

BLAENAVON INDUSTRIAL LANDSCAPE THE IRON MOUNTAIN TRAIL - Part Two

The Iron Mountain Trail is a unique opportunity to explore the wonderful landscape of the World Heritage Site which is situated between the towns of Blaenavon and Abergavenny in the South East corner of the Brecon Beacons National Park in South Wales. This spectacular trail follows the routes of former tramways, inclines and footpaths linking many of the historic features which make this landscape of world significance.



Wall built with Bessemer 'Tuyeres' at Bunkers Hill

In November 2000 the Blaenavon Industrial Landscape was inscribed as a World Heritage Site due to it being 'one of the finest surviving examples in the world of a landscape created by coal mining and iron making'.

The route winds its way through the landscape past many sites referred to in Alexander Cordell's 'Rape of the Fair Country', such as the site of the Garn Ddrys Forge.

There are also many spectacular natural features with the Blorenge Mountain forming the highest section of the trail with outstanding views of the Black Mountains, Usk Valley and the Torfaen Valley. Other features such as the Punch Bowl, Pwll-du Quarry and Blaenavon Ironworks, ensure that this is a route which is unforgettable.

BLAENAVON INDUSTRIAL LANDSCAPE THE IRON MOUNTAIN TRAIL - Part Two

- Enjoy the countryside and respect its life and work;
- Guard against all risk of fire;
- Fasten all gates;
- Keep your dogs under control, preferably on a lead;
- Keep to public paths across farmland;
- Use gates and stiles to cross fences, hedges and walls;
- Leave livestock, crops and machinery alone;
- Take your litter home;
- Help to keep all water clean;
- Protect wildlife, plants and trees;
- Take special care on country roads;
- Make no unnecessary noise.

Other walks leaflets for the World Heritage Site and other areas in Torfaen are available. For further information contact Blaenavon Tourist Information Centre on 01495 742333 www.visitblaenavon.co.uk



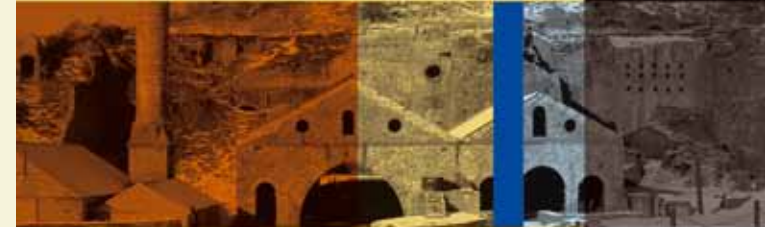
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Welsh Assembly Government

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THE IRON MOUNTAIN TRAIL - Part Two

Circular Walk
Approx 8Km (5 miles)/ 3½ hours/
moderate to energetic



www.visitblaenavon.co.uk



BLAENAVON CIRCULAR WALK

THE IRON MOUNTAIN TRAIL - Part Two

Approx 8Km (5 miles)/ 3½ hours/ moderate to energetic

This is a circular walk that can either be treated as a separate walk or can be combined with Part One to give a 18Km, 12mile circuit of the major sites of the Blaenavon Industrial Landscape World Heritage Site. Both parts of the trail start from Pen-ffordd-goch Pond Car Park (locally known as Keeper's Pond) at SO 254 197. There are other car parks, indicated in red in the route description with their locations marked on the plan; these car parks can also be used as your starting point if you wish, as the route description takes this into account. Parts of the trail cross open mountain and rocky areas so please ensure you have warm and waterproof clothing. Good walking boots or shoes are essential.



Keeper's Pond

Starting from the **Keeper's Pond Car Park** and turning left at the entrance, walk along the grass verge. Bear left at the road junction and then cross over after about 20m, then along a path cut in the heather that eventually takes you down into a small valley, probably caused by the early miners in search of minerals.



Evidence of early mineral extraction at Pen-ffordd-goch

Photo: © Crown Copyright RCAHMW

Where the iron ore lay close to the surface, small dams were built and local springs and issues formed small ponds. Once enough water was collected, a sluice gate would be lifted to allow the water to 'scour' away the loose topsoil and expose the ore. As the surface minerals were exhausted, bell pits and then shafts were dug to chase the veins of ore deeper under ground. In Torfaen mines were sunk for both iron ore and coal. (Though both minerals were extracted from mines, a 'Miner' tunnelled for iron ore whilst coal seams were worked by a 'Collier'). By the 1850's however, it became cheaper for the ironmasters to use imported ore, especially that from Spain, as it produced a superior product.

Turn right when you reach a fairly well-defined track and follow this as it makes its way towards the Blaenavon Road. Go around the vehicle barrier and through the kissing gate next to the cattle grid then turn right and follow the fence line until you get to another kissing gate at the corner of the football field. Continue along the left hand verge of the road until you are about 10m to the left of the drive to Wyndee Kennels opposite you, cross over onto a grassed track. The path goes to the right of twin wooden electricity poles, then bears left between the poles and a hawthorn thicket. Look at the wall to your right, and you will see it is built almost entirely of 'Bessemer Tuyeres'.

'Tuyeres' are round perforated bricks that were built into the base of a 'Bessemer Converter'. Hot air was blown through them into molten pig iron, converting it into steel by removing the iron's impurities, either as a gas or in a lump of solid slag. The houses to your right are all that remain of the **Upper Brickyard**. Bricks were an essential part of the iron making process as they were used to line the furnaces; a constant supply was needed

as the bricks wore away or cracked during constant use. The back breaking work of making bricks was done predominantly by young women and girls. The process involved treading fireclay into a uniform consistency then moulding the heavy lumps of the clay into bricks which were then dried before being stacked in kilns. Often the women had to unload the bricks from the kiln whilst they were still hot.

Photo: John Lewis collection



Workers of Blaenavon Brickyard on Bunkers Hill where furnace lining bricks were made

Just before you reach the corner of the wall, take the path as it forks to the left, keeping the small wooded copse and another twin set of electricity poles to your right. As you come out into an open space you can see across the valley to the community of Forgeside with Big Pit further to the right. Continue to follow the path as it goes through a belt of trees, straight across the first path then turn right on the second path at the **Rifle Green Car Park** (SO 251 094). This car park is on the site of two former terraces of industrial workers housing called Bunkers Row.



The first row of ten was built around 1792, at about the same time as Stack Square at the Ironworks. Originally these 20 'back-to-back' homes for lower paid workers had just one room downstairs and one loft above, but they were enlarged about 1860. Eventually, each back-to-back was converted into one house and were habited until their demolition in 1972.



Bunkers Row. The building in the distance is The Rifleman's pub

Cross the road and walk down the 'Stable Row' lane a short way, bearing right as the route goes between the garages. If you wish to visit the Iron Works, the Heritage Centre or Blaenavon Heritage Town, continue down the lane, bearing left at the cottages, until you come onto the Abergavenny Road then turn right and continue down the pavement. Follow the directional signs for the Ironworks or continue on down the road for about 400m and the Heritage Centre is on your right. You can then cross the road and follow the signs if you wish to visit Blaenavon Heritage Town. Retrace your steps to rejoin the Iron Mountain Trail Part 2. Go through the kissing



Blaenavon Ironworks - best preserved blast furnace complex of its period, and type, in the world

gate and continue straight on. After about 70m on the left is the rear of the Ironworks with a good aerial view of the site. Go right through a second kissing gate and bear left alongside the fence.

Over to your right, beyond the playing fields, is the site of possibly the first ever railway viaduct which became known locally as the **Covered Bridge**. Built in about 1790 to get coal over the small steep sided valley to the blast furnaces at Blaenavon, the bridge was about 40m long and 10m high. By the time it was drawn by Sir Richard Colt Hoare in 1800, a 'roof' had been built over the rails and the arches of the bridge had been blocked up to make additional housing for the influx of workers to Blaenavon. Records show the bridge was only used for about 25 years and then it 'disappeared' as



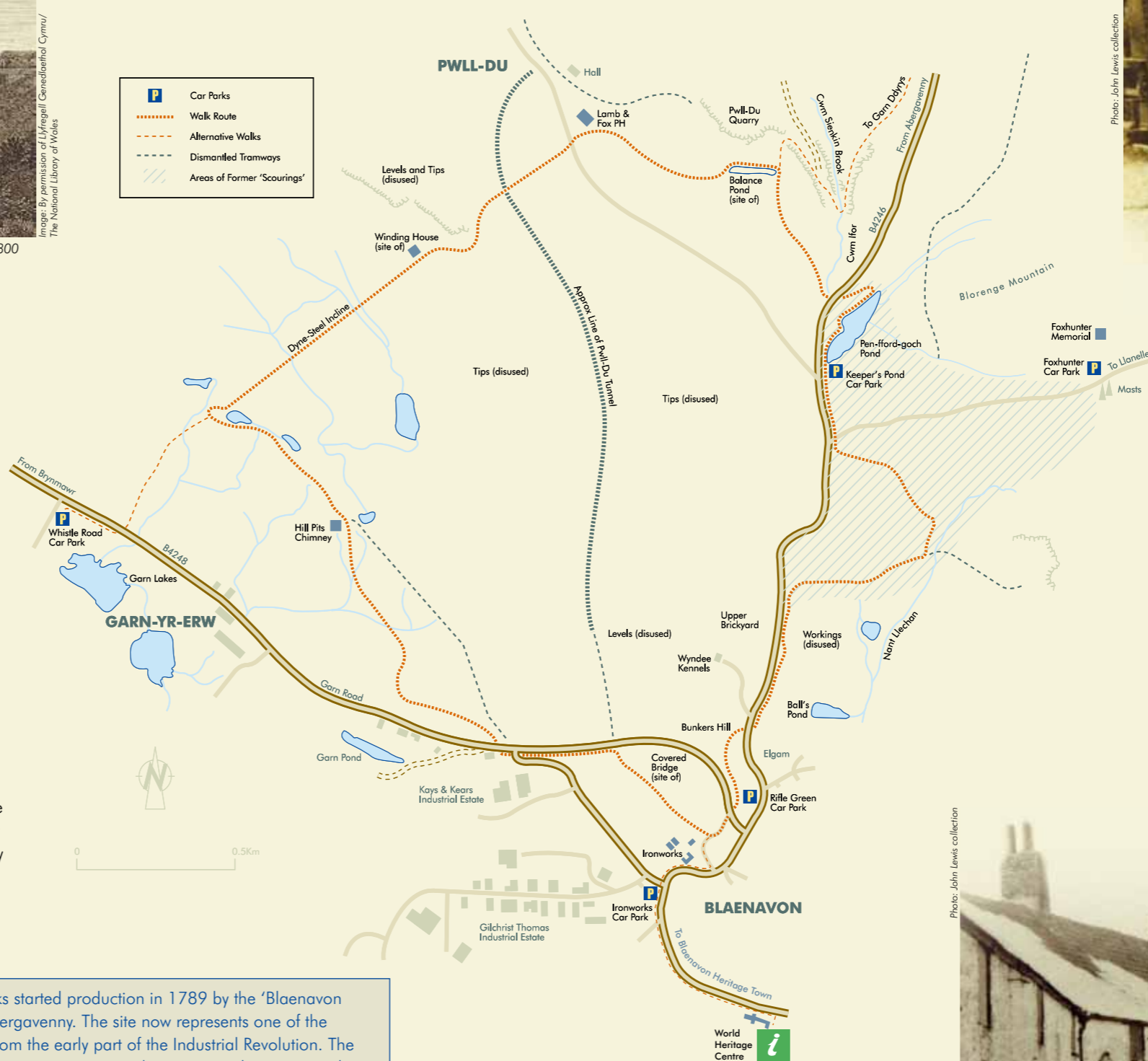
Engraving by Sir Richard Colt Hoare of the 'covered bridge' 1800

there is no record of it being demolished or dismantled. In 2001, the Channel 4 Time Team came to Blaenavon to try and piece together what became of the structure. The first task was to locate the site of the 'lost' valley with ground penetrating radar to get an electrical image of what lay below all the waste materials from the mines and Ironworks that had buried the viaduct. A simple excavation turned into a feat of engineering when it turned out the roof of the bridge was 15m below the modern ground level. A remote-controlled camera was lowered into the tunnel to get a tantalising glimpse of the passageway then finally the excavation was back-filled to protect the site for the future.

Proceed over another stile and then continue up onto the road. Turn left and proceed along the road for about 350m until you are opposite a bus stop. Cross the road and take the track that is to the left of the stop, continuing up the slope and through several gates. You are now walking through the spoil tips of **Hill Pits**, a mine sunk in the 1830's to extract iron ore and coal for the Blaenavon Ironworks. The path goes to the right of a beautiful stone stack which was the chimney for the pit's steam-driven winding engine. Bear left at the chimney then after about 600m the path turns right onto the **Dyne-Steel Incline**.

BLAENAVON IRONWORKS The Ironworks started production in 1789 by the 'Blaenavon Company' on land leased from the Lord of Abergavenny. The site now represents one of the most important monuments to have survived from the early part of the Industrial Revolution. The company chose Blaenavon to build the works as it was an area rich in iron ore, limestone and coal. There was such an abundance of raw materials that three large blast furnaces were built into the hill on the site. Cutting into the slope meant that all the 'ingredients' needed for producing iron could be tipped directly into the throat of the furnaces from the ground above. As the minerals fell to the base of the furnace, the heat within was intensified by 'blasts' of air from a steam driven pump. The molten iron then formed at the base of the furnace and was 'tapped' off into sand moulds on the floor of the casting house, forming ingots or 'pigs'. So successful were the works, another two furnaces were built in 1820 with a sixth added in 1860. In front of Number 2 furnace, which was used right up until 1904, is a good and relatively intact example of a casting house with an arched structure that provided shelter from the elements and good ventilation.

In the 1870s a method of improving the steel making process was developed at Blaenavon by cousins Percy Gilchrist and Sidney Gilchrist-Thomas. They developed a new process for lining Bessemer converters that absorbed the phosphorous found in iron that until then had resulted in poor quality steel. Within ten years, ironworks all over the world were investing in the Gilchrist-Thomas process. At the northern edge of the site is the impressive water balance tower. Built in 1839, this is one of the best preserved examples of lift technology that used water to counter-balance loads. The site also contains good examples of the cottages provided for the skilled workers, built around what was once a 50m chimney stack (the base of which can still be seen). These cottages were featured in the BBC programmes "Coal House". The last iron was produced in 1904 and in 1911 a lot of the furnace's stone facing was used to build a new church in the town (St James, opposite Rifle Green car park). The site was scheduled for demolition for safety reasons but Blaenavon Urban District Council presented the Ironworks to Cadw (Welsh Historic Monuments) for preservation.



[At this point, you can turn left and return to the Whistle Road Car Park if it was your starting point. To start from the **Whistle Road Car Park** (SO 230 210), take the path into the **Garn Lakes** site as it parallels the road for about 200m, and then turn left out of the gate and cross the main road onto a track opposite. Follow this track as it passes between two sets of enclosures and after about 350m the route bears right past some spoil heaps and then turn left to bring you onto Dyne-Steel Incline.]

Dyne-Steel Incline was constructed in the 1850's by Thomas Dyne-Steel, Assistant Manager and Engineer at Blaenavon Ironworks. The double incline over the hill from Blaenavon to Garn Ddyrys was driven by steam and replaced the horse-drawn tram road that went through the Pwll-Du Tunnel. The incline provided a quicker and more cost effective way of transporting the pig iron to Garn Ddyrys forge and bringing minerals and other goods over from the Monmouthshire &

Brecon Canal.

Walk up the incline to the top of the ridge. As you come up to the summit, on the left are the ruined stone walls of the winding engines' building. Continue over the top of the ridge then as you go down hill, bear to the right of a square redbrick building that once housed generators. Remain on the track as it goes downhill until you reach the road opposite the Lamb & Fox public house.

You are now in **Pwll-Du** (pwll = pit or pool, ddu = black), once a thriving village which in its heyday had over 300 residents, two pubs, two chapels, several bake houses, a school and a shop. It was filled with miners, colliers, iron workers, quarrymen and tram road workers. The village began to decline after the 1930's and by 1960 it was declared a slum with most of its residents being relocated



Pwll-Du Limestone Quarry workers

down the valley into newly constructed council houses in Govilon. Once the houses were emptied, they were demolished; now all that remains of the village is the Lamb & Fox pub and the Welfare Hall (now a school outward bound centre). Away to the left, down in the valley, are the entrances to the **Pwll-Du Tunnel** that wound its way 1½ miles through the mountain to emerge at Garn-yr-Erw. The tunnel started as a level cut into the hill to extract ore but around 1815 it was extended by Thomas Hill to provide a more convenient route for the laden trams. For almost 50 years, limestone, coal, pig iron and other goods were pulled through the tunnel in horse-drawn trams. The tunnel entrances are now Scheduled Ancient Monuments.

Cross the road and go through the kissing gate to the right of the pub, proceeding on through the next kissing gate and then through a boggy area using the



Long Row, Pwll-Du consisted of 35 workers houses, some of which were inhabited up to 1955

stepping stones. Continue on to the left hand side of a rectangular shaped enclosure that is the remains of a balance pond. The water once stored in the pond was used to operate a counter balance lift that raised and lowered trams through a vertical shaft cut into the face of Pwll-Du Quarry. Walk along the top of the bank of the pond's retaining wall to the end. At this point you can either turn right, returning along an easier route to the Keepers Pond Car Park or turn left and take the zigzag path down onto Hill's Tramroad then turn right to Rhiw Ifor where you could link with **Part One** of the **Iron Mountain Trail**.

TAITH GYLCH BLAENAFON

LLWYBR Y MYNYDD HAEARN - Rhan Dau

Mae Llwybr y Mynydd Haearn yn gyfle unigryw i archwilio tirwedd ryfeddol Safle Treftadaeth y Byd, sydd wedi ei lleoli rhwng trefi Blaenafon a'r Fenni yng nghornel De Ddwyrain Parc Cenedlaethol Bannau Brycheiniog yn Ne Cymru. Mae'r Llwybr ysblennydd yn dilyn llwybrau'r tramffyrdd, y llethrau a'r llwybrau troed gynt sy'n cysylltu nifer o nodweddion hanesyddol a rhydd statws mor bwysig i'r dirwedd hon.

Yn Nhachwedd 2000 cafodd Tirwedd Ddiwydiannol Blaenafon ei dynodi'r Safle Treftadaeth y Byd gan ei bod yn un o'r enghreifftiau gorau o'i bath yn y byd hyd heddiw o ran tirwedd a grëwyd wrth gloddio am lo a chreu haearn'.

Mae'r Llwybr yn ymdroelli drwy'r dirwedd heibio i nifer o safleoedd y cyfeirir atynt yn 'Rape of the Fair Country', gan Alexander Cordell, gan gynnwys safle Gefail Garn Ddyrys.

Mae yna hefyd nifer o nodweddion naturiol rhyfeddol, gyda Mynydd y Blorens yn ffurfio rhan uchaf y Llwybr ac yn cynnig golygfeydd godidog ar draws y Mynyddoedd Du, Dyffryn Wysg a Dyffryn Torfaen. Mae'r nodweddion eraill megis y 'Punchbowl', Chwarel Pwll Du a Gwaith Haearn Blaenafon yn sicrhau bod y Llwybr yn un bythgofiadwy.



Adeiladwyd y wal gyda Thwyerau Bessemer yn Bunkers Hill



TAITH GYLCH BLAENAFON

LLWYBR Y MYNYDD HAEARN - Rhan Dau

Mwynhewch gefn gwlad a pharchwch ei fywyd a'i waith;
Gwylwch rhag unrhyw risg o dân;

Caewch bob clwyd;

Cadwch eich cŵn dan reolaeth, ar dennyn os yn bosib;

Cadwch at lwybrau cyhoeddus sy'n croesi tir fferm;

Defnyddiwch glwydi a chamfeydd i groesi ffensys, llwyni a waliau;

Gadewch lonydd i dda byw, cnydau a pheiriannau;

Ewch â'ch sbwriel adref;

Helpwch gadw dŵr yn lân;

Gwarchodwch fywyd gwyllt, planhigion a choed;

Cymerwch ofal arbennig ar ffyrdd gwledig;

Peidiwch â gwneud sŵn diangen.

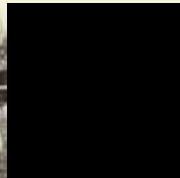
Mae taflenni teithiau cerdded eraill ar gyfer Safle Treftadaeth y Byd ac ardaloedd eraill yn Nhorfaen ar gael. Am wybodaeth bellach cysylltwch â Chanolfan Groeso Blaenafon ar 01495 742333 www.visitblaenavon.co.uk



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Blaenau'r Cymoedd

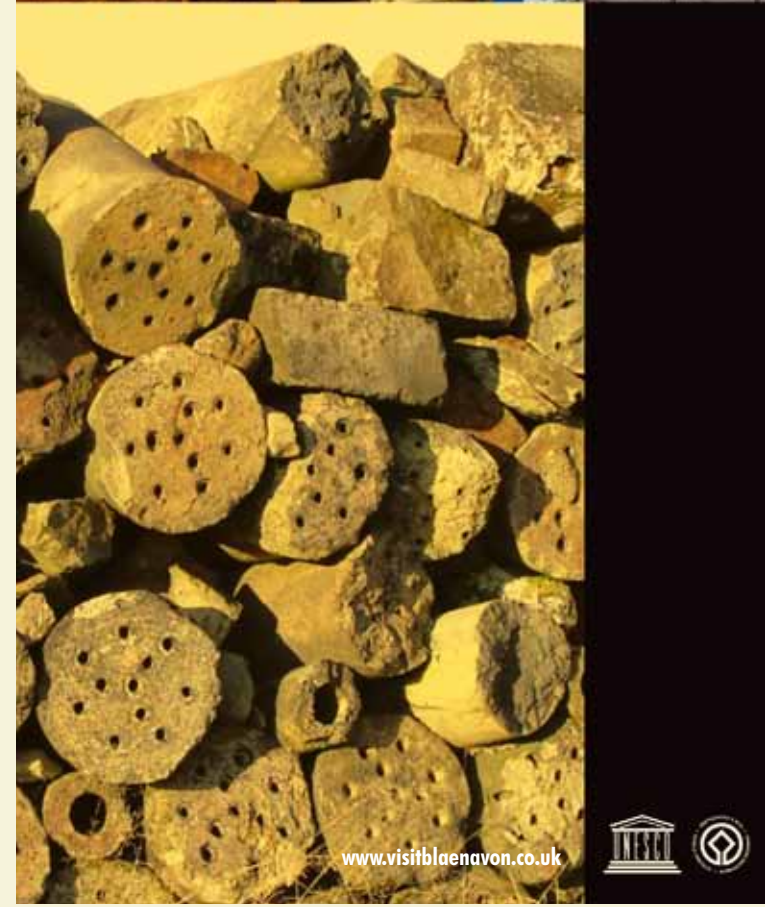
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LLWYBR Y MYNYDD HAEARN - Rhan Dau

Taith Gylch

Tua 8Km (5 milltir)/ 3½ awr /
cymedrol i egnïol



BLAENAVON
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TAITH GYLCH BLAENAFON

LLWYBR Y MYNYDD HAEARN - Rhan Dau

Tua 8Km (5 milltir) / 3½ awr / cymedrol iegnïol

Dyma daith gylch sydd modd ei thrin fel taith ar wahân neu ei chyfuno â Rhan Un i greu taith gylch sy'n 18Km/12milltir o gwmpas safleoedd amlycaf Tirwedd Ddiwydiannol Safle Treftadaeth y Byd Blaenafon. Mae'r ddwy ran o'r llwybr yn cychwyn o Faes Parcio Pwll Pen-ffordd-goch (neu "Pwll y Ceidwad" fel e'i gelwir yn lleol) - SO 254 197. Mae yna feysydd parcio eraill wedi eu nodi mewn lliw coch yn y disgrifiad o'r llwybr, a nodwyd eu lleoliadau ar y cynllun; gellir hefyd defnyddio'r meysydd parcio hyn fel man cychwyn os ydych yn dymuno; rhoddir ystyriaeth i hyn yn nisgrifiad y llwybr. Mae rhannau o'r llwybr yn croesi'r mynydd agored a manau creigiog felly gwnewch yn siŵr fod gennych ddillad cynnes sy'n dal dŵr. Mae esgidiau cerdded cryf yn hanfodol.



Pwll y Ceidwad

Gan gychwyn o **Faes Parcio Pwll y Ceidwad** trowch i'r chwith wrth y fynedfa, a cherddwch ar hyd yr ymyl glaswelltog. Cadwch i'r chwith ar y gyffordd gan groesi ar ôl tua 20m, yna ewch ar hyd llwybr sy'n torri drwy'r grug a fydd yn eich tywys ymhen hir a hwyr i lawr i ddyffryn bach, a grëwyd yn ôl pob tebyg gan fwynwyr cynnar yn chwilio am fwynau.



Tystiolaeth gynnar o echdynnu mwynau ym Mhen-ffordd-goch

Adeiladwyd argaeau bychain a ffurfiwyd pyllau bychain o ganlyniad y ffynhonnau a'r ffyrddau lleol lle arferai'r mwyn haearn orwedd yn agos at y wyneb. Unwaith y casglwyd digon o ddŵr, byddai llifddor yn codi i ganiatáu'r dŵr i 'sgwrio'r' uwchbridd rhydd i ffwrdd er mwyn datgelu'r mwyn. Wrth i'r mwynau ar y wyneb ddisbyddu, torrwyd pyllau a siafftau i gloddio gwythiennau mwynau a oedd yn ddyfnach dan y ddaear. Agorwyd pyllau mwyn haearn a glo yn Nhorfaen. (Er y cloddiwyd am y ddau fwyn o'r pyllau, 'Mwynwr' oedd yn cloddio am fwyn haearn a 'Glowyr' oedd yn gweithio'r gwythiennau glo'). Fodd bynnag, erbyn y 1850au, roedd hi'n rhatach i'r haearnfeistri ddefnyddio mwyn a mewforiwyd, yn enwedig o Sbaen, gan ei fod yn creu cynnyrch uwchraddol.

Trowch i'r dde pan gyrhaeddwch drac lled ddiffiniedig a'i ddilyn wrth iddo deithio tuag at Heol Blaenafon. Ewch o gwmpas y rhwystr cerbydau a thrwy'r gât mochyn nesaf at y grid gwartheg cyn troi i'r dde a dilyn y ffens tan i chi gyrraedd gât mochyn arall yng nghornel y cae pêl-droed. Parhewch ar hyd ymyl chwith yr heol tan i chi fod o fewn 10m i'r chwith o fynedfa Cytiau Cŵn'Wyndee Kennels' gyferbyn; croeswch i'r trac glaswelltog. Mae'r llwybr yn mynd i'r dde o'r ddau bolyn trydan pren, yna'n mynd tua'r chwith rhwng y polion a llwyni drain gwynion. Edrychwch ar y wal i'ch ochr dde ac fe welwch ei fod wedi cael ei adeiladu bron yn gyfan gwbl o 'Bessemer Tuyeres'.

Briciau tyllog crwn yw 'tuyeres' a adeiladwyd i mewn yn sylfeini'r 'Trawsnewidydd Bessemer'. Chwythwyd aer poeth drwyddynt i mewn i'r haearn crai tawdd, gan ei droi i mewn i ddrwy waredu ar yr amhuredau'r haearn, a hynny naill ai fel nwy neu lwmp o sorod soled. Y tai ar eich ochr dde yw'r hyn sy'n weddill o waith brics **Upper**

Brickyard. Roedd briciau yn rhan hanfodol o'r broses creu haearn gan eu defnyddiwyd i leinio'r ffwrneisi. Roedd angen cyflenwad rheolaidd gan fod y briciau'n treulio neu'n hollti oherwydd y defnydd cyson a wnaed ohonynt. Menywod ifanc a merched yn bennaf oedd yn gyfrifol am y gwaith caled o wneud y briciau. Rhan o'r broses oedd sathru'r clai tân er mwyn creu ansawdd cyson, yna mowldio'r lympiâu o glai i greu briciau cyn eu sychu a'u

Llun: Casglad John Lewis



Gweithwyr Iard Friciau Blaenafon ar Bunkers Hill ble roedd briciau leinio ffwrneisi'n cael eu gwneud

pentyrro yn yr odynnau. Yn aml roedd yn rhaid i'r menywod ddadlwytho'r briciau o'r odyn er eu bod nhw dal i fod yn boeth.

Ychydig cyn i chi gyrraedd cornel y wal, dilynwch y llwybr wrth iddo fforchio i'r chwith, gan sicrhau bod y goedlan fach a set arall o bolion trydan ar eich ochr dde. Wrth i chi gyrraedd llecyn agored fe gewch olygfeydd ar draws y dyffryn i gymuned Forgeside gyda Phwll Mawr ymhellach i'r dde. Parhewch ar hyd y llwybr wrth iddo fynd drwy lain goediog, yn syth ar draws y llwybr cyntaf, yna trowch i'r dde ar yr ail lwybr ger **Maes Parcio Rifle Green** (SO 251 094). Mae'r maes parcio hwn ar safle dau deras o dai gweithwyr diwydiannol gynt a arferai gael eu galw'n Bunkers Row.



Adeiladwyd y rhes gyntaf o ddeg oddeutu 1792, tua'r un adeg â Stack Square yn y Gwaith Haearn. Yn wreiddiol un ystafell ar lawr ac un yn y llofft oedd gan yr 20 o dai cefnfefn a adeiladwyd ar gyfer y gweithwyr cyflog isel, ond cawsant eu hymestyn tua 1860. Ymhen hir a hwyr cafodd pob tŷ cefnfefn ei droi yn un tŷ a bu pobl yn byw ynddynt tan iddynt gael eu dymchwel ym 1972.



Engrafiad gan Syr Richard Colt Hoare o'r bont orchuddiedig 1800

yn unig y defnyddiwyd y bont cyn iddi 'ddiflannu' gan nad oes unrhyw gofnod ei bod hi wedi cael ei dymchwel na'i datgysylltu. Yn 2001, daeth Time Team Sianel 4 i Flaenafon i geisio gosod y darnau ynghyd i ddarganfod yr hyn a ddigwyddodd i'r strwythur. Y dasg gyntaf oedd lleoli safle'r dyffryn 'coll' drwy ddefnyddio radar treiddiol er mwyn cael delwedd drydanol o'r hyn sy'n gorwedd islaw'r gwastraff o'r pyllau a'r Gwaith Haearn a gladdodd y draphont. Fe drodd gloddfa syml yn orchest beirianegol pan ddaeth hi i'r amlwg bod to'r bont 15m islaw lefel y tir heddiw. Gollyngwyd camera a rheolwyd o bell, i mewn i'r twnnel er mwyn cael golwg pryfoclyd o'r dramwyfa, cyn ailenwi'r gloddfa er mwyn diogelu'r safle ar gyfer y dyfodol.

Ewch yn eich blaen dros gamfa arall a pharhewch i fyny'r ffordd. Trowch i'r chwith ac ewch ymlaen ar hyd y ffordd am tua 350m tan i chi fod gyferbyn â'r safle bws. Croeswch y ffordd a dilynwch y trac sydd i'r chwith o'r safle bws, gan barhau i fyny'r llethr a thrwy amryw glwydi. Rydych nawr yn cerdded drwy domenni sbwriel Hill Pits, cloddfa a agorwyd yn y 1830au i gloddio mwyn haearn a glo o Waith Haearn Blaenafon. Mae'r llwybr yn mynd tua'r dde, heibio stac gerrig hyfryd a oedd ar un adeg yn simnai i injan weindio ager y pwll. Ewch i'r chwith ger y simnai, yna, ar ôl tua 600m mae'r llwybr yn troi i'r dde, i **Lethr Dyne-Steel**.

GWAITH HAERN BLAENAFON Dechreuwyd y Gwaith Haearn ym 1789 gan 'Gwmni Blaenafon' ar dir a rhentwyd gan Arglwydd y Fenni. Erbyn heddiw mae'r safle yn un o henebion pwysicaf sy'n bodoli ers dechrau'r Chwyldro Diwydiannol. Fe ddewisodd y cwmni adeiladu'r gwaith ar safle Blaenafon gan ei fod yn ardal a oedd yn gyfoeth o fwyn haearn, calchfaen a glo. Rhaid oedd adeiladu tai ffwrnais chwyth fawr yn y bryn ar y safle gan fod yna gymaint o nwyddau crai. Drwy dorri i mewn i'r goledd, golyga hyn bod modd tywallyt y 'cynhwysion' angenrheidiol ar gyfer cynhyrchu haearn yn uniongyrchol i wddf y ffwrneisi o'r tir uwchlaw. Wrth i'r mwynau syrthio i waelod y ffwrnais, byddai'r gwres tu mewn yn cael ei ddwysau gan 'chwythiadau' o aer gan bwmp a yrrwyd gan ager. Yna byddai'r haearn tawdd yn ffurfio ar waelod y ffwrnais ac yn cael ei 'dapiau' i ffwrdd, i mewn i fowldiau tywod ar lawr y Tŷ Castio, gan ffurfio ingotiau neu 'pigs' fel yr oeddent yn cael eu galw. Gymaint fu llwyddiant y gwaith, adeiladwyd dwy ffwrnais arall ym 1820 ac ychwanegwyd y chweched ym 1860. O flaen ffwrnais Rhif 2, a ddefnyddiwyd tan 1904, mae yna enghraifft gymharol gyflawn o Dŷ Castio ynghyd â strwythur bwoog a arferai ddarparu lloches rhag yr elfennau yn ogystal â sicrhau awyru da.

Yn y 1870au trawsnewidiwyd y dull o wneud dur ym Mlaenafon gan y cefndryd Percy Gilchrist a Sidney Gilchrist-Thomas. Fe wnaethant ddatblygu proses newydd ar gyfer leinio trawsnewidyddion Bessemer a arferai amsugno'r ffosforws yn yr haearn a oedd tan hynny yn gyfrifol am greu dur o ansawdd gwael. O fewn deng mlynedd, roedd gweithfeydd haearn ledled y byd yn buddsoddi ym mhroses Gilchrist-Thomas. Mae'r tŷ cydbwysu dŵr nodedig ar ymyl ogleddol y safle, a gafodd ei adeiladu ym 1839, yn un o'r enghreifftiau gorau o'i fath o ran technoleg codi sy'n defnyddio dŵr i wrthbwysu llwythi. Mae'r safle hefyd yn cynnwys enghreifftiau da o'r bythynnod a ddarparwyd ar gyfer y gweithwyr medrus. Cawsant eu hadeiladu o gwmpas yr hyn a arferai fod yn gorn simnai 50m o uchder (mae'r sylfaen dal i fod yn weladwy heddiw). Fe ymddangosodd y bythynnod hyn yn rhaglen deledu'r BBC "Coal House". Cynhyrchwyd yr haearn olaf ym 1904 ac ym 1911 defnyddiwyd llawer o wyneb feini'r ffwrneisi i adeiladu eglwys newydd yn y dref (eglwys Sant Iago, gyferbyn â maes parcio Rifle Green). Am resymau diogelwch dylai'r safle fod wedi cael ei dymchwel ond fe wnaeth Cyngor Dosbarth Trefol Blaenafon gyflwyno'r Gwaith Haearn i Cadw (Henebion Hanesyddol Cymru) er cadwraeth.



[Yma, fe allwch droi i'r chwith a dychwelyd i **Faes Parcio Whistle Road** os dyma'r man lle gychwynoch eich taith. I gychwyn o **Faes Parcio Whistle Road** (SO 230 210), dilynwch y llwybr i safle **Llynnoedd y Garn** gan ei fod yn rhedeg yn gyfochrog â'r ffordd am tua 200m, yna trowch i'r chwith allan o'r glwyd a chroeswch y ffordd fawr i'r trac gyferbyn. Dilynwch y trac wrth iddo fynd heibio dwy set o amgaeadau, ac ar ôl tua 350m mae'r llwybr yn gwyrto i'r dde heibio tomenni sbwriel; trowch i'r chwith ac fe ddewch i Lethr Dyne-Steel.]

Crëwyd Lethr Dyne-Steel yn yr 1850au gan Thomas Dyne-Steel, Rheolwr Cynorthwyol a Pheiriannydd yng Ngwaith Haearn Blaenafon. Cawsai'r llethr dwbl dros y bryn o Flaenafon i Garn Ddyrys ei yrru gan ager gan gymryd lle'r dram a dynnwyd gan geffyl a arferai fynd drwy Dwnnel Pwll-Du. Roedd y llethr yn darparu ffordd gyflymach a mwy cost effeithiol o gludo'r haearn crai i efail Garn Ddyrys a chludo mwynau a nwyddau eraill ar Gamlas

Sir Fynwy ac Aberhonddu. Cerddwch i fyny'r llethr i ben y grib. Wrth i chi gyrraedd y copa, fe welwch adfeilion waliau cerrig adeilad yr injan weindio ar y chwith. Parhewch dros frig y copa, yna, wrth i chi fynd i lawr y bryn, cadwch i'r dde o adeilad sgwâr o friciau coch a fu unwaith yn gartref i'r generaduron. Arhoswch ar y trac wrth iddo fynd i lawr y bryn tan i chi gyrraedd yr heol gyferbyn a thŷ tafarn y Lamb & Fox. Rydych nawr ym **Mhwil Du**, a fu unwaith yn bentref ffyniannus a oedd yn ei anterth yn gartref i dros 300 o drigolion, dau dafarn, dau gapel, nifer o siopau bara, ysgol a siop. Roedd y lle yn doreth o fwynwyr, glowyr, gweithwyr o'r gwaith haearn, chwarelwr ac unigolion a arferai weithio ar y tramffyrdd. Dechreuodd y pentref ddirywio ar ôl y 1930au



Llun: Cragllad John Lewis

Bunkers Row. Yr adeilad yn y pellter yw tafarn y Rifleman

Croeswch y ffordd i lawr i lôn 'Stable Row' am ychydig, gan gadw at yr ochr dde wrth i'r llwybr ymdroelli rhwng y garejis. Os hoffech ymweld â'r Gwaith Haearn, y Ganolfan Dreftadaeth neu Dref Dreftadaeth Blaenafon, parhewch i lawr y lôn, gan gadw i'r chwith ger y bythynnod, tan i chi gyrraedd Heol y Fenni, yna trowch i'r dde gan barhau i lawr y palmant. Dilynwch yr arwyddbyst ar gyfer y Gwaith Haearn neu parhewch i lawr y ffordd am tua 400m; mae'r Ganolfan Dreftadaeth ar eich ochr dde. Fe allwch groesi'r ffordd a dilyn yr arwyddion i ymweld â Thref Dreftadaeth Blaenafon os dyma yw eich dymuniad. Ailgydiwch yn y llwybr er mwyn ailymuno â Rhan 2 o Lwybr y Mynydd Haearn.



Gweithfeydd Haearn Blaenafon - y cyfateilad ffwrneisi chwyth gorau i'w gadw o'r cyfnod, ac o'r math yma, yn y byd

Ewch drwy'r gât mochyn a pharhewch yn syth ymlaen. Ar ôl tua 70m ar y chwith fe welwch y Gwaith Haearn o'r tu cefn lle ceir olygfa dda o'r safle. Ewch ymlaen drwy ail gât mochyn a chadwch i'r chwith ochr yn ochr â'r ffens.

Draw i'ch ochr dde, y tu hwnt i'r caeau chwarae, y mae safle'r draphont rheilffordd, y draphont rheilffordd gyntaf erioed o bosib, a gafodd ei enwi'n lleol yn **'Covered Bridge'**. Cafodd ei hadeiladu tua 1790 er mwyn cludo glo dros ymylon serth y dyffryn i'r ffwrneisi chwyth ym Mlaenafon. Roedd y bont tua 40m o hyd a 10m o uchder. Erbyn i Syr Richard Colt Hoare dynnu ei llun ym 1800, adeiladwyd 'to' dros y rheiliau a chaewyd bwâu'r bont er mwyn creu tai traddodiadol ar gyfer y dylifiad o weithwyr i Flaenafon. Dengys cofnodion mai 25 mlynedd



Gweithwyr Chwarel Calchfaen Pwll-Du

ac erbyn 1960 fe'i dyfarnwyd yn slym gan i fwyafrif y trigolion gael eu hadleoli mewn tai cyngor newydd i lawr y cwm yng Ngofilon. Ar ôl i'r tai ddyfod yn wag, cawsant eu dymchwel; yr unig beth sydd i'w weld heddiw yw tafarn y Lamb & Fox a'r Neuadd Lesiant (sydd bellach yn ganolfan awyr agored i ysgolion). Tua'r chwith, i lawr y cwm, fe welwch fynedfeydd i **Dwnnel Pwll-Du** a ymdroellai 1½ filltir drwy'r mynydd cyn ymddangos yng Ngharn-yr-Erw. Toriad gwastad drwy'r bryn oedd y twnnel i gychwyn, gyda'r nod o gloddio mwyn, ond oddeutu 1815 cafodd ei ymestyn gan Thomas Hill er mwyn darparu llwybr mwy cyfleus i'r dramiau trymlwythog. Am bron i 50 mlynedd, tynnwyd calchfaen, glo, haearn crai a nwyddau eraill drwy'r twnnel gan geffylau. Mae mynedfeydd y twnnel yn Henebion Cofrestredig erbyn hyn.

Croeswch y ffordd ac ewch drwy'r gât mochyn i'r dde o'r dafarn, gan



Yn Long Row, Pwll-Du, roedd yna 35 o dai gweithwyr, gyda phobl yn byw yn rhai ahonynt hyd nes 1955

fynd yn eich blaen drwy'r gât mochyn nesaf, yna, gan ddefnyddio'r cerrig sarn, croeswch y corstir. Parhewch ymlaen, gan gadw i'r chwith o'r amgaead cyfonglog, sef gweddillion pwll cydbwysu. Ar un adeg, defnyddiwyd y dŵr a storiwyd yn y pwll i weithredu liffti gwrthbwysu a arferai godi a gostwng dramiau drwy siafft fertigol a dorwyd ar wyneb Chwarel Pwll-Du. Cerddwch ar hyd brig wal gynnal y pwll tan i chi gyrraedd y diwedd. Yma, fe allwch naill ai droi i'r dde, a dychwelyd ar hyd llwybr hawsach i Faes Parcio Pwll y Ceidwad neu droi i'r chwith a dilyn llwybr igam ogam i lawr y bryn i Dramffordd Hill, cyn troi i'r dde i Riwlfor lle gallwch gysylltu â **Rhan Un o Lwybr y Mynydd Haearn**.