



18 Southern Anglesey: Short Introduction



On leaving Holy Island by the Stanley Embankment and rejoining the Anglesey mainland, the derelict site on the left of the main road is that of the former Valley Foundry, renowned over a wide area, which manufactured and supplied much equipment for the local quarries and mines.....the strange-looking brick tower in the middle of a field (349768) once contained a pumping engine to supply fresh water from the adjacent stream to a dwelling house nearby.....

..... Bodorgan station is one of several in mid-Anglesey that are still served by passenger trains (others are at Ty Croes and Rhosneigr) although outwardly seeming to offer little custom. At Bodorgan there are but a few houses grouped opposite the station, and, remarkably, two hotels in this thinly populated area

.....Melin-y-Bont at Ty Croes (346725), latterly more usually known as Bryn-du Mill, although outwardly a windmill with only the tower surviving as usual, will be found on examination to contain the remains of a waterwheel within the base. This once drove the same milling machinery as the sails, a unique dual arrangement ensuring less frequent stoppages due to the vagaries of the weather.....fine examples of Telford's octagonal two-story Tollhouses survive at Caergeiliog and Gwalchmai.....

.....Near to the point where the main road link to Llangefni joins the A5 opposite Llangristiolus Church stands a very well preserved bank of two limekilns. The lime-pit is adjacent and connected by a gently inclined ramp used to carry the stone up for tipping directly into the top of the kiln (note how the building has been set into the natural slope of the hillside to facilitate this).....

.....What is now commonly known as the "Anglesey Coalfield" was worked from the fifteenth century but the marshes caused insurmountable drainage difficulties before the more recent "canalization" of the Cefni, and no deep mining was possible. Most of the output was used locally for lime burning and for copper smelting.... the best-preserved relics are at Berw Colliery ; a chimneystack with circular shaft-head adjacent, a smithy and some cottages in ruins.....some stone blocks with peg-holes can be found, suggestive of an old tramway.....

.....At the southern end of Llanddwyn Island is a derelict lighthouse and cottages inhabited by the pilots who operated into and out of the port of Caernarfon....the crew were summoned from the village by the firing of the cannon, rusty but still extant on the cliff top.....

....We complete our circular tour of Anglesey at the famous village with the long name (said to have been invented by a publicity-minded tailor circa 1890), usually abbreviated to Llanfair PG.....Pwll Fanogl Mill, dating from 1795, has its own quay and miller's house adjacent.....this was once a thriving port, serving a range of co-operative enterprises.....

....The original Britannia railway bridge comprised wrought-iron tubular "Boxes" resting in towers of Penmon marble.....this magnificent piece of engineering would have survived unaltered to this day but for the

disastrous fire which occurred on the night of 23 May 1970....complete rebuilding was necessary, into a form not unlike Stephenson's original idea, with steel arches supporting the tracks from underneath....the original stone towers were opened out to take the new road deck above the railway lines.... four enormous stone lions still guard the approaches....on the mainland side, a relic of disaster during the original construction work is the broken cylinder of a hydraulic jack that exploded..... also a short section of one of the original tubes.....



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