

How to get on the Crumlin Arm

By Bike: Cycle from Cwmcarn to 14 Locks along Route 47 The Celtic Trail
By Bus: The area is well served by Public Transport. Get up to date information by visiting www.traveline-cymru.org.uk

By Car: Park at Manor Way, Ty Sign or at Halls Road, Pontywaun.

Sut i fynd ar Gangen Crymlyn

Gyda Beic: Ewch ar feic o Gwmcarn i'r 14 Loc ar hyd Llwybr 47 y Llwybr Geltaidd
Gyda Bws: Mae Cludiant Cyhoeddus yn gwasanaethu'r ardal yn dda. Cewch wybodath diweddaraf drwy ymweld www.traveline-cymru.org.uk

Gyda Char: Parciwch yn y Heol y Maenordy, Tŷ-sign neu yn Heol y Neuadd, Pont-y-waun.

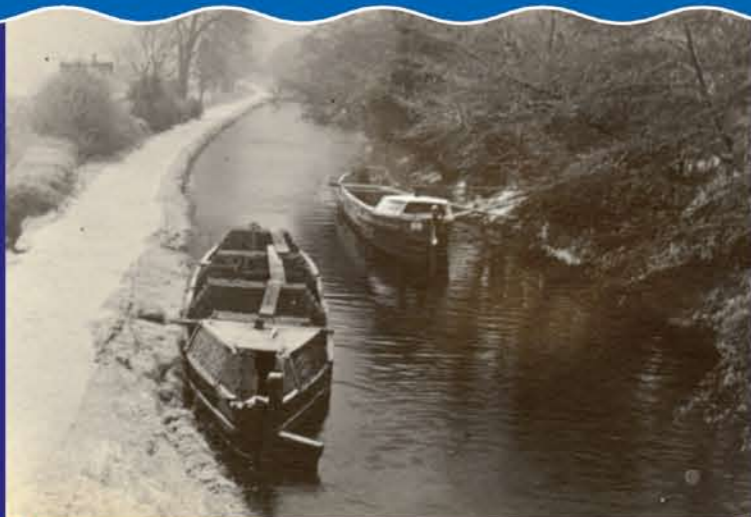


This leaflet was produced by the Islwyn Canal Association assisted by the Countryside & Landscape Service, Caerphilly County Borough Council.

Cynhyrchwyd y daflen hon gan Gymdeithas Camlesi Islwyn, gyda chymorth Gwasanaeth Cefn Gwlad a Thirwedd, Cyngor Bwrdeistref Sirol Caerffili.

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www.caerphilly.gov.uk/countryside



Typical Monmouthshire Canal boats c.1908
 Cychod gamlas traddodiadol Sir Fynwy tua 1908



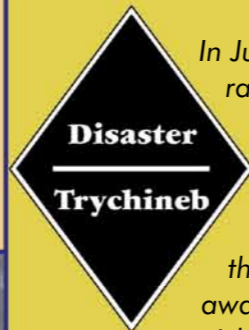
Above Green Meadow Bridge c1934
 Uwchben Pont Maes glas tua 1934



If you thought road charging was a new idea, it isn't. The cast posts like this one at Ty Sign helped the canal companies to calculate tolls on carriers. Charges were made according to the distance travelled and the goods transported.

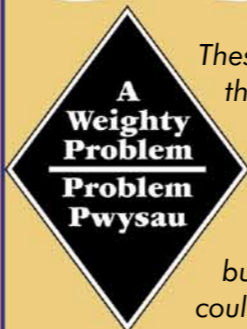


Os oeddech yn meddwl bod codi tâl ar y ffordd yn syniad newydd, dyw e ddim. Roedd y pyst haearn bwrw, fel yr un yma yn Nhŷ-sign, wedi helpu'r cwmnïau camlesi i gyfrifo'r tollau ar gludwyr. Codwyd tâl yn ôl y pellter a deithiwyd a'r nwyddau oedd yn cael eu cludo.



In July 1875, following weeks of heavy rain, the Cwmcarn canal feeder reservoir burst and a torrent of water poured down the valley. One family were drowned and the Flannel Factory pictured here below the canal aqueduct was washed away. The owners and their staff all perished. The sculpture at the canal head commemorates this disaster.

Ym mis Gorffennaf 1875, yn dilyn wythnosau o law trwm, torrodd cronfa ddŵr lledgamlas Cwmcarn ac aeth llifeiriant o ddŵr i lawr ar y cwm. Boddodd un teulu ac fe gafodd y Ffatri Wlanen (yn y llun yma), oedd o dan draphont ddŵr y gamlas, ei olchi ymaith. Bu'r perchnogion a'u staff i gyd farw. Mae'r cerflun ar ben y gamlas yn coffau'r trychineb.

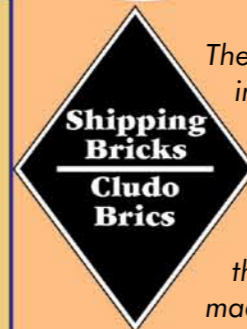


These diamond warning signs along the canal were put up by the Great Western Railway Company, who once owned the canal. These old bridges built for horses couldn't take the weight of new fangled motor vehicles!

Cafodd yr arwyddion rhybudd siâp diemwnt a osodwyd ar hyd y gamlas gan Gwmni Rheilffyrdd Great Western, oedd yn berchen ar y gamlas unwaith. Nid oedd yr hen bontydd, a adeiladwyd ar gyfer ceffylau, yn gallu ymdopi â phwysau'r cerbydau modur newydd!



Cwmcarn Flannel Factory c1850
 Ffatri Wlanen Cwmcarn tua 1850

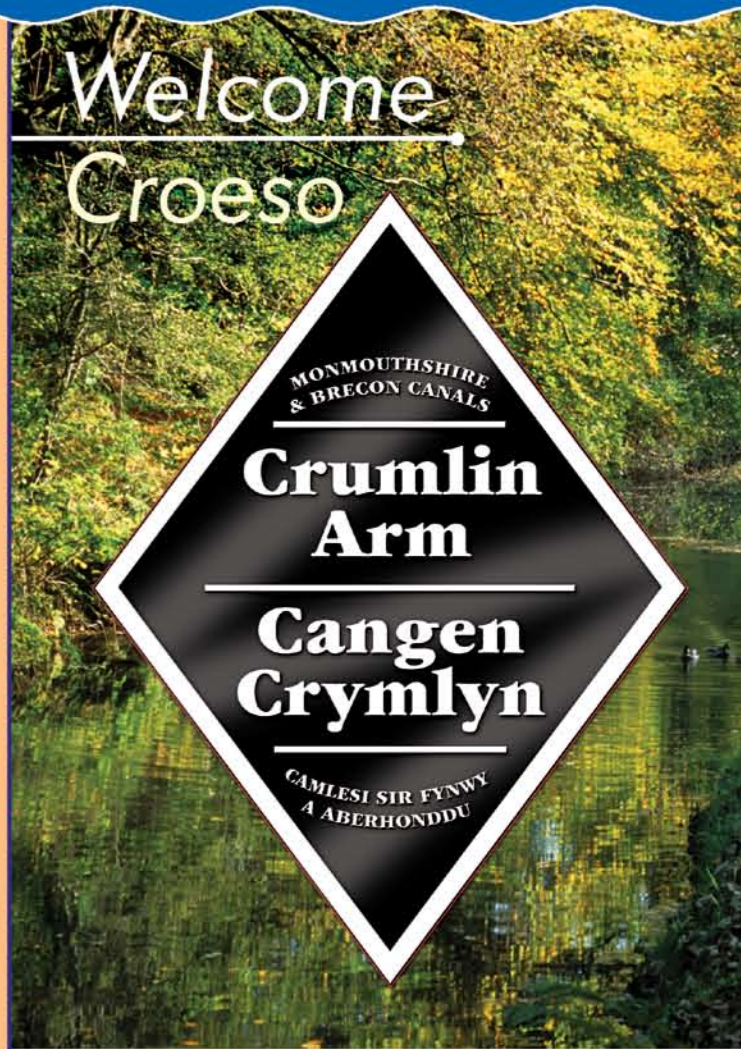


There was a huge demand for bricks as industry grew in South Wales. Many mines had their own brickworks to supply bricks for building above and below ground and for housing. You can still find old bricks that bear the names of the places they were made. The Darran Brickworks at Risca used the Crumlin Arm to transport bricks.

Roedd galw mawr ar gyfer brics wrth i'r diwydiant gynyddu yn Ne Cymru. Roedd gan nifer o byllau gweithfeydd brics eu hunain i gyflenwi brics ar gyfer adeiladu uwchben ac o dan ddaear, ac ar gyfer tai. Gallwch ddal ddod o hyd i hen frics sydd ag enwau'r llefydd lle cawsant eu creu. Roedd Gweithfeydd Brics Darran yn Rhisga arfer defnyddio Cangen Crymlyn i gludo'r brics.



Photographs from the Monmouthshire, Brecon & Abergavenny Canals Trust archive. Ffotograff o archif Ymddiriedolaeth Camlesi Sir Fynwy, Aberhonddu a'r Fenni.



Welcome Croeso



easy walking cerdded hawdd
 safe cycling beicio diogel
 fantastic views golygfeydd gwych



MONMOUTHSHIRE & BRECON CANALS

Crumlin Arm

Cangen Crymlyn

CAMLESI SIR FYNWY
A ABERHONDDU



The newly constructed slipway at Manor Road, Ty Sign, Officially opened by Mayor Councillor Holdsworth on 27th July 2006 financed by the Big Lottery Fund Peoples Millions Programme.

Y llithrffordd newydd ei hadeiladu ar Heol y Maenordy, Tŷ-sign. Cafodd ei hagor gan y Maer, Cyngorydd Holdsworth, ar 27 Gorffennaf 2006. Cafodd ei ariannu gan Raglen Miliynau'r Bobl Cronfa Fawr y Loteri.

Key	Allwedd
Towpath	Llwybr Tynnu
Celtic Trail NCN47	Y Llwybr Geltaidd NCN47
Raven Walk	Rhodfa'r Gigfran
Railway Station	Gorsaf Drên

1km 1 km
1 mile 1 filltir

Much of our life is spent in getting from one place to another as quickly as possible. And this quiet stretch of canal was for a while, the Ebbw Valley's busiest transport route helping the coal and iron industry to grow and the port of Newport to prosper.

By the end of the 1700's, the eastern valleys of South Wales were producing much of Britain's coal and iron. Packhorses were being used to transport coal and iron out of the valleys. In 1792, an Act of Parliament sanctioned the construction of the Crumlin Arm of the (then) Monmouthshire Canal, from Crumlin to Newport. Seven years later it was fully open.

Horse power
Horses pulled trams (locally called drams) of coal and iron to the canal. Canal boats then carried it to Newport where it was shipped to the world beyond. A horse pulling a boat could pull sixty times the weight of a horse pulling a dram. It wasn't much quicker but certainly more efficient.

Thirsty work
Water shortages were a big problem for the canal owners – especially in summer. Canals lose water downstream each time a lock is used. Three reservoirs were built to supply water; at Cwmcarn, Hafodrynys, and Pen y Fan Pond near Oakdale – the best preserved though no longer supplying the canal.

Boom and bust
In the early 1800's, every year over 100,000 tons of coal and iron were being shipped to Newport. Goods were coming up

the canal as well; 'market boats' brought all types of domestic goods up the canal for the valley communities.

The boom was short-lived. In the 1850's railways were beginning to replace the tramroads. Slow canal boats were no match for the trains and the canal fell into disrepair. The last toll-paying barge journeyed up the canal in 1930 and reputedly, the last working boat in 1942.

Busted but not broke
But that's not the end of the journey for the Crumlin Arm. Today, you can travel its length on foot or by bike. Boats have returned, this time for pleasure. And you can enjoy the peace and tranquillity of the Canal; even spot a kingfisher if you're lucky. The Crumlin Arm has become important again, for people and for wildlife.

Mae'r rhan fwyaf o'n bywydau'n cael ei dreulio'n mynd o un lle i'r llall cyn gynted â phosib. Am sbel, y rhan dawel hon o'r gamlas oedd ffordd cludiant prysuraf Cwm Ebwy, yn helpu'r diwydiant glo a haearn i dyfu a phorthladd Casnewydd i ffynnu.

Erbyn diwedd y 1700au, cymoedd dwyreiniol De Cymru oedd yn cynhyrchu'r mwyafrif o glo a haearn Prydain. Defnyddiwyd pynfeirch i gludo glo a haearn o'r cymoedd. Yn 1792, rhoddodd Deddf Seneddol ganiatâd i Gangen Crymlyn o Gamlas Sir Fynwy (ar y pryd) gael ei adeiladu, o Grymlyn i Gasnewydd. Saith mlynedd yn ddiweddarach roedd yn gwbl agored.

Marchnerth
Roedd ceffylau'n tynnu tramiau (neu 'drams' fel roeddent yn cael eu galw'n lleol) o lo a haearn i'r gamlas. Yna roedd cychod gamlas yn eu cario i Gasnewydd a'r byd tu hwnt. Gallai ceffyl oedd yn tynnu cwch dynnu chwechdeg gwaith pwysau ceffyl oedd yn tynnu tram. Doedd ddim yn gyflymach ond roedd yn fwy effeithiol.

Gwaith sychedig
Roedd prinder dŵr yn broblem fawr ar gyfer perchnogion y gamlas - yn enwedig yn ystod yr haf. Mae camlesi yn colli dŵr i lawr yr afon bob tro y defnyddir loc. Adeiladwyd tair cronfa ddŵr i gyflenwi dŵr; yng Nghwmcarn, Hafodrynys a Phwll Pen-y-fan ger Oakdale - y rhai sydd wedi cadw orau ond sydd ddim yn cyflenwi'r gamlas bellach.

Ffyniant a methiant
Yn yr 1800au cynnar, roedd dros 100,00 o dunelli o lo a haearn yn cael eu cludo i Gasnewydd. Roedd nwyddau'n dod i fyny'r

gamlas hefyd; Daeth 'cychod y farchnad' bob math o nwyddau i fyny'r gamlas ar gyfer cymunedau'r cymoedd.

Byrhoedlog fu'r ffyniant Yn yr 1850au roedd rheilffyrdd yn dechrau cymryd lle'r tramffyrdd. Nid oedd y cychod gamlas araf yn unrhyw gystadleuaeth ar gyfer y trenau ac fe ddechreuodd y gamlas ddadfeilio. Aeth y cwch camlas olaf oedd yn talu tollau ar hyd y gamlas yn 1930. Yn ôl pob sôn yn 1942 aeth yr un olaf.

Wedi methu ond nid wedi marw
Nid dyna'r diwedd ar Gangen Crymlyn. Heddiw gallwch deithio ar ei hyd, naill ai drwy gerdded neu drwy feicio. Mae cychod wedi dychwelyd, ar gyfer pleser y tro hwn. Gallwch fwynhau tawelwch y gamlas; a gallwch hyd yn oed weld glas y dorlan os ydych yn lwcus. Mae Cangen Crymlyn wedi dod yn bwysig eto, ar gyfer pobl ac ar gyfer bywyd gwylt.