



## 6 The Llandudno area: Short Introduction



The present-day busy holiday resorts of Llandudno and neighbouring Colwyn Bay, just over the county boundary in Clwyd, were mere villages at the beginning of the nineteenth century. That which now constitutes Llandudno was founded upon the copper mines of the Great Orme headland, which are thought to have been worked since prehistoric times, and certainly by the Romans.....a vast new adit was cut about 1865 to emerge on the cliffside near the present marine drive tollgate, but failed to ensure

satisfactory drainage; only sporadic reworking ensued up to 1900..... there are remains of shaft-headings here and there, and some old miners' cottages at the foot of the Orme, near the edge of the new town.

This latter, nineteenth century development was geared to the recreational needs of ailing city gentlefolk, and remains as an almost unspoilt example of a Victorian coastal watering place..... with row upon row of well preserved and ornate cast-iron and glass arcade frontages to complete the period seaside town atmosphere.....

.....The Great Orme Railway is now operated by the local council, and consists of separately worked upper and lower sections each half a mile in length. From the covered terminus building at Victoria Road (778827) the lower-section cars are pulled up through a steep and narrow public street, which has to be closed to vehicular traffic on the days when the tram operates. A midway passing loop is followed by an impressive section at a gradient of 1 in 3½, the downward passage of which is enlivened by the presence of a seemingly right-angled bend at the bottom. The four single-deck bogie tramcars used, two on each section of the line, are the originals, of 3'-6" gauge....., now painted in a suitably pleasant and "dated" livery of royal blue and cream.....the summit lighthouse dates from 1862, and replaced a signalling station built 35 years earlier. The clock was made in 1846.....

The Llandudno and Colwyn Bay Electric Railway Limited operated an eight-mile overhead-electric line of 3'-6" gauge between the two towns from 1907 until 1956; the end parts were urban street tramways, connected by an intermediate section running on reserved track across open fields. From a terminus at West Shore (773820) the route lay down the centre of Gloddaeth Avenue, giving rise to the present wide, boulevard-like appearance: the shelters formerly served the waiting tram passengers.....these were the last private, as opposed to Corporation-owned, trams to run in the British Isles.....

....the workings of the Little Orme Limestone Co. Ltd may conveniently be explored from the direction of Penrhyn Beach.....the quarry was opened in the 1890's and worked on three levels, the middle being most prominent and containing the crushing

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mill with hoppers for direct loading of ships waiting below. Situated on the very edge of the cliff, the location is perhaps viewed at its best during an autumn sunset, being somewhat reminiscent of a typical Cornish coastal mining scene.... elsewhere along the cliff-top are World War 2 lookout posts and anti-aircraft gun emplacements, whose remains intermingle with those of the quarry....

.... Llandudno railway station is the terminus of a three-mile long branch from Llandudno Junction; an intermediate branch station typical of the L&NWR "country style" was provided at Deganwy. Adjacent to it will be seen the large quay built by the North Western in 1886 to handle slate traffic originating in the quarries of the Blaenau Ffestiniog area.....

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