

# A BRIEF HISTORY OF THE PUBLIC TRANSPORT THAT HAS SERVED PWLL THROUGH THE YEARS

BY

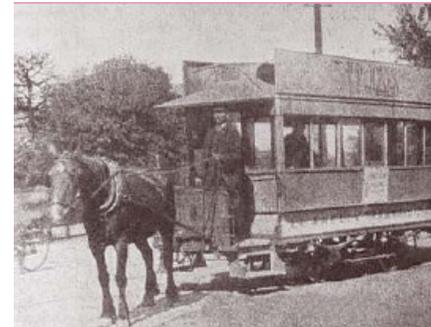
Esmor Davies

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## A Bônau Cabbage Patch Supplement



### THE COMING OF THE HORSE DRAWN TRAM IN LLANELLY



(Above: Horse drawn Tram)

Colonel Hutchinson of the Board of Trade finally opened the tramway, after an inspection on September 14<sup>th</sup> 1882. He rode together with Mr Winby, Mr Rosser the engineer and Mr J S Tregoning, Chairman of the Board of Health, on the first tram up and down the line.

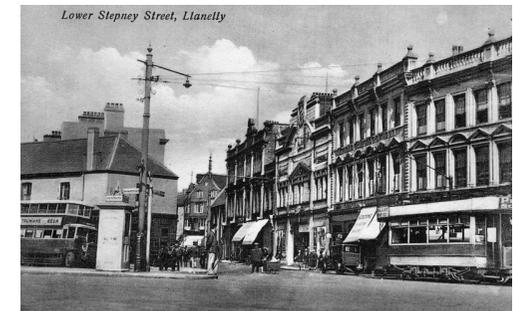
The actual route from Llanelly Station to Swansea Road was now via Station Road, Murray Street, Cowell Street, Park Street and Swansea Road. It was a single-track system throughout with several passing places. These were situated in Station Road, Cowell Street, Stepney Street (opposite what was then 'Direct Trading Co' or in front of the present day 'Radio Rentals').

For the next 25 years Llanelly's trams trundled to and fro on their short route, and built up a reputation of being slow with an indifferent service and with very dilapidated tramcars. George Sims on a visit to Llanelly was moved to write a scurrilous account of the transport system. "My greatest adventure was a perilous journey from the Station to my hotel, in a soap box on wheels, drawn by an inadequate horse and driven by a whiskered Methuselah".

In April 1908, the horse drawn tramcars, which were not well thought of by the inhabitants of Llanelly, stopped running so

that the track could be relayed to a gauge of 3ft 6in. To run on this new gauge, three old London County Council tram cars arrived by train to operate the service on the new track. These new acquisitions were larger than the former Llanelly vehicles and consequently required two horses to pull them. The Llanelly Tramway Co Ltd, had only a short time left to operate, because three years later in 1911, the horse drawn trams ceased altogether, and the new electric cars took over.

### THE ELECTRIC CAR



(Above: Lower Stepney Street with Tramcar on right)

The demise of the horse drawn trams had been envisaged as early as 1899, but it took until 1911 for the first electric tramcar to move on Llanelly's rails.

The track to Pwll was the last to be set and operate. The track had a gauge of 4ft 8½" – the standard railway gauge.

The overhead pickup consisted of two wires, one for the outward and the other for the return route. This two wire system was to save on pointwork at passing places.

On the way to Pwll, the trams would pass each other at Vaughan Street, West End, The Stag, Sandy Bridge, Astoria (Denham Avenue), Beach Road and Stepney Road Terminus. The name Astoria derived from the house of that name on the corner of Denham Avenue.

The tram service had an unusual frequency of 10-15 minutes on most routes, but the Pwll journey was every 12-15 minutes. At busy times, such as market days, mornings and evenings and on Sunday evenings, the service had a frequency of 7 or 8 minutes. The fares were:

Pwll Terminus to Sandy Bridge	1d
Sandy Bridge to West End	1d
West End to Llanelly Station	1d



(Above: Tram in Bassett Terrace, Pwll)

For a short period an experimental tram service was tried. After 8:00pm trams from Bynea would terminate in Park Street – at Thomas the Travellers shop. Trams from Felinfoel reversed in Market Street, and the Pwll tram stopped at Boots Corner, and then made their return journeys to their respective outlying areas. At the same time a tram shuttle service ran from Sam Evans' shop in Stepney Street to Llanelli Station. This experiment was not very popular with the public.

The people of Llanelly welcomed the new trams. When services commenced however there was one grumble from the passengers. It was the practice of the tram going towards the town and station to wait in the passing loops until the arrival of the

tramcar from town. This system was causing some anxiety to those passengers who wanted to catch a train. It was suggested that the tram from town wait at the passing places to give free passage for the car going to the station.

Many stories are often related about the running of the trams. The first concerns Mr C Watkeys, the Borough surveyor, who was in charge of the Town Hall clock. It was by the clock that the tram drivers regulated their timetable. The clock at one time was three minutes fast, and enquiries to M Watkeys as to the reason why this was so, elucidated the answer that he kept the clock fast to allow intending passengers for the train to have a little time in hand on arrival at the station.

The second tale involves an athletic tramway inspector, Mr Edgar Jones, who supplied much of the information contained in this supplement. When trams were adjacent to each other and stationary in the passing loops, Inspector Jones would vault from one open upper deck to the other to carry out his duties.

Youngsters on the top deck would often shout and spit at those on the upstairs of another tram as they passed by in the loops.

The electric cars were a great improvement on the old horse drawn trams in speed, convenience, efficiency and comfort. They also linked many outlying areas to the town centre and the railway station. They proved a great boon to the town and district and were to last until 1932 – a span of twenty-one years.



### THE TROLLEY BUS ERA

In keeping with the motto of the Town "Ymlaen Llanelli" it was inevitable that the tramcars would be replaced by another form of passenger transport.

The internal combustion engine by 1932 had become commonplace, but the Llanelly and District Traction Company, because they had their own power station that supplied electricity to light the town as well as tractive power to the trams, decided to go for the 'rail less' vehicles powered by electricity – the trolley bus.

Trolley bus design had made great strides from the electric 'rail less' bus demonstration in London on 25<sup>th</sup> September, 1909. The first public service of the trolley bus commenced in Bradford on 24<sup>th</sup> June, 1911, with a single-deck car. A double-deck trolley bus first came into service in 1920 again in Bradford. When the first trolley bus service in the Country started, Llanelly were about to have their first electric tramcar!



(Above: Trolley Bus outside The York Hotel)

It was early in 1932 that the Llanelly & District Traction Co., sometimes called the Llanelly & District Electric Traction Co., or the electric Supply Company decided to scrap the tramcars and have trolley buses.

The Company had the support of the Borough Council and Messrs. Balfour Beatty. The plans for the trolley bus routes included its extension to Loughor Bridge, and to the Morris Motors factory at Felinfoel (yet to be built). The return routes from Felinfoel and Pwll were altered, to avoid congestion in Stepney Street, along the new Central Town Improvement Route. This was the culverting of the River Lliedi

from Vaughan Street along Broadway or Frederick Street to the Town Hall. Other plans were for some trolley buses to turn around in the town using Vaughan Street and the Central Town Improvement Route, or the loop at the York Hotel, instead of every bus going as far as the station.

On 25<sup>th</sup> August, 1932 the Llanelly & District Electric Supply Company, through Messrs Balfour Beatty & Co. Ltd., placed an order with Leyland Motors for fourteen Leyland four-wheel double decker trolley buses with G.E.C. electrical equipment.

The buses, blue and cream in colour, were 25 ft. 10½ in. in length, 15 ft. 10 in. high, with seating accommodation for 52, with twin seats facing forward with centre gangway upstairs and down. The buses had compressed air brakes as well as a hand brake, and they were fitted with coils to suppress radio interference. Construction of the route extensions and the erection of new posts and wires started immediately, and proceeded without delay except for some trouble over the siting of posts near the market entrance in Stepney Street, due to the improvement scheme at this junction.

Construction of the posts and wires carried out by Messrs. Balfour Beatty & Co. Ltd., under Captain H.G. Merrick and Mr. J. Sinclair. They had in the space of four and a half months erected 500 poles and thirty-two miles of wiring.

The first trolley bus to arrive in Llanelly came by road from Preston in December, 1932 and were originally tested on the Loughor - Llanelly Station route. Previous to their arrival, the Tram drivers had been sent to Langley Mill Depot, Nottingham, and some to Wigan for driver training on trolley buses. The drivers were very pleased with the new vehicles, because it meant that they were in enclosed cabs for the first time, and not out in all weathers at the unprotected ends of the tram.

The trial run of the trolley bus took place on Sunday evening 18th December 1932. It

took place in the evening to coincide with the Chapel and Church congregations leaving their places of worship. The streets were therefore full of people to witness the new means of transport for Llanelly passing along the roads. Several drivers and officials took turns to drive the new bus along the route. Contemporary accounts of the trip record that much excitement was shown by the populace.

Early in January 1933, the Loughor - Llanelly station route commenced regular services. The Ministry of Transport inspector visited the Pwll and Felinfoel routes on 16 February, 1933 and these routes started regular passenger services the next day.

The only trouble encountered in the running of these services was in the depot itself. This had been the old tram depot, and had not been changed for the trolley buses. The trams could be driven from either end, but the trolley buses once driven into the depot had to be reversed out. The Traction Company bought the adjacent land to the depot, so enabling the trolley buses to turn in and face outwards in readiness for the next journey.

The people of Llanelly were pleased with the trolley buses, mainly on account of the lack of noise. Their virtually silent running came as a relief after the noisy, rattling of the tramcars. Those living alongside the route had reasonable peace and quiet. Only a slight hiss now accompanied the passing of a trolley bus. In a contemporary newspaper of the time, the new transport system was described as an inestimable boon.

The tram lines had not been removed by March 1933, but a fatal accident speeded up their removal. A boy cyclist caught his bicycle wheel in a tramline and fell off under a trolley bus. This type of accident involving cyclists was fairly common, and the Coroner in the fatal accident added his voice to requesting the removal or filling in of the now unused tram rails.

Three more trolley buses were bought. These were six wheel Guy buses, seating sixty passengers. They were known as 'Birmingham' buses, because they were purchased second hand from that city. They were not very popular with drivers, because they were rather heavy to drive, and their increased length made negotiating Llanelly's corners rather difficult. On the other hand, they did have a larger capacity and one unusual feature. On the lower deck, they had a full length seat fixed along the drivers cab. Passengers seated here, faced down the bus towards the rear. Two further new Guy buses, but this time four-wheelers, were purchased. These buses featured a new brake. An electrical rehostatic brake, which was a brake on the motor itself, and was applied before the ordinary foot brake.



(Above: Pwll Terminus)

The trolley bus route went along the station approach road. Plans to continue the route beyond the railway station were again foiled by the G.W.R. who would not co-operate with the Borough Council. Opposite the station entrance, the overhead wiring had a passing loop, to enable buses to overtake one another if necessary. The service was quite successful, with many more passengers being carried than expected.

In 1933, 3,250,000 were carried, while 4,000,000 were conveyed in 1934, and 4,138,000 in 1935. The familiar sight of the

bus conductor, clutching his money bag, running to pull the lever on the post to operate the switch is remembered by many.

In 1936, the Llanelly District Electric Supply Company sponsored the Llanelly District Traction Bill in the House of Commons. The Bill was for a proposed extension of the Pwll route as far as Burry Port and Pembrey. The Bill was naturally opposed by the South Wales Transport Co. and the Western Welsh Omnibus Company, who ran services to Burry Port and Pembrey. The plans did not come to fruition.

During the war, the Traction Company had several new trolley buses, known as Karriers. These had utility bodies and slotted wooden seats. The shortage of new vehicles, owing to the war meant that many transport undertakings were short of buses, while other undertakings such as Cleethorps and Bournemouth with no holiday visitors had a surplus of buses. In 1940 Llanelly had a Guy BT Trolley bus which the manufacturers had kept as an exhibit, but which was not pressed into revenue earning service. The yellow Bournemouth trolley bus, which added colour to our roads during the war, came because of the surplus of buses in the seaside town.



(Bournemouth Corporation Sunbeam)

<sup>1</sup>Two Bournemouth Sunbeam trolley buses came to Llanelly on 28<sup>th</sup> December, 1943.

<sup>1</sup> J.R. Whitehead - 'Trolley bus' Feb. 1982

One had been previously on loan to Newcastle and the other to South Shields. The usual terms for the loans of these buses were £25 a month, per vehicle. They remained in service on our trolley bus system until June, 1945 when they were returned to Bournemouth.

(Bournemouth Corporation Sunbeam)

The Llanelly trolley bus routes had destination names and numbers. Route No. 1 was from the station, via Stepney Street and Park Street to Loughor, where the bus had a turning circle to come back to town. Route 2 only went as far as the Railway Bridge at Bynea. The gradient of the bridge helped the bus to reverse into the road outside the Plough Inn, before returning to the station. Route 3 terminated at Pemberton, where a turning circle around the traffic island avoided reversing. The Felinfoel route, No. 5 turned around at the Morris Motors works entrance. A new turning circle was built outside the Pressed Steel Fisher Plant when this works opened. Buses on routes 1, 2 and 3 went out and back along Stepney Street but the Felinfoel route went via Market Street, and returned via Vaughan Street and Frederick Street to the Town Hall Square whence they connected with the wires to the station or else turned around at the York Hotel to go back along Stepney Street. The Pwll route, route No. 6 went to Pwll along Vaughan Street, and returned through Vaughan Street and Frederick Street (or Broadway) as it was often called. The terminus at Pwll was at the foot of a hill at the end of Stepney Road. Again, the slope of the hill helped the bus to reverse, in preparation for its journey back to the town and station. Route No. 4 was not often seen on the buses, but was generally considered to be from the Town Hall Square to the Station. Buses from the station could turn around at the Town Hall Square roundabout.

After the war, the trolley buses continued their travels, but as with the electric tramcars the need for progression to a new

### THE OMNIBUS.

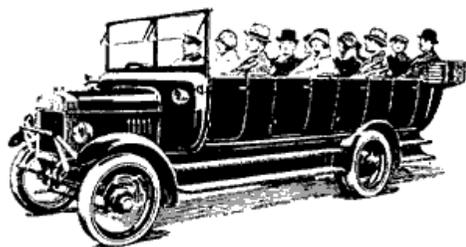
type of vehicle for public transport, not tied to overhead wires but free to go wherever was necessary became uppermost in the minds of the people. Since 1932 and the introduction of the trolley buses, new housing estates had been developed, which were far off the established trolley bus routes. New estates at Llannerch, Llwynhendy and Bryn were not conveniently situated as far as access to the bus was concerned.

The decisive step in bringing to an end Llanelly's trolley bus era came in 1951, when the South Wales Transport Company bought the Llanelly & District Electric Traction Company. Soon after the acquisition by the South Wales Traction Co., they began training the trolley bus drivers to handle the diesel-engined buses. During August, 1952, several trolley bus drivers passed the Ministry of Transport Public Service Vehicle driving test. South Wales had converted a double deck diesel engined bus to give access to the driving cab from inside the vehicle. This bus was soon frequently on Llanelly's roads with drivers under instruction prior to the ending of the trolley bus service.

On Saturday November 8<sup>th</sup>, 1952 the last trolley bus services were run. Passengers were issued with specially endorsed tickets to commemorate the final journeys of the trolley bus that had served Llanelly for twenty years.

After withdrawal, some of the buses were sold to the Bradford Corporation, and the remainder sold to J. & P. Zammit Ltd., for scrap. These were gradually broken up over the next few years. Today no former Llanelly trolley bus is preserved by any of the many Trolleybus Preservation Societies, although similar vehicles can be seen and ridden on at places such as Sandtoft and the East Anglian Transport Museum.

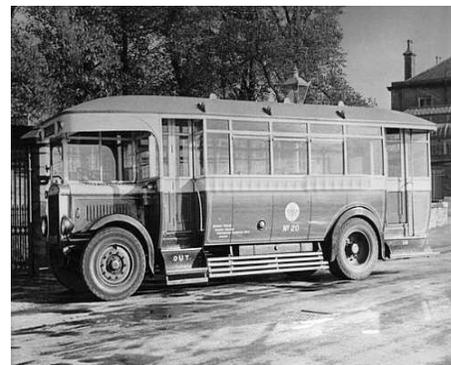
Llanelly and the surrounding villages were well served by numerous small charabanc and bus operators during the years immediately before and after the First World War. Most if not all of the companies started with a charabanc as their first vehicle.



The name charabanc originated from the French 'Char-a-bancs' (in the plural), which simply described a bus body design with a folding top and bench seats. The English word is the singular form charabanc. The typical charabanc had rows of seats along the vehicle chassis. These extended the whole width of the body, and each row had a door for access, but only on the kerb side. A running board along the nearside acted as a step to enable passengers to board. The backbench seat did not usually have a door because it would have been in the way of the wheel arch. Access to this last row was normally from the row in front. The end seat having a folding back to enable passengers to step over it. Most photographs of charabancs depict them open topped, but each vehicle had a folding hood which rested at the rear of the bus. During inclement weather this was spread over the seats. Rain would catch in the hollows of the canopy between the supporting ribs, and the passengers would use their extended arms to push the rainwater off, often onto those sitting behind them. Hard top charabancs later came into use, and some had built up side window

frames – the forerunners of the early omnibus designs.

Many companies manufactured charabancs in this country; several went on to be bus and trolley bus coachbuilders and chassis manufacturers. Commer started to



(Above: Leyland Lion 1927)

build charabancs in 1919, 30 seater vehicles with six doors on the near side. Dennis built a 24 seater, Seldon & Thornycroft and Leyland. The Leyland vehicle had a longer bonnet than most. Gilford charabancs had American built engines in them. Clayton & Co. of Huddersfield built an 18-seat vehicle. They changed their name to Karrier and their trolley buses later ran on Llanelly's roads. (All the engines were of course petrol driven at this time).

Two bus companies provided the main public services through Pwll. These were Bacus and the South Wales Transport Company. A third, Sage, also had buses going through Pwll.

### Bacus

A regular fare-paying passenger carrying service from Burry Port via Pwll to Llanelly was started by Joseph Bacus of Burry Port. Mr. Bacus had an Ironmongers shop in Burry Port. His unusual name came from

his French father. As a sideline to his shop he started in 1919 with a partner, Bill Ruddick, to run a charabanc between Llanelly and Burry Port. Mr. Ruddick eventually left the business and took the charabanc with him! He joined Thomas in Market Street, but later emigrated to Australia. After Ruddick left, Bacus bought buses and began to run a regular service between the two towns. He also had a taxi and lorry business. The lorries being originally converted bus chassis.

Bacus's first garage was at Achddu, and later moved to Station Road Burry Port. Bacus's buses were Leyland Lions and Leyland Tigers, and painted red.

(Below: Leyland Tiger 1930)



The service between Burry Port and Llanelly was every 20 minutes. The route was shared between Bacus and the South Wales Transport Co. Return fares being interchangeable. On Thursday and Saturday Bacus ran a 10 min. frequency with an half hourly extra trip to and from Chivers Corner to Llanelly. The usual practice was for the Chivers Corner bus to leave Llanelly Town Hall Square first, followed by the Burry Port bus. On arrival at Chiver's Corner, the Burry Port bus, now empty because the Pwll passengers had already alighted, picked up any passengers from the Chivers Corner bus that needed to go on to Burry Port. The Chivers Corner

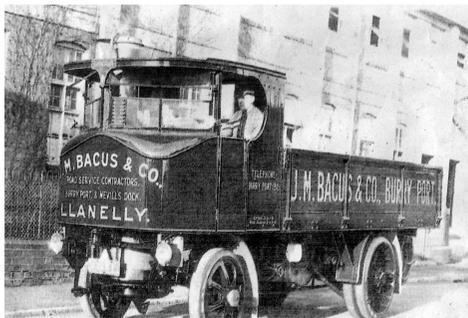
bus then returned to Llanelly. In 1924 the fare from Burry Port to Llanelly was 9d. return and 1 shilling return between Pembrey and Llanelli. Workers had a 5d. return ticket.

The actual route was from Pembrey Square along Ashburnham Road to Burry Port (Station Road) and then via Pwll to Llanelly. There were no bus stops as such except in Pembrey Square, Station Road, Burry Port and at Llanelly. The buses stopped to pick up passengers when requested to do so.

The Bacus timetable had a 5.08 a.m. workers bus service to the Pembrey R.O.F. (Gwaith Powdr) even before the works was built. This was in order to safeguard the route for his Company. A two hourly service was also run to Kidwelly and Carmarthen. On Saturday a special early bus took women to buy butter in Carmarthen Market. This enabled them to return to sell the butter around the houses in Burry Port by lunchtime. He kept a special bus for the miners, because before the days of pithead baths they would leave the seats very dirty, and other passengers complained. There was some rivalry between Bacus and the South Wales Transport Co. The last bus in the evenings, particularly on Saturday was known as "The Chaser", because it "chased" the rival bus off the stand (the bus stop) to start its last journey to Burry Port.

In addition to his regular services, Joseph Bacus had an excursion service. He ran tours for football, choir outings, sight seeing, Sunday Schools and holiday trips to Tenby, Porthcawl and Rhayader.

A driver was paid £2.0s 8d (£2.03) a week and did not have a Sunday off, although there was no bus service. He was expected to report to the garage at 4.00 a.m. to wash and clean the bus. For this work the driver had no extra money.



(Above: Bacus Super Sentinel Steam Truck)

An interesting vehicle of the Bacus fleet was a Sentinel Steam Wagon. This was often driven to Doncaster with a load of Colliery fans from Waddle's Foundry. The Steam Wagon had solid tyres and its maximum speed was 30 m.p.h. When not away on long hauls, the Sentinel would be used to carry loads from Nevill's Dock to the tin Works and from the works to the dock and cargo for the "Coastlines" Shipping Line. The wagon delivered to firms and shops goods that arrived at the docks. The Steam Wagon driver was a very versatile man. Not only did he drive the Sentinel, he also drove petrol lorries and on Thursdays and Saturdays drove the buses.

Bacus's business gradually declined, and eventually in 1935 the bus routes and Company were bought out by the South Wales Transport Co.

### The South Wales Transport Company

*The South Wales Transport Co. started their passenger carrying traffic from their Brunswick Road Garage in Swansea. The first service buses to Llanelly commenced in 1919. The Company ran an hourly service between Swansea / Llanelly, with its terminus here at the York*

Hotel. They had no garage in Llanelly at this time.

The South Wales Transport Co. opened their first garage in Llanelly in Spring Gardens in 1921. Here they kept three buses: a Leyland, Bellsize and an A.E.C. They ran two local services based on Llanelly. One bus operated a Pontardulais – Llanelly route and another ran a Pembrey - Pwll- Llanelly service. The third bus was kept as a spare.

The Llanelly-Pembrey bus went through Pwll to Carmarthen via Kidwelly four times a day at 10.00 a.m., 1.00 p.m., 4.00 p.m., and 7.p.m. (These services ceased during the 1939/45 war, but resumed, against opposition from Samuel Eynon & Sons, when hostilities ceased).

The Llanelly garage had a staff of three drivers, three conductors and a mechanic, together with a part time driver/conductor.

The first early buses, particularly the A.E.C. were often rather troublesome before the introduction of pneumatic tyres. The front axles were weak and would break, or the front wheel would come off the inner part of the tyre. If too many of the air pockets in the otherwise solid tyres burst, the tyre would not deflate but the bus would tilt over and the tyre would spin on the hub, and not propel the bus. The bus operators were cautious in their use of the new tyres, and for a long time would not use pneumatic tyres on the double-deckers, and even on the single deck vehicles would only use pneumatic at the back and solid on the front wheels. The arrival of extra strong ply tyres and the familiar inflatable inner tube brought more conversion to all pneumatic tyres, which meant a much more comfortable ride. The tyre troubles were not completely cured yet however. Old air compressors were used to inflate the tyres direct and not first charge a pressurized cylinder, as is the practice today. This direct method of inflation meant that oil in

the compressor would be blown into the rubber inner tubes and rot the rubber. The advent of modern inflation methods eased many problems for the garage mechanics.

Life in those early days was not easy for the mechanics. The same could also be said of the drivers and conductors. If the bus crews were on the first bus out of the garage, usually 4.20a.m. they would have to walk or cycle to work. Working on the early shift had another disadvantage.

The working roster for the following day was not posted until 2.00 p.m. daily. A man on the early shift finishing at 12.00 midday would either have to wait or come back by 2.00 p.m. to see what his next days duties were to be, or he had to have a friend he could trust to inform him of his new shift times.

A conductor's pay was 1/2½d. (6p) an hour, or £2 1s 4d. (£2.06) a week. A driver was paid 1/6d. (7½p) an hour. Remuneration for Sunday work was time and a quarter, and for working on a Bank Holiday time and three-quarter. Double time was available on a Saturday after 12 midnight, provided a man had put in a twelve-hour shift first. Six minutes overtime counted as ½ hr overtime pay and thirty-six minutes or more was the equivalent of an hour overtime. No double time was given for extra work after a Sunday shift. Some bus crews had no fixed holidays or uniforms, and were often laid off work in the winter. These bus crews were classed as "Seasonal Workers" by the South Wales Transport Company, and were therefore not entitled to 'peg' or receive unemployment benefit.

### Sage.

The Sage garage was also in Burry Port, near the bridge over the railway. This meant that the buses travelled to and from Burry Port to commence their work in Llanelly. At first on Thursdays, the bus

would pick up passengers at 8.00 a.m. in Burry Port and Pwll for conveyance to Llanelly, and the bus returning late at night would also carry passengers to Pwll and Burry Port. Both Joseph Bacus and the South Wales Transport Company, who ran Llanelly - Pembrey services objected to this practice, and Sage had to stop picking up people in Burry Port. He was however allowed to take people from Llanelly to Burry Port late at night, provided the last Bacus's and South Wales Transport Company buses had already left Llanelly.

*(Above: Sage Bedford Coach)*



Although Sage could not run Public Services from Burry Port to Llanelly, the company did have coaches going to special events, with departures from Pwll, as the timetables show (see back page).

## TODAY

Today two different bus operators serve the village of Pwll.

### FIRST

First is the UK's largest surface transportation company with a turnover of nearly £2.5 billion a year and some 62,000 employees across the UK and North America. They are the largest bus operator in the UK running more than 1 in 5 of all local bus services and carrying 2.8 million passengers every day. First works closely with Government and Carmarthen County

Council to develop buses as an integral part of a sustainable transport policy

### 2TRAVEL

2Travel is based in Swansea but has a small bus depot opposite Denham Avenue. This is the bus company that resolved a particular recruitment crisis by importing Ghurkhas from Nepal. The company was so desperate for new drivers it opened a recruitment office in the Nepalese capital of Kathmandu.

Bhim Rhai, a Ghurkha who was coming to the end of his 20 years service with the army has been appointed the company's traffic manager in Llanelli. His family has moved to the town and his children are settling in well at local schools.

So...Ghurkhas swapped their homes in the shadow of Mount Everest to solve a recruitment crisis for a bus operator that just happens to operate a public service through Pwll. A very small world indeed!

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(Some of the photographs used in this supplement are representational and do not necessarily reflect the true likeness of any individual or location mentioned in the body of the text).