

ATGOFION O'R BORTH

Cymdeithas Ddinesig Bro Porthaethwy

Menai Bridge and District Civic Society

MEMORIES OF MENAI BRIDGE

Mae Cymdeithas Ddinesig Bro Porthaethwy yn diweddarau ei chofnodion, ffotograffau a'i Gwefan er mwyn ei gwneud yn haws i'r aelodau eu gweld. Byddwn yn ceisio ychwanegu at y rhain yn gyson drwy gydol y flwyddyn ac yn cyhoeddi pigion gyda'ch Cylchlythyr. Mae croeso mawr bob amser i gyfraniadau newydd, yn ogystal â help i adnabod pobl yn y lluniau.

Ewch i'n Gwefan yn [www.menaibridge](http://www.menaibridge.org.uk)

Menai Bridge Civic Society is updating its records, photographs and Website to make them more accessible to members. We will try to add to these regularly throughout the year and publish extracts with your Newsletter. New contributions are always welcome, as is help with identifying people in photographs.

See our Website at www.menaibridge.org.uk

Memories of Menai Bridge

Volume 11

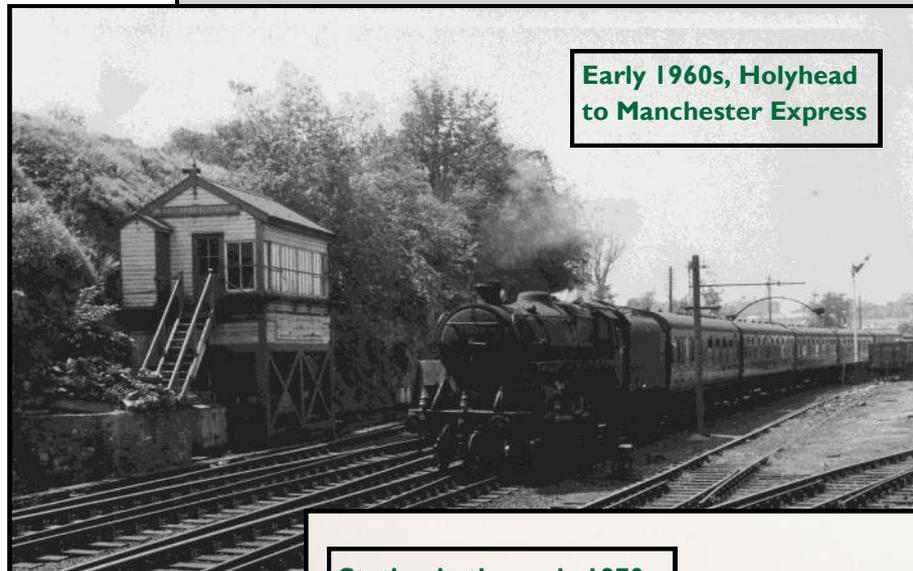
MENAI BRIDGE RAILWAY STATION

A straightforward report about the Railway Station would tell you that it opened on 1st October 1858. The station was opened by the Chester and Holyhead Railway Company at the point where the main Chester to Holyhead line met the then Bangor and 'Carnarvon'

Station in World War I, note the Newspaper adverts.



Early 1960s, Holyhead to Manchester Express



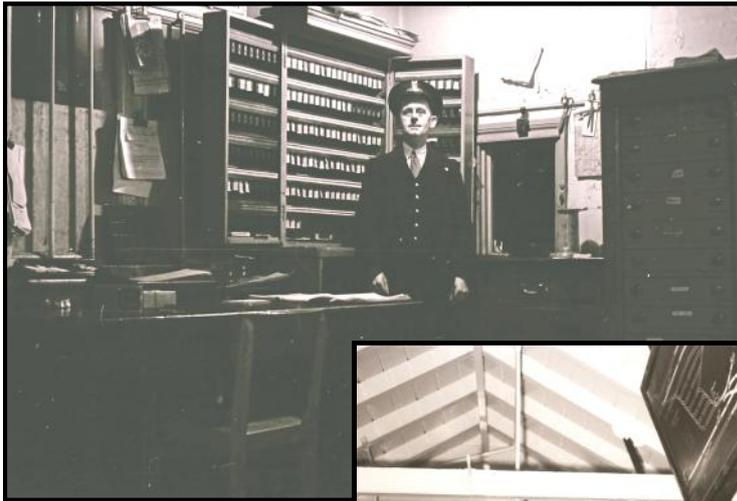
Station in the early 1970s



Railway. There were four platforms, two for each line and two which formed an Island platform. The main station building was a large brick built one whilst there was a brick waiting shelter on the island platform. The station closed to passenger services on 14 February 1966.

(with thanks to www.disused-stations.org.uk/sites)

On 4 August 1969 it closed to goods services. On 5 January 1970 the line also closed to passenger services. It was brought back into use for container traffic after 23 May 1970 Britannia Bridge fire. The bridge was repaired and re-opened on 30 January 1972. After that date the Caernarfon line closed for good and was lifted. The North Wales Coast Line runs through the site of the station (and becomes single track there) but no visible remains of it can be seen.



Mark, in the Ticket Office.

Evan Roberts, Signalman.

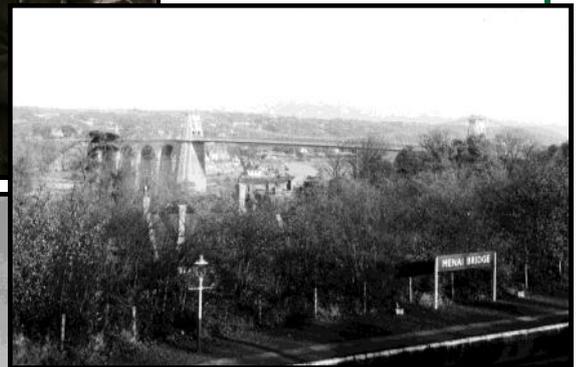
Mr Morris, Station Master (second right).



All true but you don't get a real flavour of what the station was like. What it was like when they lit the gas streetlamps, in the road up to the Station, in the dusk of warm summer evening. What it was like when the Irish Mail thundered through, on its way to Holyhead; the platform shuddered and shook then settled down again. That sharp smell of coal dust. The satisfying clunk when the signals were changed. And real tickets, worthwhile keeping if you'd come on holiday; made of cardboard and specially printed. You took your own potted beef sandwiches, wrapped in grease proof paper, tea which always tasted a bit peculiar, from a flask you had to keep upright because it leaked. Doesn't seem 5 minutes ago but it's 60 years. Would I go back? No, my glasses aren't that rose tinted, but I won't forget either. Liz M. (Some names of the railway men are missing - do you know them?)



Who are they all?



Many thanks to Norman Kneale for letting us use his photos and photos from his collection, a unique record.