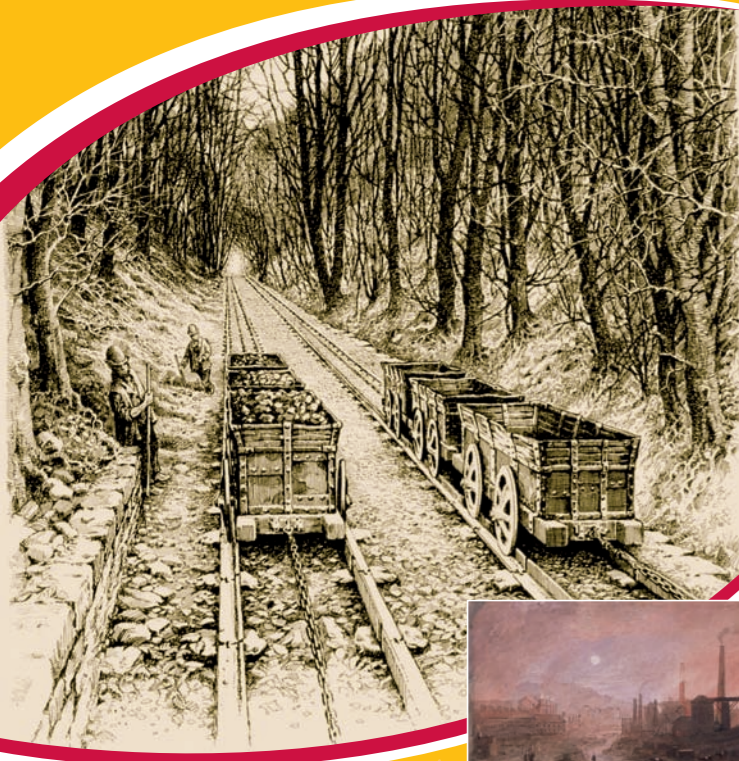


The Kendall Trail



Trail 5 The Kendall Trail

Moderate Walk, 3.5 Miles/6 Km (1.5 Hours)

Start at The Badminton Club, Beaufort (SO189 109)

Continue up Beaufort Terrace, passing “Furnace Street” on your left and after 200m you will come to an open triangular area. This was a working area in front of the furnaces and cast houses of the Beaufort Ironworks.



Site of Beaufort Ironworks, 1900

Turn right and after a few metres you will see a barrier on the left and steps on the right. The blast furnaces of the Beaufort Ironworks lay in the wooded bank behind.

Beaufort Ironworks were established in 1779 by the Kendall family and the Welsh name for the area was Cendl. In 1780



An incline

they built their first furnace at Beaufort and used a waterwheel to supply the blast.

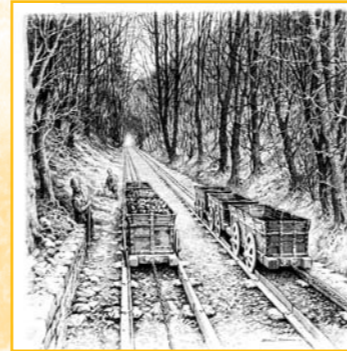
A special engine pumped water back to a height of 46 feet to be used again on the waterwheel. By 1830, the works were producing over 7,000 tons of iron a year. In 1833, the works were bought by Joseph and Crawshay Bailey of Nantyglo and a new tramroad and incline were built to connect the two works. By about 1880, the site was disused.

Continue into Cambridge Gardens and take the first turn right up a road signed “Plas y Coed”.

This was the entrance to Beaufort House – the mansion of the Kendalls. After about 100m you will see a waterfall. The water comes from an old coal level that was an overflow for the waterwheel for the first furnace on the site.

Return downhill to the barrier. Go up the steps opposite the barrier and zigzag up the furnace bank with the site of the furnaces extending on either side.

At the top you come into a car park where the coke ovens once were. Cross diagonally over into Bryn Kendal. Cross over Bryn Awelon Road to take a footpath uphill for 300m. This is the incline built to join Beaufort to Nantyglo after the Baileys took over in 1833.



An incline in action

At the top of the footpath, you will come to a road, still known locally as “The Incline”. Turn left and walk up the hill for 40m, cross the road and continue up the footpath. At the top, you come onto Parkhill Crescent. Turn left then immediately right.

Beyond the garages on the left, you will see the mouth of a railway tunnel built by the Merthyr, Tredegar and Abergavenny (M T & A) Railway. The railway ran where the bungalows now stand.

Continue until you come to a metal barrier at the entrance to Pen y Cwm School. On the way, you will pass Zion Chapel (1849). The 1833 Beaufort to Nantyglo Tramroad now lies ahead of you as a tarred footpath. **Follow the path through Parc Nant y Waun to the first houses in Warwick Road in Brynmawr.** The abandoned M T & A Railway lies to the right. The large pond supplied water to Nantyglo Ironworks. The 1793 Clydach Railroad from Beaufort Ironworks to the canal at Gilwern ran on the other side of the pond.

At the end of Warwick Road, a small road runs off to the left along the boundary of the Welfare Park. This was the Disgwylfa Tramroad built around 1816 to supply Nantyglo Ironworks with limestone from the Lonely Shepherd Quarries. The M T & A Railway had to make an underpass for this line that can be seen in the railway masonry where the modern tarred footpath passes beneath the railway.

Continue beyond the Disgwylfa Tramroad past the Welfare Park on your left. This is the drained site of the Heathcock Pond, another of the Nantyglo feeder ponds.

Continue along the road (following Baileys Llangattock Tramroad) to the Market Square. In the square, Baileys Llangattock Tramroad divided and a branch ran off to the right down Station Road heading for ‘Limestone Road’ and the ironworks.

Retrace your steps across the square, cross the B4248 road and swing left back into Warwick Road. Take the tarred footpath to the left.

This was another part of Baileys Llangattock Tramroad and ran to the older part of the Nantyglo Ironworks on the east bank of the Ebbw Fach.



Nantyglo Ironworks, 1829

Walk along the footpath for its whole length. To your right, is the dam of the “Machine Pond” – yet another of the feeder ponds for the Nantyglo Ironworks.

At the southern corner, ignore the branch to your left and continue straight on, between the high hawthorn hedges. This will bring you to a cycle barrier and a road. Turn right along the track towards the Machine Pond. This was built in 1814 as a link to the Clydach Railroad. At this time, Nantyglo Ironworks had to pay Beaufort to use their line to take finished iron down to the canal at Gilwern.

Continue towards Beaufort along the track running south of the pond. After they bought the Beaufort works in 1833, the Baileys used this to reach collieries on Beaufort Hill.

Continue along the track for around 1km back to the tunnel over the M T & A Railway. Pass the tunnel mouth on your right and continue down Bangor Road, passing the bungalows and cross the roundabout to follow Frost Road. At the end of Frost Road, you will come to an open area at the back of the Beaufort Theatre and Ballroom. You are still on the course of the Clydach Railroad and the M T & A Railway lies to the right all the way.

A narrow road leads off behind the Theatre. Follow this and continue straight ahead along the road signposted Waun Goch. The Clydach Railroad rejoins the A4047 opposite the “Greyhound Inn”.

At the Greyhound, turn left along the A4047. At the crossroads of Nelson Street and Wesley Place, a branch of the Trefil Railroad followed Nelson Street and Raglan Terrace to the Beaufort Ironworks. In the other direction, it ran along Wesley Place and Park View to coal levels and iron mines at Cwm Gwybedog.

Continue along the A4047 to Carmel Chapel.

Carmel was built in 1821 at a cost of £140 on a spot formerly used for cock-fighting. It was rebuilt in 1829 and, by 1851, attendance averaged 517 at morning services and 616 in the evenings. The current chapel building dates from 1865 and was designed by the important chapel architect, the Rev. Thomas Thomas of Landore.

During the Chartist Uprising of 1839, the Rassau contingent stopped outside Carmel Chapel and required the congregation to follow them to Newport. The congregation refused and so the Chartists broke into the Beaufort Arms, at Beaufort Rise, demanding ale and killing the landlord's dog.



Rassau Railroad

Opposite the chapel, you will see a tarred footpath.

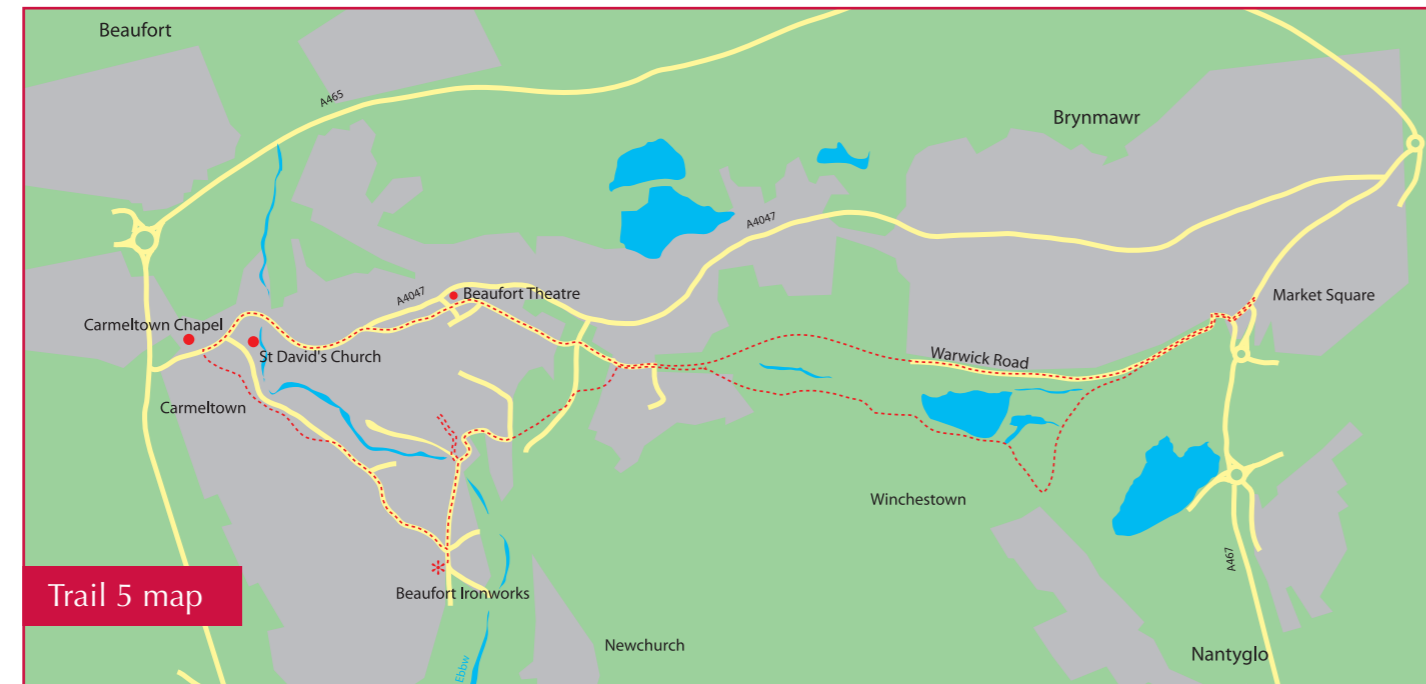
This follows the course of the Rassa Railroad built in 1796 to connect Sirhowy Ironworks and the Trefil Quarries with Beaufort.

You can now follow the Rassa Railroad for just under 1km to ‘Shop Row’ (the Badminton Club). The footpath runs parallel to a road and halfway along, opposite the Glan yr Afon sheltered housing complex, you will find a small circular Great Western Railway marker dated 1900 stuck into the bank.

This trail is one of seven “In the Footsteps of the Iron-makers” series that is part of the Green Mines/Atlanterra project to promote our mining heritage through tourism.

To let us know if you enjoyed the walk or for further information please contact us on 01495 355937 / 07968 472812 or at alyson.tippings@blaenau-gwent.gov.uk

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Trail 5 map