

### BUILDINGS LOST IN WALES

Douglas Hague is the only member of the Association's Council living in Wales, and is fully extended keeping an eye open for important structures under threat of unnecessary destruction, as happens all too often. Douglas has compiled the account which follows as a catalogue of some recent losses in the Principality. Bulletin 2:2 carried a mention of his campaign to save the original GWR stations at Neath (now gone) and Bridgend (threatened with 'rationalisation'). He would welcome support from individual members of the Association.

Neath General Station has now been demolished. This is the sad outcome of a long struggle by conservationists which began by moves resulting in the buildings being spot-listed after demolition had actually started. There followed a period of local council vacillation when our hopes were raised, only to fall when it was decided that no public enquiry was to be held. A great deal of opposition to the demolition had been made and this step seems a weakness in an otherwise happy democratic process, because in a single day enquiry a fair and full exchange of all views can be made. A final volte-face by the council settled the matter and British Rail claimed another success.

Many regarded Neath General Station of 1876 as by far the best and most complete station of its date in the Principality and doubtless its loss will be lamented in years to come. Much as one mourns the passing of steam trains the smoke has gone with them and a station such as Neath, which had not been properly cleaned for a decade, would if painted have been a gem. One wonders whether those who 'signed it away' have ever sampled the 'delights' of the new Port Talbot station.

None of the Nationalised Boards appear to display any pride in the achievements of the organisations they replaced, indeed it would seem that they are imbued with a rigid and doctrinaire policy of destruction which makes them insensible to any massive expression of public opinion, such as the outcry which preceded and followed the destruction of Euston. In Wales this outlook is most sadly illustrated by the destruction of the six Severn Tunnel beam-engines at the Sudbrook pumping station; I doubt whether this century will see a worse or more needless act of vandalism. These six great engines formed one of the grandest and most dramatic groups of steam engines to be found anywhere in the world.

The heavy hands of the 'rationalisers' have fallen on Pontypridd Station and others and now it is to be the turn of Bridgend. Here as a concession it is proposed to leave most of the 1850 building, and add to it a modern square building, but on the Up line, canopy and

Weaver's Warehouse at Swansea

