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26 The Lleyn peninsula – south coast: Short Introduction

The Afon Daron and its tributaries running generally northeast from Aberdaron could once boast no less than six or seven watermills operating in a distance of less than three miles. …..Pandy Bodwrdda was a fulling mill close to the Elizabethan manor house, itself of great interest. It is very derelict, but retains some machinery and its 12 ft overshot wooden waterwheel……

…..The district eastwards around Mynydd Rhiw has been worked for a long period for iron and manganese ore. A tramway connected Benallt Mine (222282) and nearby Nant Mine to a loading jetty on the seashore via a cable incline; it can still be traced…..

……A further group of mills was situated on the Afon Horon east of Botwnnog. Melin Horon carries a stone tablet with the initials E R A and date 1823, also the cautionary "Na Ladratta" ("no stealing")…..Saethon Factory operated as a woollen mill until 1935…..the 15 ft diameter cast iron overshot wheel is inscribed "Durie and Davies, Aberystwyth 1870" and latterly drove an electrical generator. The leat can be followed back above the road to the companion fulling mill Pandy Saethon, now a holiday cottage……the stone river bridge carries slate plaques "Inkermann 5th NOVR 1854" and "to LLANIESTYN MILES l"……

…..The prominent National Trust landmark on the summit of Foel Fawr is often described as the remains of a windmill. More likely, it is thought to be a watchtower, one of a chain built to a similar design circa 1610 all along the North Wales coast as signalling and observation stations for shipping……

…..There is now no remaining machinery at Melin Cefn-Llanfair but the building is a good example of the farmhouse, barn and mill combined as one unit, once common but now rarely seen in these parts. There is a waterwheel pit on one end of the "long house"…..

…..The small peninsula of land south of Abersoch has been heavily worked for lead and copper, between Llanengan village and the sea on the eastern side…..a large Cornish beam pumping engine house survives…..the mines were connected by a tramway running for two miles to a loading wharf on the shore near Penrhyn-Du…....there are tangible features to be seen, the stone arch bridge near Sarn Bach is still in situ and the route can be followed for a considerable distance, passing the remains of several mines…..some old rails are seen in the fencing…..the earthworks suggest a line of about 4 ft gauge…..Porth Neigwl mine has a number of ruined buildings grouped around

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a shaft and surrounded by spoil tips; the most prominent feature is the tall stone and brick chimneystack…...

…..Further north along the coast towards Pwllheli the industrial scene changes back to one of stone quarrying, the headland of Trwyn Llanbedrog being composed of high quality pink and grey granite…..The Pwllheli & Llanbedrog tramway of 3 ft 6 in gauge was constructed to convey quarried stone for the construction of the seafront hotels at West End, Pwllheli……By the ex Cambrian Railways station in the town, a horse tramcar body survives in use as an information kiosk……

…. Portmadoc station remains in good order to remind us of the distinctive Cambrian Railways architecture, with decorative "fish-motifs" cast into the verandah ends……. At Chwilog there is a sawmill formerly water powered, with a 2-ft gauge tramway intact.

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