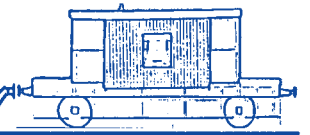




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No 141 Aug - Sept 2022

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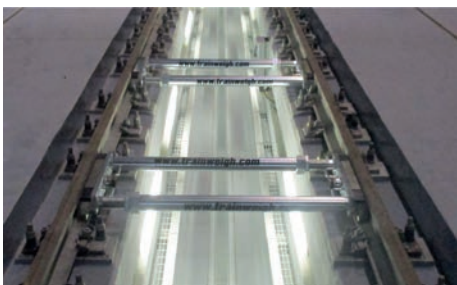
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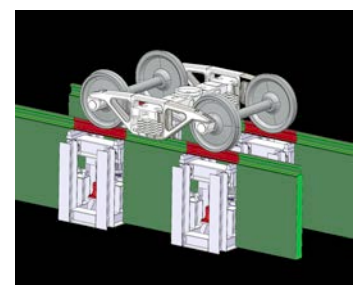
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The Barry Tourist Railway (update) has operated the railway, comprising two miles of running line, successfully for the last 13 years. Over that time, the owning company, Cambrian Transport, has acquired a wide range of traction & rolling stock focussing on the 1955-1990's period, which coincides with the CEO's personal association with British Railways. Up until this year, there was a long-term lease in place for the railway premises. This included the impressive ex Barry Railway 5-road loco shed built in 1886. However, with the exciting developments of the South Wales Metro, Transport for Wales (TfW) needed additional storage and maintenance facilities and so acquired the freehold of the Barry site. Fortunately, TfW are keen that the Heritage Railway operation is maintained and agreed that Cambrian Transport would retain the Exhibition Shed and sidings at Plymouth Road on Barry Island and 4 No. sidings. In addition, the railway is to have running powers granted on the running lines to the Waterfront 'Goodshed' platform and also to Gladstone Bridge platform. However, the shed and siding capacity at Plymouth Road are much reduced compared to what was available before the takeover, and so the railway is having to slim down its traction and rolling stock fleet. Whilst this is regretted, the Railway will still retain an interesting selection of trains. The circumstances do however allow another heritage railway the opportunity to acquire our unique DMU, IRIS II - a very interesting 2-car set that is now surplus to requirements. IRIS II is in excellent condition, having been kept under cover in the Depot Shed for the last thirteen years. TfW are presently renewing track on the railway and our staff and volunteers are relocating our operations to Plymouth Road. We plan to reopen the Barry Railway at Easter 2023. John Buxton



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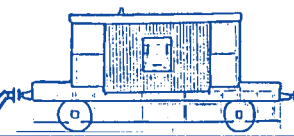
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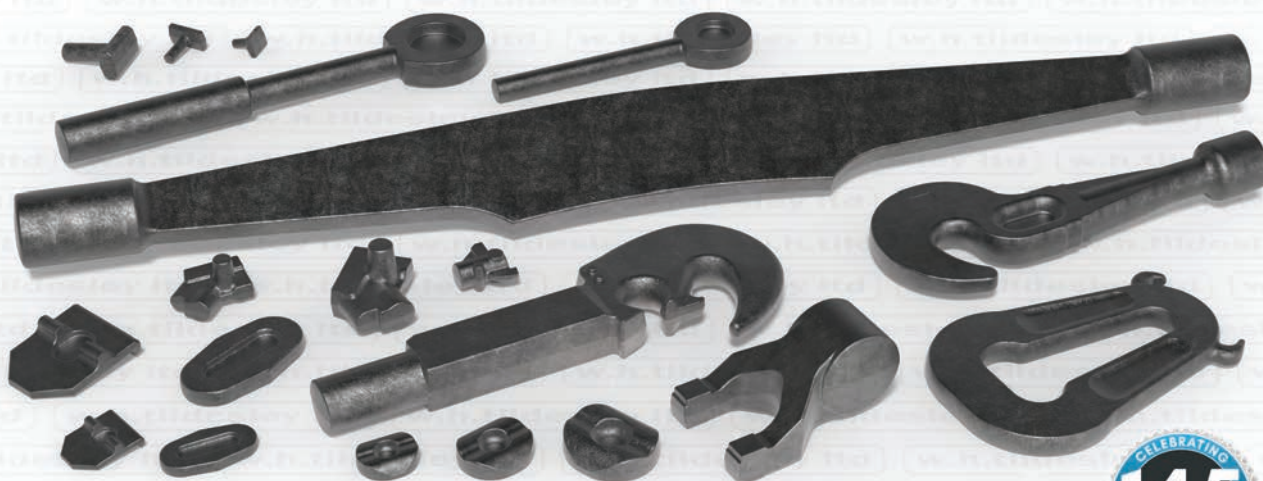
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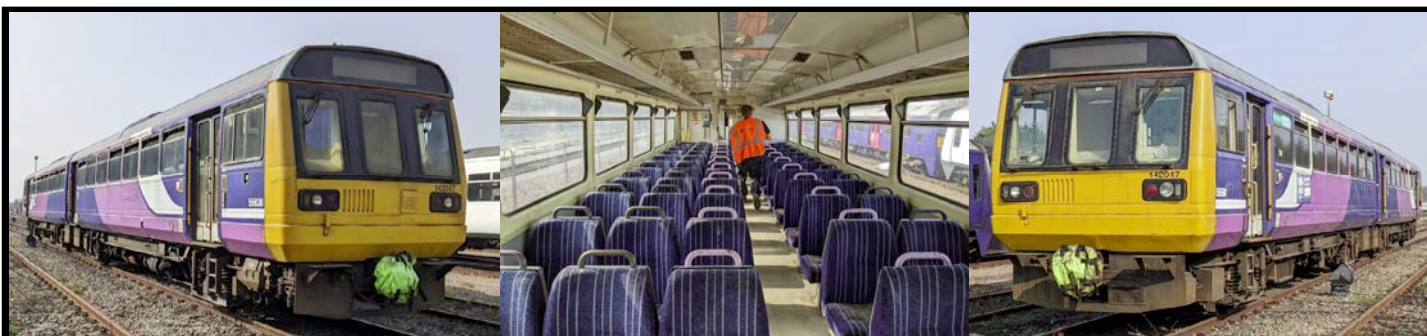
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