Glandŵr Cymru
Canal & River Trust in Wales

Step by Step - Tal-y-bont to Llangynidr

The Monmouthshire & Brecon Canal

Walk Distance 3.3miles (6.6 miles return). This is a linear walk

Look out for distinctive cast iron GWR boundary markers along the back of the towpath.

Please use the area below to record your progress.

Name:

Date	Stage	Time

Walking tips

- Walk for a longer amount of time by adding 2-3 minutes each week.
- Challenge yourself by increasing your distance each week.
- Increase the speed of your walk.

Tal-y-bont Drawbridge, (LD3 7UZ)

Historically this was a hand-operated lift bridge until the canal closed. After the canal restoration in 1970 it was reopened with the installation of a modern electrically operated drawbridge.

Start

Tal-y-bont

Ashford Tunnel

One of two remaining tunnels on the Mon & Brec Canal, It is 343 metres long and has no towing path, so the horses which hauled boats along the canal were detached and led overground to the far end.

Stage3 0.9m 1.4km

Parsons Bridge 138

The bridge carries the footpath across the canal to Llandetty Church. It was extensively rebuilt after the arch distorted and was in danger of collapsing.

Stage5 2.1m 3.4km

Coombs Lock 65 and Canal Depot

Opposite the lock is the former toll office. The canal company charged tolls on boats according to the weight of cargo and distance travelled on the canal. Toll charging ended in 1933.

Stage8 3.1m 5km

Snake Bridge 139A

Unusually this has a flat deck supported by cast iron beams and was built in the 1860s well after the typical arch bridges. It provided access to Llandetty Hall.

Stage4 1.6m 2.6km

Top Lock 68 and nearby picnic area

The first in the flight of five locks stretching over half a mile, with a total fall of 17 metres.
The scenic pool behind the towpath helps to maintain the water level in the short pound between locks 68 and 67.

Stage7 2.8m 4.5km

Stage1 0.2m 0.3km

White Hart Bridge 143 and Former Railway Bridge

The iron bridge built in the 1860s formerly carried the Brecon & Merthyr Railway across the canal.

B4558

Ashford Tunnel

Monmouthshire & Brecon Canal

River Usk

River Usk

B4558

B4558

Llangynidr

End 3.3m 5.3km

Several of the bridges still have Great Western Railway diamond shaped weight restriction signs. They were installed after 1880 when the railway took over management of the canal.

Tram, bench and Interpretation panel

This was a busy wharf and terminus of the Brinore Tramway which ran to Trefil Quarries and Rhymney Ironworks. The limekilns on the opposite bank made great use of the canal in the 19th century.

Stage2 0.4m 0.6km

Workhouse Bridge 136

The row of cottages on the hillside above the canal was formerly a workhouse. The bridge bears traces of white washing in the past and alongside is a fine stile consisting of a single sandstone slab.

Stage6 2.6m 4.2km

Lower Lock 64 Llangynidr

The bridge at the end of the lock has no towpath through it, so boats were pushed out manually before reattaching the tow rope. The canal continues on the same level for another 23 miles to the edge of Cwmbran.

N

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Cam wrth Gam - Tal-y-bont i Llangynidr

Camlas Mynwy ac Aberhonddu

Pellter cerdded 3.3 milltir (6.6 milltir yno ac yn ôl). Mae hon yn daith gerdded linol

Mae nodwyr ffiniau haearn bwrw nodweddiadol GWR i'w gweld ar hyd cefn y llwybr tynnu.

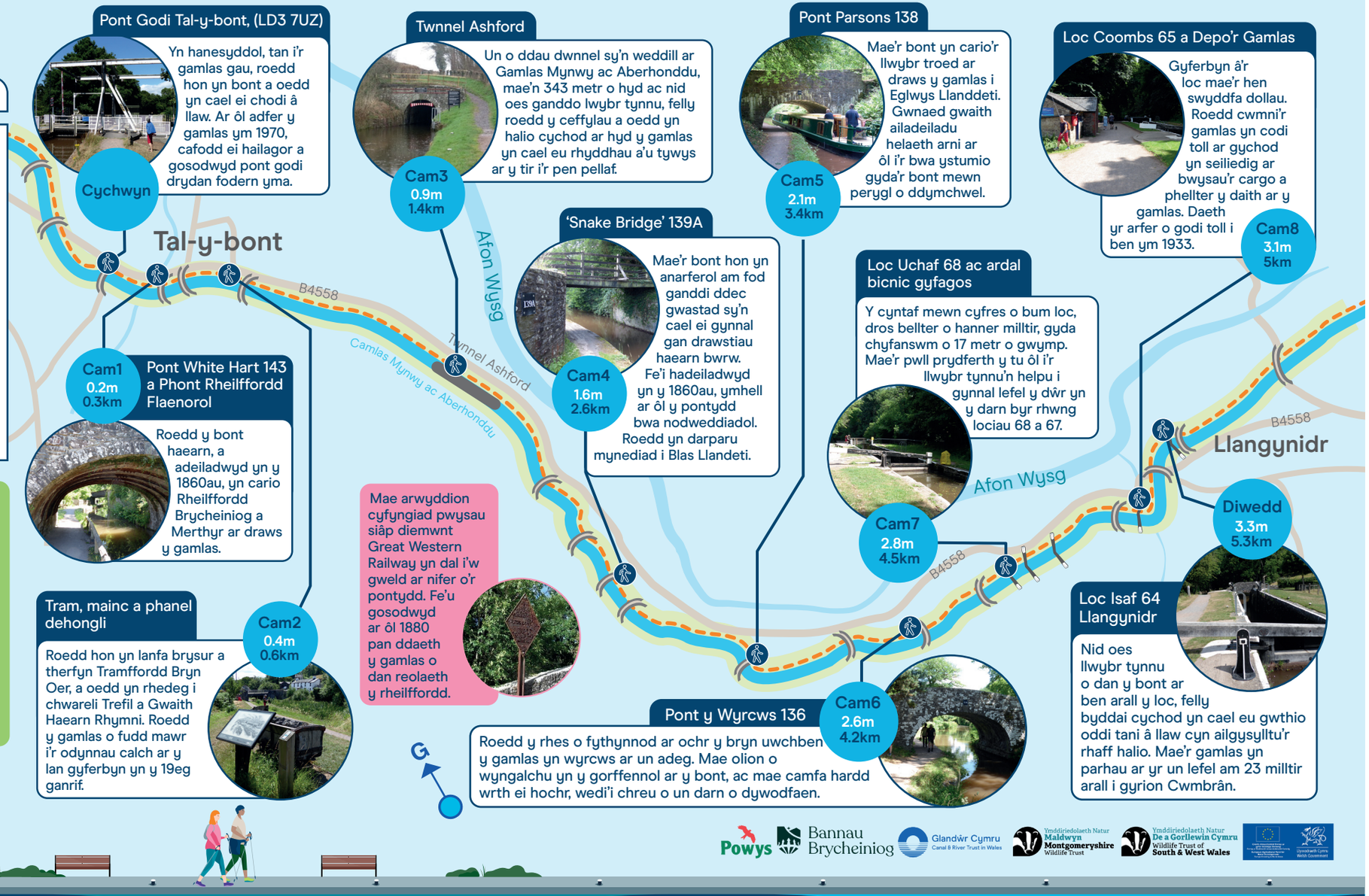
Defnyddiwch y blwch isod i gofnodi'ch cynnydd.

Enw:

Dyddiad	Cam	Amser

Cyngor ar gerdded

- Cerddwch rywfaint pellach drwy ychwanegu 2-3 munud yr wythnos.
- Heriwch eich hun drwy gynyddu eich pellter bob wythnos.
- Cerddwch ychydig yn gynt bob tro.



Pont Godi Tal-y-bont, (LD3 7UZ)

Yn hanesyddol, tan i'r gamlas gau, roedd hon yn bont a oedd yn cael ei chodi â llaw. Ar ôl adfer y gamlas ym 1970, cafodd ei hailagor a gosodwyd pont godi drydan fodern yma.

Pont White Hart 143 a Phont Rheilffordd Flaenorol

Roedd y bont haearn, a adeiladwyd yn y 1860au, yn cario Rheilffordd Brycheiniog a Merthyr ar draws y gamlas.

Tram, mainc a phanel dehongli

Roedd hon yn lanfa brysur a therfyn Tramffordd Bryn Oer, a oedd yn rhedeg i chwareli Trefil a Gwaith Haearn Rhymni. Roedd y gamlas o fudd mawr i'r odynnau calch ar y lan gyferbyn yn y 19eg ganrif.

Mae arwyddion cyfyngiad pwysau siâp diemwnt Great Western Railway yn dal i'w gweld ar nifer o'r pontydd. Fe'u gosodwyd ar ôl 1880 pan ddaeth y gamlas o dan reolaeth y rheilffordd.

Twnnel Ashford

Un o ddau dwnnel sy'n weddill ar Gamlas Mynwy ac Aberhonddu, mae'n 343 metr o hyd ac nid oes ganddo lwybr tynnu, felly roedd y ceffylau a oedd yn halio cychod ar hyd y gamlas yn cael eu rhyddhau a'u tywys ar y tir i'r pen pellaf.

'Snake Bridge' 139A

Mae'r bont hon yn anarferol am fod ganddi ddec gwastad sy'n cael ei gynnal gan drawstiau haearn bwrw. Fe'i hadeiladwyd yn y 1860au, ymhell ar ôl y pontydd bwa nodweddiadol. Roedd yn darparu mynediad i Blas Llandeti.

Pont y Wyrcws 136

Roedd y rhes o fythynnod ar ochr y bryn uwchben y gamlas yn wyrcws ar un adeg. Mae olion o wyngalchu yn y gorffennol ar y bont, ac mae camfa hardd wrth ei hochr, wedi'i chreu o un darn o dywodfaen.

Pont Parsons 138

Mae'r bont yn cario'r llwybr troed ar draws y gamlas i Eglwys Llanddeti. Gwnaed gwaith ailadeiladu helaeth arni ar ôl i'r bwa ystumio gyda'r bont mewn perygl o ddymchwel.

Loc Uchaf 68 ac ardal bicnic gyfagos

Y cyntaf mewn cyfres o bum loc, dros bellter o hanner milltir, gyda chyfanswm o 17 metr o gwymp. Mae'r pwll prydferth y tu ôl i'r llwybr tynnu'n helpu i gynnal lefel y dŵr yn y darn byr rhwng lociau 68 a 67.

Loc Coombs 65 a Depo'r Gamlas

Gyferbyn â'r loc mae'r hen swyddfa dollau. Roedd cwmni'r gamlas yn codi toll ar gychod yn seiliedig ar bwysau'r cargo a phellter y daith ar y gamlas. Daeth yr arfer o godi toll i ben ym 1933.

Loc Isaf 64 Llangynidr

Nid oes llwybr tynnu o dan y bont ar ben arall y loc, felly byddai cychod yn cael eu gwthio oddi tani â llaw cyn ailgysylltu'r rhaff halio. Mae'r gamlas yn parhau ar yr un lefel am 23 milltir arall i gyrion Cwmbrân.

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Rhif Elusen 1146792

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