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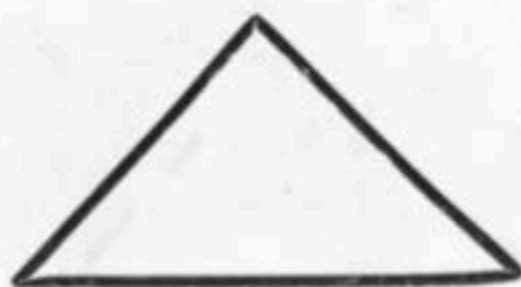
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HANDBOOK

OF THE
Omnibus Services
and
Motor Coach Tours

CONDUCTED BY THE
WESTERN VALLEYS
GARAGE & ENGINEERING CO.
CROSSKEYS, Mon.

Telephone :
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Foreword.

We have pleasure in submitting for your perusal what we venture to hope you will find a very interesting brochure of our Road Services and Motor-Coach Tours. Its issue will, we trust, help to cement that firm friendship so long existing between the travelling public and ourselves.

Since the inception of the "Western Valleys Omnibus Services," some years ago, our history has been one of progress—the steady but certain climb toward the attainment of an efficient and up-to-date Road Passenger Service, and the maintenance of a standard of efficiency second to none. This has been no light task, and space does not permit us to enter into details of how this standard of efficiency has continued to develop. Suffice it to say that we have kept pace with the constant improvements in the Motor Engineers' craft and the Coach-builders' art, and have presented the combined results to the travelling public. It has always been our aim to give the public the best service possible, and we feel confident that they have appreciated our efforts in that direction.

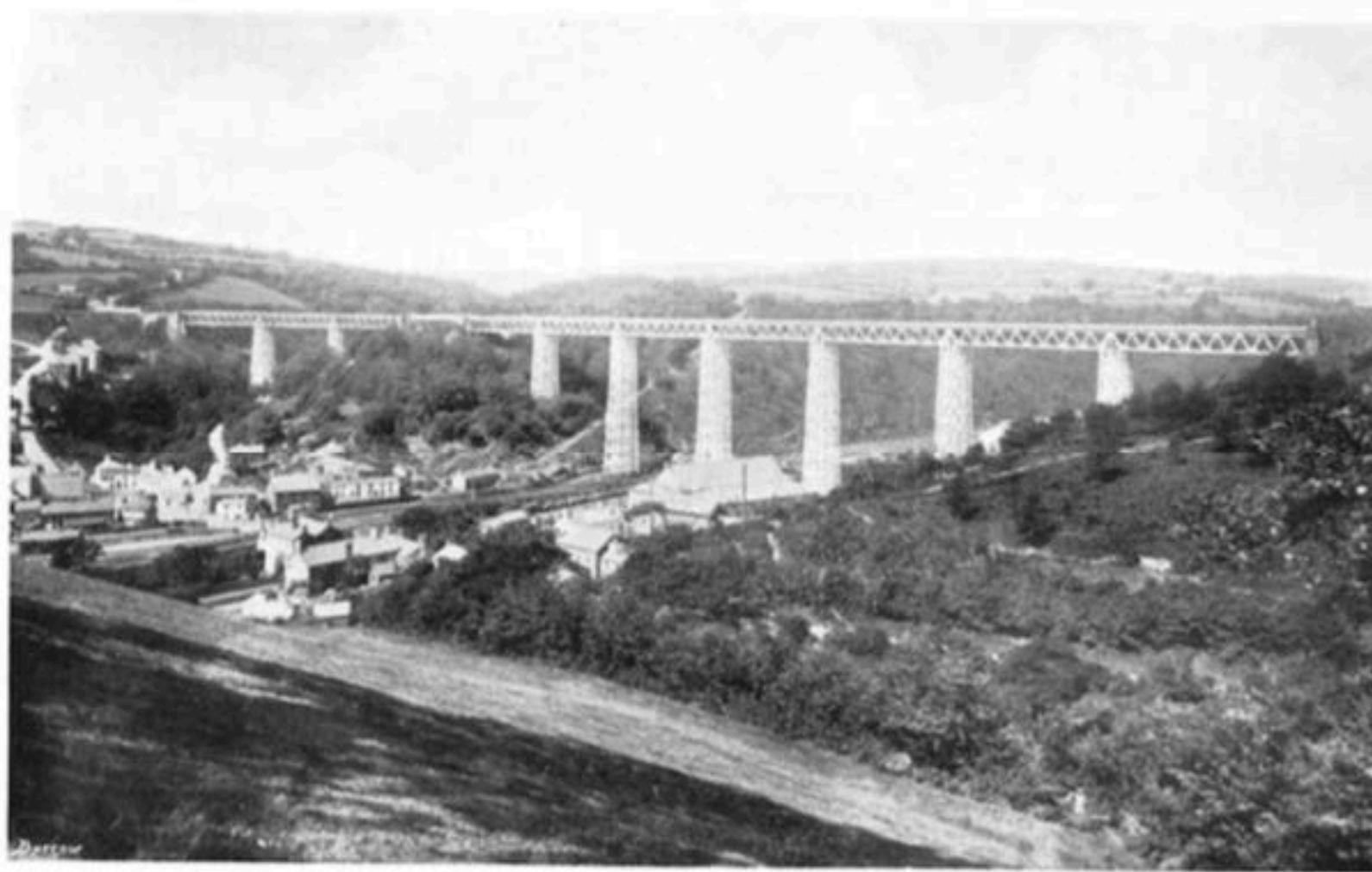
Motor-Coach Tours.

It is increasingly manifest that the public nowadays when on holiday bent prefer the "Open Road" method of travel. This is due in a large measure to the excellent efforts made by motor-coach owners in giving that necessary attention to the service and comfort expected by their passengers.

In the days of our grandfathers travelling by road was an ordeal fraught with many dangers and an abundance of discomforts. Modern methods have eliminated these detractions, and it can be truly said that it is now an unqualified delight to travel by motor-coach through the charming scenery so abundant in Britain.

To cater for those who prefer this mode of travel we have opened a Private Hire department, and it is our intention to render every reasonable service to ensure passengers an enjoyable holiday. If required, catering, admission fees, etc., can be included in the charges, and patrons will find such service admirable.

A selected list of Day Tours will be found on pages 28 to 42, and further particulars of these will be gladly submitted on request. In addition, several other trips will be arranged to Shows, Exhibitions, etc., where suitable for day trips or longer periods.



F. Frisk & Co. Ltd., Photo.

THE VIADUCT AT CRUMLIN.

WESTERN VALLEYS

MOTOR OMNIBUS SERVICES

The regular Motor Omnibus Services operated by the Western Valleys Garage and Engineering Company spread their tentacles chiefly over the county of Monmouth, but spread also over the border into Glamorganshire, and in the aggregate serve one of the most important parts of the South Wales coalfield. Within this area the Services are extraordinarily intense. The old habit of "waiting for the bus" seems to have been almost eliminated in this district by the frequency with which the Western Valleys vehicles run. In many places it seems that one bus is hardly out of sight before another one appears upon the same route, so that local residents are able to count upon being able to travel for shopping or pleasure at practically any moment of the day they please, without being compelled to make their plans with one eye on an arbitrary and inconvenient time-table. But, in addition to serving so thoroughly the needs of residents within the area, the Western Valleys Services are a great utility to visitors who come into this part of Monmouthshire and South Wales on either business or pleasure. They have solved the question of transport for commercial travellers working among the mining towns, and their advantages should also be known by those tourists who hurry by along the main road through South Wales, touching such places as Newport and Cardiff, without thinking that there may be anything to see in the mining valleys which stretch up to the north. As a matter of fact, there is a good deal to see, and although many Guide books ignore this district because of its essentially industrial character, it has such distinct features of its own that no one who would wish to have a comprehensive knowledge of Britain can afford to leave this area unvisited.

Comparing it with some other coal-mining areas, it has a vastly more attractive landscape and a notable

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absence of that slum character sometimes found in colliery districts. It is, for instance, a much more kindly country to travel in than the West Riding of Yorkshire. The collieries seem to be less obtrusive, and between the mining towns there are glorious stretches of wooded hill country, with deeply-carved valleys, through which the little rivers flow.

In the course of the succeeding pages it is proposed to give a brief descriptive account of those parts of Monmouthshire and Glamorgan served by the regular Motor Bus Services of the Company, taking first the main traffic route extending from Newport via Risca, Abercarn and Newbridge to Crumlin, then with the rather longer service from Cardiff to Blackwood, which to a considerable extent follows the same ground, and afterwards with the branch services which extend in various directions.

SERVICE No. 1.

Newport to Crumlin.

A long climb out of Newport carries us past the fine old church of St. Woollos, which has in recent years become the pro-Cathedral of the new Monmouth diocese. It stands finely placed on a hill site, towering right above the town, and from round about it splendid views may be gained right across the busy Newport docks, with the Transporter Bridge rising high above them. The church itself is well worth a visit, for, although the great tower belongs to the comparatively late Perpendicular period, much of the interior shows the original Norman work.

This notable landmark stands at the top of Stow Hill, and beyond here the road begins to switchback up and down through the pleasant northern residential suburbs of Newport.

Immediately beyond the tram terminus a beautiful piece of natural woodland fringes the road on the left. This is Coed Melyn Park, open to the public, and



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inserted in the wall of it is a stone with an inscription in Hebrew and English reading "The Gift of Lord Tredegar." Hereabouts we are in the district known as High Cross, where important residential developments have lately taken place. For many years some of Newport's leading business men have had their pleasant villas surrounded by grounds at High Cross, but more recently a large number of attractive-looking semi-detached villas, whose red-tiled roofs look bright against the green hillsides, have sprung up along the main road. These, naturally, are the homes chiefly of people with business interests in Newport, and the Western Valleys Motor Buses passing their doors afford them a particularly convenient means of travelling to and from the town.

As the road passes through Cefn the wooded hill of Coed Mawr looms up boldly on the left, and the Monmouthshire and Brecon Canal comes right up to the road on the right. The Newport Golf Course is on

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the right-hand side of the route, just before its junction with the road which comes up from Cardiff through Rogerstone, so that the Western Valleys bus has among its other versatile characteristics that of the Golfers' bus.

Pontymister, with its clear signs of industry, on the left of the road is a sort of prelude to Risca, which spreads itself out for a mile-and-a-half along the road. Here we are definitely in the Ebbw Vale, with the river flowing quite close to the road on the left. Risca itself is a populous town, surrounded by collieries, iron and steel and tinplate works, but its intensely industrial surroundings cannot blot out the magnificence of the landscape, for as we travel through the main

street the great mass of Medart Mountain (1,261 ft.), and afterwards Twmbarlwm (1,374 ft.), are seen rising high above the town. Crosskeys, which is practically an extension of Risca, for the houses of the two places are continuous, stands close beneath the shadow of Mynyddy-Llan (1,264 ft.), which has a large quarry cut into its face. Here are situated the Head Offices and Central Depôt of the Western Valleys Omnibus Services, which may be reached by turning to the left at the "Round House." Crosskeys is a point of some strategic importance in the services of the Western Valleys system, for here the branch route to Ynys-ddu turns off sharply to the left, and will be briefly described in due course.



THE INSCRIBED STONE AT
COED MELYN PARK.
(see page 13).

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The main route goes forward through the narrow street of Cwmcarn, and on through the larger town of Abercarn, where the first colliery actually shows itself, standing beside the road, although we have been travelling through



A VIEW OF ABERCARN.

the colliery district for some miles. At Abercarn the church, perched on its wooded hill, with battlemented walls rising high above the trees, makes a splendid landmark, while down below a group of old houses, with quaint little dormer windows, gives a picturesque touch to the foreground. As we come nearer to the church an important group of modern buildings opens out on the right, with the admirably-designed Abercarn Library and Institute standing in close company with the more conventional Council Offices, in front of which the War Memorial stands in a pleasant little garden.

As the road gradually ascends between the mountains the valley becomes very deeply cut, and beyond Abercarn is beautifully wooded. There is a particularly attractive

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stretch of road between Abercarn and Newbridge, where it passes along the shoulder of a steep hillside, which is clothed with a rich mantle of woods, that serve largely to hide the big industries lying down close to the river on the left. Their noise comes up to us, but we see little of them.

Here and there, in striking contrast to the modern surroundings, an old Welsh cottage, with whitewashed walls, huge chimneys and thatched roof, comes into the picture. One such cottage stands alongside the road at a place where a great mass of willow-herb, making a glorious touch of colour in summer, banks up on the left across the Monmouthshire and Brecon Canal, while the woods on the right are rich in ferns.

People in other parts of England who have visualized South Wales and Monmouthshire as a sort of unmitigated patch of ugliness, have little idea of the rich natural beauties and strong touches of the picturesque which can be found by exploring even such an essentially industrial district as the Ebbw Valley.

Newbridge proves to be quite a considerable town, with its houses climbing up the steep hillside. We cross the Ebbw River by the "New" bridge which gives the town its name, and here again we are at a very important junction of routes, for the road to Pont-lan-fraith and Blackwood, and eventually to Bargoed, goes south-west from here, while Service No. 1 continues its northward course for another mile to its terminus at Crumlin.

This latter place is a typical specimen of the numerous and closely neighbouring colliery towns of the Western Valleys, but has one great distinguishing feature, and that is the remarkable railway viaduct which strides across the valley to carry the line from Pontypool across the deep gorge of the Ebbw. It is a splendid engineering work, of an extraordinarily light and airy character, graceful to a degree that few railway works can hope to be. It was constructed as long ago as 1857, and does high credit to the engineering skill of that period. It is entirely constructed of iron lattice work,

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and it is said that no less than 2,500 tons of local iron, made at Blaenavon, were required for its construction. The erection was carried out by a staff of two hundred men, and in spite of the obviously perilous nature of the



OLD WELSH HOUSE ON THE ABERCARN TO NEWBRIDGE ROAD.

undertaking, only one life was lost. At the time of its construction it was regarded as one of the modern wonders of Wales, and even in these days of immense engineering progress it is still a most arresting spectacle for the visitor who sees it for the first time. (See p. 10).

Apart from its viaduct, Crumlin is chiefly notable as the point at which the road for Abertillery and the higher part of the Ebbw Valley strikes off at right angles from the Pontypool road.

SERVICE No. 2.

Ynysddu to Newport.

Until recent years, Ynysddu was a tiny village away up in the picturesque valley of the Sirhowy river,

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which flows into the Ebbw near Risca, and people who wrote about this part of Wales found little to remark upon concerning it save the fact that it was the birthplace of "Islwyn," otherwise the Rev. William Thomas, who was one of the most distinguished Welsh bards of the nineteenth century. Many people, indeed, considered that he was the finest of them all of that period. But this poetic association of Ynysddu has since been overlaid by something less poetic if more useful, namely, the coal-mining industry, for the sinking of a new shaft at Cwmfelinfach, about half-a-mile south of Ynysddu, quickly changed the whole character of the neighbourhood, so that the road which branches off up this valley at Crosskeys from the main route followed by Service No. 1 traverses now a network of collieries and railways, and Ynysddu itself has become transformed from a quiet little hamlet, remote among the Welsh mountains, to a populous colliery village, with rows upon rows of miners' dwellings.

The route from Ynysddu to Crosskeys curves round the sides of the mountains, which slope down steeply to the Sirhowy valley, and the only place of any size passed through, in addition to Cwmfelinfach, is Wattsville, which is also of modern growth. From Crosskeys to Newport the service follows the same route as that already described, while convenient connections are arranged, so that passengers from Ynysddu, Cwmfelinfach or Wattsville who desire to travel north instead of south-east from Crosskeys can change buses at the latter place for Crumlin, Blackwood, and other districts.

SERVICE No. 5.

Cardiff to Blackwood.

This is the longest continuous route operated by the Western Valleys system, and is obviously of great importance, both for business and private purposes, linking as it does the great commercial capital of Wales with various parts of the mining valleys which bear such an intimate association with it.

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On the side of private recreation this service brings within most convenient reach of the industrial population of the mining valleys all the attractions of Cardiff in the way of amusements. Even apart from these things,



A WESTERN VALLEYS 'BUS LEAVING THE BLUE BELL INN AT ST. MELLONS, ON THE CARDIFF-BLACKWOOD ROUTE.

Cardiff is a place of absorbing interest, as one of the finest cities in the whole of Britain, with probably the most magnificent group of public buildings to be found anywhere in the kingdom. These are assembled in Cathays Park, immediately adjacent to the shopping centre of the city, and include the National Museum of Wales, the Cardiff City Hall, the Glamorgan County Hall, and other important buildings of high architectural merit, and of great importance in the public life of Wales. Recently there has been added to them the Welsh National War Memorial, one of the most original pieces of modern architecture, designed and set amid delightful and eminently suitable surroundings.

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The great mansion of the Marquis of Bute, succeeding the older building of Cardiff Castle, is another great landmark in the city, while the Docks are even more extensive than those at Newport. There is, therefore, a variety of reasons why residents in the industrial districts that spread through the valleys to the north of Cardiff should maintain a close association with this fine city, and the services of the Western Valleys Garage & Engineering Company enable them to do this with the minimum of trouble and expense.

For descriptive purposes, however, we deal with this route as one from Cardiff to Blackwood, instead of *vice versa*, as that is the order in which visitors not previously familiar with the district would be most likely to make their first acquaintance with it.

Leaving Cardiff through the modern residential developments of the Newport Road, the route first passes through Rumney, where the Rhymney river, which gives its name to one of the most important of the mining valleys, flows out into the Severn Sea. Beyond here, on higher ground, stands the old village of St. Mellons, the name of which seems to have a Cornish sound, and which can show a fine Parish Church, largely of the Decorated period. The War Memorial is a point of interest on the right as the road runs into the village, and beyond here is the old Blue Bell Inn, one of the landmarks of this important road, and the halting-place of the Western Valleys buses. It is worth remarking here that the road we are travelling is one of the great highways of Britain, for although it has great local importance as the main road from Cardiff to Newport, it has an even wider significance as part of the great through route from London to the extreme west of Wales. Recently it has been widened in many places, and now has much the character of a splendid motor track, which rolls with easy gradients up and down the hills that border the wide Severn Estuary. From the tops of these hills we have frequent views across the

WESTERN VALLEYS SERVICES.

Severn Sea to the coast of Somerset, which fades away to the westward into the misty outlines of Devon.

Castleton Village, where the church is on the right, occupies one of these frequent hilltops, but eventually



ST. WOOLLOS, NEWPORT, THE PRO-CATHEDRAL OF THE NEW MONMOUTH DIOCESE.

the road makes its descent into the valley of the Ebbw, turning sharply to the left up the course of the river at the important junction where Tredegar Park, the residence of Lord Tredegar, stands on the right. This is the point at which we leave the Newport main road, Newport itself being now only two or three miles ahead.

Our own route turns up the Ebbw Valley to the interesting old village of Bassaleg, where a sharp right-angle bend is made at the picturesque corner where stands the lych-gate of the old Parish Church, with the "Tredegar Arms" in close company. The ancient

WESTERN VALLEYS SERVICES.

church is dedicated to St. Basil, which accounts for the peculiar name of the village. The charming lych-gate, which is a prominent feature where the bus turns round, is a memorial to the men of this widespread parish who fell in the Great War.

Those who can afford the time should certainly break their journey here, and pay a visit to the church. The body of the building is largely modern, but the tower and chancel are both ancient. A beautiful feature of the interior is the Tredegar Chapel, opening out from the north side of the chancel. This is an admirable piece of modern ecclesiastical architecture, with a fine sculptured stone reredos, having as its central subject the "Adoration of the Magi," and above it a good three-light window, in modern stained glass, with figures of St. Basil, St. Dubricius and St. David. The beautiful carved oak seats, family monuments, and other details combine to produce a very satisfying effect.

Immediately beyond the church the road dips down to a bridge over the Ebbw, which is seen to be a rather surprisingly narrow river, considering the length and fame of its valley. It must at one time, hundreds of centuries ago perhaps, have been very much wider. After making a sharp turn to the left at Bassaleg station, Rogerstone village, with a small battery of chimneys, but with a picturesque background of wooded hills, is seen ahead. The wooded hill immediately in front of it is Coed Mawr, while to the left just across the river is another, which was a camp in prehistoric times.

Before we leave the village a splendid view opens out up the Ebbw Valley, extending for several miles, with the wooded hills sloping down on either side. Soon afterwards comes the junction with the road from Newport to Newbridge, and we follow this route (already described under Service No. 1) through Risca and Abercarn to Newbridge, where we begin to travel fresh ground again.

By this time we are already high up the valley, but there is a big climb out of Newbridge through Cwmdows and Pentwynmawr, to a summit which is



A SCENE ON THE NEWBRIDGE-ABERCARN ROAD
ON A SPRING DAY OF SUNSHINE AND SHOWERS.



THE CARDIFF 'BUS ARRIVING AT BASSALEG.

WESTERN VALLEYS SERVICES.

570 feet above sea-level. This is a splendid vantage point for views over the surrounding country, with magnificent expanses of mountain slopes showing strangely little evidence of industry, although we know that actually it is all around us.

At Pont-llan-fraith there is a sharp change of direction from west to north, and the route soon reaches the thickly-populated colliery town of Blackwood, which is the terminus of the important service just described, but is also the starting-point of a link route which goes over the hills to Pengam and Bargoed.

SERVICE No. 4.

Blackwood to Pengam Station and Bargoed.

At Blackwood we have found ourselves again in the valley of the Sirhowy river, with which we have previously made acquaintance at Ynysddu, but the short link route between Blackwood and Bargoed, via Pengam Station, carries us out of this valley into the more famous Rhymney valley. Crossing from one valley to the other involves the ascent of high intervening ground, and from the hilltops splendid views open out right across the Rhymney valley to the hills on the farther side, with the finely-situated church of Gelligaer as a landmark on the horizon.

This stretch of hill country between the two valleys must have constituted a very wild region before the coal-mining industry arose to change the face of South Wales, but now the hill-sides are gradually being covered by rows of substantially-built miners' cottages, and the day cannot be far distant when there will be practically one big continuous town spreading itself right over the steep hill-sides from the Sirhowy valley, on the one hand, to the Rhymney valley on the other.

At Pengam station the link route from Blackwood effects a junction with the service which runs at right angles between Deri, Bargoed and Ystradmynach.

SERVICE No. 3.

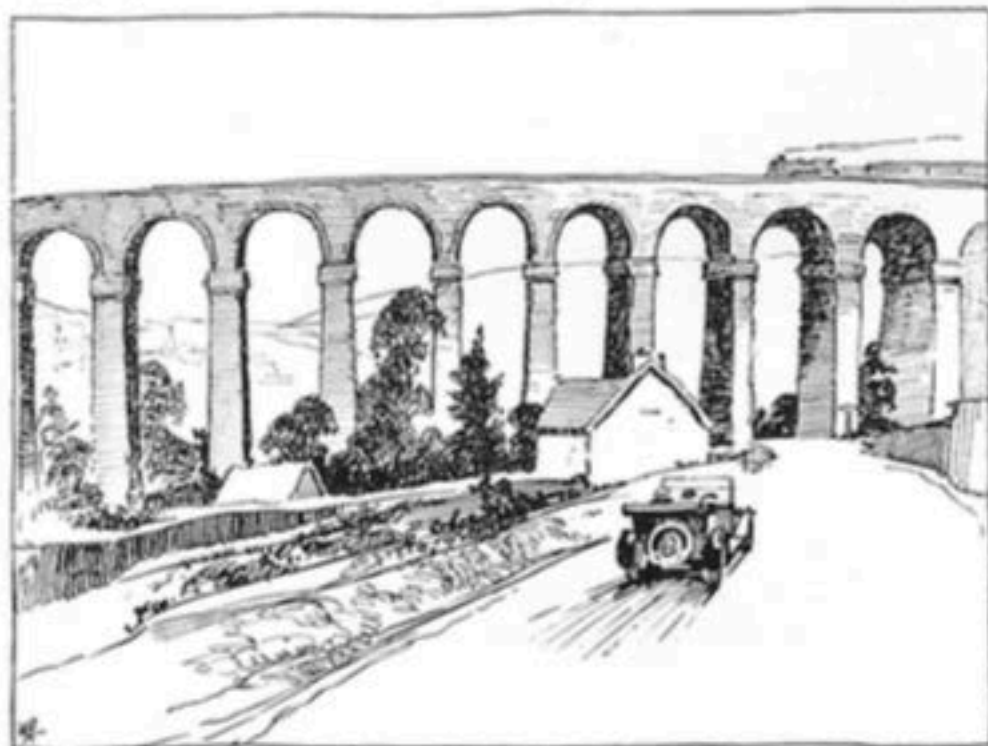
Ystradmynach, Bargoed and Deri.

This is a service of essentially local character, and although of great importance by its service to a

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working population hardly calls for much in the way of detailed description.

It runs north and south through the Rhymney valley, linking up the mining town of Bargoed with its near neighbour, Deri, on the north, and passing through the almost continuous mining towns and villages of Pengam, Fleur-de-lis and Hengoed to Ystradmynach.



VIADUCT AT MAESYCWMMER.

The last-named place stands on the important main road which comes down from Pontypool via Crumlin and Newbridge to Caerphilly.

The surrounding landscape is inclined to be more open than that of Ebbw Vale, but the valley has in places a ravine-like character, and presents some fine contours as it twists through the hills.

Bargoed is one of the older and larger of the Glamorganshire mining towns, an important shopping centre, with public buildings and places of entertainment of its own. The district gained a widespread publicity in 1925 by the strange antics of a so-called "moving mountain" at Troedrhifwuch, about five miles from the town.

WESTERN VALLEYS

MOTOR-COACH TOURS

There is a wide choice of delightful tours by the luxurious motor-coaches of the Western Valleys Garage and Engineering Co. to the famous beauty-spots and places of interest in Wales and the West of England. Brief descriptive notes on a selected few are given below.

(1) **Porthcawl**, via Rogerstone and Cardiff.

Return by the same route.

The popular and flourishing watering-place of Porthcawl is half-way between Cardiff and Swansea. The route passes through the smallest of the municipal boroughs—the quaint little market town of Cowbridge, with a village population—1,167—and an area of only eighty-five acres. It is twelve miles from Cardiff, and has attractive and diversified surroundings. In olden days it had walls, fragments of which, including a gateway, still exist. Near the gate is the ancient Church, with an Early English tower. Stalling Down, which we pass on our right just before entering the town, was the scene of a battle in 1405, in which, according to tradition, Owen Glyndwr or Glendower inflicted a severe defeat on the English forces and destroyed the walls of Cowbridge.

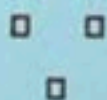
Porthcawl is well-situated on a rocky promontory on the Glamorgan coast, jutting out to the sea, and commands splendid sea and coast views—from Mumbles and the Gower Peninsula to the Nash Lighthouse, and across the channel to Somerset and North Devon. The great attractions of Porthcawl are its long stretches of sands and its facilities for safe bathing. There is also a fine Promenade.

(2) **The Wye Valley**, via Newport and Chepstow.

Return via Monmouth, Raglan, Caerleon, Usk, and Newport.

This fascinating tour takes us not only through the incomparable valley of the Wye, but to Raglan, where we shall see one of the most palatial and best-preserved

TIME TABLE
OF THE
WESTERN
VALLEYS
OMNIBUS SERVICES.



Operated by

LEWIS & JAMES L^{TD.}

Proprietors of the

WESTERN VALLEYS
OMNIBUS SERVICES.

CROSSKEYS, MON.

Telephone 6.

CRUMLIN-NEWPORT SERVICE No. 1

Buses run at regular intervals of:—

30	minutes	between (approx.)	7 a.m. and 1 p.m.	(Week-days).
20	"	"	1 p.m. and 11.30 p.m.	(Week-days).
10	"	"	1 p.m. and 11.30 p.m.	(Saturdays and Holidays).

Special Time-Table for Sundays (pages 4 and 5).

**PASSENGERS WILL FIND THE UNDERMENTIONED TABLE
A CONVENIENCE.**

DOWN SERVICES (Week-days).

		Mornings.	
Leave CRUMLIN	.. ..	Every	30 minutes.
" NEWBRIDGE	.. ..	"	4 and 34 minutes past the hour (from 7 a.m.).
" ABERCARN	.. ..	"	10 " 40 " "
" CWMCARN	.. ..	"	14 " 44 " "
" CROSSKEYS	.. ..	"	30 " 50 " "
" RISCA STATION	.. ..	"	28 " 58 " "
" PONTYMISTER	.. ..	"	30 " 0 " "
" TREDEGAR ARMS..	.. ..	"	38 " 8 " "

		Afternoons.	
Leave CRUMLIN	.. ..	Every	20 minutes.
" NEWBRIDGE	.. ..	"	4, 24, 44 minutes past the hour.
" ABERCARN	.. ..	"	10, 30, 50 " "
" CWMCARN	.. ..	"	14, 34, 54 " "
" CROSSKEYS	.. ..	"	20, 40, 0 " "
" RISCA STATION	.. ..	"	28, 48, 8 " "
" PONTYMISTER	.. ..	"	30, 50, 10 " "
" TREDEGAR ARMS..	.. ..	"	38, 58, 18 " "

(Last Bus for NEWPORT : 10 p.m. Week-days ; 10.20 p.m. Saturdays.)

UP SERVICES.

		Mornings.	
Leave NEWPORT	.. ..	Every	30 and 0 minutes.
" TREDEGAR ARMS..	.. ..	"	42 " 12 minutes past the hour.
" PONTYMISTER	.. ..	"	50 " 20 " "
" RISCA .. ..	.. ..	"	52 " 22 " "
" CROSSKEYS	.. ..	"	60 " 30 " "
" CWMCARN	.. ..	"	6 " 36 " "
" ABERCARN	.. ..	"	10 " 40 " "
" NEWBRIDGE	.. ..	"	16 " 46 " "

		Afternoons.	
Leave NEWPORT	.. ..	Every	0, 20, 40 minutes past the hour.
" TREDEGAR ARMS..	.. ..	"	12, 32, 52 " "
" PONTYMISTER	.. ..	"	20, 40, 0 " "
" RISCA .. ..	.. ..	"	22, 42, 2 " "
" CROSSKEYS	.. ..	"	30, 50, 10 " "
" CWMCARN	.. ..	"	36, 56, 16 " "
" ABERCARN	.. ..	"	40, 0, 20 " "
" NEWBRIDGE	.. ..	"	46, 6, 26 " "

Saturday Service from Crumlin to Newport every ten minutes after 1 p.m.
Subject to the Company's usual Rules and Regulations.

YNYSDDU-NEWPORT SERVICE No. 2

DOWN SERVICES (Week-days).

Mornings.

Leave YNYSDDU	Every 20 and 50 minutes past the hour.				
.. CWMFELINFACH .. ..	.. 24 .. 54	..	..	..	..
.. WATTSVILLE .. ..	.. 29 .. 59	..	..	..	..
.. CROSSKEYS .. ..	.. 35 .. 5	..	..	..	..
.. RISCA .. ..	.. 43 .. 13	..	..	..	..
.. PONTYMISTER .. ..	.. 45 .. 15	..	..	..	..
.. TREDEGAR ARMS .. ..	.. 53 .. 23	..	..	..	..

Afternoons.

Leave YNYSDDU	Every 15, 35, 55 minutes past the hour.				
.. CWMFELINFACH .. ..	.. 19, 39, 59	..	..	..	..
.. WATTSVILLE .. ..	.. 24, 44, 4	..	..	..	..
.. CROSSKEYS .. ..	.. 30, 50, 10	..	..	..	..
.. RISCA .. ..	.. 38, 58, 18	..	..	..	..
.. PONTYMISTER .. ..	.. 40, 0, 20	..	..	..	..
.. TREDEGAR ARMS .. ..	.. 48, 8, 28	..	..	..	..

UP SERVICES.

Mornings.

Leave NEWPORT	Every 15 and 45 minutes past the hour.				
.. TREDEGAR ARMS .. ..	.. 27 .. 57	..	..	..	..
.. PONTYMISTER .. ..	.. 35 .. 5	..	..	..	..
.. RISCA .. ..	.. 37 .. 7	..	..	..	..
.. CROSSKEYS .. ..	.. 45 .. 15	..	..	..	..
.. WATTSVILLE .. ..	.. 51 .. 21	..	..	..	..
.. CWMFELINFACH .. ..	.. 56 .. 26	..	..	..	..

Afternoons.

Leave NEWPORT	Every 10, 30, 50 minutes past the hour.				
.. TREDEGAR ARMS .. ..	.. 22, 42, 2	..	..	..	..
.. PONTYMISTER .. ..	.. 30, 50, 10	..	..	..	..
.. RISCA .. ..	.. 32, 52, 12	..	..	..	..
.. CROSSKEYS .. ..	.. 40, 0, 20	..	..	..	..
.. WATTSVILLE .. ..	.. 46, 6, 26	..	..	..	..
.. CWMFELINFACH .. ..	.. 51, 11, 31	..	..	..	..

NOTE.—Early-morning Buses leave Crosskeys at 6 a.m. and 6.30 a.m. for Newport to connect with early London trains, returning from Newport at 6.30 a.m. and 7 a.m. for Ynysddu; connections are made at Crosskeys for Blackwood, Crumlin, Ystrad Mynach, Bargoed, Deri

**LEWIS & JAMES, Ltd. (Western Valleys Omnibus Services).
YSTRAD MYNACH, BARGOED and DERI SERVICE [No. 3].**

Leave																												
YSTRAD MYNACH	8	20	9	30	10	40	11	50	1	0	2	10	3	20	4	30	5	40	6	50	8	0	9	10	10	20		
Hengoed	8	24	9	34	10	44	11	54	1	4	2	14	3	24	4	34	5	44	6	54	8	4	9	14	10	24		
Tyryberth	8	31	9	41	10	51	12	1	11	2	21	3	31	4	41	5	51	7	1	8	11	9	21	10	31			
Pengam	7	51	8	35	9	45	10	55	12	5	1	15	2	25	3	35	4	45	5	55	7	5	8	15	9	25		
Gwerthoner Hotel	7	57	8	41	9	51	11	1	1	21	2	31	3	41	4	51	6	1	7	11	8	21	9	31	10	41		
Bargoed Hotel	8	08	44	9	54	11	4	12	14	1	24	2	34	3	44	4	54	6	4	7	14	8	24	9	34	10	44	
Bargoed Post Office	8	28	46	9	25	9	56	10	40	11	6	11	50	12	16	1	0	2	10	2	36	3	20	3	46	4	30	
Bargoed Station	8	68	50	9	29	10	0	10	44	11	10	11	54	12	20	1	4	1	2	14	2	40	3	24	3	50	4	34
Croesfan	8	12	8	56	9	35	10	6	10	50	11	16	12	0	12	26	1	10	1	2	20	2	46	3	30	3	56	
Deri (Darran Hotel)	8	17	9	19	40	10	11	10	55	11	21	12	5	12	31	1	15	1	4	2	25	2	51	3	35	4	45	
Deri (Bargoed Inn)	8	19	9	59	44	10	15	10	59	11	25	12	9	12	35	1	19	1	4	2	29	2	55	3	39	4	49	
Deri (Bargoed Inn)	8	20	9	10	9	50	10	20	11	0	11	30	12	10	1	20	1	30	3	3	3	3	3	3	3	3	3	
Deri (Darran Hotel)	8	23	9	13	9	53	10	23	11	3	11	33	12	13	1	23	1	33	3	3	3	3	3	3	3	3	3	
Croesfan	8	27	9	17	9	57	10	27	11	7	11	37	12	17	1	27	1	37	3	3	3	3	3	3	3	3	3	
Bargoed Station	8	31	9	21	10	1	10	31	11	11	1	41	12	21	1	31	2	1	2	4	3	11	3	51	4	21	5	1
Bargoed Post Office	8	35	9	25	10	5	10	35	11	15	1	45	12	25	1	35	2	5	2	4	3	15	3	55	4	25	5	1
Capel Hotel	8	57	10	7	11	17	12	27	1	37	2	47	3	57	4	6	17	7	27	8	37	9	47	10	57	11	6	
Gwerthoner Hotel	9	0	10	10	11	20	12	30	1	40	2	50	3	0	10	6	20	7	30	8	40	9	50	10	0	10	11	
Pengam	9	6	10	16	11	26	12	36	1	46	2	56	3	6	16	7	26	8	36	9	46	10	56	11	6	16	17	
Tyryberth	9	10	10	20	11	30	12	40	1	50	2	0	10	5	20	6	30	7	40	8	50	9	0	10	11	20	30	
Hengoed	9	17	10	27	11	37	12	47	1	57	2	7	17	6	27	7	37	8	47	9	57	10	7	17	27	37	47	
YSTRAD MYNACH	9	21	10	31	11	41	12	51	2	1	3	11	4	21	5	31	6	41	7	51	8	1	11	21	31	41	51	

S Denotes Sunday Services.

BLACKWOOD-BARGOED SERVICE [No. 4]

{ Leave Blackwood every 35 minutes past the hour, from 9.35 a.m. }
{ Leave Bargoed every 5 minutes past the hour, from 10.5 a.m. } Sundays from 2.35 p.m.

Sundays (Nos. 1 & 2 SERVICES).

CRUMLIN Dep.	8	0	10	0	10	30	12	0	1	0	1	40	2	0	2	0	3	0	3	20	3	40	4	0	4	20	5	0	5	20	6	0	6	20	7	0	7	20	8	0	8	20	9	0	9	20	10	0	10	20	11	0	11	20	12	0	12	20	13	0	13	20	14	0	14	20	15	0	15	20	16	0	16	20	17	0	17	20	18	0	18	20	19	0	19	20	20	0	20	20	21	0	21	20	22	0	22	20	23	0	23	20	24	0	24	20	25	0	25	20	26	0	26	20	27	0	27	20	28	0	28	20	29	0	29	20	30	0	30	20	31	0	31	20	32	0	32	20	33	0	33	20	34	0	34	20	35	0	35	20	36	0	36	20	37	0	37	20	38	0	38	20	39	0	39	20	40	0	40	20	41	0	41	20	42	0	42	20	43	0	43	20	44	0	44	20	45	0	45	20	46	0	46	20	47	0	47	20	48	0	48	20	49	0	49	20	50	0	50	20	51	0	51	20	52	0	52	20	53	0	53	20	54	0	54	20	55	0	55	20	56	0	56	20	57	0	57	20	58	0	58	20	59	0	59	20	60	0	60	20	61	0	61	20	62	0	62	20	63	0	63	20	64	0	64	20	65	0	65	20	66	0	66	20	67	0	67	20	68	0	68	20	69	0	69	20	70	0	70	20	71	0	71	20	72	0	72	20	73	0	73	20	74	0	74	20	75	0	75	20	76	0	76	20	77	0	77	20	78	0	78	20	79	0	79	20	80	0	80	20	81	0	81	20	82	0	82	20	83	0	83	20	84	0	84	20	85	0	85	20	86	0	86	20	87	0	87	20	88	0	88	20	89	0	89	20	90	0	90	20	91	0	91	20	92	0	92	20	93	0	93	20	94	0	94	20	95	0	95	20	96	0	96	20	97	0	97	20	98	0	98	20	99	0	99	20	100	0	100	20	101	0	101	20	102	0	102	20	103	0	103	20	104	0	104	20	105	0	105	20	106	0	106	20	107	0	107	20	108	0	108	20	109	0	109	20	110	0	110	20	111	0	111	20	112	0	112	20	113	0	113	20	114	0	114	20	115	0	115	20	116	0	116	20	117	0	117	20	118	0	118	20	119	0	119	20	120	0	120	20	121	0	121	20	122	0	122	20	123	0	123	20	124	0	124	20	125	0	125	20	126	0	126	20	127	0	127	20	128	0	128	20	129	0	129	20	130	0	130	20	131	0	131	20	132	0	132	20	133	0	133	20	134	0	134	20	135	0	135	20	136	0	136	20	137	0	137	20	138	0	138	20	139	0	139	20	140	0	140	20	141	0	141	20	142	0	142	20	143	0	143	20	144	0	144	20	145	0	145	20	146	0	146	20	147	0	147	20	148	0	148	20	149	0	149	20	150	0	150	20	151	0	151	20	152	0	152	20	153	0	153	20	154	0	154	20	155	0	155	20	156	0	156	20	157	0	157	20	158	0	158	20	159	0	159	20	160	0	160	20	161	0	161	20	162	0	162	20	163	0	163	20	164	0	164	20	165	0	165	20	166	0	166	20	167	0	167	20	168	0	168	20	169	0	169	20	170	0	170	20	171	0	171	20	172	0	172	20	173	0	173	20	174	0	174	20	175	0	175	20	176	0	176	20	177	0	177	20	178	0	178	20	179	0	179	20	180	0	180	20	181	0	181	20	182	0	182	20	183	0	183	20	184	0	184	20	185	0	185	20	186	0	186	20	187	0	187	20	188	0	188	20	189	0	189	20	190	0	190	20	191	0	191	20	192	0	192	20	193	0	193	20	194	0	194	20	195	0	195	20	196	0	196	20	197	0	197	20	198	0	198	20	199	0	199	20	200	0	200	20	201	0	201	20	202	0	202	20	203	0	203	20	204	0	204	20	205	0	205	20	206	0	206	20	207	0	207	20	208	0	208	20	209	0	209	20	210	0	210	20	211	0	211	20	212	0	212	20	213	0	213	20	214	0	214	20	215	0	215	20	216	0	216	20	217	0	217	20	218	0	218	20	219	0	219	20	220	0	220	20	221	0	221	20	222	0	222	20	223	0	223	20	224	0	224	20	225	0	225	20	226	0	226	20	227	0	227	20	228	0	228	20	229	0	229	20	230	0	230	20	231	0	231	20	232	0	232	20	233	0	233	20	234	0	234	20	235	0	235	20	236	0	236	20	237	0	237	20	238	0	238	20	239	0	239	20	240	0	240	20	241	0	241	20	242	0	242	20	243	0	243	20	244	0	244	20	245	0	245	20	246	0	246	20	247	0	247	20	248	0	248	20	249	0	249	20	250	0	250	20	251	0	251	20	252	0	252	20	253	0	253	20	254	0	254	20	255	0	255	20	256	0	256	20	257	0	257	20	258	0	258	20	259	0	259	20	260	0	260	20	261	0	261	20	262	0	262	20	263	0	263	20	264	0	264	20	265	0	265	20	266	0	266	20	267	0	267	
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BLACKWOOD-CARDIFF SERVICE No. 5

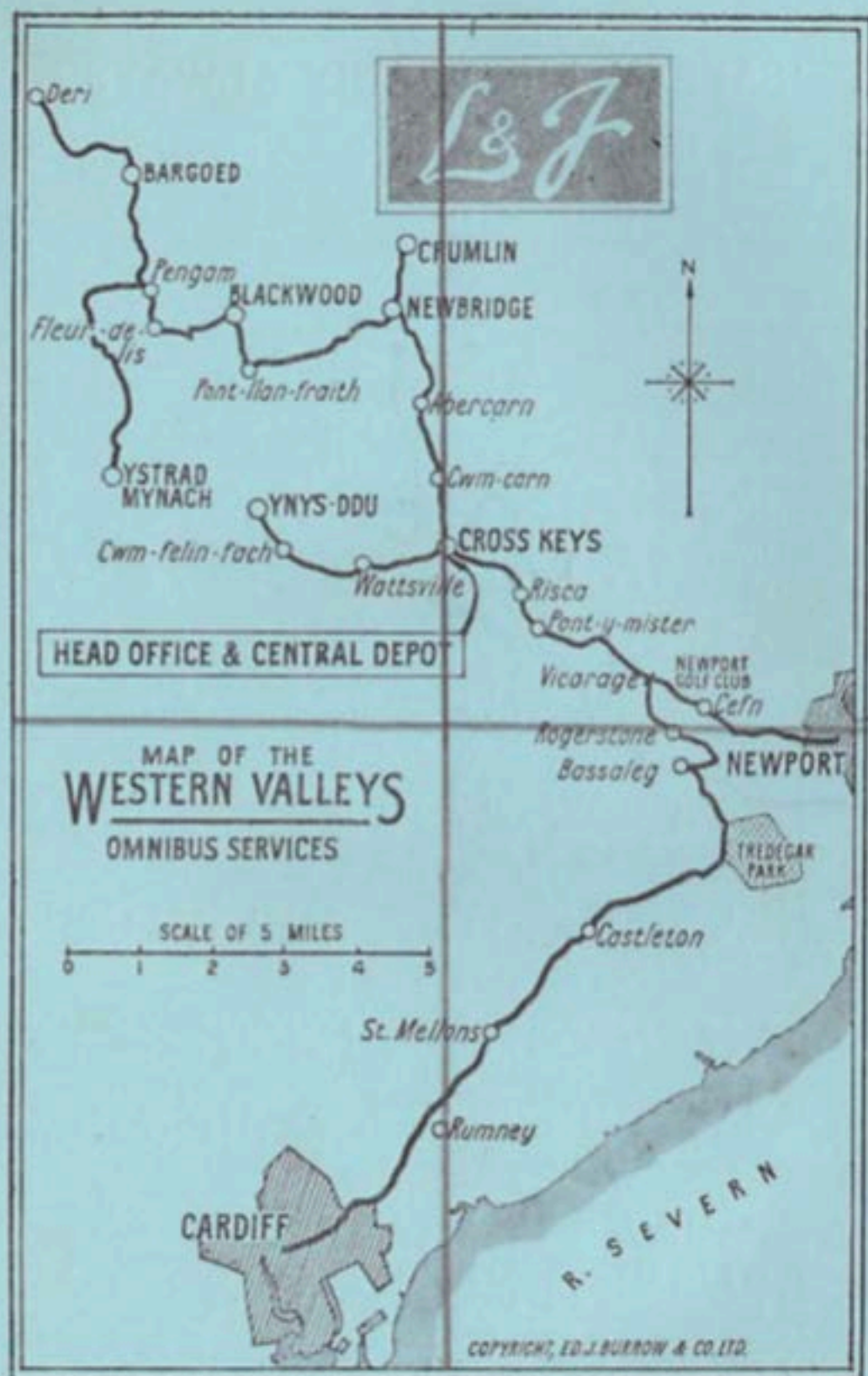
Leave																				
Blackwood	7 40 8	40 9 40	1040	1140	1240	1 40 2	40 3	40 4	40 5	40 6	40 7	40 8	40 9	40	1040	1140		
Pontllanfraith ...	...	...	7 45 8	45 9 45	1045	1145	1245	1 45 2	45 3	45 4	45 5	45 6	45 7	45 8	45 9	45	1045	1145	
Pentwynmawr ...	...	...	7 50 8	50 9 50	1050	1150	1250	1 50 2	50 3	50 4	50 5	50 6	50 7	50 8	50 9	50	1050	1150	
Newbridge Station ...	...	...	7 55 8	55 9 55	1055	1155	1255	1 55 2	55 3	55 4	55 5	55 6	55 7	55 8	55 9	55	1055	1155	
Abercarn ...	...	...	8 4 9	4 10 4	11 4	12 4	1 4 2	4 3	4 4	4 5	4 6	4 7	4 8	4 9	4	10 4	11 4	12 4	
Cwmcarn ...	...	...	8 8 9	8 10 8	11 8	12 8	1 8 2	8 3	8 4	8 5	8 6	8 7	8 8	8 9	8	10 8	11 8	12 8	
Crosskeys ...	...	...	8 40 7	40 8 13	13 1013	1113	1213	1 13 2	13 3	13 4	13 5	13 6	13 7	13 8	13 9	13	1013	1113	1213
Risca Station ...	...	...	8 48 7	48 8 21	21 1021	1121	1221	1 21 2	21 3	21 4	21 5	21 6	21 7	21 8	21 9	21	...	...	...
Pontymister ...	...	...	6 50 7	50 8 23	23 1023	1123	1223	1 23 2	23 3	23 4	23 5	23 6	23 7	23 8	23 9	23	...	...	...
Welsh Oak ...	...	...	6 54 7	54 8 27	27 1027	1127	1227	1 27 2	27 3	27 4	27 5	27 6	27 7	27 8	27 9	27	...	...	...
Vicarage ...	...	...	6 57 7	57 8 30	30 1030	1130	1230	1 30 2	30 3	30 4	30 5	30 6	30 7	30 8	30 9	30	...	...	...
Rogerstone (Hotel) ...	...	...	7 2 8	2 8 35	35 1035	1135	1235	1 35 2	35 3	35 4	35 5	35 6	35 7	35 8	35 9	35	...	...	...
Bassaleg (Pye Corner)	...	...	7 5 8	5 8 38	38 1038	1138	1238	1 38 2	38 3	38 4	38 5	38 6	38 7	38 8	38 9	38	...	...	...
Bassaleg (Tred. Arms)	...	...	7 8 8	8 8 41	41 1041	1141	1241	1 41 2	41 3	41 4	41 5	41 6	41 7	41 8	41 9	41	...	...	...
Tredegar Park ...	...	...	7 12 8	12 8 45	45 1045	1145	1245	1 45 2	45 3	45 4	45 5	45 6	45 7	45 8	45 9	45	...	...	...
Castleton ...	...	...	7 21 8	21 8 55	55 1054	1154	1254	1 54 2	54 3	54 4	54 5	54 6	54 7	54 8	54 9	54	...	...	...
St. Mellons ...	...	...	7 29 8	29 9 21	21 2 12	2 1 22	2 2 23	2 3 24	2 5 26	2 7 28	2 9 210	2	...	...	...	...	...	...	...
Rumney ...	...	...	7 34 8	34 9 7	7 10 7	7 1 72	7 2 73	7 4 75	7 6 77	7 8 79	7 10 7	...	...	...	...	...	...	...	...
Cardiff (Fitz. Rd.) arr.	7 45 8	45 9 15	1015	1115	1215	1 15 2	15 3	15 4	15 5	15 6	15 7	15 8	15 9	15	1015	1115	1215	
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Castleton	8 16 9	16 10 16	11 16	12 16	1 16 2	16 3	16 4	16 5	16 6	16 7	16 8	16 9	16	1016	1116	1216		
Tredegar Park ...	...	...	8 25 9	25 10 25	11 25	12 25	1 25 2	25 3	25 4	25 5	25 6	25 7	25 8	25 9	25	1025	1125	1225	
Bassaleg (Tred. Arms)	...	...	8 29 9	29 10 29	11 29	12 29	1 29 2	29 3	29 4	29 5	29 6	29 7	29 8	29 9	29	1029	1129	1229	
Bassaleg (Pye Corner)	...	...	8 32 9	32 10 32	11 32	12 32	1 32 2	32 3	32 4	32 5	32 6	32 7	32 8	32 9	32	1032	1132	1232	
Rogerstone (Hotel) ...	...	...	8 35 9	35 10 35	11 35	12 35	1 35 2	35 3	35 4	35 5	35 6	35 7	35 8	35 9	35	1035	1135	1235	
Vicarage ...	...	...	8 40 9	40 10 40	11 40	12 40	1 40 2	40 3	40 4	40 5	40 6	40 7	40 8	40 9	40	1040	1140	1240	
Welsh Oak ...	...	...	8 43 9	43 10 43	11 43	12 43	1 43 2	43 3	43 4	43 5	43 6	43 7	43 8	43 9	43	1043	1143	1243	
Pontymister	8 47 9	47 10 47	11 47	12 47	1 47 2	47 3	47 4	47 5	47 6	47 7	47 8	47 9	47	1047	1147	1247		
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Cwmcarn	7 5 8	5 8 21	10 21	11 21	12 21	1 21 2	21 3	21 4	21 5	21 6	21 7	21 8	21 9	21	1021	1121	1221	
Abercarn ...	...	...	7 10 8	10 9 6	10 6	11 6	12 6	1 6 2	6 3	6 4	6 5	6 6	6 7	6 8	6 9	6	10 6	11 6	12 6
Newbridge Station ...	...	...	7 16 8	16 9 16	10 16	11 16	12 16	1 16 2	16 3	16 4	16 5	16 6	16 7	16 8	16 9	16	1016	1116	1216
Pentwynmawr ...	...	...	7 20 8	20 9 20	10 20	11 20	12 20	1 20 2	20 3	20 4	20 5	20 6	20 7	20 8	20 9	20	1020	1120	1220
Pontllanfraith... ..	...	...	7 25 8	25 9 25	10 25	11 25	12 25	1 25 2	25 3	25 4	25 5	25 6	25 7	25 8	25 9	25	1025	1125	1225
Blackwood ... arr.	...	...	7 30 8	30 9 30	10 30	11 30	12 30	1 30 2	30 3	30 4	30 5	30 6	30 7	30 8	30 9	30	1030	1130	1230

NOTICES.

Passengers are responsible for the payment of their fares, and should insist upon receiving a Ticket, punched in their presence, corresponding with the amount paid, and retain the Ticket for inspection. Passengers would greatly assist Conductors by providing small change. Every effort is made to run the Buses to schedule time, but the Company cannot hold themselves responsible for delays or inaccuracies.

S Denotes Sunday Service. Hourly Service from Blackwood to Cardiff after 7.40 a.m.; Sunday 11.40 a.m. In the interest of this service and the travelling public passengers are requested to board the Buses at the recognized stopping places only.

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NOTICES (continued).

that may occur. The Company reserve the right of changing the time of, or stopping any Bus, notice of which will (if possible) be given.

Persons desirous of travelling to or from places where no fare has been fixed, must pay the fare chargeable to or from the stage beyond. Extra Buses will run as required.

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HINTS FOR PEDESTRIANS AND PASSENGERS.

Your assistance will be most valuable in the maintenance of a regular, speedy, safe and comfortable service if you will adopt the undermentioned hints:—

BOARDING A BUS: Raise your hand to stop a bus, but give the driver a chance by holding your hand up **before** the bus is opposite you. If possible, avoid stopping a bus other than at a Request Stop.

Do not crowd round the steps of the bus; give a clear way for alighting passengers.

After boarding a bus, pass down the gangway to a seat. If all seats are full, make your way down towards the front. Always remember there may be other passengers who will want to travel the same direction as yourself.

Have the exact fare ready. This saves time and helps the conductor.

ALIGHTING FROM A BUS: Be ready to alight as soon as the bus stops. Each second saved makes a quicker journey, especially in between ordinary stopping places.

Step off with your left foot, and always face the direction in which the bus is travelling.

DON'T turn your back to the traffic when crossing a street. Face it and
LOOK ROUND.

DON'T dodge behind the vehicle from which you have alighted. Make first for the kerb.

DON'T dart straight across the road, but let your course be "V" shaped. Bear first to the right, then to the left. By this method the traffic is always faced. At the same time,

LOOK ROUND.

DON'T fail to use refuges wherever available: these are found at most busy crossing places, and justify an extension of your journey to use them. In any case,

LOOK ROUND.

DON'T cross a street at a point where a side street intersects. Make sure you are safe from the traffic in both main and side streets, and
LOOK ROUND.

DON'T attempt to squeeze your way through a block in the traffic. The vehicles may commence to move, and you would then run the risk of being crushed. Always

LOOK ROUND.

DON'T omit to keep a sharp look-out for on-coming traffic. Before stepping off the kerb
LOOK ROUND.

DON'T fail to take special care at night-time. Cross near a lamp. Collect your thoughts and
LOOK ROUND.

DON'T attempt to board, or alight from, a vehicle whilst in motion. Steady your nerves, adjust your parcels, and

LOOK ROUND.

DON'T neglect to look both ways before crossing a road.

DON'T fail to warn other pedestrians who may be walking into danger. They may be short-sighted, deaf, or absent-minded.

WESTERN VALLEYS COACH TOURS.

castles in Wales, and Caerleon, once a Roman military station, where excavations are disclosing the most remarkable Roman remains in Britain, including a great oval amphitheatre, 265 feet in length, with thick buttressed



H. Shirvington, Photo.

COLD KNAP BAY, BARRY.

walls enclosing a high bank, on which spectators sat in tiers on wooden seats. The ivy-covered ruins of Raglan Castle are extremely picturesque, the most striking portion being the hexagonal keep which Cromwell partly destroyed. It is called the "Yellow Tower of Gwent," and can still be climbed. A fine entrance gateway, with flanking towers, leads to one of the two castle courtyards, on the west side of which is the Great Hall, and adjoining this are the remains of a chapel. Then comes the second or Fountain Court, in which once stood a fountain, surmounted by the figure of a horse. The Castle dates from the reign of Henry V.

WESTERN VALLEYS COACH TOURS.

Chepstow, through which we go up the valley of the Wye to Monmouth, is one of the few old towns in England that have retained their ancient walls, but the glory of the place is the mighty pile of the feudal fortress, built on a narrow tongue of rock on the edge of the Wye by William Fitz-Osborne, a companion of the Conqueror.

The almost matchless ruins of the Cistercian abbey of Tintern, five miles up the river from Chepstow, and reached by a road yielding views of great beauty, are a gem of architecture set in the green pastures of a quiet vale, backed by wooded hills that overlook a bend of the Wye. It is a veritable "Garden of Sleep." The buildings date from the latter half of the thirteenth century. Beyond St. Briavel's comes one of the loveliest reaches of the Wye, and just before reaching Monmouth wooded hills rise above the river, one crowned by the rocking-stone known as the Buckstone, while on the slopes of another is Penalt Church. The famous Monnow Bridge Gate at Monmouth is the only medieval gateway in England standing *on* a bridge.

- (3) **Tewkesbury and Gloucester**, via Newport, Abergavenny, Hereford and Ledbury. Return via Ross, Monmouth and Newport.

On this tour we visit two Cathedral cities and traverse a beautiful and varied country of hill and vale. Abergavenny, through which we pass on the way to Hereford, is grandly encircled by mountains, and is a favourite centre for touring Monmouthshire and its borders. It possesses the formless ruins of a castle crowning a knoll overlooking the River Usk, and an ancient priory church, with many remarkable effigies and monuments.

Busy and prosperous Hereford, on the Wye, possesses an interesting Cathedral, with a Norman nave, in which the great round columns are like those in Gloucester Cathedral and Tewkesbury Abbey, both of which we shall have an opportunity of visiting on this tour. Hereford Cathedral was badly damaged during the Civil War, but has been more or less satisfactorily restored.



Frith, Photo.

THE DEVIL'S BRIDGE, NEAR ABERYSTWYTH.
(see page 42).

WESTERN VALLEYS COACH TOURS.

On the road eastward from Hereford fine views are gained of the Malvern Hills, with their range of impressive shapely peaks, the highest being Worcestershire Beacon (1,395 ft.), from the summit of which fifteen counties



Ed. J. Burrow, Photo.

TEWKESBURY ABBEY FROM
THE SOUTH-WEST.

can be seen. From the picturesque old town of Ledbury, with its black and white houses, and its beautiful half-timbered Market House, built in 1633, and standing on sixteen stout chestnut pillars, our road passes Eastnor Castle, and winds through a beautiful countryside, undulating, well-wooded, and affording many charming views. Crossing the Severn by Telford's iron bridge, we enter Tewkesbury, after crossing over King John's Bridge, as old as its name implies, that spans the Avon, and see on our right the ancient "Black Bear" Inn,

WESTERN VALLEYS COACH TOURS.

typical of many of Tewkesbury's relics of the past, as we shall notice in passing through the town. We leave the town by the road that runs past the great Abbey, with its magnificent Norman tower, and a run



GLOUCESTER CATHEDRAL FROM THE SOUTH-WEST.

of nine miles along a pleasant road brings us to Gloucester, one of the most ancient cities in Europe, for it was a centre of population long before the coming of the Romans, who strongly fortified it, and named it *Colonia Glevum*. The city is dominated by the exquisite Perpendicular tower of its great Cathedral. The nave of this great building is typically Norman, with its tall and massive columns. The cloisters, built between 1360 and 1381, are the finest in England, if not in Europe, and are in a remarkably perfect condition. Among the monuments is the lovely shrine of Edward II, who was murdered in 1327 at Berkeley Castle, and an effigy in oak of Robert, Duke of Normandy, who died in 1134 in Cardiff Castle, after an imprisonment there of twenty-six years.

WESTERN VALLEYS COACH TOURS.

- (4) **Stratford-on-Avon**, via Newport, Monmouth, Ross and Worcester. Return via Evesham, Cheltenham, Gloucester, Ross, and Monmouth.

From Ross to Cheltenham we cover fresh ground on this interesting tour to Shakespeareland. Ross is on the return journey of Tour No. 3. It is an ancient market-town, standing on a hilly site overlooking the Wye, and was the native town of John Kyrle, an honoured philanthropist, the "Man of Ross," as Alexander Pope styles him. The fine old house in which he lived still stands, facing the picturesque red-sandstone Market House, built in 1670.

The road to Worcester, famous for its Cathedral and its Porcelain Works, takes us through Ledbury and the remarkable Wych Pass, a cutting through the Malverns, to Great Malvern, with its grand Priory Church. Stratford-on-Avon is the most Elizabethan of English country towns, and apart from its glamour as the birthplace and burial-place of Shakespeare it is full of interesting and beautiful houses dating from his period. The house in which he was born is in Henley Street, and is open to the public. His tomb can also be seen in the beautiful old Parish Church.

We leave Stratford-on-Avon by the Evesham Road, and pass through Bidford, one of the eight villages—although it is now a small town—referred to in the lines traditionally attributed to Shakespeare :

"Piping Pebworth, Dancing Marston,
Haunted Hillborough, Hungry Grafton,
Dodging Exhall, Papist Wixford,
Beggary Broom and Drunken Bidford."

On this road the tourist will notice many charming half-timbered houses, especially at Harvington, where the lower parts are of stone. Evesham is an historic town, situated pleasantly on the banks of the Avon, in the fertile Vale of Evesham, famous for its plums and other fruit. The Bell Tower is all that remains of the once great Evesham Abbey, and near it is a monument

WESTERN VALLEYS COACH TOURS.

to Simon de Montfort, who fell at the Battle of Evesham, fought on the outskirts of the town in 1265.

An interesting road leads to Cheltenham, one of the chief British Spas, a holiday resort, and the favourite



THE HOUSE IN WHICH SHAKESPEARE WAS BORN.

centre for touring the lovely district of the Cotswold Hills. Its Promenade, up which we drive on our way to Gloucester, is one of the finest avenues in England.

- (5) **Llandrindod Wells**, via Newport, Abergavenny, Crickhowell, Talgarth, Builth and Rhayader. Return same way.

We leave Monmouthshire and enter Wales soon after leaving Abergavenny on this tour, passing the fragmentary ruins of a Castle as we reach Crickhowell, which takes its name from the flat-topped hill that overlooks the vale. At Tretower we enter the wild pass of Cwmdru, under the dark heights of the Black Forest, emerging at Talgarth, and soon after find ourselves in the company of the Wye. It neighbours us closely all

WESTERN VALLEYS COACH TOURS.

the way to Rhayader, where a detour is made to the Elan Valley. Here Shelley, the poet, lived for a short time, but to-day it is a great lake, formed as a reservoir for the Birmingham water supply.

Llandrindod Wells, which is finely situated 700 feet above sea-level, has been celebrated for its medicinal waters for more than two hundred years. There are saline, sulphur and chalybeate springs, and the waters are dispensed in a spacious pump-room.

On the return journey from Abergavenny we pass through Brynmawr, Crumlin and Risca to Newport.

- (6) **Brecon and Llandovery**, via Newport and Abergavenny. Return via Builth, Talgarth, Abergavenny, Brynmawr and Crumlin.

The first part of our route, as in three of the tours already described, is through Newport and Abergavenny. About three miles beyond Crickhowell we branch off to the left to the ancient town of Brecon, which stands on high ground above the River Usk, and is unsurpassed in Wales for beauty of situation. One of its treasures of the past is its magnificent Priory Church, now a Cathedral. We cross the ancient bridge over the Usk, and take the fine road that threads the beautiful valley of the river, passing through Trecastle, picturesquely situated, and commanding sweeping views towards the left of wild and lonely moors, to the little rustic town of Llandovery. There is a five-mile descent out of Llandovery past Glan Bran park, and under the shadow of Sugar Loaf Hill (1,050 ft.), scarcely half the height of the other Sugar Loaf near Abergavenny. We then reach Llanwrtyd Wells, beyond which we enter a mountainous country, and so find ourselves at Builth Wells, and then on the beautiful road to Talgarth.

- (7) **Oxford**, via Newport, Monmouth, Ross, Gloucester, Northleach and Witney. Return via Farringdon, Cirencester and Gloucester.

Oxford, the "city of spires," is the objective on this diversified tour. Soon after leaving Ross, the prominent height of May Hill, crowned with a clump



Wallace Jones, Photo.

THE HORSESHOE BEND, ELAN VALLEY, NEAR RHAYADER.

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of trees, looms ahead of us. We see it at close quarters when we have passed the Herefordshire boundary, $10\frac{3}{4}$ miles from Gloucester. Further on, a winding, wooded road gives us a view of the Cotswolds, and then two miles from the City we gain a first view of the tower of the Cathedral. A fine view of both Cathedral and City spreads out before us in passing over Westgate Bridge.

Once on the other side of Gloucester we follow the straight Roman road, and it is not long before we are climbing the "edge" of the Cotswolds—a unique region of hills, glens, combes and streams, with a wealth of charming stone-built, old-world villages, stately houses and venerable churches. We pass close to Seven Springs, where the River Thames has its chief source, up Chatcombe Pitch, past Puesdown Inn, one of the highest in England (840 ft.), to the old Cotswold town of Northleach, with one of the finest churches in the West of England. Our road then runs through the valley of the River Windrush, and passes through quaint and peaceful Burford, an almost perfect survival of the old days, with an interesting church and many typical and beautiful Cotswold houses. Witney, for centuries noted for its blankets, and possessing a thirteenth-century church and an old Butter Cross, is the next place of interest before we reach the University and Cathedral city of Oxford, where the tourist will have time to admire its grand High Street and some of its medieval colleges, for days and not hours are needed to see all the architectural treasures of this ancient and world-famous seat of learning.

On the return journey we pass through Faringdon—where a prominent hill to the east of the town is crowned by a clump of firs known as the "Folly"—and Fairford, famous throughout Europe and America for the twenty-eight wonderful stained windows in its splendid church.

(8) **Mumbles**, via Newbridge, Aberdare, Neath and Swansea. Return via Neath, Bridgend, Llantrisant and Nelson.

Mumbles, or The Mumbles, is another name for Oystermouth and district, the seaside playground of

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Swansea folk, who revel in its glorious sands. It is actually within the boundary of Swansea borough, with which it is connected by a railway that skirts the coast for five miles. Oystermouth Castle, now the property of the Corporation, stands picturesquely on a hill, and has been partially restored. A gatehouse gives access to a court. On the left is a banqueting hall, and other portions include the State Apartments and the Chapel. The buildings date from the end of the thirteenth century. The Mumbles are the gateway to the delightful, unspoilt district of Gower, the southern coast of which is a succession of romantic cliff-bound bays, affording unlimited scope for safe bathing. The tourist by coach can spend several delightful hours at The Mumbles before returning.

On the journey back the route bears off to the left at Bridgend, and passes through the picturesquely-placed little town of Llantrisant. There are fragmentary remains of a castle where it is said that Edward II was betrayed to his enemies by a monk.

- (9) **Bath, Wells and Cheddar**, via Newport, Gloucester and Stonehouse. Return via Bristol, Gloucester and Newport.

Probably the most wonderful sights to be seen in Britain are the caves and gorge of Cheddar, the picturesque Somersetshire village or township which is even more famous for its cheese. It is included in the itinerary of this interesting tour, which also takes us to the city and port of Bristol, and the ancient and beautiful city of Wells—with one of the most perfect Cathedrals in Europe, its West Front remarkable for its array of over three hundred statues of saints, apostles, warriors, statesmen, kings and queens.

At Cheddar a splendid road branches off from the main road and goes through the most picturesque part of the village, winding in between mighty limestone rocks that rise sheer on either side to a height of 400 feet, and leading to the wind-swept top of the Mendip Hills.

WESTERN VALLEYS COACH TOURS.

The marvellous caves, discovered in 1857 and 1893, are in the village, and are not only of enormous dimensions, but of surpassing grandeur and beauty, with their great stalactites and stalagmites.

- (10) **Aberystwyth**, via Newport, Abergavenny, and Rhayader. Return same route.

The route on this tour as far as Rhayader is the same as in Tour No. 5, already described, but it is continued to the popular and picturesque seaside resort of Aberystwyth, standing on a fine crescent-shaped bay, and backed by great mountains. There is a good Pier. A parade skirts the fine beach, and above it, on a rocky headland, are the ruins of a Castle. Near Aberystwyth is the romantic spot known as the Devil's Bridge—a gorge of the river Rheidol spanned, not by one bridge, but by three, the lowest being the oldest. The scenery of the gorge, with its splendid waterfall, is magnificent.

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Proposed Time of Departure

From

To

Number of Party : Adults Children

Other Information

Signature

Date

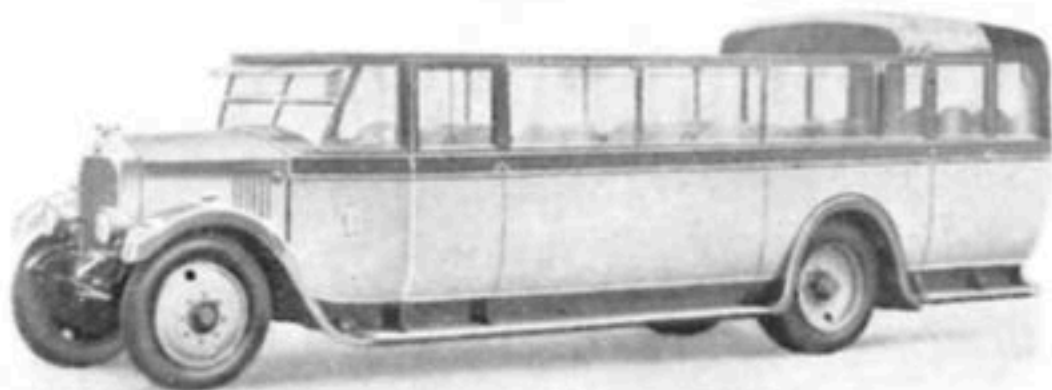
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