre of the estate, creates a line which is not altogether imaginary. The older workings, principally by slant, arc in the eastern part of the property, and are drained by the St. Leger Level which was St. Legor Level.

driven in towards the west to drain the coal and mine as the works proceeded. St. Legor Level. I observed the stonework of the mouth of this level on the eastern side of the estate at a height of about 40 feet above the bottom of the valley. I had an opportunity of going along this level for some distance, and at the time of my visit it was perfectly dry, but it is generally considered to be a level difficult to keep free from water. The workings from this level appear to extend along the levels of the several veins for an average distance of from 100 to 150 yards. The veins appear to have been worked in the upper portion of the measures only, the greatest depth beneath the level being in the Grey Gog Vein, where it is about 45 fathoms. The New Inn Level was driven in from the western side of the estate to drain the New Inn west part of the coal and mine. It is driven in a more southerly direction than the Level. St. Leger, and at the time of my visit it was passing the Grey Gog, Big Vein, and Mole Vein, the water of which veins was flowing into the level. I observed that the water in the level was 5 feet deep. At the time of my visit the mining operations from this level were practically at a standstill, though it is asserted that the veins have been worked from this level to 200 yards. The character of the drifts from these levels which I inspected was very unsatisfactory, having been driven without any system, apparently without regard to the nature and dip of the veins, and without judicious regard to the cleavage planes of the coal, or to the laws which govern its cavities. The drifts are driven in all directions, not only along the dip of the veins, but crosscutting each other at various angles. It may be convenient to bear this point in mind when I come to make observations on the method of working the coal in these districts. The Grey Gog Vein is described as worked by an old horseway slant, near New Inn the centre of the estate, to a depth of 120 yards beneath the surface. The coal was Level. raised by a water wheel, and at the time of my visit the slant was so full of water that it was impossible to examine it. The Big Vein is worked by a slant, driven on the southern outcrop of the vein, to a depth of 40 yards beneath the surface. The coal is raised by a water wheel, and a short distance from the bottom of the slant there is a pit connecting with the slant, and worked by water wheel, to a depth of 12 yards below the slant. The Grey Gog Vein has been worked by slant from the surface on the northern crop to a depth of 120 yards beneath the surface. The coal was raised by a water wheel. The eastern half of the estate contains the old coal pits, slants, and levels. They Pits and were exhausted long before the present lessees became connected with the property. Levels in the character of the mines opened is very apparent to a practical eye. They were Eastern half. opened at various periods to work the coal to the extent then deemed practicable. They were probably opened without regard to systematic plans, each miner driving a slant, a pit, or a level, as suited his own convenience or judgment. The system was simply to win as much coal as was possible at the least cost. In driving the levels, the aim was to obtain a knowledge of the general course of the vein. Some of these levels reached a considerable distance beneath the surface, and their entrances were in some instances at an elevation of 60 feet above the bottom of the valley, a circumstance showing an expenditure of capital, which would imply that the persons who drove them contemplated their being largely worked. I cannot pretend to make any calculation of the quantities of coal worked from these mines. I may, however, remark that the number of colliers employed was stated to be 200, and it appears by a table annexed to Mr. Brooke Ridgway Smith's report that the quantity of coal raised in the year 1855 was 100,000 tons. Mr. Smith states that the value of the coal sold in 1855 was £12,000. In a memorandum furnished by Mr. Warren, who was for many years the acting partner of the late lessees of the property, it is stated that the cost of raising the coal, including management, varied from 5s. 6d. to 8s. per ton, and the cost of conveying it to the harbour and putting on board ship, 2s. per ton. The sum of the charges is stated to be from 7s. 6d. to 10s. per ton. When I consider the great quantity of coal said to have been worked, and the depth to which some of the levels have been driven, I cannot help thinking that much of the coal has been worked at a loss, as I have no doubt that some of the

coal mines must have been opened to a great depth beneath the surface. Whether the high cost of working has arisen from the great difficulties in the way of transport to the harbour, I have not the means of deciding. I must now consider the present condition of the coal, the mode of working it, the amount of waste, and the probable future operations. We will take the eastern side of the estate first, and consider the Yard, Green, Unskilful Grey Gog, and Big Veins. These veins are worked by slants and pits and levelled from the surface crop of the coal. The old colliers stated to me that the Yard, Green, and Grey Gog Veins were worked in this way from the surface down to a depth of 120 yards, that the coal was of excellent quality, that the slants were driven in the cleavage plane of the coal, and that they were of the best and most economical description of workings. But when I came to inspect these slants, I found that they were not only driven along the dip of the veins, but that they had been driven at every angle across the cleavage planes of the coal and had taken no advantage whatever of the natural structure of the coal. In the Grey Gog Vein, there are two parallel slants driven to meet each other, so that they cut the vein into a kind of square pillar, and the coal is worked away between these slants. In the Big Vein slant there are three slants driven to meet each other at various angles, so that they also cut the vein into a square pillar. In the Green Vein the slant has been driven in a direct line with the strike of the coal, and in the same direction as that which it should have taken with reference to the cleavage planes of the coal. I would suggest that, when the time arrives for resuming the mining operations, the following plan should be adopted.

driven into the side of the hill across the measures southerly for 500 yards, until it struck the Big Vein. Thence it is continued along the course of the vein easterly, 350 yards, to the water wheel slant before named, where the Big Vein coal is landed. From thence a cross drift is made southerly for 150 yards to the Green and Grey Gog Scams. The Yard, Green, Big, and Grey Gog Veins were the principal coals won by this level; but before this level coal was exhausted at the eastern end of the property, a few and lower level was driven from the extreme western part of the estate, and so much of the coal as remained above the St. Leger Level, east of the fault or roll, was for the time abandoned. New Inn Level. Coal won by Unskilful operators. The New Inn Level driven into the hill from the lowest part of the estate is an important work. In length it is upwards of a mile; for a great part it is arched with or driven through stone, and it is constructed as a horseway for underground traffic. This level wins rather more than 12 yards perpendicular on the St. Leger Level, or according to the course of the seams about 40 yards lower range of coal. It has been carried south beyond the Grey Gog, but it has not lit the next vein, so that in fact it at present commands only the same veins as the St. Leger Level, though at a lower range. These several veins in the western portion of the estate, which I will call for convenience "the New Colliery," were worked up to the lie before referred to as the « roll" and here the underground plans indicate a series of bungling, ignorant, and abortive contrivances to connect the two collieries by means of tile Grey Goy Vein. It is fruitless now to inquire as to what indications led the underground mangers to pursue the main horseway drift u the direction taken, it is sufficient to say that losing sight of the vein at the "roll," the horseway was blindly continued for the distance of 300 yards in the stone, and a series of counter operations from the old colliery to the new, led ultimately to the discovery that the miners had been working parallel to the coal of which they were in search. From this experience and subsequent minute

observation of the other veins it transpired that though crumbled and twisted near the roll, the coal was in neither of the veins wholly lost, and that there was no dislocation by which the stratification was to any extent seriously disturbed. Their effect. 'The shift of these operations has been to retard, in a great degree, the working of that coal, which the new level would drain to the east of the "Roll." and I think it not improbable that in the eastern part of the estate there may remain, above the two levels, as much as half a million tons of un-watered coal. Beyond the Grey Gog to the New Inn south, it will be seen on the sections that there are eight other veins. The New Inn level should have, to a small extent, been carried out towards the Mole vein, and if this were completed to the eight and continued to the other southern veins, it would unwater, in addition, about a million southern veins. tons of coal. The ironstone which accompanies the coal seams is, of course, won with the coal, but I refer more generally to the coal, because every course of ironstone is not so readily distinguished by name. The extent to which the underground levels are in repair, or damaged by disuse, is, of course, an important matter for consideration. With regard to the upper or St. REPAIRS TO NECESSARY. Leger's Level, it is for the greater part (500 and 350 = 850 out of 1,000 yards) used as a waterway only, and for that purpose is probably nearly as effective now as when this works was in operation. The Lower or New In level is more important, and I think that all parts driven in coal or soft ground will want extensive repair. This lower level is pursued for 1,000 yards from its mouth in stony and tolerably firm ground, occasionally arched, were unnecessary. It is then carried along the course of the Big Vein, for more than 150 yards. The Big Vein has notoriously an indifferent roof, and I think it probable that this part would have to be reinstated, or perhaps it might more properly be constructed anew in sounder strata. Leaving the Big Vein, the level is continued through sound ground to the Grey Gog, where it pursues the course of the vein for nearly 300 yards. This coal has a firmer roof, but it is impossible to say, without actual survey underground, to what extent reparation will be required. In a distance of 1,800 yards, these two points are the only places where the New Inn Level is continued in coal, and it is only prudent to believe that extensive repairs will here be necessary. The only point of satisfaction about the bungling error before referred to is, that this part of the drift being in stout, forms a permanent way, In addition to the two levels giving natural drainage, the Cadean pit has been sunk upon the Yard Vein, to the depth of 54 fathoms, being 25 fathoms lower than the New Inn Level, the intention being to strike cross drifts, and drain by pumping. By virtue of this deep level, the coal has been worked on the Yard Vein, to the western boundary, and a distance eastward of about 600 yards; but except for a small cut to the "Tivo loot" fur mine, no drift on this level has been made to other veins. • The permanent erections are scarcely any the worse for disuse. The steam engines Furnaces, and machinery have been left in the charge of an engineer who has no other employ- service engineers then to grease and tar and keep them in order. The great blast engine, made by the stations, steam engines, Neath Abbey Iron Company (120 horsepower), erected in 1846 at an outlay (I am informed), with house and appendages exceeding 24,000, is as bright as when it came out of the workshop. Some of the boiler valves exposed to the weather, will need replacing, and the furnace bridge must be repaired, but the substantial part of the erections has suffered little, if any, injury. Tie waggons, barges, and some other of the moveable effects, will need repair, but if steps are at once taken to stock a sufficient supply of minerals, both furnaces may be in active operation within three months.

One of them is almost entirely new and new pipes are on the spot for the hot air stoves, partly constructed. If an extensive trade is pushed in coal and iron an addition

to the carrying stock will be necessary, which I have provided for in my estimate. FUTURE If such operations are determined on, I shall be glad to suggest plans for putting OPERATIONS. the mining workings into activity. An obvious source for getting readily a large supply of coal is to increase the engine power on the big vein slant, and push this down in the coal some 200 yards to the deep, which would soon set free some million or more of tons. Accompanying this vein is a good deal of rich mine, but to get anything like a supply of iron the Glanmorlais and Two-foot levels should be again opened, and steps should also be taken for working the above level coal and mine. However, on these several heads, it is impossible to determine the best course without careful consideration and infinite inspection of the underground workings. SUMMARY. The main features of the property are an immense abundance of coal and its proximity to the ports, whereby the coal and iron can be worked and delivered cheaply on-board ship. I believe there would be no difficulty in supplying a thousand tons of coal daily for 50 years, and that the demand would reach this amount if proper steps were taken to create it. I have before stated that some of the 'Trimsaran upper veins, in the transition series, may almost be considered as " free burning» anthracites. In fact, the peculiar properties which 20 years since would have been detrimental to the character of the coal (for malting purposes), must immensely enhance its value as a steam fuel. The iron is also of first quality, may be cheaply made, and there is sufficient to last the existing number of furnaces 100 years. It is customary, with all the Welsh iron works to mix with the native argillaceous ores, a proportion varying from one-twelfth to one-third of the richer Seaborne ores of Lancashire or Cornwall. In this respect (in fact for all description of back carriage) Trimaran has the great advantage of being wearer to the sac than any similar establishment. If gigantic establishments, like those at Merthyr, are contemplated, there is abundant ore in the neighbourhood, indeed I am informed that iron ore or raised not far from Trimsaran has been sent into Staffordshire and sold there for 23 shillings the ton. That during the last mouth Carmarthenshire iron ore, calcined, has been sold at Dudley for 28 shillings the ton of 2,100 lbs. The fire brick work I have already referred to, CONSIDERA- There are, then, peculiar advantages for carrying on at Trimaran very extensive TIONS AS TO collieries and iron works; and, assuming this to be seriously entertained, the value and proposed terms of possession have next to be considered; and her I would draw attention to important features adlecting price- namely, that the works have been for some time idle, and that, though not materially the worse for disuse, the plant can hardly be sold upon the same terms as for a " going concern." From the short outline of terms furnished me, I gather that the basis of " outlay" is proposed as the measure of value. I To be influenced by can hardly consider any plan less suited to the exceptional circumstances of the case. It is well to glance shortly at the history of the place. In 1841 (the estate, as to iron works, being maiden), a lease was granted to Messrs. Past history. Beynon and MacDougall of the minerals under the entire property, at royalties. There was also cased, at 20s. per annum per acre, about 200 acres of surface land, as a work farm, including the site for constructing furnaces and other erections. From the books produced to me, it

appears that, up to the year 1844, Messrs. Beynon had expended on the property upwards of £27,000; that their capital was then exhausted; that heavy interest was payable on borrowed money; and that iron which cost 56s. a ton to make was, from the great fall in price, in some instances sold for 52s. 6d. the ton. In that year the works stopped. In 1845 Messrs. Beynon were succeeded in the iron works by Messrs. Norton, Upperton, and Stone. These gentlemen erected the great blast engine before referred to; they built cottages and made some other important works. Upon this information of one of the partners, I learn that they expended £13,000 upon the works, but no books have been shown to me, nor is the statement in any way vouched. Now, assuming these as facts, here is an outlay upon the property of upwards of 210,000; but it may reasonably be asked, how much of this sum has been profitably expended? Neither Messrs. Beynon, nor the subsequent workers, Messrs. Norion, had had any previous experience in the iron trade. Cramped for capital, they yet erected, at great cost, an engine of double the power the existing state of the works required. Their railroads are constructed for far heavier traffic than they are ever likely to bear; audit in minute as well as in large things, there are general indications of the absence of a controlling power over injudicious outlay. Taking these facts, in connection with the costly mistake which I have before referred to underground, I feel that it is only right to protest the theory that "outlay should be taken as the standard of Protest value. against terms proposed. In 1851, Mr. Norton, the senior partner, died; and, his executors declining to advance further funds, the partnership was dissolved, the works stopped, and they have not since been put in action. The lease before referred to was surrendered to the lessor. The proposal now is, that a new lease for 60 years shall be granted of all the mineral property (at the royalties stated in the earlier part of this report), also of 200 acres of surface, at the start of maiden ground, 20s. per acre, and that payment shall be made for the outlay, a minimum of £30,000 being reserved. In support of the alleged reasonableness of these terms, it is urged that, for the lease of the mineral ground of the Gwendraeth Iron Works, situate some miles higher up the Trimaran Valley, premium of £25,000 was paid, before a shilling of outlay was made upon the property; that a much larger sum was paid as premium for part of the mineral of « The Yatal-y-fera" Works (in the Swansea Valley); and that the Bryn Amman Works perhaps the most prosperous in the neighbourhood, having two furnaces, and, in general Works at a extent, beg very similar to Trimsaran, have notoriously cost upwards of £40,000. stand-still. I reply that these are "going concert," that 'Trimsaran is at a standstill! and that the prestige of favourable situation-as the ground of premium for lease-is, us regards Trimaran, destroyed by the fact that the works have been twice put in operation, and discontinued. It is only just to say that this is sufficiently accounted for; the first adventurers were swamped by the preliminary outlay, besides having to encounter adverse tins; the second also exhausted their capital and were without means. Similar difficulties have been struggled through by practical men, but, apart from the want of capital, the best mineral property in the world out fail of success where the management is assumed by gentlemen totally inexperienced in such operations. There is, then, nothing discouraging in the history of Trimsaran, though it is a fair clement for consideration in determinising the present price. Assuming £40,000 to have been spent on the property, the losses from adverse times, injudicious expenditure, new terms suggested if and deterioration cannot be set down at less than one-fourth of the total cost;

£30,000 negotiation might, therefore, more reasonably be taken as the maximum than the minimum figures, re-open audit, if the treaty for purchase of the works were reopened upon any other footing than outlay, as by surveyors on both sides to determine a « lump sum" for the works, and everything on or belonging to the works as they stand; including the weighing machines, barges, waggons, trams, cranes, implements, and all the moveable elects catalogued in the schedule to this report (so that noting may have to be taken at a valuation). think as a minimum sum £20,000 may fairly be proposed as a starting point, with £30,000 as a maximum; a negotiation upon this basis would probably result in the medium sum of £25,000 being arrived at. It is not the least important feature of the estate that the works have not to be made. They are already constructed, and all appliances as they were last used on the works are on the spot. If any gentleman going over Trimsaran should desire to see in active operation an Anthracite Iron Work similar in extent and character, I would recommend him to visit the works of «The Bryn Amman Iron Company," at Bryn Amman, car Llanelly. These works have been for many years successfully carried on through good and through bad times without interruption. The two furnaces have for some time made about 6,000 tons of iron annually, the whole of which is taken for the be sold upon the same terms as for a " going concern." From the short outline of terms furnished me, I gather that the basis of " outlay" is proposed as the measure of value. I To be influenced by can hardly consider any plan less suited to the exceptional circumstances of the case. It is well to glance shortly at the history of the place. In 1841 (the estate, as to iron works, being maiden), a lease was granted to Messrs. history. Beynon and MacDougall of the minerals under the entire property, at royalties. There was also leased, at 20s. per annum per acre, about 200 acres of surface land, as a work farm, including the site for constructing furnaces and other erections. From the books produced to me, it appears that, up to the year 1844, Messrs. Beynon had expended on the property upwards of £27,000; that their capital was then exhausted; that heavy interest was payable on borrowed money; and that iron which cost 56s. a ton to make was, from the great fall in price, in some instances sold for 52s. 6d. the ton. Tm that year the works stopped. In 1845 Messrs. Beynon were succeeded in the iron works by Messrs. Norton, Upperton, and Stone. These gentlemen erected the great blast engine before referred to; they built cottages and made some other important works. Upon the information of one of the partners, I learn that they expended £13,000 upon the works, but no books have been shown to me, word is the statement in any way vouched. Now, assuming these as facts, here is an outlay upon the property of upwards of £40,000; but it may reasonably be asked, how much of this sum has been profitably expended? Neither Messrs. Beynon, nor the subsequent workers, Messrs. Norlon, had had any previous experience in the iron trade. Cramped for capital, they yet erected, at great cost, an engine of double the power the existing state of the works required. Their railroads are constructed for far heavier traffic than they are ever likely to bear; and in minute us well as in large things, there are general indications of the absence of a controlling power over injudicious outlay. Taking these facts, in connection with the costly mistake which I have before referred to underground, I feel that it is only right to protest the theory that "outlay should be taken as the standard of Protest value. against terms proposed. In 1851, Mr. Norton, the senior partner, died; and, his executors declining to advance further funds, the partnership was dissolved, the works stopped, and they

have out since been put in action. The lease before referred to was surrendered to the lessor. The proposal now is, that a new lease for 60 years shall be granted of all the mineral property (at the royalties stated in the earlier part of this report), also of 200 acres of surface, at the rate of maiden ground, 20s. per acre, and that payment shall be made for the outlay, a minimum of £30,000 being reserved. In support of the alleged reasonableness of these terms, it is urged that, for the lease of the mineral ground "Tin Plate Works in the Swansea Valley, a strong proof of the excellence of the quality of the iron made with Anthracite.

(Signed) BROKE RIGWAY SMITH, Mining Surveyor, West Bromwich, Staffordshire, Oct. 1st, 1856.

N.B. - I may add that a new and important feature has arisen in connection with Anthracite properties. Hitherto, the "puddling" process necessary for converting pig iron into malleable iron has been effected (in this country) only with Bituminous coal. This bar and railway iron manufacture is, therefore, confined to the bituminous districts. Still, if the process of Mr. Bessemer for making malleable iron, now attracting general attention throughout this country, is carried into effect, the situation of Trimsaran as a site for the manufacture of bar iron and rails must greatly increase its value."

APPENDIX. CAPITAL REQUIRED AND ANNUAL PROFIT To raise and sell annually 100,000 tons of coal, 5,000 tons of iron, and 3,000,000 fire bricks, I estimate that, in addition to the cost of works, the following capital would be necessary:

- For new works and to replace dilapidations: £3,500.
- Addition to carrying stock: £2,500.
- Floating capital and sundries: £9,000

Total: £15,000

The profit upon such an outlay, even taking what I consider a maximum price for the works and general plant, viz., £30,000, would be as follows:

- Net profit on the sale of 100,000 tons of coal, "through and through," per annum, cost 4s. 8d., including rent and all charges, selling price, 7s. 6d. = £2.10 per ton
- Net profit on the sale of 5,000 tons of iron, averaging, with castings, £1 15s. per ton.
- Net profit on the sale of 3,000,000 firebricks, at 10s. per thousand

Total: £14,166, £9,250, £1,500

Grand Total: £24,916

Deduct interest on £30,000 and £15,000 = £45,000 capital, at 5 percent: £2,250

Management and agencies: £1,000

Total Deductions: £3,250

Net Profit per Annum: £21,666

If possession were had of the works and plant as they stand, a capital of about £5,000 would be sufficient to keep one furnace only going, but of course at a greatly diminished rate of profit.

SUBSTANTIAL ERECTIONS AND MOVEABLE PLANT. **FURNACE YARD:**

- 2 Blast furnaces, with cast house.
- 1 Blast engine, with regulator complete.
- 3 Hot air stoves.
- 3 Sets of new pipes for 3 other ditto.
- 1 Cupola.
- 1 Refinery.
- 2 Iron pig iron trucks.
- 6 Iron filing trams.
- 1 Iron cinder truck.
- 2 Beam and scales, with iron standard.
- 14 112lb. Weights.
- 17 56lbs. ditto.
- 1 Crab winch and strong chain.
- Quantity of iron-flooring plates on furnace bank.
- 1 Large foundry crane of cast iron, with blocks, chain, &c.

COLLIERY AND IRON MINE WORKS:

- 1 Pumping and winding-engine complete.
- 1 Winding-engine, with new boiler.
- 1 Tank and foundations.
- 6 Weighing machines.
- 1 Plate for ditto, and frame.
- 1 Balance machine, with pipes for reservoir.
- 1 Ditto on coal-pit.
- 22 Railway wagons.
- 14 Iron ½-ton trams.
- 3 Do. do. old ones.
- 1 Old cart.
- 15 7 Cwt. buckets.

COLLIERY AND IRON MINE WORKS (Continued):

- 3 Wood wagons, 20 cwt. each.
- 6 Wood collier's carts.
- 3 Wood tip wagons.
- 8 Wheelbarrows.
- 22 Wheeling planks.
- 59 Rollers on incline plane.
- 1 Forcer and 38 yards of pipe on Cadean pit.
- 2 Coal screens.
- 1 Turn table.
- Quantity of iron plates on Cadean bank.
- 1 Incline plane machine, &c.
- 1 Wire rope for do. 320 yards long.
- 1 Flat wire rope for coal-pit, 124 yards long.
- 2 Chutes.
- 79 Iron sleepers.
- 22 Double tram plates.
- 216 Fathoms guide chains.
- A lot of small ditto.
- 20 Safety lamps.
- 52 Fathoms small copper wire.
- 5 Small sheaves.
- Lot of iron sheaves in office cellar.
- 5 Ventilating fans.
- 3 Iron water buckets.
- 30 Yards of chain round an old boat.
- 51 Fathoms of 6-inch rods for pump.
- 200 Yards of chain and winding-roller.
- 1 Horse whim.
- 1 Windlass with cogs.
- 70 Yards of guide chain.

CANAL:

- 3 Large canal boats.
- 12 Small do. do.
- 3 Iron knees.
- 3 Corner pieces and one iron plate.

CARPENTERS' SHOP:

- Lot of patterns in shop.

FOUNDRY:

- Lot of masks and other articles for use of foundry.
- Quantity of patterns.
- 3 large pulley blocks.

BRICK YARD:

- 1 pair of iron rollers.
- Set of brick moulds.
- Water wheel, 21 feet diameter, cast-iron shaft.
- Brick kiln stove, &c.
- Iron flooring plates in tempering house.
- Two plates at kiln.

BLACKSMITHS' SHOP:

- Lot of sinkers' tools, 2 sets of smiths' tools.
- 2 large blow-bellows, 1 screw block, and 1 small single-power lifting jack.

OFFICES:

- Desks, iron safes, cupboards, &c., &c.
- Taps and screws at office store.
- 5 new brass cocks, 1 inch.
- 4 new brass cocks, $\frac{3}{4}$ inch.

SUNDRIES:

- 4 large plates.
- 2 old cisterns.
- Small pipes.

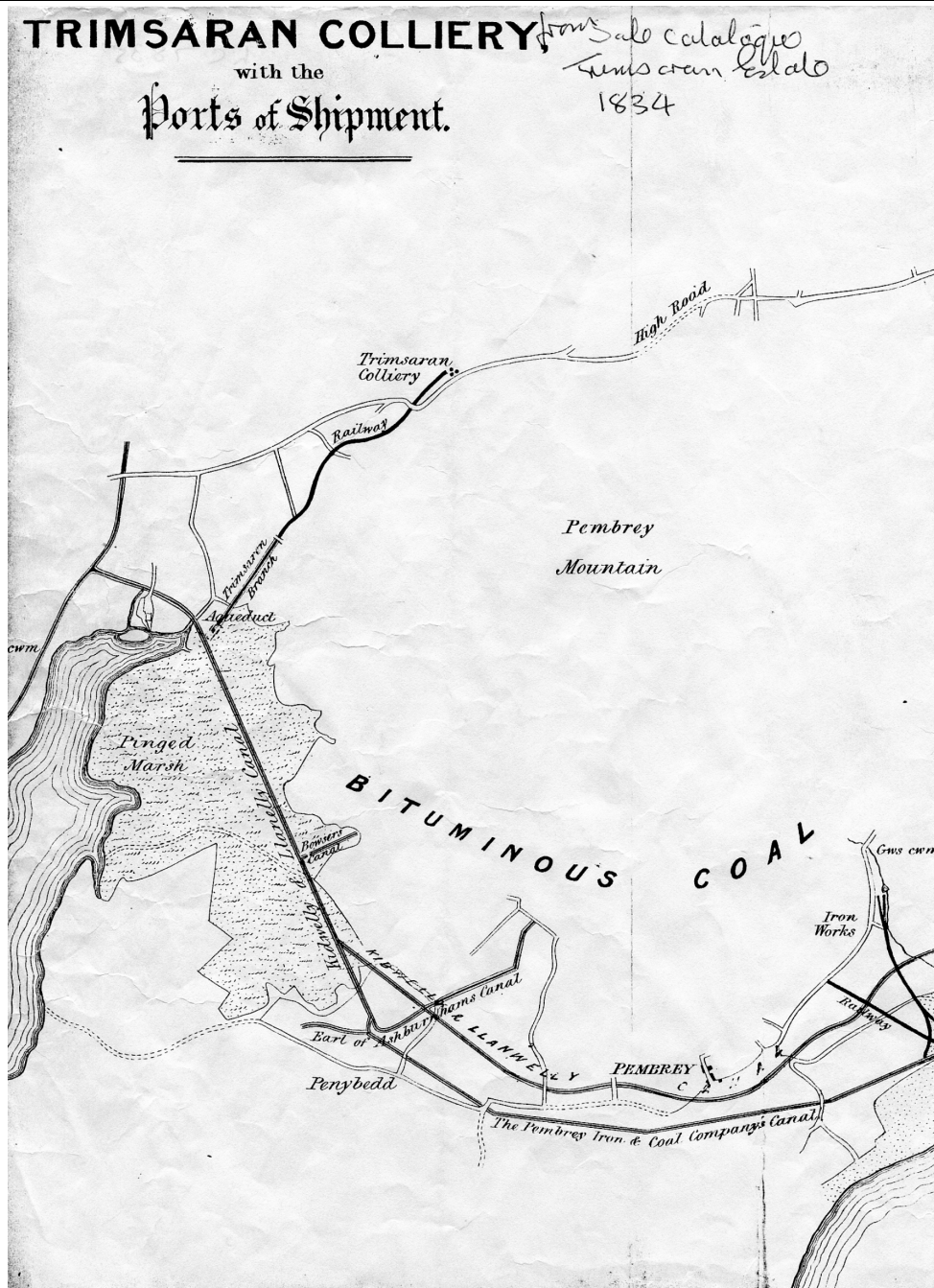
COTTAGES:

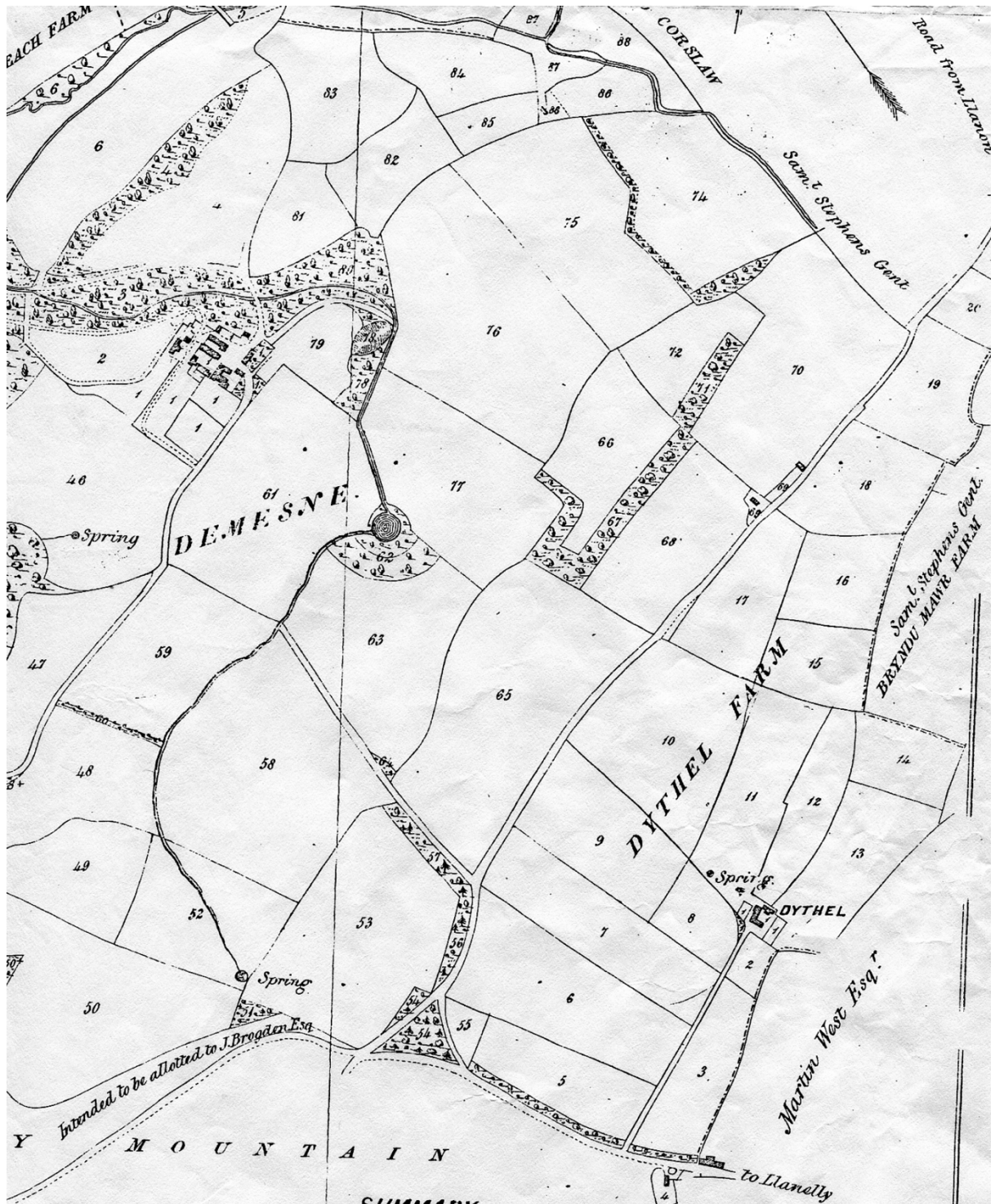
- 28 cottages.
- 1 clerk's house.
- Set of office fixtures, &c.

- Provision house, shop, &c.

RAILROADS:

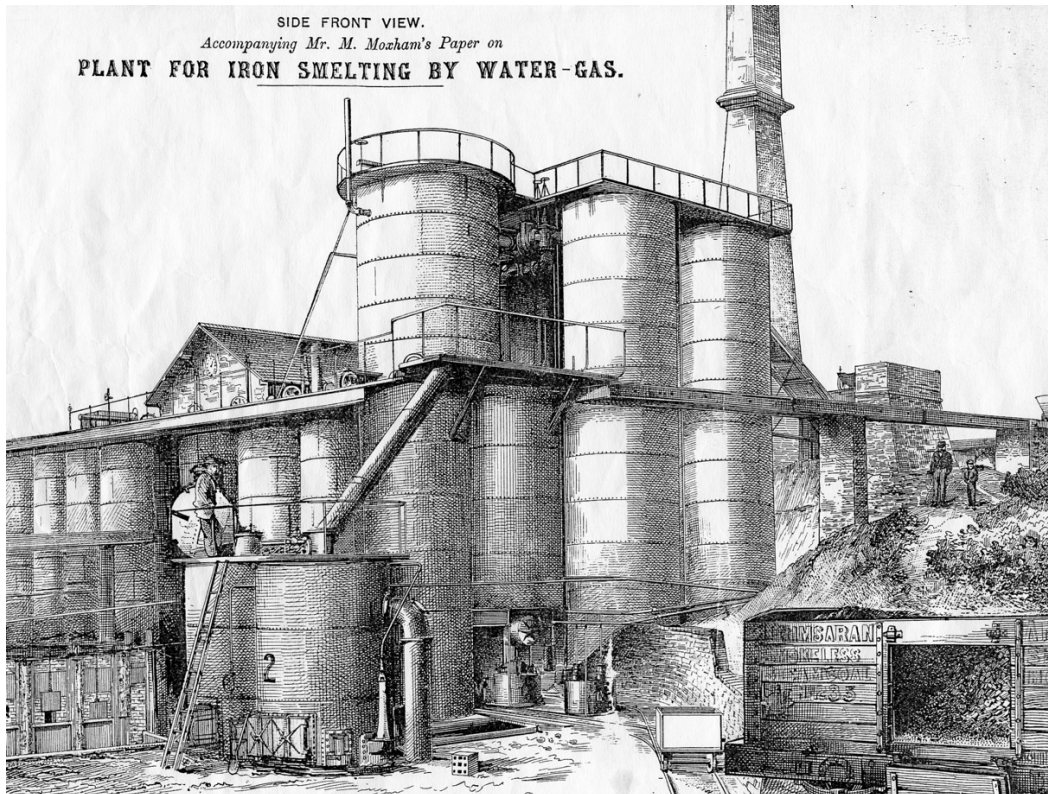
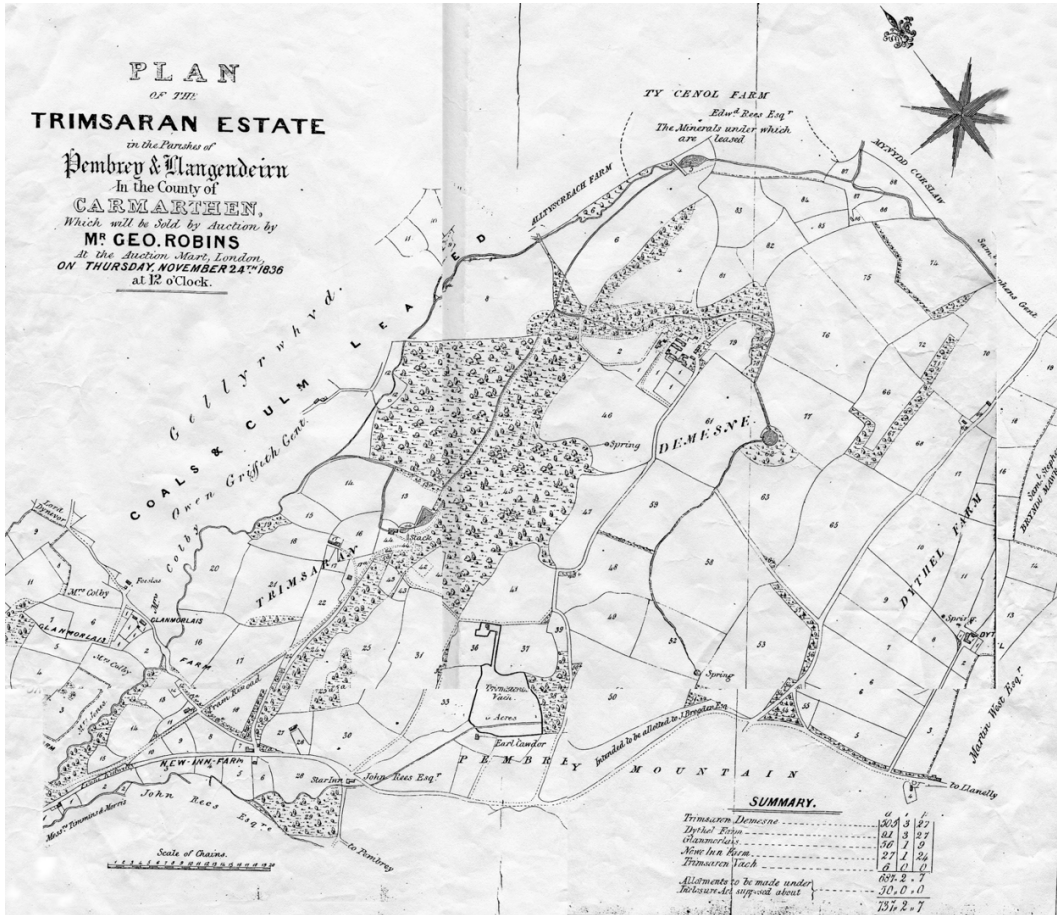
- There are from 2 to 3 miles of railways and tramroads, part wrought iron and the other part cast iron.



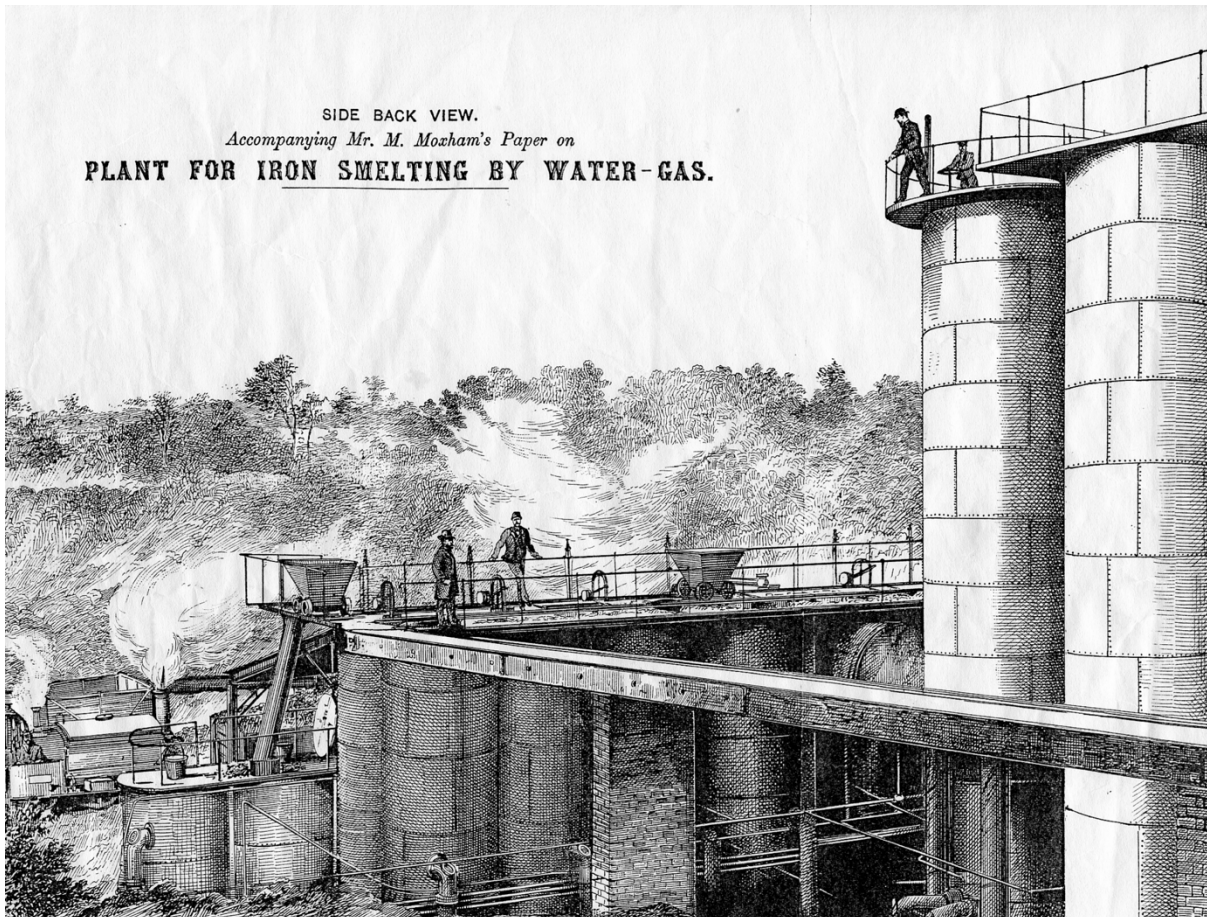


SUMMARY.

	<i>a</i>	<i>r</i>	<i>f</i>
Trimsaren Demesne	505	3	27
Dytheil Farm	21	3	27
Glanmerlans	56	1	9
Newe Inn Farm	27	1	24
Trimsaren Vach	6	0	0
	687	2	7
Alloiments to be made under Inclosure Act supposed about	50	0	0
	737	2	7



SIDE BACK VIEW.
Accompanying Mr. M. Mozham's Paper on
PLANT FOR IRON SMELTING BY WATER-GAS.



"Remembering the Valour and Sacrifice of Trimsaran in Two World Wars"

The village of Trimsaran, in the Gwendraeth Valley, bore witness to the profound impact of both World Wars on its sons. The coal mining industry, integral to the village's history, reached its zenith with the onset of the Great War. The exploits of heroic men from Trimsaran are eternally commemorated on the village War Memorial, housed within the former Miners Welfare Hall, a testament to the sacrifices made in the pursuit of freedom.

I would also like to acknowledge the valuable contribution of the West Wales War Memorial Project in preserving the memory of individuals like the men listed below.

The Great War, 1914-1918:

Sidney Cobb, Private, 2219, Leicestershire Yeomanry: Sidney Cobb, born in Stevenage, hailed from a family entrenched in a life connected to nature, with his father working as a Gamekeeper. By 1911, the family had moved to Dunvant, eventually settling in Keeper's Lodge, Trimsaran during the war. Sidney enlisted at Melton Mowbray into the 1/1st Battalion, Leicestershire Yeomanry. In May 1915, he joined his battalion in France, attached to the 7th Cavalry Brigade, 3rd Cavalry Division. The Battle of Loos marked Sidney's entry into the harrowing theatre of war, and tragically, on January 21, 1916, amidst the cold of the Loos sector, Sidney laid down his life at the age of 30. His sacrifice is commemorated on the Loos Memorial in France, although his name is absent from the Trimsaran Memorial.

Samuel Ivor Dunn, Private, 32486, Devonshire Regiment: Born in Trimsaran in 1900, Samuel Ivor Dunn was the son of Charles and Elizabeth Ann Dunn. The family later moved to Sheffield, where Samuel's father took up work as a labourer in a Steelwork's. Enlisting at Sheffield into the Royal Warwickshire Regiment, Samuel was subsequently transferred to the 5th Battalion, Devonshire Regiment, part of the 185 Brigade, 62nd (2nd West Riding) Division. His journey on the Western Front saw him involved in various operations, including the Battle of Arras and the Battle of Cambrai. Samuel met his end during the Battle of the Canal Du Nord on September 27, 1918, at the tender age of 18. His final resting place is in Lowrie Cemetery, Havrincourt, France, and like Sidney Cobb, Samuel's name is not inscribed on the Trimsaran Memorial.

Ivor Emanuel, Lance Corporal, 275, Welsh Guards:

Ivor Emanuel, a native of Trimsaran, epitomized the spirit of sacrifice that coursed through the veins of the village. Born to John and Mary Emanuel, Ivor married Prudence P. Richards in 1915, creating a foundation of love that would sustain him through the turbulent times ahead. Enlisting initially with the Grenadier Guards at Llanelli, he later transferred to the newly formed Welsh Guards on February 26, 1915.

The 1st Battalion of the Welsh Guards, to which Ivor belonged, landed at Havre on August 18, 1915. Attached to the 3rd Guards Brigade, Guards Division, this unit made history as it was formed in France in the same month. The baptism by fire for Ivor and his comrades came during the Battle of Loos on September 25, 1915, a pivotal engagement in the Great War. Tragically, just two days later, on September 27, 1915, Ivor Emanuel paid the ultimate

price for his courage, losing his life at the tender age of 23. His sacrifice is eternally commemorated on the Loos Memorial in France, a poignant reminder of the cost of freedom.

Charles Harries, Private, 17003, Royal Welsh Fusiliers:

Charles Harries, hailing from Rosehill, Waunyclyn, Trimsaran, demonstrated a resilience that transcended physical setbacks. The son of David and Elizabeth Harries, Charles first attempted to join the South Wales Borderers in September 1914. However, a seemingly mundane obstacle—lack of teeth—led to his discharge within three weeks. Undeterred, Charles displayed unwavering determination, promptly re-enlisting, this time with the Royal Welsh Fusiliers.

Posted to France on February 2, 1915, Charles joined the 1st Battalion, Royal Welsh Fusiliers, attached to the 22 Brigade, 7th Division in Flanders. His first taste of major action occurred in March 1915 at the Battle of Neuve Chapelle, followed by engagements at Aubers Ridge and Festubert in May. Tragically, during the Battle of Festubert on May 21, 1915, Charles Harries fell in action at the age of 27. His memory lives on, commemorated on the Le Touret Memorial, Richebourg L'Avoue, France, a testament to his bravery and the sacrifices made by the men of Trimsaran in the pursuit of a better world.

Charles Harries, Private, 17003, Royal Welsh Fusiliers:

Charles Harries' story is a testament to his unyielding spirit and determination. Born to David and Elizabeth Harries of Rosehill, Waunyclyn, Trimsaran, Charles initially attempted to join the South Wales Borderers, enlisting on September 2, 1914. However, fate dealt him an unexpected setback, as within three weeks, he was discharged due to being deemed physically unfit for service—his lack of teeth cited as the reason.

Undeterred by this initial setback, Charles exemplified resilience by promptly re-enlisting, this time with the Royal Welsh Fusiliers. Posted to France on February 2, 1915, he became a part of the 1st Battalion, Royal Welsh Fusiliers, attached to the 22 Brigade, 7th Division in Flanders. Charles faced his first major action in March 1915 at the Battle of Neuve Chapelle, followed by engagements at the Battle of Aubers Ridge and Festubert in May. Tragically, during the Battle of Festubert on May 21, 1915, Charles Harries lost his life in the line of duty at the age of 27. His memory endures, commemorated on the Le Touret Memorial, Richebourg L'Avoue, France, a lasting tribute to his courage and sacrifice.

Griffith Lloyd, Private, 307171, Lancashire Fusiliers:

Griffith Lloyd's journey from Cileen, Flint, to the battlefields of World War I paints a picture of dedication and service. Born to Pryce and Ellen Lloyd, Griffith and his father served as Gamekeepers at Trimsaran, residing at the Keeper's Lodge prior to the war. Enlisting at Kidwelly into the 2/8th Battalion, Lancashire Fusiliers, attached to the 197 Brigade, 66th (2nd East Lancs.) Division, Griffith embarked on a path marked by duty and sacrifice.

The division moved to the Western Front by March 16, 1917, and subsequently to the Flanders Coast. In September 1917, they participated in the Battle of Poelcapelle near Ypres before moving south to the Somme. The German Spring Offensive of March 21, 1918, found the division engaged in the Battle of St Quentin, followed by actions at the Somme Crossings. It was during these intense encounters that Griffith sustained wounds.

Tragically, Griffith Lloyd succumbed to his wounds on March 28, 1918, at the age of 28. His final resting place is Namps-Au-Val British Cemetery in France, a solemn reminder of the sacrifices made by the men of Trimsaran in the crucible of war. Griffith's legacy lives on as a symbol of the resilience and courage exhibited by those who answered the call of duty during challenging times.

John Elias Morris, Private, 80265, Welsh Regiment:

In the annals of Trimsaran's sacrifice, John Elias Morris stands as a poignant example of the toll exacted by the Great War. Born to David and Mary Morris of Bryn Golen, Waun-y-clyn, Trimsaran, the Morris family had their roots in Kidwelly before the war's upheavals. John enlisted at Carmarthen into the Monmouth Regiment, later joining the 14th Battalion, Welsh Regiment, part of the revered 38th (Welsh) Division.

This division had already etched its mark in history, having been in France since December 1915, fighting at Mametz Wood in 1916 and Ypres in 1917. By late 1918, John found himself on the front lines, joining his comrades as they pushed across the River Acre in the great offensive of August 21, 1918. The ensuing days witnessed the relentless rollback of German lines, marking a pivotal phase in the war. The division's journey continued towards the Hindenburg Line, engaging in battles like Havrincourt, Epehy, and the breach of the Canal du Nord.

During the Battle of the Sambre, John Elias Morris, at just 19 years old, suffered wounds that would prove fatal. His brave spirit succumbed to the harsh realities of war on November 10, 1918, just a day before the Armistice. He found his final resting place in Caudry British Cemetery, France, a silent witness to the sacrifices made by a generation.

William Leslie Shenton, Acting Sergeant, 18731, Royal Welsh Fusiliers:

William Leslie Shenton's journey began far from Trimsaran, in Luton, Bedfordshire, in 1899. By 1911, he had found a home at Brickmakers Cottage, Trimsaran, under the care of his uncle and Aunt, William, and Mary Smith. Enlisting at Kidwelly into the 16th Battalion, Royal Welsh Fusiliers, attached to the 38th (Welsh) Division, William embarked on a path that led him to the front lines of the Western Front.

The division had made its mark at Mametz Wood and endured the brutalities of war. William's story took a tragic turn on July 31, 1917, during the Battle of Pilckem Ridge. His sacrifice is forever commemorated on the Ypres (Menin Gate) Memorial in Belgium, a testament to the enduring memory of those who gave their lives for a cause greater than

themselves. William Leslie Shenton, an acting sergeant, left an indelible mark on the pages of Trimsaran's history, a brave soul forever remembered in the echoes of sacrifice.

William Bowen, Fusilier:

This soldier's identity remains shrouded in mystery, a poignant reminder of the countless unnamed heroes who served and sacrificed during times of conflict. The absence of specific details underscores the challenge of piecing together the stories of those who gave their all for the greater good.

Phillip Clarke, Private:

The lack of identifiable information leaves a void in the narrative of Private Phillip Clarke. His story, like many others, is lost to the passage of time, a poignant symbol of the sacrifices made by countless individuals whose names may remain unknown but whose contributions are forever etched in the collective memory of the nation.

William George Cunnington, Sergeant (Pilot), 740754, Royal Air Force Volunteer Reserve:

William George Cunnington's tale unfolds against the backdrop of the skies during World War II. Serving as a Sergeant (Pilot) with 607 Squadron, his journey began in the early stages of the conflict, flying Hawker Hurricanes over France during the Battle of France and later in the Battle of Britain. Transferring to 261 Squadron, dedicated to the defence of Malta, William faced the perils of aerial combat.

His final mission, on November 16, 1940, ended with his failure to return, marking him as one of the fallen. Commemorated on the Runnymede Memorial in Surrey, William George Cunnington's sacrifice is a testament to the courage and valour exhibited by the airmen who fought to protect freedom in the skies.

William Dennis Dixon, Sergeant (Air Gunner), 1835971, Royal Air Force Volunteer Reserve:

The skies of World War II claimed another hero in the form of Sergeant William Dennis Dixon. Serving as an air gunner with 50 Squadron, Royal Air Force, he flew aboard the Avro Lancaster III during a mission over Mailly-le-Camp. Shot down on May 3, 1944, the Lancaster, bearing the serial number LM480, crashed near St. Mesmin.

Among the seven men who lost their lives in the crash, William was buried alongside his comrades in St. Mesmin New Communal Cemetery, France. His story, intertwined with the horrors of war, reflects the sacrifices made by the aircrew who faced the dangers of the night skies.

William Samuel Gwyn Edwards, Gunner, 933179, Royal Artillery:

Gunner William Samuel Gwyn Edwards, son of Thomas and Lily Edwards of Trimsaran, served with the 9th Field Regiment, Royal Artillery, part of the 20th Indian Division.

Deployed to Assam, Burma, and Indo China, the division distinguished itself during the Defence of the Imphal plain in the spring and summer of 1944.

On June 11, 1944, William lost his life in the service of his country. Buried in Imphal War Cemetery, India, his sacrifice remains unacknowledged on the Trimsaran Memorial, highlighting the often-overlooked contributions of those who served in distant theatres of war.

Victor Emanuel, Sergeant, 563099, Royal Air Force:

Victor Emanuel's story intertwines with family legacy and sacrifice. Born to Thomas and Florence Emily Elizabeth Emanuel of Myneddygarreg, Victor's father, a Royal Marines veteran of World War I, witnessed the horrors of conflict. Tragically, Victor's uncle, Ivor Emanuel, fell at Loos in 1915. The echoes of service and sacrifice reverberated through the family.

Victor himself married Eileen Muriel Hages in Wiltshire in 1938 while stationed locally with the Royal Air Force. As war loomed, he served with 61 Squadron, RAF, a bomber squadron equipped with the Handley Page Hampden. The squadron participated in historic events, including the first bombing raid on a German land target, striking Hornum on March 19, 1940.

On April 15, 1940, Victor, part of the crew of Hampden Mk1, Serial L4113, embarked on a mission to lay mines in the Elbe estuary. Tragically, the aircraft failed to return, and Victor, along with his fellow crewmen, was presumed lost at sea. Commemorated on the Runnymede Memorial, Surrey, Victor Emanuel's sacrifice, though not locally acknowledged, is etched in the history of those who served in the RAF during the tumultuous days of World War II.

Keri Evans, Lance Corporal, 23343324, Royal Military Police:

Keri Evans, born on August 6, 1934, was the son of Alwyn and Katherine M. Evans of Maesybryn, Trimsaran. Serving as a Lance Corporal with the Royal Military Police, Keri met a tragic end in a motor accident in Germany on June 20, 1958. His Jeep crash claimed his life, and at the age of 23, Keri was laid to rest in Sardis Congregational Chapel yard, a solemn return to his Welsh roots.

Richard Lewis Evans, Fusilier, 4197438, Royal Welch Fusiliers:

Richard Lewis Evans, son of James and Hannah Evans of Kidwelly, served with the 1st Battalion, Royal Welch Fusiliers. The battalion played a pivotal role in the Dunkirk evacuation in May 1940 before being dispatched to the Far East, participating in campaigns in India and Burma.

On May 5, 1944, in the heart of the Burma campaign, Richard lost his life at the age of 26. His final resting place is the Kohima War Cemetery in Burma, a poignant tribute to his

sacrifice in a theatre of war far from home. Richard Lewis Evans, like so many others, remains eternally remembered for his service and commitment in the defence of freedom.

Russell Fokes, Rifleman, 5338931, Rifle Brigade:

Russell Fokes, born on January 7, 1918, to Stanley Theodore Fokes and Florence Fokes (nee Lewis) of Trimaran, embarked on a journey that would take him far from his Welsh home. Working as a tin shearer in Slough prior to the war, he enlisted soon after its outbreak. Russell became a Rifleman in the 1st Battalion, Rifle Brigade, a unit with a rich history and a key role in various campaigns.

The battalion underwent significant transformations, participating in the North African Campaign and the invasion of Italy before being recalled to England in January 1944 for preparations leading to the Normandy Landings. Russell landed on the Normandy beaches on June 6, 1944, part of the battalion engaged in breaking out from the beachhead. His life was cut short during heavy fighting near Falaise on July 29, 1944. Originally buried in Mondeville, he was later reinterred in Ranville War Cemetery, France. Russell Fokes, at 26 years old, stands as a symbol of sacrifice in the fight for liberation.

Leonard Frater, Fusilier, 14200801, Royal Inniskilling Fusiliers:

Leonard Frater, a Fusilier with the 6th Battalion, Royal Inniskilling Fusiliers, played his part in the North African campaign and the invasion of Italy. His life met a tragic end on November 29, 1943, during an assault on a ridge overlooking the Sangro River. At just 20 years old, Leonard was laid to rest in Sangro River War Cemetery, Italy, a poignant testament to the sacrifices made during the Italian campaign.

Osmond Glyndwr Guest, Rifleman, 4208565, Cameronians:

Osmond Glyndwr Guest, a Rifleman with the 1st Battalion, Cameronians, became part of the legendary Chindits, a force that played a crucial role in taking the fight to the Japanese in Burma. His service in the Far East included the defence of India. Tragically, Osmond's life was cut short in India on June 17, 1943, at the young age of 20. He found his final resting place in Kirkee War Cemetery, India, a poignant reminder of the sacrifices made in the theatre of war far from home.

John James Hurley, Private, 33298, Welch Regiment:

John James Hurley's life unfolded amidst the trials of war and personal loss. Born on April 9, 1899, and adopted by Ada Thompson after the death of his widowed mother, he served during the Great War. After marrying Susan Booth in 1920, they made their home in Trimaran, where John worked as a builder's labourer. Likely a member of the Territorial Army, he re-enlisted into the Welch Regiment soon after the outbreak of World War II.

Tragically, John died on active service in Cheshire on December 9, 1941, at the age of 44. He was laid to rest in Chester (Overleigh) Cemetery, alongside his wife Susan, who had passed

away in Llanelli in 1940 at the age of 37. Despite his service and sacrifice, John James Hurley is not commemorated on the Trimaran War Memorial, a poignant reminder of the personal toll war exacts on individuals and their families.

Joseph Vincent Hutchings, Captain, 184115, Somerset Light Infantry:

Captain Joseph Vincent Hutchings, son of William and Miriam Hutchings of Cloverdale, Trimsaran, served with the Somerset Light Infantry. His life was dedicated to the service of his country, and he paid the ultimate sacrifice on June 9, 1944, at the age of 32. Captain Hutchings found his final resting place in Trimaran (Sardis) Independent Chapel yard, a hallowed ground where the community honours his memory and the sacrifices made by local heroes.

Evan Esmond James, Craftsman, 23338702, Royal Electrical and Mechanical Engineers:

Evan Esmond James, born on July 27, 1936, served with the Royal Electrical and Mechanical Engineers. Tragically, on May 1, 1957, Evan was one of 35 people on board a Vickers Viking aircraft at Blackbushe Airport destined for Libya. The aircraft encountered engine failure on take-off and crashed while attempting to land. Evan, just 20 years old, lost his life in the accident. His body was brought home and laid to rest at Tabernacle Chapel Trimsaran. The crash was attributed, possibly harshly, to the failure of the pilot to maintain a safe altitude following the engine failure.

Oliver Jones, Private, 3963311, Welch Regiment:

Oliver Jones, son of William and Margaret Jones, and husband of Gladwen Jones of Burry Port, served with the 4th Battalion, Welch Regiment, the Carmarthenshire Territorial Battalion. He tragically lost his life at sea during training on July 2, 1940, at the age of 36. Oliver is commemorated on the Brookwood Memorial in Surrey, a solemn tribute to those lost during wartime training.

William John Lloyd, Able Seaman, C/JX 198531, Royal Navy:

Aboard H.M.S. Curacoa, a Ceres group C-class light cruiser, William John Lloyd served with the Royal Navy during World War II. Tragically, on October 2, 1942, while escorting the RMS Queen Mary, the cruiser was involved in a collision, leading to its sinking and the loss of over 200 lives. William, aged 25, is commemorated on the Chatham Naval Memorial in Kent.

Alun Rees, Sergeant, 1316996, Royal Air Force Volunteer Reserve:

Serving with 9 Squadron, Royal Air Force, Alun Rees, son of Thomas John and Lily Rees of Trimaran, was a Sergeant in a heavy bomber squadron equipped with the Avro Lancaster I. He lost his life during a raid on January 14, 1943, at the age of 19. Alun is commemorated on the Runnymede Memorial in Surrey.

Robert Charles Santley, Flight Sergeant, 566738, Royal Air Force:

Born in 1917, Robert Charles Santley served as a pilot with 253 Squadron, Royal Air Force. Engaging in the Battle of Britain and convoy patrols, he was tragically killed on August 27, 1942. Robert is commemorated on the Runnymede Memorial in Surrey.

Bernard William Susans, Fusilier, 3970325, Royal Welch Fusiliers:

Bernard William Susans, son of Bertram and Valentine Ada Beatrice Susans, served with the 1st Battalion, Royal Welch Fusiliers. Engaged in the Battle of Kohima, he lost his life on May 28, 1944, at the age of 21. Bernard is commemorated on the Rangoon Memorial in Myanmar. His sacrifice is remembered as part of the global struggle against the Axis powers during World War II.

Rees Owen Thomas, Private, 3971772, Welch Regiment:

Rees Owen Thomas, son of William and Margaretta Thomas, hailed from Trimaran and served with the 2nd Battalion, Welch Regiment. Engaged in the Burma campaign, Rees lost his life in India on April 30, 1941, at the age of 28. His final resting place is in Kirkee War Cemetery, India, a poignant reminder of the sacrifices made during the global conflict.

Evan Gethin John Williams, Greaser, Merchant Navy:

Evan Gethin John Williams, son of William and Elizabeth Williams, served in the Merchant Navy aboard the M.V. Tower Grange. Unfortunately, on November 18, 1942, the ship fell victim to a German submarine, U-154, torpedoed and sunk about 200 miles East of Cayenne. Evan, a mere 16 years old, was among the six men lost in the sinking. His memory lives on at the Tower Hill Memorial in London.

Ivor Verdon Willyeo, Sapper, 2074896, Royal Engineers:

Ivor Verdon Willyeo, born in 1916, was the son of James Edwin Willyeo and Lavinia Willyeo (nee Curtis). In 1940, he married Phyllis Gwenllian Calford of Brynawel, Trimaran. Ivor, a bomb disposal expert with 10 Bomb Disposal Company, Royal Engineers, lost his life in action at Barrow-in-Furness on March 10, 1944, likely while carrying out bomb disposal work. The remains of the 27-year-old were laid to rest in St. John's Churchyard, Skewen. His widow, Phyllis, sadly passed away in 1946, also at the age of 27. Although not named on the Trimaran Memorial, Ivor's service and sacrifice are remembered.

<https://tinyurl.com/Trimsaran-War-Memorials>

In Memorial to the Miners of Trimsaran who lost their lives.

1832	Heol Trimsaran	John Morris	?
	Cae'r Drysi Brynlas	Unknown	Boy
1881	Trimsaran	Joseph Lewis	19
1884	Unknown	John Griffiths	24
1886	Unknown	David John	26
		Thomas Jones	36
		William Daniels	19
1890	Unknown	Thomas (Twm) Howells	?
1896	Waunhir	William Lawrence	39
1901	Unknown	William J John	36
1904	Waunhir	Hannah Jane Griffiths	16
1907	Waunhir Slant	Benjamin Davies	34
		David Davies	23
		Albert Liley	19
		Arthur Llewellyn Price	16
		David Lodwig	24
		John Rees	19
1909	Caeduan	Edward Andrew Dark	33
		David Sparry	16
		Owen Thomas	30
		John Williams	16
1910	Bryndlas	Willie Jones	16
		Thomas Davies	?
1913	Caeduan	David Morris	48
1914	Caeduan	Richard Jones	58
		Johnny Gale	19
1916	Trimsaran	David Daniels	36
	Caeduan	Charles William Howe	29
1917	Trimsaran	Thomas Rees	17
	Trimsaran	Sydney Charles Lloyd	17
1918	Waunhir	John Gravelle	?
1919	Waunhir	Henry Thomas	24
	Trimsaran	John Williams	48
	Trimsaran	Charles Lloyd	59
1923	Caeduan	David Tom Davies	19
		Morgan W Davies	35
		Thomas John	70
		William Jenkins	44
		H. H. Harry	24
		Harold Probert	15
		William John Rees	28
		Thomas Rogers	20
		Sidney Williams	25
		Thomas Williams	47
1927	Trimsaran	William Ford	14

1929	Trimsaran	George Latimer Evans	?
1931	Caeduan	Arthur Horace Manning	?
1932	Trimsaran	William David Williams	25
1933		Thomas Williams	?
		John Edward Clarke	23
1934	Upper Colliery	William John Thomas	19
		Ernest George Probert	32
1935	Trimsaran	Fredrick Green	33
1940	Trimsaran	Tom Davies Carpenter	?
		Harry Howells	?
1941	Trimsaran	Dan Morgan	?
1949	Trimsaran	James Bowen	25
1951	Trimsaran	Thomas Williams	32
1957	Sir John Jackson	Oswyn James Owen	?
1960	Sir John Jackson	Michael O'Neill	?
1963	Sir John Jackson	Peter Desmond Daniels	19

Losses at other Works

1908	Carway	Archibald Jenkins	?
1933	Carway Gower Slant	Thomas Williams	64
1935	Ponthenry	Roydon Beynon	16
1938	Carway	Gwyn Davies	28
1944	Carway	James Owen	?
1955	Pentremawr	David Morgan	35
1958	Carway	Royston Pierce Jenkins	29
1964	Penygroes Site	Joseph Pritchard	64
1973	Cynheidre	Frank Evans	?

<https://tinyurl.com/Trimsaran-Miners>

Extract from Hanes Tabernacle 1872-1979 the mining disaster of 26 April 1923

Treasurer: Mr. Sidney Griffiths One of the next recorded events was the incident on April 26th, 1923. On this date, a serious accident occurred at the Trimsaran Colliery Caeduan. When the men were returning to the surface from their work, the shackles broke, and the 'spake' (the lift cage) plummeted to the bottom, causing the men with it, and in a few seconds, ten lives were lost, and half a hundred were injured.

The following Editorial from The Daily Mail the 27 April 1923 day after the tragedy which has been re-edited.

RUNAWAY TRUCKS IN MINE: TRAGIC ACCIDENT CLAIMS NINE LIVES

A devastating incident occurred at Trimaran Colliery, near Llanelly, in the Welsh anthracite coalfield, resulting in the loss of nine lives and numerous injuries. The morning shift had just concluded, and a string of trains carrying miners and tools was ascending the 1,400-yard-deep drift when tragedy struck.

As the trams ascended about 300 yards, a link in a shackle snapped, causing five trains to rapidly descend the drift. The runaway trains careened wildly for a distance before derailing and piling up in a chaotic scene. Seven miners lost their lives on the spot, while two succumbed to their injuries on the way to the hospital. Approximately five miners sustained severe injuries, and around 20 others were less seriously hurt.

The cries of the injured and the loud crash attracted the attention of miners awaiting their turn at the bottom of the drift. They rushed to the scene and initiated rescue efforts. Despite swift action, it took hours to disentangle everyone from the wreckage. The injured were promptly transported to Llanelly hospital for treatment.

The victims of this tragic incident are:

David Tom Davies. 19 - Single

Morgan W Davies. 35

Thomas John. 70 – Married with grown up family

<https://www.findagrave.com/memorial/237649478/thomas-john>

William Jenkins. 44 - Married with four children, an under Manager

<https://www.findagrave.com/memorial/260854093/william-jenkins>

Harold Herbert Parry 24 - Single

Harold Probert. 15 - Teenager

William John Rees. 28 - Single

Thomas Rogers. 20 - Single

Sidney Williams. 25 – Married with one child

Thomas Williams. 47 – Married with grown up family

<https://www.findagrave.com/memorial/262034940/thomas-williams>

Trimsaran, a village of remarkable character and resilience, has woven an extraordinary tapestry of history. From the echoes of its industrial past to the indelible marks left by generations of inhabitants, this community stands as a testament to strength, adaptability, and shared heritage. The legacy of Trimsaran, imprinted in the hearts of those who have called it home, resonates with the stories of hard work, unity, and the enduring spirit that has shaped the lives of its people. As we explore the rich history of this village, we celebrate the enduring legacy it has bequeathed to all who have been fortunate to be a part of its narrative.