Although a little long for a single walk, the indicative time is around 3-4 hours in total. The trail could be done by bike, car, public transport, walking or a combination. Plan your journey here: www.traveline.cymru

How to Get There

Car – For Point 1: From M4, J46 take Morriston exit (A48/Cleasemont Road). Continue to the mini roundabout. Turn right onto Vicarage Road. Take the second right onto Park Lodge Road. The park is straight ahead. Postcode - SA6 6AF. There is also an entrance on Cleasemont Road. There is no on-street parking – please note various restrictions on signposts. Nearest car park is on Trefnant Road SA6 7AA. www.swansea.gov.uk/subbabancarparks

From the M4, exit at Junction 45 (Ynysforgan), head for Swansea and follow the signs for Landore Park and Ride. The car park is open from 6.45am - 7.30pm, Mondays to Saturdays, parking costs £1.

Cycle – The Morriston and Morfa areas are located off national cycle route number 43. www.swansea.gov.uk/cycling

Bus – Regular bus services run between Swansea City centre and Morriston Cross or Woodfield Street (trail point 2). Including service no 4, 36. Service 34 buses leave the Quadrant bus station every 15 minutes and take you to Landore Park and Ride which is located near point 15 on the trail.

Facilities – There are toilets Monday to Saturday at the Landore Park & Ride, and in Woodfield Street, Morriston. Morriston has a range of shops and eating places.

Further Walks – Other walks in this series include: Hafod Morfa Copperworks Industrial Heritage Trail, Morriston Park Heritage Trail and White Rock Heritage Trail.

Grant funding from the Welsh Office allowed the reclamation of derelict land and signalled the beginning of the end of dereliction in the Lower Swansea Valley. Today the area accommodates a vibrant commercial area and business park, and well-used recreation areas that enable cyclists, anglers and walkers to enjoy an ecologically rich habitat side-by-side with a variety of plants and animals.

Ariannir gan Cronfa Treftadaeth y Loteri Genedlaethol
Llywodraeth Cymru
Cronfa Treftadaeth Gymunedol
Lottery Heritage Fund
Cyngor Abertawe
Swansea Council

Lower Swansea Valley Heritage Trail

The Lower Swansea Valley has been transformed through reclamation, regeneration and new investment since the 1960s. Swansea held predominance in the 19th Century as the World's leader copper ore smelting centre. During this time Swansea was smelting 90% of the UK's total output. However, in the late 1880s, this began to decline. The manufacture of tinplate and the smelting of lead, silver ores, cobalt, and zinc, maintained Swansea's position as a World centre for the metallurgical industries. By the outbreak of the First World War, copper smelting had transferred abroad. Before the Second World War, Swansea had become an important centre for the tinplate and steel industries. After the Second World War, there was a further decline in the valley's industrial base which led to significant levels of dereliction in the Lower Swansea Valley. By 1961, some 60% of the valley was in a derelict condition. The valley was one of the largest continuous areas of industrial dereliction in Western Europe. In 1966 and following the Aberfan mine spoil tip disaster, the Secretary of State for Wales announced the formation of the Derelict Land Unit. The Lower Swansea Valley Project report was published in 1967. This set out an environmental action plan for dealing with the dereliction which affected the valley. Grant funding from the Welsh Office allowed the reclamation of derelict land and signalled the beginning of the end of dereliction in the Lower Swansea Valley. Today the area accommodates a vibrant commercial area and business park, and well-used recreation areas that enable cyclists, anglers and walkers to enjoy an ecologically rich habitat side-by-side with a variety of plants and animals.

1. Morriston Park

Land known originally as 'Clasemont' was purchased by the Swansea corporation in 1911 to locate a new water storage facility and created a municipal park. It was renamed Morriston Park and opened to the public in 1912. Today the park has a diverse range of facilities which appeal to all ages, from feeding the ducks to skate jumps, as well as having historical walking trails.

Image supplied courtesy of Morriston Camera Club

2. Morriston Cross

Morriston Cross remains an iconic view of the town to the present day, with the former 'Cross Inn' a key landmark, faced with red brick and terracotta decoration from the local Graig brickworks, which also feature on a number of other properties in the vicinity. The more modern looking additions actually date from the 1930s, including Cross Buildings (former Lamb & Flag).

3. Clyndu Street (underground canal)

This long sloping street has a hidden feature in the shape of the underground canal transporting coal to the various metal works along the River Tawe, that runs from the top of Morriston Park, turns near the former Tan y Lan primary school, down Clyndu Street and would have met the Swansea canal in front of what is now the Monkey Tree pub.

4. The former Police Station complex

The former Police Station complex Banwell Street (listed Grade II 1993) was built in 1875 and listed as evidence of late 19th-century urban improvement.

5. Philadelphia Chapel

Chapel House and Sunday School (1802, 1829, entrance remodelled 1935) at Morris Street/ Globe Street (listed Grade II 1993).

6. Danbert House

Another Grade II listed building from the 1880s; built for, and probably designed by Daniel Edwards (1835-1915), the tinplate manufacturer of Morriston; 'Danbert' was a brand name for a type of tinplate made at Edwards' Dyffryn Works. House construction was not completed due to bankruptcy of builder and Edwards never lived there.

7. Original grid/old market

The area that would become Morriston was acquired by the Morris family in the late eighteenth century. However, the town of Morriston did not take shape until 1779, when the first workers' dwellings were constructed.

The original town grid of Morriston was designed by William Edwards, an engineer, bridge builder and preacher of modest fame. In contrast to other planned towns of the time, Morriston was designed with wider streets and a symbolic placement of the central chapel. Construction for workers' dwellings also took on a new shape, with John Morris preferring to lease plots of land (rather than houses) roughly a quarter of an acre each to workers on fifty-year terms. John Morris originally wanted Morriston to resemble a rural, countryside village and encouraged the creation of gardens and ownership of one cow per family. While it was common for coppermasters to provide houses for workers, it was uncommon for an entire community to be planned out, as in the case of Morriston. This model would be replicated by the Nevill family in Llanelli, who would similarly rent out plots of land. Throughout the later eighteenth and nineteenth centuries, the original rural setting was gradually condensed. The original main road became known as Wychtree Street, and on later iterations of the Morriston grid, Woodville Street assumed primacy. The construction of the Swansea Canal in 1794-96 damaged the original grid by removing six gardens (three created, three planned out) and Old Market replaced two small cottages in 1827. By the mid-nineteenth century, the ongoing condensation of Morriston brought about concerns of public health and safety. Roads were yet to be paved and public sanitation services did not yet exist.

Key

Lower Swansea Valley Heritage Trail

National Cycle Route Route 43

8. St Johns/Church square

More commonly referred to as the 'church in the middle of the road', the former St John's church and the surrounding buildings, with Tabernacle close by forms another iconic approach to Woodfield Street from all directions. The location was part of the original town plan as a centrepiece called Church Square. Too small for the numbers attending, it was superseded by St David's church at the mid-point of Woodfield Street, and ceased to be a place of worship in 2008. Gothic in style, this Grade II listed building has been sensitively converted into a mix of commercial spaces and flats.

Image supplied courtesy of Morriston Camera Club

9. Tabernacle Chapel

Built-in 1870 by Daniel Edwards and designed by John Humphrey, and became a listed building in 1993, Morriston Tabernacle rose out of the smoke and pollution from the 200 chimneys in the Lower Swansea Valley as a beacon of hope. One of over thirty churches and chapels, it is the grandest nonconformist chapel in Wales – the 'cathedral of nonconformity', sitting in close proximity to the former St John's Anglican church. Its location is on a sloping site on the east side of Woodfield Street at its corner with Crown Street ensures that three of its facades are visually prominent and this is reflected in the design treatment, with special attention, of course, to its frontage to the high street. The steeple is the highest on a nonconformist chapel in Wales – possibly, and symbolised the growth of the town and the self-confidence of workers and industrialists alike.

10. Seion Newydd Chapel

A grade II listed building within the immediate setting of the conservation area,

it has a strong classical frontage and replaced an earlier chapel of 1845; its rebuilding dates from 1870. It was designed by John Humphrey of Swansea, the architect of Tabernacle.

11. Former Canal Railway Route

As you drive or walk along or near the route of the A4067, you are in fact on the routes of the Swansea Canal and the railway. Look closely and you will see various bridges, ornate Victorian boundary walls and related buildings.

The canal bridge at Morfydd Street and the associated boundary wall at Davies Street (listed Grade II 1991, listing amended 1993); of ca 1794-6. This is an original Swansea Canal structure and a rare Welsh example of a "changeover bridge", all the more so because it is combined with a road bridge. It is also "one of the few remaining canal structures in Swansea.

Image supplied courtesy of Morriston Camera Club

12. Annealing building/Beaufort Road

Annealing house at former Beaufort tin plate works established 1859 – 60 by John Jones Jenkins. The site was that of the Lower Forest copper mills were founded in the C18 and possibly already converted to tin plate in 1836. Jenkins sold the works in 1877. The present building dated 1874 was added to the upper end of the original rolling mill of c1735, since demolished and is now the sole surviving building of the tin plate industry in Swansea. The building was extensively restored and rebuilt in the 1980s with a reconstructed water wheel brought from a model farm owned by the colliery operator, John Jones of Brynamman. The works closed in the 1940s.

13. Landore railway viaduct

Among the earliest industrial heritage are Landore railways, with road connections beginning as early as 1707 and being further developed into the late eighteenth and nineteenth centuries. Still carrying the dual-track Great Western Mainline to London Paddington, the Landore railway viaduct is a prominent feature of the skyline in the valley, bridging the River Tawe and now the A4067, formerly the Swansea Canal. In times past, the Landore railways served as a centre for the movement of various raw materials, such as coal, copper and tin. In this capacity, it was part of a larger network of railroads that connected coal mines to copper foundries.

14. Morfa Lifting Bascule bridge

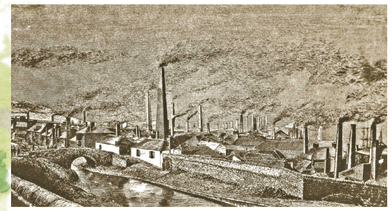
During 2020-2022 undergoing major repairs, the Morfa lifting bascule bridge was installed in 1909 to carry a rail link across the River Tawe to the Upper Bank works.

15. Swansea Canal Walls

As you pass through what is now the A4067 corridor, you are on the route of the Swansea canal. The boundary wall is still in place along parts of its length from the Landore viaduct and up as far as the junction with the Morfa bypass. If you look carefully at historic photographs, most of the historic houses and commercial buildings can still be identified, as well as the location of the series of arches holding up sections of railway serving the various works. Canalisation took place from 1847 to 1852, in part due to the difficulties of navigating the river Tawe.

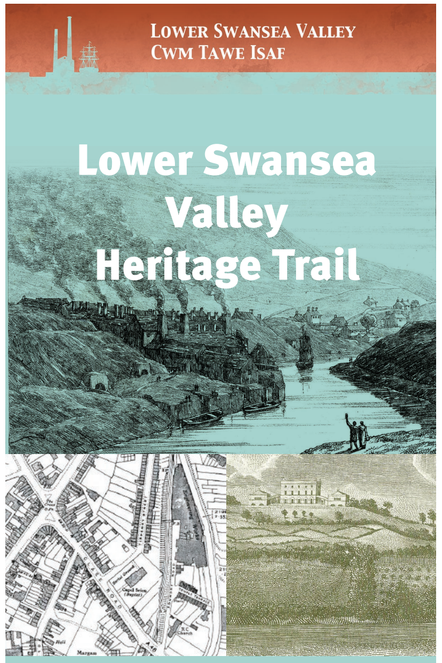
16. Hafod works

The construction of Hafod Copperworks in 1808-1809 marked a new beginning for copperworking in South Wales. Prior to the construction of Hafod Copperworks, Welsh copperworking was largely kept away from business interests by Cornish miners. Hafod Copperworks was built by John Vivian, an entrepreneur who began in Cornish copper mining. The Hafod Copperworks featured an impressive architectural feat in that the external arches – built for ventilation – were grouped in threes which gave a resemblance to classical church facades, and had the highest arches possible at the time, to allow for maximum ventilation.



17. White Rock

The White Rock Copper Works were established in the Lower Swansea Valley in 1736, 70 years before the better-known Hafod works. White Rock was one of the most important copper smelting works in the Lower Swansea Valley, the world centre of non-ferrous smelting for much of the 18th and 19th Centuries. Lead and silver were also smelted at White Rock.



Llwybrau cedded pellach - Mae llwybrau cedded eraill yn y gylfes hon yn cynnwys: Llwybr Treftadaeth Ddiwylliannol Gwaith Copr yr Hafod-Morfa; Llwybr Treftadaeth Parc Treforys a Llwybr Treftadaeth y Gareg Wen.

Adnodd cymunedol a ariennir gan y Gronfa Treftadaeth Loteri

Supported by the Heritage Lottery Fund

Swansea Council

GRONFA GYMUNEDOL COMMUNITY FUND

Sut i gyrraedd yno

Car - ar gyfer pwynt 1: Gadewch yr M4 wrth gyffordd 46 Treforys (yr A48/ Clasemont Road). Parhewch i'r cylchfan bach. Trowch i'r dde ar Vicarage Road. Cymerwch yr ail droad i'r dde ar hyd Park Lodge Road. Mae'r parc yn syth o'ch blaen. Côd post - SA6 6Af. Mae hefyd ffyrdda ar Clasemont Road. Gallwch barcio ar y stryd, ond sylwer ar y cyfyngiadau amrywiol sydd i'w gwela ar yr arwyddion. Mae'r maes parcio agosaf ar Trehame Road, SA6 7AA. www.abertawe.gov.uk/meysyddparciomaesstelcollzane=cy

Mae pwynt 15 wedi'i leoli oddi ar yr A4067, ger safle parcio a bethlehe Glandŵr. Gadewch yr M4 wrth gyffordd 45 (Ynysforgan), wedyn tuag at Abertawe a dilynwch yr arwyddion ar gyfer maes parcio Parcio a Bethlehe Glandŵr. Mae'r maes parcio ar agor rhwng 6.45am a 7.30pm, ydd Llun i ddydd Sadwrn. Y pris ar gyfer parcio yw £1.

Beicio - Mae aralleodd Treforys a'r Morfa ger llwybr beicio cenedlaethol hif 43. www.abertawe.gov.uk/beiciolzlane=cy

Bws - Mae gwasanaethau bysus rheolaidd yn rhedeg rhwng canol dinas Abertawe a Chroes Treforys neu Woodfield Street (pwynt 2 ar y llwybr). Gan gymryd gwasanaethau rhif 4 a 36. Mae bysus gwasanaeth 34 yn gadael gorsaf y Fysus y Cwadrant bob 15 munud ac yn mynd â chi i safle parcio a bethlehe Glandŵr sydd ger pwynt 15 ar y llwybr.

Cyfleusterau - Mae toiledau ar gael o ddydd Llun i ddydd Sadwrn ar safle parcio a bethlehe Glandŵr ac ar Woodfield Street, Treforys. Mae amrywieth o siopau a maenua bwyta yn Nhreforys.

Llwybr Treftadaeth Cwm Tawe Isaf

Mae rhan isaf Cwm Tawe wedi'i thrawsnewid drwy adferiad, adfywiad, a buddsoddiad newydd ers y 1960au. Roedd Abertawe'n goruchafu yn y 19eg ganrif fel prif ganolfan mwyndoddi copr y byd. Yn ystod y cyfnod hwn roedd Abertawe'n toddi 90% o holl allbwn copr y DU. Fodd bynnag, yn y 1880au dechreuodd hyn ddirywio. Roedd cynhyrchu. tunplat a mwyndoddi plwm, mwynau arian, cobalt, a sinc wedi cynnal safle Abertawe fel canolfan y byd ar gyfer y diwydiannau metelegol. Erbyn dechrau'r Rhyfel Byd Cyntaf, roedd mwyndoddi copr wedi trosglwyddo dramor. Cyn yr Ail Ryfel Byd, roedd Abertawe wedi dod yn ganolfan bwysig i'r diwydiannau tunplat a dur. Wedi'r Ail Ryfel Byd, dirywiodd canolfan ddiwydiannol y cwm ymhellach gan arwain at lefelau sylweddol o ddiffeithwch yng Nghwm Tawe Isaf. Erbyn 1961, roedd tua 60% o'r cwm mewn cyflwr diffaith. Roedd y cwm yn un o'r ardaloedd mwyaf o ddiffeithwch diwydiannol parhaus yng Ngorllewin Ewrop. Ym 1966, ac ar ôl trychinebau tomen wastraff pwll Aberfan, cyhoeddodd Ysgrifennydd Gwladol Cymru y byddai Uned Tir Diffaith yn cael ei ffurfio. Cyhoeddwyd adroddiad Prosiect Cwm Tawe Isaf ym 1967. Roedd hyn yn disgrifio cynllun gweithredu amgylcheddol ar gyfer ymdrin â'r diffeithwch a oedd yn effeithio ar y cwm. Roedd arian grant gan y Swyddfa Gymreig wedi caniatáu adfer tir diffaith ac yn arwydd o ddechrau diwedd diffeithwch yng Nghwm Tawe Isaf. Heddiw mae'r ardal yn cynnwys ardal fasnachol fywiog a pharc busnes, ac ardaloedd hamdden sy'n cael eu defnyddio'n dda sy'n galluogi beicwyr, pysgotwyr a cherddwyr i fwynhau cynefin ecolegol gyfoethog ochr yn ochr ag amrywiaeth o blanhigion ac anifeiliaid.

1. Parc Treforys

Ym 1911, prynwyd tir a adwaenwyd yn wreiddiol fel 'Clasemont' gan gorfforaeth Abertawe er mwyn gosod cyfleuster storio dŵr newydd yno a chreu parc dinesig.
Fe'i hagorwyd i'r cyhoedd ym 1912 dan yr enw newydd, Parc Treforys. Heddiw mae gan y parc amrywiaeth eang o gyfleusterau s'n apelio i bobl o bob oedran, o gyfleoedd i fwydo'r hwyaid i neidiau sglefrio, yn ogystal â llwybrau cerdded hanesyddol.

Llun drwy garedigrwydd Morriston Camera Club

2. Croes Treforys

Erys Croes Treforys yn olygfa eiconig o'r dref hyd heddiw, gyda hen adeilad tafarn y 'Cross Inn' yn dirnod allweddol gyda'i frics coch a'i addurniadau terracotta o waith brics lleol y Graig, sydd hefyd i'w gweld ar sawl eiddo arall yn y cyffiniau. Mae'r adeiladau mwy modern mewn gwirionedd yn dyddio o ddiwedd y 1930au, gan gynnwys adeiladau'r Groes (hen adeilad tafarn y Lamb & Flag).

3. Clyndu Street (camlas danddaearol)

Mae gan y stryd hir lethrog hon nodwedd gudd ar ffurf camlas danddaearol a arferai gludo glo i'r gwahanol weithiau metel ar hyd afon Tawe. Roedd yn rhedeg o ben Parc Treforys, gan droi ger hen ysgol gynradd Tan-y-lan, i lawr Clyndu Street a byddai wedi cwrdd â chamlas Tawe o flaen yr hyn sydd bellach yn dafarn y Monkey Tree.

4. Cyfadeilad yr hen Orsaf Heddlu

Banwell Street (wedi'i restru'n Radd II ym 1993) a adeiladwyd ym 1875 ac wedi'i 'restru fel tystiolaeth o welliant trefol yn dyddio o ddiwedd y 19eg ganrif'

5. Capel Philadelphia

Tŷ'r Capel ac Ysgol Sul Philadelphia (1802, 1829, ailfodelwyd y fynedfa ym 1935) yn Morris Street/Globe Street (wedi'i restru'n Radd II ym 1993)

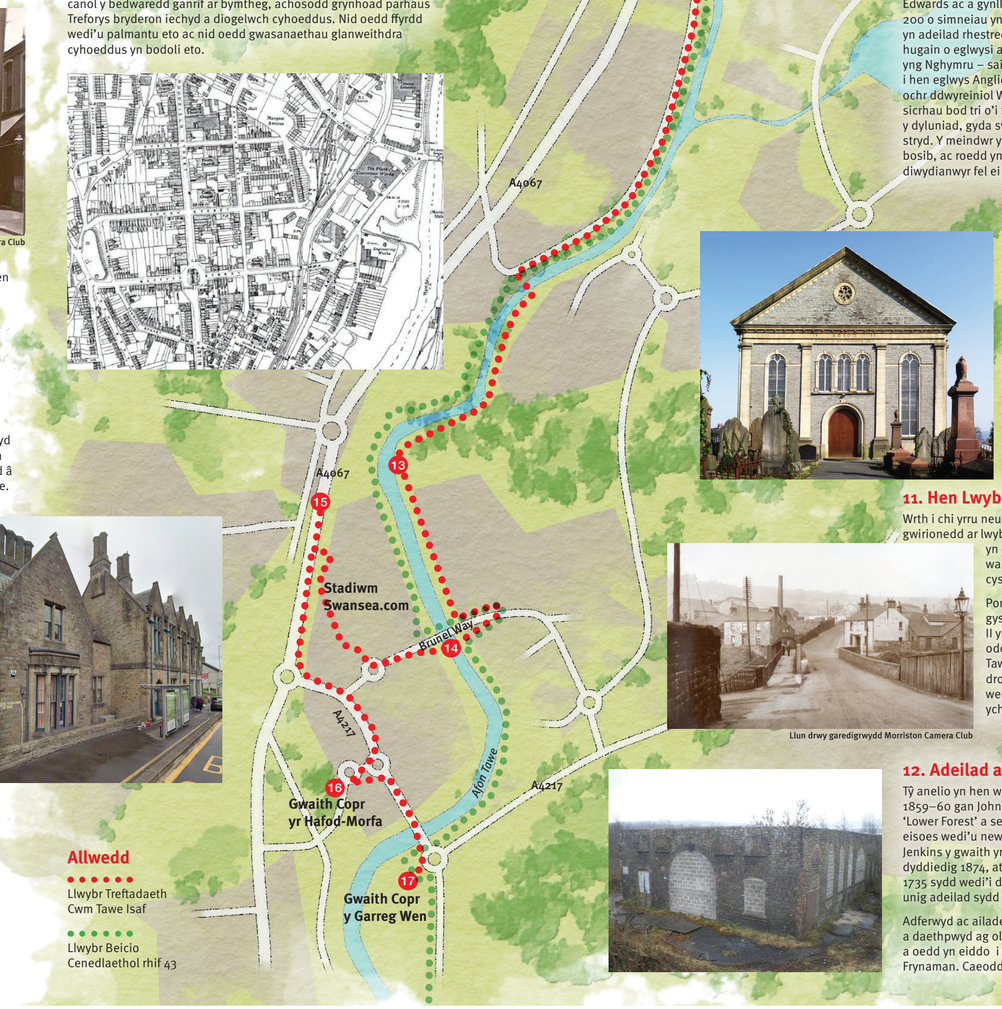
6. Tŷ Danbert

Adeilad rhestredig Gradd II arall o'r 1880au; a adeiladwyd ar gyfer, ac a ddyluniwyd yn ôl pob tebyg gan Daniel Edwards (1835-1915), gwneuthurydd tunplat yn Nhreforys; Roedd 'Danbert yn enw brand ar fath o dunplat a wnaed yng Ngwaith Dyffryn Edwards. Ni chwblhawyd y gwaith i adeiladu'r tŷ oherwydd methdaliad yr adeiladwr, ac nid oedd Edwards erioed wedi byw yno.

7. Grid gwreiddiol/yr hen farchnad

Cafodd yr ardal a fyddai'n dod yn dref Treforys ei chaffael gan y teulu Morris ar ddiwedd y ddeunawfed ganrif. Fodd bynnag, ni ddechreuodd tref Treforys ddatblygu tan 1779 pan adeiladwyd yr anheddau cyntaf i weithwyr.

Dyluniwyd grid tref gwreiddiol Treforys gan William Edwards, peiriannydd, adeiladydd pontydd, a phregethwr gweddol enwog. Yn wahanol i drefi arfaethedig eraill y cyfnod, cafodd Treforys ei dylunio gyda strydoedd lletach a lleoliad symbolaidd i'r capel canolog. Cafwyd ffurf newydd i'r gwaith adeiladu ar gyfer anheddau gweithwyrgyda John Morris yn ffafrio prydlesu lleiniau o dir (yn hytrach na thai) o oddeutu chwarter erw'r un i weithwyr ar delerau hanner can mlynedd. Yn wreiddiol roedd John Morris am i Dreforys ymdebygu i bentref gwledig, ac anogodd greadigaeth gerddi a pherchenogaeth un fuwch y teulu. Er ei bod yn gyffredin i'r meistri copr ddarparu tai i weithwyr, roedd hi'n anghyffredin i gymuned gyfan gael ei chynllunio, fel yn achos Treforys. Byddai'r model hwn yn cael ei efelychu gan y teulu Nevill yn Llanelli, a fyddai'n rhentu lleiniau o dir yn yr un modd. Drwy gydol diwedd y ddeunawfed ganrif a'r bedwaredd ganrif ar bymtheg, cafodd y lleoliad gwledig gwreiddiol ei grynhoi'r raddol. Daeth y brif ffordd wreiddiol i'w hadwaen fel Wychtree Street, ac ar fersiynau diweddarach o grid Treforys, Woodville Street oedd yn cael y flaenoriaeth. Difrodwyd y grid gwreiddiol gan y gwaith i adeiladu Camlas Tawe ym 1794-96 pan gafwyd gwared ar chwe gardd (tair wedi'u creu, tair wedi'u cynllunio) a disodlwyd yr Hen Farchnad gan ddau fwthyn bach ym 1827. Erbyn canol y bedwaredd ganrif ar bymtheg, achosodd grynhoad parhaus Treforys bryderon iechyd a diogelwch cyhoeddus. Nid oedd ffyrdd wedi'u palmantu eto ac nid oedd gwasanaethau glanweithdra cyhoeddus yn bodoli eto.



Allwedd

Llwybr Treftadaeth Cwm Tawe Isaf

Llwybr Beicio Cenedlaethol rhif 43

8. Sgwâr Sant Ioan/yr Eglwys

Mae hen eglwys Sant Ioan y cyfeirir ati'n fwy cyffredin fel 'yr eglwys yng nghanol yr heol', a'r adeiladau o'i chwmpas, gyda chapel y Tabernacl yn agos iddi, yn ffordd eiconig arall o ddynesu at Woodfield Street o bob cyfeiriad. Roedd y lleoliad yn rhan o'r dref arfaethedig wreiddiol fel darn canol o'r enw Sgwâr yr Eglwys. Gan ei bod yn rhy fach ar gyfer y niferoedd a oedd yn ei mynychu, fe'i disodlwyd gan eglwys Dewi Sant yng nghanol Woodfield Street, a pheidiodd â bod yn addoldy yn 2008. Mae'r adeilad rhestredig Gradd II hwn, sy'n Gothig o ran arddull, wedi'i addasu mewn modd sensitif yn gymysgedd o leoedd masnachol a fflatiau.

Llun drwy garedigrwydd Morriston Camera Club

9. Capel y Tabernacl

Cododd y Tabernacl Treforys, a adeiladwyd ym 1870 gan Daniel Edwards ac a gynlluniwyd gan John Humphrey, o fwg a llygredd y 200 o simneiau yng Nghwm Tawe Isaf fel pelydryn o obaith, a daeth yn adeilad rhestredig ym 1993. Y capel hwn, sy'n un o dros ddeg ar hugain o eglwysi a chapeli, yw'r capel anghyddfurfiol mwyaf crand yng Nghymru – saif "Eglwys Gadeiriol Anghyddfurfiaeth' yn agos i hen eglwys Anglicanaidd Sant Ioan. Mae ei leoliad, ar lethr ar ochr ddwyreiniol Woodfield Street wrth y gornel â Crown Street, yn sicrhau bod tri o'i ffasadau'n flaenllaw a chaiff hyn ei adlewyrchu yn y dyluniad, gyda sylw arbennig wrth gwrs i'r tu blaen sy'n wynebu'r stryd. Y meindwr yw'r uchaf ar gapel anghyddfurfiol yng Nghymru - o bosib, ac roedd yn symbol o dwf y dref a hunanhyder gweithwyr a diwydianwyr fel ei gilydd.

10. Capel Seion Newydd

Adeilad rhestredig gradd II yn lleoliad uniongyrchol yr ardal gadwraeth,

mae ganddo du blaen clasurol trawiadol ac fe'i codwyd yn lle capel cynharach a sefydlwyd ym 1845; cafodd ei ailadeiladu ym 1870. Fe'i cynlluniwyd gan John Humphrey o Abertawe, pensaer y Tabernacl.

11. Hen Lwybr Rheilffordd y Gamlas

Wrth i chi yrru neu gerdded ar hyd ffordd yr A4067, rydych mewn gwirionedd ar lwybrau Camlas Tawe a'r rheilffordd. Edrychwch yn ofalus a gallwch weld pontydd amrywiol, waliau terfyn addurnol o oes Fictoria ac adeiladau cysylltiedig.

Pont y gamlas ar Morfydd Street a'r wal derfyn gysylltiedig yn Davies Street (wedi'u rhestru'n Radd II ym 1991, a'r rhestru wedi'i diwygio ym 1993); o oddeutu 1794-6. Adeiledd gwreiddiol ar hyd Camlas Tawe yw hwn ac mae'n enghraifft brin o "bont newid drosodd" yng Nghymru, yn fwy felly oherwydd ei bod wedi'i chyfuno â phont ffordd. Mae hefyd yn "un o'r ychydig adeileddau camlesi sydd ar ôl yn Abertawe.

Llun drwy garedigrwydd Morriston Camera Club

12. Adeilad anelio/Beaufort Road

Tŷ anelio yn hen waith tunplat Beaufort a sefydlwyd ym 1859–60 gan John Jones Jenkins. Dyma safle melinau copr 'Lower Forest' a sefydlwyd yn y 18fed ganrif ac a oedd o bosib eisoes wedi'u newid yn waith tunplat ym 1836. Gwerthodd Jenkins y gwaith ym 1877. Ychwanegwyd yr adeilad presennol, dyddiedig 1874, at ben uchaf y felin rolio wreiddiol o oddeutu 1735 sydd wedi'i ddymchwel ers hynny, ac erbyn hyn dyma'r unig adeilad sydd wedi goroesi o'r diwydiant tun yn Abertawe.

Adferwyd ac ailadeiladwyd yr adeilad yn helaeth ym 1980 a daethpwyd ag olwyn ddŵr wedi'i hail-greu o fferm fodel a oedd yn eiddo i weithredwr pwll glo sef John Jones o Frynaman. Caeodd y gwaith yn y 1940au.

13. Traphont rheilffordd Glandŵr

Mae rheilffyrdd Glandŵr ymysg y dreftadaeth ddiwydiannol gynharaf, gyda chysylltiadau ffyrdd yn dechrau mor gynnar â 1707 ac yn cael eu datblygu ymhellach hyd at ddiwedd y ddeunawfed ganrif a'r bedwaredd ganrif ar bymtheg. Mae traphont rheilffordd Glandŵr sy'n dal i gario trac deuol prif linell y Great Western i Lundain Paddington, yn nodwedd amlwg o'r nenlinell yn y cwm, gan bontio afon Tawe a'r A4067 erbyn hyn, sef Camlas Tawe gynt. Yn yr hen ddyddiau, roedd rheilffyrdd Glandŵr yn ganolfan ar gyfer symud gwahanol ddeunyddiau crai, megis glo, copr, neu dun. Yn rhinwedd hyn, roedd yn rhan o rwydwaith mwy o reilffyrdd a gysylltai pyllau glo â ffowndrïau copr.

14. Pont Wrthbwys Godi'r Morfa

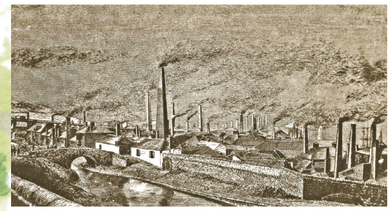
Cafodd ei hatgyweirio'n sylweddol yn ystod 2020-2022. Gosodwyd pont wrthbwys godi'r Morfa ym 1909 i gario cyswllt rheilffordd ar draws afon Tawe i waith Upper Bank.

15. Waliau Camlas Tawe

Wrth i chi basio trwy'r hyn sydd bellach yn goridor yr A4067, rydych chi ar lwybr Camlas Tawe. Mae'r wal derfyn yn dal i fodoli ar hyd rhannau o'i hyd o draphont Glandŵr ac i fyny cyn belled â'r gyffordd â ffordd osgoi'r Morfa. Os edrychwch yn ofalus ar ffotograffau hanesyddol, gellir adnabod y rhan fwyaf o'r tai hanesyddol a'r adeiladau masnachol o hyd, yn ogystal â lleoliad y gyfres o fwâu sy'n dal rhannau o'r rheilffordd sy'n gwasanaethu'r gweithfeydd amrywiol. Aethpwyd ati i greu camlesi rhwng 1847 a 1852, yn rhannol oherwydd anawsterau llywio afon Tawe.

16. Gwaith yr Hafod

Roedd y gwaith i adeiladu Gwaith Copr yr Hafod ym 1808-1809 yn nodi dechrau newydd ar gyfer cynhyrchu eitemau copr yn ne Cymru. Cyn adeiladu Gwaith Copr yr Hafod, roedd gweithfeydd copr yng Nghymru'n cadw draw o fuddion busnes mwynwyr Cernyweg i raddau helaeth. Adeiladwyd Gwaith Copr yr Hafod gan John Vivian, entrepreneur a ddechreuodd yn niwydiant mwyngloddio copr Cernyw. Roedd Gwaith Copr yr Hafod yn cynnwys camp pensaernïol trawiadol gan fod y bwâu allanol – a adeiladwyd at ddiben awyru – wedi'u grwpio bob yn dri a oedd yn debyg i ffasadau eglwysig clasurol, ac roedd ganddynt y bwâu uchaf posib ar y pryd, er mwyn caniatáu ar gyfer cymaint o awyriad â phosib.



17. Y Garreg Wen

Sefydlwyd Gwaith Copr y Garreg Wen yng Nghwm Tawe Isaf ym 1736, 70 mlynedd cyn gwaith mwy adnabyddus yr Hafod. Roedd Gwaith y Garreg Wen yn un o'r gweithiau mwyndoddi copr pwysicaf yng Nghwm Tawe Isaf, canolfan y byd ar gyfer mwyndoddi anferrus am ran helaeth o'r 18fed ganrif a'r 19eg ganrif. Toddwyd plwm ac arian hefyd yng Ngwaith y Garreg Wen.

Er bod y daith rychdaith yn hir er gyfer taith gerdded unigol, yr amser swyngymedig yw tua 3-4 awr ar y cylfan. Gallwch ddilyn y llwybr er gefn beic, mewn car, ar gludiant cyhoeddus, drwy gerdded neu drwy gyfuniad o'r rhain. Cynllunwch eich taith ymlaen llaw: www.traveline.cymru

Lower Swansea Valley
Cwm Tawe Isaf

Llwybr Treftadaeth Cwm Tawe Isaf

Friends of White Rock

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