

Chapter 1 : Vale of Llangollen Lions Club - Lions e-Clubhouse

The Vale of Llangollen is regarded as one of the top golf courses in Wales and it has become a highly favoured venue for many County, National and Professional events.

Llangollen is a small town and community in Denbighshire, north-east Wales, situated on the River Dee and on the edge of the Berwyn mountains. It had a population of 3, at the census, Llangollen takes its name from the Welsh llan meaning a religious settlement and Saint Collen, a 6th-century monk who founded a church beside the river. St Collen is said to have arrived in Llangollen by coracle, there are no other churches in Wales dedicated to St Collen, and he may have had connections with Colan in Cornwall and with Langolen in Brittany. The outcrop continues north to Worlds End in Wrexham, the area nearest the castle is the Panorama Walk, and a monument to poet I. Hooson from the village of Rhosllannerchrugog can be found there, the ancient parish of Llangollen was divided into three traeanau, Llangollen Traean, Trefor Traean, and Glyn Traean. The bridge was widened in and again in The Pillar of Eliseg is another old monument, there is an electoral ward of the same name. This ward includes Llantysilio community and has a population taken at the census of 4, Today Llangollen relies heavily on the tourist industry, but still gains substantial income from farming, most of the farms in the hills around the town were sheep farms, and the domestic wool industry, both spinning and weaving, was important in the area for centuries. Several factories were built along the banks of the River Dee. The water mill opposite Llangollen railway station is over years old, in the late 19th century, Llangollen had a weekly newspaper, the Llangollen Advertiser. Llangollen hosted the National Eisteddfod in , the Gorsedd ceremony was held on the Hermitage Field, next to Plas Newydd, and the circle of stones was later moved into the grounds of the hall. The eisteddfod itself took place on the old Vicarage Field at Fronhyfryd and was visited by David Lloyd George, the annual Llangollen International Eisteddfod starts on a Tuesday and ends on the following Sunday 2. It was founded in , received its enabling Act of Parliament on 31 August , Goods wagons were painted red but this was later changed to mid-grey. Great Western trains included long-distance express services such as the Flying Dutchman, the Cornish Riviera Express and it also operated many suburban and rural services, some operated by steam railmotors or autotrains. The company pioneered the use of larger, more economic goods wagons than were usual in Britain and it operated a network of road motor routes, was a part of the Railway Air Services, and owned ships, docks and hotels. The Great Western Railway originated from the desire of Bristol merchants to maintain their city as the port of the country. The company was founded at a meeting in Bristol in and was incorporated by Act of Parliament in Isambard Kingdom Brunel, then aged twenty-nine, was appointed engineer and this was by far Brunels largest contract to date. Firstly, he chose to use a gauge of 7 ft to allow for the possibility of large wheels outside the bodies of the rolling stock which could give smoother running at high speeds. Secondly, he selected a route, north of the Marlborough Downs and this meant the line was not direct from London to Bristol. From Reading heading west, the line would curve in a northerly sweep back to Bath, the first Maidenhead Railway Bridge was ready the line was extended to Twyford on 1 July , the cutting was the scene of a railway disaster two years later when a goods train ran into a landslip, ten passengers who were travelling in open trucks were killed. This accident prompted Parliament to pass the Railway Regulation Act requiring railway companies to provide carriages for passengers. The next section, from Reading to Steventon crossed the Thames twice, a 7. Meanwhile, work had started at the Bristol end of the line, on 17 December , the line from London reached a temporary terminus at Wootton Bassett Road west of Swindon and It was completed to Neyland in , where a port was established 3. Cambrian Railways is a railway company that owned miles of track over a large area of mid-Wales. The system was an amalgamation of a number of railways that were incorporated in , and , the Cambrian Railways amalgamated with the Great Western Railway on 1 January as a result of the Railways Act The name is continued today in the known as the Cambrian Line. The earliest section of the Cambrian was the section from Three Cocks to Tallyllyn Junction and this had been opened in as part of the Hay Railway, a tram-road worked by horses connecting the town of Hay with the Brecknock and Abergavenny Canal at Brecon. The western section was sold to the Brecon and Merthyr Railway and this

railway was independent of the Cambrian until 1 January , when the latter took over working the line. On 1 July the two railways amalgamated, the Wrexham and Ellesmere Railway Wrexham was the largest town served by the Cambrian. The building still stands today, although detached from modern network main railway lines, after restoration in , this building was reopened as the Cambrian Visitor Centre in June , but on 11 January closed due to the terms of the lease not being settled. It has since reopened and, amongst other things, is now being used as the headquarters for the newly formed Cambrian Heritage Railways restoration project, the largest station premises on the line were at Aberystwyth. On vesting its headquarters in July in Oswestry, the built the Cambrian railways works to the north of the station on Gobowen Road. Its construction hastened Oswestry's boom as a town, from a population of 5, in On the far end of the works, 11 sidings accessed a carriage. Power to the machines was provided by a steam engine via overhead shafting. The feet chimney is still a local landmark, whilst many carriages and wagons were built in the workshops, only two locomotives were actually constructed at Oswestry. In there were 91 locomotives and one motor car in the Cambrian's rolling stock. At grouping in , 94 standard-gauge engines and five engines were transferred to the GWR, identified by type 4. The line opened in , and originally ran from Derwenlas, south east of Machynlleth north to Corris, branches served the slate quarries at Corris Uchaf, Aberllefenni, the isolated quarries around Ratgoed and quarries along the length of the Dulas Valley. The railway closed in , but a society was formed in , initially opening a museum. The railway now operates as a tourist attraction, a new steam locomotive was built for the railway, which was delivered in The two surviving locomotives, plus some of the rolling stock, are preserved on the nearby Talylllyn Railway. The gauge of the railway is 2 ft 3 in, at this time slate from the quarries was hauled by horse-drawn carts and sledges to transport their output to the river. The first train ran on 1 April , locomotives were forbidden from use, so the railway was worked using horses and gravity. On 3 January the standard gauge Newtown and Machynlleth Railway opened, followed on 1 July of the year by the line from Machynlleth to Borth of the Aberystwyth. It was much easier to transship slates to the line at Machynlleth. They applied, on 13 November to convert the tramroad to a railway, adopt steam locomotives, on 25 July an Act of Parliament was passed changing the name to the Corris Railway Company and permitting the use of locomotives on the line. It appears that around this time the line was under the control of Thomas Savin and it took until the s for work to begin to upgrade the Corris Railway to a standard where locomotives could be used. The original tramroad was laid with light rail suitable for waggons to traverse as they were pulled by horses. These rails would not support the weight of much heavier steam locomotives, in control of the railway passed to the Imperial Tramways Company of London. They also appointed Joseph R. Dix, son of the stationmaster at Machynlleth. In and , two new Acts were obtained which adjusted the tolls on the railway and permitted the carriage of passengers, the second of these Acts was necessary because the owners of the quarries served by the railway objected that passenger trains would interfere with their mineral traffic 5. It was a constituent part of the Cambrian Railways, the company was formed in and parliamentary approval was received on 1 August for the northern section of the line from Llanidloes, Montgomeryshire to Llandoverly, Carmarthenshire. The first sod was cut on 2 September At Brecon, following the opening of three separate stations, a joint station was created at Free Street. These links were not complete until , in practice the Mid Wales Line never received substantial use, and that almost entirely for goods traffic. As a result, the Mid-Wales Railway encountered financial problems, a working arrangement was signed with the Cambrian Railways which took effect on 2 April The section between Moat Lane Junction and Llanidloes remained open for traffic until Newtown and Machynlleth Railway " Crossing the River Severn and the Cambrian Mountains, it was completed in and became part of the Cambrian Railways system in Firstly, exiting Newtown, all routes had to cross the River Severn, secondly, then heading due west, the railway had to make an economic and accessible to railway locomotives crossing of the Cambrian Mountains. This made the shortest but direct route both difficult to construct, resultantly expensive and potentially unworkable and this was much like the dilemma which resulted in the economic termination of the strategic route which was the Llangurig branch of the Manchester and Milford Railway. Even though it was track, economic control of all costs created a meandering path. A significant civil engineering achievement on the line is the Talerddig cutting through solid rock, with a depth of feet, it was the deepest cutting in the world at the time of its

completion in For safety reasons, the original near-vertical sides have since been trimmed back, the first railway station in Machynlleth was the narrow gauge Corris Railway, which opened its station building on the north side of the main-line goods yard in This was later made accessible from the station by a flight of steps from the standard gauge platform. This it did the year, connecting Dovey Junction to Aberystwyth. Cambrian Railways were absorbed by the Great Western Railway on 1 January as a result of the Railways Act , there was an accident in the Talerddig cutting on 18 January , of which several pictures survive. Newtown and Machynlleth Railway RailBrit. Authorisation to extend to Swansea, and also Neath, was secured, the line suffered operational challenges and was never greatly profitable, but it arranged for the Great Western Railway to operate the line and guarantee good dividends from The GWR incorporated the lines infrastructure in widening its own lines at Court Sart, as it was heavily dependent on buoyant coal mining activity, the line declined sharply after , and it was progressively truncated. The Rhondda Tunnel suffered a collapse in and the part of the line closed. A short section of the route is in use near Briton Ferry. Part of the output was conveyed to Aberavon on the Mynydd Bychan tramroad, in transport efficiency was improved by the opening of what became known as the Cwmavon Tramroad, three miles in length and again horse-operated. The iron company expanded and became known as Vigurs and Co and it was reported in that a new railway was under construction, from Oakwood to Aberavon, for the purpose of transporting coal from coalfields above Pontrhydyfen. This became known as the Oakwood Railway, but the business was unsuccessful. The South Wales Railway opened as far as Swansea on 2 June and this was the first trunk railway in South Wales and provided a huge boost to trade there, from that time development of the dock facilities and of industry proceeded rapidly. The North Dock was opened in , and the Swansea Harbour Trust was established in , both docks were west of the River Tawe but the expansion of dock facilities resulted in much larger facilities east of the river. Nonetheless use of the Mineral Railway would still pose considerable operational difficulties, from there it was to cross to Baglan Bay at Briton Ferry, then following the coast and crossing the River Neath near the sea by a tidal bridge. The Cwmavon Tramway was to be acquired by the new company, the access to Swansea was of course important both to the railway and to the dock complex there, and in a further Bill was promoted, to reach Swansea by tunnelling under the River Neath. Against technical opposition, this was passed and this enabled the abandonment of the plans to reach Briton Ferry and to make the tunnel, and the Companys capital was reduced accordingly, by Act of The engineer for the construction was S W Yockney, the first section of line, between Aberavon and Cymmer, was opened for traffic on 2 November , giving improved access to the exceptionally rich coalfields in the Avon Valley. This section of the route followed the course of the old Cwmavon Tramway, and made a junction with the GWR at Aberavon. Moreover it was not until that the junction with the Taff Vale Railway at Treherbert was authorised in Parliament 8. It was one of several railways that served the areas of Glamorgan and Monmouthshire along with the Taff Vale Railway. The lines highest point at feet, was in the cutting above Fochriw. The company was established by a Bill of , financially supported by several prominent Brecon citizens, the first section to open was a 6. From the tunnel the line descended towards Talybont-on-Usk on a continuous 1-in 2. The Pontsarn viaduct is feet long and 92 feet height, the sections Merthyr to Pontsticill and Bargoed through to Brecon were laid as single lines with passing loops and usually locomotive watering facilities at principal stations. For those single lines, tokens were issued to drivers from signal boxes at such locations, the section to the north of Pant was primarily a passenger service, serving isolated farms and villages. South of Pant, it was mainly a mineral line and carried coal from the mines down to the Newport Docks, at an elevation of 1, feet, it was the highest railway tunnel above sea level, anywhere in Britain. Exiting from south-east portal of the tunnel, the line descended for 7 miles along a 1,38 gradient by the side of Glyn Collwyn, the sharp gradient of the approach regularly taxed the capacity of steam engines running along it. A second single line tunnel was situated at the west end of the former Tallyllyn station located about 5 miles to the east of Brecon and this tunnel is yards long, and was originally built in for the Hay Railway. Like Torpantau tunnel, it survived long enough to become the oldest in use on Britains railways.

Chapter 2 : A country diarist walks the Vale of Llangollen | tripulous

Vale of Llangollen Golf Club, Llangollen. 1, likes Â· 30 talking about this. Beautiful Championship course set on the border of Wales and Cheshire.

Illustrations by Liz Pepperell. The poet was impressed by the earnest youth and invited him to visit Nether Stowey in Somerset, where he was working with William Wordsworth on what would become the Lyrical Ballads, the founding text of English Romanticism. O my mother Isle! I walked it over two days with my Penguin edition of his Selected Writings for company: I started and finished at Chirk railway station and stayed overnight at Llangollen. A few yards west of the Chirk station, drop down to the canal towpath and walk away from Chirk Tunnel through soaring beech woods. The Llangollen Canal is the most popular cruising canal in the country, with puttering narrowboats nosing along at less than walking pace. Pass Chirk Marina on the left and creep through the Whitehouses Tunnel. Pontcysyllte Aqueduct This extraordinary structure was under construction when Hazlitt walked past in 1818. At 38 metres, it is now the highest navigable aqueduct in the world, and the oldest in Britain. To honour his achievement, the entire area was declared a world heritage site in 1991. On the far side, cross the winding hole over the footbridge and follow the branch canal west, towards Llangollen. The path squeezes beneath a dismantled railway line, and wiggles away from the village of Trevor before heading up through the atmospheric pine woods surrounding the 18th-century Trevor Hall. It survived only a few years: Descend on the other side of the hill and follow the path until you get to a three-way signpost. Here there is a choice: Follow this path as it drops past a wooden crow and take the left turn signed to Dinbren. Turn immediately left on to the Clwydian Way. After passing some rudimentary red seats this pleasant grassy path slopes down to a signpost. Turn hard left, signed to Valle Crucis Abbey. Follow the path across a large open field, looking out for an almost invisible right-hand turning, over a metal stile, signed to Velvet Hill. Take this precipitous path until it reaches a road. Pillar of Eliseg This weathered stump, which has stood here for more than a thousand years, was once the shaft of a great Celtic cross. It was set up by Cyngen ap Cadell, Prince of Powys, in the ninth century, in honour of his great grandfather Elisedd ap Gwylog. The inscription, now impossible to read, traces their royal bloodline back to the Roman emperor Magnus Maximus. The cross gave its name to Valle Crucis Abbey nearby, founded in 1132. This thriving Cistercian community was one of the first to be dissolved in the 16th century, but its crumbling walls are still open to visitors. Retrace your steps and cross the stile on to the slopes of Velvet Hill. Follow the steep path through the bracken and straight up a grassy track. Stop for a breather and admire the view of Valle Crucis Abbey. Turn left and follow the knobbly ridge and descend to the sparkling River Dee. When the path emerges on to a road, follow the turning signed to Corwen, then take a left-hand footpath down to the canal. You reach the towpath behind the Chainbridge Hotel. Here it is worth a short detour right to see the famous Horseshoe Falls. Horseshoe Falls This elegant weir was designed by Telford, to create a pool that feeds the canal system, and it now serves another function, because the canal supplies fresh drinking water to the area around Nantwich. Hazlitt might well have visited this idyllic spot, before the weir was installed. This was the brainchild of a local entrepreneur called Exuperius Pickering, who used it to avoid paying tolls. Continue along the towpath towards Llangollen. The canal passes the International Pavilion, home of the International Musical Eisteddfod that has taken place here every July since 1947. Llangollen Llangollen is a charming market town, set in the nook of the valley. It is named after St Collen of Glastonbury, a seventh-century monk who established a settlement there. In the morning, walk up Castle Street and take the left-hand branch of Hill Street, which weaves southeast towards Plas Newydd. Lady Eleanor Charlotte Butler and Sarah Ponsonby were young Irish women who defied their aristocratic families by running away and setting up home together in Llangollen in 1791, where they lived for more than 50 years. Hazlitt may well have visited them for tea; William Wordsworth certainly did. Sisters in love, a love allowed to climb Even on this earth, above the reach of Time! Leave Plas Newydd and turn right down Butlers Hill. Cross the brook and turn up Brook Street. Take an unmarked ramp on the left and curve up the steep road until you reach a footpath on the right. Take this path and stop to examine the useful board, which maps the paths through Pen-y-Coed. Keep taking left-hand turns until you are on a broad

path that descends gently beside a dry-stone wall and emerges on to a road. Turn right along this road, passing the 19th-century Tyn Dwr Hall on your left. It curves around until it meets a crossroads. Ignore the left-hand footpath sign and head up the rubble track straight ahead. After a strenuous climb, take the left-hand fork and follow this track as it curves around the hillside. The Vale of Llangollen gradually disappears behind as Shropshire spreads out ahead. When the path meets a road junction, take the road straight ahead and follow it down through woodland to a T-junction, then turn left. After half a mile the road turns sharply left, but continue straight ahead, on a National Trust path that leads to Chirk Castle. Chirk Castle This medieval fortress was built in It guards the entrance to the Ceiriog valley and was part of a defensive line of English castles built along the Welsh Marches. Today it is owned by the National Trust , though non-members can use the permissive paths that cross the property. The castle itself has spectacular staterooms and interior decorations that span seven centuries. One highlight is a stretch of wooden water pipe that once formed part of the New River system, masterminded by Sir Hugh Myddelton, the 1st Baronet. This municipal project brought fresh drinking water from the River Lea to London in Take the road that skirts the north side of the castle and, when it turns left, cross the stile directly ahead and continue past the woods on your right. After two kissing gates, the path forks: At this point, you could make a short detour right to see the spectacularly floriated wrought-iron gates commissioned for Chirk Castle in Either way, take the footpath almost directly over the road, which leads across a field and right, through the woods beside the canal, until you reach the north end of Chirk tunnel again. Looking for a holiday with a difference? Browse [Guardian Holidays](#) to find a range of fantastic trips.

Chapter 3 : Vale of Llangollen | Local Attractions North Wales

The Vale of Llangollen gradually disappears behind as Shropshire spreads out ahead. When the path meets a road junction, take the road straight ahead and follow it down through woodland to a T.

After the second world war a number of buses were purchased mainly Bedfords. By this time the business was being run by the two sons. Their main work involved carrying workers to the various collieries in the area. In addition to the workers and schools services the business developed a number of excursion ventures. These were undertaken in their own name and also in conjunction with a holiday company Sunniways from Liverpool. This is when the business name was changed to the Vale of Llangollen Travel. Theo was later joined in the firm by four of his children who later took over the business when Theo retired. The coaching side of the business expanded with many of the vehicles working for a number of holiday companies including Cosmos and Globus. In December the business and fleet of D. Jones of Ruabon was purchased. Following de-regulation in the firm began operating a service route from Wrexham to Cefn Mawr. The business was formed into the company Vale of Llangollen Travel Limited in The business later secured an operating base on the outskirts of Chester in Waverton and a number of school contracts were obtained. A distinguishing aspect of the business was that it acquired a number of personal registrations of VT and VLT and these were recycled on a number of vehicles which makes tracing old vehicles a challenge. The company and most of the fleet were purchased by GHA in April The depot in Cefn Mawr was not sold but the operating base in Waverton did transfer, For a while the business operated within the GHA Group as a seperate entity but in April a full merger within the company began. I am indebted to David Donati for his dedicated work in compiling this data and enabling me to present it. In the right hand column - where available - there is a link to a photograph of the vehicle. The photo will open in a new window. Links in capital letters suggest the vehicle is seen when with the operator. For those who would wish to see the chassis and body numbers - these are to be found by clicking the tab at the bottom of the table.

Chapter 4 : Vale of Llangollen Golf Club, Borderlands - Book a golf break or golf holiday

The Vale of Llangollen Railway was built as a spur from the Shrewsbury and Chester Railway south of Ruabon to the town of Llangollen.

This broad rift valley is set around the winding River Dee and includes very many natural features and historical treasures, making the area a really special location for visitors and locals alike. From certain spectacular vantage points, such as the Panorama , Castell Dinas Bran and the Pontcysyllte Aqueduct , you can see amazing views along the valley and the hills of the surrounding areas. Ironically, the beginning of the steam age coincided with the completion of this canal network, ultimately rendering it redundant for the industrial use it was originally intended for. That meant that from the outset it was neglected and it fell into disrepair for decades, until a regeneration programme in the s brought it back to life. Nowadays visitors are free to walk or cycle along the restored footpaths that run beside the canal, as well as to travel along it by narrow boat although some stretches of the canal are not navigable by motorized crafts because the waterway is too narrow for boats to turn around. There are even some horse drawn barges still operating â€” a fascinating taste of days gone by. The Horseshoe Falls â€” an attractive feature for walkers The Horseshoe Falls is an attractively curved artificial weir on the River Dee, constructed to help regulate water supply, helping to keep the water levels higher throughout the year. It was designed in by Thomas Telford, the engineer responsible for the Pontsycyllte Aqueduct. Tower Hill Barns guests wanting to play a round of golf can contact the club as a visitor to arrange tee times. It could be the ideal accompanying activity for a corporate function at our Trevor venue. Authentic victorian designed stations all along the Llangollen Railway The Llangollen Railway runs through the Vale, having been reopened in , with substantial help from volunteers. Every station along the track has an authentically Victorian design, complete with the s colour scheme of the Great Western Railway. It holds regular themed open days, such as the annual Thomas the Tank Engine and Friends event in October, where families get to meet The Fat Controller face to face, and even have a ride on Thomas! For commanding views of the Vale of Llangollen, the steep hill at Castell Dinas Bran is well worth a visit. The castle ruins also have a rich and legendary history of their own. Another vantage point is the Pontecysyllte Aqueduct â€” a Grade one listed building and the largest and highest aqueduct in Britain. Though around years old, the abbey still retains many of its original features such as a 14th century inscription, an elaborately carved doorway, a chapter house with a rib-vaulted roof, and an original medieval fishpond. These sights and attractions are just a few of the reasons people come to the Vale of Llangollen. Beyond this, the breathless unspoken beauty of the natural and remote Welsh wilderness all around is reason enough to visit. The Vale of Llangollen is packed full of attractions for your guests to explore when they come to Tower Hill Barns wedding and events venue.

Chapter 5 : Vale of Llangollen Golf Club |Visit Wales

Write a review for Vale of Llangollen Ever since , Llangollen has been widely known as the venue for the International Eisteddfod, where singing groups, dancers and the like come from many different countries to share their national folk traditions in one of the world's great arts festivals.

Chapter 6 : Pontcysyllte Aqueduct, Vale of Llangollen.

Discover activities for all ages in the Vale of Llangollen. Explore the thrills of the many outdoor activities in and around the town. You can ride the white water, climb high above the valley or cycle along beautiful and challenging trails.

Chapter 7 : Vale of Llangollen Golf Club

Tower Hill Barns is nestled in the scenic and outstandingly beautiful Vale of Llangollen. This broad rift valley is set

around the winding River Dee and includes very many natural features and historical treasures, making the area a really special location for visitors and locals alike.

Chapter 8 : Vale of Llangollen Railway - Wikipedia

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Chapter 9 : Vale of Llangollen Railway | Revolvy

The Vale of Llangollen offers a warm welcome to members of all abilities. Applications for membership are welcomed, and membership is open to men, ladies and juniors. With the club having withdrawn any joining fee payable until further notice, joining the Vale of Llangollen Golf Club is both quick and straightforward.